
**921 SIR FRANCIS DRAKE
BOULEVARD
SAN ANSELMO, CA**

July 22, 2014

Prepared for:

Town of San Anselmo, CA
Golden Gate Tutoring Center
Le Petit Jardin French Immersion Preschool
Red Hill Church

Prepared by:

Kimley »» Horn

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TABLE OF CONTENTS

Traffic Study – FINAL Report 1

LIST OF FIGURES..... i

LIST OF TABLES ii

INTRODUCTION..... 1
 Study Methodology..... 1
 Study Intersections Included in Analysis 3

EXISTING (2014) CONDITIONS..... 3
 Existing Site Uses and Site Access 3
 Existing Uses in Vicinity of Site..... 4
 Existing Roadway Network..... 4
 Existing (2014) Lane Configurations and Traffic Control..... 4
 Existing (2014) Peak Hour Turning Movement Volumes 4
 Existing Transit Facilities 5
 Existing Bicycle and Pedestrian Facilities 5
 Existing (2014) Levels of Service at Study Intersections 5

921 SIR FRANCIS DRAKE BOULEVARD PROJECT 6
 Proposed Site Uses..... 6
 Project Trip Generation 7
 Internal Capture 7
 Project Trip Pass-By..... 7
 Project Trip Distribution and Assignment 8

EXISTING (2014) PLUS PROJECT TRAFFIC CONDITIONS 8

SITE ACCESS AND CIRCULATION 10

SUMMARY OF ISSUES AND RECOMMENDED SOLUTIONS 12

LIST OF FIGURES

Figure 1 – Project Location and Study Intersections 14

Figure 2 – Existing Project Site 15

Figure 3 – Existing (2014) Lane Geometry and Traffic Control 16

Figure 4 – Existing (2014) Peak Hour Turning Movement Volumes..... 17

Figure 5 – Project Trip Distribution..... 18

Figure 6 – Project Generated Peak Hour Turning Movement Volumes..... 19

Figure 7 – Existing (2014) Plus Project Peak Hour Turning Movement Volumes..... 20
Figure 8 – Proposed Project Site..... 21

LIST OF TABLES

Table 1 – Intersection Level of Service Definitions..... 3
Table 2 – Existing (2014) Level of Service Summary 6
Table 3 – 921 Sir Francis Drake Boulevard Trip Generation..... 8
Table 4 – Existing (2014) Plus Project Level of Service Summary..... 9
Table 5 – Maximum Parking Demand 11
Table 6 – Existing (2014) Plus Project (Mitigated) Level of Service Summary 13

INTRODUCTION

Kimley-Horn and Associates, Inc. was retained by the Golden Gate Tutoring to prepare a traffic study for the proposed Golden Gate Tutoring Center and Le Petit Jardin French Immersion Preschool at the existing Red Hill Church at 921 Sir Francis Drake Boulevard in San Anselmo, CA.

The Golden Gate Tutoring Center is expected to operate Monday through Saturday from 9 AM to 9 PM and on Sunday from 2 PM to 9 PM. The tutoring center is anticipated to have a maximum of 34 students at a time and 9 tutors at a time.

The Le Petit Jardin French Immersion Preschool is expected to serve 30 children from the ages of 2 to 5 years old. The school will operate Monday through Friday from 8 AM to 5:30 PM. A maximum of seven employees and approximately 20-30 students daily are expected to be on-site.

The existing Red Hill Church mostly operates on weekends, but does hold organized events on the weekdays, but outside of typical weekday peak periods. The church is located on the southeast corner of the Sir Francis Drake Boulevard and Sais Avenue.

Figure 1 illustrates the location of the project site in relation to the Town of San Anselmo (Town).

This traffic study was prepared based on discussions with, and criteria set forth by, the Town of San Anselmo. This study addresses the traffic and transportation effects of the proposed project to assist the project applicant and the Town in project planning and determining conditions of approval for the project.

Study Methodology

Development Conditions

This traffic study was based on the following development conditions:

- Existing (2014) conditions – Based on current traffic counts in 2014 and existing roadway geometry and traffic control.
- Existing (2014) Plus Project conditions – Based on current traffic counts and existing roadway geometry and traffic control, plus the traffic generated by the proposed project.

Operating Conditions and Criteria

Analysis of project effects at intersections is based on the concept of Level of Service (LOS). The LOS of an intersection is a qualitative measure used to describe operational conditions. LOS ranges from A (best), which represents minimal delay, to F (worst), which represents heavy delay and a facility that is operating at or near its functional capacity. Levels of Service for this study were determined using methods defined in the *Highway Capacity Manual, 2000* (HCM) and appropriate traffic analysis software. The HCM 2000 methodology was utilized in Synchro 8 software to analyze the intersections. HCM 2000 was used instead of the more recent HCM 2010 because the results from HCM 2010 did not match the field observed conditions. LOS and delay results from HCM 2010 methodology within Synchro software has been known to produce inaccurate results. Therefore, HCM 2000 methodology was used within the Synchro software.

The HCM included procedures for analyzing side-street stop-controlled (SSSC) intersections. All study intersections are SSSC intersections in this study. The SSSC intersection procedure defines LOS as a function of average control delay for each minor street approach movement. **Table 1** relates the operational characteristics associated with each LOS category for the unsignalized intersections.

For study intersections in the Town of San Anselmo, the Town has a level of service objective of LOS D or better. This threshold is outlined in the Circulation Element of the Town of San Anselmo's General Plan.

Project issues are determined by comparing conditions with the proposed project to those without the proposed project. Significant issues for intersections are created when traffic from the proposed project causes the LOS to fall below LOS D. Changes may be necessary when traffic from the project causes the intersection to operate below acceptable levels of traffic operation.

Table 1 – Intersection Level of Service Definitions

Level of Service	Description	Unsignalized (Avg. control delay per vehicle sec/veh.)
A	Free flow with no delays. Users are virtually unaffected by others in the traffic stream	≤ 10
B	Stable traffic. Traffic flows smoothly with few delays.	> 10 – 15
C	Stable flow but the operation of individual users becomes affected by other vehicles. Modest delays.	> 15 – 25
D	Approaching unstable flow. Operation of individual users becomes significantly affected by other vehicles. Delays may be more than one cycle during peak hours.	> 25 – 35
E	Unstable flow with operating conditions at or near the capacity level. Long delays and vehicle queuing.	> 35 – 50
F	Forced or breakdown flow that causes reduced capacity. Stop and go traffic conditions. Excessive long delays and vehicle queuing.	> 50
Sources: Transportation Research Board, <i>Highway Capacity Manual 2000</i> , National Research Council, 2000 and Transportation Research Board, <i>Highway Capacity Manual 2010</i> , National Research Council, 2010		

Study Intersections Included in Analysis

The proposed project will generate new vehicular trips that will increase traffic volumes on the nearby street network. To assess changes in traffic conditions associated with the project, the following intersections, illustrated in **Figure 1**, were selected for evaluation in this traffic study:

1. Sir Francis Drake Boulevard/Sais Avenue
2. Sir Francis Drake Boulevard/North Project Driveway
3. Sais Avenue/West Project Driveway

EXISTING (2014) CONDITIONS

Existing Site Uses and Site Access

The Red Hill Church at 921 Sir Francis Drake Boulevard is located on the southeast corner of the intersection of Sir Francis Drake Boulevard and Sais Avenue. There is a

driveway on Sir Francis Drake Boulevard and a driveway on Sais Avenue as shown in **Figure 2**. The Red Hill Church serves as a church. The church currently holds organized community events and sports on the weekdays, but outside of typical weekday peak periods. On weekends, the church holds Sunday school and a church service.

Existing Uses in Vicinity of Site

The proposed project site is surrounded by residential homes to the west and south, commercial lots to the east, and a shopping center with a gas station to the north. Further to the west (1/4 mile) off Sir Francis Drake Boulevard is Sir Francis Drake High School.

Existing Roadway Network

Below is a description of the principal roadways included in this study.

Sir Francis Drake Boulevard

Sir Francis Drake Boulevard is mostly a two-lane and four-lane arterial street with turn lanes serving multiple communities including the Town of Ross, the Town of Fairfax, and the Town of San Anselmo. Adjacent to the project site, Sir Francis Drake Boulevard is a four-lane roadway. The posted speed limit is 30 mph.

Sais Avenue

Sais Avenue is a two-lane local street serving residential land uses south of Sir Francis Drake Boulevard. There is no posted speed limit on Sais Avenue, therefore it is assumed to be a prima facie residential speed limit of 25 mph.

Existing (2014) Lane Configurations and Traffic Control

Existing intersection lane configurations and traffic controls are illustrated in **Figure 3**. Each of the three study intersections operates as a side-street stop-controlled intersection.

Existing (2014) Peak Hour Turning Movement Volumes

Weekday intersection turning movement volumes were collected at project study area intersections in June 2014. Volumes were collected only during the PM (4:00 PM to 6:00 PM) peak period of a typical weekday. These volumes were collected during a typical weekday when school was in session and not near any major holidays. Only PM peak hour volumes were collected because there were minimal AM peak hour project trips generated and therefore an AM peak period analysis was not warranted.

PM peak one-hour volumes are shown in **Figure 4**. Traffic volume data sheets are shown in the **Appendix**.

Existing Transit Facilities

Golden Gate Transit provides bus service in San Anselmo. Routes 23, 24, 27, 28, 29, 68, 125, 126, 127, 228, and the Ferry Shuttle operate along Sir Francis Drake Boulevard adjacent to the project site. There is an existing bus stop for westbound Sir Francis Drake Boulevard on the northwest corner of Sir Francis Drake Boulevard and Sais Avenue. There is an existing bus stop for eastbound Sir Francis Drake Boulevard on the southwest corner of Sir Francis Drake Boulevard and Sais Avenue. Transit service provides access to multiple destinations including the San Rafael Transit Center, the Town of Fairfax, the Town of San Anselmo, the Town of Ross, the City of San Rafael, and multiple other communities within Marin County.

Existing Bicycle and Pedestrian Facilities

There are no existing bikeway facilities adjacent to the project site in San Anselmo. Sir Francis Drake Boulevard is not striped for Class II bicycle lanes and is not designated as a Class III bicycle route. Sais Avenue also does not have any existing bicycle facilities.

Sidewalks and crosswalks are typically provided near the project site in San Anselmo to allow for pedestrians to access nearby transit stops, residential uses, commercial uses, and nearby schools. Sidewalks are located on both sides of Sir Francis Drake Boulevard, connecting Sir Francis Drake High School to the project site. This allows a clear path for students to walk to the proposed tutoring center. There are crosswalks traversing Sir Francis Drake Boulevard at the nearby signalized intersections.

Existing (2014) Levels of Service at Study Intersections

Traffic operations were evaluated at the study intersections under existing traffic conditions.

Results of the analysis are presented in **Table 2**, along with the minimum standard for acceptable levels of service (as previously described in Operating Conditions and Criteria). Additional detail of the analysis is provided in the **Appendix**.

As shown in **Table 2**, all of the study intersections function within acceptable standards under this analysis scenario.

Table 2 – Existing (2014) Level of Service Summary

#	Intersection	LOS Criteria	Intersection Control ¹	Existing	
				PM Peak	
				LOS	Delay
1	Sir Francis Drake Blvd and Sais Ave	D	SSSC	A	3.5
	<i>NB Approach</i>			C	17.5
2	Sir Francis Drake Blvd and North Project Driveway	D	SSSC	A	0.1
	<i>NB Approach</i>			B	14.8
3	Sais Avenue and West Project Driveway	D	SSSC	A	1.1
	<i>WB Approach</i>			A	8.9

¹ Each study intersection is side-street stop-controlled (SSSC).

Note: Intersections that are operating below acceptable levels are shown in **BOLD**.

SSSC intersections were analyzed using HCM methodology which determines LOS based on delay.

921 SIR FRANCIS DRAKE BOULEVARD PROJECT

Proposed Site Uses

As noted previously, the proposed project will be located in the existing Red Hill Church on the southeast corner of the intersection of Sir Francis Drake Boulevard and Sais Avenue. The proposed project will consist of two separate uses: the Golden Gate Tutoring Center and the Le Petit Jardin French Immersion Preschool.

The Golden Gate Tutoring Center is expected to have homeschool classes Monday through Friday from 9 AM to 3 PM. The center is expected to have tutoring and after school classes on Monday through Thursday from 3:30 to 6 PM. A tutoring and Maker Workshop is planned on Monday through Thursday from 6 to 9 PM, on Fridays from 6 to 9 PM, and on Sundays from 2 PM to 9 PM. The applicant has provided a breakdown of the parking and drop-off needs based on time of day and day of week.

