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# Vallco Special Area Specific Plan

## Transportation Impact Analysis: Final Draft

May 22, 2018

# **Vallco Special Area Specific Plan**

**Final Draft Transportation Impact Analysis**

Prepared for:  
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The City of Cupertino

May 22, 2018

SJ17-1786

FEHR  PEERS

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# 1. Executive Summary

This report presents the results of the transportation impact analysis (TIA) for the Vallco Special Area Specific Plan project. The project site contains approximately 70 acres, of which 58 acres is developable. The proposed Specific Plan includes a mix of office, residential, retail, entertainment, open space, parking and transportation uses. The TIA was conducted to assess how the Specific Plan’s proposed land use and transportation improvements would affect the transportation system in the vicinity of the project site due to its employees, customers, residents, and visitors traveling to and from the site during the morning and evening commute periods.

## Project Description

The Specific Plan would redevelop the existing shopping mall with a mix of uses including commercial<sup>1</sup>, office, hotel, residential, open space, a transit hub, rooftop garden, civic uses, a Science, Technology, Engineering, and Math (STEM) lab, and associated parking. **Table ES-1** summarizes the land use components for the Proposed Project, Project alternative, and existing uses analyzed in the TIA.

**Table ES-1: Project Description, Project Alternatives, and Existing Uses**

Project Alternative	Land Uses							
	Commercial (sf)	Office (sf)	Hotel (rooms)	Residential (units)	Transit Hub	Rooftop Garden (acres)	Civic Uses (sf)	STEM Lab (sf)
General Plan Buildout with Residential Allocation (Proposed Project)	600,000	2,000,000	339	800	Yes	30	55,000	10,000
General Plan Buildout with Maximum Residential	600,000	1,000,000	339	2,640	Yes	30	55,000	10,000
Retail and Residential	600,000	--	339	4,000	Yes	--	--	--
Occupied/Re-tenanted Mall	1,207,774	--	148	--	No	--	--	--
No Project	1,207,774 <sup>1</sup> (partially occupied)	--	148	--	No	--	--	--

Notes:

1. The current mall is only partially occupied and this analysis accounts for the amount of traffic generated by the current occupancy level, which is based on driveway counts taken the week of January 15, 2018.

<sup>1</sup> Commercial space includes retail space, restaurants, health clubs, movie theaters, ice skating rinks, etc.

The project description for the office components of the Proposed Project and the General Plan Buildout with Maximum Residential will also be required to have a TDM Program to reduce the number of vehicle trips generated by the office land uses.

The Occupied/Re-tenanted Mall alternative is a theoretical alternative involving full occupancy of the existing mall. Because the mall is an entitled land use, re-occupancy would not require any discretionary approvals or environmental review under CEQA. Therefore, the transportation analysis for this alternative is presented for informational purposes only and not impact assessment is required for this alternative.

## Project Traffic Estimates

The Project's trip generation represents the amount of net new traffic produced by the Project. It is determined by calculating the difference between (a) the number of vehicle trips generated by the existing commercial uses on the site, and (b) the number of vehicle trips that would be generated by the Proposed Project and each of the project alternatives. **Table ES-2** summarizes the trip generation estimates for the Proposed Project and each of the Project Alternatives.

**Table ES-2: Summary of Vehicle Trip Generation Estimates**

Alternative	Daily	AM Peak Hour	PM Peak Hour
General Plan Buildout with Residential Allocation (Proposed Project)	37,006	2,628	3,218
General Plan Buildout with Maximum Residential Alternative	33,507	2,082	2,632
Retail and Residential Alternative	27,935	1,330	2,251
Occupied/Re-tenanted Mall Alternative	23,417	307	2,398

Source: Hyatt House Hotel TIA, August 2014; ITE Trip Generation Manual, 10th edition, 2017; Fehr & Peers, January 2018.

The amount of traffic generated by the proposed uses was estimated by applying land use-specific trip generation rates to the size of each land use component, reductions to account for trips remaining within the site, also known as a trip internalization, and reductions to account for transit use and bicycle and pedestrian trips. The existing use is the partially-occupied Vallco Shopping Mall. The trip generation of the mall is based on driveway counts collected during the week of January 15, 2018. Several mall tenants were in operation at the time, including the movie theater, a few restaurants, the ice skating rink, bowling alley, and health club. Two mall parking garages were being used as park-and-ride lots for employer shuttles, and car storage for nearby car dealers.

## Analysis Overview

Intersections, freeway segments, freeway ramps, transit service, bicycle facilities, and pedestrian facilities were evaluated.

### Intersections

The operations of 67 intersections in multiple jurisdictions were evaluated during the peak morning and evening commute hours for existing conditions and for two future conditions. The two future conditions are called Background Conditions and Cumulative Conditions. Traffic estimates for the Proposed Project and Project Alternatives were added to the base volumes for Existing, Background, and Cumulative conditions (“Without Project” scenarios) and intersection operations were reevaluated with the added traffic (“With Project” scenarios). The effect of the Proposed Project and Project Alternatives was then identified by comparing operations before project traffic is added to conditions after project traffic is added. The effect is considered a significant impact if certain standards or parameters are exceeded.

The intersections with significant impacts for the various analysis scenarios are summarized in **Table ES-3**. Project impacts at intersections could be mitigated by increasing the intersection’s capacity through physical improvements. **Table ES-3** summarizes whether the intersection impacts could be reduced to “less-than-significant” levels through the identified physical mitigation measures. In some cases, mitigating a motor vehicle traffic impact at a study intersection would result in secondary impacts to other modes of travel (such as a street widening that would result in longer pedestrian distances). For some intersections there are no feasible improvements that eliminate the impact. This is often due to lack of available right-of-way. In these cases, the impact is called “significant and unavoidable.” An impact is also considered “significant and unavoidable” if the intersection is controlled by another jurisdiction or agency and therefore the City of Cupertino cannot ensure that the identified improvement can be implemented. Although the future development projects would be required to pursue implementation of these improvements in another jurisdiction, for the purposes of this document they will still be determined to be significant and unavoidable.

**Table ES-3: Intersection Impact and Mitigation Summary**

ID	Impacted Intersection	Existing Conditions				Background Conditions				Cumulative Conditions				Physical Mitigating Measure	Impact Status with Physical Mitigation under Plus Project Scenario <sup>2</sup>		
		Proposed Project	General Plan Buildout with Maximum Residential	Retail and Residential	Occupied/ Re-tenanted <sup>1</sup>	Proposed Project	General Plan Buildout with Maximum Residential	Retail and Residential	Occupied/ Re-tenanted <sup>1</sup>	Proposed Project	General Plan Buildout with Maximum Residential	Retail and Residential	Occupied/ Re-tenanted <sup>1</sup>		Existing Conditions	Background Conditions	Cumulative Conditions
2	Stevens Creek Boulevard / SR 85 Ramps (east)	No Impact	No Impact	No Impact	No Impact	No Impact	No Impact	No Impact	No Impact	Impact	Impact	Impact	No Impact	Add northbound left-turn lane (Cupertino TIF Program Project)	n/a	n/a	SU <sup>4</sup>
8	De Anza Boulevard / Homestead Road	No Impact	No Impact	No Impact	No Impact	No Impact	No Impact	No Impact	No Impact	Impact	Impact	Impact	Impact	Provide four lanes in each direction on De Anza Boulevard (Cupertino TIF Program Project)	n/a	n/a	SU <sup>4</sup>
11	De Anza Boulevard / Stevens Creek Boulevard	No Impact	No Impact	No Impact	No Impact	Impact	No Impact	No Impact	No Impact	Impact	Impact	Impact	Impact	No feasible improvements	n/a	SU	SU
12	De Anza Boulevard / McClellan Road-Pacifica Dr	Impact	Impact	Impact	Impact	Impact	Impact	No Impact	No Impact	Impact	Impact	No Impact	No Impact	Realign offset intersection, provide protected left-turns lanes and phasing (Cupertino TIF Program Project)	SU <sup>4</sup>	SU <sup>4</sup>	SU <sup>4</sup>
23	Wolfe Road / Fremont Avenue	No Impact	No Impact	No Impact	No Impact	No Impact	No Impact	No Impact	No Impact	Impact	Impact	Impact	Impact	Provide southbound right-turn lane	n/a	n/a	SU <sup>3</sup>
26	Wolfe Road / Homestead Road	No Impact	No Impact	No Impact	No Impact	No Impact	No Impact	No Impact	No Impact	Impact	Impact	No Impact	Impact	Provide southbound right-turn lane (Cupertino TIF Program Project)	n/a	n/a	SU <sup>4</sup>
31	Wolfe Road / Vallco Parkway	No Impact	No Impact	No Impact	No Impact	Impact	No Impact	No Impact	No Impact	Impact	Impact	No Impact	No Impact	Provide westbound right-turn overlap phasing	n/a	LTS	LTS
32	Wolfe Road-Miller Avenue / Stevens Creek Boulevard	No Impact	No Impact	No Impact	No Impact	Impact	Impact	Impact	Impact	Impact	Impact	Impact	Impact	Provide second southbound left-turn lane	n/a	SU	SU
38	Tantau Avenue / Homestead Road	No Impact	No Impact	No Impact	No Impact	No Impact	No Impact	No Impact	No Impact	No Impact	No Impact	Impact	Impact	Provide southbound left-turn lane (Cupertino TIF Program Project)	n/a	n/a	SU <sup>4</sup>
42	Stevens Creek Boulevard / Tantau Avenue	No Impact	No Impact	No Impact	No Impact	Impact	No Impact	No Impact	No Impact	Impact	No Impact	No Impact	No Impact	Provide northbound left-turn lane (Cupertino TIF Program Project)	n/a	SU <sup>4</sup>	SU <sup>4</sup>
43	Stevens Creek Boulevard / Stern Avenue	Impact	Impact	No Impact	Impact	Impact	Impact	Impact	Impact	Impact	Impact	Impact	Impact	Signal Coordination and ITS Upgrades	SU <sup>3</sup>	SU <sup>3</sup>	SU <sup>3</sup>
44	Stevens Creek Boulevard / Calvert Drive/I-280 Ramps (west)	No Impact	No Impact	No Impact	No Impact	Impact	Impact	Impact	Impact	Impact	Impact	Impact	Impact	Signal Coordination and ITS Upgrades	n/a	SU <sup>3</sup>	SU <sup>3</sup>
45	Stevens Creek Boulevard / Agilent Driveway	No Impact	No Impact	No Impact	No Impact	Impact	Impact	No Impact	No Impact	Impact	Impact	No Impact	No Impact	Signal Coordination and ITS Upgrades	n/a	SU <sup>3</sup>	SU <sup>3</sup>
48	Lawrence Expressway / Homestead Road	No Impact	No Impact	No Impact	No Impact	Impact	Impact	Impact	Impact	Impact	Impact	Impact	Impact	Grade Separation (County Expressway Plan)	n/a	SU <sup>3</sup>	SU <sup>3</sup>
51	Lawrence Exwy / Calvert Drive-I-280 SB Ramp	No Impact	No Impact	No Impact	No Impact	Impact	No Impact	No Impact	No Impact	Impact	No Impact	No Impact	No Impact	Signal Coordination and ITS Upgrades	n/a	SU <sup>3</sup>	SU <sup>3</sup>



**Table ES-3: Intersection Impact and Mitigation Summary**

ID	Impacted Intersection	Existing Conditions				Background Conditions				Cumulative Conditions				Physical Mitigating Measure	Impact Status with Physical Mitigation under Plus Project Scenario <sup>2</sup>		
		Proposed Project	General Plan Buildout with Maximum Residential	Retail and Residential	Occupied/ Re-tenanted <sup>1</sup>	Proposed Project	General Plan Buildout with Maximum Residential	Retail and Residential	Occupied/ Re-tenanted <sup>1</sup>	Proposed Project	General Plan Buildout with Maximum Residential	Retail and Residential	Occupied/ Re-tenanted <sup>1</sup>		Existing Conditions	Background Conditions	Cumulative Conditions
53	Lawrence Expressway / Bollinger Road	No Impact	No Impact	No Impact	No Impact	<b>Impact</b>	<b>Impact</b>	No Impact	<b>Impact</b>	<b>Impact</b>	<b>Impact</b>	No Impact	<b>Impact</b>	Provide four lanes in each direction on Lawrence Expressway (County Expressway Plan)	n/a	SU <sup>3</sup>	SU <sup>3</sup>
60	Stevens Creek Boulevard / Cabot Avenue	No Impact	No Impact	No Impact	No Impact	No Impact	No Impact	No Impact	No Impact	<b>Impact</b>	<b>Impact</b>	<b>Impact</b>	<b>Impact</b>	Signal Coordination and ITS Upgrades	n/a	SU <sup>3</sup>	SU <sup>3</sup>
66	Lawrence Expressway / Reed Avenue-Monroe Street	No Impact	No Impact	No Impact	No Impact	No Impact	No Impact	No Impact	No Impact	<b>Impact</b>	<b>Impact</b>	<b>Impact</b>	No Impact	No feasible improvements	n/a	n/a	SU

Notes:

1. Impact results for the Occupied/Re-tenanted Mall alternative is presented for informational purposes only. The mall is an entitled land use and would not require any impact assessment or CEQA clearance to re-occupy.
2. For impacted project alternatives the required mitigation measures are the same for each the Proposed Project and Project Alternatives in the identified analysis scenarios.
3. The identified physical mitigation measure would the impact to less-than-significant levels; however, the impact is considered significant and unavoidable, because the intersection is not within the City of Cupertino and the City cannot guarantee the implementation of the mitigation measure. The future development would be required to pay their fair share cost to implement the identified mitigation measure.
4. The identified physical mitigation measure would the impact to less-than-significant levels; however, to mitigate this impact, future development projects would be required to pay the applicable TIF amounts. Since, the TIF improvements are not fully funded and the timing of implementation is not known at this time, the impact is considered significant and unavoidable.

Impact Status: n/a = Not Applicable; **SU** = Significant and Unavoidable; **LTS** = Less-than-Significant.

Source: Fehr & Peers, May 2018.

## Freeway Segments

Impacts to the freeways occur when the amount of added traffic causes a substantial increase in congestion.

**Table ES-4** summarizes the number of mixed-flow lane segments and High Occupancy Vehicle (HOV) lane segment impacted by the Proposed Project and each of the Project Alternatives.

**Table ES-4: Freeway Significant Impacts Summary**

Project Alternative	Peak Hour <sup>2</sup>	Existing with Project		Background with Project		Cumulative with Project	
		Mixed	HOV	Mixed	HOV	Mixed	HOV
Proposed Project (General Plan Buildout with Residential Allocation)	AM	14	5	15	4	15	12
	PM	18	5	20	5	22	8
General Plan Buildout with Maximum Residential	AM	11	6	10	6	8	9
	PM	14	5	17	5	20	7
Retail and Residential	AM	4	1	5	4	4	4
	PM	10	4	13	6	16	6

Notes:

1. AM = morning peak hour, PM = evening peak hour

Source: Fehr & Peers, May 2018

Potential mitigation measures for freeway segments include capacity enhancements (such as adding travel lanes and auxiliary lanes) and operational improvements (such as ramp metering and express lanes). There are limited options to widen the impacted freeway segments due to right-of-way constraints. Plus, ramp metering has already been implemented. Santa Clara Valley Transportation Authority's (VTA's) *Valley Transportation Plan 2040 (VTP 2040)*<sup>2</sup> identifies several freeway projects that are relevant to the identified freeway segment impacts, including:

- VTP ID H1: SR 85 Express Lanes
- VTP ID H11: I-280 Express Lanes
- VTP ID H13: I-280 Express Lanes
- VTP ID H15: I-880 Express Lanes

<sup>2</sup> The Valley Transportation Plan is a long-range vision for transportation in Santa Clara. The VTA is responsible for preparing and updating the VTP. The VTP 2035 identifies the programs, projects, and policies VTA would like to pursue over the lifetime of the plan. It connects projects with anticipated funds and lays out a framework for the development and maintenance of the transportation system over the next 25 years.

- VTP ID H35: I-280 Northbound
- VTP ID H45: I-280 Northbound Braided Ramps between Foothill Expressway and SR 85

As a mitigation requirement, future development projects would be required to pay their fair share contribution towards planned transportation projects identified in VTA's *VTP 2040* that will improve traffic operations of the impacted freeway segments. **Table ES-5** summarizes the impacted mixed-flow segments and the specific VTP projects that are relevant to the identified freeway segment impacts,

## Transit Facilities

A significant transit impact would occur if the project conflicts with existing or planned transit facilities, or does not provide adequate facilities for pedestrians and bicyclists to access transit routes and stops, or generates potential transit trips that cause the transit route's load factor to exceed available capacity. Based on these criteria, the Proposed Project and Project Alternatives are considered to have a less-than-significant impact.

Transit facilities were also evaluated to determine if the Specific Plan would cause a substantial increase in transit delay. All the alternatives cause some added transit delay. The City of Cupertino and the VTA do not have adopted standards related to transit corridor performance associated with congestion resulting from new development projects. Per the VTA TIA Guidelines, *if increased transit vehicle delay is found, the Lead Agency [City of Cupertino] should work with VTA to identify feasible transit priority measures near the affected facility and include contributions to any applicable projects that improve transit speed and reliability in the TIA.*

## Bicycle Facilities

A significant impact to bicycle facilities would occur if the Proposed Project or any of the Project Alternatives create a hazardous condition that currently does not exist for bicyclists, or conflicts with planned facilities or local agency policies regarding bicycle facilities.

Similar to the pedestrian facilities, the Proposed Project and Project Alternatives are anticipated to provide bicycle enhancements around and in the immediate vicinity of the project site to improve bicycle access. These would include buffered bike lanes on Wolfe road along the project frontage. On-site bicycle facilities such as short-term bicycle parking should be in visible, well-lit areas and conveniently located next to the building entrances. All bicycle facilities should be noted in the Specific Plan. Therefore, the Proposed Project or any of the Project Alternatives would not create a hazardous condition for bicyclists that does not currently exist, nor does it conflict with existing or planned bicycle facilities. Thus, the impact of the Project Alternatives on bicycle facilities is considered to be less-than-significant.

**Table ES-5: Mixed-Flow Freeway Segment Impacts and Mitigation Summary**

Impacted Freeway Segment	Existing Conditions				Background Conditions				Cumulative Conditions				Applicable VTP 2040 Improvement Projects
	Proposed Project	General Plan Buildout with Maximum Residential	Retail and Residential	Occupied/ Re-tenanted <sup>1</sup>	Proposed Project	General Plan Buildout with Maximum Residential	Retail and Residential	Occupied/ Re-tenanted <sup>1</sup>	Proposed Project	General Plan Buildout with Maximum Residential	Retail and Residential	Occupied/ Re-tenanted <sup>1</sup>	
<b>State Route 85 – Northbound</b>													
South Bascom Avenue to SR 17	No Impact	No Impact	No Impact	No Impact	No Impact	No Impact	No Impact	No Impact	<b>Impact</b>	No Impact	No Impact	No Impact	VTP ID H1: SR 85 Express Lanes: US 101 (South San Jose to Mountain View)
SR 17 to Winchester Boulevard	<b>Impact</b>	No Impact	No Impact	No Impact	<b>Impact</b>	No Impact	No Impact	No Impact	<b>Impact</b>	No Impact	No Impact	No Impact	
Winchester Boulevard to Saratoga Avenue	<b>Impact</b>	No Impact	No Impact	No Impact	<b>Impact</b>	No Impact	No Impact	No Impact	<b>Impact</b>	No Impact	No Impact	No Impact	
Saratoga Avenue to Saratoga-Sunnyvale Road	<b>Impact</b>	<b>Impact</b>	No Impact	No Impact	<b>Impact</b>	<b>Impact</b>	No Impact	No Impact	<b>Impact</b>	<b>Impact</b>	No Impact	No Impact	
<b>State Route 85 – Southbound</b>													
West Fremont Avenue to West Homestead Road	No Impact	No Impact	No Impact	No Impact	<b>Impact</b>	<b>Impact</b>	<b>Impact</b>	No Impact	No Impact	No Impact	No Impact	No Impact	VTP ID H1: SR 85 Express Lanes: US 101 (South San Jose to Mountain View)
I-280 to Stevens Creek Boulevard	No Impact	No Impact	<b>Impact</b>	No Impact	No Impact	No Impact	<b>Impact</b>	No Impact	No Impact	No Impact	<b>Impact</b>	No Impact	
Saratoga-Sunnyvale Road to Saratoga Avenue	<b>Impact</b>	<b>Impact</b>	No Impact	No Impact	<b>Impact</b>	<b>Impact</b>	No Impact	No Impact	<b>Impact</b>	<b>Impact</b>	No Impact	No Impact	
Saratoga Avenue to Winchester Boulevard	<b>Impact</b>	No Impact	No Impact	No Impact	<b>Impact</b>	No Impact	No Impact	No Impact	<b>Impact</b>	No Impact	No Impact	No Impact	
Winchester Boulevard to SR 17	<b>Impact</b>	No Impact	No Impact	No Impact	<b>Impact</b>	No Impact	No Impact	No Impact	<b>Impact</b>	No Impact	No Impact	No Impact	
<b>Interstate 280 – Eastbound</b>													
El Monte Road to Magdalena Avenue	No Impact	<b>Impact</b>	<b>Impact</b>	No Impact	No Impact	<b>Impact</b>	<b>Impact</b>	No Impact	No Impact	<b>Impact</b>	<b>Impact</b>	No Impact	VTP ID H13: I-280 Express Lanes: Southbound El Monte Avenue to Magdalena Avenue
Foothill Expressway to SR 85	<b>Impact</b>	<b>Impact</b>	<b>Impact</b>	No Impact	<b>Impact</b>	<b>Impact</b>	<b>Impact</b>	No Impact	<b>Impact</b>	<b>Impact</b>	<b>Impact</b>	No Impact	VTP ID H11: I-280 Express Lanes: Leland Avenue to Magdalena Avenue
SR 85 to De Anza Boulevard	<b>Impact</b>	<b>Impact</b>	<b>Impact</b>	<b>Impact</b>	<b>Impact</b>	<b>Impact</b>	<b>Impact</b>	<b>Impact</b>	<b>Impact</b>	<b>Impact</b>	<b>Impact</b>	<b>Impact</b>	
De Anza Boulevard to Wolfe Road	<b>Impact</b>	<b>Impact</b>	<b>Impact</b>	No Impact	<b>Impact</b>	<b>Impact</b>	<b>Impact</b>	<b>Impact</b>	<b>Impact</b>	<b>Impact</b>	<b>Impact</b>	No Impact	
Wolfe Road to Lawrence Expressway	<b>Impact</b>	<b>Impact</b>	<b>Impact</b>	<b>Impact</b>	<b>Impact</b>	<b>Impact</b>	<b>Impact</b>	<b>Impact</b>	<b>Impact</b>	<b>Impact</b>	<b>Impact</b>	<b>Impact</b>	
Lawrence Expressway to Saratoga Avenue	<b>Impact</b>	<b>Impact</b>	<b>Impact</b>	<b>Impact</b>	<b>Impact</b>	<b>Impact</b>	<b>Impact</b>	<b>Impact</b>	<b>Impact</b>	<b>Impact</b>	<b>Impact</b>	<b>Impact</b>	

**Table ES-5: Mixed-Flow Freeway Segment Impacts and Mitigation Summary**

Impacted Freeway Segment	Existing Conditions				Background Conditions				Cumulative Conditions				Applicable VTP 2040 Improvement Projects
	Proposed Project	General Plan Buildout with Maximum Residential	Retail and Residential	Occupied/ Re-tenanted <sup>1</sup>	Proposed Project	General Plan Buildout with Maximum Residential	Retail and Residential	Occupied/ Re-tenanted <sup>1</sup>	Proposed Project	General Plan Buildout with Maximum Residential	Retail and Residential	Occupied/ Re-tenanted <sup>1</sup>	
Saratoga Avenue to Winchester Boulevard	Impact	Impact	Impact	Impact	Impact	Impact	Impact	Impact	Impact	Impact	Impact	Impact	
Winchester Boulevard to I-880	Impact	Impact	Impact	Impact	Impact	Impact	Impact	Impact	Impact	Impact	Impact	Impact	
I-880 to Meridian Avenue	Impact	Impact	Impact	Impact	Impact	Impact	Impact	Impact	Impact	Impact	Impact	Impact	
Meridian Avenue to Bird Avenue	Impact	Impact	No Impact	No Impact	Impact	Impact	No Impact	Impact	Impact	Impact	No Impact	No Impact	No identified improvements
Bird Avenue to SR 87	Impact	Impact	No Impact	No Impact	Impact	Impact	No Impact	No Impact	Impact	Impact	No Impact	No Impact	No identified improvements
<b>Interstate 280 – Westbound</b>													
SR 87 to Bird Avenue	Impact	No Impact	No Impact	No Impact	Impact	No Impact	No Impact	No Impact	Impact	No Impact	No Impact	No Impact	No identified improvements
Bird Avenue to Meridian Avenue	Impact	Impact	No Impact	No Impact	Impact	Impact	No Impact	No Impact	Impact	No Impact	No Impact	No Impact	No identified improvements
Meridian Avenue to I-880	Impact	Impact	No Impact	No Impact	Impact	Impact	Impact	Impact	Impact	Impact	Impact	Impact	
I-880 to Winchester Boulevard	Impact	Impact	No Impact	No Impact	Impact	No Impact	No Impact	No Impact	Impact	No Impact	No Impact	No Impact	VTP ID H11: I-280 Express Lanes: Leland Avenue to Magdalena Avenue  and  VTP ID H45: I-280 Northbound Braided Ramps between Foothill Expressway and SR 85  and  VTP ID H35: I-280 Northbound: Second Exit Lane to Foothill Expressway
Winchester Boulevard to Saratoga Avenue	Impact	Impact	No Impact	No Impact	Impact	Impact	Impact	Impact	Impact	Impact	Impact	Impact	
Saratoga Avenue to Lawrence Expressway	Impact	Impact	Impact	No Impact	Impact	Impact	Impact	No Impact	Impact	Impact	Impact	Impact	
Lawrence Expressway to Wolfe Road	Impact	Impact	Impact	No Impact	Impact	Impact	No Impact	No Impact	Impact	Impact	No Impact	No Impact	
Wolfe Road to De Anza Boulevard	Impact	Impact	Impact	No Impact	Impact	Impact	Impact	No Impact	Impact	Impact	Impact	No Impact	
De Anza Boulevard to SR 85	Impact	Impact	Impact	No Impact	Impact	Impact	Impact	No Impact	Impact	Impact	Impact	No Impact	
SR 85 to Foothill Expressway	Impact	Impact	Impact	No Impact	Impact	Impact	Impact	No Impact	Impact	Impact	Impact	No Impact	
Page Mill Road to Alpine Road	Impact	No Impact	No Impact	No Impact	No Impact	No Impact	No Impact	No Impact	No Impact	No Impact	No Impact	No Impact	No identified improvements



**Table ES-5: Mixed-Flow Freeway Segment Impacts and Mitigation Summary**

Impacted Freeway Segment	Existing Conditions				Background Conditions				Cumulative Conditions				Applicable VTP 2040 Improvement Projects
	Proposed Project	General Plan Buildout with Maximum Residential	Retail and Residential	Occupied/ Re-tenanted <sup>1</sup>	Proposed Project	General Plan Buildout with Maximum Residential	Retail and Residential	Occupied/ Re-tenanted <sup>1</sup>	Proposed Project	General Plan Buildout with Maximum Residential	Retail and Residential	Occupied/ Re-tenanted <sup>1</sup>	
<b>Interstate 880 – Northbound</b>													
Stevens Creek Boulevard to North Bascom Avenue	Impact	Impact	No Impact	No Impact	Impact	Impact	No Impact	No Impact	Impact	Impact	No Impact	No Impact	VTP ID H15: I-880 Express Lanes: US 101 to I-280
North Bascom Avenue to The Alameda	Impact	Impact	No Impact	No Impact	Impact	Impact	No Impact	No Impact	Impact	Impact	No Impact	No Impact	
The Alameda to Coleman Avenue	Impact	No Impact	No Impact	No Impact	Impact	No Impact	No Impact	No Impact	Impact	No Impact	No Impact	No Impact	
<b>Interstate 880 – Southbound</b>													
Coleman Avenue to The Alameda	No Impact	No Impact	No Impact	No Impact	Impact	No Impact	No Impact	No Impact	Impact	No Impact	No Impact	No Impact	VTP ID H15: I-880 Express Lanes: US 101 to I-280
The Alameda to North Bascom Avenue	No Impact	No Impact	No Impact	No Impact	No Impact	No Impact	No Impact	No Impact	Impact	Impact	Impact	Impact	
North Bascom Avenue to Stevens Creek Boulevard	Impact	Impact	No Impact	No Impact	No Impact	No Impact	No Impact	No Impact	Impact	Impact	Impact	Impact	
<b>State Route 17 - Southbound</b>													
SR 85 to Lark Avenue	Impact	No Impact	No Impact	No Impact	Impact	No Impact	No Impact	No Impact	Impact	No Impact	No Impact	No Impact	No identified improvements

Notes:

1. Impact results for the Occupied/Re-tenanted Mall alternative is presented for informational purposes only. The mall is an entitled land use and would not require any impact assessment or CEQA clearance to re-occupy.
2. Future development in the Specific Plan shall be required to pay a fair-share to the identified VTP 2040 improvements.

Source: Fehr & Peers, May 2018.

## Pedestrian Facilities

A significant impact to pedestrian facilities would occur if the Proposed Project or any of the Project Alternatives create a hazardous condition that currently does not exist for pedestrians, or conflicts with planned facilities or local agency policies regarding pedestrian facilities.

The Proposed Project and Project Alternatives would provide pedestrian enhancements around and in the immediate vicinity of the project site to improve pedestrian access. Consolidating driveways and intersections would enhance pedestrian access as it would limit the number of locations with pedestrian/vehicle conflicts. Any new driveways or intersections would be designed to safely accommodate pedestrians to ensure that no hazards are created. Therefore, the Proposed Project would not create a hazardous condition that does not currently exist, nor does it conflict with existing or planned pedestrian facilities. Thus, the impact of the Project on pedestrian facilities is considered to be less-than-significant.

## Vehicle Miles Traveled Analysis

Vehicle Miles of Travel (VMT) is presented for informational purposes for the transportation evaluation of the Specific Plan. **Table ES-6** summarizes the total VMT estimates, average trip lengths, and VMT per service population for the Proposed Project and each of the Project Alternatives.

**Table ES-6: Vehicles Miles Traveled (VMT) Estimates**

Project Alternative	Total VMT	Average Trip Length	VMT Per Service Population <sup>1</sup>
General Plan Buildout with Residential Allocation (Proposed Project)	330,220	8.92	30.0
General Plan Buildout with Maximum Residential	294,407	8.79	27.6
Retail and Residential	156,110	5.59	16.6
Occupied/Re-tenanted Mall	114,447	4.89	44.9

Notes: Service population includes estimated number of residents and employees for each Project Alternative. This does not include visitors or shoppers.

Source: California Household Travel Survey; Fehr & Peers, March 2018.

While the Proposed Project generates the greatest total VMT, the Occupied/Re-Tenanted Mall alternative generates the highest VMT per service population. Therefore, the land uses contained in the Proposed Project are more efficient from a roadway system perspective than the Occupied/Re-tenanted Mall Alternative.



## **Other Items Addressed in the Analysis**

The analysis also addresses other items including:

- Effect of project traffic on left-turn queue lengths
- Potential for traffic and parking intrusion into the neighborhood west of Perimeter Road in Cupertino, south of Stevens Creek Boulevard in Cupertino, and north of Homestead Road in Sunnyvale
- Construction traffic assessment

## 2. Introduction

The purpose of this transportation impact analysis (TIA) is to identify potentially significant adverse impacts of the proposed project on the surrounding transportation system and to recommend mitigation measures, if needed. The potential impacts of the proposed project are evaluated following Santa Clara Valley Transportation Authority's (VTA's) *Transportation Impact Analysis (TIA) Guidelines* (adopted October 2014).

The *TIA Guidelines* present guidelines for assessing the transportation impacts of land development projects and identifying whether improvements are needed to adjacent roadways, bicycle and pedestrian facilities, and transit services and facilities affected by the project. The *TIA Guidelines*, which were developed to analyze the regional transportation system, have been adopted by local agencies within Santa Clara County, including the City of Cupertino, for evaluation of the local transportation system.

This introduction chapter discusses the project description, regulatory agencies, project study area, analysis scenarios, and report organization.

### Project Description

The City of Cupertino (City<sup>3</sup>) is proposing to adopt a Specific Plan for the Vallco Shopping District Special Area (Vallco Special Area). The approximately 70-acre Vallco Special Area Specific Plan area, of which 58 acres is developable, is centered on the intersection of Wolfe Road and Vallco Parkway in Cupertino, California. The Specific Plan would redevelop the existing shopping mall with a mix of uses including commercial<sup>3</sup>, office, hotel, residential, open space, a transit hub, rooftop garden, civic uses, a Science, Technology, Engineering, and Math (STEM) lab, and associated parking. As discussed below, in addition to the proposed Project and the no project alternative (which is required by the California Environmental Quality Act (CEQA)), three project alternatives with varying mixes of land uses and sizes were also analyzed, one of which is an informational alternative that assumes the existing mall is fully occupied and re-tenanted. The Proposed Project, project alternatives, and existing uses are described in **Table 1**, and **Figure 1** shows the Specific Plan area boundary and study area.

The Occupied/Re-tenanted Mall alternative is a theoretical alternative involving full occupancy of the existing mall. Because the mall is an entitled land use, re-occupancy would not require any discretionary approvals or environmental review under CEQA. Therefore, the transportation analysis for this alternative is presented for informational purposes only.

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<sup>3</sup> Commercial space includes retail space, restaurants, health clubs, movie theaters, ice skating rinks, etc.

**Table 1: Project Description, Alternatives, and Existing Uses**

Project Alternative	Land Uses							
	Commercial (sf)	Office (sf)	Hotel (rooms)	Residential (units)	Transit Hub	Rooftop Garden (acres)	Civic Uses (sf)	STEM Lab (sf)
General Plan Buildout with Residential Allocation (Proposed Project)	600,000	2,000,000	339	800	Yes	30	55,000	10,000
General Plan Buildout with Maximum Residential	600,000	1,000,000	339	2,640	Yes	30	55,000	10,000
Retail and Residential	600,000	--	339	4,000	Yes	--	--	--
Occupied/Re-tenanted Mall	1,207,774	--	148	--	No	--	--	--
No Project	1,207,774 <sup>1</sup> (partially occupied)	--	148	--	No	--	--	--

Notes:

1. The current mall is only partially occupied and this analysis accounts for the amount of traffic generated by the current occupancy level, which is based on driveway counts taken the week of January 15, 2018.

The project description for the office components of the Proposed Project and the General Plan Buildout with Maximum Residential will also be required to have a TDM Program to reduce the number of vehicle trips generated by the office land uses.

In terms of roadway improvements that would be included as part of the Specific Plan Alternatives, this analysis takes a conservative approach and assumes limited new roadway infrastructure. It assumes that the existing access points and existing configurations of the access intersections would remain and two new right-in/right-out access points would be added. It also assumes that the Specific Plan would provide a new grid network of two-lane roadways, bike lanes, sidewalks, and/or multi-use paths for internal circulation and connectivity among the access points. It also assumes that there may be a frontage road along the N. Wolfe frontage to allow access into the site, and to allow pick up, drop off and/or loading on site. Additionally, the frontage road would serve to separate active uses on site from traffic on Wolfe Road.

Existing configurations and lane geometries would remain for all the signalized access intersections:

- Wolfe Road/Vallco Parkway
- Wolfe Road/Stevens Creek Boulevard



- Stevens Creek Boulevard/Perimeter Road
- Vallco Parkway/Perimeter Road
- Vallco Parkway/Garage Access (location halfway between Wolfe Road and Perimeter Road)

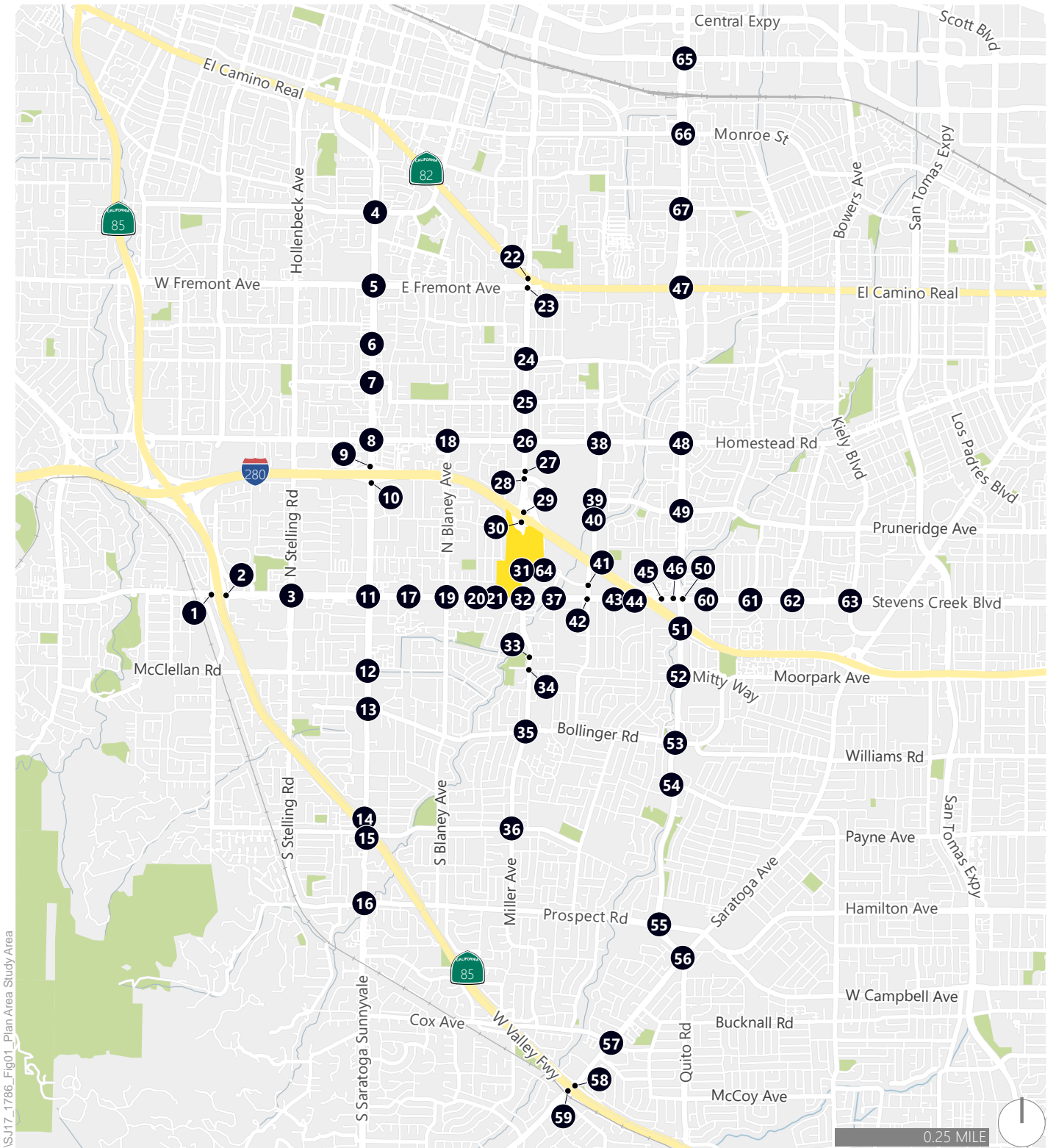
The existing right-in/right-out access points to the Vallco Area Specific Plan site would remain:

- Wolfe Road (southbound side, just south of the I-280 interchange)
- Wolfe Road (northbound side, just south of the I-280 interchange)
- Stevens Creek Boulevard (just east of Perimeter Road)

To facilitate the internal grid network, two new right-in/right-out access points to the Vallco Area Specific Plan were assumed:

- Stevens Creek Boulevard (just west of Wolfe Road)
- Vallco Parkway (west of Perimeter Road)

The locations of the site access points informed the Project trip assignment. Substantial changes to the access points or internal network connectivity assumptions will likely need to be evaluated once a final site plan has been designed; although Project traffic volumes and associated impacts on roadways outside of the Plan Area would likely not be affected by changes to the site access/internal network, including the frontage road along the N. Wolfe frontage, and would not create new or substantially more severe significant impacts than those discussed in this TIA.



LSJ17\_1786\_Fig01\_Plan Area Study Area

- Study Intersection
- Project Site
- Parks



Figure 1  
 Vallco Special Area Specific Plan  
 Area Boundary and Study Area

## Regulatory Agencies

This section describes the transportation regulatory agencies that are responsible for some or all aspects of the planning, implementation, operations, and maintenance of transportation facilities and services for the Project, which include State, regional, and local agencies and their programs and plans relevant to the Project.

The City of Cupertino has jurisdiction over all City streets and City-operated traffic signals. The neighboring cities of Sunnyvale, Santa Clara, San José, and Saratoga have jurisdiction over local roadways within their respective jurisdictional boundaries. The California Department of Transportation (Caltrans) has jurisdiction over State facilities, including Interstate (I) 280, State Route (SR) 82 (El Camino Real), and SR 85. Caltrans also has jurisdiction over on- and off-ramp intersections with local streets. The County of Santa Clara has jurisdiction over streets in unincorporated areas and County expressways. The Santa Clara Valley Transportation Authority (VTA) provides transit service in Cupertino. It is also the Congestion Management Agency (CMA) for Santa Clara County and oversees improvement on the congestion management program (CMP) roadway system.

## State Agencies

The State transportation agency, applicable plans, and applicable legislation are described in the following sections.

### California Department of Transportation (Caltrans)

Caltrans has authority over the State highway system, including freeways, interchanges, and arterial routes. Caltrans operates and maintains State and interstate highways in Cupertino. The *Guide for the Preparation of Traffic Impact Studies* (Caltrans 2001) provides information that Caltrans uses to review impacts on State highway facilities, including freeway segments. However, VTA is responsible for monitoring operations on most Caltrans facilities within Santa Clara County because it is the Congestion Management Agency (CMA) for Santa Clara County.

## Regional Agencies

This section describes regional transportation agencies and plans.

### Metropolitan Transportation Commission

Metropolitan Transportation Commission (MTC) is the Bay Area's regional transportation planning agency and federally designated Metropolitan Planning Organization (MPO). MTC is responsible for preparing the

Regional Transportation Plan (RTP), a comprehensive blueprint for the development of mass transit, highway, airport, seaport, railroad, bicycle, and pedestrian facilities. The RTP is a 20-year plan that is updated every three years to reflect new planning priorities and changing projections of future growth and travel demand. The long-range plan must be based on a realistic forecast of future revenues, and the transportation projects taken as a whole must help improve regional air quality. The MTC also screens requests from local agencies for State and federal grants for transportation projects to determine compatibility with the RTP.

## **Bay Area Air Quality Management District**

BAAQMD is the regional agency with the authority to develop and enforce regulations for the control of air pollution throughout the Bay Area. The Clean Air Plan is BAAQMD's plan for reducing the emissions of air pollutants that combine to produce ozone. BAAQMD has published guidelines for evaluating the air quality impact of projects and plans. One criterion calls for plans, including general plans, to demonstrate reasonable efforts to implement the transportation control measures (TCMs) included in the Clean Air Plan that identify local governments as the implementing agencies.

On-road motor vehicles are the largest source of air pollution in the Bay Area. To address the impact of vehicles, the California Clean Air Act requires air districts to adopt, implement, and enforce TCMs.

## **ABAG (Association of Bay Area Governments)**

ABAG is a voluntary membership and advisory organization with limited statutory authority. It was created by local governments to meet their planning and research needs related to land use, environmental and water resource protection, disaster resilience, energy efficiency and hazardous waste mitigation, and to provide risk management, financial services, and staff training to local counties, cities and towns. ABAG frequently collaborates with regional agencies, such as MTC and BAAQMD, to address matters of regional concern, including but not limited to infrastructure planning, land use planning, and transportation planning.

## **Relevant Regional Plans**

There are two main plans that provide policy guidelines that affect land use and transportation planning decisions within the Bay Area that are relevant to the City of Cupertino. These are discussed below.

### **Plan Bay Area**

Plan Bay Area is overseen by the MTC and the Association of Bay Area Governments (ABAG). It serves as the region's Sustainable Community Strategy (SCS) pursuant to SB 375 and the 2040 RTP, integrating transportation and land use strategies to manage GHG emissions and plan for future population growth.

The RTP and SCS include policies that call for shifting more travel demand to transit and accommodating growth along transit corridors in Priority Development Areas (PDAs). *Plan Bay Area 2040* was adopted by ABAG and the MTC in July 2013.

### **Focusing Our Vision Program: Priority Development Areas**

The Bay Area's regional agencies (i.e., ABAG, BAAQMD, San Francisco Bay Conservation and Development Commission, and MTC) initiated the Focusing Our Vision (FOCUS) Program. The purpose of this program is to encourage growth and revitalization near transit facilities in existing communities. The program provides planning and construction funding for projects in Priority Development Areas (PDAs) with high transit accessibility and potential for redevelopment. PDAs in Cupertino are located along De Anza Boulevard and Stevens Creek Boulevard, focusing on the intersection of these two major roadways and transit corridors. The portion of the project site that is west of Wolfe Road and south of Vallco Parkway is located within a PDA.

## **Santa Clara County Agencies**

This section describes Santa Clara County agencies.

### **Santa Clara Valley Transportation Authority**

VTA serves two roles in Santa Clara County—first, as the primary transit operator, and second, as the Congestion Management Agency (CMA). In its role as transit operator, VTA is responsible for development, operation, and maintenance of the bus and light-rail system within the County, including Cupertino. VTA operates more than 70 bus lines and three light-rail lines, in addition to shuttle and paratransit service. It also provides transit service to major regional destinations and transfer centers in adjoining counties.