The Le Petit Jardin French Immersion Preschool is expected to enroll children from 2 to 5 years old. The school will operate from Monday to Friday from 8 AM to 5:30 PM. A maximum of seven employees and approximately 20-30 students daily are expected to be on-site. The applicant has provided a breakdown of the parking and drop-off needs based on time of day and day of week.

The existing site is at the Red Hill Church. The church currently holds organized community events and sports on the weekdays, but outside of typical weekday peak periods. On weekends, the church holds Sunday school and a church service. There is a driveway access on Sir Francis Drake Boulevard and a driveway on Sais Avenue.

Project Trip Generation

Trip generation for projects is typically calculated based on rates contained in the Institute of Transportation Engineer's (ITE) publication, *Trip Generation 9th Edition*¹. *Trip Generation* is a standard reference used by jurisdictions throughout the country for the estimation of trip generation potential of proposed developments. However, for the two proposed uses, we have detailed information of the time of day and the number of persons expected to arrive and depart. Therefore, this information was used for determining the number of vehicle trips, instead of the ITE Trip Generation reference.

A trip is defined in *Trip Generation* as a single or one-directional vehicle movement with either the origin or destination at the project site. In other words, a trip can be either "to" or "from" the site, therefore, a single visit to a site is counted as two trips (i.e., one to and one from the site).

For purposes of determining the worst-case issues of traffic on the surrounding street network, the trips generated by a proposed project are typically estimated between the hours of 7-9 AM and 4-6 PM. However, since the Golden Gate Tutoring Center opens at 9 AM, it is not anticipated that a high number of vehicle trips will occur during the AM peak hour. The Le Petit Jardin French Immersion Preschool will generate a few AM peak hour trips, but this should have an insignificant effect on the surrounding street network. Therefore, only the weekday PM peak hour period (4-6 PM) will be analyzed for the study.

The trip generation was determined based on the traffic information provided by the applicants. For the Golden Gate Tutoring Center, it is anticipated that there will be 34 students and nine tutors during the 3:30 – 6:00 PM time period. This equates to 43 trips in and 43 trips out. For the Le Petit Jardin French Immersion Preschool, it is anticipated that there will be 15 students being picked up and seven staff members leaving between 5:00 PM and 5:30 PM. This equates to 15 trips in and 22 trips out.

Internal Capture

Internal capture reductions were considered, but since the project site will be primarily used for the tutoring center and the preschool and no other land uses, no internal capture reductions were taken.

Project Trip Pass-By

The proposed project is unlikely to create any pass-by trips. Pass-by trips are typically calculated based on data published in ITE's *Trip Generation Handbook, 2nd Edition*² which includes weekday AM and PM information. This reference assumes no pass-by trips for this specific land use.

¹ *Trip Generation, 9th Edition*, Institute of Transportation Engineers, 2012.

² *Trip Generation Handbook, 2nd Edition*, Institute of Transportation Engineers, June 2004.

Trip generation was calculated based on the previous discussions and is reported in **Table 3**. Additional trip generation calculations are contained in the **Appendix**.

As noted in **Table 3**, the project will generate approximately 123 new peak PM trips. As a comparison to the ITE Trip Generation reference, a day care center for 30 students is expected to generate 24 vehicle trips. There was no comparable land use for the tutoring center.

Table 3 – 921 Sir Francis Drake Boulevard Trip Generation

TIME PERIOD	PROJECT	Trips		
		In	Out	Total
PM Peak	Golden Gate Tutoring Center	43	43	86
	Le Petit Jardin French Immersion Preschool	15	22	37
	Combined Total	58	65	123

Project Trip Distribution and Assignment

The proposed project trip distribution is based on customer address information provided by the project applicant and existing volumes near the project site. **Figure 5** shows the traffic distribution assumed in this traffic report for the Existing plus Project scenario. It was assumed that 44 percent of the trips would be to and from the west on Sir Francis Drake Boulevard and 56 percent of the trips would be to and from the east on Sir Francis Drake Boulevard. Based on the assumed trip distribution, new vehicle trips generated by the proposed project were assigned to the street network as shown in **Figure 6**.

EXISTING (2014) PLUS PROJECT TRAFFIC CONDITIONS

Project traffic was added to the existing volumes at the study intersections and the volumes are shown in **Figure 7**. Traffic operations were evaluated under the Existing (2014) Plus Project Traffic Conditions. Results of the analysis are presented in **Table 4**. Additional detail is provided in the **Appendix**.

As shown in **Table 4**, all the study intersections function within acceptable standards under this analysis scenario, except at the intersection of Sir Francis Drake Boulevard and North Project Driveway. This intersection operates at LOS E with the addition of

Table 4 – Existing (2014) Plus Project Level of Service Summary

#	Intersection	LOS Criteria	Intersection Control ¹	Existing		Existing + Project		
				PM Peak		PM Peak		
				LOS	Delay	LOS	Delay	Δ Delay
1	Sir Francis Drake Blvd and Sais Ave	D	SSSC	A	3.5	A	4.5	1.0
	<i>NB Approach</i>			C	17.5	C	15.2	-2.3
2	Sir Francis Drake Blvd and North Project Driveway	D	SSSC	A	0.1	A	1.8	1.7
	<i>NB Approach</i>			B	14.8	E	41.7	26.9
3	Sais Avenue and West Project Driveway	D	SSSC	A	1.1	A	5.0	3.9
	<i>WB Approach</i>			A	8.9	A	8.8	-0.1

¹ Each study intersection is side-street stop-controlled (SSSC).

Note: Intersections that are operating below acceptable levels are shown in **BOLD** and significant issues are highlighted.
SSSC intersections were analyzed using HCM methodology which determines LOS based on delay.

the project trips for the northbound approach. Without the project trips, the intersection operates at LOS B for the northbound approach. Therefore, since the project worsens the LOS from LOS B to LOS E, this is a significant issue.

SITE ACCESS AND CIRCULATION

On-site circulation was evaluated at the project's two driveways and within the project site. **Figure 8** shows the project site and the proposed site circulation.

The two access points to the project are along Sir Francis Drake Boulevard and Sais Avenue. Each of these intersections will be unsignalized intersections. The proposed access to the project site will be:

- All inbound traffic: Enter from the West Project Driveway on Sais Avenue.
- All outbound traffic: Exit from the North Project Driveway on Sir Francis Drake Boulevard. For traffic to Sir Francis Drake Boulevard (west), vehicles will make a northbound left into the proposed two-way left-turn lane (TWLTL) to allow for a multi-stage left turn onto Sir Francis Drake Boulevard.

It should be noted that the “no right turn” sign was removed for eastbound traffic on Sir Francis Drake Boulevard, turning into Sais Avenue in the AM peak. After the removal of the sign, all inbound traffic to the site can now use the West Project Driveway on Sais Avenue.

The proposed circulation pattern will be to have all vehicles enter on the West Project Driveway and exit on the North Project Driveway. Due to the limited dimensions of the parking lot, and the angled parking spaces, traffic will flow in one direction, counter clockwise.

Blocked parking aisles can generate on-site congestion and inhibit efficient parking lot circulation. An analysis of on-site queuing with the proposed project indicates that vehicles are not expected to queue up more than two vehicle lengths.

The existing project site has 27 designated parking spaces for Red Hill Church. It should be noted that there are additional parking spaces on site, but these spaces are designated for the adjacent uses. There is one-way angled parking on the western portion of the parking lot, which limits vehicles from parking if they enter from the North Project Driveway. The proposed number of parking spaces will remain at 27 parking spaces, as shown in **Figure 8**.

The maximum parking demand for the site if both the Golden Gate Tutoring Center and the Le Petit Jardin French Immersion Preschool are operating together is shown in **Table 5**.

Table 5 – Maximum Parking Demand

Time Period	Proposed Use	Parking Spaces
AM Peak (7-9 AM)	Golden Gate Tutoring Center	0
	Le Petit Jardin French Immersion Preschool	17
	Combined Total	17
Midday Peak (2-4 PM)	Golden Gate Tutoring Center	19
	Le Petit Jardin French Immersion Preschool	5
	Combined Total	24
PM Peak (4-6 PM)	Golden Gate Tutoring Center	17
	Le Petit Jardin French Immersion Preschool	8
	Combined Total	25

As shown in **Table 5**, the maximum parking demand is the highest in the PM peak. The Golden Gate Tutoring Center is anticipated to need 17 parking spaces and the Le Petit Jardin French Immersion Preschool is anticipated to need 8 parking spaces, totaling 25 parking spaces combined. These parking estimates were provided by the project applicants, Golden Gate Tutoring Center and Le Petit Jardin French Immersion Preschool. A detailed list of the parking requirements for each project and by time period is shown in the **Appendix**. In many cases the parking demand is less than anticipated because the students will not park but will be dropped off and picked up at the front door.

The tutoring center also anticipates that a portion of students will walk, bike, or take transit from Sir Francis Drake High School, and therefore not need to park a vehicle.

The maximum parking demand of 25 parking spaces does not exceed the 27 parking spaces provided, and therefore it is not anticipated that there will be any parking issues.

The proposed drop-off and pick-up procedure entails vehicles entering from the West Project Driveway off Sais Avenue and parking temporarily in one of the project’s parking spaces. Parents can drop off children near the primary entrance in the southwest portion of the church. Vehicles will then proceed to exit the parking lot at the North Project entrance off Sir Francis Drake Boulevard. Since the anticipated parking demand is less than the 27 supplied parking spaces, there should be ample parking for pick-up and drop-off. It is not anticipated that vehicles will block the drive aisle or queue back onto Sais Avenue.

SUMMARY OF ISSUES AND RECOMMENDED SOLUTIONS

Based on the results of the traffic analysis and evaluation of the proposed site plan the following issues are noted.

The intersection of Sir Francis Drake Boulevard and the North Project Driveway exceeds the LOS threshold of LOS D for the northbound approach due to the project trips added.

Issue #1 – Existing Plus Project

The Sir Francis Drake Boulevard and the North Project Driveway intersection will operate at LOS B during the PM peak hour for the northbound approach, which is acceptable under the existing traffic condition. The intersection will worsen to LOS E for the northbound approach during the PM peak hour due to the proposed project. This does not meet the Town's LOS criteria of LOS D. This is a significant issue.

Solution #1

To alleviate the project issues expected to occur in the existing plus project scenario, Sir Francis Drake Boulevard should be restriped to have a TWLTL down the middle of the roadway between Bella Vista Avenue and Sais Avenue. This TWLTL will replace the existing left turn lanes and therefore will not require any additional widening or restriping of the other lanes. The TWLTL will provide refuge for vehicles making the northbound left turn. Vehicles can make the turn in two stages, yielding to the eastbound traffic on Sir Francis Drake Boulevard and then yielding to the westbound traffic on Sir Francis Drake Boulevard, instead of waiting for an acceptable gap from both directions at the same time.

As shown in **Table 6**, the intersection of Sir Francis Drake Boulevard and the North Project Driveway will improve operations of the intersection to be LOS C for the northbound approach in the PM peak hour. Modifying the lane striping will alleviate the issue.

Table 6 – Existing (2014) Plus Project (Mitigated) Level of Service Summary

#	Intersection	LOS Criteria	Intersection Control ¹	Existing		Existing + Project			Existing + Project (Mitigated)		
				PM Peak		PM Peak			PM Peak		
				LOS	Delay	LOS	Delay	Δ Delay	LOS	Delay	Δ Delay
1	Sir Francis Drake Blvd and Sais Ave	D	SSSC	A	3.5	A	4.5	1.0			
	<i>NB Approach</i>			C	17.5	C	15.2	-2.3			
2	Sir Francis Drake Blvd and North Project Driveway	D	SSSC	A	0.1	A	1.8	1.7	A	0.8	0.7
	<i>NB Approach</i>			B	14.8	E	41.7	26.9	C	17.2	2.4
3	Sais Avenue and West Project Driveway	D	SSSC	A	1.1	A	5.0	3.9			
	<i>WB Approach</i>			A	8.9	A	8.8	-0.1			

¹ Each study intersection is side-street stop-controlled (SSSC).

Note: Intersections that are operating below acceptable levels are shown in **BOLD** and significant issues are highlighted.

SSSC intersections were analyzed using HCM methodology which determines LOS based on delay.

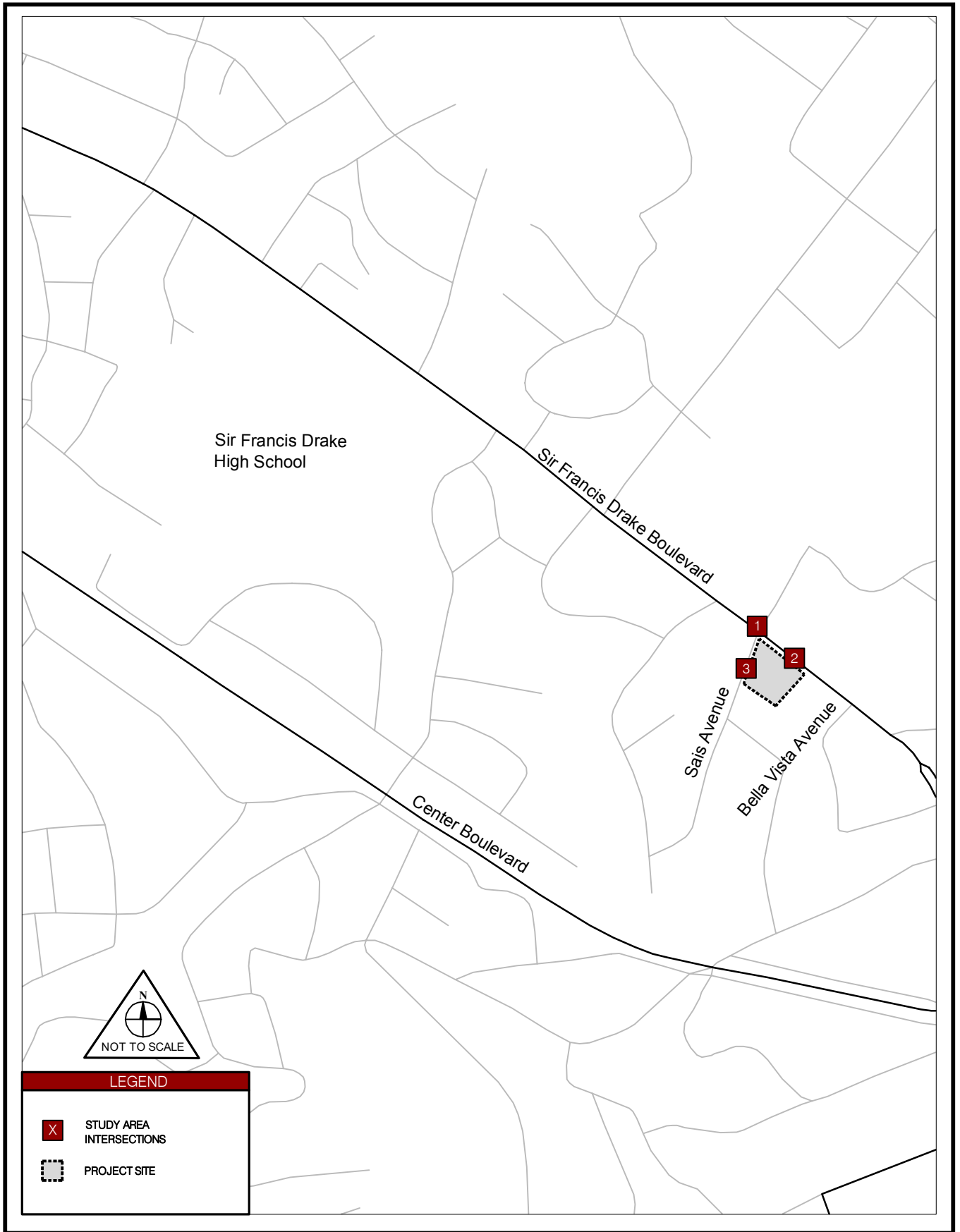


FIGURE 1
PROJECT LOCATION AND
STUDY INTERSECTIONS

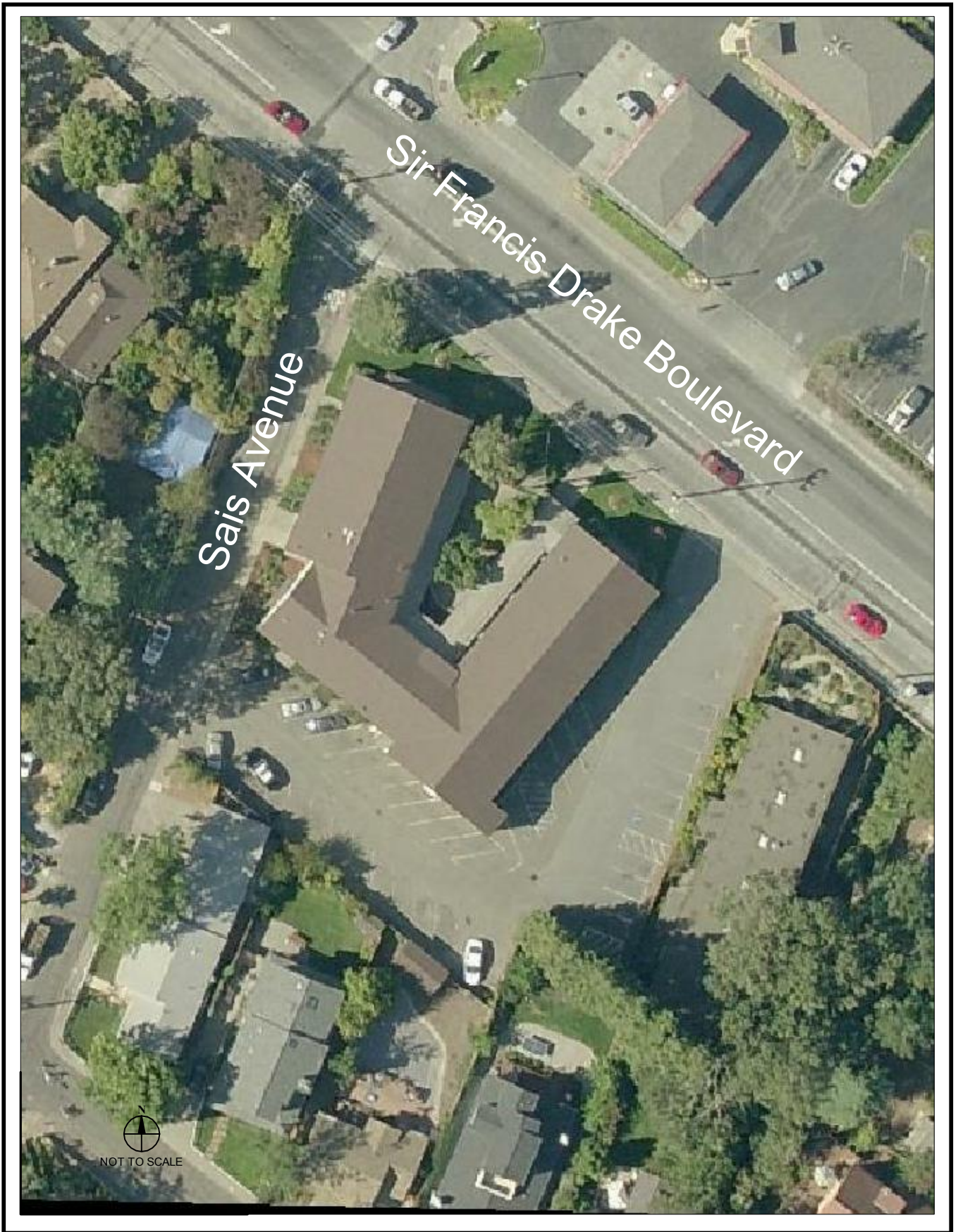


FIGURE 2
EXISTING PROJECT SITE

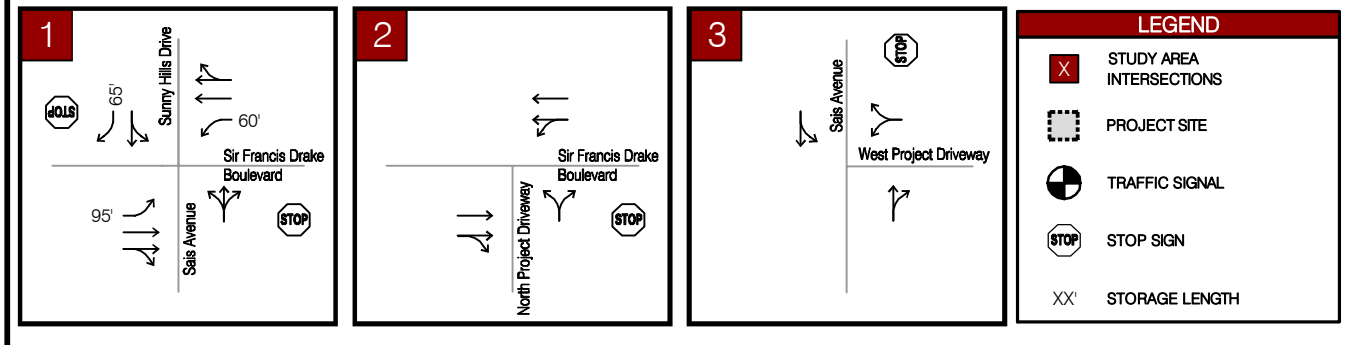
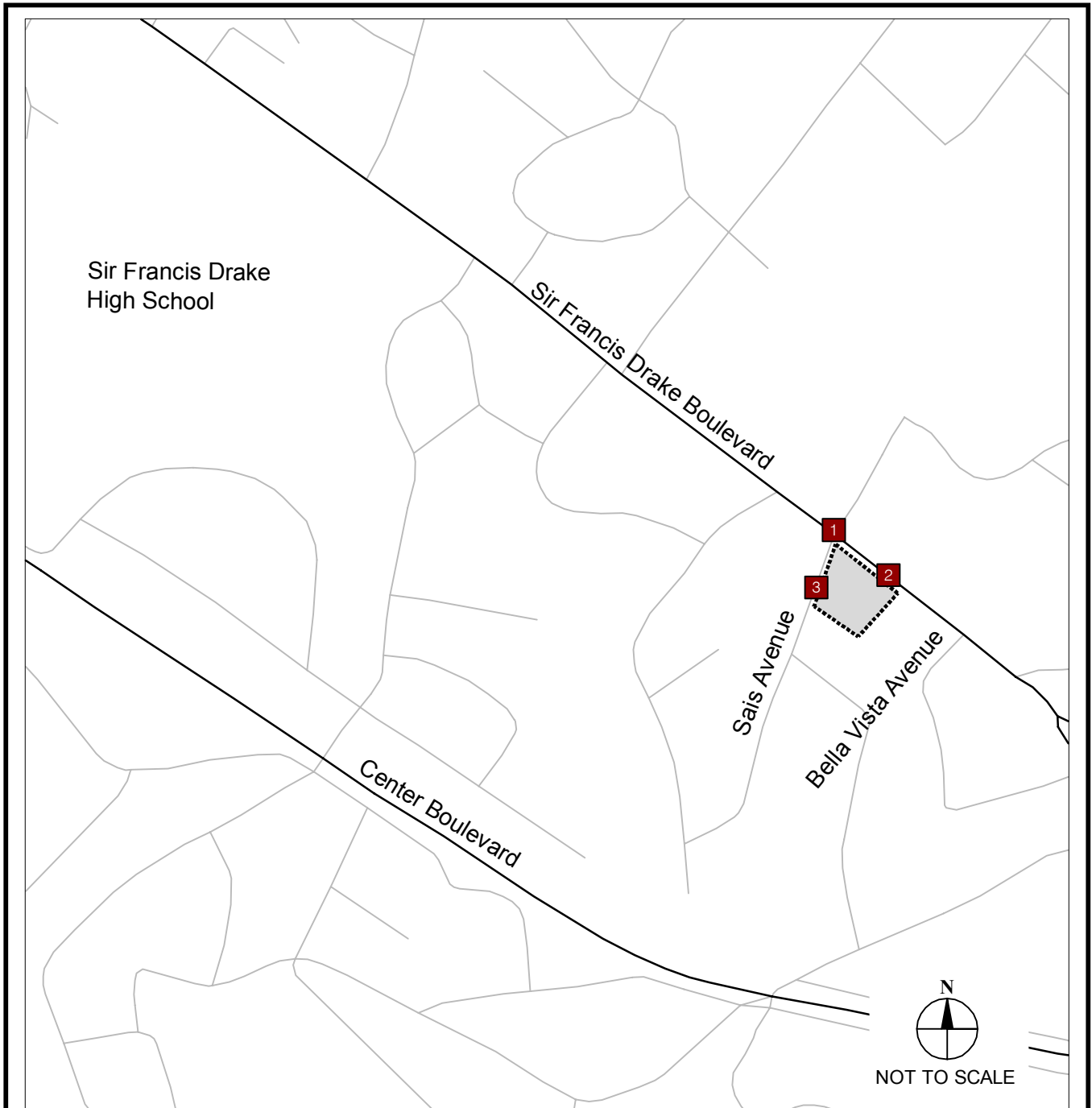