As the County's CMA, VTA is responsible for developing the County's comprehensive transportation improvement program among local jurisdictions that will improve multimodal transportation system performance, land use decision-making, and air quality. VTA is authorized to set State and federal funding priorities for transportation improvements that affect the Santa Clara Congestion Management Plan (CMP) transportation system. The CMP roadway network includes all freeways and expressways within Santa Clara County, in addition 252 intersections throughout the County. The CMP roadway network in Cupertino includes all highways and 14 CMP intersections.

### **Transportation Impact Analysis Guidelines**

VTA requires local jurisdictions to analyze impacts of new developments, or land use policy changes, on CMP facilities if they are expected to generate 100 or more new peak-hour trips. VTA developed the Transportation Impact Analysis Guidelines (March 2009), which was adopted by all cities and the County, to

provide local jurisdictions with a uniform program for evaluating the transportation impacts of land use decisions on the designated CMP system. VTA updated the Transportation Impact Analysis Guidelines in 2014. The VTA Board of Directors adopted these guidelines in October of 2014 and they are the basis of the TIA for this Project.

### **Valley Transportation Plan (VTP) 2040**

As the CMA for Santa Clara County, VTA is responsible for the development of a long-range countywide transportation plan, called Valley Transportation Plan (VTP) 2040. VTP 2040 provides programs, projects, and policies for roadways, transit, Intelligent Transportation Systems (ITS) and Systems Operations Management, bicycle and pedestrian facilities, and land use and transportation integration. VTP 2040 projects serve as VTA's recommendations for the RTP known as the Plan Bay Area. VTP 2040 was adopted by the VTA Board of Directors in September of 2014.

### **Short-Range Transit Plan (SRTP)**

VTA's Short-Range Transit Plan (SRTP) is a federally mandated planning document that describes the plans, programs, and goals of VTA's transit service. It has a 10-year planning horizon and is updated annually. It focuses on the characteristics and capital needs of the existing system and on committed (funded) expansion plans. The current plan includes keeping bus and light-rail service at existing levels, expanding community bus services (neighborhood-based circulator and feeder routes that travel within a limited area), continuing to contribute monetarily to Caltrain service, and replacing and expanding the bus vehicle fleet.

### **Other Relevant VTA Plans and Programs**

Other relevant VTA plans and programs are described below.

- **Transit Sustainability Policy and Service Design Guidelines:** VTA's Transit Sustainability Policy (TSP) is a ridership-based policy that provides a framework for the efficient expenditure of transit funds. It is intended to assist the VTA Board of Directors with its decision-making process by making available the most complete information possible regarding options, costs, benefits, and trade-offs for various transit projects and service proposals prior to a selection of mode and funding decisions. The Service Design Guidelines associated with the TSP were developed to evaluate and make recommendations regarding design, implementation, and monitoring of the performance of transit services in the region (VTA 2007).
- **Bus Rapid Transit Projects (in progress):** Two bus rapid transit (BRT) projects are proposed by VTA: the El Camino Real BRT Project, (Route 522) and the Stevens Creek BRT Project (Route 523). Of these two projects, the Stevens Creek BRT (Route 523) Project is directly adjacent to the project site and could serve as a direct connection between the Berryessa BART station (currently anticipated to open late 2018/early 2019) and Cupertino.



- **Complete Streets Program (ongoing):** VTA, in a collaborative effort with its member agencies and partner agencies, Caltrans, and the MTC, has developed a Complete Streets Program for Santa Clara County. The main objective of this program is to formulate a process for instituting incremental “complete street” improvements in Santa Clara County. VTA is currently conducting three complete streets studies: the Story-Keyes, Tasman, and Bascom studies.
- **Safe Routes to Transit:** In 2017, VTA adopted a Pedestrian Access to Transit Plan, the first countywide pedestrian plan for Santa Clara County. VTA worked with community members and stakeholders to identify projects, such as pedestrian bridge, streetscape improvement, bicycle and pedestrian path, street crossing, and sidewalk projects that will improve the safety and comfort of those who ride VTA trains and buses. The plan includes a list of projects that can be funded through local, State, or federal funding. The plan included a “focus area” in Cupertino along Stevens Creek Boulevard (Orange Avenue just west of SR 85 to De Anza Boulevard) and Stelling Road (Stevens Creek Boulevard to McClellan Road). Several intersection, crossings, and street scape improvements were identified for this focus area. These improvements would be implemented by the City of Cupertino in partnership with VTA, as funding becomes available.
- **Santa Clara Countywide Bicycle Plan:** VTA adopted the Santa Clara Countywide Bicycle Plan in 2008, which includes a planned bicycle network with 16 routes of countywide or intercity significance. The Santa Clara Countywide Bicycle Plan synthesizes other local and county plans into a comprehensive 20-year cross-County bicycle corridor network and expenditure plan. This plan is being updated and the draft plan was released for public review in February 2018. It is currently scheduled for adoption in mid-2018. Near the Project area, the draft plan currently identifies Stevens Creek Boulevard (Foothill Boulevard to Tantau Avenue), Blaney Avenue (Homestead Road to Prospect Road), and Tantau Avenue (Stevens Creek Boulevard to Pruneridge Avenue) as Priority Cross-County Bicycle Corridors. Prioritization for funding of countywide bicycle facilities is documented in Valley Transportation Plan (VTP) 2040.

## County of Santa Clara

Streets in unincorporated areas, as well as all County expressways, are maintained and operated by the Santa Clara County Roads and Airports Department. Santa Clara County’s “Expressway Planning Study – 2008 Update” was adopted in March 2009. The planned expressway improvements were re-prioritized in 2016 for inclusion in the Measure B Expressway Improvement Program. Within the study area, improvements on Lawrence Expressway include an interim improvement to add an eastbound through lane at the intersection of Lawrence Expressway and Homestead Road and grade separation of this intersection at a future date.

## City of Cupertino

The City has adopted several plans that provide guidance for managing the City’s transportation system.



## **General Plan: Community Vision 2015-2040**

The City's General Plan includes goals, policies, and strategies regarding land use and community design, transportation, housing, environmental resources, and municipal services to 2040. The Mobility Element of the General Plan establishes the link between land use and transportation with future growth focused along mixed-use corridors and in PDAs. Other key themes in the General Plan are: (a) improved regional coordination by participating in regional projects and infrastructure planning and pursuing funding for city projects, (b) enhanced connectivity for easy walking and bicycle access through streetscape and pathway improvements and supplemental transit services such as community shuttles, and (c) reduced demand by encouraging alternative modes of transportation. It also recognizes that under SB 743 automobile level of service (LOS) will be replaced as a criterion for evaluating transportation impacts. However, it acknowledges that until the impact thresholds are developed, mobility for all modes will be optimized while striving to maintain current intersection LOS thresholds of LOS D during the AM and PM peak hours, with LOS E+ for three key intersections.

## **City of Cupertino 2016 Bicycle Transportation Plan**

The City of Cupertino Bicycle Transportation Plan was adopted in June 2016 and includes an assessment of the bicycle environment in Cupertino by mapping existing bicycle facilities, bicycle-related collisions between 2009 and 2014, and bicycle network stress assessments. It also includes recommended improvements, including a Cupertino loop trail that includes a series of shared use paths that when joined together with low-stress on-street facilities support bicycle access around the City.

Tier 1 projects near Vallco include separated bike lanes on Stevens Creek Boulevard between Foothill Boulevard and Tantau Avenue (also indicated in the Countywide Bike Plan) and a bike/shared use path along the I-280 Santa Clara Valley Water District (SCVWD) drainage channel (Junipero Serra Trail) between Mary Avenue and Vallco Parkway, including the stretch of Calabazas Creek between Vallco Parkway and I-280. The City has initiated the conceptual design for the Junipero Serra Trail.

## **City of Cupertino Pedestrian Transportation Plan**

The City of Cupertino Pedestrian Transportation Plan (PTP) was adopted in February 2018. The PTP is the blueprint for the city "to achieve its vision of an inviting, safe, and connected pedestrian network that enhances the quality of life for all community members and visitors." It is the culmination of a three-phase planning process. Phase 1 identified existing conditions and needs assessment, Phase 2 included the development of preliminary recommendations, and Phase 3 was development of the implementation strategy and final plan. In the Project area, the plan prioritizes the joint bicycle/pedestrian Junipero Serra Trail (also known as the I-280 Canal Path) and installation of a shared-use path along Perimeter Road (Vallco West Pathway).



## City of Cupertino Transportation Impact Fee Nexus Study and Program

As part of the City's 2014 General Plan update, the City adopted a policy to implement a Transportation Impact Fee (TIF) to fund transportation improvements necessary to accommodate future development and mitigate its impacts within the City. The City adopted a Transportation Impact Fee (TIF) Nexus Study in August 2017 and the TIF Program in October 2017. Impact fees are one-time charges on new development. The fees are collected and used by the City to pay for the development's fair share of the cost of capital facilities and infrastructure that are required to serve the new growth. All the intersection improvements included in the Nexus Study and TIF Program are within the study area for the Vallco Special District Specific Plan. Transportation Impact Fees currently applicable to the Proposed Project and Project Alternatives are:

- Residential – Multi-Family: \$3,700 per unit
- Non-residential – Retail: \$9.60 per square foot
- Non-residential – Office: \$16.81 per square foot
- Non-residential – Hotel: \$3,272 per room
- Non-residential – Other: \$6,025 per trip

TIF fees were calculated for the project descriptions for the Proposed Project and Project Alternatives. A fee credit was applied to each Project Alternative to account for the existing square footage of the mall. **Table 2** below summarizes the TIF amounts for the Proposed Project and each of the Project Alternatives.

**Table 2: Traffic Impact Fees**

Project Alternative	Total TIF Amount
General Plan Buildout with Residential Allocation	\$36,722,778
General Plan Buildout with Maximum Residential	\$26,720,778
Retail and Residential	\$14,942,778
Occupied/Re-Tenanted Mall	\$0 <sup>1</sup>

1. The existing mall is an approved use, and re-occupancy would not require any impact assessment or impact fees.  
 Source: City of Cupertino Transportation Impact Fee Nexus Study, August 2017; Fehr & Peer, March 2018.

## Relevant Regional Studies within Cupertino

Two studies are currently being prepared by VTA in cooperation with the City of Cupertino that are directly related to the study area and are described below.

### I-280/Wolfe Road Interchange Study

The I-280/Wolfe Road Interchange Study is evaluating alternatives to modify the I-280/Wolfe Road interchange to improve traffic operations, facilities for bicycles and pedestrians, and high-occupancy vehicle (HOV) lane use. The study is being led by VTA in cooperation with the City of Cupertino and Caltrans. The proposed improvements include modifying the interchange to provide three lanes in each direction between southbound and northbound off-ramps by either widening the existing Wolfe Road bridge structure or constructing a new bridge structure over I-280. Two interchange configuration alternatives are being considered, including a partial cloverleaf (similar to the existing configuration) or a Diverging-Diamond Interchange. Currently, it is anticipated that construction of the I-280/Wolfe Road Interchange Project will start in the year 2022 and be completed by the year 2024. The widening of the I-280 Wolfe Road interchange would be funded through VTA Measure B funds<sup>4</sup> and is included in the analysis of the Cumulative scenarios.

### I-280 Corridor Study

The I-280 Corridor Study is a high-level multi-modal highway planning study of the 22-mile I-280 freeway corridor extending between the US 101/I-680/I-280 interchange in the City of San José and the Santa

<sup>4</sup> A lawsuit challenging the validity of 2016 Measure B was filed in early 2017. The judge ruled in favor of VTA in the trial court, and, the plaintiff filed an appeal at the end of August 2017. As the appeal works its way through the appeal process, funds continue to be collected and held in escrow until the lawsuit is resolved and 2016 Measure B funds can be distributed.

Clara/San Mateo County boundary. The study, which was led by VTA in partnership with the City of Cupertino, was completed in October 2017 and is currently under review by VTA Board of Directors. The study identifies potential improvements for consideration with the goal of improving corridor mobility for all modes of transportation. Relevant to the immediate study area of the Vallco Area Specific Plan are the potential bus-only northbound on-ramp and southbound off-ramps from Tantau Avenue. All the improvements, including the bus-only ramps at Tantau Avenue, are conceptual in nature and require further study; and thus, are not included the analysis presented in this TIA.

## Study Area

The study area generally extends along Stevens Creek Boulevard between SR 85 to the west and Kiley Boulevard in the City of Santa Clara to the east. The major north-south corridors in the study area include De Anza Boulevard between Remington Drive in Sunnyvale and Prospect Road at the border of Cupertino and Saratoga, Wolfe Road between El Camino Real in Sunnyvale and Bollinger Road at the border of Cupertino and San Jose, and Lawrence Expressway between El Camino Real in Santa Clara and Saratoga Avenue at the border of San Jose and Saratoga. The roadway impacts of the Proposed Project were evaluated at the 67 intersections and 30 freeway segments discussed below.

## Study Intersections

Project impacts on study area transportation facilities were determined by measuring the effect project traffic would have on intersection operations during the morning (7:00 to 10:00 AM) and evening (4:00 to 7:00 PM) peak periods. Study intersections were selected in consultation with the City of Cupertino staff and in accordance with VTA's *Transportation Impact Analysis Guidelines* (2014), which indicates that an intersection should be evaluated if a project contributes ten vehicle trips per lane during the morning or evening peak hours. A total of 67 intersections, as shown on **Figure 1**, were selected as study locations. These locations and the governing jurisdictions are stated in **Table 3**.

**Table 3: Study Intersections**

	Intersection <sup>1</sup>	Jurisdiction <sup>2</sup>
1	Stevens Creek Boulevard/SR 85 Ramps (west)	CUP/CMP
2	Stevens Creek Boulevard/SR 85 Ramps (east)	CUP/CMP
3	Stevens Creek Boulevard/Stelling Road	CUP/CMP
4	Sunnyvale-Saratoga Road/Remington Drive	SUN/CMP
5	Sunnyvale-Saratoga Road/Fremont Avenue	SUN/CMP
6	Sunnyvale-Saratoga Road/Cheyenne Drive	SUN
7	Sunnyvale-Saratoga Road/Alberta Avenue	SUN

**Table 3: Study Intersections**

	<b>Intersection<sup>1</sup></b>	<b>Jurisdiction<sup>2</sup></b>
8	De Anza Boulevard/Homestead Road	CUP/CMP
9	De Anza Boulevard/I-280 Ramps (north)	CUP/CMP
10	De Anza Boulevard/I-280 Ramps (south)	CUP/CMP
11	De Anza Boulevard/Stevens Creek Boulevard	CUP/CMP
12	De Anza Boulevard/McClellan Road-Pacifica Drive	CUP
13	De Anza Boulevard/ Bollinger Road	CUP/CMP
14	De Anza Boulevard/ SR 85 Ramps (north)	CUP/CMP
15	De Anza Boulevard/ SR 85 Ramps (south)	CUP/CMP
16	Saratoga-Sunnyvale Road/Prospect Road	CUP
17	Stevens Creek Boulevard/Torre Avenue	CUP
18	Homestead Road/Blaney Avenue	CUP
19	Stevens Creek Boulevard/Blaney Avenue	CUP
20	Stevens Creek Boulevard/Portal Avenue	CUP
21	Stevens Creek Boulevard/Perimeter Road	CUP
22	Wolfe Road/El Camino Real	SUN/CMP
23	Wolfe Road/Fremont Avenue	SUN
24	Wolfe Road/Marion Way	SUN
25	Wolfe Road/Inverness Way	SUN
26	Wolfe Road/Homestead Road	CUP
27	Wolfe Road/Apple Park	CUP
28	Wolfe Road/Pruneridge Avenue	CUP
29	Wolfe Road/I-280 Ramps (north)	CUP/CMP
30	Wolfe Road/I-280 Ramps (south)	CUP/CMP
31	Wolfe Road/Vallco Parkway	CUP
32	Wolfe Road-Miller Avenue/Stevens Creek Boulevard	CUP/CMP
33	Miller Avenue/Calle de Barcelona	CUP
34	Miller Avenue/Phil Lane	CUP
35	Miller Avenue/Bollinger Road	SJ
36	Miller Avenue/Rainbow Drive	SJ
37	Stevens Creek Boulevard/ Finch Avenue	CUP
38	Tantau Avenue/Homestead Road	CUP
39	Tantau Avenue/Pruneridge Avenue	CUP
40	Tantau Ave/Apple Parkway-Tantau 14	CUP
41	Tantau Avenue/Vallco Parkway	CUP
42	Stevens Creek Boulevard/Tantau Avenue	CUP
43	Stevens Creek Boulevard/Stern Avenue	SC
44	Stevens Creek Boulevard/Calvert Drive-I-280 Ramps (west)	SC/CMP

**Table 3: Study Intersections**

	<b>Intersection<sup>1</sup></b>	<b>Jurisdiction<sup>2</sup></b>
45	Stevens Creek Boulevard/Agilent Driveway	SC
46	Stevens Creek Boulevard/Lawrence Expressway Ramps (west)	SCC/CMP
47	Lawrence Expressway/El Camino Real	SCC/CMP
48	Lawrence Expressway/Homestead Road	SCC/CMP
49	Lawrence Expressway/Pruneridge Avenue	SCC
50	Stevens Creek Boulevard/Lawrence Expressway Ramps (east)	SCC/CMP
51	Lawrence Expressway/Calvert Drive-I-280 Southbound Ramp	SCC/CMP
52	Lawrence Expressway/Mitty Way	SCC
53	Lawrence Expressway/ Bollinger Road	SCC/CMP
54	Lawrence Expressway/ Doyle Road	SCC
55	Lawrence Expressway/ Prospect Road	SCC/CMP
56	Lawrence Expressway/ Saratoga Avenue	SCC/CMP
57	Saratoga Avenue/ Cox Avenue	SAR
58	Saratoga Avenue/SR 85 Ramps (north)	Caltrans
59	Saratoga Avenue/SR 85 Ramps (south)	Caltrans
60	Stevens Creek Boulevard/Cabot Avenue	SC
61	Stevens Creek Boulevard/Cronin Drive-Albany Drive	SC
62	Stevens Creek Boulevard/Woodhams Road	SC
63	Stevens Creek Boulevard/Kiely Boulevard	SJ/CMP
64	Vallco Parkway / Perimeter Road	CUP
65	Lawrence Expressway / Kifer Road Avenue	SCC/CMP
66	Lawrence Expressway / Reed Avenue-Monroe Street	SCC
67	Lawrence Expressway / Cabrillo Avenue	SCC

Notes:

- The listed intersections were selected in consultation with the City of Cupertino and determined based on VTA's ten trip per lane guideline, which indicates that intersections should be included if the Proposed Project adds 10 or more peak hour vehicles per lane to any intersection movement.
- CMP – Congestion Management Program (VTA) intersection
  - CUP – City of Cupertino intersection
  - SAR – City of Saratoga intersection
  - SCC – County of Santa Clara intersection (Expressway System)
  - SJ – City of San José intersection
  - SUN – City of Sunnyvale intersection

Source: Fehr & Peers, 2018.

## Freeway Segments

Pursuant to VTA guidelines, freeway segments were selected for analysis because: a) the project site is adjacent to a freeway segment, b) project access is provided using various interchanges, and c) the project is anticipated to add more than one percent to each of the segment's capacity during both/either peak



hour. This TIA includes the analysis of the following nine freeway segments on SR 85, 15 segments on I-280, four segments on I-880, and two freeway segments on SR 17:

- **SR 85 (Northbound and Southbound)**

- Union Avenue to Bascom Avenue
- Bascom Avenue to SR 17
- SR 17 to Winchester Boulevard
- Winchester Boulevard to Saratoga Ave
- Saratoga Avenue to Saratoga-Sunnyvale Road
- Saratoga-Sunnyvale Road to Stevens Creek Boulevard
- Stevens Creek Boulevard to I 280
- I 280 to Homestead Road
- Homestead Road to Fremont Avenue

- **I-280 (Northbound and Southbound)**

- Alpine Road to Page Mill Road
- Page Mill Road to La Barranca Road
- La Barranca Road to El Monte Road
- El Monte Road to Magdalena Avenue
- Magdalena Avenue to Foothill Expressway
- Foothill Expressway to SR 85
- SR 85 to De Anza Boulevard
- De Anza Boulevard to Wolfe Road
- Wolfe Road to Lawrence Expressway
- Lawrence Expressway to Saratoga Avenue
- Saratoga Avenue to Winchester Boulevard
- Winchester Boulevard to I 880
- I 880 to Meridian Avenue
- Meridian Avenue to Bird Avenue
- Bird Avenue to SR 87

- **I-880 (Northbound and Southbound)**

- I 280 to Stevens Creek Boulevard
- Stevens Creek Boulevard to Bascom Avenue
- Bascom Avenue to The Alameda
- The Alameda to Coleman Avenue

- **SR 17 (Northbound and Southbound)**

- SR 85 to Lark Avenue
- Lark Avenue to Saratoga-Sunnyvale Road

## **Pedestrian, Bicycle, and Transit Facilities**

Project impacts to pedestrian facilities, bicycle facilities, and transit services and facilities within an approximately one-half mile radius from the Project site were also addressed.

## Analysis Scenarios

The operations of the study intersections and freeway segments were evaluated during the weekday morning (AM) and weekday evening (PM) peak hours for the following scenarios as presented in **Chapters 3, 5, 6, and 7**.

- Scenario 1:** Existing Conditions – Existing volumes obtained from counts.
- Scenario 2:** Existing with Project Conditions – Scenario 1 volumes plus traffic generated by each of the project alternatives
- Scenario 3:** Background Without Project Conditions – Existing volumes plus traffic from “approved but not yet built” and “not occupied” developments in the area and roadway geometry changes related to the Stevens Creek Boulevard Class IV improvements.
- Scenario 4:** Background with Project Conditions – Scenario 3 volumes plus traffic generated by each of the project alternatives.
- Scenario 5:** Cumulative Without Project Conditions – Background Without Project volumes (Scenario 3) plus traffic generated by pending developments in the area and roadway geometry changes related to the Stevens Creek Boulevard Class IV improvements and Wolfe/I-280 Interchange Improvements.
- Scenario 6:** Cumulative with Project Conditions – Scenario 5 volumes plus traffic generated by each of the project alternatives.

The “with Project” scenarios include evaluation of the Proposed Project, General Plan Buildout with Maximum General Plan Density, Retail/Residential, and Occupied/Re-tenanted Mall alternatives. Operations with the mall at its existing occupancy level is reflected in Existing Conditions (Scenario 1).

## Report Organization

The remainder of this report is divided into the following chapters:

- **Chapter 2 – Analysis Methods and Thresholds of Significance** presents the analysis methods, level of service standards, and thresholds of significance for each jurisdiction for intersections, freeway segments, and transit, bicycle, and pedestrian facilities.
- **Chapter 3 – Existing Conditions** describes the transportation system near the Project site, including the surrounding roadway network, morning and evening peak period intersection



turning movement volumes, existing bicycle, pedestrian, and transit facilities, intersection levels of service, and freeway segment levels of service.

- **Chapter 4 – Project Traffic Estimates** describes the Project trip generation, distribution and assignment methods for intersections and freeways.
- **Chapter 5 – Existing with Project Conditions** presents the transportation operations with the Project and alternatives under Existing Conditions.
- **Chapter 6 – Background and Background with Project Conditions** presents the transportation operations with and without the Project and alternatives under Background Conditions.
- **Chapter 7 – Cumulative and Cumulative with Project Conditions** presents the transportation operations with and without the Project and alternatives under Cumulative Conditions.
- **Chapter 8 – Intersection Impacts and Mitigation Measures (CEQA)** presents the intersection impacts based on the significance criteria and associated mitigation measures for the Project and alternatives.
- **Chapter 9 – Freeway Impacts and Mitigation Measures (CEQA)** presents the freeway impacts based on the significance criteria and associated mitigation measures for the Project and alternatives.
- **Chapter 10 – Transit, Bicycle, and Pedestrian Analysis** describes the impacts and mitigation measures for transit, bicycle, and pedestrian access for the Project and alternatives.
- **Chapter 11 - Other Transportation Evaluations** presents the results of the left-turn queuing analysis, projected amounts of vehicle miles traveled due to vehicular traffic generated by the Project and alternatives, and preliminary recommendations regarding neighborhood intrusion and construction traffic.



## 3. Analysis Methods and Thresholds of Significance

This chapter describes the analysis methods used to evaluate potential transportation impacts for vehicle, bicycle, pedestrian, and transit facilities and access.

### Level of Service and Senate Bill (SB) 743

The operations of transportation facilities have traditionally been described with the term *level of service*. Level of Service (LOS) describes traffic flow from the driver's perspective based on factors such as speed, travel time, delay, and freedom to maneuver. There are six levels from LOS A, with little or no delay, to LOS F, with excessive delay. LOS E represents "at-capacity" operations. When traffic volumes exceed the capacity, stop-and-go conditions result, and operations are designated as LOS F.

Senate Bill (SB) 743 was adopted in 2013 and requires lead agencies to use vehicle miles traveled (VMT) instead of LOS for evaluating transportation impacts. Since the adoption of SB 743, the Office of Planning and Research (OPR) has been working on guidelines and regulations to implement SB 743. In November 2017, OPR released proposed new regulations (amendments to the State CEQA Guidelines<sup>5</sup>). In January 2018, the California Natural Resources Agency released the proposed CEQA Guidelines rulemaking materials for section 15064.3 (Determining the Significance of Transportation Impacts). Pending expected adoption in mid-2018, the proposed new CEQA Guidelines are currently scheduled to apply statewide on July 1, 2019.

In preparation for implementation of SB 743, VTA is currently evaluating OPR's Guidelines and California Natural Resources Agency' rulemaking materials and is expected to develop thresholds and recommendations for local agencies consideration by mid-2019.

In October 2015, the City Council adopted amendments updating the city's General Plan, which is known as *General Plan: Community Vision 2015 - 2040* (referred to as the "General Plan" in the remainder of this document)<sup>6</sup>. In response to SB 743, the updated General Plan includes guidance to balance the needs of all transportation modes and allows the use of measures such as VMT and multi-modal analysis methods if/when thresholds are adopted by the State or at a local level. However, the General Plan states that until such impact thresholds are developed, the City will continue to optimize mobility for all modes of transportation while striving to meet the LOS standards to evaluate roadway operations at major

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<sup>5</sup> The State CEQA Guidelines are found at California Code of Regulations, title 14, section 15000 *et seq.*

<sup>6</sup> Additional text edits to the General Plan goals, policies, and strategies were adopted in October 2015.

intersections, as specified in General Plan Policy M-1.2. While the General Plan strives to maintain these LOS standards, it also includes several policies that support alternative modes of transportation such as limiting street widenings, limiting the number/width of driveway openings, and promoting local/regional transit coordination.

Because the CEQA Guidelines implementing SB 743 have not yet been adopted, the City is applying a hybrid approach to the analysis of transportation impacts that uses level of service along with more focused analysis on transit, bicycle, and pedestrian access. VMT estimates are presented for input to the greenhouse gas analysis and not for transportation impact assessment.<sup>7</sup>

## Level of Service Analysis Methods

This section describes the intersection and freeway LOS methods applied for the purposes of this TIA.

### Signalized Intersections

The method described in Chapter 16 of the 2000 *Highway Capacity Manual* (HCM) (Special Report 209, Transportation Research Board) was used to prepare the LOS calculations for the signalized study intersections. This method, which is adopted by the City of Cupertino (General Plan Policy M-7.1), adjacent local agencies (including the cities of Sunnyvale, Santa Clara, San José, and Saratoga), and the VTA, analyzes operations based on average control delay per vehicle. Control delay includes the initial deceleration delay, queue move-up time, stopped delay, and final acceleration delay. The average control delay for signalized intersections is calculated using TRAFFIX analysis software and is correlated to a LOS designation as shown in **Table 4**.

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<sup>7</sup> The Metropolitan Transportation Commission (MTC), which is, the transportation planning, financing and coordinating agency for the nine-county San Francisco Bay Area, identifies the Vallco Special Area as part of a Transit Priority Area (TSP) (within one-half mile of either an existing major transit stop or a stop along an existing high quality transit corridor). The January 2018 California Natural Resource proposed rulemaking materials for amendments to the CEQA Guidelines state that, generally, projects within a TSP should be presumed to cause a less than significant transportation impact and in most cases would not require a transportation impact assessment or VMT analysis under CEQA. See Proposed CEQA Guidelines § 15064.3(b)(1); CNR, *Notice of Proposed Rulemaking* (January 26, 2018), p. 8.

**Table 4: Signalized Intersection Level of Service Definitions**

Level of Service	Description	Average Control Delay Per Vehicle (Seconds)
A	Operations with very low delay occurring with favorable progression and/or short cycle lengths.	≤ 10.0
B+ B B-	Operations with low delay occurring with good progression and/or short cycle lengths.	10.1 to 12.0 12.1 to 18.0 18.1 to 20.0
C+ C C-	Operations with average delays resulting from fair progression and/or longer cycle lengths. Individual cycle failures begin to appear.	20.1 to 23.0 23.1 to 32.0 32.1 to 35.0
D+ D D-	Operations with longer delays due to a combination of unfavorable progression, long cycle lengths, and high V/C ratios. Many vehicles stop and individual cycle failures are noticeable.	35.1 to 39.0 39.1 to 51.0 51.1 to 55.0
E+ E E-	Operations with high delay values indicating poor progression, long cycle lengths, and high V/C ratios. Individual cycle failures are frequent occurrences.	55.1 to 60.0 60.1 to 75.0 75.1 to 80.0
F	Operations with delays unacceptable to most drivers occurring due to over-saturation, poor progression, or very long cycle lengths.	> 80.0

Source: *Traffic Level of Service Analysis Guidelines*, October 2014; VTA Congestion Management Program, June 2003; *Highway Capacity Manual*, Transportation Research Board, 2000.

## Freeway Segments

Freeway segments are evaluated using VTA's analysis procedure, which is based on the density of the traffic flow that is calculated using methods described in the *2000 HCM*. Density is expressed in passenger cars per mile per lane. The Congestion Management Program (CMP) ranges of densities for each freeway segment level of service are shown in **Table 5**.

**Table 5: Freeway Segment Level of Service Definitions**

Level of Service	Density (passenger cars per mile per lane)
A	≤ 11
B	11.1 to 18.0
C	18.1 to 26.0
D	26.1 to 46.0
E	46.1 to 58.0
F	> 58.0

Sources: *Traffic Level of Service Analysis Guidelines*, October 2014; VTA Congestion Management Program, June 2003; *Highway Capacity Manual*, Transportation Research Board, 2000.

## Level of Service Standards

Level of service standards, i.e. minimum threshold for acceptable operations for intersections and freeway segments, are set by the jurisdiction that controls that portion of the transportation infrastructure. In Santa Clara County, each city typically sets the thresholds for the transportation facilities within their jurisdictions through their adopted General Plan policies, and VTA sets thresholds for CMP-designated facilities, including freeway segments and select intersections, through its CMP. The following LOS standards were applied to the study intersections and freeway segments.

### Intersection LOS Standards

Signalized intersection operations and impacts were evaluated based on the appropriate jurisdiction's LOS standards as summarized **Table 6**. For CMP study intersections Cupertino and the San José use their locally-adopted LOS standard, while all other jurisdictions use VTA's LOS standard.

**Table 6: Intersection LOS Standards**

Local Jurisdiction	Signalized Intersection Type			
	City Controlled	CMP	Expressway	Caltrans
City of Cupertino <sup>1</sup>	LOS D, except at the Stevens Creek Boulevard/De Anza Boulevard, Stevens Creek Boulevard/Stelling Road, and the De Anza Boulevard/Bollinger Road intersections (LOS E+ threshold)	LOS D	N/A	N/A
City of Santa Clara <sup>2</sup>	LOS D, except designated CMP and Expressway intersections (LOS E threshold).	LOS E	LOS E	N/A
City of Sunnyvale <sup>3</sup>	LOS D, except for CMP intersections and regionally significant roadways, including intersections along El Camino Real and Sunnyvale-Saratoga Road (LOS E threshold). The threshold for CMP intersections and	LOS E	LOS E	N/A
City of Saratoga <sup>4</sup>	LOS D, except designated CMP and Expressway intersections (LOS E threshold) and Caltrans intersections (LOS C threshold).	LOS E	LOS E	LOS C
City of San José <sup>5</sup>	LOS D, except those governed by an Area Development Policy or protected intersection designation (LOS threshold varies by location)	LOS D	LOS E	LOS C
VTA <sup>6</sup>	LOS E for all Santa Clara County CMP intersections; except for cities of Cupertino and San Jose that use their own standards within their City boundaries.	LOS E unless higher standard adopted by cities	N/A	N/A
Santa Clara County <sup>7</sup>	LOS E	LOS E	LOS E	LOS C

Caltrans <sup>8</sup>	LOS C for all Caltrans controlled signalized intersections.	N/A	N/A	LOS C
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Notes:

- |   |  |
|---|--|
| 1. City of Cupertino General Plan, 2015.                          | 5. City of San José, Council Policy 5-3.                               |
| 2. City of Santa Clara General Plan, 2011.                        | 6. VTA Congestion Management Program, 2015.                            |
| 3. City of Sunnyvale General Plan, 2011.                          | 7. VTA Congestion Management Program, 2015.                            |
| 4. City of Saratoga Circulation and Scenic Highway Element, 2011. | 8. Caltrans Guide for the Preparation of Traffic Impact Studies, 2002. |

Source: Fehr & Peers, January 2018.

## Freeway LOS Standards

As required by VTA, the LOS standard for freeway segments is LOS E.

## Thresholds of Significance

The criteria for evaluating the significance of a project’s environmental impacts are based on the State California Environmental Quality Act (CEQA) Guidelines and applicable standards recognized by the City of Cupertino and surrounding jurisdictions. According to the current version of Appendix G of the CEQA Guidelines, transportation impacts are considered significant if a Proposed Project would:

- Conflict with an applicable plan, ordinance or policy establishing measures of effectiveness for the performance of the circulation system, taking into account all modes of transportation including mass transit and non-motorized travel and relevant components of the circulation system, including but not limited to intersections, streets, highways and freeways, pedestrian and bicycle paths, and mass transit;
- Conflict with an applicable congestion management program, including, but not limited to LOS standards and travel demand measures (TDM), or other standards established by the county congestion management agency for designated roads or highways;
- Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks (because the project site is not located within an airport land use plan or within two miles of an airport, this topic is not discussed further);
- Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment);
- Result in inadequate emergency access; or
- Conflict with adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities.

Based on the State CEQA Guidelines and thresholds used by the City of Cupertino and surrounding jurisdictions (see CEQA Guidelines § 15064.7), the following significance criteria incorporating the LOS standards outlined above in **Table 6**, were used to evaluate project-level and cumulative impacts of the Vallco Special Area Specific Plan.

## Intersection Impact Criteria

Impact criteria for signalized intersections are discussed below. For all jurisdictions, a significant impact is considered to be mitigated to a less-than-significant level when measures are implemented that would restore intersection conditions to the jurisdiction's LOS standard or to an average delay that is better than without project conditions.

### Signalized Intersections

Signalized intersection operations and impacts were evaluated based on the appropriate jurisdiction's LOS standards as summarized **Table 6** and are included in impact criteria discussion below.

#### Santa Clara County and Congestion Management Program (CMP)

The LOS standard for Santa Clara County (*VTA Congestion Management Program, 2015*) expressway and CMP intersections is LOS E, although the cities of Cupertino and San José apply their own (generally more stringent) LOS thresholds to CMP intersections within their jurisdictions. Traffic impacts at expressway and CMP intersections would occur when the addition of traffic associated with a Project causes:

- Intersection operations to deteriorate from an acceptable level (LOS E or better) to an unacceptable level (LOS F); or
- Exacerbates unacceptable operations by increasing the average critical delay by four seconds or more and increasing the critical volume-to-capacity (V/C) ratio by 0.01 or more at an intersection operating at LOS F; or
- The V/C ratio increases by 0.01 or more at an intersection with unacceptable operations (LOS F) when the change in critical delay is negative (i.e., decreases). This can occur if the critical movements change.
- The cities of Cupertino and San José use their respective LOS significance threshold (**Table 6**) for CMP designated facilities within their city boundaries.

#### City of Cupertino

The City strives to achieve LOS D for local streets, including CMP designated facilities within City boundaries, except at the Stevens Creek Boulevard/De Anza Boulevard, Stevens Creek Boulevard/Stelling Road, and the

De Anza Boulevard/Bollinger Road intersections (General Plan Policy M-1.2). The threshold for these three intersections is LOS E+ operations. Significant impacts at signalized Cupertino intersections would occur if the addition of project traffic causes one of the following:

- The LOS at the intersection drops below the applicable LOS standard (LOS D except at the three specified intersections) when project traffic is added, or
- An intersection that operates below the applicable LOS standard under no-project conditions experiences an increase in critical movement delay of four seconds or more, and the volume-to-capacity ratio (V/C) is increased by 0.01 or more when project traffic is added, or
- The V/C ratio increases by 0.01 or more at an intersection that operates below the applicable LOS standard (generally LOS E or F) when the change in critical delay is negative (i.e., decreases). This can occur if the critical movements change.

### **City of Santa Clara**

The City of Santa Clara has established a minimum acceptable operation level of LOS D for local streets (*City of Santa Clara General Plan, 2011*). The City of Santa Clara defers to VTA and applies LOS E threshold to CMP intersections. Significant impacts at signalized City of Santa Clara intersections would occur when the addition of project traffic causes one of the following:

- Intersection operations degrade from an acceptable level (LOS D or better) to an unacceptable level (LOS E or F); or
- Exacerbates unacceptable operations by increasing the critical delay by four seconds or more, and increasing the volume-to-capacity (V/C) ratio by 0.01 or more; or
- An increase in the V/C ratio of 0.01 or more at an intersection with unacceptable operations when the change in critical delay is negative (i.e., decreases). This can occur if the critical movements change.

### **City of Sunnyvale**

The City of Sunnyvale has established a minimum acceptable operation level of LOS D for local streets and LOS E for regionally significant roadways, including Saratoga-Sunnyvale Road within the study area (*City of Sunnyvale General Plan, 2011*). The City of Sunnyvale defers to VTA and applies LOS E threshold to CMP intersections. Significant impacts at signalized City of Santa Clara intersections would occur when the addition of project traffic causes one of the following:

- Intersection operations degrade from an acceptable level (LOS D or better for local streets and LOS E or better for regionally significant roadways and CMP intersections) to an unacceptable

level (LOS E or F for local streets and LOS F for regionally significant roadways and CMP intersections); or

- Exacerbates unacceptable operations by increasing the critical delay by four seconds or more, and increasing the volume-to-capacity (V/C) ratio by 0.01 or more; or
- An increase in the V/C ratio of 0.01 or more at an intersection with unacceptable operations when the change in critical delay is negative (i.e., decreases). This can occur if the critical movements change.

### **City of Saratoga**

The City of Saratoga has established a minimum acceptable operation level of LOS D for local streets (*City of Saratoga Circulation and Scenic Highway Element: Background Report/Goals, Policies, and Implementation Measures*, November 2010). The City of Saratoga defers to VTA and applies LOS E threshold to CMP intersections. Significant impacts at signalized City of Saratoga intersections would occur when the addition of project traffic causes one of the following:

- Intersection operations degrade from an acceptable level (LOS D or better for local streets and LOS E or better for CMP intersections) to an unacceptable level (LOS E or F for local streets and LOS F for CMP intersections); or
- Exacerbates unacceptable operations by increasing the critical delay by four seconds or more, and increasing the volume-to-capacity (V/C) ratio by 0.01 or more; or
- An increase in the V/C ratio of 0.01 or more at an intersection with unacceptable operations when the change in critical delay is negative (i.e., decreases). This can occur if the critical movements change.

### **City of San José**

On February 27, 2018, the San José City Council adopted Council Policy 5-1, which replaces Council Policy 5-3. In response to SB 743, Council Policy 5-1 removes transportation LOS and replaces it with VMT analysis as a measure of transportation impacts. It went into effect on March 29, 2018, 30 days after City Council approval. The guidance in San José's Council Policy 5-3 has been followed for purposes of this analysis.

San José's Council Policy 5-3 "Transportation Level of Service" guides transportation analysis and impact determination for the City of San José. San José's minimum threshold for acceptable signalized intersection operations is LOS D, unless governed by an Area Development Policy, or protected intersection designation.

Significant impacts at signalized City of San José study intersections would occur when the addition of project traffic causes one of the following:



- Intersection operations deteriorate from an acceptable level of service (LOS D or better) to an unacceptable level (LOS E or LOS F); or,
- Contributes the equivalent of one percent or more to the existing traffic congestion at an intersection with unacceptable operations
- An increase in the V/C ratio of 0.01 or more at an intersection with unacceptable operations when the change in critical delay is negative (i.e., decreases). This can occur if the critical movements change.
- For Cumulative Conditions, a project's impact is deemed considerable if the proportion of project traffic represents 25 percent or more of the increase in total volume from Background Without Project Conditions to Cumulative with Project Conditions.

### **Caltrans**

Caltrans has identified a LOS objective of C/D (i.e., on the "cusp" or threshold between level of service C and D) as the acceptable service level for ramp terminal intersections. (*Caltrans Guide for the Preparation of Traffic Impact Studies*, 2002). The two SR 85 ramp intersections with Saratoga Avenue are the only facilities analyzed under Caltrans' LOS impact criteria, since they are not included under VTA's CMP. Intersection impacts are defined to occur when the addition of project traffic:

- Causes operations to deteriorate from an acceptable level (LOS C) to an unacceptable level (LOS D or worse); or
- Exacerbates unacceptable operations by increasing vehicle delay (i.e. increases delay by 0.1 seconds or more).

## **Freeway Impact Criteria**

As required by VTA, the applicable LOS standard for freeway segments is LOS E. Per VTA's *Transportation Impact Analysis Guidelines*, traffic impacts on a CMP freeway segment occurs when the addition of project traffic causes:

- Freeway segment operations to deteriorate from an acceptable level (LOS E or better) under Existing Conditions to an unacceptable level (LOS F)
- An increase in traffic of more than one percent of the capacity of a segment that operates at LOS F under Existing Conditions.

For this analysis and consistent with recently complete TIAs in Santa Clara County, background and cumulative freeway segment impacts in Santa Clara County are determined to occur when the addition of project traffic causes:

- A freeway segment's volume-to-capacity ratio to exceed one (1.0), or
- An increase in traffic of more than one percent of the capacity of a segment that exceeds a volume-to-capacity ration of one (1.0 or greater) under the without project scenario for background or cumulative conditions.

## Transit Impact Criteria

The General Plan includes policies to promote local and regional transit that is efficient, frequent, and convenient and reduces traffic congestion. In addition, VTA's TIA Guidelines require that project effects on the transit system, in terms of transit facilities, transit vehicle delay<sup>8</sup>, and pedestrian and bicyclist access be evaluated. The TIA Guidelines also state that a quantitative analysis of demand and capacity should be conducted for projects that generate unusually large volumes of pedestrian, bicycle, or transit trip, such as for large mixed-use developments.

Transit impacts are considered significant if the Proposed Project:

- Conflicts with existing or planned transit facilities, or
- Does not provide adequate facilities for pedestrians and bicyclists to access transit routes and stops, or
- Generates potential transit trips that cause the transit route's load factor to exceed available capacity,

These impacts are discussed in **Chapter 10**.

## Pedestrian and Bicycle Impact Criteria

The Mobility Element of the General Plan describes related policies necessary to ensure a balanced transportation system that supports bicycle and pedestrian facilities which are safe and effective for City residents. Using the General Plan as a guide, significant impacts to these facilities would occur if a project or an element of the project would:

- Disrupt or eliminate existing pedestrian and bicycle facilities, or

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<sup>8</sup> The City of Cupertino and the VTA do not have adopted standards related to transit corridor performance associated with congestion resulting from new development projects. Pursuant to the VTA TIA Guidelines, *if increased transit vehicle delay is found, the Lead Agency [City of Cupertino] should work with VTA to identify feasible transit priority measures near the affected facility and include contributions to any applicable projects that improve transit speed and reliability in the TIA*. Thus, the transit delay information is presented for informational purposes and no impact assessments are made under CEQA.

- Create a hazardous condition that currently does not exist for pedestrians or bicyclists, or otherwise interfere with bicycle and pedestrian accessibility to the site and adjoining areas; or
- Increase conflicts between drivers, pedestrians, and/or bicyclists, or
- Conflict with an existing or planned pedestrian or bicycle facility; or
- Conflict with policies related to bicycle and pedestrian activity adopted by the City of Cupertino for facilities within the City.

These impacts are discussed in **Chapter 10**.

The VTA TIA Guidelines Section 9.3 requires analysis of bicycle and pedestrian facilities including the effects of site development and roadway improvements on bicycle/pedestrian infrastructure, circulation, quality of service (QOS), and conformance to existing plans and policies. The VTA TIA Guidelines state that any project proposing changes to intersection/roadway geometry or signal operations shall include a QOS analysis for bicyclists and pedestrians at the location of the proposed changes. A QOS analysis is also recommended along project frontages under Existing Conditions. Along with the QOS analysis, a descriptive analysis of the Project's effect on pedestrian and bicycle conditions is required. Applicable QOS impacts are discussed in Chapter 8.

## Evaluating the Effects of Mitigation Measures

Pursuant to the VTA TIA Guidelines, any mitigation measure identified in this TIA that would change the roadway geometry or signal operations must be evaluated to determine their effects on the QOS for bicyclists and pedestrians. StreetScore+, developed by Fehr & Peers, was used to perform the QOS evaluation. StreetScore+ is an Excel-based tool that calculates pedestrian and bicyclist comfort-based indices based on best design practices for active transportation users. An explanation of how the tool operates and the methodology that guides the results is provided in **Appendix A**.

The Bicyclist StreetScore+ scoring has a 1-4 scale, correlating with the *Four Types of Cyclists* prepared by Roger Geller, Bicycle Coordinator for Portland Bureau of Transportation:

- StreetScore+ 1 (SS 1) - The lowest level of traffic stress; would allow children trained in traffic safety to bicycle to school by themselves as well as people interested but concerned about bicycling.
- StreetScore+ 2 (SS 2) - The highest level of acceptable traffic stress for the "interested but concerned" segment of the population.