FIGURE 3
EXISTING (2014)
LANE GEOMETRY AND TRAFFIC CONTROL

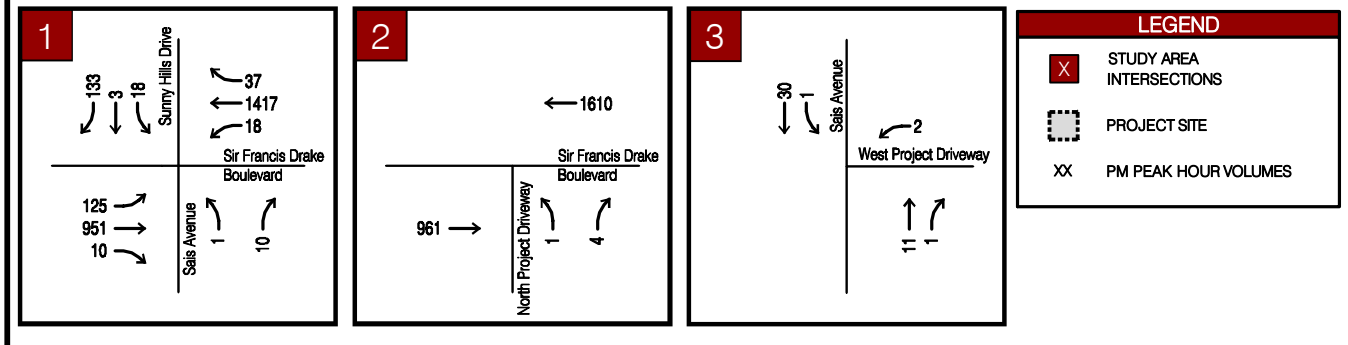
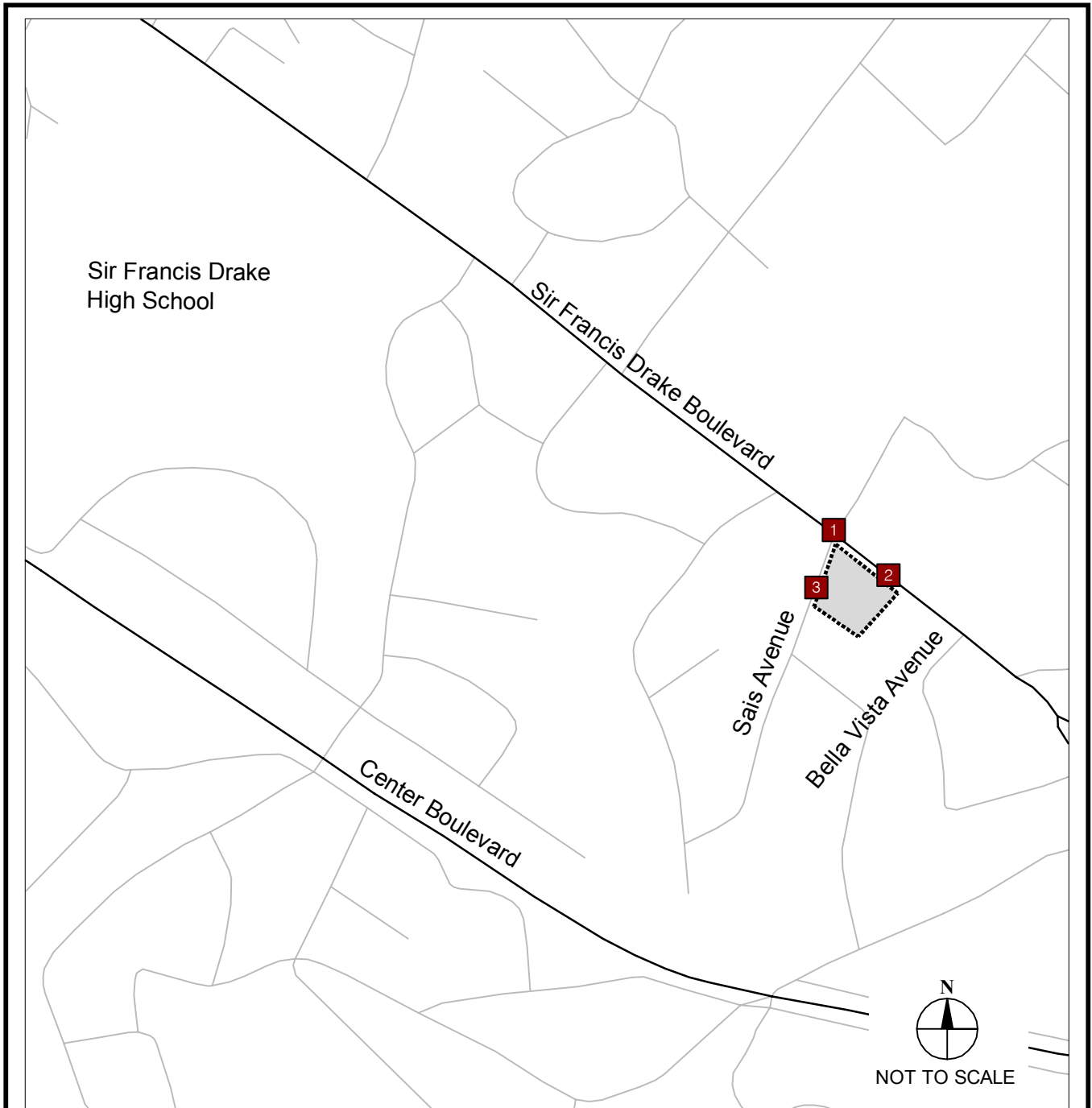


FIGURE 4

EXISTING (2014)

PEAK HOUR TURNING MOVEMENT VOLUMES

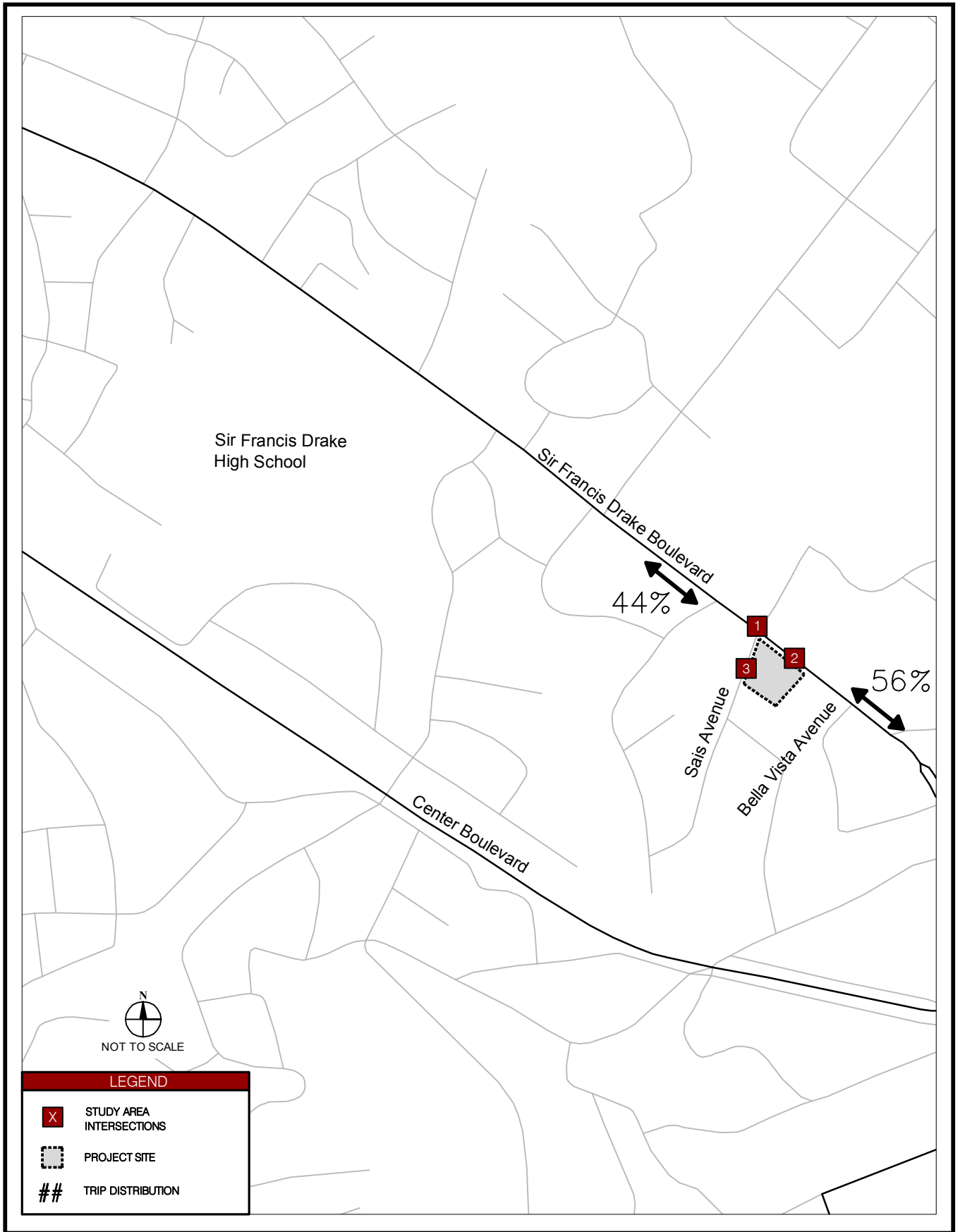


FIGURE 5
PROJECT TRIP DISTRIBUTION

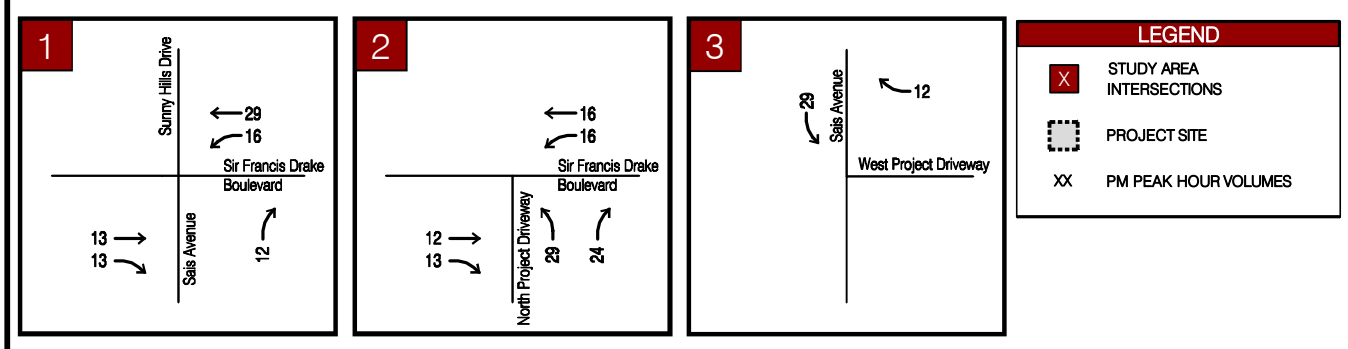
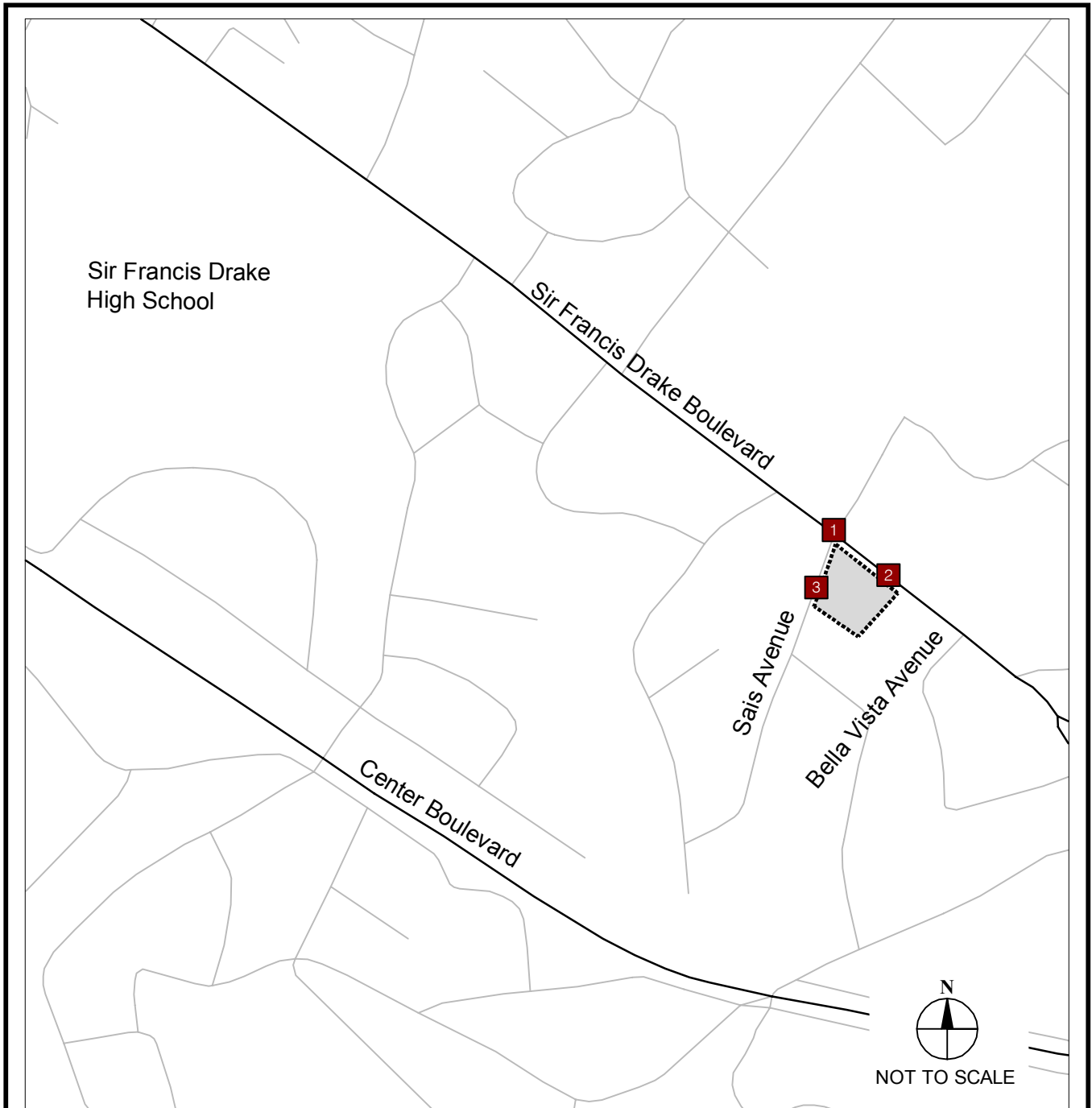


FIGURE 6
PROJECT GENERATED PEAK HOUR
TURNING MOVEMENT VOLUMES

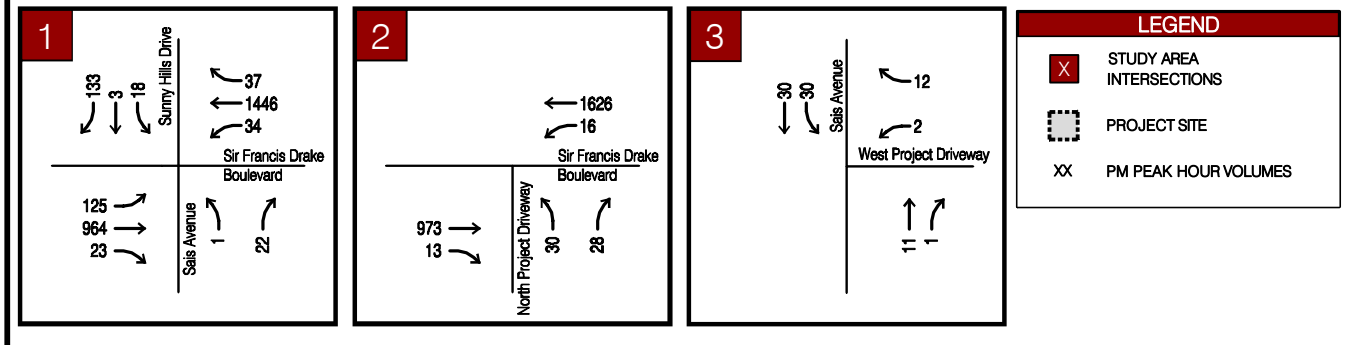
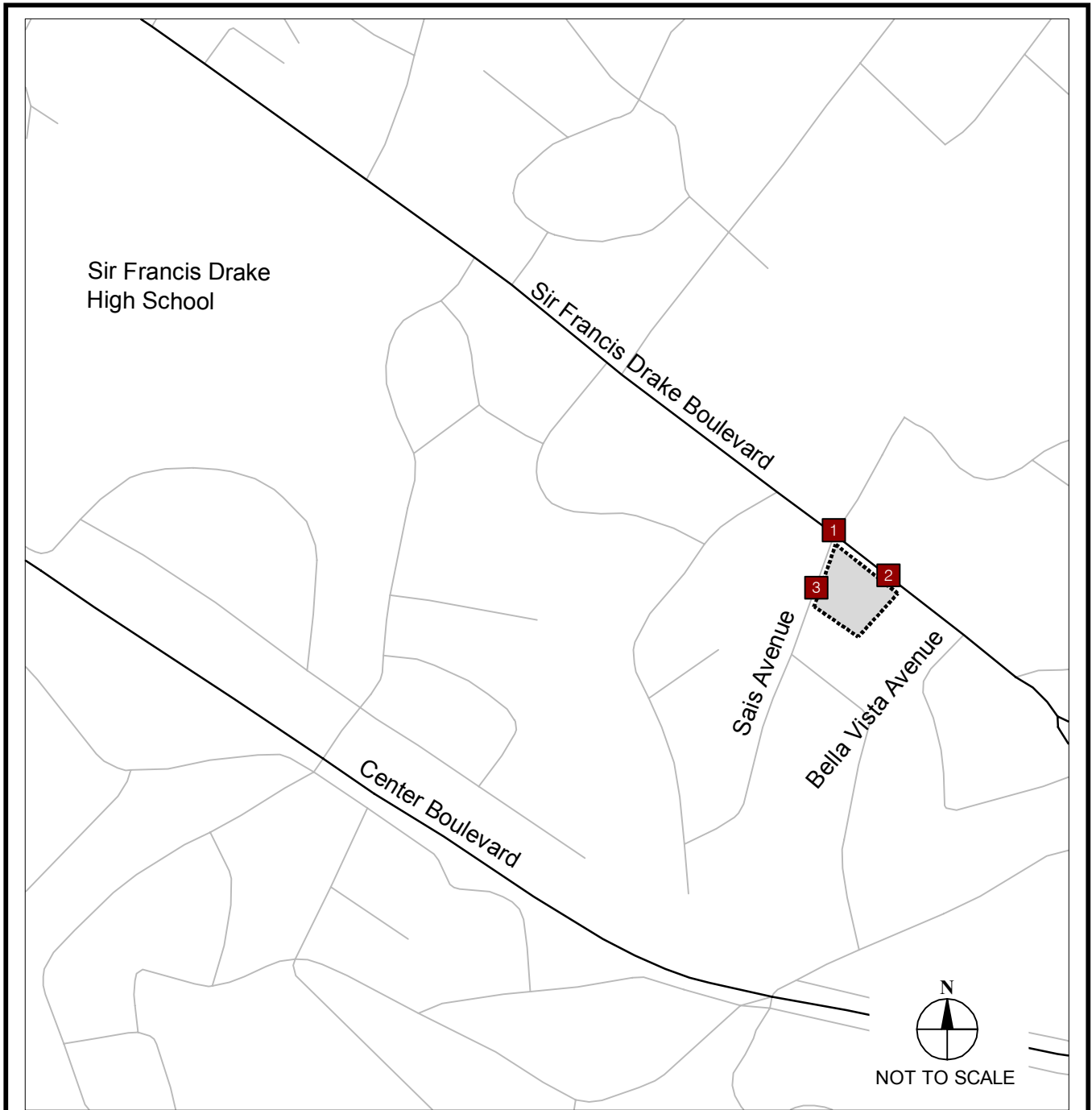


FIGURE 7

EXISTING (2014) PLUS PROJECT
PEAK HOUR TURNING MOVEMENT VOLUMES



FIGURE 8
PROPOSED PROJECT SITE

APPENDIX

APPENDIX

TURNING MOVEMENT VOLUMES

EXISTING (2014) TRAFFIC CONDITIONS

EXISTING (2014) PLUS PROJECT TRAFFIC CONDITIONS

SOLUTIONS

PROPOSED PROJECT PARKING DEMAND TABLE

TURNING MOVEMENT VOLUMES

ALL TRAFFIC DATA

(916) 771-8700

orders@atdtraffic.com

File Name : 14-7392-001 Sais Avenue-Sir Francis Drake Blvd.ppt

Date : 6/3/2014

City of San Anselmo
All Vehicles on Unshifted
Peds & Bikes on Bank 1
Nothing on Bank 2

Unshifted Count = All Vehicles

START TIME	Sunny Hills Drive Southbound					Sir Francis Drake Blvd Westbound					Sais Avenue Northbound					Sir Francis Drake Blvd Eastbound					Total	Uturn Total
	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL		
16:00	5	0	39	0	44	3	393	5	0	401	0	0	3	0	3	30	224	6	0	260	708	0
16:15	4	1	32	0	37	7	346	4	0	357	0	0	2	0	2	28	230	4	0	262	658	0
16:30	5	1	32	0	38	3	332	14	0	349	1	0	4	0	5	32	247	0	0	279	671	0
16:45	4	1	30	0	35	5	346	14	0	365	0	0	1	0	1	35	250	0	0	285	686	0
Total	18	3	133	0	154	18	1417	37	0	1472	1	0	10	0	11	125	951	10	0	1086	2723	0
17:00	2	1	23	0	26	2	390	8	0	400	0	1	2	0	3	14	218	0	0	232	661	0
17:15	1	0	25	0	26	0	377	12	0	389	0	0	6	0	6	24	234	0	0	258	679	0
17:30	1	0	26	0	27	1	398	11	0	410	0	0	6	0	6	35	200	2	0	237	680	0
17:45	2	0	17	0	19	6	415	10	0	431	0	2	3	0	5	22	197	2	0	221	676	0
Total	6	1	91	0	98	9	1580	41	0	1630	0	3	17	0	20	95	849	4	0	948	2696	0
Grand Total	24	4	224	0	252	27	2997	78	0	3102	1	3	27	0	31	220	1800	14	0	2034	5419	0
Apprch %	9.5%	1.6%	88.9%	0.0%		0.9%	96.6%	2.5%	0.0%		3.2%	9.7%	87.1%	0.0%		10.8%	88.5%	0.7%	0.0%			
Total %	0.4%	0.1%	4.1%	0.0%	4.7%	0.5%	55.3%	1.4%	0.0%	57.2%	0.0%	0.1%	0.5%	0.0%	0.6%	4.1%	33.2%	0.3%	0.0%	37.5%	100.0%	

PM PEAK HOUR	Sunny Hills Drive Southbound					Sir Francis Drake Blvd Westbound					Sais Avenue Northbound					Sir Francis Drake Blvd Eastbound					Total	
	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL		
Peak Hour Analysis From 16:00 to 17:00																						
Peak Hour For Entire Intersection Begins at 16:00																						
16:00	5	0	39	0	44	3	393	5	0	401	0	0	3	0	3	30	224	6	0	260	708	
16:15	4	1	32	0	37	7	346	4	0	357	0	0	2	0	2	28	230	4	0	262	658	
16:30	5	1	32	0	38	3	332	14	0	349	1	0	4	0	5	32	247	0	0	279	671	
16:45	4	1	30	0	35	5	346	14	0	365	0	0	1	0	1	35	250	0	0	285	686	
Total Volume	18	3	133	0	154	18	1417	37	0	1472	1	0	10	0	11	125	951	10	0	1086	2723	
% App Total	11.7%	1.9%	86.4%	0.0%		1.2%	96.3%	2.5%	0.0%		9.1%	0.0%	90.9%	0.0%		11.5%	87.6%	0.9%	0.0%			
PHF	.900	.750	.853	.000	.875	.643	.901	.661	.000	.918	.250	.000	.625	.000	.550	.893	.951	.417	.000	.953	.962	

ALL TRAFFIC DATA

City of San Anselmo
 All Vehicles on Unshifted
 Peds & Bikes on Bank 1
 Nothing on Bank 2