- StreetScore+ 3 (SS 3) - This level of traffic stress accommodates a much smaller segment of population - Geller's "enthused and confident" segment - who are excited about and familiar with cycling.
- StreetScore+ 4 (SS 4) - Only the "strong and fearless" cohort will feel comfortable riding on these facilities.

The Pedestrian StreetScore+ has a parallel structure to the Level of Traffic Stress approach for bicyclists, using a 1-4 scale:

- StreetScore+ 1 (SS 1) - Highly comfortable, pedestrian-friendly, and easily navigable for pedestrians of all ages and abilities, including seniors and school-aged children.
- StreetScore+ 2 (SS 2) - Generally comfortable for many pedestrians, although parents may not feel comfortable with children walking alone and seniors may take more caution.
- StreetScore+ 3 (SS 3) - Walking is uncomfortable but possible. Minimum sidewalk and crossing facilities are present, but may be uninviting or uncomfortable.
- StreetScore+ 4 (SS 4) - Streets have limited or no accommodation for pedestrians or are inhospitable for pedestrians.

## 4. Existing Conditions

This chapter describes the existing transportation conditions, including the nearby land uses that affect travel demand, and the transportation facilities - the roadway network, transit service, and pedestrian and bicycle facilities. It also describes existing operations of the study intersections and freeway segments with the results of the level of service calculations. Future planned facilities that will enhance the existing system are also described.

### Nearby Land Uses

The existing mall buildings on the project site are designed for motor vehicle travel, with large setbacks from the street, large surface parking lots, and four large parking garages. The surrounding land uses create origins and destinations for future trips generated by the Proposed Project and the project alternatives. Nearby residential areas, such as the single-family residential neighborhoods to the west and south, multi-family residential developments such as the Arioso and Hamptons apartment complexes just north of I-280, and the Nineteen800 apartment complex and Main Street Loft apartments (currently under construction) provide trip origins for office employee-generated trips and commercial customer-generated trips.

Offices, commercial uses, and schools also provide destinations for residential-generated trips. Immediately east of project site are office buildings and the Main Street Mixed-Use development. Stevens Creek Boulevard is lined with restaurants and retail uses. Northeast of the Vallco Mall site, across the I-280/Wolfe Road interchange, is the new Apple Park office campus (formerly Apple Campus 2), which may attract future residents to the Project and project alternatives. Traffic for full-occupancy of Apple Park (and other developments currently under construction) is included in the analysis of the future year scenarios.

The schools located closest to the site are Cupertino High School (one mile south), Lawson Middle School (0.7 miles to the west), Hyde Middle School (one mile south), and Collins Elementary School (0.5 miles west).

Calabazas Creek is located approximately one quarter mile to the east of the Project site, between Wolfe Road and Tantau Avenue. Other nearby creeks include Saratoga Creek, one mile to the east, and Stevens Creek, three miles to the west. Unlike stretches of Stevens Creek and Saratoga Creek, Calabazas Creek does not currently have a multi-use path along its route; although the City is currently evaluating the feasibility of providing a multi-use path, within a Santa Clara Valley Water District drainage area, along I-280 (Junipero Serra Trail) between Mary Avenue and Vallco Parkway, including the stretch of Calabazas Creek between Vallco Parkway and I-280.

## Existing Roadway Network

Most travel in Cupertino is currently made by private vehicles on the roadway system. Interstate 280 (I-280), State Route 85 (SR 85), and Lawrence Expressway provide regional vehicle access to the project site. Wolfe Road-Miller Avenue, Stevens Creek Boulevard, Perimeter Road, and Vallco Parkway provide direct access to the Project site. Local access to these roadways is provided via Sunnyvale-Saratoga Road-De Anza Boulevard, Blaney Avenue, Tantau Avenue, Homestead Road, and Bollinger Road. Descriptions of these roadways are presented below. **Figure 1** shows the locations of these facilities in relation to the project site.

**I-280** is located immediately north of the project site and provides regional freeway access between the cities of San Francisco and San José. Near the project site, I-280 has three mixed-flow lanes and one high occupancy vehicle (HOV) lane in each direction. HOV lanes, also known as diamond or carpool lanes, restrict use to vehicles with two or more persons (carpool, vanpool, and buses), motorcycles, and clean-air vehicles during the morning (5:00 am to 9:00 am) and evening (3:00 pm to 7:00 pm) commute periods on weekdays. Access to/from I-280 is provided via its interchanges with SR 85, De Anza Boulevard, Wolfe Road, and Lawrence Expressway/Steven Creek Boulevard. Near the project site, I-280 has an average daily traffic (ADT) volume of approximately 158,000 vehicles.

**State Route 85 (SR 85)** is located west and south of the project site and extends north through Sunnyvale and Mountain View to US 101 and south through Saratoga, Los Gatos, and San José to connect again with US 101. Near the project site, the ADT on SR 85 is approximately 115,000 vehicles. The freeway has two mixed-flow lanes and one HOV lane in each direction. Interchanges with I-280, Stevens Creek Boulevard, De Anza Boulevard, and Saratoga Avenue provide access to the project site.

**Lawrence Expressway** is located to the east of the project site and is a limited-access north-south facility operated by Santa Clara County that extends between SR 237 near Moffett Field to the north and Saratoga Avenue/Quito Road to the south. It is a six-lane facility south of I-280. North of I-280, Lawrence Expressway is an eight-lane facility with the right-most lane in each direction restricted to HOVs during the commute hours. Lawrence Expressway provides local access closets to the site via the intersection at Stevens Creek Boulevard where the ADT on Lawrence Expressway is about 65,000 vehicles.

**Wolfe Road-Miller Avenue** is a four-to-six-lane north-south roadway that bisects the project site. North of Stevens Creek Boulevard, the roadway is called Wolfe Road and is designated as an arterial in the *City of Cupertino General Plan*. South of Stevens Creek Boulevard, it is designated as a major collector and is called Miller Avenue. Wolfe Road/Miller Avenue extends north to the City of Sunnyvale and south to the City of Saratoga. Wolfe Road/Miller Avenue provides the project site with access to I-280 by a partial cloverleaf interchange. It has an ADT of approximately 44,900 vehicles.

**Stevens Creek Boulevard** is an east-west six-lane divided arterial along the southern boundary of the site that extends between western Cupertino and downtown San José (as West San Carlos Street). Stevens Creek Boulevard provides access to SR 85, I-280 and Lawrence Expressway via interchanges. The roadway connects all of the north-south roadways described above. Near the project site, Stevens Creek Boulevard has an ADT of about 25,000 vehicles.

**Perimeter Road** runs along the west, north, and east perimeters of the project site. It is a two-lane private street, connecting Vallco Mall parking to Stevens Creek Boulevard, Wolfe Road, and Vallco Parkway.

**Vallco Parkway** is a short (less than 0.5 mile) four-lane, east-west minor collector that provides a connection between Wolfe Road and Tantau Avenue.

**De Anza Boulevard** is an eight-lane, north-south arterial that runs north from the City of Sunnyvale (where it is called Sunnyvale-Saratoga Road north of Homestead Road) and to the south in the City of Saratoga (where it is called Saratoga-Sunnyvale Road south of Prospect Road). De Anza Boulevard has an ADT of approximately 55,600 vehicles near I-280.

**Blaney Avenue** is a two-lane, north-south minor collector that extends from Prospect Road in the south to Homestead Road in the north. There is no direct connection between Blaney Avenue and I-280 nor SR 85, but connections to I-280 can be made via Stevens Creek Boulevard as well as connections to SR 85 via Stevens Creek Boulevard and Prospect Road and to Lawrence Expressway via Homestead Road, Bollinger Road, and Stevens Creek Boulevard. Blaney Avenue is adjacent to both the Collins Elementary School (north of Stevens Creek Boulevard) and Meyerholz Elementary School (south of Bollinger Road, in the City of San José).

**Tantau Avenue** is a two-lane, north-south minor collector located to the east of the site that extends from Bollinger Road in the south to Homestead Road in the north. North Tantau Avenue (the segment north of Stevens Creek Boulevard) is designated as a major collector, and South Tantau Avenue (the segment south of Stevens Creek Boulevard,) is designated as a minor collector, in the *City of Cupertino General Plan*. Currently, southbound through movements are not permitted at Stevens Creek Boulevard and vehicles are not able to travel south onto South Tantau Avenue from North Tantau Avenue. Vehicles must turn onto Stevens Creek Boulevard at this intersection when travelling in the southbound direction. North of Stevens Creek Boulevard Tantau Avenue has an ADT of about 7,000 vehicles.

**Homestead Road** is a four-lane, east-west arterial located to the north of the site that extends from Foothill Expressway in the west (Town of Los Altos) to Lafayette Street in the east (adjacent to Santa Clara University). Homestead Road has an ADT of approximately 21,000 vehicles near the project site.

**Bollinger Road** is a four-lane, east-west roadway that extends from approximately 200 feet west of Vernie Court in the west to Lawrence Expressway in the east. Bollinger Road continues as a four-lane roadway into the City of San José on the west as Moorpark Avenue. Moorpark Avenue becomes a two-lane roadway within a quarter mile east of the intersection of Bollinger and Lawrence Expressway. Bollinger Road is adjacent to Hyde Middle school in Cupertino and the Orchard Farms Shopping Center in the City of San José.

## Planned Roadway Facilities

In the project area there are several planned roadway facility improvements. VTA, in partnership with the City of Cupertino and Caltrans, is currently undertaking the *I-280/Wolfe Road Interchange Improvements Project*, which is studying alternatives to modify the interchange to provide three lanes in each direction between southbound and northbound on-ramps by either widening the existing Wolfe Road bridge structure or constructing a new bridge structure over I-280. Two interchange configuration alternatives are being considered, including a partial clover leaf (similar to the existing configuration) or a Diverging-Diamond Interchange. Currently, it is anticipated that construction of the I-280/Wolfe Road Interchange Project will start in the year 2022 and be completed by the year 2024.

As the Congestion Management Agency for Santa Clara County, VTA, regularly updates its 25-year long-range regional transportation plan, which outlines transportation strategies, projects, and programs that will be pursued in the next 25 years. The latest plan, VTA's *Valley Transportation Plan 2040*, includes the I-280 Express Lanes Conversion project. It will convert existing HOV lanes to Express Lanes on I-280 between Leland Avenue in San José and Magdalena Avenue in Los Altos Hills. Single-occupancy vehicles (SOVs) will be allowed to use available capacity in the Express Lanes but will be charged a toll that will vary depending on the congestion level. HOVs would be free to incentivize ridesharing.

## Existing Roadway Operations

The existing operations of the study intersections and freeway segments were evaluated for the highest one-hour traffic volume during the weekday morning (7:00 am to 10:00 am) and evening (4:00 pm to 7:00 pm) peak (commute) periods.



# Intersection Operations

## Existing Intersection Volumes and Lane Configurations

AM and PM peak-hour intersection turning movement counts were conducted in January 2018, and the results are included in **Appendix B**. **Figure 2** presents the existing AM and PM peak-hour turning movement volumes, lane configurations, and traffic control devices at the study intersections.

## Existing Intersection Levels of Service

Existing intersection lane configurations, signal timings, and peak-hour turning movement volumes were used to calculate the levels of service for the key intersections during the AM and PM peak hour. The results of the LOS analysis are presented in **Table 7**. **Appendix C** contains the corresponding calculation sheets. The results indicate that all but one of the study intersections operate at acceptable service levels during the AM and PM peak hours.

**Table 7: Existing Intersection Levels of Service**

#	Intersection	Jurisdiction (LOS Threshold) <sup>1</sup>	Peak Hour <sup>2</sup>	Date	Delay <sup>3</sup>	LOS <sup>4</sup>
1	Stevens Creek Boulevard / SR 85 Ramps (west)	CUP/CMP (D)	AM PM	1/10/2018	22.4 31.7	C+ C
2	Stevens Creek Boulevard / SR 85 Ramps (east)	CUP/CMP (D)	AM PM	1/10/2018	28.5 27.1	C C
3	Stevens Creek Boulevard / Stelling Road	CUP/CMP (E+)	AM PM	1/17/2018	38.3 46.7	D+ D
4	Sunnyvale-Saratoga Road / Remington Drive	SUN/CMP (E)	AM PM	12/1/2016	44.5 43.7	D D
5	Sunnyvale-Saratoga Road / Fremont Avenue	SUN/CMP (E)	AM PM	12/1/2016	48.3 46.6	D D
6	Sunnyvale-Saratoga Road / Cheyenne Drive	SUN (E)	AM PM	1/10/2018	11.7 10.7	B+ B+
7	Sunnyvale-Saratoga Road / Alberta Avenue	SUN (E)	AM PM	1/10/2018	21.2 25.9	C+ C
8	De Anza Boulevard / Homestead Road	CUP/CMP (D)	AM PM	5/11/2017	39.8 41.0	D D
9	De Anza Boulevard / I-280 Ramps (north)	CUP/CMP (D)	AM PM	12/7/2017	18.5 27.1	B- C
10	De Anza Boulevard / I-280 Ramps (south)	CUP/CMP (D)	AM PM	12/7/2017	25.5 18.0	C B
11	De Anza Boulevard / Stevens Creek Boulevard	CUP/CMP (E+)	AM PM	1/10/2018	35.6 39.9	D+ D

**Table 7: Existing Intersection Levels of Service**

#	Intersection	Jurisdiction (LOS Threshold) <sup>1</sup>	Peak Hour <sup>2</sup>	Date	Delay <sup>3</sup>	LOS <sup>4</sup>
12	De Anza Boulevard / McClellan Road/Pacifica Drive	CUP (D)	AM PM	1/10/2018	36.4 <b>64.2</b>	D+ <b>E</b>
13	De Anza Boulevard / Bollinger Road	CUP/CMP (E+)	AM PM	1/11/2018	33.4 26.4	C- C
14	De Anza Boulevard / SR 85 Ramps (north)	CUP/CMP (D)	AM PM	1/17/2018	22.4 15.0	C+ B
15	De Anza Boulevard / SR 85 Ramps (south)	CUP/CMP (D)	AM PM	1/17/2018	12.8 15.7	B B
16	Saratoga-Sunnyvale Road / Prospect Road	CUP (D)	AM PM	1/17/2018	19.8 28.8	B- C
17	Stevens Creek Boulevard / Torre Avenue	CUP (D)	AM PM	1/10/2018	22.4 23.1	C+ C
18	Homestead Road / Blaney Avenue	CUP (D)	AM PM	1/11/2018	23.9 24.4	C C
19	Stevens Creek Boulevard / Blaney Avenue	CUP (D)	AM PM	1/10/2018	34.9 33.5	C- C-
20	Stevens Creek Boulevard / Portal Avenue	CUP (D)	AM PM	1/10/2018	21.8 13.0	C+ B
21	Stevens Creek Boulevard / Perimeter Road	CUP (D)	AM PM	1/10/2018	9.5 15.2	A B
22	Wolfe Road / El Camino Real	SUN/CMP (E)	AM PM	5/24/2017	51.0 48.1	D- D
23	Wolfe Road / Fremont Avenue	SUN (D)	AM PM	5/24/2017	49.7 47.9	D D
24	Wolfe Road / Marion Way	SUN (D)	AM PM	1/10/2018	15.9 18.8	B B-
25	Wolfe Road / Inverness Way	SUN (D)	AM PM	1/10/2018	18.3 22.8	B- C+
26	Wolfe Road / Homestead Road	CUP (D)	AM PM	1/10/2018	32.9 43.0	C- D
27	Wolfe Road / Apple Park	CUP (D)	AM PM	1/10/2018	9.8 15.4	A B
28	Wolfe Road / Pruneridge Avenue	CUP (D)	AM PM	1/10/2018	23.5 16.5	C B
29	Wolfe Road / I-280 Ramps (north)	CUP/CMP (D)	AM PM	1/11/2018	13.2 12.0	B B
30	Wolfe Road / I-280 Ramps (south)	CUP/CMP (D)	AM PM	1/11/2018	12.1 8.4	B A
31	Wolfe Road / Vallco Parkway	CUP (D)	AM PM	5/23/2017	19.6 31.2	B- C

**Table 7: Existing Intersection Levels of Service**

#	Intersection	Jurisdiction (LOS Threshold) <sup>1</sup>	Peak Hour <sup>2</sup>	Date	Delay <sup>3</sup>	LOS <sup>4</sup>
32	Wolfe Road-Miller Avenue / Stevens Creek Boulevard	CUP/CMP (D)	AM PM	5/23/2017	41.7 41.4	D D
33	Miller Avenue / Calle de Barcelona	CUP (D)	AM PM	1/10/2018	7.5 3.0	A A
34	Miller Avenue / Phil Lane	CUP (D)	AM PM	1/10/2018	5.3 4.1	A A
35	Miller Avenue / Bollinger Road	SJ (D)	AM PM	1/10/2018	37.1 41.5	D+ D
36	Miller Avenue / Rainbow Drive	SJ (D)	AM PM	1/10/2018	23.1 22.8	C C+
37	Stevens Creek Boulevard / Finch Avenue	CUP (D)	AM PM	1/10/2018	28.8 21.6	C C+
38	Tantau Avenue / Homestead Road	CUP (D)	AM PM	1/10/2018	34.4 43.2	C- D
39	Tantau Avenue / Pruneridge Avenue	CUP (D)	AM PM	1/17/2018	20.8 24.5	C+ C
40	N Tantau Ave / Apple Parkway-Tantau 14	CUP (D)	AM PM	1/10/2018	17.6 18.3	B B-
41	Tantau Avenue / Vallco Parkway	CUP (D)	AM PM	1/11/2018	25.1 31.3	C C
42	Stevens Creek Boulevard / Tantau Avenue	CUP (D)	AM PM	1/10/2018	44.7 42.8	D D
43	Stevens Creek Boulevard / Stern Avenue	SC (D)	AM PM	1/17/2018	37.6 40.5	D+ D
44	Stevens Creek Boulevard / Calvert Drive/I-280 Ramps (west)	SC/CMP (E)	AM PM	1/11/2018	57.4 52.7	E+ D-
45	Stevens Creek Boulevard / Agilent Driveway	SC (D)	AM PM	1/11/2018	36.7 24.0	D+ C
46	Stevens Creek Boulevard / Lawrence Expressway Ramps (west)	SCC/CMP (E)	AM PM	1/17/2018	28.9 25.4	C C
47	Lawrence Expressway / El Camino Real	SCC/CMP (E)	AM PM	1/17/2018	34.6 27.1	C- C
48	Lawrence Expressway / Homestead Road	SCC/CMP (E)	AM PM	1/11/2018	71.5 66.3	E E
49	Lawrence Expressway / Pruneridge Avenue	SCC (E)	AM PM	1/11/2018	44.0 44.5	D D
50	Stevens Creek Boulevard / Lawrence Expressway Ramps (east)	SCC/CMP (E)	AM PM	1/17/2018	31.6 28.0	C C
51	Lawrence Expressway / Calvert Drive-I-280 Southbound Ramp	SCC/CMP (E)	AM PM	1/17/2018	32.8 30.2	C -C

**Table 7: Existing Intersection Levels of Service**

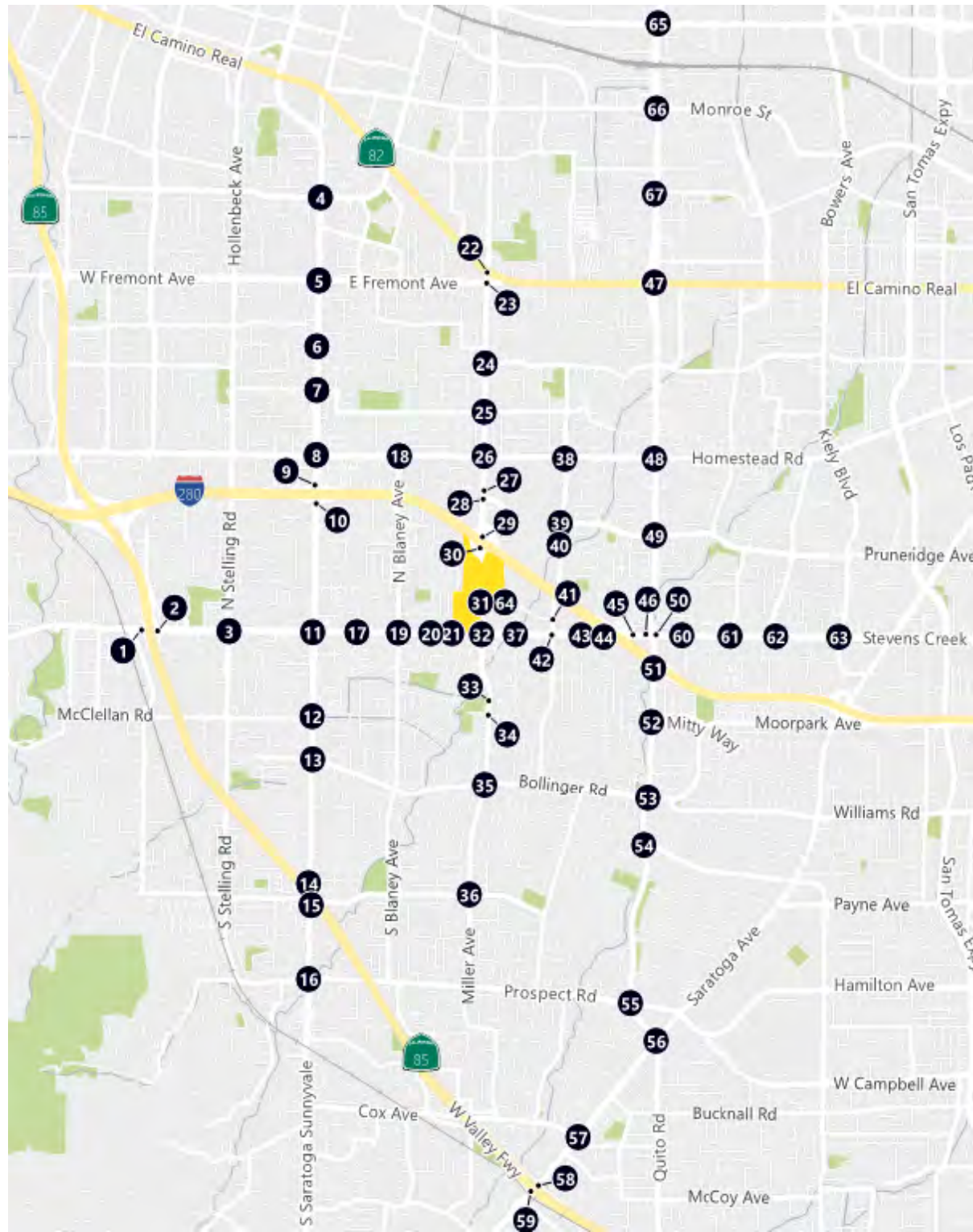
#	Intersection	Jurisdiction (LOS Threshold) <sup>1</sup>	Peak Hour <sup>2</sup>	Date	Delay <sup>3</sup>	LOS <sup>4</sup>
52	Lawrence Expressway / Mitty Way	SCC (E)	AM PM	1/17/2018	23.1 16.6	C B
53	Lawrence Expressway / Bollinger Road	SCC/CMP (E)	AM PM	1/17/2018	60.3 54.2	E D-
54	Lawrence Expressway / Doyle Road	SCC (E)	AM PM	1/11/2018	43.2 14.7	D B
55	Lawrence Expressway / Prospect Road	SCC/CMP (E)	AM PM	1/11/2018	58.3 46.7	E+ D
56	Lawrence Expressway / Saratoga Avenue	SCC/CMP (E)	AM PM	1/11/2018	44 45.7	D D
57	Saratoga Avenue / Cox Avenue	SAR (D)	AM PM	1/11/2018	45.1 37.8	D D+
58	Saratoga Avenue / SR 85 Ramps (north)	Caltrans (C)	AM PM	1/11/2018	19.1 26.7	B- C
59	Saratoga Avenue / SR 85 Ramps (south)	Caltrans (C)	AM PM	1/11/2018	16.8 18.5	B B-
60	Stevens Creek Boulevard / Cabot Avenue	SC (D)	AM PM	1/11/2018	47.0 46.3	D D
61	Stevens Creek Boulevard / Cronin Drive-Albany Drive	SC (D)	AM PM	1/17/2018	27.4 22.7	C C+
62	Stevens Creek Boulevard / Woodhams Road	SC (D)	AM PM	1/17/2018	18.8 21.1	B- C+
63	Stevens Creek Boulevard / Kiely Boulevard	SJ/CMP (D)	AM PM	1/17/2018	41.6 37.1	D D+
64	Vallco Parkway / Perimeter Road	CUP (D)	AM PM	5/3/2018	11.6 17.1	B+ B
65	Lawrence Expressway / Kifer Road Avenue	SCC/CMP (E)	AM PM	5/15/2018	36.2 71.5	D+ E
66	Lawrence Expressway / Reed Avenue-Monroe Street	SCC/CMP (E)	AM PM	5/15/2018	56.1 55.1	E+ E+
67	Lawrence Expressway / Cabrillo Avenue	SCC/CMP (E)	AM PM	5/15/2018	32.7 29.2	C- C

Notes: **Bold text** indicates intersection operates at unacceptable level of service.

1. Intersection jurisdiction and associated LOS threshold applied.
2. AM = morning peak hour, PM = evening peak hour.
3. Whole intersection weighted average control delay expressed in seconds per vehicle calculated using methods described in the 2000 Highway Capacity Manual, with adjusted saturation flow rates to reflect Santa Clara County Conditions for signalized intersections.
4. LOS = Level of Service. LOS calculations conducted using the TRAFFIX analysis software packages, which apply the methods described in the 2000 *Highway Capacity Manual*.

Source: Fehr & Peers, May 2018.





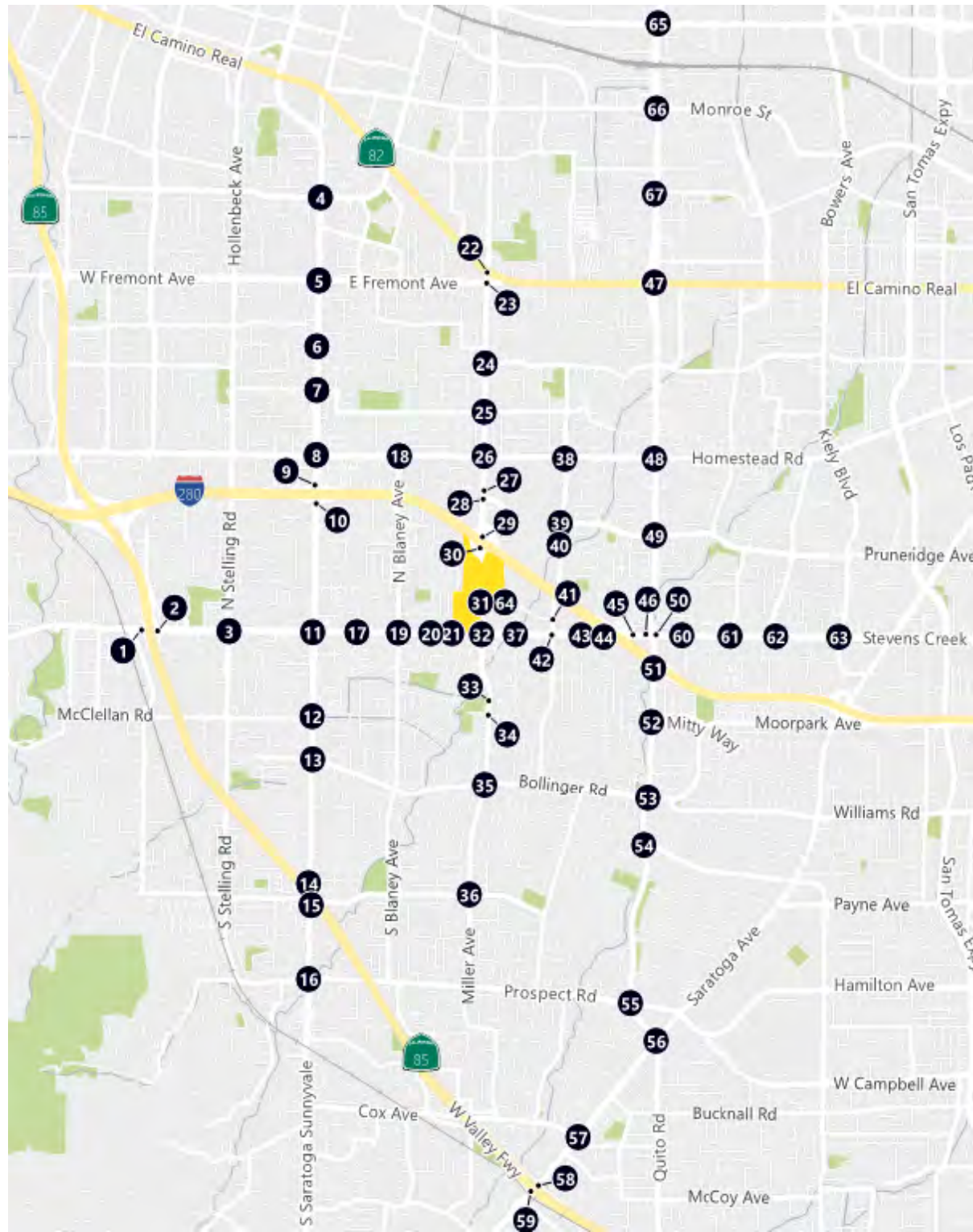
**LEGEND**

- # Study Intersection
- AM (PM) Peak Hour Traffic Volume
- Lane Configuration
- Signalized

<p>1. SR 85 Ramps (west)/Stevens Creek Boulevard</p>	<p>2. SR 85 Ramps (east)/Stevens Creek Boulevard</p>	<p>3. Stelling Road/Stevens Creek Boulevard</p>	<p>4. Sunnyvale-Saratoga Road/Remington Drive</p>	<p>5. Sunnyvale-Saratoga Road/Fremont Avenue</p>
<p>6. Sunnyvale-Saratoga Road/Cheyenne Drive</p>	<p>7. Sunnyvale-Saratoga Road/Alberta Avenue</p>	<p>8. De Anza Boulevard/Homestead Road</p>	<p>9. De Anza Boulevard/I-280 Ramps (north)</p>	<p>10. De Anza Boulevard/I-280 Ramps (south)</p>
<p>11. De Anza Boulevard/Stevens Creek Boulevard</p>	<p>12. De Anza Boulevard/McClellan Road</p>	<p>13. De Anza Boulevard/Bollinger Road</p>	<p>14. De Anza Boulevard/SR 85 Ramps (north)</p>	<p>15. De Anza Boulevard/SR 85 Ramps (south)</p>
<p>16. Saratoga-Sunnyvale Road/Prospect Road</p>	<p>17. Torre Avenue/Stevens Creek Boulevard</p>	<p>18. Blaney Avenue/Homestead Road</p>	<p>19. Blaney Avenue/Stevens Creek Boulevard</p>	<p>20. Portal Avenue/Stevens Creek Boulevard</p>
<p>21. Perimeter Road/Stevens Creek Boulevard</p>	<p>22. Wolfe Road/El Camino Real</p>	<p>23. Wolfe Road/Fremont Avenue</p>	<p>24. Wolfe Road/Marion Way</p>	<p>25. Wolfe Road/Inverness Way</p>

Figure 2  
Existing AM and PM Peak-Hour  
Turning Movement Volumes, Lane Configurations, and Traffic Control Devices





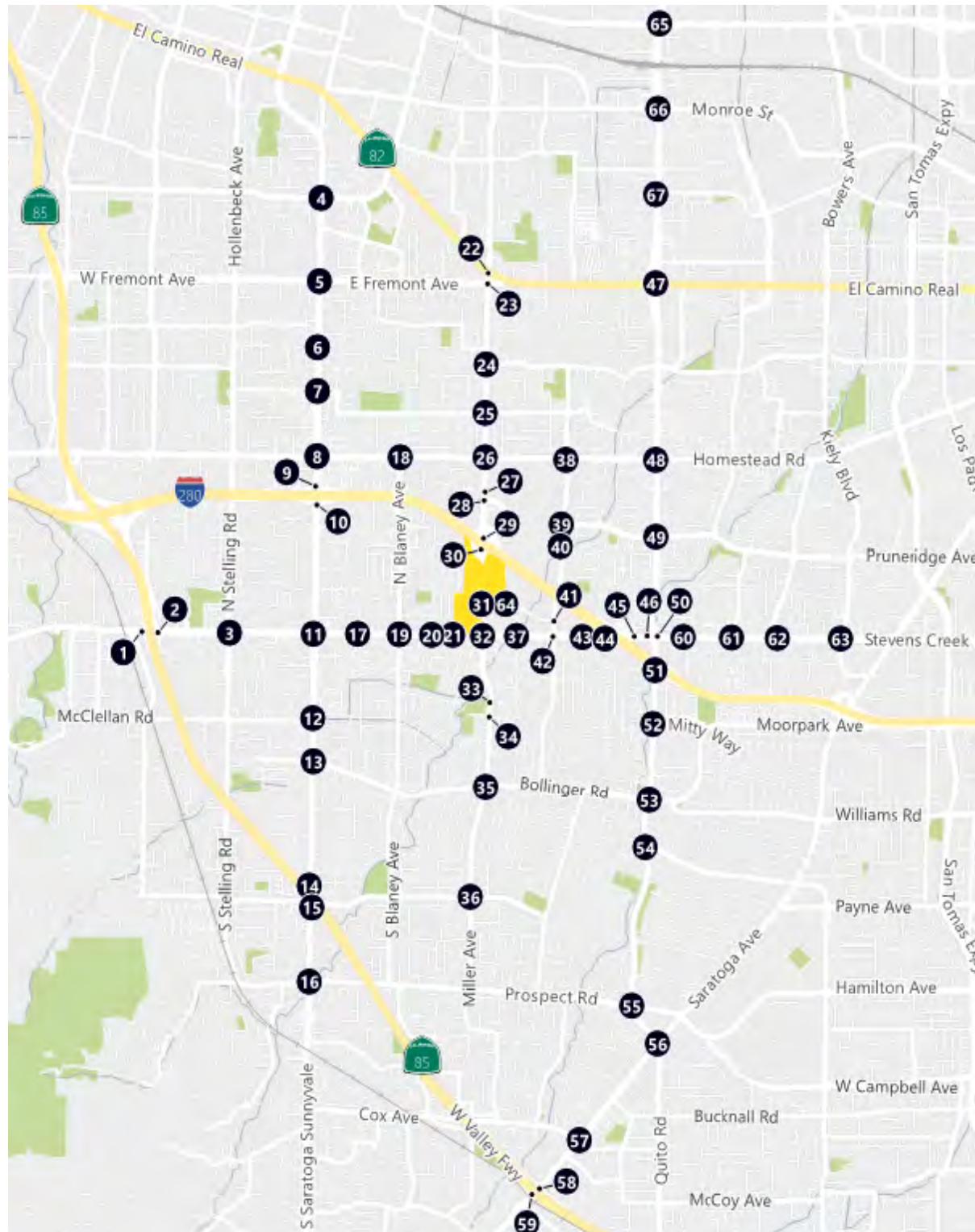
**LEGEND**

- # Study Intersection
- AM (PM) Peak Hour Traffic Volume
- Lane Configuration
- Signalized

<p>26. Wolfe Road/Homestead Road</p>	<p>27. Wolfe Road/Apple Park</p>	<p>28. Wolfe Road/Pruneridge Avenue</p>	<p>29. Wolfe Road/I-280 Ramps (north)</p>	<p>30. Wolfe Road/I-280 Ramps (south)</p>
<p>31. Wolfe Road/Vallico Parkway</p>	<p>32. Wolfe Road/Stevens Creek Boulevard</p>	<p>33. Miller Avenue/Calle de Barcelona</p>	<p>34. Miller Avenue/Phil Lane</p>	<p>35. Miller Avenue/Bollinger Road</p>
<p>36. Miller Avenue/Rainbow Drive</p>	<p>37. Finch Avenue/Stevens Creek Boulevard</p>	<p>38. Tantau Avenue/Homestead Road</p>	<p>39. Tantau Avenue/Pruneridge Avenue</p>	<p>40. N Tantau Ave/Apple Parkway-Tantau 14</p>
<p>41. Tantau Avenue/Vallico Parkway</p>	<p>42. Tantau Avenue/Stevens Creek Boulevard</p>	<p>43. Stern Avenue/Stevens Creek Boulevard</p>	<p>44. Calvert Drive-I-280 Ramps/Stevens Creek Blvd</p>	<p>45. Agilent Driveway/Stevens Creek Boulevard</p>
<p>46. Lawrence Expressway (west)/Stevens Creek Blvd</p>	<p>47. Lawrence Expressway/El Camino Real</p>	<p>48. Lawrence Expressway/Homestead Road</p>	<p>49. Lawrence Expressway/Pruneridge Avenue</p>	<p>50. Lawrence Expressway (east)/Stevens Creek Blvd</p>

Figure 2  
Existing AM and PM Peak-Hour  
Turning Movement Volumes, Lane Configurations, and Traffic Control Devices





<p>51. Lawrence Expressway/Calvert Drive-I-280 SB</p>	<p>52. Lawrence Expressway/Mitty Way</p>	<p>53. Lawrence Expressway/Bollinger Road</p>	<p>54. Lawrence Expressway/Doyle Road</p>	<p>55. Lawrence Expressway/Prospect Road</p>
<p>56. Lawrence Expressway/Saratoga Avenue</p>	<p>57. Saratoga Avenue/Cox Avenue</p>	<p>58. SR 85 Ramps (north)/Saratoga Avenue</p>	<p>59. SR 85 Ramps (south)/Saratoga Avenue</p>	<p>60. Cabot Avenue/Stevens Creek Boulevard</p>
<p>61. Cronin Drive-Albany Drive/Stevens Creek Blvd</p>	<p>62. Woodhams Road/Stevens Creek Boulevard</p>	<p>63. Kiely Boulevard/Stevens Creek Boulevard</p>	<p>64. Perimeter Road/Valico Parkway</p>	<p>65. Lawrence Expressway/Kifer Road</p>
<p>66. Lawrence Expressway/Reed Avenue</p>	<p>67. Lawrence Expressway/Cabrillo Avenue</p>			

**LEGEND**

- # Study Intersection
- AM (PM) Peak Hour Traffic Volume
- Lane Configuration
- Signalized



Figure 2  
Existing AM and PM Peak-Hour  
Turning Movement Volumes, Lane Configurations, and Traffic Control Devices

## Existing Freeway Operations

Existing freeway operations are described with the LOS results from the *2016 VTA Monitoring and Conformance Report*, which is the most recent report available as of the date of the Vallco Special District Specific Plan Notice of Preparation (NOP). **Table 8** summarizes the existing freeway segment levels of service for the mixed-flow and HOV lanes.

**Table 8: Existing Freeway Segment Levels of Service**

Freeway Segment	Peak Hour	Lanes		Density		Existing <sup>4</sup>	
		Mixed	HOV	Mixed	HOV	Mixed	HOV
<b>State Route 85 – Northbound</b>							
Union Avenue to South Bascom Avenue	AM	2	1	>70	>70	F	F
	PM	2	1	24	14	C	B
South Bascom Avenue to SR 17	AM	2	1	>70	>70	F	F
	PM	2	1	16	22	B	C
SR 17 to Winchester Boulevard	AM	2	1	>70	>70	F	F
	PM	2	1	15	8	B	A
Winchester Boulevard to Saratoga Avenue	AM	2	1	>70	65	F	F
	PM	2	1	31	10	D	A
Saratoga Avenue to Saratoga-Sunnyvale Road	AM	2	1	64	50	F	E
	PM	2	1	21	9	C	A
Saratoga-Sunnyvale Road to Stevens Creek Boulevard	AM	2	1	49	33	E	D
	PM	2	1	22	7	C	A
Stevens Creek Boulevard to I-280	AM	2	1	>70	>70	F	F
	PM	2	1	10	13	A	B
I-280 to West Homestead Road	AM	2	1	>70	>70	F	F
	PM	2	1	15	4	B	A
West Homestead Road to West Fremont Avenue	AM	2	1	>70	>70	F	F
	PM	2	1	41	13	D	B
<b>State Route 85 – Southbound</b>							
West Fremont Avenue to West Homestead Road	AM	2	1	39	18	D	B
	PM	2	1	52	40	E	D
West Homestead Road to I-280	AM	2	1	17	9	B	A
	PM	2	1	21	29	C	D
I-280 to Stevens Creek Boulevard	AM	2	1	14	9	B	A
	PM	2	1	>70	>70	F	F
Stevens Creek Boulevard to Saratoga-Sunnyvale Road	AM	2	1	15	7	B	A
	PM	2	1	>70	>70	F	F
Saratoga-Sunnyvale Road to Saratoga Avenue	AM	2	1	18	8	B	A
	PM	2	1	>70	54	F	E



**Table 8: Existing Freeway Segment Levels of Service**

Freeway Segment	Peak Hour	Lanes		Density		Existing <sup>4</sup>	
		Mixed	HOV	Mixed	HOV	Mixed	HOV
Saratoga Avenue to Winchester Boulevard	AM	2	1	24	7	C	A
	PM	2	1	58	39	E	D
Winchester Boulevard to SR 17	AM	2	1	12	10	B	A
	PM	2	1	>70	46	F	D
SR 17 to South Bascom Avenue	AM	2	1	18	11	B	A
	PM	2	1	>70	>70	F	F
South Bascom Avenue to Union Avenue	AM	2	1	22	7	C	A
	PM	2	1	>70	65	F	F
<b>Interstate 280 – Eastbound</b>							
Alpine Road to Page Mill Road	AM	4	0	29	N/A	D	N/A
	PM	4	0	29	N/A	D	N/A
Page Mill Road to La Barranca Road	AM	4	0	22	N/A	C	N/A
	PM	4	0	>70	N/A	F	N/A
La Barranca Road to El Monte Road	AM	4	0	15	N/A	B	N/A
	PM	4	0	>70	N/A	F	N/A
El Monte Road to Magdalena Avenue	AM	4	0	24	N/A	C	N/A
	PM	4	0	>70	N/A	F	N/A
Magdalena Avenue to Foothill Expressway	AM	3	1	25	10	C	A
	PM	3	1	31	22	D	C
Foothill Expressway to SR 85	AM	3	1	23	11	C	A
	PM	3	1	>70	40	F	D
SR 85 to De Anza Boulevard	AM	3	1	22	12	C	B
	PM	3	1	>70	>70	F	F
De Anza Boulevard to Wolfe Road	AM	3	1	22	22	C	C
	PM	3	1	>70	63	F	F
Wolfe Road to Lawrence Expressway	AM	3	1	12	12	C	B
	PM	3	1	61	42	F	D
Lawrence Expressway to Saratoga Avenue	AM	3	1	37	14	D	B
	PM	3	1	>70	52	F	E
Saratoga Avenue to Winchester Boulevard	AM	3	1	34	13	D	B
	PM	3	1	>70	63	F	F
Winchester Boulevard to I-880	AM	3	1	22	16	C	B
	PM	3	1	>70	67	F	F
I-880 to Meridian Avenue	AM	3	1	23	12	C	B
	PM	3	1	>70	>70	F	F
Meridian Avenue to Bird Avenue	AM	4	0	46	N/A	D	N/A
	PM	4	0	>70	N/A	F	N/A

**Table 8: Existing Freeway Segment Levels of Service**

Freeway Segment	Peak Hour	Lanes		Density		Existing <sup>4</sup>	
		Mixed	HOV	Mixed	HOV	Mixed	HOV
Bird Avenue to SR 87	AM	4	0	21	N/A	C	N/A
	PM	4	0	>70	N/A	F	N/A
<b>Interstate 280 – Westbound</b>							
SR 87 to Bird Avenue	AM	4	0	>70	N/A	F	N/A
	PM	4	0	>70	N/A	F	N/A
Bird Avenue to Meridian Avenue	AM	4	0	>70	N/A	F	N/A
	PM	4	0	39	N/A	D	N/A
Meridian Avenue to I-880	AM	3	1	>70	>70	F	F
	PM	3	1	21	10	C	A
I-880 to Winchester Boulevard	AM	3	1	>70	>70	F	F
	PM	3	1	43	20	D	C
Winchester Boulevard to Saratoga Avenue	AM	3	1	>70	>70	F	F
	PM	3	1	40	16	D	B
Saratoga Avenue to Lawrence Expressway	AM	3	1	>70	70	F	F
	PM	3	1	27	15	D	B
Lawrence Expressway to Wolfe Road	AM	3	1	>70	70	F	F
	PM	3	1	25	12	C	B
Wolfe Road to De Anza Boulevard	AM	3	1	>70	48	F	E
	PM	3	1	27	14	D	B
De Anza Boulevard to SR 85	AM	3	1	>70	46	F	D
	PM	3	1	27	10	D	A
SR 85 to Foothill Expressway	AM	3	1	70	60	F	F
	PM	3	1	28	12	D	B
Foothill Expressway to Magdalena Avenue	AM	3	1	48	56	E	E
	PM	3	1	23	13	C	B
Magdalena Avenue to El Monte Road	AM	4	0	51	N/A	E	N/A
	PM	4	0	33	N/A	D	N/A
El Monte Road to La BARRanca Road	AM	4	0	50	N/A	E	N/A
	PM	4	0	20	N/A	C	N/A
La BARRanca Road to Page Mill Road	AM	4	0	35	N/A	D	N/A
	PM	4	0	22	N/A	C	N/A
Page Mill Road to Alpine Road	AM	4	0	21	N/A	C	N/A
	PM	4	0	66	N/A	F	N/A
<b>Interstate 880 – Northbound</b>							
I-280 to Stevens Creek Boulevard	AM	3	0	>70	N/A	F	N/A
	PM	3	0	11	N/A	A	N/A
Stevens Creek Boulevard to North Bascom Avenue	AM	3	0	>70	N/A	F	N/A
	PM	3	0	>70	N/A	F	N/A

**Table 8: Existing Freeway Segment Levels of Service**

Freeway Segment	Peak Hour	Lanes		Density		Existing <sup>4</sup>	
		Mixed	HOV	Mixed	HOV	Mixed	HOV
North Bascom Avenue to The Alameda	AM	3	0	<b>68</b>	N/A	<b>F</b>	N/A
	PM	3	0	>70	N/A	F	N/A
The Alameda to Coleman Avenue	AM	3	0	<b>&gt;70</b>	N/A	<b>F</b>	N/A
	PM	3	0	>70	N/A	F	N/A
<b>Interstate 880 – Southbound</b>							
Coleman Avenue to The Alameda	AM	3	0	31	N/A	D	N/A
	PM	3	0	<b>&gt;70</b>	N/A	<b>F</b>	N/A
The Alameda to North Bascom Avenue	AM	3	0	30	N/A	D	N/A
	PM	3	0	56	N/A	E	N/A
North Bascom Avenue to Stevens Creek Boulevard	AM	3	0	<b>67</b>	N/A	<b>F</b>	N/A
	PM	3	0	45	N/A	D	N/A
Stevens Creek Boulevard to I-280	AM	3	0	24	N/A	C	N/A
	PM	3	0	26	N/A	C	N/A
<b>State Route 17 – Northbound</b>							
Saratoga Avenue to Lark Avenue	AM	2	0	50	N/A	E	N/A
	PM	2	0	24	N/A	C	N/A
Lark Avenue to SR 85	AM	2	0	32	N/A	D	N/A
	PM	2	0	20	N/A	C	N/A
<b>State Route 17 – Southbound</b>							
SR 85 to Lark Avenue	AM	2	0	19	N/A	C	N/A
	PM	2	0	<b>&gt;70</b>	N/A	<b>F</b>	N/A
Lark Avenue to Saratoga Avenue	AM	2	0	54	N/A	E	N/A
	PM	2	0	<b>&gt;70</b>	N/A	<b>F</b>	N/A

Notes:

1. AM = morning peak hour, PM = evening peak hour.
2. Measured in passenger cars per mile per lane. Mixed = Mixed-Flow; HOV = High-Occupancy Vehicle.
3. Level of service based on density.