(916) 771-8700

orders@atdtraffic.com

File Name : 14-7392-001 Sais Avenue-Sir Francis Drake Blvd.ppt

Date : 6/3/2014

Bank 1 Count = Peds & Bikes

START TIME	Sunny Hills Drive Southbound					Sir Francis Drake Blvd Westbound					Sais Avenue Northbound					Sir Francis Drake Blvd Eastbound					Total	Ped Total					
	LEFT	THRU	RIGHT	PEDS	APP.TOTAL	LEFT	THRU	RIGHT	PEDS	APP.TOTAL	LEFT	THRU	RIGHT	PEDS	APP.TOTAL	LEFT	THRU	RIGHT	PEDS	APP.TOTAL							
16:00	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
16:15	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	2	1	0	1	0	2	1	1	3
16:30	0	0	0	0	0	0	1	0	0	1	2	0	1	1	3	0	1	0	0	1	0	1	0	0	1	5	1
16:45	0	0	1	2	1	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	0	2	0	0	2	3	2
Total	0	0	1	2	1	0	1	0	0	1	2	0	1	3	3	0	4	0	2	4	0	4	0	2	4	9	7
17:00	0	0	1	4	1	0	1	0	0	1	0	0	0	1	0	1	1	0	0	2	1	1	0	0	2	4	5
17:15	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1	0	2	1	0	1	0	2	1	3	
17:30	0	0	1	0	1	0	0	0	1	0	2	0	0	2	2	0	0	0	0	0	0	0	0	0	0	3	3
17:45	0	0	0	1	0	0	0	0	1	0	0	0	0	1	0	0	1	0	0	1	0	1	0	0	1	1	3
Total	0	0	2	5	2	0	1	0	3	1	2	0	0	4	2	1	3	0	2	4	1	3	0	2	4	9	14
Grand Total	0	0	3	7	3	0	2	0	3	2	4	0	1	7	5	1	7	0	4	8	1	7	0	4	8	18	21
Apprch %	0.0%	0.0%	100.0%			0.0%	100.0%	0.0%			80.0%	0.0%	20.0%			12.5%	87.5%	0.0%			12.5%	87.5%	0.0%				
Total %	0.0%	0.0%	16.7%		16.7%	0.0%	11.1%	0.0%		11.1%	22.2%	0.0%	5.6%		27.8%	5.6%	38.9%	0.0%		44.4%	5.6%	38.9%	0.0%		44.4%	100.0%	

PM PEAK HOUR	Sunny Hills Drive Southbound					Sir Francis Drake Blvd Westbound					Sais Avenue Northbound					Sir Francis Drake Blvd Eastbound					Total						
	LEFT	THRU	RIGHT	PEDS	APP.TOTAL	LEFT	THRU	RIGHT	PEDS	APP.TOTAL	LEFT	THRU	RIGHT	PEDS	APP.TOTAL	LEFT	THRU	RIGHT	PEDS	APP.TOTAL							
16:00	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	
16:15	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	2	1	0	1	0	2	1	1	
16:30	0	0	0	0	0	0	1	0	0	1	2	0	1	1	3	0	1	0	0	1	0	1	0	0	1	5	
16:45	0	0	1	2	1	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	0	2	0	0	2	3	
Total Volume	0	0	1	2	1	0	1	0	0	1	2	0	1	3	3	0	4	0	2	4	0	4	0	2	4	9	
% App Total	0.0%	0.0%	100.0%			0.0%	100.0%	0.0%			66.7%	0.0%	33.3%			0.0%	100.0%	0.0%			0.0%	100.0%	0.0%				
PHF	.000	.000	.250		.250	.000	.250	.000		.250	.250	.000	.250		.250	.000	.500	.000		.500	.000	.500	.000		.500	.450	

Peak Hour Analysis From 16:00 to 17:00
 Peak Hour For Entire Intersection Begins at 16:00

ALL TRAFFIC DATA

City of San Anselmo
 All Vehicles on Unshifted
 Peds & Bikes on Bank 1
 Nothing on Bank 2

(916) 771-8700

orders@atdtraffic.com

File Name : 14-7392-001 Sais Avenue-Sir Francis Drake Blvd.ppt

Date : 6/3/2014

Bank 2 Count = Nothing

START TIME	Sunny Hills Drive Southbound					Sir Francis Drake Blvd Westbound					Sais Avenue Northbound					Sir Francis Drake Blvd Eastbound					Total	Ped Total		
	LEFT	THRU	RIGHT	PEDS	APP.TOTAL	LEFT	THRU	RIGHT	PEDS	APP.TOTAL	LEFT	THRU	RIGHT	PEDS	APP.TOTAL	LEFT	THRU	RIGHT	PEDS	APP.TOTAL				
16:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Grand Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Apprch %	0.0%	0.0%	0.0%			0.0%	0.0%	0.0%			0.0%	0.0%	0.0%			0.0%	0.0%	0.0%			0.0%	0.0%		
Total %	0.0%	0.0%	0.0%		0.0%	0.0%	0.0%	0.0%		0.0%	0.0%	0.0%		0.0%	0.0%	0.0%	0.0%		0.0%		0.0%		0.0%	

PM PEAK HOUR	Sunny Hills Drive Southbound					Sir Francis Drake Blvd Westbound					Sais Avenue Northbound					Sir Francis Drake Blvd Eastbound					Total			
	LEFT	THRU	RIGHT	PEDS	APP.TOTAL	LEFT	THRU	RIGHT	PEDS	APP.TOTAL	LEFT	THRU	RIGHT	PEDS	APP.TOTAL	LEFT	THRU	RIGHT	PEDS	APP.TOTAL				
16:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
16:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
16:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
16:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
% App Total	0.0%	0.0%	0.0%			0.0%	0.0%	0.0%			0.0%	0.0%	0.0%			0.0%	0.0%	0.0%			0.0%	0.0%		
PHF	.000	.000	.000		.000	.000	.000	.000		.000	.000	.000		.000	.000	.000		.000		.000		.000		

Peak Hour Analysis From 16:00 to 17:00
 Peak Hour For Entire Intersection Begins at 16:00

ALL TRAFFIC DATA

(916) 771-8700

orders@atdtraffic.com

File Name : 14-7392-002 Project Driveway-Sir Francis Drake Blvd.ppd

Date : 6/3/2014

City of San Anselmo
All Vehicles on Unshifted
Peds & Bikes on Bank 1
Nothing on Bank 2

Unshifted Count = All Vehicles

START TIME	Shopping Center Driveway Southbound					Sir Francis Drake Blvd Westbound					Project Driveway Northbound					Sir Francis Drake Blvd Eastbound					Total	Uturn Total
	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL		
16:00	0	0	26	0	26	0	374	9	0	383	1	0	1	0	2	5	228	0	0	233	644	0
16:15	1	0	22	0	23	0	328	10	0	338	0	0	0	0	0	1	244	0	0	245	606	0
16:30	0	0	16	0	16	0	338	7	0	345	0	0	1	0	1	6	243	0	0	249	611	0
16:45	0	0	23	0	23	0	330	14	0	344	0	0	2	0	2	4	246	0	0	250	619	0
Total	1	0	87	0	88	0	1370	40	0	1410	1	0	4	0	5	16	961	0	0	977	2480	0
17:00	0	0	18	0	18	0	386	9	0	395	0	0	1	0	1	2	219	0	0	221	635	0
17:15	0	0	19	0	19	0	357	15	0	372	1	0	0	0	1	4	230	0	0	234	626	0
17:30	0	0	20	0	20	0	405	9	0	414	0	0	2	0	2	3	211	0	0	214	650	0
17:45	0	0	13	0	13	0	422	7	0	429	0	0	0	0	0	2	199	0	0	201	643	0
Total	0	0	70	0	70	0	1570	40	0	1610	1	0	3	0	4	11	859	0	0	870	2554	0
Grand Total	1	0	157	0	158	0	2940	80	0	3020	2	0	7	0	9	27	1820	0	0	1847	5034	0
Apprch %	0.6%	0.0%	99.4%	0.0%		0.0%	97.4%	2.6%	0.0%		22.2%	0.0%	77.8%	0.0%		1.5%	98.5%	0.0%	0.0%			
Total %	0.0%	0.0%	3.1%	0.0%	3.1%	0.0%	58.4%	1.6%	0.0%	60.0%	0.0%	0.0%	0.1%	0.0%	0.2%	0.5%	36.2%	0.0%	0.0%	36.7%	100.0%	

PM PEAK HOUR	Shopping Center Driveway Southbound					Sir Francis Drake Blvd Westbound					Project Driveway Northbound					Sir Francis Drake Blvd Eastbound					Total	
	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL		
17:00	0	0	18	0	18	0	386	9	0	395	0	0	1	0	1	2	219	0	0	221	635	
17:15	0	0	19	0	19	0	357	15	0	372	1	0	0	0	1	4	230	0	0	234	626	
17:30	0	0	20	0	20	0	405	9	0	414	0	0	2	0	2	3	211	0	0	214	650	
17:45	0	0	13	0	13	0	422	7	0	429	0	0	0	0	0	2	199	0	0	201	643	
Total Volume	0	0	70	0	70	0	1570	40	0	1610	1	0	3	0	4	11	859	0	0	870	2554	
% App Total	0.0%	0.0%	100.0%	0.0%		0.0%	97.5%	2.5%	0.0%		25.0%	0.0%	75.0%	0.0%		1.3%	98.7%	0.0%	0.0%			
PHF	.000	.000	.875	.000	.875	.000	.930	.667	.000	.938	.250	.000	.375	.000	.500	.688	.934	.000	.000	.929	.982	

Peak Hour Analysis From 17:00 to 18:00

Peak Hour For Entire Intersection Begins at 17:00

ALL TRAFFIC DATA

City of San Anselmo
 All Vehicles on Unshifted
 Peds & Bikes on Bank 1
 Nothing on Bank 2

(916) 771-8700

orders@atdtraffic.com

File Name : 14-7392-002 Project Driveway-Sir Francis Drake Blvd.ppd

Date : 6/3/2014

Bank 1 Count = Peds & Bikes

START TIME	Shopping Center Driveway Southbound					Sir Francis Drake Blvd Westbound					Project Driveway Northbound					Sir Francis Drake Blvd Eastbound					Total	Ped Total
	LEFT	THRU	RIGHT	PEDS	APP.TOTAL	LEFT	THRU	RIGHT	PEDS	APP.TOTAL	LEFT	THRU	RIGHT	PEDS	APP.TOTAL	LEFT	THRU	RIGHT	PEDS	APP.TOTAL		
16:00	0	0	0	0	0	1	0	0	0	1	0	0	0	1	0	0	0	0	0	0	1	1
16:15	0	0	0	1	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	1	1	2
16:30	0	0	0	1	0	0	1	0	0	1	0	0	0	2	0	1	1	0	0	2	3	3
16:45	0	0	0	0	0	0	0	2	0	2	0	0	0	0	0	0	1	0	0	1	3	0
Total	0	0	0	2	0	1	1	2	0	4	0	0	0	4	0	1	3	0	0	4	8	6
17:00	0	0	0	1	0	0	1	0	0	1	0	0	0	1	0	0	2	0	0	2	3	2
17:15	0	0	0	1	0	0	0	1	0	1	0	0	0	0	0	0	1	0	0	1	2	1
17:30	0	0	0	1	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	3
17:45	0	0	0	1	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	1	1	2
Total	0	0	0	4	0	0	1	1	0	2	0	0	0	4	0	0	4	0	0	4	6	8
Grand Total	0	0	0	6	0	1	2	3	0	6	0	0	0	8	0	1	7	0	0	8	14	14
Apprch %	0.0%	0.0%	0.0%			16.7%	33.3%	50.0%			0.0%	0.0%	0.0%			12.5%	87.5%	0.0%				
Total %	0.0%	0.0%	0.0%		0.0%	7.1%	14.3%	21.4%		42.9%	0.0%	0.0%	0.0%		0.0%	7.1%	50.0%	0.0%		57.1%	100.0%	

PM PEAK HOUR	Shopping Center Driveway Southbound					Sir Francis Drake Blvd Westbound					Project Driveway Northbound					Sir Francis Drake Blvd Eastbound					Total	
	LEFT	THRU	RIGHT	PEDS	APP.TOTAL	LEFT	THRU	RIGHT	PEDS	APP.TOTAL	LEFT	THRU	RIGHT	PEDS	APP.TOTAL	LEFT	THRU	RIGHT	PEDS	APP.TOTAL		
17:00	0	0	0	1	0	0	1	0	0	1	0	0	0	1	0	0	2	0	0	2	3	
17:15	0	0	0	1	0	0	0	1	0	1	0	0	0	0	0	0	1	0	0	1	2	
17:30	0	0	0	1	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	
17:45	0	0	0	1	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	1	1	
Total Volume	0	0	0	4	0	0	1	1	0	2	0	0	0	4	0	0	4	0	0	4	6	
% App Total	0.0%	0.0%	0.0%			0.0%	50.0%	50.0%			0.0%	0.0%	0.0%			0.0%	100.0%	0.0%				
PHF	.000	.000	.000		.000	.000	.250	.250		.500	.000	.000	.000		.000	.000	.500	.000		.500	.500	