N/A = not applicable. Freeway segment does not have HOV lanes.

**Bold text** indicates unacceptable operations by jurisdiction level of service standard (LOS F for CMP-designated facilities).

Source: 2016 Monitoring & Conformance Report, VTA, May 2017; Fehr & Peers, January 2018.

The following mixed-flow freeway segments currently exceed VTA's LOS E standard during the specified peak hour:

- State Route 17 Southbound
  - State Route 85 to Lark Avenue (PM peak hour)
  - Lark Avenue to Saratoga Avenue (PM peak hour)

- State Route 85 Northbound
  - Union Avenue to South Bascom Avenue (AM peak hour)
  - South Bascom Avenue to State Route 17 (AM peak hour)
  - State Route 17 to Winchester Boulevard (AM peak hour)
  - Winchester Boulevard to Saratoga Avenue (AM peak hour)
  - Saratoga Avenue to De Anza Boulevard (AM peak hour)
  - Stevens Creek Boulevard to I-280 (AM peak hour)
  - I-280 to West Homestead Road (AM peak hour)
  - West Homestead Road to West Fremont Avenue (AM peak hour)
- State Route 85 Southbound
  - I-280 to Stevens Creek Boulevard (PM peak hour)
  - Stevens Creek Boulevard to De Anza Boulevard (PM peak hour)
  - Saratoga-Sunnyvale Road to Saratoga Avenue (PM peak hour)
  - Winchester Boulevard to State Route 17 (PM peak hour)
  - State Route 17 to South Bascom Avenue (PM peak hour)
  - South Bascom Avenue to Union Avenue (PM peak hour)
- I-280 Eastbound
  - Page Mill Road to La Barranca Road (PM peak hour)
  - La Barranca Road to El Monte Road (PM peak hour)
  - El Monte Road to Magdalena Avenue (PM peak hour)
  - Foothill Expressway to State Route 85 (PM peak hour)
  - State Route 85 to De Anza Boulevard (PM peak hour)
  - De Anza Boulevard to Wolfe Road (PM peak hour)
  - Wolfe Road to Lawrence Expressway (PM peak hour)
  - Lawrence Expressway to Saratoga Avenue (PM peak hour)
  - Saratoga Avenue to Winchester Boulevard (PM peak hour)
  - Winchester Boulevard to I-880 (PM peak hour)
  - I-880 to Meridian Avenue (PM peak hour)
  - Meridian Avenue to Bird Avenue (PM peak hour)
  - Bird Avenue to State Route 87 (PM peak hour)
- I-280 Westbound
  - State Route 87 to Bird Avenue (AM and PM peak hours)
  - Bird Avenue to Meridian Avenue (AM peak hour)
  - Meridian Avenue to I-880 (AM peak hour)
  - I-880 to Winchester Boulevard (AM peak hour)
  - Winchester Boulevard to Saratoga Avenue (AM peak hour)
  - Saratoga Avenue to Lawrence Expressway (AM peak hour)
  - Lawrence Expressway to Wolfe Road (AM peak hour)
  - Wolfe Road to De Anza Boulevard (AM peak hour)

- De Anza Boulevard to State Route 85 (AM peak hour)
- State Route 85 to Foothill Expressway (AM peak hour)
- Page Mill Road to Alpine Road (PM peak hour)
- I-880 Northbound
  - I-280 to Stevens Creek Boulevard (AM peak hour)
  - Stevens Creek Boulevard to North Bascom Avenue (AM and PM peak hours)
  - North Bascom Avenue to The Alameda (AM and PM peak hours)
  - The Alameda to Coleman Avenue (AM and PM peak hours)
- I-880 Southbound
  - Coleman Avenue to The Alameda (PM peak hour)
  - North Bascom Avenue to Stevens Creek Boulevard (AM peak hour)

Additionally, the following HOV lane segments currently exceed VTA's LOS E standard during the specified peak hour:

- State Route 85 Northbound
  - Union Avenue to South Bascom Avenue (AM peak hour)
  - South Bascom Avenue to SR 17 (AM peak hour)
  - SR 17 to Winchester Boulevard (AM peak hour)
  - Winchester Boulevard to Saratoga Avenue (AM peak hour)
  - Stevens Creek Boulevard to I-280 (AM peak hour)
  - I-280 to West Homestead Road (AM peak hour)
  - West Homestead Road to West Fremont Avenue (AM peak hour)
- State Route 85 Southbound
  - I-280 to Stevens Creek Boulevard (PM peak hour)
  - Stevens Creek Boulevard to Saratoga-Sunnyvale Road (PM peak hour)
  - SR 17 to South Bascom Avenue (PM peak hour)
  - South Bascom Avenue to Union Avenue (PM peak hour)
- I-280 Eastbound
  - SR 85 to De Anza Boulevard (PM peak hour)
  - De Anza Boulevard to Wolfe Road (PM peak hour)
  - Saratoga Avenue to Winchester Boulevard (PM peak hour)
  - Winchester Boulevard to I-880 (PM peak hour)
  - I-880 to Meridian Avenue (PM peak hour)
- I-280 Westbound
  - Meridian Avenue to I-880 (AM peak hour)
  - I-880 to Winchester Boulevard (AM peak hour)
  - Winchester Boulevard to Saratoga Avenue (AM peak hour)
  - Saratoga Avenue to Lawrence Expressway (AM peak hour)

- Lawrence Expressway to Wolfe Road (AM peak hour)
- SR 85 to Foothill Expressway (AM peak hour)

All other freeway segments operate at acceptable LOS E or better during both peak periods.

## Field Observations

Field visits to the project site and the study intersections were conducted during the AM and PM peak periods on mid-week days (Tuesday, Wednesday, and Thursday) during the weeks of January 17<sup>th</sup> and January 23<sup>rd</sup>, 2018 to verify traffic signal timings and intersection phasings (used as an LOS calculation input into TRAFFIX 8.0), to confirm the Existing Conditions LOS/delay results produced by TRAFFIX (**Table 7**), and to observe overall transportation conditions. Field observations noted here focused on the following corridors within close proximity to the Specific Plan site:

- Wolfe Road-Miller Avenue, between Homestead Road and Rainbow Drive
- Stevens Creek Boulevard, between Wolfe Road and Kiely Boulevard
- Homestead Road, between Blaney Avenue and Tantau Avenue
- De Anza Boulevard/Sunnyvale-Saratoga Road, between Fremont Avenue and Stevens Creek Boulevard
- Tantau Avenue, between Homestead Road and Stevens Creek Boulevard
- Lawrence Expressway, between Homestead Road and Doyle Road

General roadway and intersection observations for each of these corridors are presented below.

### Wolfe Road-Miller Avenue

In both the AM and PM periods, vehicle queues in the rightmost through lane on southbound Wolfe Road extended from the I-280 northbound on-ramp past the Pruneridge Avenue and Apple Park Way intersections. However, vehicle queues and delays on the other approaches at these intersections were minimal. Traffic on the northbound and southbound approaches at Homestead Road and Stevens Creek Boulevard tended to experience moderate to heavy delays. During the AM peak period, northbound queues were between six to 15 vehicles at Stevens Creek Boulevard and up to 20 vehicles at Homestead Road.

Minimal vehicular delays were observed on Miller Avenue south of Stevens Creek Boulevard. Queue lengths at the intersections along Miller Avenue between Stevens Creek Boulevard and Rainbow Drive were generally five to eight cars in the AM and eight to thirteen cars in the PM; the queues cleared every signal cycle. The LOS calculations shown in **Table 7**, are generally consistent with the observed intersection operations.

Although there are bike lanes in both directions on Wolfe Road, little bicycle activity was observed. Pedestrian activity observed at the Miller Avenue intersections with Phil Lane and Calle De Barcelona was mainly pedestrians crossing Miller Avenue to access Creekside Park. Bicycle activity on Miller Avenue was

generally low in the AM, around one to two cyclists. During the PM, a higher level of pedestrian and bicycle activity was observed at Rainbow Drive, which mainly included students and parents from the nearby school.

## **Stevens Creek Boulevard**

During the peak hours, traffic flows were observed with moderate to heavy delays on Stevens Creek Boulevard west of I-280 and minimal to moderate delays east of I-280. Queue lengths at the intersections east of I-280 were generally four to five vehicles long, and queues cleared every cycle. During the AM peak hour westbound queues at Tantau Avenue were between 18 to 20 vehicles. These queues at times spilled back causing delays at the Stern Avenue and Calvert Drive/I-280 Southbound Ramp intersections. During the PM period, eastbound queues in the outer two through lanes extend from Calvert Drive (access to Lawrence Expressway southbound and I-280 southbound) past Stern Avenue. Eastbound queues at Wolfe Road were between 15 to 25 vehicles during the PM peak period. The field observations of intersection operations on Stevens Creek Boulevard are consistent with the LOS calculations.

Sidewalks and bike lanes are provided along Stevens Creek Boulevard. During the AM peak, pedestrian and bicycle activity between Finch Avenue and Calvert Drive is low to moderate, with most activity being school related trips. During the PM peak, pedestrian and bicycle activity between Tantau Avenue and Kiely Boulevard was relatively low.

## **Homestead Road**

Some vehicle delays were observed during the peak hours on Homestead Road between Blaney Avenue and Tantau Avenue. Traffic along Homestead Road flows with moderate delay compared to Stevens Creek Boulevard. Queue lengths at the intersections were generally five to seven vehicles long, and queues generally cleared every cycle. Pedestrian and bicycle facilities are provided along Homestead Road. No pedestrian or bicycle activity was observed at Wolfe Road and low pedestrian and bicycle activity was observed at Tantau Avenue. The field observations of intersection operations are consistent with the LOS calculation.

## **De Anza Boulevard - Sunnyvale-Saratoga Road**

During the AM, long queues and delays were observed in the northbound direction on De Anza Boulevard - Sunnyvale-Saratoga Road at the Homestead Road and I-280 Ramp intersections. Northbound vehicle queues at Homestead Avenue spill back to the I-280 Ramp intersections and cause delay for northbound vehicles.



During the PM peak, vehicle queuing and delay was observed in both directions at the intersections of Prospect Road, McClellan Road/Pacifica Drive, and Rodrigues Avenue. Most of the northbound queuing and delay is a result of spill back or through traffic at Homestead Avenue and westbound left turns onto the I-280 Northbound ramps.

North of the I-280 Interchange, queues of around five to ten vehicles were observed on local street approaches such as at Alberta Avenue and Cheyenne Drive during both peak periods. Queues of 10 to 20 vehicles were observed along Sunnyvale-Saratoga Road at these intersections. These queues generally clear after one cycle. The observed intersection operations at De Anza Boulevard - Sunnyvale-Saratoga Road are consistent with the LOS calculations

Low pedestrian activity was observed during both peak hours. There was more bicycle activity during both peak hours with bicyclists traveling northbound and southbound along Sunnyvale-Saratoga Road/De Anza Boulevard.

## **Tantau Avenue**

During the peak hours, vehicles on Tantau Avenue between Homestead Road and Stevens Creek Boulevard traveled through the corridor with some delay. Northbound and southbound queues reached up to ten vehicles, and queues generally cleared during each cycle. Some bicycle activity was observed, and bicyclists used available bicycle facilities. Greater pedestrian activity was observed near the Apple Park Visitor Center at Pruneridge Avenue. The observed intersection operations on Tantau Avenue are consistent with the LOS calculations.

## **Lawrence Expressway**

During the peak hours, vehicles traveling along Lawrence Expressway experienced moderate to heavy delays. Traffic queues were observed at major intersections during both peak periods, with longer queues northbound in the AM period and southbound in the PM period. Queues ranged from 10 vehicles to a maximum of 40 vehicles per lane and did not clear every cycle. At Homestead Road, queues were generally around 20 to 30 vehicles and did not clear during every cycle. During the PM peak period, long queues were also observed in the eastbound direction on Bollinger Road causing heavy delays.

Pedestrian facilities are provided along Lawrence Expressway and there are no designated bicycle facilities, although bicyclists are permitted along the shoulders of Lawrence Expressway. Little pedestrian and bicycle activity was observed during the peak hours. Most pedestrian and bicycle activity was observed at Mitty Way where students were observed crossing Lawrence Expressway to access the path between Saratoga

Creek and Lawrence Expressway. The observed intersection operations on Lawrence Expressway are consistent with the LOS calculations.

## Transit Service

Vallco is directly served by Santa Clara Valley Transportation Authority (VTA) buses and indirectly by Caltrain commuter rail service. It acts as a transfer center for VTA bus routes and has an existing transit hub used by private shuttles. The transit hub will be enhanced with implementation of the Specific Plan.

## VTA Next Network

In 2017 VTA finalized its redesign of its transit network, referred to as the Next Network, which strives for a better balance between service frequency and coverage in VTA's service area. Currently, VTA's Next Network Transit Plan is scheduled to be implemented in mid- to late -2018 when BART is extended to the Berryessa Station in San José. **Figure 3** shows the regional transit access within the study area. **Figure 4** shows the bus routes that serve the site, the locations of the bus stops, and the existing pedestrian connections (sidewalks and crosswalks). Currently bus stops are located on Wolfe Road (both northbound and southbound direction) just north of Vallco Parkway, Wolfe Road northbound just north of Stevens Creek Boulevard, Vallco Parkway near Perimeter Road (both eastbound and westbound direction), and Stevens Creek Boulevard (both eastbound and westbound direction) near Wolfe Road. The bus routes that serve the area are described below and summarized in **Table 9**.

**Table 9: Existing Transit Service Summary**

Route	From	To	Distance to Nearest Stop <sup>1</sup>	Weekdays		Saturdays	
				Operating Hours <sup>5</sup>	Peak Headway <sup>3</sup> (minutes)	Operating Hours	Peak Headway <sup>3</sup> (minutes)
<b>Bus Service (VTA)</b>							
23	De Anza College	Alum Rock Transit Center	0.12	5:00a - 1:00a	15	6:00a - 1:00a	15
53	Santa Clara Transit Center	Sunnyvale Transit Center	0.12	5:30a - 8:00p	30	9:00a - 6:00p	60
56	Lockheed Martin Transit Center	Tamien Station	0.00	5:30a - 10:00p	30	6:30a - 10:00p	30
101 (Express)	Camden and Highway 85	Hansen and Page Mill	0.00	6:20a – 8:20a 4:10a – 6:50p	45	-	-
182 (Express)	Palo Alto	IBM/Bailey Ave. Facility	0.12	7:30a – 8:30a 5:00p – 6:00p	1 trip per peak period	-	-
523 (Rapid)	Lockheed Martin Transit Center	Berryessa BART Station	0.12	5:00a - 10:30p	15	6:00a - 10:30p	15
<b>Commuter Rail Service</b>							
Caltrain	San Francisco	San José Diridon	4.3	4:40a – 1:20a	30 (local) / 15 (express)	7:10a – 1:26a	60

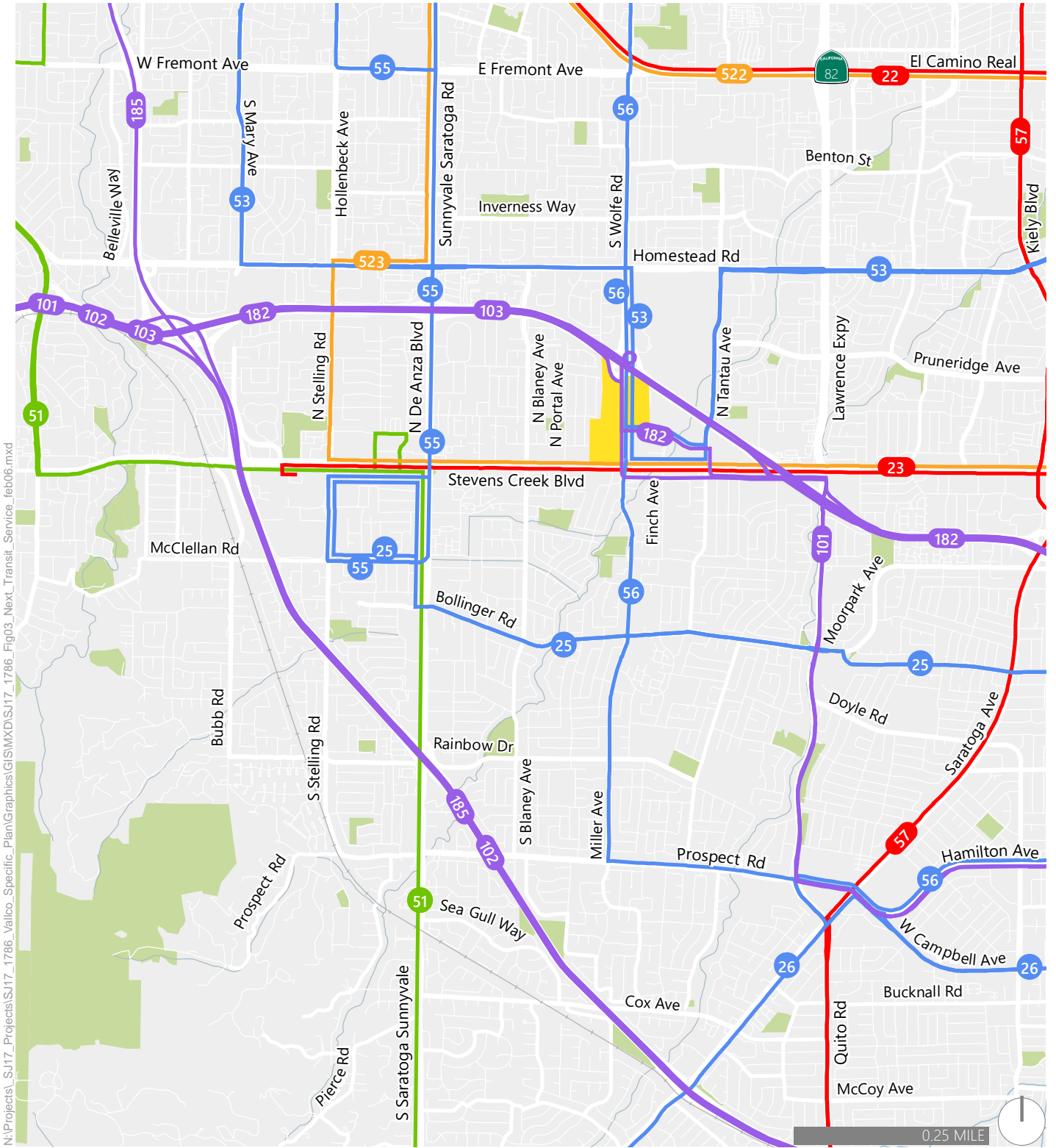
Notes:

1. Approximate distance in miles from nearest stop to Vallco Mall major access driveways.
2. Average peak load factor is the ratio of the average peak number of on-board passengers aboard during the peak period to supply of seats.
3. Headways are defined as the time interval between two transit vehicles traveling in the same direction over the same route.

AM = morning commuter period

PM = evening commute period

Source: VTA, January 2018.



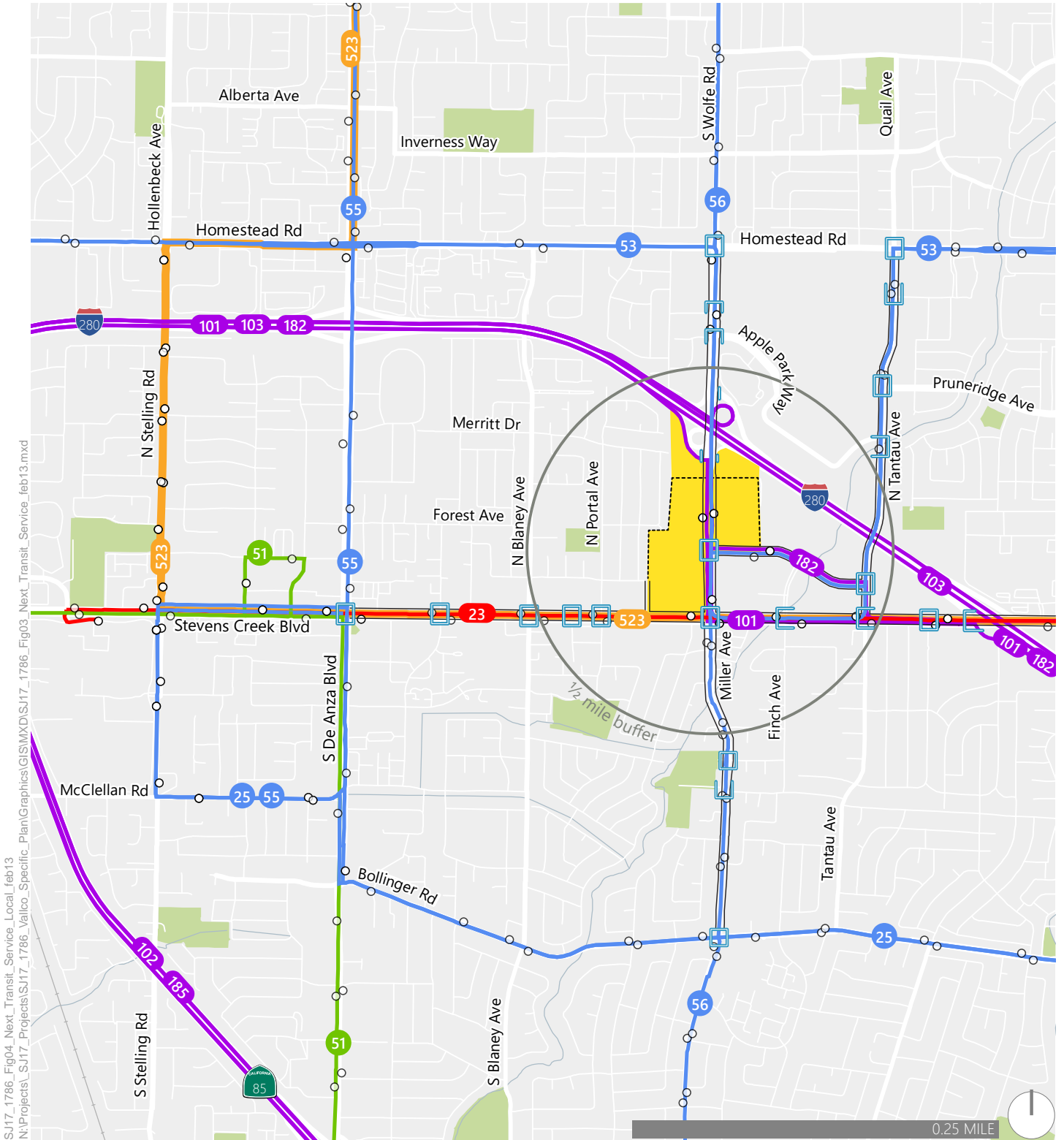
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- Rapid: every 15 minutes or better and limited stops
- Express: every 15 minutes or longer at peak periods
- Frequent: every 15 minutes
- Local: every 30 minutes
- Local: every 60 minutes
- Project Site

Figure 3

NEXT Transit System - Regional Access  
Vallco Special Area Specific Plan





**NEXT Transit Service Route**

- Rapid: every 15 minutes or better and limited stops
- Express: every 15 minutes or longer at peak periods
- Frequent: every 15 minutes

- Local: every 30 minutes
- Local: every 60 minutes
- Next Network Bus Stops

**Pedestrian Connections to Transit Service**

- Sidewalk
- - - - Transit Connection Sidewalk Gap
- Crosswalk
- Project Site



Figure 4  
**NEXT Transit System - Local Access  
 Vallco Special Area Specific Plan**

## **VTA Local Bus Service**

*Bus Route 23* operates on Stevens Creek Boulevard and provides service between De Anza College and the Alum Rock Transit Center. A bus stop for Route 23 is provided at the Stevens Creek Boulevard/Wolfe Road-Miller Avenue intersection with connections to Routes 53, 56, 101, and 523. Route 23 is augmented by limited stop service (Route 323) between Lockheed Martin Transit Center and the Berryessa BART Station. This route is described in the next section.

*Bus Route 53* provides service between the Santa Clara Transit Center and the Sunnyvale Transit Center. Near the project site, Route 53 operates on Homestead Road, Wolfe Road, Stevens Creek Boulevard, and Tantau Avenue. The closest bus stop is located at the Stevens Creek Boulevard/Wolfe Road-Miller Avenue intersection, which provides connections to Route 23, 56, 101 and 323.

*Bus Route 56* provides service between the Lockheed Martin Transit Center and Tamien Station operating on Wolfe Road near the project site. The closest bus stops are located on Wolfe Road.

## **VTA Express Bus Service and Limited Stop Bus Service**

The VTA also runs several express bus routes and limited stop bus routes in the project area.

*Bus Route 101* is an express bus route that operates on I-280 and Stevens Creek Boulevard; it connects the Park & Ride lot at the Camden Avenue/SR 85 interchange to Palo Alto. This route has a bus stop at the Stevens Creek Boulevard/Wolfe Road-Miller Avenue intersection, which provides connections to Routes 23, 53, 56, and 323.

*Bus Route 182* is an express bus route that operates on I-280, Wolfe Road, Vallco Parkway, and Stevens Creek Boulevard; it connects the Park & Ride lot at El Camino Real and Page Mill Road in Palo Alto with the IBM Santa Teresa Facility at Bailey Avenue. This route has a bus stop at the project site at Wolfe Road/Vallco Parkway.

*Bus Route 323* is a limited stop bus route on Stevens Creek Boulevard serving Lockheed Martin Transit Center, Downtown Sunnyvale, De Anza College, Valley Fair, Santana Row, Downtown San José, Mexican Heritage Plaza, and the Berryessa BART Station. The closest bus stops are located at Stevens Creek Boulevard/Wolfe Road-Miller Avenue with connections to Routes 23, 53, 56, and 101.

## **Stevens Creek Corridor Upgrade**

VTA will replace the Limited 323 with Rapid 523 bus service on the Stevens Creek corridor in mid-2018 to improve travel time, enhance passenger waiting areas, and to accommodate projected increases in ridership demand along the corridor. The service will connect the new Berryessa BART Station with the Lockheed

Martin Transit Center. This upgrade lays a foundation for VTA and partnership agencies' plan to transform the Stevens Creek corridor into a multi-modal corridor with enhanced safety, improved transit experience and high-quality walking and biking environment.

## Caltrain Commuter Rail Service

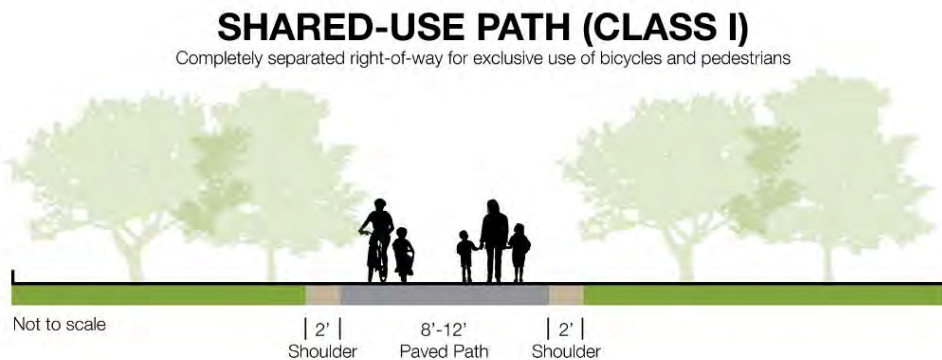
Caltrain is a passenger rail service that runs from downtown San Francisco (4<sup>th</sup> and King Street Station) to downtown San José (Diridon Station), with a limited number of commute period trains running farther south to Gilroy. During commute periods, Caltrain offers express service ("Baby Bullet") between downtown San José and San Francisco, which allows the trip between San Francisco and San José to be made in one hour as opposed to one hour and 40 minutes. This service stops at a limited number of stations, including the Sunnyvale station. Currently, Baby Bullet trains only serve the Sunnyvale Caltrain station in the northbound direction during the morning peak and in the southbound direction during the evening peak.

Sunnyvale Station is the closest Caltrain station accessible from the project site and is a 35-minute bus ride on VTA Route 56 or a roughly 15-minute car ride by taxis and transportation network companies (TNCs) like Uber and Lyft.

## Bicycle Facilities

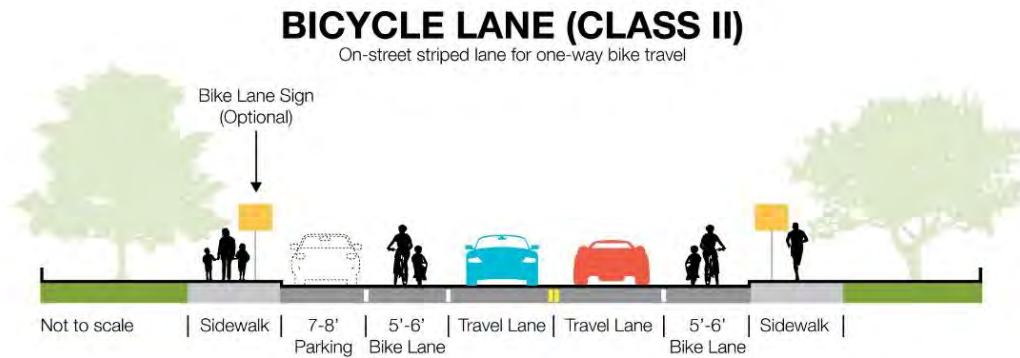
There are four types of bicycle facilities according to the design standards established by California Department of Transportation (Caltrans) in the *Highway Design Manual* (Chapter 1000: Bikeway Planning and Design). They are described below and shown in the accompanying figures:

- **Class I Bikeway (Bike Path)** provides a completely separate right-of-way and is designated for the exclusive use of bicycles and pedestrians with vehicle and pedestrian cross-flow minimized. In general, bike paths serve corridors not served by streets and highways or where sufficient right-of-way exists to allow such facilities to be constructed away from the influence of parallel streets and numerous vehicle conflicts.

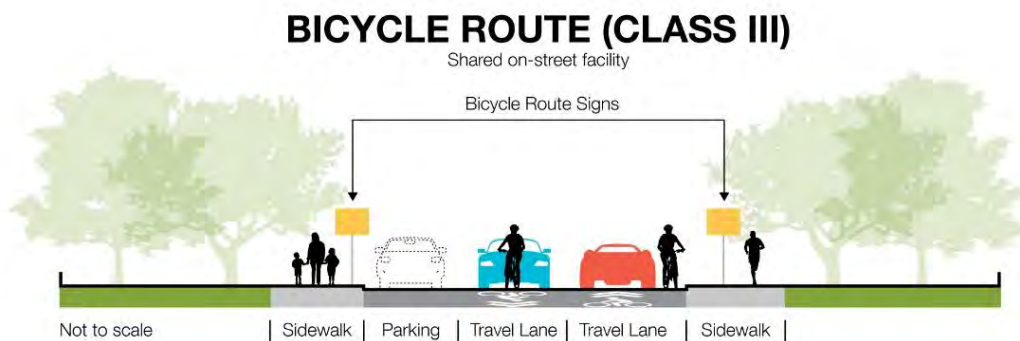




- Class II Bikeways (Bike Lanes)** are lanes for bicyclists adjacent to the outer vehicle travel lanes. These lanes have special lane markings, pavement legends, and signage. Bicycle lanes are generally five (5) feet wide. Adjacent vehicle parking and vehicle/pedestrian cross-flow are permitted. For instance, right-turning vehicles must merge into the lane before turning. Bike lanes in Cupertino meet VTA's Bicycle Technical Guidelines, which follows all applicable local, State and Federal requirements.



- Class IIIa Bikeways (Bike Routes)** are designated by signs or pavement markings for shared use with pedestrians or motor vehicles, but have no separated right-of-way or lane striping. Bike routes serve either to: a) provide continuity to other bicycle facilities, or b) designate preferred routes through high demand corridors. Although some streets with high volumes of traffic have been designated as bike routes, most official bike routes in Cupertino are on low-volume streets.
- Class IIIb Bikeways (Bike Boulevards)** are a modified Class IIIa bicycle route providing a more convenient and efficient through route for cyclists of all skill levels. A bike boulevard includes signage, pavement markings, traffic calming, and in some cases midblock closures to vehicles.



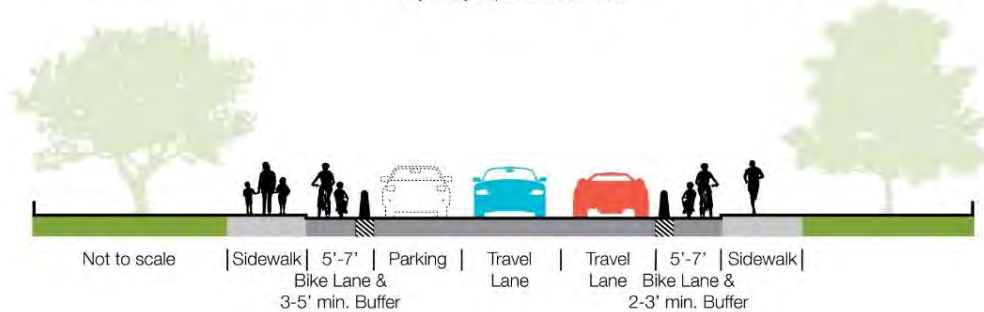
- Class IV Bikeways (cycle tracks or "separated" bike lanes)** provide a right-of-way designated exclusively for bicycle travel within a roadway and are protected from other vehicle traffic with



devices, including, but not limited to, grade separation, flexible posts, inflexible physical barriers, or parked cars.

### CYCLE TRACK/SEPARATED BIKEWAY (CLASS IV)

Physically separated bike lane



The *VTA Bicycle Technical Guidelines* (revisions dated December 2012) recommends that Caltrans standards regarding bicycle facility dimensions be used as a minimum and provides supplemental information and guidance on when and how to better accommodate the many types of bicyclists in Santa Clara County. Cupertino's *2016 Bicycle Transportation Plan* adopted a design guideline which is a combination of minimum standards from the *California Highway Design Manual's* design guidelines, recommended standards prescribed by the American Association of State Highway and Transportation Officials (AASHTO) *Guide for the Development of Bicycle Facilities*, National Association of City Transportation Officials (NACTO) *Urban Bikeway Design Guide*, and the *California Manual on Uniform Traffic Control Devices*.

## Study Area Bicycle Facilities

**Figure 5** shows the location of the existing bicycle facilities within the project study area. Bicycle lanes (Class II) are provided on:

- Wolfe Road-Miller Avenue
- Homestead Road
- Tantau Avenue
- Vallco Parkway
- De Anza Boulevard-Sunnyvale-Saratoga Road
- Blaney Avenue between Homestead and Bollinger Roads
- Bollinger Road east of De Anza Boulevard

In addition, buffered bike lanes (Class IV paint buffers) are provided on Stevens Creek Boulevard.

The following roads near the site are designated as Class III bike routes:

- Tantau Avenue between Stevens Creek Boulevard and Bollinger Road
- Miller Avenue between Stevens Creek Boulevard and Calle De Barcelona
- Portions of Merritt Drive, Portal Avenue, and Price Avenue

Bicycle facilities comprised of bicycle lanes (Class II) and bicycle routes (Class III) connect the Vallco Mall Project site to the Sunnyvale and Lawrence Caltrain station.

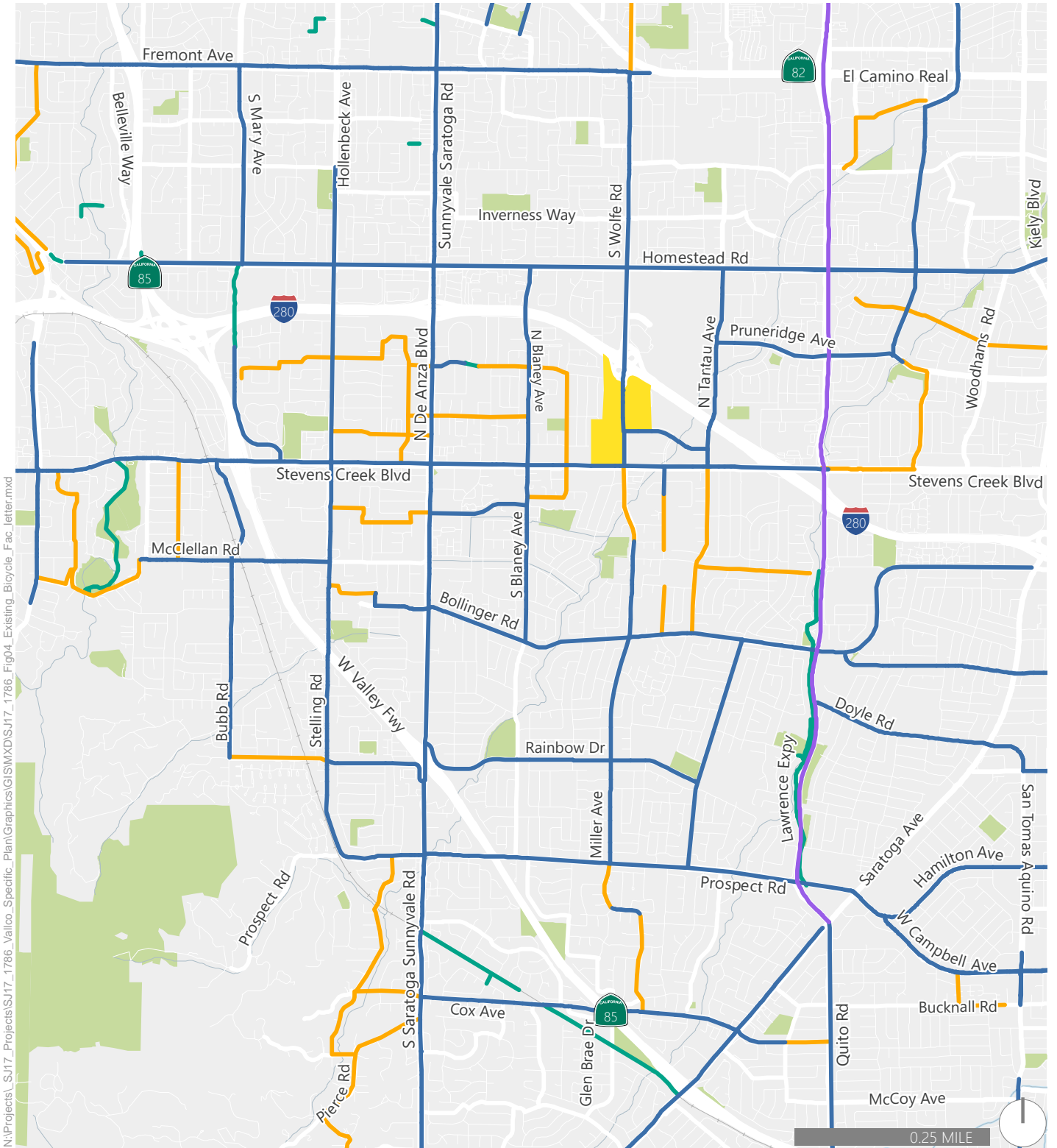
## Planned Bicycle Facilities

In 2016 the City adopted a *Bicycle Transportation Plan*, which illustrates the current bicycle network, identifies gaps in the network, and proposes improvement projects to address the identified gaps. The City is in the final design stages of modifying the existing bike lanes on Stevens Creek Boulevard to be separated from the vehicle lane with concrete buffers (Class IV) between the Cupertino city limits west of Foothill Boulevard and Tantau Avenue. The outside through lanes on Stevens Creek Boulevard will be converted to right-turn-only lanes at several intersections along the corridor. The project will also include separate bicycle signal phasing at several intersections along the corridor.

In addition, the City is currently conducting a feasibility study to evaluate the proposed Junipero Serra Trail as a Class I trail that would run parallel to the existing Junipero Serra Channel near I-280 between Mary Avenue and the Calabazas Creek near Vallco Parkway and Tantau Avenue. The trail would provide a connection between the Don Burnett Bicycle-Pedestrian Bridge at Mary Avenue and Vallco Parkway.

The VTA *Santa Clara Countywide Bicycle Plan* (CBP) was adopted in 2008 and is currently being updated, with the draft plan having been released for public review in February 2018. The CBP guides the development of major bicycle facilities in the County by identifying Cross County Bicycle Corridors and other bicycle projects of countywide or intercity significance. Several of the Cross-County Bicycle Corridors travel through the study area, including routes along Bollinger Road, Blaney Road, Vallco Parkway, Stevens Creek Boulevard, Wolfe Road/Miller Avenue, and Tantau Avenue. The draft 2018 CBP, identifies several corridors near the Project area as Priority Cross-County Bicycle Corridors, which having funding priority. The Priority Cross-County Bicycle Corridors near the Project site include Stevens Creek Boulevard (Foothill Boulevard to Tantau Avenue), Blaney Avenue (Homestead Road to Prospect Road), and Tantau Avenue (Stevens Creek Boulevard to Pruneridge Avenue).

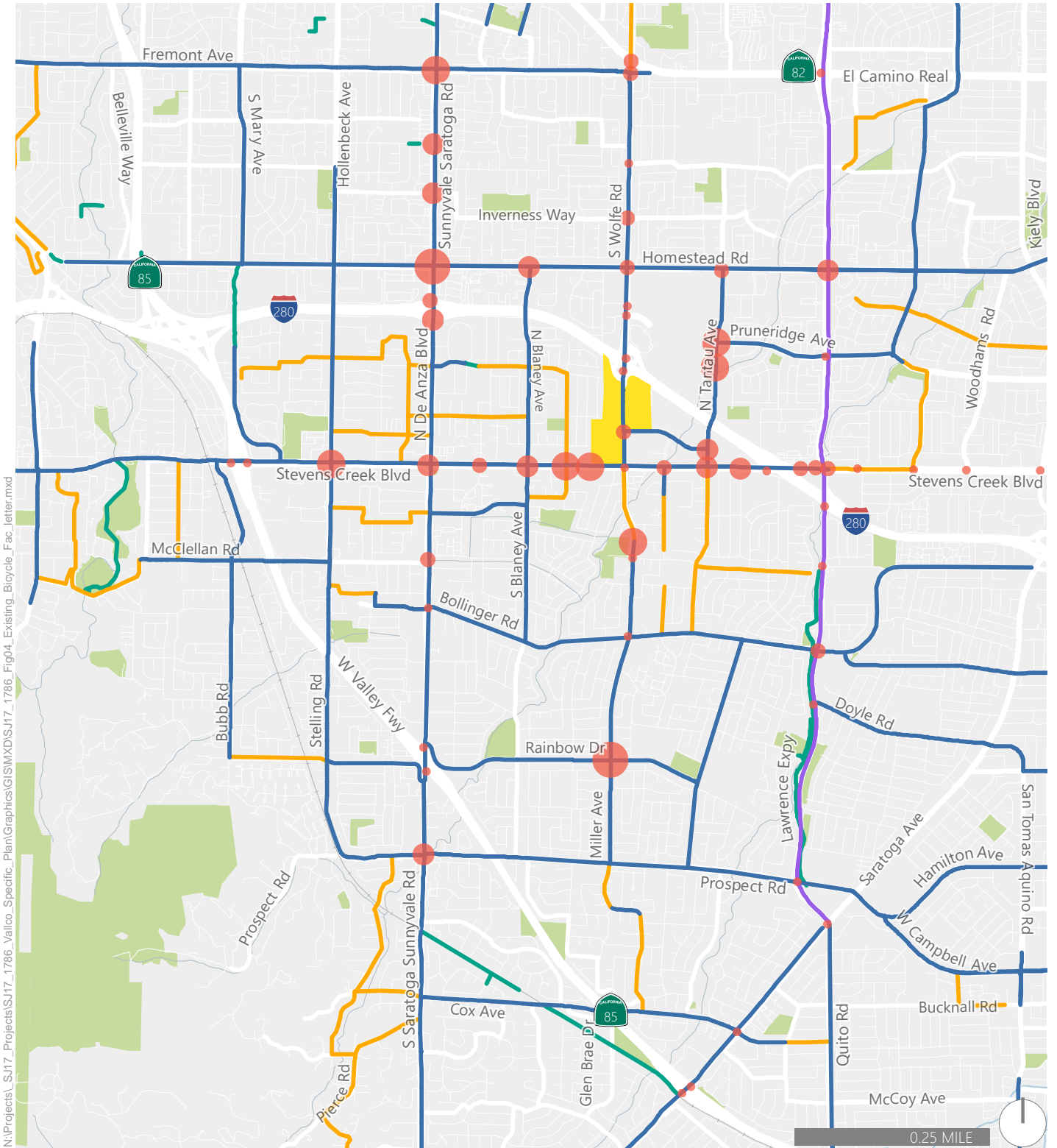
Bicycle volumes were collected during the peak morning and evening commute periods at all study intersections. The bicycle volume counts were greater during the morning peak period and are shown in **Figure 6. Appendix D** includes the evening peak hour bicycle volumes. Generally, bicycle volumes are higher on corridors with bike facilities. During the AM peak hour, bicycle use was the greatest along Homestead Road, Tantau Avenue, De Anza-Sunnyvale-Saratoga Road, Wolfe Road-Miller Avenue and Stevens Creek Boulevard. There is moderate bicycle use along Tantau Avenue and Homestead Road during the PM peak hour; most other bicycle facilities have only a few users.



- Class I Bicycle Path
- Class II Bicycle Lane
- Class III Bicycle Route
- Expressway (bicycles permitted)
- Project Site



Figure 5  
 Existing Bicycle Facilities  
 Vallco Special Area Specific Plan



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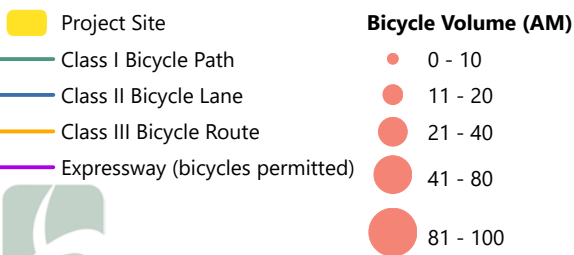


Figure 6

Existing Bicycle Facilities & Bicycle Volumes (AM)  
Vallco Special Area Specific Plan



## Pedestrian Facilities

Pedestrian facilities consist of sidewalks, crosswalks, and pedestrian signals. Within about a half-mile radius of the Project site, sidewalks are provided on both sides of Steven Creek Boulevard, Wolfe Road, Tantau Avenue, Vallco Parkway, and Blaney Road.

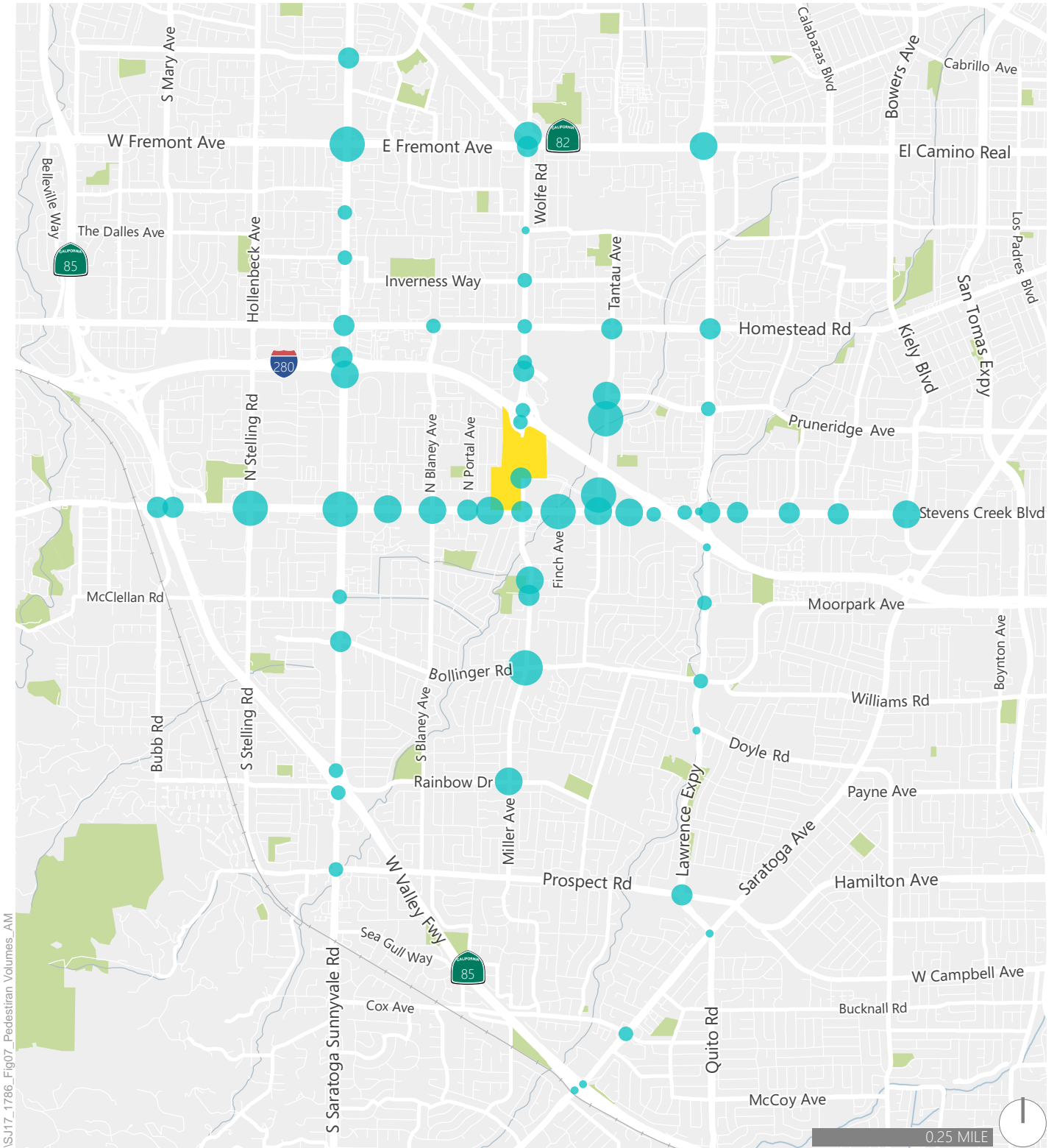
Perimeter Road (a private roadway) was designed only to serve vehicular traffic to and from the various parking lots and garages at Vallco Mall. From the western end of the roadway, Perimeter Road has a partially paved unfinished trail on the west side of the roadway from Steven Creek Boulevard for about 880 feet (to where Vallco Parkway would intersect with Perimeter Road). North of this, the paved trail continues as an unpaved unofficial walkway to the 90-degree bend in the road. The segment of Perimeter Road that runs parallel to I-280 with the Wolfe Road undercrossing currently has a sidewalk on the north side of the roadway; although parts of it are obstructed by construction activities related to the Hyatt Hotel. As Perimeter Road bends 90-degrees towards Vallco Parkway, the roadway has a gravel walkway/dirt path on the eastside of the road that continues all the way down to Vallco Parkway and connects with sidewalks there.

All the major roadways in the study area have at least a sidewalk on one side of the roadway, except for the I-280 and SR 85 freeways.

At the Wolfe Road/I-280 interchange, east-west pedestrian movements are prohibited; east-west crossings are provided at Pruneridge Avenue/Wolfe Road and Vallco Parkway/Wolfe Road north and south of the interchange, respectively. Crossing the uncontrolled (i.e. no stop sign or signal control) loop on-ramps is especially challenging for pedestrians because vehicles enter the on-ramps at higher speeds and typically do not anticipate needing to stop for pedestrians. The Perimeter Road/Wolfe Road intersection is grade separated, with Perimeter Road crossing under Wolfe Road; however, there is no pedestrian access to the Perimeter Road undercrossing from Wolfe Road. At the Finch Avenue/Stevens Creek Boulevard and Tantau Avenue/Stevens Creek Boulevard, north-south pedestrian movements are prohibited along the east leg of the intersections. At the Pruneridge Avenue/Wolfe Road and Apple Park Way/Wolfe Road intersections, east-west pedestrian movements are prohibited along the south legs.

Pedestrian volumes were collected during the peak morning and evening commute periods at all study intersections. The pedestrian volume counts were greater during the morning peak period and are shown in Figure 7. **Appendix D** includes the evening peak hour pedestrian volumes. Pedestrian volumes are generally low in the area; higher pedestrian activity occurs at locations near the Vallco Shopping District, along Stevens Creek Boulevard, and along Tantau Avenue.





LSJ17\_1786\_Fig07\_Pedestrian Volumes\_AM

- Project Site
- Parks

**Pedestrian Volume (AM)**

- 0 - 10
- 11 - 25
- 26 - 50
- 51 - 100
- > 100



Figure 7  
Existing Pedestrian Volumes (AM)  
Vallco Special Area Specific Plan

## 5. Project Traffic Estimates

This chapter presents the estimates of traffic volumes that would be generated by the Project and the alternatives and would be added to the roadways and intersections in the study area. The estimates include traffic generated by all aspects of the Project and the alternatives such as residents going to and from their homes (including travel to work, shopping, schools, and other activities that occur as part of normal residential travel), customers and employees going to and from retail uses, employees and visitors going to and from the office space, visitors and employees to and from the hotels, and all deliveries to the site, etc. Because the proposed Project is a specific plan for mixed-use development, travel will occur among uses within the site and travel will occur to/from destinations off-site via walking, bicycling, ridesharing, and using transit. The travel that stays within the site or that occurs using other modes is taken into account in the estimates. The process used to estimate Project traffic added to the surrounding roadway network, including the park-and-ride activity and associated shuttle uses at the transit hub, is described in this chapter and incorporates three steps:

1. **Trip Generation** – The *amount* of vehicle traffic entering/exiting the Project site is estimated.
1. **Trip Distribution** – The *directions* vehicles would use to approach and depart the site are projected.
2. **Trip Assignment** – The results of previous two steps are combined to *assign* vehicles to specific roadway segments and intersection turning movements.

### Vehicle Trip Generation

The Project's trip generation represents the amount of net new traffic produced by the Project. It is determined by calculating the difference between (a) the number of vehicle trips generated by the existing commercial uses on the site, and (b) the number of vehicle trips that would be generated by the Proposed Project and each of the project alternatives.

### Vehicle Trips from Existing Land Uses

The existing use is the partially-occupied Vallco Shopping Mall. The trip generation of the mall is based on driveway counts collected during the week of January 15, 2018 when the intersection counts were conducted. Several mall tenants were in operation at the time, including the movie theater, a few restaurants, the ice skating rink, bowling alley, and health club. Two mall parking garages were being used as park-and-ride lots for employer shuttles, and car storage for nearby car dealers.



## Vehicle Trips for Proposed Uses

The amount of traffic generated by the proposed uses was estimated by applying land use-specific trip generation rates to the size of each land use component, reductions to account for trips remaining within the site, also known as a trip internalization, and reductions to account for transit use and bicycle and pedestrian trips.

### Trip Generation Rates

Trip generation rates can be obtained from the Institute of Transportation Engineers (ITE) *Trip Generation Manual*, a compendium of trip generation surveys conducted for numerous land use types and varying site contexts throughout the United States or from local trip generation surveys. Trip generation for the proposed commercial, residential, and hotel land uses were estimated using ITE rates for sites in a General Urban/Suburban setting. For the proposed office space, both ITE rates and rates from local surveys were considered to account for specific travel characteristics associated with potential for high-tech firms as tenants.

#### Commercial

The proposed commercial uses include retail shops, restaurants, and other similar uses. In ITE's *Trip Generation Manual*, Shopping Center (ITE 820) is described as an integrated group of commercial units in one building, such as a mall, and shops in peripheral buildings on the site. Surveyed sites ranged from neighborhood centers to regional shopping malls and included uses such as movie theaters, restaurants, banks, health clubs, and recreational facilities. This description fits the proposed commercial uses. Trip generation rates for shopping centers vary with size – larger centers generate less traffic per square foot. To account for the varying amounts of space, equations based on the fitted curves of the survey data were used to estimate commercial trip generation.

#### Residential

The *Trip Generation Manual* includes three multifamily residential land use categories and each includes a mix of apartments, townhouses, and condominiums; they are distinguished by building density: Low-Rise with one-to-two levels or floors (ITE 220), Mid-Rise with three-to-ten levels (ITE 221), and High-Rise with more than ten floors (ITE 222). The Multifamily Housing – Mid-Rise (ITE 221) rates were selected since the proposed residential components will likely be in buildings with three to ten floors, similar to other new multifamily developments in the area.

## Hotel

A 148-room hotel, known as the *Hyatt House Hotel*, is currently under construction and is included in the proposed land uses for all Project alternatives. In addition to the *Hyatt House Hotel*, the Proposed Project, the General Plan Buildout with Maximum Residential, and Retail and Residential Alternatives include an additional 191 hotel rooms. The *Hyatt House Hotel* and additional hotel rooms were analyzed in the Existing with Project Conditions (i.e., existing conditions with buildout of the Project and each of the alternatives). The Hyatt House is assumed to be completed and occupied under "Without Project" conditions for the Background and Cumulative scenarios; therefore, only the additional 191 rooms for the Proposed Project, and the General Plan Buildout with Maximum Residential, and Retail and Residential Alternatives were analyzed in the Background with Project conditions and Cumulative with Project conditions. A TIA was prepared for the *Hyatt House Hotel TIA* and its trip estimates were used in this analysis. ITE rates for Hotel (310) were applied for the additional hotel rooms for the Proposed Project, the General Plan Buildout with Maximum Residential Alternative, and Retail and Residential Alternative.

## Office

Two potential trip generation rate sources for the office uses were considered, including ITE's *Trip Generation Manual* (10<sup>th</sup> Edition) and local surveys. ITE rates for General Office (Land Use Code 710) and Research & Development (R&D) (Land Use Code 760) are both relevant to the project description. Based on ITE's descriptions of these land uses, general office buildings house multiple tenants and may contain a mixture of tenant types, as well as amenities such as cafeterias and retail services. R&D centers are facilities or groups of facilities devoted almost exclusively to R&D activities, which may contain office and light fabrication areas. ITE rates are based on surveys conducted during 1980s, 1990s, 2000s, and 2010s at a variety of office buildings located throughout the United States, primarily in suburban areas and do not account for high employee densities, substantial Transportation Demand Management (TDM) programs including private shuttles, or larger amenity spaces that are typical of today's high-tech office developments.

Silicon Valley Tech Companies rates were used for the proposed office uses for the following reasons:

1. ITE recommends use of validated local data.
2. The Silicon Valley rates include the effects of TDM programs that are typical for office developments in the project area. As part of the specific plan process, a TDM program will be required. Although the specifics of the TDM program have not yet been developed, high-tech Silicon Valley tenants will need to provide robust and comprehensive TDM programs to attract employees and keep up with current trends. In addition, the project design supports TDM by including a transit hub for employer-provided shuttles.
3. The Project will likely include one or more large high-tech tenants similar to the types and sizes of tenants in the Silicon Valley rates. Even if office uses are occupied by multiple small to medium

sized companies, it is reasonable to assume that the building management company would be required to implement the TDM program per the Specific Plan.

## **Transit Hub**

A transit hub for employer shuttles is proposed on the site for the Proposed Project, the General Plan Buildout with Maximum Residential Alternative, and Retail and Residential Alternative. The transit hub would be utilized by employer shuttles to pick up/drop off employees and is expected to serve residents of the site and employees living near the site in Cupertino and surrounding local jurisdictions. The existing uses of the site include shuttle pick up/drop off and employees utilizing the mall's parking garages as park-and-ride lots. For the purposes of the analysis, the transit hub is assumed to generate the existing amount of shuttle and shuttle related vehicle trips to the site. The existing shuttle related vehicle trips were estimated from driveway counts and field observations of shuttles and employee vehicle trips to the site and park-and-ride locations collected in January 2018.

## **Rooftop Garden**

A 30-acre rooftop garden is proposed for the Proposed Project and General Plan Buildout with Maximum Residential Alternative. ITE does not have trip generation rates for a comparable use. To be conservative, City Park (ITE Land Use 411) from ITE's 9th Edition<sup>9</sup> was applied to estimate trips associated with the rooftop garden.

## **Civic Uses**

The Proposed Project and General Plan Buildout with Maximum Residential Alternative will also include up to 55,000 s.f. of civic uses, which could include a city hall, council chambers, or fire/police substations. To provide for flexibility in the implementation of the civic uses ITE's rates for Government Office Building (ITE 730) was applied to 45,000 s.f. and Recreational Community Center rates (ITE 495) were applied to 10,000 of the civic uses.

## **STEM Lab**

The Proposed Project and General Plan Buildout with Maximum Residential Alternative were assumed to include a 10,000 s.f. Science, Technology, Engineering, and Math (STEM) lab. ITE does not have trip generation rates that accurately represent the anticipated STEM lab use. Assuming that the STEM lab would be part of a school or other educational program, ITE's rates for High Schools (ITE 540) were applied to estimate trips for this land use. Schools typically do not generate a lot of evening peak hour trips, since they

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<sup>9</sup> ITE's 10th Edition of the Trip Generation Manual aggregated the City Park, County Park, and State Park rates from the 9th Edition into one lane use. The 10th Edition rates were substantially lower and more reflective of county or state park usage with minimal activity during the week.

generally end in the early/mid afternoon. To account for afterschool use of the STEM lab, the peak hour of the generator rates (i.e. trip rates for when school are let out) were applied to develop the evening trip generation estimates for the STEM lab.

## MainStreet Mixed-Use and Transit Trip Reductions

Methods commonly used by traffic engineers overestimate the impacts of infill and mixed-use developments (MXDs) because they do not accurately reflect the amount of internal trip linking or the level of trips made by transit, biking, and/or walking. Two new research studies provide methods to account for these factors: one study sponsored by the United States Environmental Protection Agency (EPA)<sup>10</sup> and another by the Transportation Research Board (TRB)<sup>11</sup>. The two studies examined over 260 MXD sites throughout the U.S. and, using different approaches, developed new quantification methods. Fehr & Peers reviewed the two methods and produced a new method (MainStreet/MXD+) that combines their strengths.

MainStreet/MXD+ recognizes that traffic generation by mixed-use and other forms of sustainable development relate closely to the density, diversity, design, destination accessibility, transit proximity, and scale of development. It has been approved for use by the EPA<sup>12</sup>, peer-reviewed in the ASCE Journal of Urban Planning and Development<sup>13</sup>, peer-reviewed in a 2012 Transportation Research Board (TRB) paper evaluating various smart growth trip generation methodologies<sup>14</sup>, recommended by SANDAG for use on mixed-use smart growth developments<sup>15</sup>, and has been used successfully in multiple certified Environmental Impact Reports (EIR) in California. It is also listed as an alternative methodology to ITE rates in Santa Clara Valley Transportation Authority (VTA) *Transportation Impact Analysis Guidelines* (October 2014).

### MXD Vehicle Trips Reductions

The MXD reductions account for the Project's location in proximity to the surrounding residential and employment land uses, transit accessibility (including VTA buses on Steven Creek Boulevard and shuttle access), and bike/pedestrian access. The reductions vary by project alternative as the density and diversity of land uses change. The reductions for the Proposed Project and alternatives are summarized in **Table 10**.

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<sup>10</sup> Traffic Generated by Mixed-Use Developments—A Six-Region Study Using Consistent Built Environmental Measures (Ewing et al, ASCE UP0146, Sept 2011)

<sup>11</sup> National Cooperative Highway Research Program (NCHRP) Report 684 *Enhancing Internal Trip Capture Estimation for Mixed-Use Developments* (Bochner et al, March 2011)

<sup>12</sup> Trip Generation Tool for Mixed-Use Developments (2012). [www.epa.gov/dced/mxd\\_tripgeneration.html](http://www.epa.gov/dced/mxd_tripgeneration.html)

<sup>13</sup> "Traffic Generated by Mixed-Use Developments—Six-Region Study Using Consistent Built Environmental Measures." *Journal of Urban Planning and Development*, 137(3), 248–261.

<sup>14</sup> Shafizadeh, Kevan et al. "Evaluation of the Operation and Accuracy of Available Smart Growth Trip Generation Methodologies for Use in California". Presented at 91st Annual Meeting of the Transportation Research Board, Washington, D.C., 2012

<sup>15</sup> SANDAG Smart Growth Trip Generation and Parking Study.

<http://www.sandag.org/index.asp?projectid=378&fuseaction=projects.detail>

**Table 10: MXD Vehicle Trip Reductions**

Project Alternative	Daily	AM Peak Hour	PM Peak Hour
Proposed Project: General Plan Buildout	17%	23%	24%
General Plan Buildout with Maximum Residential	20%	25%	30%
Retail and Residential	20%	20%	25%
Occupied/Re-tenanted Mall	5%	5%	5%

Source: Fehr & Peers, January 2018.

## Pass-by and Diverted Trip Reductions

Pass-by trips are trips that are attracted from the traffic volumes on roads adjacent to the commercial/shopping center land uses and do not require a diversion from the current travel path to gain access to the site. Diverted trips are similar to pass-by trips but require a route deviation to gain access to the site. Pass-by and diverted trip reductions can often be applied to commercial/shopping center uses. However, the analysis in this TIA does not include any pass-by trip reductions for several reasons:

1. Most of the trips would likely be diverted trips from the freeways and would have negligible effects on the freeway segment operations.
2. Trips diverted from the freeways would still be added to the nearby intersections.
3. The existing uses include some level of pass-by trips; thus, the actual number of new pass-by trips would be relatively low and have a negligible effect on intersection operations.

## Project Vehicle Trip Estimates

The vehicle trip generation estimates for the Proposed Project and alternatives are summarized in **Table 11. Appendix E** includes detailed trip generation estimates.

**Table 11: Vehicle Trip Generation Estimates**

Land Use	ITE Code	Quantity	Units <sup>1</sup>	Daily	AM Peak Hour	PM Peak Hour
<b>General Plan Buildout with Residential Allocation (Proposed Project)</b>						
Office	SV	2,000	ksf	24,700	2,580	2,400
Shopping Center	820	600	ksf	20,331	452	2,046
Hotel	310	339	Rooms	2,834	159	204
Multifamily Housing (Mid-Rise)	221	800	Units	4,352	288	352

**Table 11: Vehicle Trip Generation Estimates**

Land Use	ITE Code	Quantity	Units <sup>1</sup>	Daily	AM Peak Hour	PM Peak Hour
Green Roof	411	30	acres	567	135	105
Civic Uses	730 and 495	55	ksf	1,305	168	100
STEM Lab	540	10	ksf	140	34	22
Subtotal (A):				54,229	3,816	5,229
MXD Reduction %				17%	23%	24%
MXD Trip Reduction (B):				9218	876	1255
Transit Hub <sup>4</sup> (C)				808	175	193
External Vehicle Trips (D=A-B+C):				45,819	3,113	4,167
<i>Existing to be Removed</i>						
Existing Vallco Mall Uses (E) <sup>3</sup>				-8,813	-485	-949
<b>Proposed Project Net New Project Trips (F=D-E):</b>				<b>37,006</b>	<b>2,628</b>	<b>3,218</b>
<b>General Plan Buildout with Maximum Residential</b>						
Office	SV	1,000	ksf	12,350	1,290	1,200
Shopping Center	820	600	ksf	20,331	452	2,046
Hotel	310	339	Rooms	2,834	159	204
Multifamily Housing (Mid-Rise)	221	2,640	Units	14,362	950	1,162
Green Roof	411	30	acres	567	135	105
Civic Uses	730 and 495	55	ksf	1,305	168	100
STEM Lab	540	10	ksf	140	34	22
Subtotal (A):				51,889	3,188	4,840
MXD Reduction (%)				20%	25%	30%
MXD Trip Reduction (B):				10,377	797	1452
Transit Hub <sup>4</sup> (C)				808	175	193
External Vehicle Trips (D=A-B+C):				42,320	2,566	3,581
<i>Existing to be Removed</i>						
Credit for Existing Vallco Mall Uses (E) <sup>3</sup>				8,813	485	949
<b>General Plan Buildout with Maximum Residential Net New Project Trips (F=D-E):</b>				<b>33,507</b>	<b>2,082</b>	<b>2,632</b>

**Table 11: Vehicle Trip Generation Estimates**

Land Use	ITE Code	Quantity	Units <sup>1</sup>	Daily	AM Peak Hour	PM Peak Hour
<b>Retail and Residential</b>						
Shopping Center	820	600	ksf	20,331	452	2,046
Hotel	310	339	Rooms	2,834	159	204
Multifamily Housing (Mid-Rise)	221	4000	Units	21,760	1,440	1,760
Subtotal (A):				44,925	2,051	4,010
MXD Reduction (%)				20%	20%	25%
MXD Trip Reduction (B):				8,985	411	1,003
Transit Hub <sup>4</sup> (C)				808	175	193
External Vehicle Trips (D=A-B+C):				36,748	1,815	3,200
<b>Existing to be Removed</b>						
Credit for Existing Vallco Mall Uses (E) <sup>3</sup>				8,813	485	949
<b>Retail and Residential Net New Project Trips (F=D-E):</b>				<b>27,935</b>	<b>1,330</b>	<b>2,251</b>
<b>Occupied/Re-tenanted Mall</b>						
Shopping Center	820	1,208	ksf	32,717	756	3,434
Hotel <sup>2</sup>	310	148	rooms	1,209	78	89
Subtotal (A):				33,926	834	3,523
Transit Reduction (5%) (B)				1,696	42	176
External Vehicle Trips (C=A-B):				32,230	792	3,347
<b>Existing to be Removed</b>						
Credit for Existing Vallco Mall Uses (D) <sup>3</sup>				8,813	485	949
<b>Occupied/Re-tenanted Mall Net New Project Trips (E=C-D):</b>				<b>23,417</b>	<b>307</b>	<b>2,398</b>

Notes:

1. ksf = 1,000 square feet, DU = dwelling units
  2. Existing Vallco Mall Uses are based on existing driveway counts collected in January 2018. The existing uses account for the two restaurants, theater, ice skating rink, bowling alley, fitness center, auto dealership storage, and park and ride use of the site.
  3. Transit hub vehicle trips are based on driveway counts and observations collected in January 2018.
  4. The Hyatt Place Hotel, that includes 148 rooms, is currently under construction and will be accounted for under the "Without Project" scenarios for Background and Cumulative conditions for the Proposed Project, General Plan Buildout with Maximum Residential, Retail and Residential, and Occupied/Re-tenanted Mall Alternatives.
- Source: Hyatt House Hotel TIA, August 2014; ITE Trip Generation Manual, 10th edition, 2017; Fehr & Peers, January 2018.

As shown in **Table 11**, General Plan Buildout with Residential Allocation (Proposed Project) represents the project alternative that has the highest trip generation. The Proposed Project is estimated to generate approximately 37,000 net new daily vehicle trips, including 2,630 in the AM peak hour and 3,220 in the PM peak hour. The General Plan Buildout with Maximum Residential Alternative generates the second highest

number of trips, with approximately 33,500 net new daily vehicle trips, including 2,080 in the AM peak hour and 2,630 in the PM peak hour. Even though this alternative has more development than the Proposed Project (1,840 more housing units), the greater density and different mix of uses allows for greater trip internalization and therefore less traffic added to the surrounding roadways.

The Retail and Residential Alternative and the Re-Tenanted Mall Alternative are estimated to have similar trip generation characteristics for the daily and PM peak hour periods. The Retail and Residential Alternative is estimated to generate 27,940 net new daily vehicle trips and 2,250 net new PM peak hour trips, while the Occupied/Re-tenanted Mall Alternative is estimated to generate 23,420 net new daily trips and 2,400 net new PM peak hour trips. For the AM peak hour, the General Plan Buildout with Residential Allocation (Proposed Project) generates very few vehicle trips (about 300 net new trips) because shopping malls have few uses open during the morning peak hour. Compared to the Proposed Project, these two alternatives generate about 10,000 to 13,5000 fewer daily trips, less than half of the AM peak hour trips, and about 800 to 900 fewer PM peak hour trips.

## Vehicle Trip Distribution

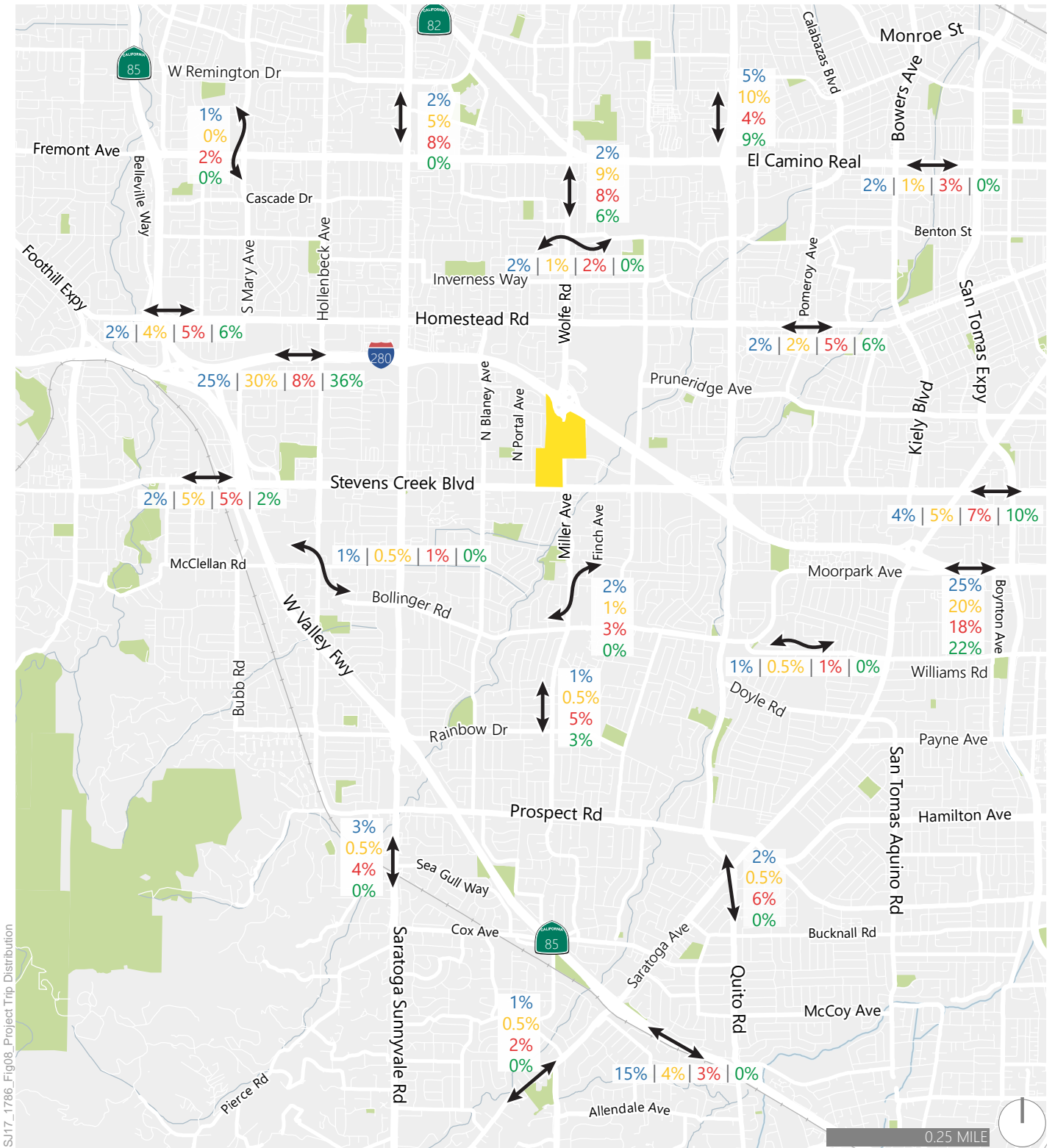
Trip distribution is defined as the directions of approach and departure that vehicles would use to arrive at and depart from the site. The distribution of the traffic generated by the Project and alternatives onto the roadway system was based on the locations of complementary land uses, prevailing travel patterns, population densities in nearby neighborhoods and communities, and patterns used in recent TIAs completed for developments in the area. Each land use has a different distribution. For example, the office uses will attract trips from residential areas located primarily to the east and south of the site while the residential uses will attract trip from employments centers, retail centers, and schools. **Figure 8** represents the trip distributions along the roadway network.

## Vehicle Trip Assignment

The project trips were assigned to the roadway system based on the directions of approach and departure discussed above and shown on **Figure 8**.

**Figure 9, Figure 10, Figure 11, and Figure 12**, show the net new project trips assigned to each turning movement by intersection. The project trip assignment was added to the existing volumes to represent Existing with Project Conditions. Volumes for Existing with Project Conditions are presented in **Appendix F**.





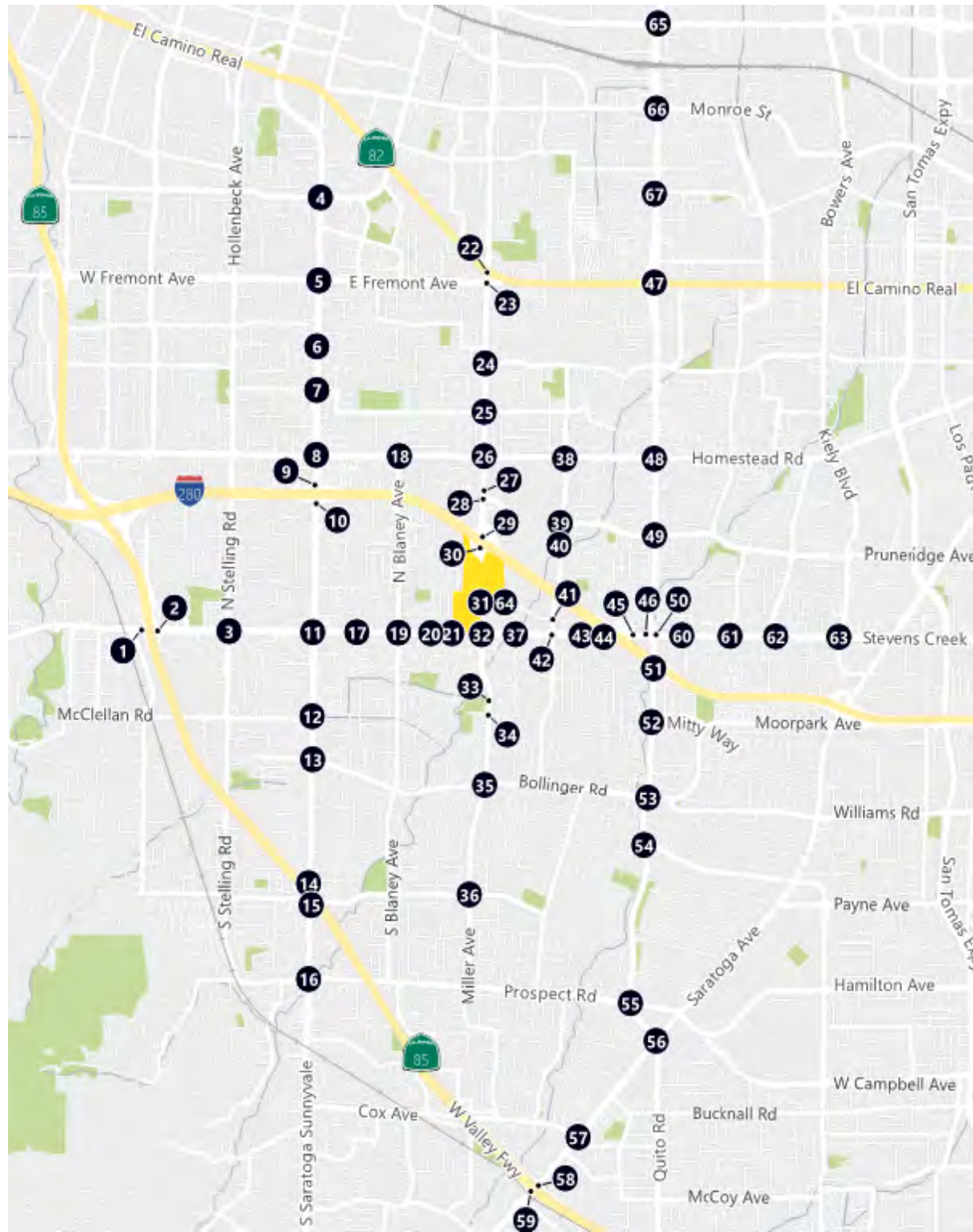
SJ17\_1786\_Fig08\_Project Trip Distribution

Project Site

Trip Distribution by Land Use  
 Office (%) | Residential (%) | Retail (%) | Hotel (%)




Figure 8  
 Trip Distribution  
 Vallco Special Area Specific Plan



**LEGEND**

# Study Intersection  
 AM (PM) Peak Hour Traffic Volume

↔ Lane Configuration  
 Signalized

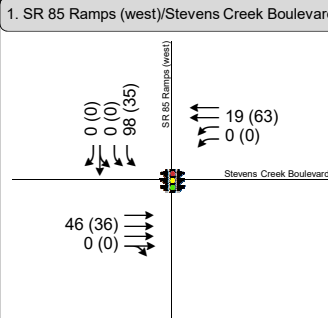
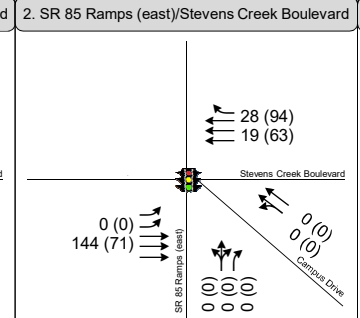
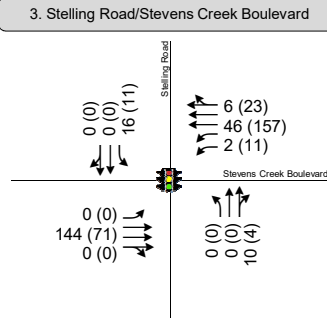
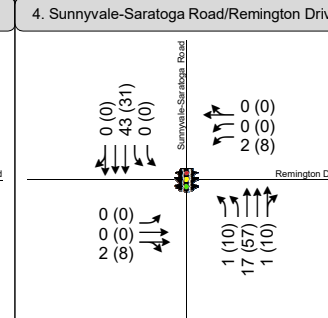
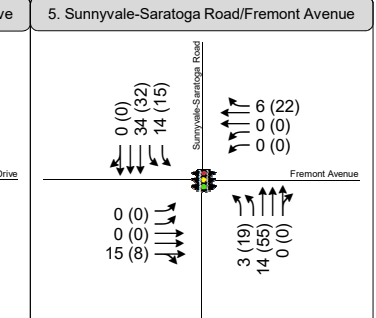
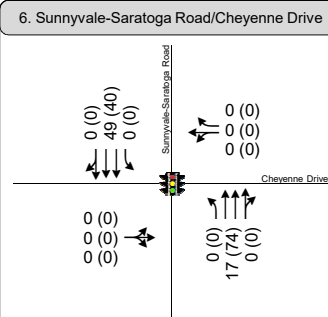
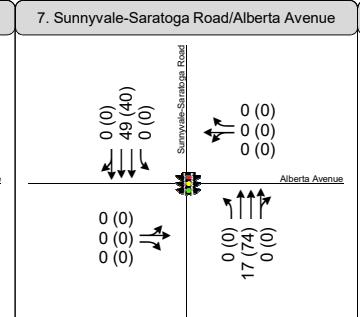
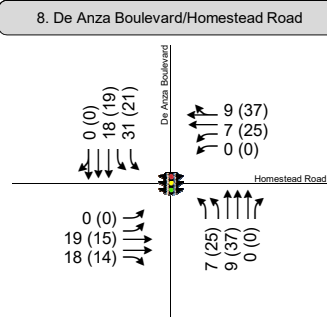
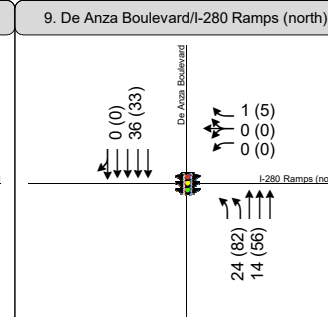
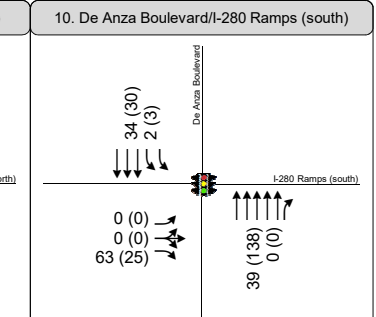
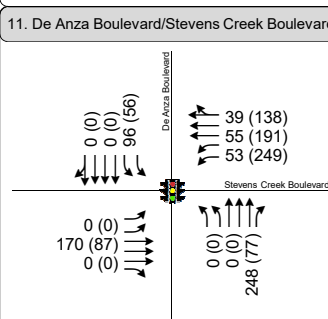
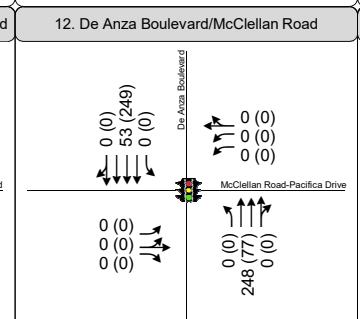
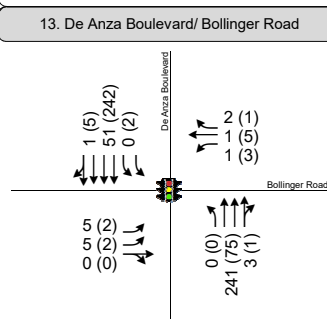
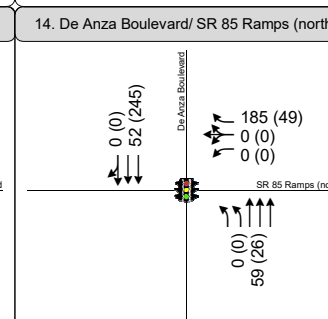
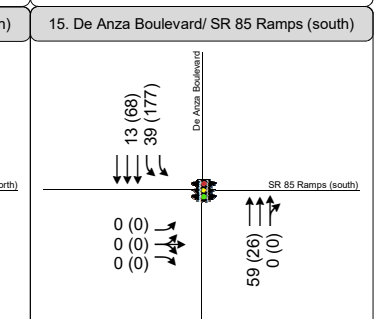
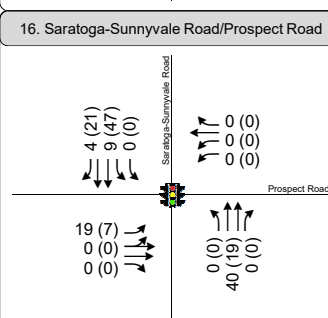
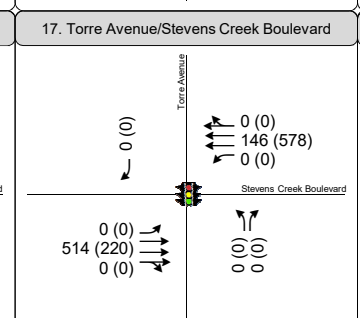
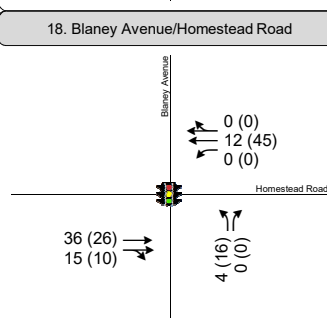
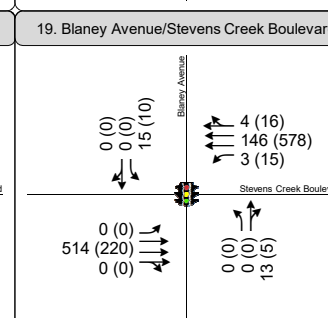
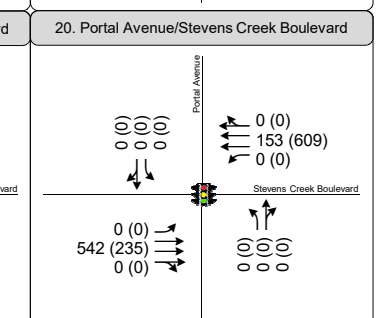
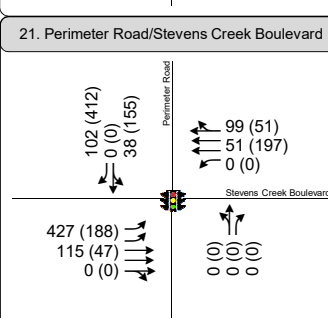
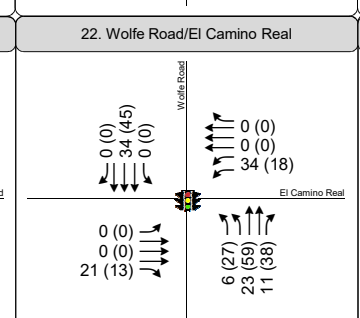
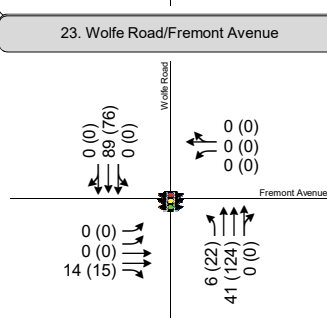
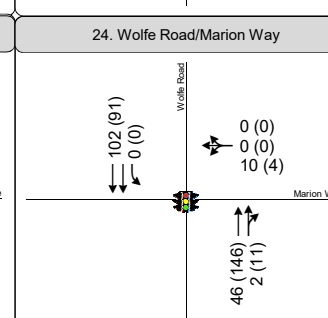
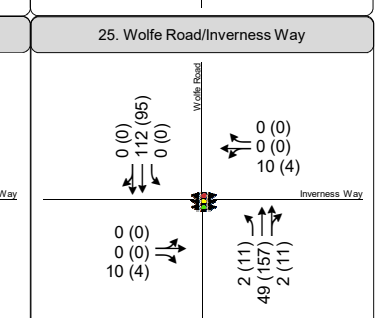
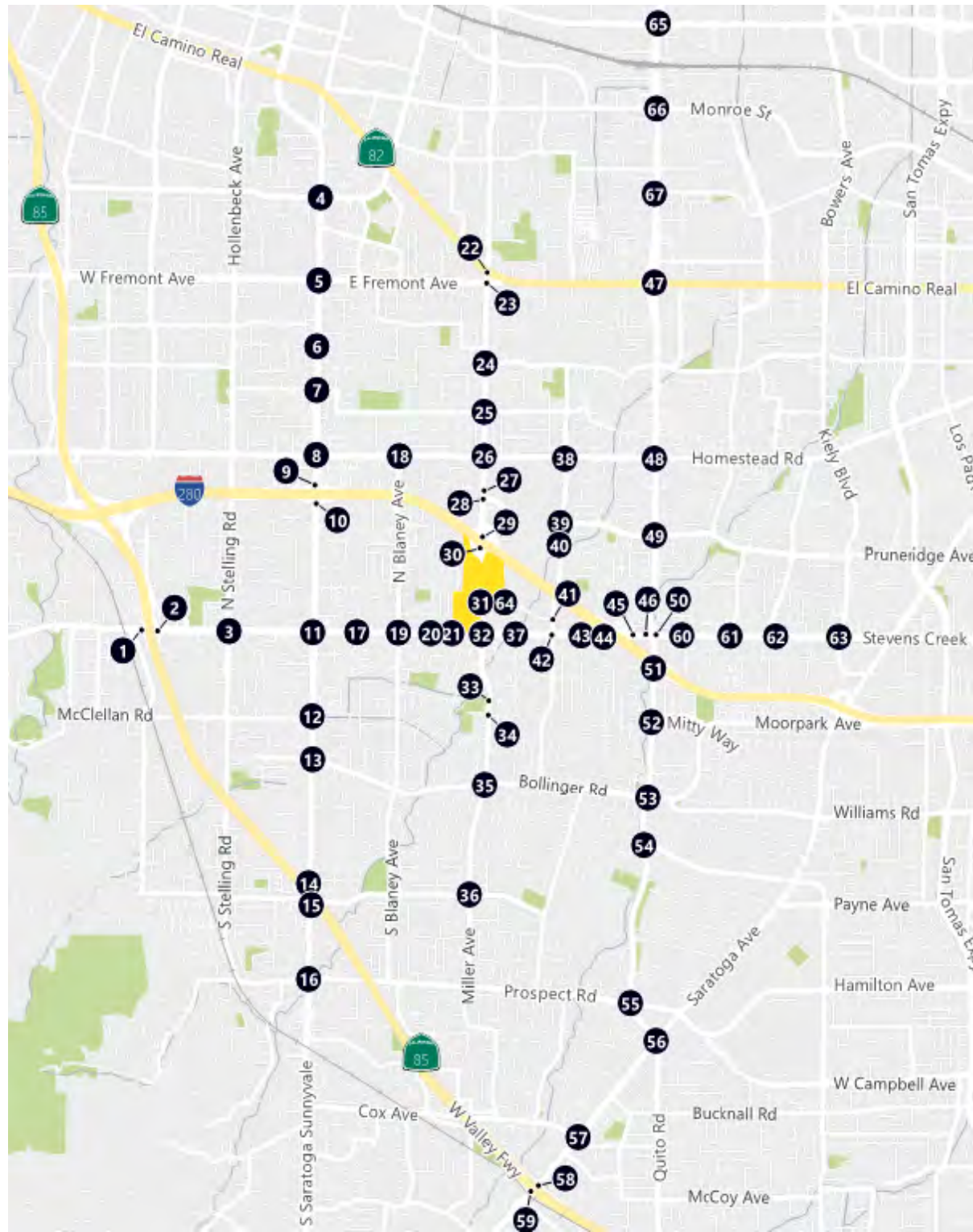
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<p>6. Sunnyvale-Saratoga Road/Cheyenne Drive</p> 	<p>7. Sunnyvale-Saratoga Road/Alberta Avenue</p> 	<p>8. De Anza Boulevard/Homestead Road</p> 	<p>9. De Anza Boulevard/I-280 Ramps (north)</p> 	<p>10. De Anza Boulevard/I-280 Ramps (south)</p> 
<p>11. De Anza Boulevard/Stevens Creek Boulevard</p> 	<p>12. De Anza Boulevard/McClellan Road</p> 	<p>13. De Anza Boulevard/Bollinger Road</p> 	<p>14. De Anza Boulevard/SR 85 Ramps (north)</p> 	<p>15. De Anza Boulevard/SR 85 Ramps (south)</p> 
<p>16. Saratoga-Sunnyvale Road/Prospect Road</p> 	<p>17. Torre Avenue/Stevens Creek Boulevard</p> 	<p>18. Blaney Avenue/Homestead Road</p> 	<p>19. Blaney Avenue/Stevens Creek Boulevard</p> 	<p>20. Portal Avenue/Stevens Creek Boulevard</p> 
<p>21. Perimeter Road/Stevens Creek Boulevard</p> 	<p>22. Wolfe Road/El Camino Real</p> 	<p>23. Wolfe Road/Fremont Avenue</p> 	<p>24. Wolfe Road/Marion Way</p> 	<p>25. Wolfe Road/Inverness Way</p> 