Peak Hour Analysis From 17:00 to 18:00
 Peak Hour For Entire Intersection Begins at 17:00

ALL TRAFFIC DATA

City of San Anselmo
 All Vehicles on Unshifted
 Peds & Bikes on Bank 1
 Nothing on Bank 2

(916) 771-8700

orders@atdtraffic.com

File Name : 14-7392-002 Project Driveway-Sir Francis Drake Blvd.ppd

Date : 6/3/2014

Bank 2 Count = Nothing

START TIME	Shopping Center Driveway Southbound					Sir Francis Drake Blvd Westbound					Project Driveway Northbound					Sir Francis Drake Blvd Eastbound					Total	Ped Total		
	LEFT	THRU	RIGHT	PEDS	APP.TOTAL	LEFT	THRU	RIGHT	PEDS	APP.TOTAL	LEFT	THRU	RIGHT	PEDS	APP.TOTAL	LEFT	THRU	RIGHT	PEDS	APP.TOTAL				
16:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Grand Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Apprch %	0.0%	0.0%	0.0%			0.0%	0.0%	0.0%			0.0%	0.0%	0.0%			0.0%	0.0%	0.0%			0.0%	0.0%		
Total %	0.0%	0.0%	0.0%		0.0%	0.0%	0.0%	0.0%		0.0%	0.0%	0.0%		0.0%	0.0%	0.0%		0.0%	0.0%		0.0%	0.0%		0.0%

PM PEAK HOUR	Shopping Center Driveway Southbound					Sir Francis Drake Blvd Westbound					Project Driveway Northbound					Sir Francis Drake Blvd Eastbound					Total			
	LEFT	THRU	RIGHT	PEDS	APP.TOTAL	LEFT	THRU	RIGHT	PEDS	APP.TOTAL	LEFT	THRU	RIGHT	PEDS	APP.TOTAL	LEFT	THRU	RIGHT	PEDS	APP.TOTAL				
17:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
17:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
17:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
17:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
% App Total	0.0%	0.0%	0.0%			0.0%	0.0%	0.0%			0.0%	0.0%	0.0%			0.0%	0.0%	0.0%			0.0%	0.0%		
PHF	.000	.000	.000		.000	.000	.000	.000		.000	.000	.000		.000	.000	.000		.000	.000		.000	.000		.000

Peak Hour Analysis From 17:00 to 18:00

Peak Hour For Entire Intersection Begins at 17:00

ALL TRAFFIC DATA

City of San Anselmo
 All Vehicles on Unshifted
 Peds & Bikes on Bank 1
 Nothing on Bank 2

(916) 771-8700

orders@atdtraffic.com

File Name : 14-7392-003 Sais Avenue-Project Driveway.ppd

Date : 6/3/2014

Unshifted Count = All Vehicles

START TIME	Sais Avenue Southbound					Project Driveway Westbound					Sais Avenue Northbound					Eastbound					Total	Uturn Total
	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL		
16:00	0	9	0	0	9	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	12	0
16:15	1	10	0	0	11	2	0	0	0	2	0	3	0	0	3	0	0	0	0	0	16	0
16:30	0	5	0	0	5	0	0	0	0	0	0	4	1	0	5	0	0	0	0	0	10	0
16:45	0	6	0	0	6	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	7	0
Total	1	30	0	0	31	2	0	0	0	2	0	11	1	0	12	0	0	0	0	0	45	0
17:00	1	2	0	0	3	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	6	0
17:15	0	0	0	0	0	0	0	0	0	0	0	6	0	0	6	0	0	0	0	0	6	0
17:30	0	3	0	0	3	0	0	0	0	0	0	6	1	0	7	0	0	0	0	0	10	0
17:45	0	7	0	0	7	0	0	0	0	0	0	5	0	0	5	0	0	0	0	0	12	0
Total	1	12	0	0	13	0	0	0	0	0	0	20	1	0	21	0	0	0	0	0	34	0
Grand Total	2	42	0	0	44	2	0	0	0	2	0	31	2	0	33	0	0	0	0	0	79	0
Apprch %	4.5%	95.5%	0.0%	0.0%		100.0%	0.0%	0.0%	0.0%		0.0%	93.9%	6.1%	0.0%		0.0%	0.0%	0.0%	0.0%			
Total %	2.5%	53.2%	0.0%	0.0%	55.7%	2.5%	0.0%	0.0%	0.0%	2.5%	0.0%	39.2%	2.5%	0.0%	41.8%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%	

PM PEAK HOUR	Sais Avenue Southbound					Project Driveway Westbound					Sais Avenue Northbound					Eastbound					Total
	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	
16:00	0	9	0	0	9	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	12
16:15	1	10	0	0	11	2	0	0	0	2	0	3	0	0	3	0	0	0	0	0	16
16:30	0	5	0	0	5	0	0	0	0	0	0	4	1	0	5	0	0	0	0	0	10
16:45	0	6	0	0	6	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	7
Total Volume	1	30	0	0	31	2	0	0	0	2	0	11	1	0	12	0	0	0	0	0	45
% App Total	3.2%	96.8%	0.0%	0.0%		100.0%	0.0%	0.0%	0.0%		0.0%	91.7%	8.3%	0.0%		0.0%	0.0%	0.0%	0.0%		
PHF	.250	.750	.000	.000	.705	.250	.000	.000	.000	.250	.000	.688	.250	.000	.600	.000	.000	.000	.000	.000	.703

Peak Hour Analysis From 16:00 to 17:00
 Peak Hour For Entire Intersection Begins at 16:00

ALL TRAFFIC DATA

City of San Anselmo
 All Vehicles on Unshifted
 Peds & Bikes on Bank 1
 Nothing on Bank 2

(916) 771-8700

orders@atdtraffic.com

File Name : 14-7392-003 Sais Avenue-Project Driveway.ppd

Date : 6/3/2014

Bank 1 Count = Peds & Bikes

START TIME	Sais Avenue Southbound					Project Driveway Westbound					Sais Avenue Northbound					Eastbound					Total	Ped Total	
	LEFT	THRU	RIGHT	PEDS	APP.TOTAL	LEFT	THRU	RIGHT	PEDS	APP.TOTAL	LEFT	THRU	RIGHT	PEDS	APP.TOTAL	LEFT	THRU	RIGHT	PEDS	APP.TOTAL			
16:00	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:15	0	0	0	0	0	1	0	0	0	1	0	0	0	2	0	0	0	0	0	0	0	0	0
16:30	0	0	0	0	0	0	0	0	1	0	0	3	0	1	3	0	0	0	0	0	0	0	0
16:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	1	0	0	2	1	0	3	0	3	3	0	0	0	0	0	0	0	0
17:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:15	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0
17:30	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	0	0
17:45	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	3	0	0	2	0	1	2	0	0	0	0	0	0	0	0
Grand Total	0	0	0	0	0	1	0	0	5	1	0	5	0	4	5	0	0	0	0	0	0	0	0
Apprch %	0.0%	0.0%	0.0%			100.0%	0.0%	0.0%			0.0%	100.0%	0.0%			0.0%	0.0%	0.0%					
Total %	0.0%	0.0%	0.0%		0.0%	16.7%	0.0%	0.0%		16.7%	0.0%	83.3%	0.0%		83.3%	0.0%	0.0%	0.0%		0.0%		100.0%	

PM PEAK HOUR	Sais Avenue Southbound					Project Driveway Westbound					Sais Avenue Northbound					Eastbound					Total		
	LEFT	THRU	RIGHT	PEDS	APP.TOTAL	LEFT	THRU	RIGHT	PEDS	APP.TOTAL	LEFT	THRU	RIGHT	PEDS	APP.TOTAL	LEFT	THRU	RIGHT	PEDS	APP.TOTAL			
16:00	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:15	0	0	0	0	0	1	0	0	0	1	0	0	0	2	0	0	0	0	0	0	0	0	0
16:30	0	0	0	0	0	0	0	0	1	0	0	3	0	1	3	0	0	0	0	0	0	0	0
16:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	1	0	0	2	1	0	3	0	3	3	0	0	0	0	0	0	0	0
% App Total	0.0%	0.0%	0.0%			100.0%	0.0%	0.0%			0.0%	100.0%	0.0%			0.0%	0.0%	0.0%					
PHF	.000	.000	.000		.000	.250	.000	.000		.250	.000	.250	.000		.250	.000	.000	.000		.000		.333	

Peak Hour Analysis From 16:00 to 17:00
 Peak Hour For Entire Intersection Begins at 16:00

ALL TRAFFIC DATA

City of San Anselmo
 All Vehicles on Unshifted
 Peds & Bikes on Bank 1
 Nothing on Bank 2

(916) 771-8700

orders@atdtraffic.com

File Name : 14-7392-003 Sais Avenue-Project Driveway.ppd

Date : 6/3/2014

Bank 2 Count = Nothing

START TIME	Sais Avenue Southbound					Project Driveway Westbound					Sais Avenue Northbound					Eastbound					Total	Ped Total		
	LEFT	THRU	RIGHT	PEDS	APP.TOTAL	LEFT	THRU	RIGHT	PEDS	APP.TOTAL	LEFT	THRU	RIGHT	PEDS	APP.TOTAL	LEFT	THRU	RIGHT	PEDS	APP.TOTAL				
16:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Grand Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Apprch %	0.0%	0.0%	0.0%			0.0%	0.0%	0.0%			0.0%	0.0%	0.0%			0.0%	0.0%	0.0%			0.0%	0.0%		
Total %	0.0%	0.0%	0.0%		0.0%	0.0%	0.0%	0.0%		0.0%	0.0%	0.0%		0.0%	0.0%	0.0%			0.0%	0.0%		0.0%		0.0%

PM PEAK HOUR	Sais Avenue Southbound					Project Driveway Westbound					Sais Avenue Northbound					Eastbound					Total			
	LEFT	THRU	RIGHT	PEDS	APP.TOTAL	LEFT	THRU	RIGHT	PEDS	APP.TOTAL	LEFT	THRU	RIGHT	PEDS	APP.TOTAL	LEFT	THRU	RIGHT	PEDS	APP.TOTAL				
16:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
16:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
16:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
16:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
% App Total	0.0%	0.0%	0.0%			0.0%	0.0%	0.0%			0.0%	0.0%	0.0%			0.0%	0.0%	0.0%			0.0%	0.0%		
PHF	.000	.000	.000		.000	.000	.000	.000		.000	.000	.000		.000	.000	.000			.000	.000		.000	.000	
























Peak Hour Analysis From 16:00 to 17:00
 Peak Hour For Entire Intersection Begins at 16:00

EXISTING (2014) TRAFFIC CONDITIONS

HCM Unsignalized Intersection Capacity Analysis

1: Sais Ave/Sunny Hills Drive & Sir Francis Drake Boulevard

Existing
Timing Plan: PM Peak

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		 			 			 			 	
Volume (veh/h)	125	951	10	18	1417	37	1	0	10	18	3	133
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.95	0.95	0.95	0.92	0.92	0.92	0.55	0.55	0.55	0.88	0.88	0.88
Hourly flow rate (vph)	132	1001	11	20	1540	40	2	0	18	20	3	151
Pedestrians					2			3			2	
Lane Width (ft)					12.0			12.0			12.0	
Walking Speed (ft/s)					4.0			4.0			4.0	
Percent Blockage					0			0			0	
Right turn flare (veh)												3
Median type		None			None							
Median storage (veh)												
Upstream signal (ft)		747			450							
pX, platoon unblocked	0.72			0.92			0.76	0.76	0.92	0.76	0.76	0.72
vC, conflicting volume	1582			1015			2083	2894	511	2385	2879	792
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	1030			831			1297	2361	280	1693	2341	0
tC, single (s)	4.1			4.1			7.5	6.5	6.9	7.5	6.5	6.9
tC, 2 stage (s)												
tF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	73			97			96	100	97	40	82	81
cM capacity (veh/h)	481			728			49	19	653	34	19	779
Direction, Lane #	EB 1	EB 2	EB 3	WB 1	WB 2	WB 3	NB 1	SB 1				
Volume Total	132	667	344	20	1027	554	20	175				
Volume Left	132	0	0	20	0	0	2	20				
Volume Right	0	0	11	0	0	40	18	151				
cSH	481	1700	1700	728	1700	1700	308	236				
Volume to Capacity	0.27	0.39	0.20	0.03	0.60	0.33	0.06	0.74				
Queue Length 95th (ft)	28	0	0	2	0	0	5	128				
Control Delay (s)	15.3	0.0	0.0	10.1	0.0	0.0	17.5	44.8				
Lane LOS	C			B			C	E				
Approach Delay (s)	1.8			0.1			17.5	44.8				
Approach LOS							C	E				
Intersection Summary												
Average Delay			3.5									
Intersection Capacity Utilization			66.7%		ICU Level of Service			C				
Analysis Period (min)			15									