Figure 9  
 Project Trip Assignment – Proposed Project (General Plan Buildout with Residential Allocation)







**LEGEND**

# Study Intersection  
 AM (PM) Peak Hour Traffic Volume

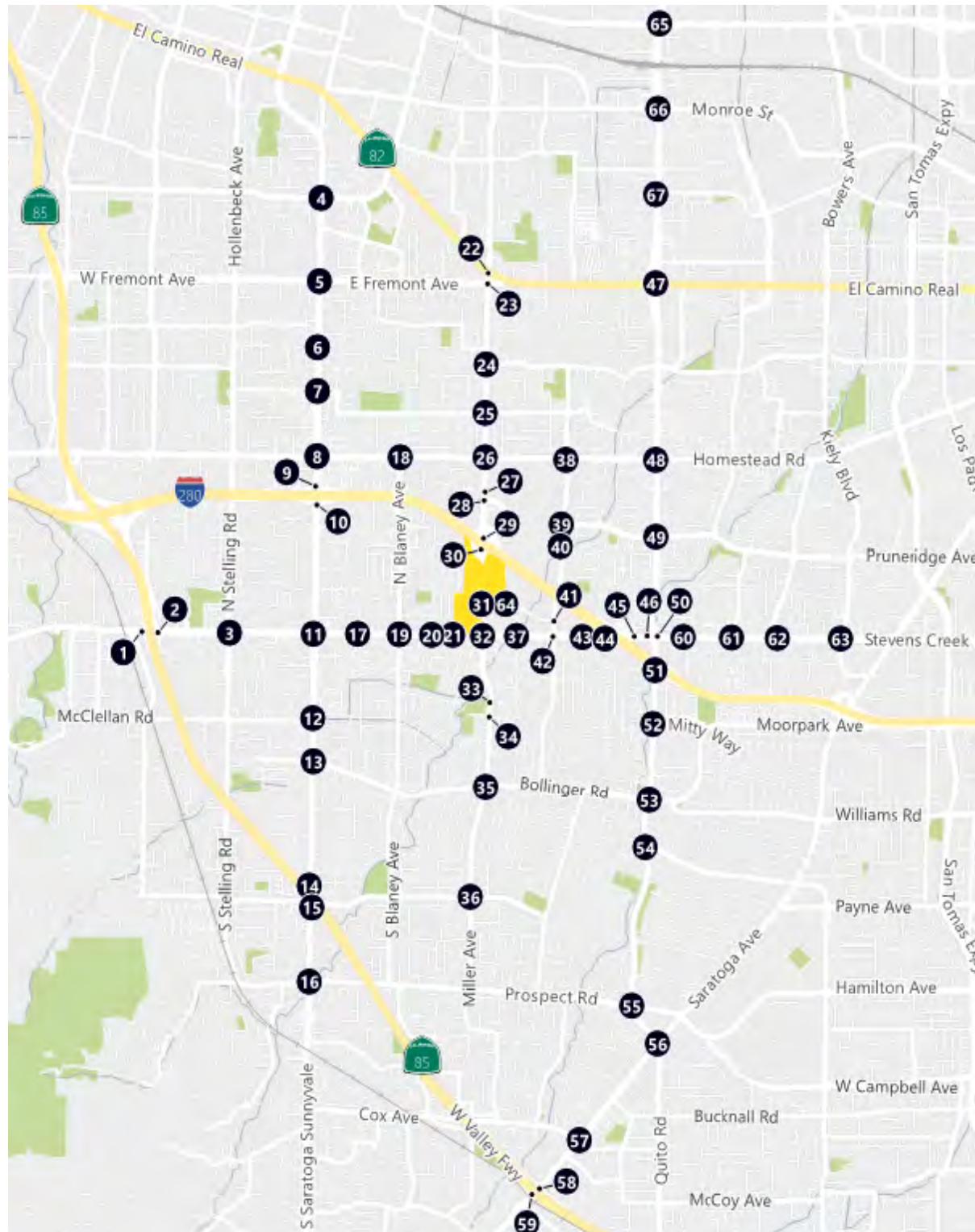
Lane Configuration  
 Signalized

<p>26. Wolfe Road/Homestead Road</p>	<p>27. Wolfe Road/Apple Park</p>	<p>28. Wolfe Road/Pruneridge Avenue</p>	<p>29. Wolfe Road/I-280 Ramps (north)</p>	<p>30. Wolfe Road/I-280 Ramps (south)</p>
<p>31. Wolfe Road/Valico Parkway</p>	<p>32. Wolfe Road/Stevens Creek Boulevard</p>	<p>33. Miller Avenue/Calle de Barcelona</p>	<p>34. Miller Avenue/Phil Lane</p>	<p>35. Miller Avenue/Bollinger Road</p>
<p>36. Miller Avenue/Rainbow Drive</p>	<p>37. Finch Avenue/Stevens Creek Boulevard</p>	<p>38. Tantau Avenue/Homestead Road</p>	<p>39. Tantau Avenue/Pruneridge Avenue</p>	<p>40. N Tantau Ave/Apple Parkway-Tantau 14</p>
<p>41. Tantau Avenue/Valico Parkway</p>	<p>42. Tantau Avenue/Stevens Creek Boulevard</p>	<p>43. Stern Avenue/Stevens Creek Boulevard</p>	<p>44. Calvert Drive-I-280 Ramps/Stevens Creek Blvd</p>	<p>45. Agilent Driveway/Stevens Creek Boulevard</p>
<p>46. Lawrence Expressway(west)/Stevens Creek Blvd</p>	<p>47. Lawrence Expressway/El Camino Real</p>	<p>48. Lawrence Expressway/Homestead Road</p>	<p>49. Lawrence Expressway/Pruneridge Avenue</p>	<p>50. Lawrence Expressway(east)/Stevens Creek Blvd</p>



Figure 9  
Project Trip Assignment – Proposed Project (General Plan Buildout with Residential Allocation)





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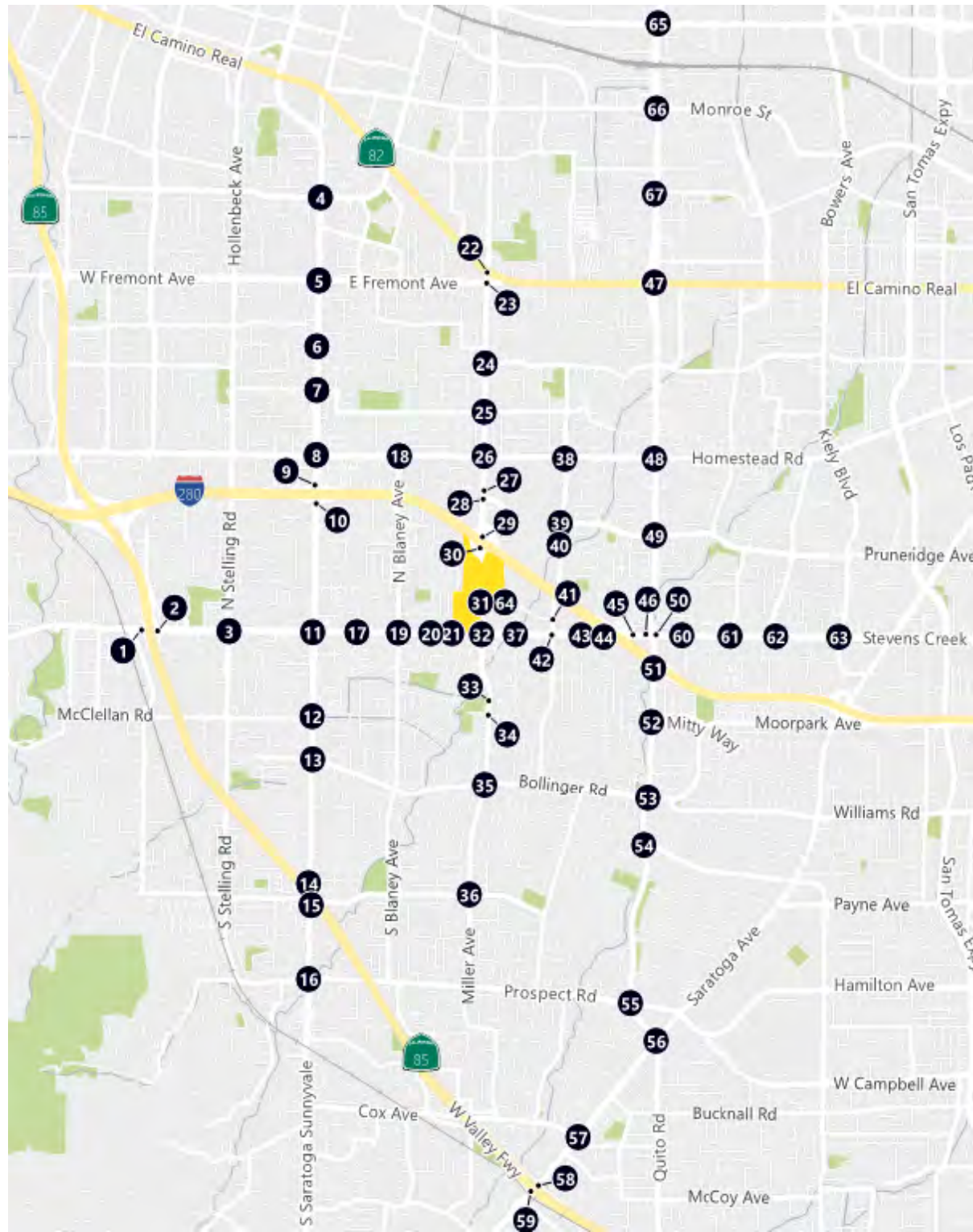
- # Study Intersection
- AM (PM) Peak Hour Traffic Volume
- Lane Configuration
- Signalized

<p>51. Lawrence Expressway/Calvert Drive-I-280 SB</p>	<p>52. Lawrence Expressway/Mitty Way</p>	<p>53. Lawrence Expressway/ Bollinger Road</p>	<p>54. Lawrence Expressway/ Doyle Road</p>	<p>55. Lawrence Expressway/ Prospect Road</p>
<p>56. Lawrence Expressway/ Saratoga Avenue</p>	<p>57. Saratoga Avenue/ Cox Avenue</p>	<p>58. SR 85 Ramps (north)/Saratoga Avenue</p>	<p>59. SR 85 Ramps (south)/Saratoga Avenue</p>	<p>60. Cabot Avenue/Stevens Creek Boulevard</p>
<p>61. Cronin Drive-Albany Drive/Stevens Creek Blvd</p>	<p>62. Woodhams Road/Stevens Creek Boulevard</p>	<p>63. Kiely Boulevard/Stevens Creek Boulevard</p>	<p>64. Perimeter Road/Vallico Parkway</p>	<p>65. Lawrence Expressway/Kifer Road</p>
<p>66. Lawrence Expressway/Reed Avenue</p>	<p>67. Lawrence Expressway/Cabrillo Avenue</p>			



Figure 9  
Project Trip Assignment – Proposed Project (General Plan Buildout with Residential Allocation)





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# Study Intersection  
 AM (PM) Peak Hour Traffic Volume

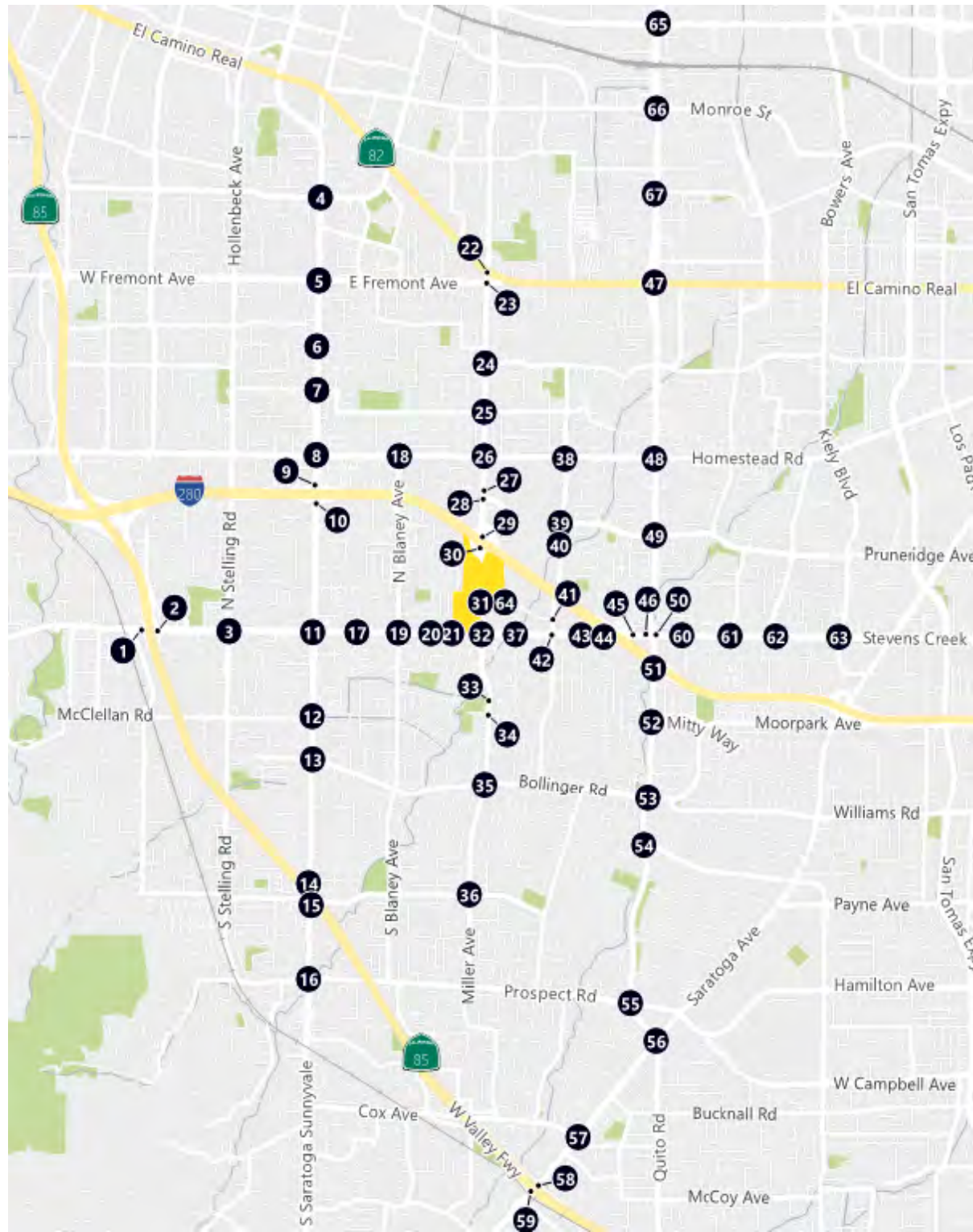
↔ Lane Configuration  
 Signalized

<p>1. SR 85 Ramps (west)/Stevens Creek Boulevard</p>	<p>2. SR 85 Ramps (east)/Stevens Creek Boulevard</p>	<p>3. Stelling Road/Stevens Creek Boulevard</p>	<p>4. Sunnyvale-Saratoga Road/Remington Drive</p>	<p>5. Sunnyvale-Saratoga Road/Fremont Avenue</p>
<p>6. Sunnyvale-Saratoga Road/Cheyenne Drive</p>	<p>7. Sunnyvale-Saratoga Road/Alberta Avenue</p>	<p>8. De Anza Boulevard/Homestead Road</p>	<p>9. De Anza Boulevard/I-280 Ramps (north)</p>	<p>10. De Anza Boulevard/I-280 Ramps (south)</p>
<p>11. De Anza Boulevard/Stevens Creek Boulevard</p>	<p>12. De Anza Boulevard/McClellan Road</p>	<p>13. De Anza Boulevard/Bollinger Road</p>	<p>14. De Anza Boulevard/SR 85 Ramps (north)</p>	<p>15. De Anza Boulevard/SR 85 Ramps (south)</p>
<p>16. Saratoga-Sunnyvale Road/Prospect Road</p>	<p>17. Torre Avenue/Stevens Creek Boulevard</p>	<p>18. Blaney Avenue/Homestead Road</p>	<p>19. Blaney Avenue/Stevens Creek Boulevard</p>	<p>20. Portal Avenue/Stevens Creek Boulevard</p>
<p>21. Perimeter Road/Stevens Creek Boulevard</p>	<p>22. Wolfe Road/El Camino Real</p>	<p>23. Wolfe Road/Fremont Avenue</p>	<p>24. Wolfe Road/Marion Way</p>	<p>25. Wolfe Road/Inverness Way</p>



Figure 10  
 Project Trip Assignment – General Plan Buildout with Maximum Residential





**LEGEND**

# Study Intersection  
 AM (PM) Peak Hour Traffic Volume

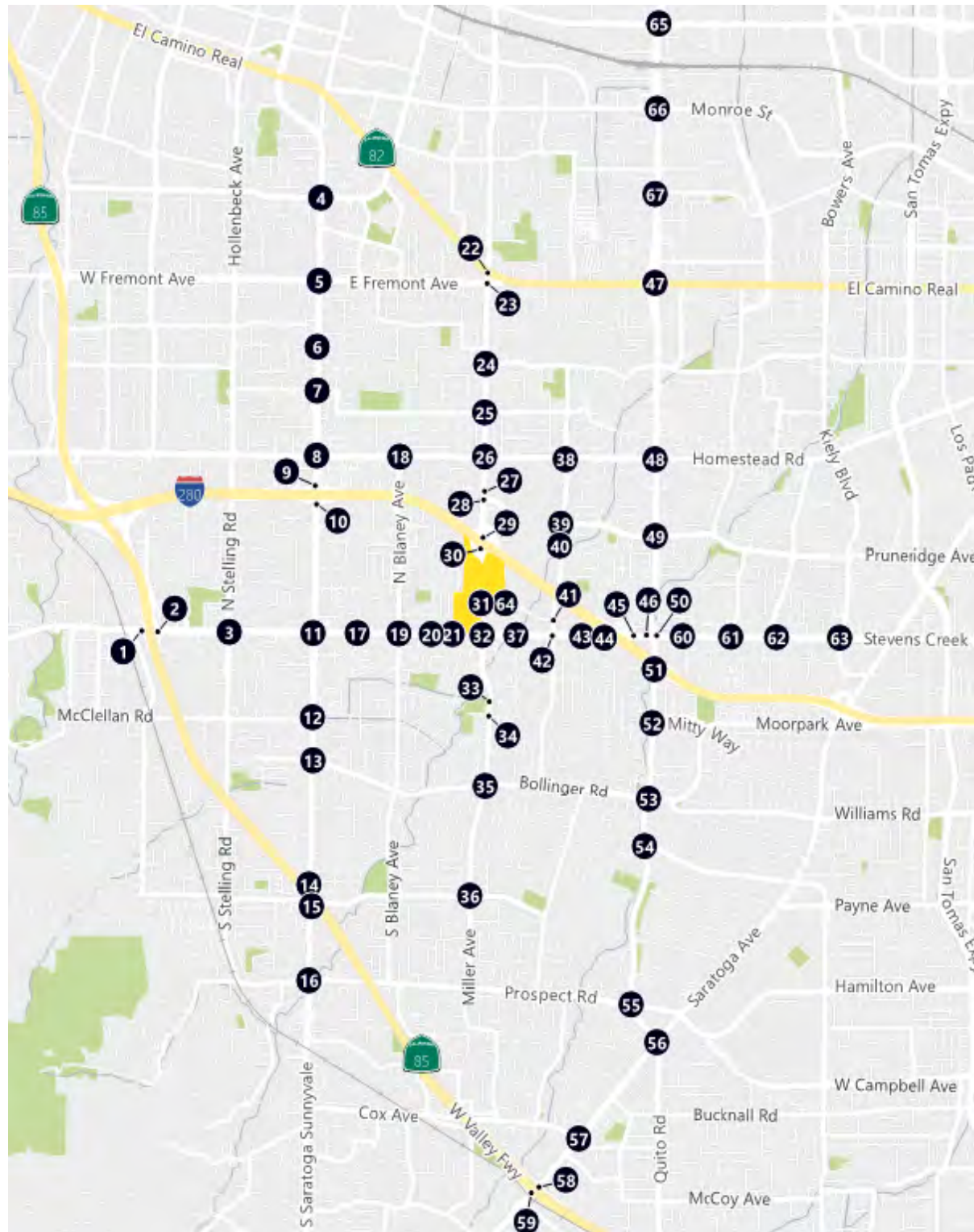
↕ Lane Configuration  
 Signalized

<p>26. Wolfe Road/Homestead Road</p>	<p>27. Wolfe Road/Apple Park</p>	<p>28. Wolfe Road/Pruneridge Avenue</p>	<p>29. Wolfe Road/I-280 Ramps (north)</p>	<p>30. Wolfe Road/I-280 Ramps (south)</p>
<p>31. Wolfe Road/Valico Parkway</p>	<p>32. Wolfe Road/Stevens Creek Boulevard</p>	<p>33. Miller Avenue/Calle de Barcelona</p>	<p>34. Miller Avenue/Phil Lane</p>	<p>35. Miller Avenue/Bollinger Road</p>
<p>36. Miller Avenue/Rainbow Drive</p>	<p>37. Finch Avenue/Stevens Creek Boulevard</p>	<p>38. Tantau Avenue/Homestead Road</p>	<p>39. Tantau Avenue/Pruneridge Avenue</p>	<p>40. N Tantau Ave/Apple Parkway-Tantau 14</p>
<p>41. Tantau Avenue/Valico Parkway</p>	<p>42. Tantau Avenue/Stevens Creek Boulevard</p>	<p>43. Stern Avenue/Stevens Creek Boulevard</p>	<p>44. Calvert Drive-I-280 Ramps/Stevens Creek Blvd</p>	<p>45. Agilent Driveway/Stevens Creek Boulevard</p>
<p>46. Lawrence Expressway (west)/Stevens Creek Blvd</p>	<p>47. Lawrence Expressway/El Camino Real</p>	<p>48. Lawrence Expressway/Homestead Road</p>	<p>49. Lawrence Expressway/Pruneridge Avenue</p>	<p>50. Lawrence Expressway (east)/Stevens Creek Blvd</p>



Figure 10  
 Project Trip Assignment – General Plan Buildout with Maximum Residential





**LEGEND**

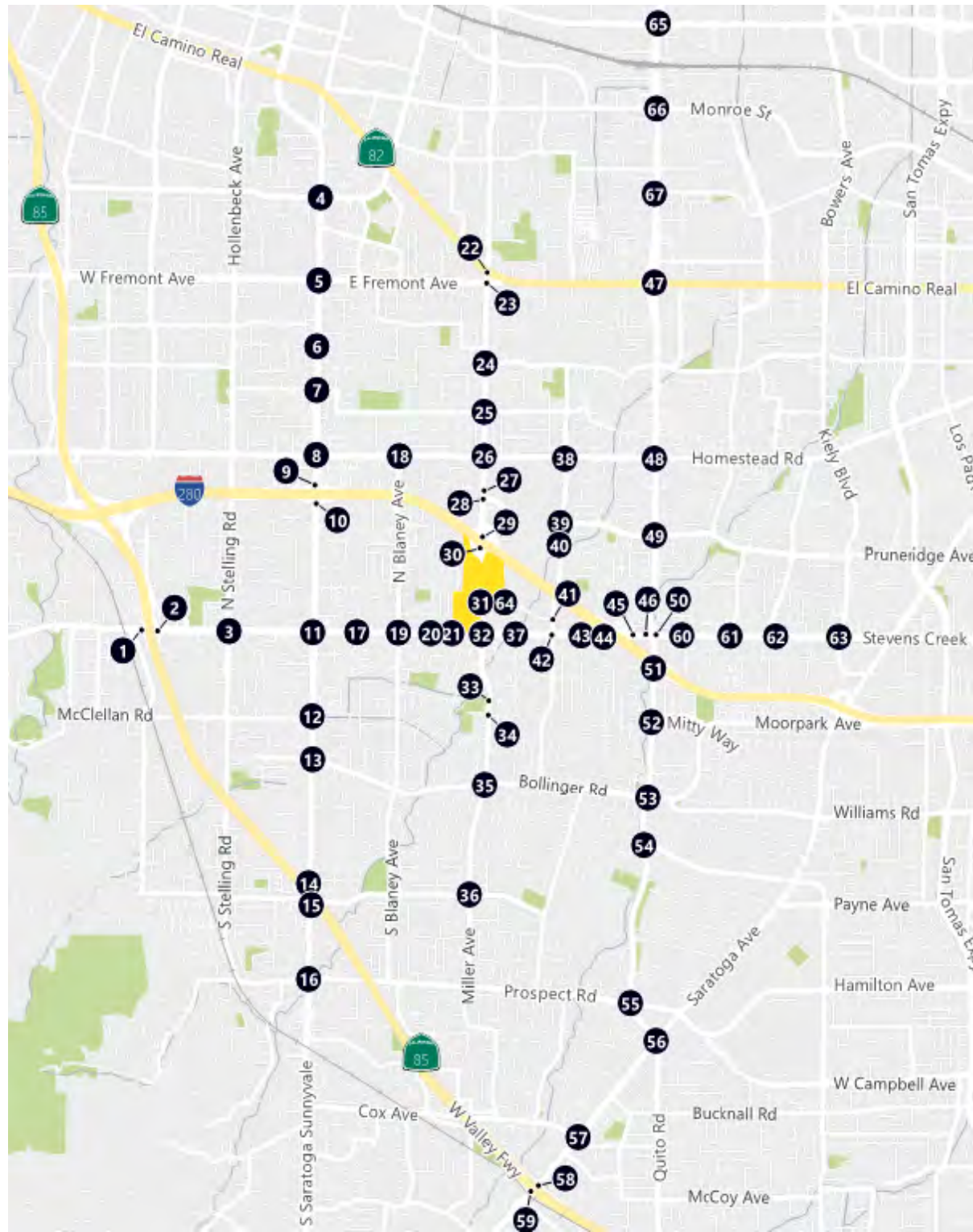
- # Study Intersection
- AM (PM) Peak Hour Traffic Volume
- Lane Configuration
- Signalized

51. Lawrence Expressway/Calvert Drive-I-280 SB	52. Lawrence Expressway/Mitty Way	53. Lawrence Expressway/Bollinger Road	54. Lawrence Expressway/Doyle Road	55. Lawrence Expressway/Prospect Road
56. Lawrence Expressway/Saratoga Avenue	57. Saratoga Avenue/Cox Avenue	58. SR 85 Ramps (north)/Saratoga Avenue	59. SR 85 Ramps (south)/Saratoga Avenue	60. Cabot Avenue/Stevens Creek Boulevard
61. Cronin Drive-Albany Drive/Stevens Creek Blvd	62. Woodhams Road/Stevens Creek Boulevard	63. Kiely Boulevard/Stevens Creek Boulevard	64. Perimeter Road/Valico Parkway	65. Lawrence Expressway/Kifer Road
66. Lawrence Expressway/Reed Avenue	67. Lawrence Expressway/Cabrillo Avenue			



Figure 10  
Project Trip Assignment – General Plan Buildout with Maximum Residential





**LEGEND**

# Study Intersection  
 AM (PM) Peak Hour Traffic Volume

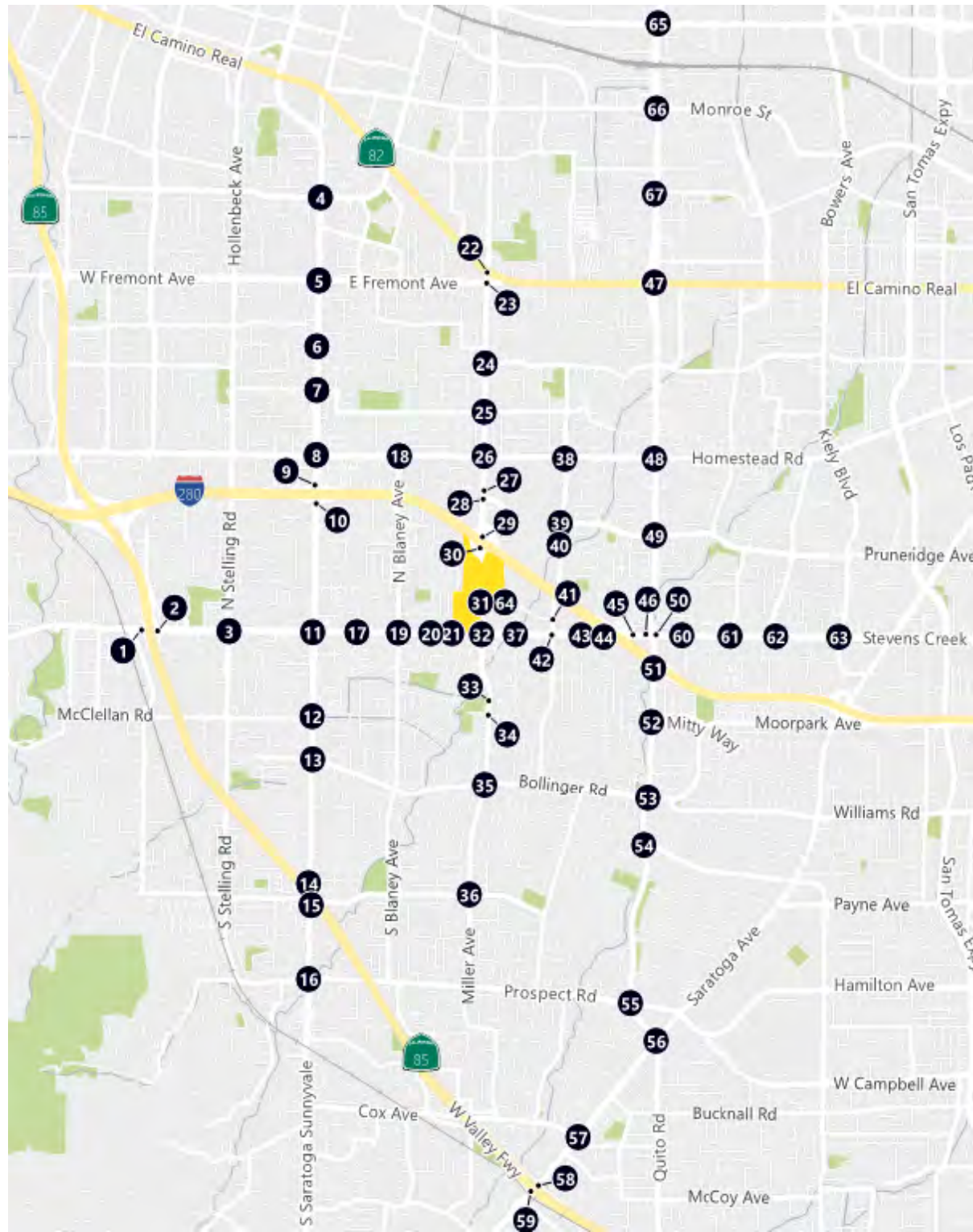
↔ Lane Configuration  
 Signalized

<p>1. SR 85 Ramps (west)/Stevens Creek Boulevard</p>	<p>2. SR 85 Ramps (east)/Stevens Creek Boulevard</p>	<p>3. Stelling Road/Stevens Creek Boulevard</p>	<p>4. Sunnyvale-Saratoga Road/Remington Drive</p>	<p>5. Sunnyvale-Saratoga Road/Fremont Avenue</p>
<p>6. Sunnyvale-Saratoga Road/Cheyenne Drive</p>	<p>7. Sunnyvale-Saratoga Road/Alberta Avenue</p>	<p>8. De Anza Boulevard/Homestead Road</p>	<p>9. De Anza Boulevard/I-280 Ramps (north)</p>	<p>10. De Anza Boulevard/I-280 Ramps (south)</p>
<p>11. De Anza Boulevard/Stevens Creek Boulevard</p>	<p>12. De Anza Boulevard/McClellan Road</p>	<p>13. De Anza Boulevard/Bollinger Road</p>	<p>14. De Anza Boulevard/SR 85 Ramps (north)</p>	<p>15. De Anza Boulevard/SR 85 Ramps (south)</p>
<p>16. Saratoga-Sunnyvale Road/Prospect Road</p>	<p>17. Torre Avenue/Stevens Creek Boulevard</p>	<p>18. Blaney Avenue/Homestead Road</p>	<p>19. Blaney Avenue/Stevens Creek Boulevard</p>	<p>20. Portal Avenue/Stevens Creek Boulevard</p>
<p>21. Perimeter Road/Stevens Creek Boulevard</p>	<p>22. Wolfe Road/El Camino Real</p>	<p>23. Wolfe Road/Fremont Avenue</p>	<p>24. Wolfe Road/Marion Way</p>	<p>25. Wolfe Road/Inverness Way</p>



Figure 11  
 Project Trip Assignment – Retail and Residential Alternative





**LEGEND**

# Study Intersection  
 AM (PM) Peak Hour Traffic Volume

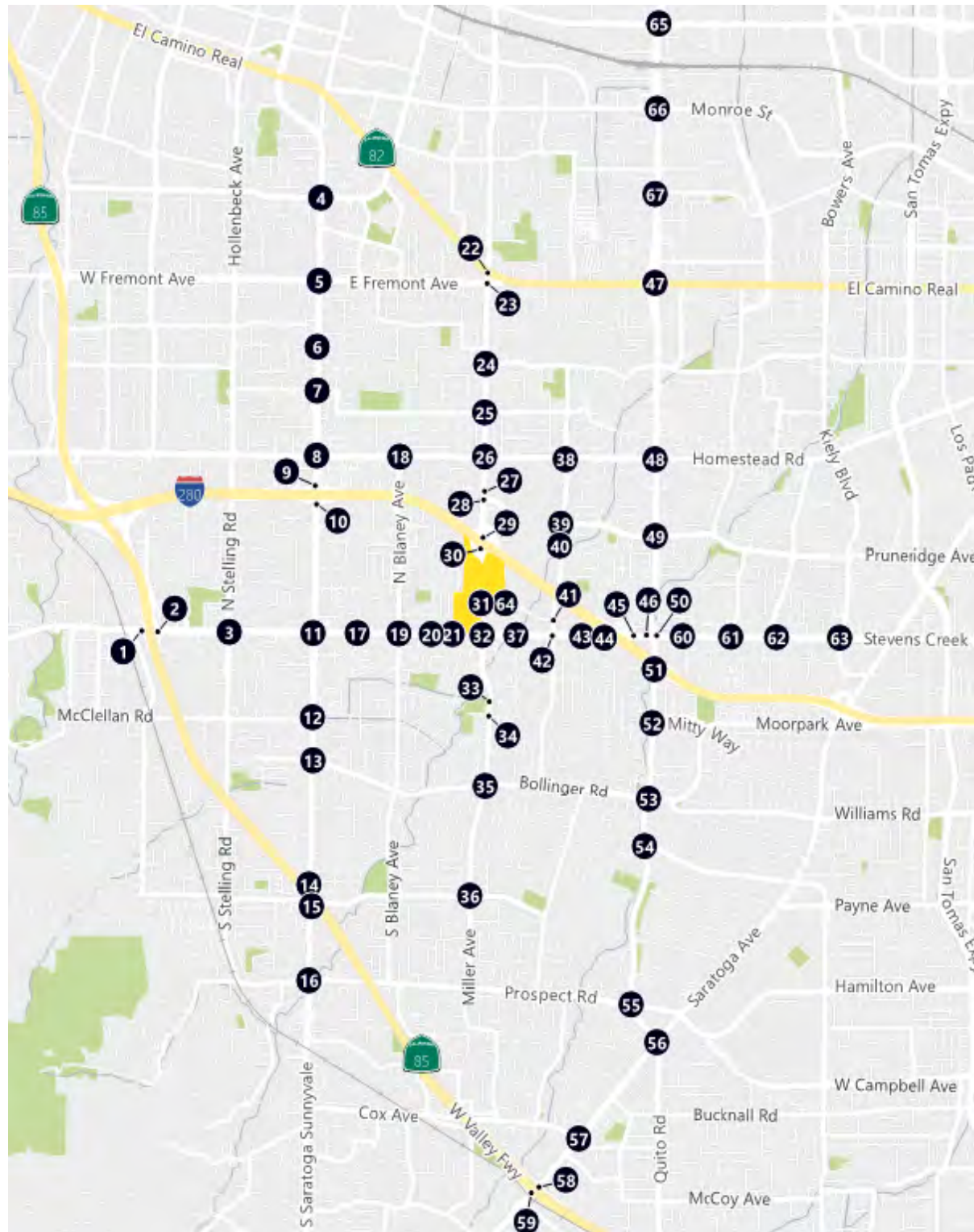
Lane Configuration  
 Signalized

<p>26. Wolfe Road/Homestead Road</p>	<p>27. Wolfe Road/Apple Park</p>	<p>28. Wolfe Road/Pruneridge Avenue</p>	<p>29. Wolfe Road/I-280 Ramps (north)</p>	<p>30. Wolfe Road/I-280 Ramps (south)</p>
<p>31. Wolfe Road/Valico Parkway</p>	<p>32. Wolfe Road/Stevens Creek Boulevard</p>	<p>33. Miller Avenue/Calle de Barcelona</p>	<p>34. Miller Avenue/Phil Lane</p>	<p>35. Miller Avenue/Bollinger Road</p>
<p>36. Miller Avenue/Rainbow Drive</p>	<p>37. Finch Avenue/Stevens Creek Boulevard</p>	<p>38. Tantau Avenue/Homestead Road</p>	<p>39. Tantau Avenue/Pruneridge Avenue</p>	<p>40. N Tantau Ave/Apple Parkway-Tantau 14</p>
<p>41. Tantau Avenue/Valico Parkway</p>	<p>42. Tantau Avenue/Stevens Creek Boulevard</p>	<p>43. Stern Avenue/Stevens Creek Boulevard</p>	<p>44. Calvert Drive-I-280 Ramps/Stevens Creek Blvd</p>	<p>45. Agilent Driveway/Stevens Creek Boulevard</p>
<p>46. Lawrence Expressway (west)/Stevens Creek Blvd</p>	<p>47. Lawrence Expressway/El Camino Real</p>	<p>48. Lawrence Expressway/Homestead Road</p>	<p>49. Lawrence Expressway/Pruneridge Avenue</p>	<p>50. Lawrence Expressway (east)/Stevens Creek Blvd</p>



Figure 11  
Project Trip Assignment – Retail and Residential Alternative





**LEGEND**

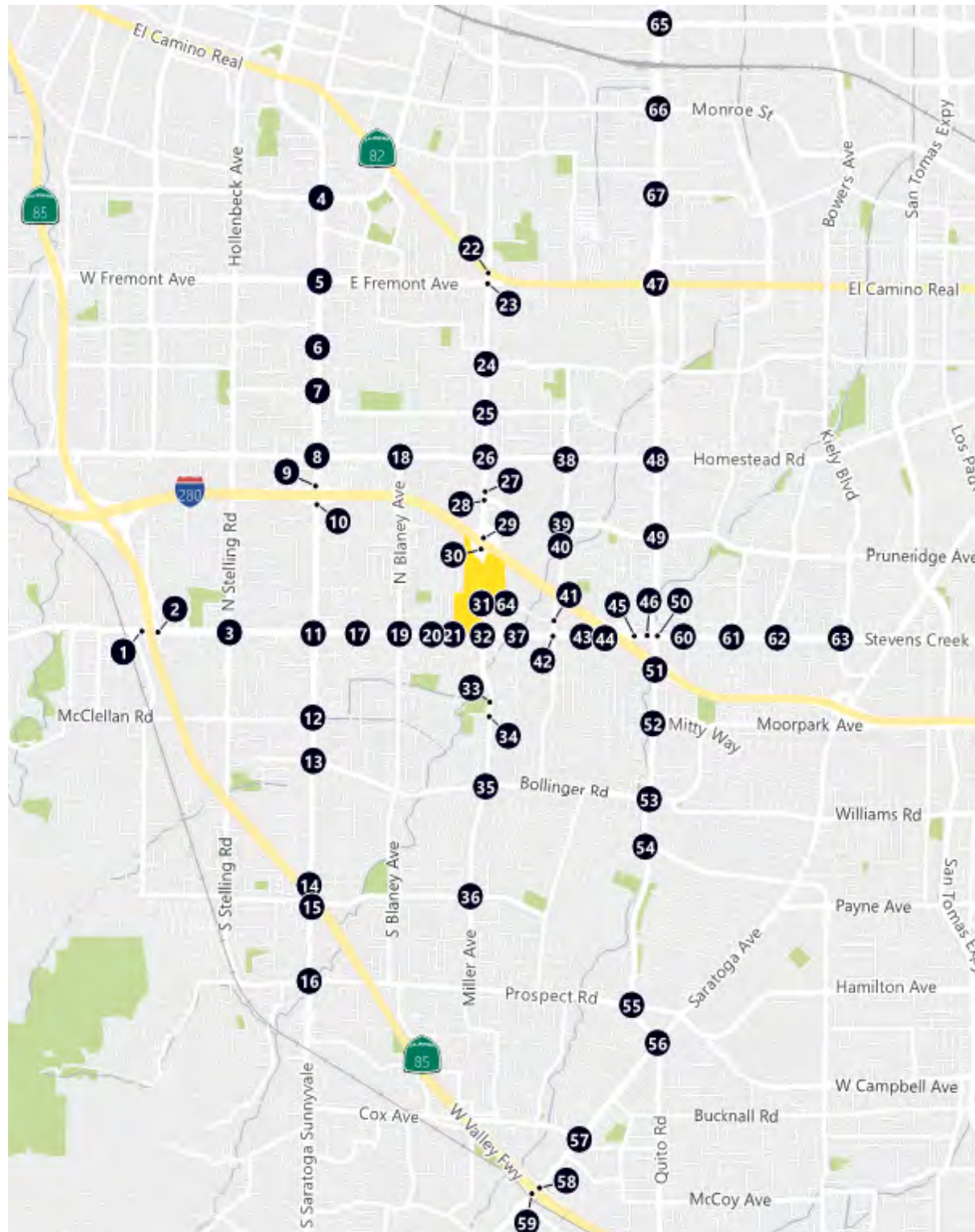
- # Study Intersection
- AM (PM) Peak Hour Traffic Volume
- Lane Configuration
- Signalized

<p>51. Lawrence Expressway/Calvert Drive-I-280 SB</p>	<p>52. Lawrence Expressway/Mitty Way</p>	<p>53. Lawrence Expressway/Bollinger Road</p>	<p>54. Lawrence Expressway/Doyle Road</p>	<p>55. Lawrence Expressway/Prospect Road</p>
<p>56. Lawrence Expressway/Saratoga Avenue</p>	<p>57. Saratoga Avenue/Cox Avenue</p>	<p>58. SR 85 Ramps (north)/Saratoga Avenue</p>	<p>59. SR 85 Ramps (south)/Saratoga Avenue</p>	<p>60. Cabot Avenue/Stevens Creek Boulevard</p>
<p>61. Cronin Drive-Albany Drive/Stevens Creek Blvd</p>	<p>62. Woodhams Road/Stevens Creek Boulevard</p>	<p>63. Kiely Boulevard/Stevens Creek Boulevard</p>	<p>64. Perimeter Road/Vallico Parkway</p>	<p>65. Lawrence Expressway/Kifer Road</p>
<p>66. Lawrence Expressway/Reed Avenue</p>	<p>67. Lawrence Expressway/Cabrillo Avenue</p>			



Figure 11  
Project Trip Assignment – Retail and Residential Alternative





**LEGEND**

# Study Intersection  
 AM (PM) Peak Hour Traffic Volume

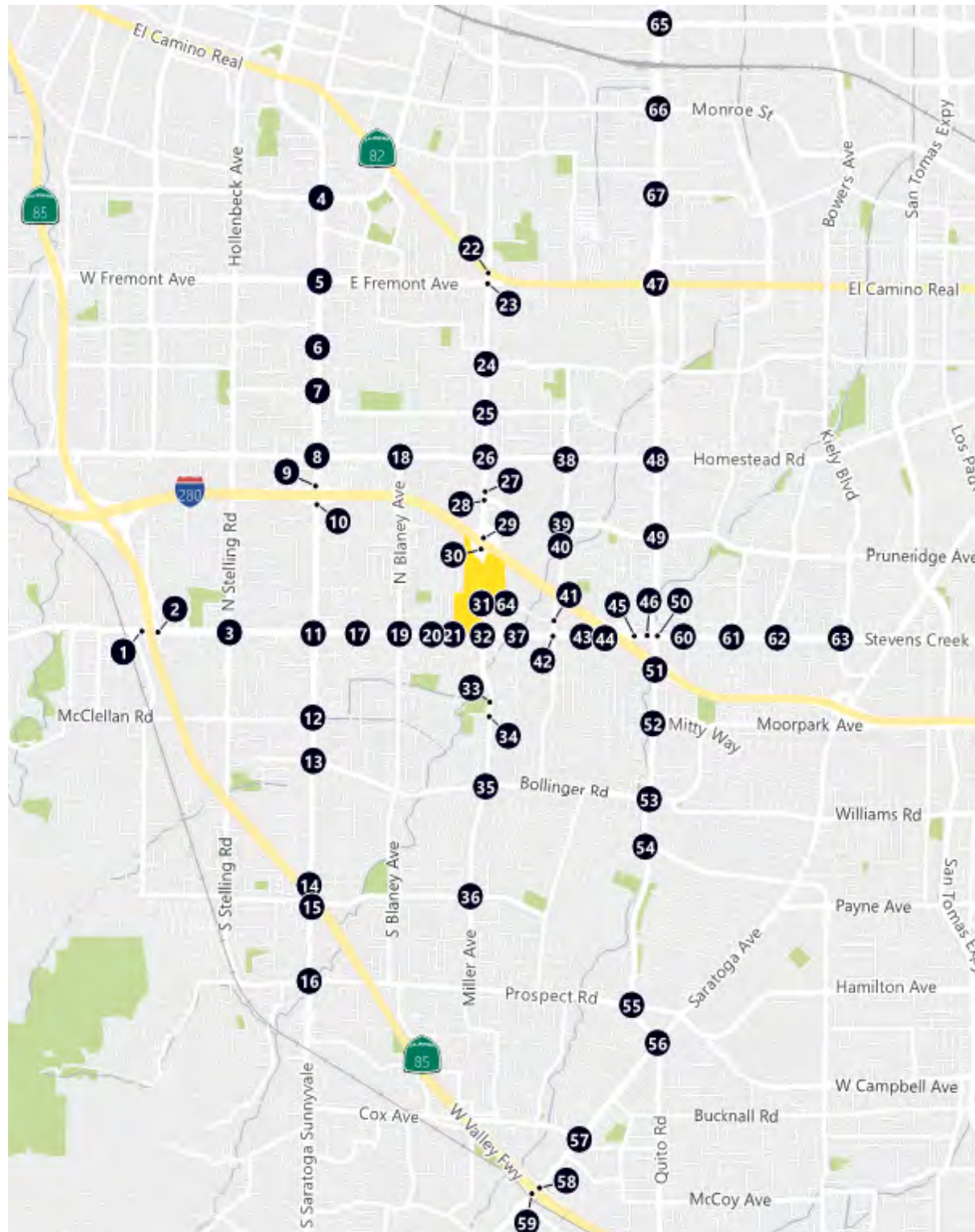
↔ Lane Configuration  
 Signalized

1. SR 85 Ramps (west)/Stevens Creek Boulevard	2. SR 85 Ramps (east)/Stevens Creek Boulevard	3. Stelling Road/Stevens Creek Boulevard	4. Sunnyvale-Saratoga Road/Remington Drive	5. Sunnyvale-Saratoga Road/Fremont Avenue
6. Sunnyvale-Saratoga Road/Cheyenne Drive	7. Sunnyvale-Saratoga Road/Alberta Avenue	8. De Anza Boulevard/Homestead Road	9. De Anza Boulevard/I-280 Ramps (north)	10. De Anza Boulevard/I-280 Ramps (south)
11. De Anza Boulevard/Stevens Creek Boulevard	12. De Anza Boulevard/McClellan Road	13. De Anza Boulevard/Bollinger Road	14. De Anza Boulevard/SR 85 Ramps (north)	15. De Anza Boulevard/SR 85 Ramps (south)
16. Saratoga-Sunnyvale Road/Prospect Road	17. Torre Avenue/Stevens Creek Boulevard	18. Blaney Avenue/Homestead Road	19. Blaney Avenue/Stevens Creek Boulevard	20. Portal Avenue/Stevens Creek Boulevard
21. Perimeter Road/Stevens Creek Boulevard	22. Wolfe Road/El Camino Real	23. Wolfe Road/Fremont Avenue	24. Wolfe Road/Marion Way	25. Wolfe Road/Inverness Way

Figure 12  
 Project Trip Assignment – Occupied/Re-Tenanted Mall Alternative







**LEGEND**

# Study Intersection  
 AM (PM) Peak Hour Traffic Volume

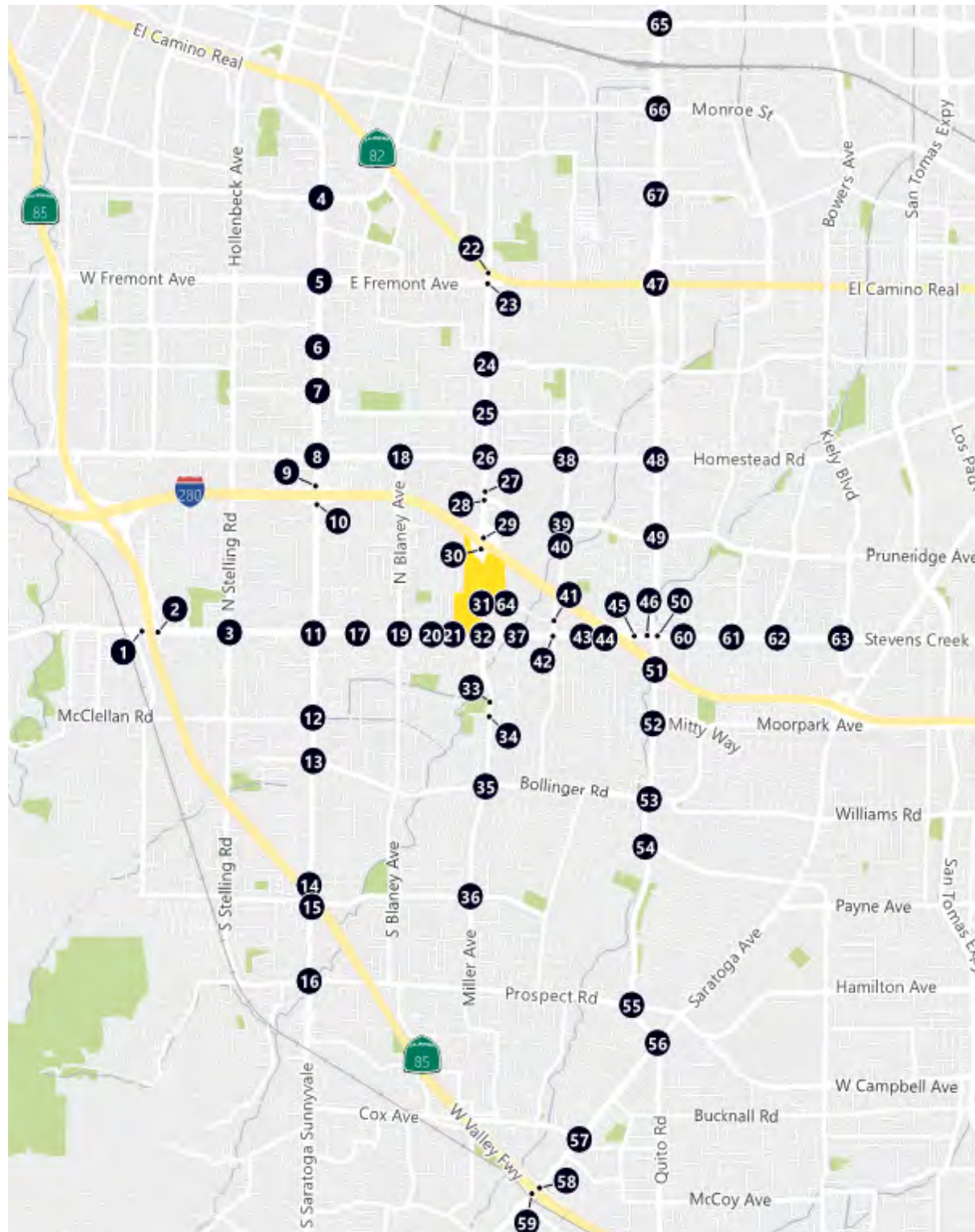
↕ Lane Configuration  
 Signalized

<p>26. Wolfe Road/Homestead Road</p>	<p>27. Wolfe Road/Apple Park</p>	<p>28. Wolfe Road/Pruneridge Avenue</p>	<p>29. Wolfe Road/I-280 Ramps (north)</p>	<p>30. Wolfe Road/I-280 Ramps (south)</p>
<p>31. Wolfe Road/Valico Parkway</p>	<p>32. Wolfe Road/Stevens Creek Boulevard</p>	<p>33. Miller Avenue/Calle de Barcelona</p>	<p>34. Miller Avenue/Phil Lane</p>	<p>35. Miller Avenue/Bollinger Road</p>
<p>36. Miller Avenue/Rainbow Drive</p>	<p>37. Finch Avenue/Stevens Creek Boulevard</p>	<p>38. Tantau Avenue/Homestead Road</p>	<p>39. Tantau Avenue/Pruneridge Avenue</p>	<p>40. N Tantau Ave/Apple Parkway-Tantau 14</p>
<p>41. Tantau Avenue/Valico Parkway</p>	<p>42. Tantau Avenue/Stevens Creek Boulevard</p>	<p>43. Stern Avenue/Stevens Creek Boulevard</p>	<p>44. Calvert Drive-I-280 Ramps/Stevens Creek Blvd</p>	<p>45. Agilent Driveway/Stevens Creek Boulevard</p>
<p>46. Lawrence Expressway (west)/Stevens Creek Blvd</p>	<p>47. Lawrence Expressway/El Camino Real</p>	<p>48. Lawrence Expressway/Homestead Road</p>	<p>49. Lawrence Expressway/Pruneridge Avenue</p>	<p>50. Lawrence Expressway (east)/Stevens Creek Blvd</p>



Figure 12  
 Project Trip Assignment – Occupied/Re-Tenanted Mall Alternative





**LEGEND**

- # Study Intersection
- AM (PM) Peak Hour Traffic Volume
- Lane Configuration
- Signalized

<p>51. Lawrence Expressway/Calvert Drive-I-280 SB</p>	<p>52. Lawrence Expressway/Mitty Way</p>	<p>53. Lawrence Expressway/Bollinger Road</p>	<p>54. Lawrence Expressway/Doyle Road</p>	<p>55. Lawrence Expressway/Prospect Road</p>
<p>56. Lawrence Expressway/Saratoga Avenue</p>	<p>57. Saratoga Avenue/Cox Avenue</p>	<p>58. SR 85 Ramps (north)/Saratoga Avenue</p>	<p>59. SR 85 Ramps (south)/Saratoga Avenue</p>	<p>60. Cabot Avenue/Stevens Creek Boulevard</p>
<p>61. Cronin Drive-Albany Drive/Stevens Creek Blvd</p>	<p>62. Woodhams Road/Stevens Creek Boulevard</p>	<p>63. Kiely Boulevard/Stevens Creek Boulevard</p>	<p>64. Perimeter Road/Valico Parkway</p>	<p>65. Lawrence Expressway/Kifer Road</p>
<p>66. Lawrence Expressway/Reed Avenue</p>	<p>67. Lawrence Expressway/Cabrillo Avenue</p>			



Figure 12  
Project Trip Assignment – Occupied/Re-Tenanted Mall Alternative

## 6. Existing with Project Conditions

This chapter presents the operations of the surrounding transportation system under Existing with Project Conditions. Existing with Project Conditions are defined as Existing Conditions with build-out of the Project and each of the alternatives. The peak hour vehicle trip estimates to and from the Project site are based on the trip estimates discussed in **Chapter 4: Project Traffic Estimates**. Impacts to the roadway system are identified by comparing the level of service results under Existing with Project Conditions to those under Existing Conditions.

### Project Roadway Infrastructure

As discussed in the Project Description in **Chapter 1**, the analysis presented in this TIA assumes the Specific Plan does not include modifications to the intersections adjacent to the site. The impact and mitigation discussion in **Chapters 8 and 10** includes recommended improvements to provide additional capacity for vehicle travel, as well as enhancements to pedestrian, bicycle, and transit facilities to provide multi-modal access to the Specific Plan site.

### Intersection Analysis

Level of service calculations were conducted to evaluate the operations of the study intersection under Existing with Project Conditions for the Project and the alternatives. The results for Existing Conditions are included for comparison purposes in LOS tables for each alternative (**Tables 12, 13, 14, Table 15**), along with the projected increases in critical delay and critical volume-to-capacity (V/C) ratios. Critical delay represents the delay associated with the critical movements of the intersection, or the movements that require the most traffic signal "green time" and have the greatest effect on overall intersection operations. Project impacts are identified by comparing Existing and Existing with Project. Significant impacts are identified based on the impact criteria discussed in **Chapter 2**, which includes changes in the LOS from an acceptable to an unacceptable level or changes in critical delay and critical V/C ratio for intersections operating unacceptably.

### Proposed Project (General Plan Buildout with Residential Allocation)

The intersection volumes under Existing with the Proposed Project are shown in **Appendix F** and results of the LOS analysis are summarized in **Table 12**. The corresponding LOS calculation sheets are included in **Appendix C**.

Under Existing with Proposed Project conditions all intersections operate at acceptable levels except the following intersections under the identified peak period:

- Intersection #12 – De Anza Boulevard / McClellan Road (Cupertino/LOS D): LOS E during the PM peak hour
- Intersection #43 – Stevens Creek Boulevard/Stern Avenue (Santa Clara/LOS D): LOS E during the PM peak hour

**Table 12: Existing and Existing with Proposed Project Intersection Levels of Service**

ID	Intersection	LOS Threshold <sup>1</sup>	Peak Hour <sup>2</sup>	Existing <sup>3</sup>		Existing with Proposed Project			
				Delay <sup>4</sup>	LOS <sup>5</sup>	Delay <sup>4</sup>	LOS <sup>5</sup>	Δ in Crit. V/C <sup>6</sup>	Δ in Crit. Delay <sup>7</sup>
1	Stevens Creek Boulevard / SR 85 Ramps (west)	D	AM PM	22.4 31.7	C+ C	22.3 31.7	C+ C	0.005 0.005	-0.1 -0.1
2	Stevens Creek Boulevard / SR 85 Ramps (east)	D	AM PM	28.5 27.1	C C	28.3 26.6	C C	0.004 0.013	0.3 -0.6
3	Stevens Creek Boulevard / Stelling Road	E+	AM PM	38.3 46.7	D+ D	38.5 47.5	D+ D	0.023 0.043	0.8 1.5
4	Sunnyvale-Saratoga Road / Remington Drive	E	AM PM	44.5 43.7	D D	44.4 44.1	D D	0.003 0.015	0.1 0.9
5	Sunnyvale-Saratoga Road / Fremont Avenue	E	AM PM	48.3 46.6	D D	48.7 47.1	D D	0.007 0.014	0.6 0.9
6	Sunnyvale-Saratoga Road / Cheyenne Drive	E	AM PM	11.7 10.7	B+ B+	11.6 10.6	B+ B+	0.003 0.008	0.0 -0.1
7	Sunnyvale-Saratoga Road / Alberta Avenue	E	AM PM	21.2 25.9	C+ C	21.1 25.5	C+ C	0.003 0.008	0.0 -0.2
8	De Anza Boulevard / Homestead Road	D	AM PM	39.8 41.0	D D	41.2 42.3	D D	0.024 0.012	2.5 1.4
9	De Anza Boulevard / I-280 Ramps (north)	D	AM PM	18.5 27.1	B- C	18.9 28	B- C	0.008 0.033	0.5 1.4
10	De Anza Boulevard / I-280 Ramps (south)	D	AM PM	25.5 18.0	C B	26.4 18.5	C B-	0.021 0.009	0.6 0.4
11	De Anza Boulevard / Stevens Creek Boulevard	E+	AM PM	35.6 39.9	D+ D	37.9 45.9	D+ D	0.052 0.086	3.4 9.5
12	De Anza Boulevard / McClellan Road-Pacifica Dr	D	AM PM	36.4 <b>64.2</b>	D+ <b>E</b>	36 <b>68.8</b>	D+ <b>E</b>	0.048 <b>0.036</b>	-0.2 <b>6.8</b>
13	De Anza Boulevard / Bollinger Road	E+	AM PM	33.4 26.4	C- C	33.9 25.6	C- C	0.050 0.019	1.0 0.1
14	De Anza Boulevard / SR 85 Ramps (north)	D	AM PM	22.4 15.0	C+ B	24.9 15.8	C B	0.065 0.062	1.5 0.9
15	De Anza Boulevard / SR 85 Ramps (south)	D	AM PM	12.8 15.7	B B	13.1 16.7	B B	0.024 0.066	0.4 1.3

**Table 12: Existing and Existing with Proposed Project Intersection Levels of Service**

ID	Intersection	LOS Threshold <sup>1</sup>	Peak Hour <sup>2</sup>	Existing <sup>3</sup>		Existing with Proposed Project			
				Delay <sup>4</sup>	LOS <sup>5</sup>	Delay <sup>4</sup>	LOS <sup>5</sup>	Δ in Crit. V/C <sup>6</sup>	Δ in Crit. Delay <sup>7</sup>
16	Saratoga-Sunnyvale Road / Prospect Road	D	AM PM	19.8 28.8	B- C	19.8 28.4	B- C	0.016 0.014	0.0 -0.2
17	Stevens Creek Boulevard / Torre Avenue	D	AM PM	22.4 23.1	C+ C	21.1 21.7	C+ C+	0.029 0.044	-0.9 -0.6
18	Homestead Road / Blaney Avenue	D	AM PM	23.9 24.4	C C	23.9 24.7	C C	0.018 0.013	0.0 0.4
19	Stevens Creek Boulevard / Blaney Avenue	D	AM PM	34.9 33.5	C- C-	34.6 33.6	C- C-	0.048 0.063	1.3 1.6
20	Stevens Creek Boulevard / Portal Avenue	D	AM PM	21.8 13.0	C+ B	19.5 11.8	B- B+	0.029 0.045	-1.0 -0.4
21	Stevens Creek Boulevard / Perimeter Road	D	AM PM	9.5 15.2	A B	26.8 32.0	C C	0.229 0.232	25.4 17.7
22	Wolfe Road / El Camino Real	E	AM PM	51.0 48.1	D- D	51.4 49.1	D- D	0.031 0.032	2.4 1.6
23	Wolfe Road / Fremont Avenue	D	AM PM	49.7 47.9	D D	50.0 49.1	D D	0.030 0.028	-0.1 1.3
24	Wolfe Road / Marion Way	D	AM PM	15.9 18.8	B B-	16.1 18.6	B B-	0.020 0.048	0.4 -0.8
25	Wolfe Road / Inverness Way	D	AM PM	18.3 22.8	B- C+	18.0 22.5	B C+	0.015 0.034	-0.3 0.1
26	Wolfe Road / Homestead Road	D	AM PM	32.9 43.0	C- D	33.0 43.6	C- D	0.016 0.041	-0.1 -1.0
27	Wolfe Road / Apple Park	D	AM PM	9.8 15.4	A B	9.6 14.5	A B	0.015 0.030	-0.1 -0.6
28	Wolfe Road / Pruneridge Avenue	D	AM PM	23.5 16.5	C B	23.2 15.9	C B	0.051 0.031	4.0 -0.2
29	Wolfe Road / I-280 Ramps (north)	D	AM PM	13.2 12.0	B B	15.6 13.3	B B	0.158 0.101	3.2 2.5
30	Wolfe Road / I-280 Ramps (south)	D	AM PM	12.1 8.4	B A	13.2 9.6	B A	0.085 0.238	1.2 2.4
31	Wolfe Road / Vallco Parkway	D	AM PM	19.6 31.2	B- C	26.6 52.2	C D-	0.257 0.340	9.8 29.6
32	Wolfe Road-Miller Avenue / Stevens Creek Boulevard	D	AM PM	41.7 41.4	D D	45.7 44.6	D D	0.133 0.081	5.2 7.0
33	Miller Avenue / Calle de Barcelona	D	AM PM	7.5 3.0	A A	7.3 2.9	A A	0.030 0.035	-0.1 -0.1
34	Miller Avenue / Phil Lane	D	AM PM	5.3 4.1	A A	5.4 4.1	A A	0.033 0.032	0.2 0.0
35	Miller Avenue / Bollinger Road	D	AM PM	37.1 41.5	D+ D	38 42.3	D+ D	0.034 0.025	1.2 1.2



**Table 12: Existing and Existing with Proposed Project Intersection Levels of Service**

ID	Intersection	LOS Threshold <sup>1</sup>	Peak Hour <sup>2</sup>	Existing <sup>3</sup>		Existing with Proposed Project			
				Delay <sup>4</sup>	LOS <sup>5</sup>	Delay <sup>4</sup>	LOS <sup>5</sup>	Δ in Crit. V/C <sup>6</sup>	Δ in Crit. Delay <sup>7</sup>
36	Miller Avenue / Rainbow Drive	D	AM PM	23.1 22.8	C C+	23.5 22.4	C C+	0.017 0.027	0.6 -0.4
37	Stevens Creek Boulevard / Finch Avenue	D	AM PM	28.8 21.6	C C+	27.4 20.1	C C+	0.042 0.054	-1.6 -1.6
38	Tantau Avenue / Homestead Road	D	AM PM	34.4 43.2	C- D	34.8 43.6	C- D	0.011 0.023	-0.3 1.3
39	Tantau Avenue / Pruneridge Avenue	D	AM PM	20.8 24.5	C+ C	20.9 24.6	C+ C	0.032 0.032	-0.4 -0.2
40	N Tantau Ave / Apple Parkway-Tantau 14	D	AM PM	17.6 18.3	B B-	16.9 18.5	B B-	0.015 0.054	-0.5 0.4
41	Tantau Avenue / Vallco Parkway	D	AM PM	25.1 31.3	C C	27.0 34.2	C C-	0.156 0.173	0.4 3.3
42	Stevens Creek Boulevard / Tantau Avenue	D	AM PM	44.7 42.8	D D	45.6 44.5	D D	0.068 0.118	1.2 3.3
43	Stevens Creek Boulevard / Stern Avenue	D	AM PM	37.6 40.5	D+ D	48.8 <b>77.0</b>	D <b>E-</b>	0.227 <b>0.075</b>	23.4 <b>54.3</b>
44	Stevens Creek Boulevard / Calvert Drive/I-280 Ramps (west)	E	AM PM	57.4 52.7	E+ D-	66.8 56.9	E E+	0.009 0.028	0.7 4.6
45	Stevens Creek Boulevard / Agilent Driveway	D	AM PM	36.7 24.0	D+ C	45.8 24.8	D C	0.050 0.024	11.5 0.5
46	Stevens Creek Boulevard / Lawrence Expressway Ramps (west)	E	AM PM	28.9 25.4	C C	33.3 25.7	C- C	0.081 0.041	5.9 0.7
47	Lawrence Expressway / El Camino Real	E	AM PM	34.6 27.1	C- C	36.9 29.8	D+ C	0.040 0.050	2.5 3.3
48	Lawrence Expressway / Homestead Road	E	AM PM	71.5 66.3	E E	72.8 69.2	E E	0.009 -0.046	1.6 6.4
49	Lawrence Expressway / Pruneridge Avenue	E	AM PM	44 44.5	D D	43.9 45.2	D D	0.006 0.015	0.3 0.2
50	Stevens Creek Boulevard / Lawrence Exwy Ramps (east)	E	AM PM	31.6 28.0	C C	33.1 28.9	C- C	0.077 0.035	1.7 0.6
51	Lawrence Exwy / Calvert Drive-I-280 SB Ramp	E	AM PM	32.8 30.2	C- C	35.3 31.0	D+ C	0.007 0.029	1.6 1.5
52	Lawrence Expressway / Mitty Way	E	AM PM	23.1 16.6	C B	23.8 16.7	C B	0.004 0.018	0.0 0.2
53	Lawrence Expressway / Bollinger Road	E	AM PM	60.3 54.2	E D-	67.9 56.9	E E+	0.033 0.009	13.5 0.2
54	Lawrence Expressway / Doyle Road	E	AM PM	43.2 14.7	D B	43.3 14.7	D B	0.011 0.033	1.5 -0.1

**Table 12: Existing and Existing with Proposed Project Intersection Levels of Service**

ID	Intersection	LOS Threshold <sup>1</sup>	Peak Hour <sup>2</sup>	Existing <sup>3</sup>		Existing with Proposed Project			
				Delay <sup>4</sup>	LOS <sup>5</sup>	Delay <sup>4</sup>	LOS <sup>5</sup>	Δ in Crit. V/C <sup>6</sup>	Δ in Crit. Delay <sup>7</sup>
55	Lawrence Expressway / Prospect Road	E	AM PM	58.3 46.7	E+ D	58.5 47.0	E+ D	0.006 0.032	-0.5 0.2
56	Lawrence Expressway / Saratoga Avenue	E	AM PM	44.0 45.7	D D	53.3 46.9	D- D	0.076 0.006	16.8 -0.2
57	Saratoga Avenue / Cox Avenue	D	AM PM	45.1 37.8	D D+	45.3 38.5	D D+	0.006 0.032	0.3 2.0
58	Saratoga Avenue / SR 85 Ramps (north)	C	AM PM	19.1 26.7	B- C	20.1 27.0	C+ C	0.029 0.025	0.9 0.4
59	Saratoga Avenue / SR 85 Ramps (south)	C	AM PM	16.8 18.5	B B-	17.0 18.8	B B-	0.005 0.027	0.2 0.4
60	Stevens Creek Boulevard / Cabot Avenue	D	AM PM	47.0 46.3	D D	51.7 47.6	D- D	0.006 0.022	0.2 2.0
61	Stevens Creek Boulevard / Cronin Drive-Albany Drive	D	AM PM	27.4 22.7	C C+	27.7 23.0	C C	0.008 0.023	0.1 0.5
62	Stevens Creek Boulevard / Woodhams Road	D	AM PM	18.8 21.1	B- C+	20.1 21.6	C+ C+	0.013 0.021	1.0 0.5
63	Stevens Creek Boulevard / Kiely Boulevard	D	AM PM	41.6 37.1	D D+	41.8 37.2	D D+	0.010 0.009	0.2 0.0
64	Vallco Parkway / Perimeter Road	D	AM PM	11.6 17.1	B+ B	20.4 26.6	C+ C	0.357 0.414	12.6 10.4
65	Lawrence Expressway/Kifer Road Avenue	E	AM PM	36.2 71.5	D+ E	36.4 72.5	D+ E	0.008 0.012	-0.3 2.2
66	Lawrence Expressway/Reed Avenue-Monroe Street	E	AM PM	56.1 55.1	E+ E+	56.5 56.9	E+ E+	0.004 0.015	0.5 3.3
67	Lawrence Expressway/Cabrillo Avenue	E	AM PM	32.7 29.2	C- C	33.2 29.6	C- C	0.022 0.017	0.9 -0.4

Notes: **bold text** indicates intersection operates at unacceptable level of service. **bold and highlighted text** indicates a significant impact as discussed in **Chapter 8**.

1. LOS Threshold is the lowest acceptable LOS (the threshold between acceptable and unacceptable level of service) as described in **Chapter 2**.
2. AM = morning peak hour, PM = evening peak hour.
3. Existing presents the delay and LOS for intersections using existing intersection geometry and existing traffic counts.
4. Whole intersection weighted average control delay expressed in seconds per vehicle calculated using methods described in the 2000 *Highway Capacity Manual*, with adjusted saturation flow rates to reflect Santa Clara County Conditions for signalized intersections.
5. LOS = Level of Service. LOS calculations conducted using the TRAFFIX analysis software packages, which applies the methods described in the 2000 *Highway Capacity Manual*.
6. Change in critical volume to capacity ratio between Existing and Existing with Project Conditions.
7. Change in average critical movement delay between Existing and Existing with Project Conditions.

Source: Fehr & Peers, May 2018.

## General Plan Buildout with Maximum Residential Alternative

The intersection volumes under Existing with General Plan Buildout with Maximum Residential are shown in **Appendix F** and results of the LOS analysis are summarized in **Table 13**. The corresponding LOS calculation sheets are included in **Appendix C**.

Under Existing with General Plan Buildout with Maximum Residential, all intersections operate at acceptable levels except the following intersections under the identified peak period:

- Intersection #12 – De Anza Boulevard / McClellan Road (Cupertino/LOS D): LOS E during the PM peak hour
- Intersection #43 – Stevens Creek Boulevard/Stern Avenue (Santa Clara/LOS D): LOS E during the PM peak hour

**Table 13: Existing and Existing with General Plan Buildout with Maximum Residential Intersection Levels of Service**

ID	Intersection	LOS Threshold <sup>1</sup>	Peak Hour <sup>2</sup>	Existing <sup>3</sup>		Existing with General Plan Buildout with Maximum Residential			
				Delay <sup>4</sup>	LOS <sup>5</sup>	Delay <sup>4</sup>	LOS <sup>5</sup>	$\Delta$ in Crit. V/C <sup>6</sup>	$\Delta$ in Crit. Delay <sup>7</sup>
1	Stevens Creek Boulevard / SR 85 Ramps (west)	D	AM PM	22.4 31.7	C+ C	22.2 31.7	C+ C	0.010 0.007	-0.2 -0.2
2	Stevens Creek Boulevard / SR 85 Ramps (east)	D	AM PM	28.5 27.1	C C	28.5 26.4	C C	0.006 0.017	0.5 -0.8
3	Stevens Creek Boulevard / Stelling Road	E+	AM PM	38.3 46.7	D+ D	38.4 47.5	D+ D	0.025 0.035	0.5 1.4
4	Sunnyvale-Saratoga Road / Remington Drive	E	AM PM	44.5 43.7	D D	44.5 44.1	D D	0.006 0.016	0.1 0.8
5	Sunnyvale-Saratoga Road / Fremont Avenue	E	AM PM	48.3 46.6	D D	48.6 47.0	D D	0.008 0.013	0.5 0.6
6	Sunnyvale-Saratoga Road / Cheyenne Drive	E	AM PM	11.7 10.7	B+ B+	11.6 10.6	B+ B+	0.005 0.008	0.0 -0.1
7	Sunnyvale-Saratoga Road / Alberta Avenue	E	AM PM	21.2 25.9	C+ C	21.1 25.5	C+ C	0.005 0.008	0.0 -0.2
8	De Anza Boulevard / Homestead Road	D	AM PM	39.8 41.0	D D	40.9 42.4	D D	0.018 0.014	1.7 1.7
9	De Anza Boulevard / I-280 Ramps (north)	D	AM PM	18.5 27.1	B- C	19.1 27.7	B- C	0.013 0.025	0.9 1.0
10	De Anza Boulevard / I-280 Ramps (south)	D	AM PM	25.5 18.0	C B	26.2 18.7	C B-	0.014 0.012	0.4 0.5

**Table 13: Existing and Existing with General Plan Buildout with Maximum Residential Intersection Levels of Service**

ID	Intersection	LOS Threshold <sup>1</sup>	Peak Hour <sup>2</sup>	Existing <sup>3</sup>		Existing with General Plan Buildout with Maximum Residential			
				Delay <sup>4</sup>	LOS <sup>5</sup>	Delay <sup>4</sup>	LOS <sup>5</sup>	Δ in Crit. V/C <sup>6</sup>	Δ in Crit. Delay <sup>7</sup>
11	De Anza Boulevard / Stevens Creek Boulevard	E+	AM PM	35.6 39.9	D+ D	37.9 43.6	D+ D	0.051 0.050	3.3 5.3
12	De Anza Boulevard / McClellan Road-Pacifica Dr	D	AM PM	36.4 <b>64.2</b>	D+ <b>E</b>	36.2 <b>66.5</b>	D+ <b>E</b>	0.027 <b>0.021</b>	-0.2 <b>3.6</b>
13	De Anza Boulevard / Bollinger Road	E+	AM PM	33.4 26.4	C- C	33.5 25.9	C- C	0.028 0.016	0.4 0.1
14	De Anza Boulevard / SR 85 Ramps (north)	D	AM PM	22.4 15.0	C+ B	23.7 15.7	C B	0.040 0.041	0.8 0.9
15	De Anza Boulevard / SR 85 Ramps (south)	D	AM PM	12.8 15.7	B B	13.2 16.3	B B	0.020 0.038	0.4 0.8
16	Saratoga-Sunnyvale Road / Prospect Road	D	AM PM	19.8 28.8	B- C	19.7 28.6	B- C	0.009 0.009	0.0 -0.1
17	Stevens Creek Boulevard / Torre Avenue	D	AM PM	22.4 23.1	C+ C	20.9 21.8	C+ C+	0.039 0.049	-1.2 -0.7
18	Homestead Road / Blaney Avenue	D	AM PM	23.9 24.4	C C	23.9 24.7	C C	0.013 0.012	0.0 0.2
19	Stevens Creek Boulevard / Blaney Avenue	D	AM PM	34.9 33.5	C- C-	34.6 33.6	C- C-	0.051 0.063	0.9 1.2
20	Stevens Creek Boulevard / Portal Avenue	D	AM PM	21.8 13.0	C+ B	19.7 12.1	B- B	0.038 0.049	-1.3 -0.4
21	Stevens Creek Boulevard / Perimeter Road	D	AM PM	9.5 15.2	A B	25.3 27.5	C C	0.188 0.149	21.8 11.8
22	Wolfe Road / El Camino Real	E	AM PM	51.0 48.1	D- D	51.2 49.1	D- D	0.030 0.035	1.4 1.5
23	Wolfe Road / Fremont Avenue	D	AM PM	49.7 47.9	D D	49.9 49.0	D D	0.027 0.032	0.2 1.1
24	Wolfe Road / Marion Way	D	AM PM	15.9 18.8	B B-	15.8 18.6	B B-	0.029 0.042	-0.1 -0.7
25	Wolfe Road / Inverness Way	D	AM PM	18.3 22.8	B- C+	17.8 22.4	B C+	0.026 0.040	-0.5 -0.1
26	Wolfe Road / Homestead Road	D	AM PM	32.9 43.0	C- D	32.9 43.5	C- D	0.028 0.043	-0.1 -1.3
27	Wolfe Road / Apple Park	D	AM PM	9.8 15.4	A B	9.7 14.5	A B	0.026 0.037	-0.2 -0.7
28	Wolfe Road / Pruneridge Avenue	D	AM PM	23.5 16.5	C B	23.7 15.9	C B	0.039 0.038	4.8 -0.2
29	Wolfe Road / I-280 Ramps (north)	D	AM PM	13.2 12.0	B B	14.6 13.6	B B	0.085 0.116	1.4 2.9

**Table 13: Existing and Existing with General Plan Buildout with Maximum Residential Intersection Levels of Service**

ID	Intersection	LOS Threshold <sup>1</sup>	Peak Hour <sup>2</sup>	Existing <sup>3</sup>		Existing with General Plan Buildout with Maximum Residential			
				Delay <sup>4</sup>	LOS <sup>5</sup>	Delay <sup>4</sup>	LOS <sup>5</sup>	Δ in Crit. V/C <sup>6</sup>	Δ in Crit. Delay <sup>7</sup>
30	Wolfe Road / I-280 Ramps (south)	D	AM PM	12.1	B	12.7	B	0.086	0.6
				8.4	A	9.7	A	0.204	2.5
31	Wolfe Road / Vallco Parkway	D	AM PM	19.6	B-	27.7	C	0.246	10.5
				31.2	C	46.6	D	0.262	24.2
32	Wolfe Road-Miller Avenue / Stevens Creek Boulevard	D	AM PM	41.7	D	44.9	D	0.105	4.3
				41.4	D	43.6	D	0.064	6.3
33	Miller Avenue / Calle de Barcelona	D	AM PM	7.5	A	7.4	A	0.018	-0.1
				3.0	A	2.9	A	0.024	-0.1
34	Miller Avenue / Phil Lane	D	AM PM	5.3	A	5.4	A	0.02	0.1
				4.1	A	4.2	A	0.021	0.0
35	Miller Avenue / Bollinger Road	D	AM PM	37.1	D+	37.6	D+	0.021	0.8
				41.5	D	42.1	D	0.019	0.9
36	Miller Avenue / Rainbow Drive	D	AM PM	23.1	C	23.4	C	0.012	0.4
				22.8	C+	22.5	C+	0.020	-0.3
37	Stevens Creek Boulevard / Finch Avenue	D	AM PM	28.8	C	28.0	C	0.026	-1.0
				21.6	C+	20.5	C+	0.036	-1.2
38	Tantau Avenue / Homestead Road	D	AM PM	34.4	C-	34.7	C-	0.007	-0.2
				43.2	D	43.7	D	0.020	1.3
39	Tantau Avenue / Pruneridge Avenue	D	AM PM	20.8	C+	20.8	C+	0.025	-0.2
				24.5	C	24.8	C	0.024	-0.2
40	N Tantau Ave / Apple Parkway-Tantau 14	D	AM PM	17.6	B	16.9	B	0.022	-0.7
				18.3	B-	18.4	B-	0.04	0.2
41	Tantau Avenue / Vallco Parkway	D	AM PM	25.1	C	27.2	C	0.104	0.7
				31.3	C	33.7	C-	0.145	3.0
42	Stevens Creek Boulevard / Tantau Avenue	D	AM PM	44.7	D	45.1	D	0.041	0.6
				42.8	D	43.8	D	0.082	2.3
43	Stevens Creek Boulevard / Stern Avenue	D	AM PM	37.6	D+	41.2	D	0.201	12.5
				40.5	D	<b>61.7</b>	<b>E</b>	<b>0.051</b>	<b>32.5</b>
44	Stevens Creek Boulevard / Calvert Drive/I-280 Ramps (west)	E	AM PM	57.4	E+	61.3	E	0.013	1.1
				52.7	D-	55.1	E+	0.021	3.0
45	Stevens Creek Boulevard / Agilent Driveway	D	AM PM	36.7	D+	40.7	D	0.031	5.0
				24.0	C	24.7	C	0.025	0.5
46	Stevens Creek Boulevard / Lawrence Expressway Ramps (west)	E	AM PM	28.9	C	31.2	C	0.051	3.2
				25.4	C	25.8	C	0.045	0.8
47	Lawrence Expressway / El Camino Real	E	AM PM	34.6	C-	36.7	D+	0.040	2.3
				27.1	C	29.7	C	0.048	3.2

**Table 13: Existing and Existing with General Plan Buildout with Maximum Residential Intersection Levels of Service**

ID	Intersection	LOS Threshold <sup>1</sup>	Peak Hour <sup>2</sup>	Existing <sup>3</sup>		Existing with General Plan Buildout with Maximum Residential			
				Delay <sup>4</sup>	LOS <sup>5</sup>	Delay <sup>4</sup>	LOS <sup>5</sup>	Δ in Crit. V/C <sup>6</sup>	Δ in Crit. Delay <sup>7</sup>
48	Lawrence Expressway / Homestead Road	E	AM	71.5	E	72.6	E	0.011	1.5
			PM	66.3	E	68.5	E	0.015	1.3
49	Lawrence Expressway / Pruneridge Avenue	E	AM	44.0	D	44.1	D	0.010	0.4
			PM	44.5	D	45.0	D	0.011	0.1
50	Stevens Creek Boulevard / Lawrence Exwy Ramps (east)	E	AM	31.6	C	32.7	C-	0.052	1.4
			PM	28.0	C	28.8	C	0.029	0.5
51	Lawrence Elway / Calvert Drive-I-280 SB Ramp	E	AM	32.8	C-	34.2	C-	0.009	2.1
			PM	30.2	C	30.7	C	0.019	1.0
52	Lawrence Expressway / Mitty Way	E	AM	23.1	C	23.4	C	0.003	0.0
			PM	16.6	B	16.7	B	0.010	0.1
53	Lawrence Expressway / Bollinger Road	E	AM	60.3	E	63.8	E	0.019	6.1
			PM	54.2	D-	55.6	E+	0.006	0.1
54	Lawrence Expressway / Doyle Road	E	AM	43.2	D	43.1	D	0.006	0.3
			PM	14.7	B	14.7	B	0.019	-0.1
55	Lawrence Expressway / Prospect Road	E	AM	58.3	E+	58.3	E+	0.004	-0.4
			PM	46.7	D	46.9	D	0.019	0.0
56	Lawrence Expressway / Saratoga Avenue	E	AM	44.0	D	47.9	D	0.041	7.2
			PM	45.7	D	46.4	D	0.005	-0.2
57	Saratoga Avenue / Cox Avenue	D	AM	45.1	D	45.2	D	0.004	0.2
			PM	37.8	D+	38.1	D+	0.017	1.0
58	Saratoga Avenue / SR 85 Ramps (north)	C	AM	19.1	B-	19.7	B-	0.015	0.5
			PM	26.7	C	26.8	C	0.013	0.2
59	Saratoga Avenue / SR 85 Ramps (south)	C	AM	16.8	B	16.9	B	0.003	0.1
			PM	18.5	B-	18.7	B-	0.013	0.2
60	Stevens Creek Boulevard / Cabot Avenue	D	AM	47.0	D	49.7	D	0.008	0.2
			PM	46.3	D	47.2	D	0.017	1.4
61	Stevens Creek Boulevard / Cronin Drive-Albany Drive	D	AM	27.4	C	27.7	C	0.010	0.2
			PM	22.7	C+	22.9	C+	0.018	0.4
62	Stevens Creek Boulevard / Woodhams Road	D	AM	18.8	B-	19.5	B-	0.012	0.5
			PM	21.1	C+	21.5	C+	0.020	0.4
63	Stevens Creek Boulevard / Kiely Boulevard	D	AM	41.6	D	41.8	D	0.008	0.2
			PM	37.1	D+	37.2	D+	0.007	0.0
64	Vallco Parkway / Perimeter Road	D	AM	11.6	B+	21.5	C+	0.264	12.7
			PM	17.1	B	25.5	C	0.350	9.8
65	Lawrence Expressway/Kifer Road Avenue	E	AM	36.2	D+	36.5	D+	0.007	-0.1
			PM	71.5	E	73.4	E	0.018	3.7
66	Lawrence Expressway/Reed Avenue-Monroe Street	E	AM	56.1	E+	56.9	E+	0.008	1
			PM	55.1	E+	57.2	E+	0.016	3.8

**Table 13: Existing and Existing with General Plan Buildout with Maximum Residential Intersection Levels of Service**

ID	Intersection	LOS Threshold <sup>1</sup>	Peak Hour <sup>2</sup>	Existing <sup>3</sup>		Existing with General Plan Buildout with Maximum Residential			
				Delay <sup>4</sup>	LOS <sup>5</sup>	Delay <sup>4</sup>	LOS <sup>5</sup>	Δ in Crit. V/C <sup>6</sup>	Δ in Crit. Delay <sup>7</sup>
67	Lawrence Expressway/ Cabrillo Avenue	E	AM	32.7	C-	33.2	C-	0.015	0.4
			PM	29.2	C	29.7	C	0.015	-0.2

Notes: **Bold text** indicates intersection operates at unacceptable level of service. **Bold and highlighted text** indicates a significant impact as discussed in **Chapter 8**.