HCM Unsignalized Intersection Capacity Analysis

2: North Project Driveway & Sir Francis Drake Boulevard

Existing
Timing Plan: PM Peak












Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑			↑↑	↑↓	
Volume (veh/h)	961	0	0	1610	1	4
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Peak Hour Factor	0.93	0.93	0.94	0.94	0.50	0.50
Hourly flow rate (vph)	1033	0	0	1713	2	8
Pedestrians					4	
Lane Width (ft)					12.0	
Walking Speed (ft/s)					4.0	
Percent Blockage					0	
Right turn flare (veh)						
Median type	None			None		
Median storage (veh)						
Upstream signal (ft)	943			254		
pX, platoon unblocked			0.93		0.74	0.93
vC, conflicting volume			1037		1894	521
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			900		1114	347
tC, single (s)			4.1		6.8	6.9
tC, 2 stage (s)						
tF (s)			2.2		3.5	3.3
p0 queue free %			100		99	99
cM capacity (veh/h)			699		150	605
Direction, Lane #	EB 1	EB 2	WB 1	WB 2	NB 1	
Volume Total	689	344	856	856	10	
Volume Left	0	0	0	0	2	
Volume Right	0	0	0	0	8	
cSH	1700	1700	1700	1700	376	
Volume to Capacity	0.41	0.20	0.50	0.50	0.03	
Queue Length 95th (ft)	0	0	0	0	2	
Control Delay (s)	0.0	0.0	0.0	0.0	14.8	
Lane LOS					B	
Approach Delay (s)	0.0		0.0		14.8	
Approach LOS					B	
Intersection Summary						
Average Delay			0.1			
Intersection Capacity Utilization			57.0%		ICU Level of Service	B
Analysis Period (min)			15			

HCM Unsignalized Intersection Capacity Analysis

3: Sais Ave & West Project Driveway




















Existing
Timing Plan: PM Peak

						
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Volume (veh/h)	2	0	11	1	1	30
Sign Control	Stop		Free			Free
Grade	0%		0%			0%
Peak Hour Factor	0.25	0.25	0.60	0.60	0.70	0.70
Hourly flow rate (vph)	8	0	18	2	1	43
Pedestrians	2					
Lane Width (ft)	12.0					
Walking Speed (ft/s)	4.0					
Percent Blockage	0					
Right turn flare (veh)						
Median type			None			None
Median storage (veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	67	21			22	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	67	21			22	
tC, single (s)	6.4	6.2			4.1	
tC, 2 stage (s)						
tF (s)	3.5	3.3			2.2	
p0 queue free %	99	100			100	
cM capacity (veh/h)	936	1055			1591	
Direction, Lane #	WB 1	NB 1	SB 1			
Volume Total	8	20	44			
Volume Left	8	0	1			
Volume Right	0	2	0			
cSH	936	1700	1591			
Volume to Capacity	0.01	0.01	0.00			
Queue Length 95th (ft)	1	0	0			
Control Delay (s)	8.9	0.0	0.2			
Lane LOS	A		A			
Approach Delay (s)	8.9	0.0	0.2			
Approach LOS	A					
Intersection Summary						
Average Delay			1.1			
Intersection Capacity Utilization			14.0%		ICU Level of Service	A
Analysis Period (min)			15			

EXISTING (2014) PLUS PROJECT TRAFFIC CONDITIONS

HCM Unsignalized Intersection Capacity Analysis
 1: Sais Ave/Sunny Hills Drive & Sir Francis Drake Boulevard

Existing+Project
 Timing Plan: PM Peak

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	125	964	23	34	1446	37	1	0	22	18	3	133
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.95	0.95	0.95	0.92	0.92	0.92	0.55	0.55	0.55	0.88	0.88	0.88
Hourly flow rate (vph)	132	1015	24	37	1572	40	2	0	40	20	3	151
Pedestrians					2			3			2	
Lane Width (ft)					12.0			12.0			12.0	
Walking Speed (ft/s)					4.0			4.0			4.0	
Percent Blockage					0			0			0	
Right turn flare (veh)												3
Median type		None			None							
Median storage (veh)												
Upstream signal (ft)		747			450							
pX, platoon unblocked	0.72			0.91			0.77	0.77	0.91	0.77	0.77	0.72
vC, conflicting volume	1614			1042			2154	2981	524	2480	2973	808
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	1088			848			1375	2449	279	1798	2438	0
tC, single (s)	4.1			4.1			7.5	6.5	6.9	7.5	6.5	6.9
tC, 2 stage (s)												
tF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	71			95			96	100	94	24	79	81
cM capacity (veh/h)	461			713			41	16	650	27	16	785
Direction, Lane #	EB 1	EB 2	EB 3	WB 1	WB 2	WB 3	NB 1	SB 1				
Volume Total	132	676	362	37	1048	564	42	175				
Volume Left	132	0	0	37	0	0	2	20				
Volume Right	0	0	24	0	0	40	40	151				
cSH	461	1700	1700	713	1700	1700	395	187				
Volume to Capacity	0.29	0.40	0.21	0.05	0.62	0.33	0.11	0.94				
Queue Length 95th (ft)	29	0	0	4	0	0	9	185				
Control Delay (s)	15.9	0.0	0.0	10.3	0.0	0.0	15.2	60.5				
Lane LOS	C			B			C	F				
Approach Delay (s)	1.8			0.2			15.2	60.5				
Approach LOS							C	F				
Intersection Summary												
Average Delay			4.5									
Intersection Capacity Utilization			68.6%		ICU Level of Service			C				
Analysis Period (min)			15									










HCM Unsignalized Intersection Capacity Analysis
 2: North Project Driveway & Sir Francis Drake Boulevard

Existing+Project
 Timing Plan: PM Peak

	→	↘	↙	←	↖	↗
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑			↑↑	↘↙	
Volume (veh/h)	973	13	16	1626	30	28
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Peak Hour Factor	0.93	0.93	0.94	0.94	0.50	0.50
Hourly flow rate (vph)	1046	14	17	1730	60	56
Pedestrians					4	
Lane Width (ft)					12.0	
Walking Speed (ft/s)					4.0	
Percent Blockage					0	
Right turn flare (veh)						
Median type	None			None		
Median storage (veh)						
Upstream signal (ft)	943			254		
pX, platoon unblocked			0.93		0.74	0.93
vC, conflicting volume			1064		1956	534
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			925		1191	357
tC, single (s)			4.1		6.8	6.9
tC, 2 stage (s)						
tF (s)			2.2		3.5	3.3
p0 queue free %			98		54	91
cM capacity (veh/h)			683		130	595
Direction, Lane #	EB 1	EB 2	WB 1	WB 2	NB 1	
Volume Total	697	363	594	1153	116	
Volume Left	0	0	17	0	60	
Volume Right	0	14	0	0	56	
cSH	1700	1700	683	1700	209	
Volume to Capacity	0.41	0.21	0.02	0.68	0.55	
Queue Length 95th (ft)	0	0	2	0	74	
Control Delay (s)	0.0	0.0	0.7	0.0	41.7	
Lane LOS			A		E	
Approach Delay (s)	0.0		0.2		41.7	
Approach LOS					E	
Intersection Summary						
Average Delay			1.8			
Intersection Capacity Utilization			69.5%		ICU Level of Service	C
Analysis Period (min)			15			

HCM Unsignalized Intersection Capacity Analysis
 3: Sais Ave & West Project Driveway

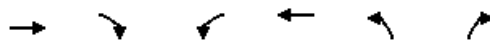
Existing+Project
 Timing Plan: PM Peak

						
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Volume (veh/h)	2	12	11	1	30	30
Sign Control	Stop		Free			Free
Grade	0%		0%			0%
Peak Hour Factor	0.25	0.25	0.60	0.60	0.70	0.70
Hourly flow rate (vph)	8	48	18	2	43	43
Pedestrians	2					
Lane Width (ft)	12.0					
Walking Speed (ft/s)	4.0					
Percent Blockage	0					
Right turn flare (veh)						
Median type			None			None
Median storage (veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	150	21			22	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	150	21			22	
tC, single (s)	6.4	6.2			4.1	
tC, 2 stage (s)						
tF (s)	3.5	3.3			2.2	
p0 queue free %	99	95			97	
cM capacity (veh/h)	818	1055			1591	
Direction, Lane #	WB 1	NB 1	SB 1			
Volume Total	56	20	86			
Volume Left	8	0	43			
Volume Right	48	2	0			
cSH	1013	1700	1591			
Volume to Capacity	0.06	0.01	0.03			
Queue Length 95th (ft)	4	0	2			
Control Delay (s)	8.8	0.0	3.8			
Lane LOS	A		A			
Approach Delay (s)	8.8	0.0	3.8			
Approach LOS	A					
Intersection Summary						
Average Delay			5.0			
Intersection Capacity Utilization		20.1%		ICU Level of Service		A
Analysis Period (min)			15			

SOLUTIONS

HCM Unsignalized Intersection Capacity Analysis
 2: North Project Driveway & Sir Francis Drake Boulevard

Existing+Project (Mitigated)
 Timing Plan: PM Peak



Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑			↑↑		↘
Volume (veh/h)	973	13	16	1626	30	28
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Peak Hour Factor	0.93	0.93	0.94	0.94	0.50	0.50
Hourly flow rate (vph)	1046	14	17	1730	60	56
Pedestrians						4
Lane Width (ft)						12.0
Walking Speed (ft/s)						4.0
Percent Blockage						0
Right turn flare (veh)						
Median type	TWLTL		TWLTL			
Median storage (veh)	2		2			
Upstream signal (ft)	943		254			
pX, platoon unblocked			0.92		0.75	0.92
vC, conflicting volume			1064		1956	534
vC1, stage 1 conf vol					1057	
vC2, stage 2 conf vol					899	
vCu, unblocked vol			889		1117	310
tC, single (s)			4.1		6.8	6.9
tC, 2 stage (s)					5.8	
tF (s)			2.2		3.5	3.3
p0 queue free %			98		81	91
cM capacity (veh/h)			693		311	626
Direction, Lane #	EB 1	EB 2	WB 1	WB 2	NB 1	
Volume Total	697	363	594	1153	116	
Volume Left	0	0	17	0	60	
Volume Right	0	14	0	0	56	
cSH	1700	1700	693	1700	410	
Volume to Capacity	0.41	0.21	0.02	0.68	0.28	
Queue Length 95th (ft)	0	0	2	0	29	
Control Delay (s)	0.0	0.0	0.7	0.0	17.2	
Lane LOS			A		C	
Approach Delay (s)	0.0		0.2		17.2	
Approach LOS					C	
Intersection Summary						
Average Delay			0.8			
Intersection Capacity Utilization			69.5%	ICU Level of Service	C	
Analysis Period (min)			15			

PROPOSED PROJECT PARKING DEMAND TABLE

Monday – Thursday	LPJ staff parked vehicals	Le Petit Jardin vehical trips	GGTC staff parked vehicals	Golden Gate Tutoring vehical trips	walk/bike/bus	Totals
3PM-3:15		7 5 pick ups		2		14
3:15-3:30		5 5 pick ups		2		12
3:30-3:45		5		5 10 drop offs	14 walk/bike/bus	20
3:45-4:00		5		9 10 drop offs		24
4:00-4:15		3		9 5 drop offs		17
4:15-4:30		3		9 10 drop offs		22
4:30-4:45		3		7 5 drop offs, 10 pick ups		25
4:45-5:00		3		7 10 drop offs		20
5:00-5:15		3 5 pick ups		7 5 drop offs, 5 pick ups		25
5:15-5:30		3 5 pick ups		7 5 pick ups, 5 drop offs		25
5:30-5:45		0		7 10 pick ups, 5 drop offs		22
5:45-6:00		0		7 5 pick ups, 5 drop offs		17
6:00-6:15		0		7 10 pick ups, 5 drop offs		22