1. LOS Threshold is the lowest acceptable LOS (the threshold between acceptable and unacceptable level of service) as described in **Chapter 2**.
2. AM = morning peak hour, PM = evening peak hour.
3. Existing presents the delay and LOS for intersections using existing intersection geometry and existing traffic counts.
4. Whole intersection weighted average control delay expressed in seconds per vehicle calculated using methods described in the 2000 *Highway Capacity Manual*, with adjusted saturation flow rates to reflect Santa Clara County Conditions for signalized intersections.
5. LOS = Level of Service. LOS calculations conducted using the TRAFFIX analysis software packages, which applies the methods described in the 2000 *Highway Capacity Manual*.
6. Change in critical volume to capacity ratio between Existing and Existing with Project Conditions.
7. Change in average critical movement delay between Existing and Existing with Project Conditions.

Source: Fehr & Peers, May 2018.

## Retail and Residential Alternative

The intersection volumes under Existing with the Retail and Residential Alternative are shown in **Appendix F** and results of the LOS analysis are summarized in **Table 14**. The corresponding LOS calculation sheets are included in **Appendix C**.

Under Existing with Retail and Residential Alternative conditions, all intersections operate at acceptable levels except Intersection #12, the De Anza Boulevard/McClellan Road intersection (Cupertino/LOS D), which operates at LOS E during PM peak hour under both Existing and Existing with Retail and Residential Alternative.

**Table 14: Existing and Existing with Retail and Residential Intersection Levels of Service**

ID	Intersection	LOS Threshold <sup>1</sup>	Peak Hour <sup>2</sup>	Existing <sup>3</sup>		Existing with Retail and Residential			
				Delay <sup>4</sup>	LOS <sup>5</sup>	Delay <sup>4</sup>	LOS <sup>5</sup>	Δ in Crit. V/C <sup>6</sup>	Δ in Crit. Delay <sup>7</sup>
1	Stevens Creek Boulevard / SR 85 Ramps (west)	D	AM	22.4	C+	22.1	C+	0.012	-0.3
			PM	31.7	C	31.7	C	0.008	-0.2
2	Stevens Creek Boulevard / SR 85 Ramps (east)	D	AM	28.5	C	28.7	C	0.008	0.6
			PM	27.1	C	26.1	C	0.022	-0.9



**Table 14: Existing and Existing with Retail and Residential Intersection Levels of Service**

ID	Intersection	LOS Threshold <sup>1</sup>	Peak Hour <sup>2</sup>	Existing <sup>3</sup>		Existing with Retail and Residential			
				Delay <sup>4</sup>	LOS <sup>5</sup>	Delay <sup>4</sup>	LOS <sup>5</sup>	Δ in Crit. V/C <sup>6</sup>	Δ in Crit. Delay <sup>7</sup>
3	Stevens Creek Boulevard / Stelling Road	E+	AM PM	38.3 46.7	D+ D	38.2 47.6	D+ D	0.024 0.030	0.2 1.3
4	Sunnyvale-Saratoga Road / Remington Drive	E	AM PM	44.5 43.7	D D	44.6 44.1	D D	0.008 0.018	0.2 0.8
5	Sunnyvale-Saratoga Road / Fremont Avenue	E	AM PM	48.3 46.6	D D	48.5 46.9	D D	0.008 0.012	0.3 0.4
6	Sunnyvale-Saratoga Road / Cheyenne Drive	E	AM PM	11.7 10.7	B+ B+	11.7 10.6	B+ B+	0.006 0.01	0.0 -0.1
7	Sunnyvale-Saratoga Road / Alberta Avenue	E	AM PM	21.2 25.9	C+ C	21.1 25.5	C+ C	0.006 0.010	0.0 -0.3
8	De Anza Boulevard / Homestead Road	D	AM PM	39.8 41.0	D D	40.5 42.5	D D	0.010 0.016	0.7 2.0
9	De Anza Boulevard / I-280 Ramps (north)	D	AM PM	18.5 27.1	B- C	19.2 27.4	B- C	0.017 0.018	1.2 0.6
10	De Anza Boulevard / I-280 Ramps (south)	D	AM PM	25.5 18.0	C B	25.9 18.8	C B-	0.006 0.015	0.2 0.6
11	De Anza Boulevard / Stevens Creek Boulevard	E+	AM PM	35.6 39.9	D+ D	37.8 41.9	D+ D	0.046 0.019	2.7 2.0
12	De Anza Boulevard / McClellan Road-Pacifica Dr	D	AM PM	36.4 <b>64.2</b>	D+ <b>E</b>	36.5 <b>64.8</b>	D+ <b>E</b>	0.003 <b>0.008</b>	0.0 <b>1.3</b>
13	De Anza Boulevard / Bollinger Road	E+	AM PM	33.4 26.4	C- C	33.2 26.2	C- C	0.003 0.014	0.0 0.0
14	De Anza Boulevard / SR 85 Ramps (north)	D	AM PM	22.4 15.0	C+ B	22.5 15.7	C+ B	0.011 0.023	0.1 0.9
15	De Anza Boulevard / SR 85 Ramps (south)	D	AM PM	12.8 15.7	B B	13.2 15.9	B B	0.012 0.015	0.4 0.2
16	Saratoga-Sunnyvale Road / Prospect Road	D	AM PM	19.8 28.8	B- C	19.7 28.7	B- C	0.001 0.005	0.0 -0.1
17	Stevens Creek Boulevard / Torre Avenue	D	AM PM	22.4 23.1	C+ C	20.9 22.0	C+ C+	0.044 0.056	-1.3 -0.7
18	Homestead Road / Blaney Avenue	D	AM PM	23.9 24.4	C C	24.0 24.7	C C	0.008 0.014	0.1 0.2
19	Stevens Creek Boulevard / Blaney Avenue	D	AM PM	34.9 33.5	C- C-	34.8 33.7	C- C-	0.048 0.067	0.3 1.1
20	Stevens Creek Boulevard / Portal Avenue	D	AM PM	21.8 13.0	C+ B	20.2 12.4	C+ B	0.043 0.056	-1.4 -0.4
21	Stevens Creek Boulevard / Perimeter Road	D	AM PM	9.5 15.2	A B	21.2 23.8	C+ C	0.127 0.083	14.1 6.5
22	Wolfe Road / El Camino Real	E	AM PM	51.0 48.1	D- D	51.0 49.3	D D	0.026 0.041	0.3 1.6

**Table 14: Existing and Existing with Retail and Residential Intersection Levels of Service**

ID	Intersection	LOS Threshold <sup>1</sup>	Peak Hour <sup>2</sup>	Existing <sup>3</sup>		Existing with Retail and Residential			
				Delay <sup>4</sup>	LOS <sup>5</sup>	Delay <sup>4</sup>	LOS <sup>5</sup>	Δ in Crit. V/C <sup>6</sup>	Δ in Crit. Delay <sup>7</sup>
23	Wolfe Road / Fremont Avenue	D	AM PM	49.7 47.9	D D	49.8 49.1	D D	0.021 0.038	0.5 1.0
24	Wolfe Road / Marion Way	D	AM PM	15.9 18.8	B B-	15.4 18.5	B B-	0.035 0.040	-0.6 -0.7
25	Wolfe Road / Inverness Way	D	AM PM	18.3 22.8	B- C+	17.6 22.2	B C+	0.035 0.048	-0.6 -0.2
26	Wolfe Road / Homestead Road	D	AM PM	32.9 43.0	C- D	32.9 43.4	C- D	0.036 0.048	-0.1 -1.6
27	Wolfe Road / Apple Park	D	AM PM	9.8 15.4	A B	9.7 14.3	A B	0.033 0.045	-0.2 -0.8
28	Wolfe Road / Pruneridge Avenue	D	AM PM	23.5 16.5	C B	22.3 16.0	C+ B	0.02 0.047	-1.1 -0.2
29	Wolfe Road / I-280 Ramps (north)	D	AM PM	13.2 12.0	B B	13.3 14.1	B B	0.028 0.137	-0.3 3.6
30	Wolfe Road / I-280 Ramps (south)	D	AM PM	12.1 8.4	B A	12.6 10.1	B B+	0.108 0.183	0.9 2.7
31	Wolfe Road / Vallco Parkway	D	AM PM	19.6 31.2	B- C	27.9 42.8	C D	0.211 0.207	10.0 21.1
32	Wolfe Road-Miller Avenue / Stevens Creek Boulevard	D	AM PM	41.7 41.4	D D	43.9 43.1	D D	0.065 0.053	3.0 6.0
33	Miller Avenue / Calle de Barcelona	D	AM PM	7.5 3.0	A A	7.5 2.9	A A	0.003 0.015	0.0 0.0
34	Miller Avenue / Phil Lane	D	AM PM	5.3 4.1	A A	5.3 4.2	A A	0.004 0.013	0.0 0.0
35	Miller Avenue / Bollinger Road	D	AM PM	37.1 41.5	D+ D	37.3 42.0	D+ D	0.005 0.016	0.3 0.7
36	Miller Avenue / Rainbow Drive	D	AM PM	23.1 22.8	C C+	23.2 22.6	C C+	0.004 0.016	0.1 -0.3
37	Stevens Creek Boulevard / Finch Avenue	D	AM PM	28.8 21.6	C C+	29.1 20.8	C C+	0.066 0.022	6.8 -0.8
38	Tantau Avenue / Homestead Road	D	AM PM	34.4 43.2	C- D	34.4 43.8	C- D	0.003 0.020	-0.1 1.5
39	Tantau Avenue / Pruneridge Avenue	D	AM PM	20.8 24.5	C+ C	20.6 25.0	C+ C	0.016 0.019	0.0 -0.2
40	N Tantau Ave / Apple Parkway-Tantau 14	D	AM PM	17.6 18.3	B B-	16.9 18.3	B B-	0.026 0.031	-0.8 0.1
41	Tantau Avenue / Vallco Parkway	D	AM PM	25.1 31.3	C C	27.1 33.4	C C-	0.043 0.130	0.9 3.0
42	Stevens Creek Boulevard / Tantau Avenue	D	AM PM	44.7 42.8	D D	44.6 43.3	D D	0.009 0.054	0.0 1.6

**Table 14: Existing and Existing with Retail and Residential Intersection Levels of Service**

ID	Intersection	LOS Threshold <sup>1</sup>	Peak Hour <sup>2</sup>	Existing <sup>3</sup>		Existing with Retail and Residential			
				Delay <sup>4</sup>	LOS <sup>5</sup>	Delay <sup>4</sup>	LOS <sup>5</sup>	Δ in Crit. V/C <sup>6</sup>	Δ in Crit. Delay <sup>7</sup>
43	Stevens Creek Boulevard / Stern Avenue	D	AM PM	37.6 40.5	D+ D	37.3 51.6	D+ D-	0.172 0.033	6.6 17.8
44	Stevens Creek Boulevard / Calvert Drive/I-280 Ramps (west)	E	AM PM	57.4 52.7	E+ D-	58.6 54.2	E+ D-	0.015 0.016	1.4 2.1
45	Stevens Creek Boulevard / Agilent Driveway	D	AM PM	36.7 24.0	D+ C	37.6 24.6	D+ C	0.009 0.027	1.1 0.6
46	Stevens Creek Boulevard / Lawrence Expressway Ramps (west)	E	AM PM	28.9 25.4	C C	29.5 25.9	C C	0.016 0.051	1.0 1.0
47	Lawrence Expressway / El Camino Real	E	AM PM	34.6 27.1	C- C	36.3 29.7	D+ C	0.038 0.049	2.0 3.3
48	Lawrence Expressway / Homestead Road	E	AM PM	71.5 66.3	E E	72.3 68.1	E E	0.011 0.016	1.1 1.4
49	Lawrence Expressway / Pruneridge Avenue	E	AM PM	44.0 44.5	D D	44.3 44.9	D D	0.012 0.009	0.5 0.1
50	Stevens Creek Boulevard / Lawrence Exwy Ramps (east)	E	AM PM	31.6 28.0	C C	32.2 28.7	C- C	0.022 0.025	1.0 0.5
51	Lawrence Exwy / Calvert Drive-I-280 SB Ramp	E	AM PM	32.8 30.2	C- C	33.2 30.5	C- C	0.010 0.011	2.3 0.5
52	Lawrence Expressway / Mitty Way	E	AM PM	23.1 16.6	C B	23.1 16.7	C B	0.001 0.005	0.0 0.1
53	Lawrence Expressway / Bollinger Road	E	AM PM	60.3 54.2	E D-	60.5 54.8	E D-	0.003 0.004	0.4 0.0
54	Lawrence Expressway / Doyle Road	E	AM PM	43.2 14.7	D B	43.2 14.8	D B	0.002 0.008	-0.2 0.0
55	Lawrence Expressway / Prospect Road	E	AM PM	58.3 46.7	E+ D	58.2 46.8	E+ D	0.002 0.008	-0.2 0.0
56	Lawrence Expressway / Saratoga Avenue	E	AM PM	44.0 45.7	D D	44.1 46.2	D D	0.002 0.005	0.2 -0.2
57	Saratoga Avenue / Cox Avenue	D	AM PM	45.1 37.8	D D+	45.1 37.9	D D+	0.001 0.003	0.1 0.2
58	Saratoga Avenue / SR 85 Ramps (north)	C	AM PM	19.1 26.7	B- C	19.1 26.7	B- C	0.000 0.002	0.0 0.0
59	Saratoga Avenue / SR 85 Ramps (south)	C	AM PM	16.8 18.5	B B-	16.8 18.5	B B-	0.000 0.000	0.0 0.0
60	Stevens Creek Boulevard / Cabot Avenue	D	AM PM	47.0 46.3	D D	48.0 47.0	D D	0.010 0.013	0.2 1.1
61	Stevens Creek Boulevard / Cronin Drive-Albany Drive	D	AM PM	27.4 22.7	C C+	27.6 22.9	C C+	0.010 0.015	0.2 0.3

**Table 14: Existing and Existing with Retail and Residential Intersection Levels of Service**

ID	Intersection	LOS Threshold <sup>1</sup>	Peak Hour <sup>2</sup>	Existing <sup>3</sup>		Existing with Retail and Residential			
				Delay <sup>4</sup>	LOS <sup>5</sup>	Delay <sup>4</sup>	LOS <sup>5</sup>	Δ in Crit. V/C <sup>6</sup>	Δ in Crit. Delay <sup>7</sup>
62	Stevens Creek Boulevard / Woodhams Road	D	AM PM	18.8 21.1	B- C+	18.8 21.4	B- C+	0.009 0.019	-0.2 0.3
63	Stevens Creek Boulevard / Kiely Boulevard	D	AM PM	41.6 37.1	D D+	41.7 37.2	D D+	0.006 0.007	0.2 0.0
64	Vallco Parkway / Perimeter Road	D	AM PM	11.6 17.1	B+ B	22.7 24.6	C+ C	0.160 0.313	13.5 9.4
65	Lawrence Expressway/Kifer Road Avenue	E	AM PM	36.2 71.5	D+ E	36.5 74.4	D+ E	0.006 0.025	0.1 5.5
66	Lawrence Expressway/Reed Avenue-Monroe Street	E	AM PM	56.1 55.1	E+ E+	57.2 57.7	E+ E+	0.012 0.017	1.4 4.5
67	Lawrence Expressway/Cabrillo Avenue	E	AM PM	32.7 29.2	C- C	33.2 29.8	C- C	0.007 0.013	-0.1 -0.2

Notes: **Bold text** indicates intersection operates at unacceptable level of service. **Bold and highlighted text** indicates a significant impact as discussed in **Chapter 8**.

1. LOS Threshold is the lowest acceptable LOS (the threshold between acceptable and unacceptable level of service) as described in **Chapter 2**.
2. AM = morning peak hour, PM = evening peak hour.
3. Existing presents the delay and LOS for intersections using existing intersection geometry and existing traffic counts.
4. Whole intersection weighted average control delay expressed in seconds per vehicle calculated using methods described in the 2000 *Highway Capacity Manual*, with adjusted saturation flow rates to reflect Santa Clara County Conditions for signalized intersections.
5. LOS = Level of Service. LOS calculations conducted using the TRAFFIX analysis software packages, which applies the methods described in the 2000 *Highway Capacity Manual*.
6. Change in critical volume to capacity ratio between Existing and Existing with Project Conditions.
7. Change in average critical movement delay between Existing and Existing with Project Conditions.

Source: Fehr & Peers, May 2018.

## Occupied/Re-Tenanted Mall

The intersection volumes under Existing with Occupied/Re-tenanted Mall Alternative are shown in **Appendix F** and results of the LOS analysis are summarized in **Table 15**. The corresponding LOS calculation sheets are included in **Appendix C**.

Under Existing with Occupied/Re-tenanted Mall Alternative, all intersections operate at acceptable levels except the following intersections under the identified peak period:

- Intersection #12 – De Anza Boulevard / McClellan Road (Cupertino/LOS D): LOS E during the PM peak hour
- Intersection #43 – Stevens Creek Boulevard/Stern Avenue (Santa Clara/LOS D): LOS E+ during the PM peak hour

**Table 15: Existing and Existing with Occupied/Re-tenanted Mall Alternative Intersection Levels of Service**

ID	Intersection	LOS Threshold <sup>1</sup>	Peak Hour <sup>2</sup>	Existing <sup>3</sup>		Existing with Occupied/ Re-tenanted Mall			
				Delay <sup>4</sup>	LOS <sup>5</sup>	Delay <sup>4</sup>	LOS <sup>5</sup>	Δ in Crit. V/C <sup>6</sup>	Δ in Crit. Delay <sup>7</sup>
1	Stevens Creek Boulevard / SR 85 Ramps (west)	D	AM PM	22.4 31.7	C+ C	22.3 31.7	C+ C	0.002 0.008	0.0 -0.2
2	Stevens Creek Boulevard / SR 85 Ramps (east)	D	AM PM	28.5 27.1	C C	28.5 26.6	C C	0.001 0.014	0.1 -0.6
3	Stevens Creek Boulevard / Stelling Road	E+	AM PM	38.3 46.7	D+ D	38.3 47.7	D+ D	0.004 0.033	0.1 1.6
4	Sunnyvale-Saratoga Road / Remington Drive	E	AM PM	44.5 43.7	D D	44.6 45.0	D D	0.001 0.031	0.0 2.3
5	Sunnyvale-Saratoga Road / Fremont Avenue	E	AM PM	48.3 46.6	D D	48.4 47.3	D D	0.002 0.021	0.2 1.0
6	Sunnyvale-Saratoga Road / Cheyenne Drive	E	AM PM	11.7 10.7	B+ B+	11.7 10.5	B+ B+	0.001 0.014	0.0 -0.2
7	Sunnyvale-Saratoga Road / Alberta Avenue	E	AM PM	21.2 25.9	C+ C	21.2 25.3	C+ C	0.001 0.014	0.0 -0.4
8	De Anza Boulevard / Homestead Road	D	AM PM	39.8 41.0	D D	40.1 42.9	D D	0.004 0.019	0.3 2.4
9	De Anza Boulevard / I-280 Ramps (north)	D	AM PM	18.5 27.1	B- C	18.5 27.1	B- C	0.001 0.013	0.0 0.3
10	De Anza Boulevard / I-280 Ramps (south)	D	AM PM	25.5 18.0	C B	25.6 18.2	C B-	0.001 0.006	0.0 0.3
11	De Anza Boulevard / Stevens Creek Boulevard	E+	AM PM	35.6 39.9	D+ D	35.9 42.3	D+ D	0.006 0.030	0.4 3.2
12	De Anza Boulevard / McClellan Road-Pacifica Dr	D	AM PM	36.4 <b>64.2</b>	D+ <b>E</b>	36.4 <b>65.2</b>	D+ <b>E</b>	0.002 <b>0.013</b>	0.0 <b>2.0</b>
13	De Anza Boulevard / Bollinger Road	E+	AM PM	33.4 26.4	C- C	33.4 26.2	C- C	0.002 0.019	0.0 0.1
14	De Anza Boulevard / SR 85 Ramps (north)	D	AM PM	22.4 15.0	C+ B	22.4 15.4	C+ B	0.003 0.027	0.0 0.6
15	De Anza Boulevard / SR 85 Ramps (south)	D	AM PM	12.8 15.7	B B	12.8 15.9	B B	0.002 0.021	0.0 0.2
16	Saratoga-Sunnyvale Road / Prospect Road	D	AM PM	19.8 28.8	B- C	19.7 28.6	B- C	0.001 0.011	0.0 -0.1
17	Stevens Creek Boulevard / Torre Avenue	D	AM PM	22.4 23.1	C+ C	22.2 22.0	C+ C+	0.005 0.049	-0.2 -0.7
18	Homestead Road / Blaney Avenue	D	AM PM	23.9 24.4	C C	23.9 24.9	C C	0.004 0.020	0.0 0.4
19	Stevens Creek Boulevard / Blaney Avenue	D	AM PM	34.9 33.5	C- C-	34.9 34.1	C- C-	0.008 0.070	0.2 1.8



**Table 15: Existing and Existing with Occupied/Re-tenanted Mall Alternative Intersection Levels of Service**

ID	Intersection	LOS Threshold <sup>1</sup>	Peak Hour <sup>2</sup>	Existing <sup>3</sup>		Existing with Occupied/ Re-tenanted Mall			
				Delay <sup>4</sup>	LOS <sup>5</sup>	Delay <sup>4</sup>	LOS <sup>5</sup>	Δ in Crit. V/C <sup>6</sup>	Δ in Crit. Delay <sup>7</sup>
20	Stevens Creek Boulevard / Portal Avenue	D	AM PM	21.8 13.0	C+ B	21.5 12.3	C+ B	0.005 0.052	-0.2 -0.4
21	Stevens Creek Boulevard / Perimeter Road	D	AM PM	9.5 15.2	A B	11.0 25.6	B+ C	0.017 0.111	1.9 9.0
22	Wolfe Road / El Camino Real	E	AM PM	51.0 48.1	D- D	51.0 49.2	D- D	0.005 0.042	0.3 1.9
23	Wolfe Road / Fremont Avenue	D	AM PM	49.7 47.9	D D	49.8 49.5	D D	0.007 0.041	0.1 2.0
24	Wolfe Road / Marion Way	D	AM PM	15.9 18.8	B B-	15.9 18.6	B B-	0.005 0.049	0.0 -0.8
25	Wolfe Road / Inverness Way	D	AM PM	18.3 22.8	B- C+	18.2 22.3	B- C+	0.004 0.046	-0.1 -0.1
26	Wolfe Road / Homestead Road	D	AM PM	32.9 43.0	C- D	32.9 43.6	C- D	0.005 0.051	0.0 -1.2
27	Wolfe Road / Apple Park	D	AM PM	9.8 15.4	A B	9.8 14.3	A B	0.005 0.046	0.0 -0.8
28	Wolfe Road / Pruneridge Avenue	D	AM PM	23.5 16.5	C B	25.2 15.9	C B	0.016 0.048	6.4 -0.2
29	Wolfe Road / I-280 Ramps (north)	D	AM PM	13.2 12	B B	13.3 13.7	B B	0.005 0.129	0.0 3.2
30	Wolfe Road / I-280 Ramps (south)	D	AM PM	12.1 8.4	B A	12.2 8.7	B A	0.013 0.135	0.1 1.0
31	Wolfe Road / Vallco Parkway	D	AM PM	19.6 31.2	B- C	21.0 43.4	C+ D	0.040 0.199	2.1 20.6
32	Wolfe Road-Miller Avenue / Stevens Creek Boulevard	D	AM PM	41.7 41.4	D D	42.2 44.3	D D	0.015 0.079	0.6 7.0
33	Miller Avenue / Calle de Barcelona	D	AM PM	7.5 3.0	A A	7.5 2.9	A A	0.004 0.032	0.0 -0.1
34	Miller Avenue / Phil Lane	D	AM PM	5.3 4.1	A A	5.3 4.2	A A	0.004 0.029	0.0 0.0
35	Miller Avenue / Bollinger Road	D	AM PM	37.1 41.5	D+ D	37.2 42.6	D+ D	0.005 0.036	0.2 1.7
36	Miller Avenue / Rainbow Drive	D	AM PM	23.1 22.8	C C+	23.2 22.2	C C+	0.005 0.038	0.2 -0.6
37	Stevens Creek Boulevard / Finch Avenue	D	AM PM	28.8 21.6	C C+	29.4 20.5	C C+	0.052 0.033	7.2 -1.1
38	Tantau Avenue / Homestead Road	D	AM PM	34.4 43.2	C- D	34.4 43.8	C- D	0.001 0.023	0.0 1.6

**Table 15: Existing and Existing with Occupied/Re-tenanted Mall Alternative Intersection Levels of Service**

ID	Intersection	LOS Threshold <sup>1</sup>	Peak Hour <sup>2</sup>	Existing <sup>3</sup>		Existing with Occupied/ Re-tenanted Mall			
				Delay <sup>4</sup>	LOS <sup>5</sup>	Delay <sup>4</sup>	LOS <sup>5</sup>	Δ in Crit. V/C <sup>6</sup>	Δ in Crit. Delay <sup>7</sup>
39	Tantau Avenue / Pruneridge Avenue	D	AM PM	20.8 24.5	C+ C	20.8 24.9	C+ C	0.005 0.021	0.0 -0.2
40	N Tantau Ave / Apple Parkway-Tantau 14	D	AM PM	17.6 18.3	B B-	17.5 18.3	B B-	0.004 0.037	-0.1 0.2
41	Tantau Avenue / Vallco Parkway	D	AM PM	25.1 31.3	C C	25.5 34.3	C C-	0.019 0.160	0.1 4.0
42	Stevens Creek Boulevard / Tantau Avenue	D	AM PM	44.7 42.8	D D	44.7 44.1	D D	0.005 0.085	0.1 2.9
43	Stevens Creek Boulevard / Stern Avenue	D	AM PM	37.6 40.5	D+ D	38.2 <b>58.2</b>	D+ <b>E+</b>	0.005 <b>0.046</b>	0.1 <b>27.8</b>
44	Stevens Creek Boulevard / Calvert Drive/I-280 Ramps (west)	E	AM PM	57.4 52.7	E+ D-	57.8 54.9	E+ D-	0.003 0.021	0.2 2.9
45	Stevens Creek Boulevard / Agilent Driveway	D	AM PM	36.7 24	D+ C	37.1 24.7	D+ C	0.005 0.031	0.5 0.7
46	Stevens Creek Boulevard / Lawrence Expressway Ramps (west)	E	AM PM	28.9 25.4	C C	29.1 25.6	C C	0.007 0.052	0.4 0.8
47	Lawrence Expressway / El Camino Real	E	AM PM	34.6 27.1	C- C	34.9 28.9	C- C	0.005 0.036	0.3 2.4
48	Lawrence Expressway / Homestead Road	E	AM PM	71.5 66.3	E E	71.7 68.2	E E	0.002 0.018	0.2 1.6
49	Lawrence Expressway / Pruneridge Avenue	E	AM PM	44.0 44.5	D D	44.0 45.0	D D	0.001 0.011	0.1 0.2
50	Stevens Creek Boulevard / Lawrence Elwy Ramps (east)	E	AM PM	31.6 28.0	C C	31.7 28.8	C C	0.007 0.034	0.2 0.7
51	Lawrence Elway / Calvert Drive-I-280 SB Ramp	E	AM PM	32.8 30.2	C -C	32.9 30.6	C- C	0.001 0.013	0.2 0.6
52	Lawrence Expressway / Mitty Way	E	AM PM	23.1 16.6	C B	23.1 16.8	C B	0.001 0.010	0.0 0.1
53	Lawrence Expressway / Bollinger Road	E	AM PM	60.3 54.2	E D-	60.6 55.8	E E+	0.003 0.010	0.6 -0.1
54	Lawrence Expressway / Doyle Road	E	AM PM	43.2 14.7	D B	43.2 14.8	D B	0.002 0.019	-0.1 -0.1
55	Lawrence Expressway / Prospect Road	E	AM PM	58.3 46.7	E+ D	58.3 46.9	E+ D	0.002 0.018	-0.1 0.0
56	Lawrence Expressway / Saratoga Avenue	E	AM PM	44 45.7	D D	44.1 46.7	D D	0.003 0.013	0.2 -0.5

**Table 15: Existing and Existing with Occupied/Re-tenanted Mall Alternative Intersection Levels of Service**

ID	Intersection	LOS Threshold <sup>1</sup>	Peak Hour <sup>2</sup>	Existing <sup>3</sup>		Existing with Occupied/Re-tenanted Mall			
				Delay <sup>4</sup>	LOS <sup>5</sup>	Delay <sup>4</sup>	LOS <sup>5</sup>	Δ in Crit. V/C <sup>6</sup>	Δ in Crit. Delay <sup>7</sup>
57	Saratoga Avenue / Cox Avenue	D	AM PM	45.1 37.8	D D+	45.1 37.9	D D+	0.001 0.007	0.0 0.4
58	Saratoga Avenue / SR 85 Ramps (north)	C	AM PM	19.1 26.7	B- C	19.1 26.7	B- C	0.000 0.005	0.0 0.1
59	Saratoga Avenue / SR 85 Ramps (south)	C	AM PM	16.8 18.5	B B-	16.8 18.5	B B-	0.000 0.000	0.0 0.0
60	Stevens Creek Boulevard / Cabot Avenue	D	AM PM	47.0 46.3	D D	47.5 47.3	D D	0.002 0.018	0.1 1.5
61	Stevens Creek Boulevard / Cronin Drive-Albany Drive	D	AM PM	27.4 22.7	C C+	27.5 23.0	C C+	0.002 0.020	0.0 0.4
62	Stevens Creek Boulevard / Woodhams Road	D	AM PM	18.8 21.1	B- C+	18.8 21.6	B- C+	0.002 0.024	0.0 0.5
63	Stevens Creek Boulevard / Kiely Boulevard	D	AM PM	41.6 37.1	D D+	41.6 37.2	D D+	0.002 0.009	0.0 0.0
64	Vallco Parkway / Perimeter Road	D	AM PM	11.6 17.1	B+ B	18.9 25.3	B- C	0.042 0.343	12.1 9.9
65	Lawrence Expressway/Kifer Road Avenue	E	AM PM	36.2 71.5	D+ E	36.2 72.2	D+ E	0.001 0.011	-0.1 1.5
66	Lawrence Expressway/Reed Avenue-Monroe Street	E	AM PM	56.1 55.1	E+ E+	56.2 56.4	E+ E+	0.001 0.007	0.1 2.4
67	Lawrence Expressway/Cabrillo Avenue	E	AM PM	32.7 29.2	C- C	32.7 29.5	C- C	0.001 0.009	-0.1 -0.2

Notes: **Bold text** indicates intersection operates at unacceptable level of service. **Bold and highlighted text** indicates a significant impact as discussed in **Chapter 8**.

1. LOS Threshold is the lowest acceptable LOS (the threshold between acceptable and unacceptable level of service) as described in **Chapter 2**.
2. AM = morning peak hour, PM = evening peak hour.
3. Existing presents the delay and LOS for intersections using existing intersection geometry and existing traffic counts.
4. Whole intersection weighted average control delay expressed in seconds per vehicle calculated using methods described in the 2000 *Highway Capacity Manual*, with adjusted saturation flow rates to reflect Santa Clara County Conditions for signalized intersections.
5. LOS = Level of Service. LOS calculations conducted using the TRAFFIX analysis software packages, which applies the methods described in the 2000 *Highway Capacity Manual*.
6. Change in critical volume to capacity ratio between Existing and Existing with Project Conditions.
7. Change in average critical movement delay between Existing and Existing with Project Conditions.

Source: Fehr & Peers, May 2018.

## Freeway Analysis

The results of the mixed-flow and HOV lane freeway segment analysis during the AM and PM peak hours under Existing with Project Conditions are shown in **Table 16** and **Table 17**, respectively. For mixed-flow lanes, freeway segment capacities are defined as 2,200 vehicles per hour per lane (vphpl) for four-lane freeway segments and 2,300 vphpl for six-lane freeway segments. HOV lane capacities are defined as 1,650 vphpl. **Appendix G** includes the detailed freeway segment LOS calculation tables for the Proposed Project and each of the alternatives under Existing with Project Conditions. Freeway segments that operate at LOS F are highlighted in bold in the table.

For the Proposed Project and the three alternatives, 23 mixed-flow segments are estimated to operate at unacceptable LOS F during the AM peak hour and 27 segments during the PM peak hour. Similar, 9 HOV lane segments are estimated to operate at unacceptable LOS F during the AM peak hour and 9 segments during the PM peak hour.

**Table 16: Existing with Proposed Project and Alternatives Freeway Mixed-Flow Segment Levels of Service**

Freeway Segment	Capacity (vph) <sup>1</sup>	Peak Hour <sup>2</sup>	General Plan Buildout with Residential Allocation		General Plan Buildout with Maximum Residential		Retail and Residential		Occupied/Re-Tenanted Mall	
			LOS <sup>3</sup>	Project Trips <sup>4</sup>	LOS <sup>3</sup>	Project Trips <sup>4</sup>	LOS <sup>3</sup>	Project Trips <sup>4</sup>	LOS <sup>3</sup>	Project Trips <sup>4</sup>
<b>State Route 85 – Northbound</b>										
Union Avenue to South Bascom Avenue	4,600	AM	<b>F</b>	<b>32</b>	<b>F</b>	<b>17</b>	<b>F</b>	<b>0</b>	<b>F</b>	<b>0</b>
		PM	C	4	C	2	C	0	C	0
South Bascom Avenue to SR 17	4,600	AM	<b>F</b>	<b>43</b>	<b>F</b>	<b>22</b>	<b>F</b>	<b>0</b>	<b>F</b>	<b>0</b>
		PM	B	6	B	3	B	0	B	0
SR 17 to Winchester Boulevard	4,600	AM	<b>F</b>	<b>58</b>	<b>F</b>	<b>30</b>	<b>F</b>	<b>0</b>	<b>F</b>	<b>0</b>
		PM	B	12	B	5	B	0	B	0
Winchester Boulevard to Saratoga Avenue	4,600	AM	<b>F</b>	<b>76</b>	<b>F</b>	<b>39</b>	<b>F</b>	<b>0</b>	<b>F</b>	<b>0</b>
		PM	D	13	D	6	D	0	D	0
Saratoga Avenue to Saratoga-Sunnyvale Road	4,600	AM	<b>F</b>	<b>157</b>	<b>F</b>	<b>87</b>	<b>F</b>	<b>11</b>	<b>F</b>	<b>3</b>
		PM	C	42	C	38	C	36	C	28
Saratoga-Sunnyvale Road to Stevens Creek Boulevard	4,600	AM	E	0	E	0	E	0	E	0
		PM	C	0	C	0	C	0	C	0
Stevens Creek Boulevard to I-280	4,600	AM	<b>F</b>	<b>24</b>	<b>F</b>	<b>36</b>	<b>F</b>	<b>44</b>	<b>F</b>	<b>2</b>
		PM	A	80	A	55	A	34	A	16

**Table 16: Existing with Proposed Project and Alternatives Freeway Mixed-Flow Segment Levels of Service**

Freeway Segment	Capacity (vph) <sup>1</sup>	Peak Hour <sup>2</sup>	General Plan Buildout with Residential Allocation		General Plan Buildout with Maximum Residential		Retail and Residential		Occupied/Re-Tenanted Mall	
			LOS <sup>3</sup>	Project Trips <sup>4</sup>	LOS <sup>3</sup>	Project Trips <sup>4</sup>	LOS <sup>3</sup>	Project Trips <sup>4</sup>	LOS <sup>3</sup>	Project Trips <sup>4</sup>
I-280 to West Homestead Road	4,600	AM PM	F B	18 64	F B	27 44	F B	33 27	F B	2 13
West Homestead Road to West Fremont Avenue	4,600	AM PM	F D	14 45	F D	20 31	F D	25 20	F D	2 9
<b>State Route 85 – Southbound</b>										
West Fremont Avenue to West Homestead Road	4,600	AM PM	D E	48 17	D E	30 22	D E	11 27	D E	2 9
West Homestead Road to I-280	4,600	AM PM	B C	63 22	B C	40 30	B C	14 37	B C	2 12
I-280 to Stevens Creek Boulevard	4,600	AM PM	B F	83 30	B F	53 39	B F	19 48	B F	2 15
Stevens Creek Boulevard to Saratoga-Sunnyvale Road	4,600	AM PM	B F	0 0	B F	0 0	B F	0 0	B F	0 0
Saratoga-Sunnyvale Road to Saratoga Avenue	4,600	AM PM	B F	33 150	B F	33 85	B F	30 29	B F	3 31
Saratoga Avenue to Winchester Boulevard	4,600	AM PM	C F	13 67	C E	7 31	C E	0 0	C E	0 0
Winchester Boulevard to SR 17	4,600	AM PM	B F	12 60	B F	6 28	B F	0 0	B F	0 0
SR 17 to South Bascom Avenue	4,600	AM PM	B F	6 31	B F	3 14	B F	0 0	B F	0 0
South Bascom Avenue to Union Avenue	4,600	AM PM	C F	4 23	C F	3 11	C F	0 0	C F	0 0
<b>Interstate 280 – Eastbound</b>										
Alpine Road to Page Mill Road	9,200	AM PM	D D	80 31	D D	52 38	D D	20 48	D D	5 17
Page Mill Road to La BARRanca Road	9,200	AM PM	C F	134 51	C F	86 64	C F	33 80	C F	8 29
La BARRanca Road to El Monte Road	9,200	AM PM	B F	134 51	B F	86 64	B F	33 80	B F	8 29



**Table 16: Existing with Proposed Project and Alternatives Freeway Mixed-Flow Segment Levels of Service**

Freeway Segment	Capacity (vph) <sup>1</sup>	Peak Hour <sup>2</sup>	General Plan Buildout with Residential Allocation		General Plan Buildout with Maximum Residential		Retail and Residential		Occupied/Re-Tenanted Mall	
			LOS <sup>3</sup>	Project Trips <sup>4</sup>	LOS <sup>3</sup>	Project Trips <sup>4</sup>	LOS <sup>3</sup>	Project Trips <sup>4</sup>	LOS <sup>3</sup>	Project Trips <sup>4</sup>
El Monte Road to Magdalena Avenue	9,200	AM PM	C F	206 78	C F	132 99	C F	50 123	C F	12 44
Magdalena Avenue to Foothill Expressway	6,900	AM PM	C D	227 83	C D	145 105	C D	55 131	C D	13 47
Foothill Expressway to SR 85	6,900	AM PM	C F	277 104	C F	177 132	C F	67 163	C F	16 59
SR 85 to De Anza Boulevard	6,900	AM PM	C F	343 129	C F	218 165	C F	83 204	C F	20 73
De Anza Boulevard to Wolfe Road	6,900	AM PM	C F	292 110	C F	185 138	C F	70 168	C F	20 65
Wolfe Road to Lawrence Expressway	6,900	AM PM	C F	91 357	C F	116 235	C F	127 137	C F	18 156
Lawrence Expressway to Saratoga Avenue	6,900	AM PM	D F	116 444	D F	147 292	D F	161 169	D F	22 193
Saratoga Avenue to Winchester Boulevard	6,900	AM PM	D F	106 399	D F	133 263	D F	146 152	D F	20 173
Winchester Boulevard to I-880	6,900	AM PM	C F	92 360	C F	116 237	C F	127 137	C F	18 156
I-880 to Meridian Avenue	6,900	AM PM	C F	46 180	C F	58 119	C F	64 69	C F	9 78
Meridian Avenue to Bird Avenue	9,200	AM PM	D F	41 159	D F	51 105	D F	56 61	D F	8 69
Bird Avenue to SR 87	9,200	AM PM	C F	37 143	C F	46 95	C F	50 55	C F	7 62
<b>Interstate 280 – Westbound</b>										
SR 87 to Bird Avenue	9,200	AM PM	F F	136 55	F F	83 59	F F	23 66	F F	10 57
Bird Avenue to Meridian Avenue	9,200	AM PM	F D	151 61	F D	92 65	F D	26 73	F D	11 63
Meridian Avenue to I-880	6,900	AM PM	F C	171 71	F C	104 76	F C	29 84	F C	12 73

**Table 16: Existing with Proposed Project and Alternatives Freeway Mixed-Flow Segment Levels of Service**

Freeway Segment	Capacity (vph) <sup>1</sup>	Peak Hour <sup>2</sup>	General Plan Buildout with Residential Allocation		General Plan Buildout with Maximum Residential		Retail and Residential		Occupied/Re-Tenanted Mall	
			LOS <sup>3</sup>	Project Trips <sup>4</sup>	LOS <sup>3</sup>	Project Trips <sup>4</sup>	LOS <sup>3</sup>	Project Trips <sup>4</sup>	LOS <sup>3</sup>	Project Trips <sup>4</sup>
I-880 to Winchester Boulevard	6,900	AM	F	342	F	207	F	58	F	24
		PM	D	138	D	148	D	165	D	143
Winchester Boulevard to Saratoga Avenue	6,900	AM	F	380	F	230	F	64	F	26
		PM	D	154	D	165	D	184	D	160
Saratoga Avenue to Lawrence Expressway	6,900	AM	F	422	F	256	F	71	F	29
		PM	D	170	D	182	D	203	D	177
Lawrence Expressway to Wolfe Road	6,900	AM	F	339	F	207	F	58	F	25
		PM	C	138	C	148	C	165	C	144
Wolfe Road to De Anza Boulevard	6,900	AM	F	84	F	123	F	153	F	14
		PM	D	274	D	192	D	125	D	73
De Anza Boulevard to SR 85	6,900	AM	F	104	F	153	F	190	F	15
		PM	D	353	D	245	D	156	D	82
SR 85 to Foothill Expressway	6,900	AM	F	83	F	122	F	151	F	12
		PM	D	277	D	193	D	123	D	64
Foothill Expressway to Magdalena Avenue	6,900	AM	E	66	E	98	E	121	E	9
		PM	C	217	C	151	C	97	C	50
Magdalena Avenue to El Monte Road	,9200	AM	E	62	E	92	E	114	E	9
		PM	D	204	D	142	D	91	D	47
El Monte Road to La Barranca Road	9,200	AM	E	50	E	74	E	91	E	7
		PM	C	163	C	114	C	73	C	38
La Barranca Road to Page Mill Road	9,200	AM	D	50	D	74	D	91	D	7
		PM	C	163	C	114	C	73	C	38
Page Mill Road to Alpine Road	9,200	AM	C	30	C	44	C	55	C	4
		PM	F	98	F	68	F	44	F	23
<b>Interstate 880 – Northbound</b>										
I-280 to Stevens Creek Boulevard	6,900	AM	F	40	F	51	F	55	F	7
		PM	B	158	B	104	A	60	A	69
Stevens Creek Boulevard to North Bascom Avenue	6,900	AM	F	36	F	46	F	50	F	6
		PM	F	142	F	94	F	54	F	62
North Bascom Avenue to The Alameda	6,900	AM	F	27	F	35	F	38	F	5
		PM	F	107	F	71	F	41	F	47

**Table 16: Existing with Proposed Project and Alternatives Freeway Mixed-Flow Segment Levels of Service**

Freeway Segment	Capacity (vph) <sup>1</sup>	Peak Hour <sup>2</sup>	General Plan Buildout with Residential Allocation		General Plan Buildout with Maximum Residential		Retail and Residential		Occupied/Re-Tenanted Mall	
			LOS <sup>3</sup>	Project Trips <sup>4</sup>	LOS <sup>3</sup>	Project Trips <sup>4</sup>	LOS <sup>3</sup>	Project Trips <sup>4</sup>	LOS <sup>3</sup>	Project Trips <sup>4</sup>
The Alameda to Coleman Avenue	6,900	AM PM	<b>F</b> <b>F</b>	<b>20</b> <b>80</b>	<b>F</b> <b>F</b>	<b>26</b> <b>53</b>	<b>F</b> <b>F</b>	29 <b>31</b>	<b>F</b> <b>F</b>	4 <b>35</b>
<b>Interstate 880 – Southbound</b>										
Coleman Avenue to The Alameda	6,900	AM PM	D <b>F</b>	77 <b>31</b>	D <b>F</b>	47 <b>33</b>	D <b>F</b>	13 <b>38</b>	D <b>F</b>	5 <b>32</b>
The Alameda to North Bascom Avenue	6,900	AM PM	D E	102 41	D E	62 44	D E	17 50	D E	7 43
North Bascom Avenue to Stevens Creek Boulevard	6,900	AM PM	<b>F</b> D	<b>136</b> 55	<b>F</b> D	<b>82</b> 59	<b>F</b> D	<b>23</b> 66	<b>F</b> D	<b>9</b> 57
Stevens Creek Boulevard to I-280	6,900	AM PM	C C	151 61	C C	91 65	C C	25 73	C C	10 63
<b>State Route 17 – Northbound</b>										
Saratoga Avenue to Lark Avenue	4,400	AM PM	E C	23 9	E C	13 7	E C	2 5	E C	1 5
Lark Avenue to SR 85	4,400	AM PM	D C	30 12	D C	17 9	D C	3 6	D C	1 6
<b>State Route 17 – Southbound</b>										
SR 85 to Lark Avenue	4,400	AM PM	C <b>F</b>	11 <b>49</b>	C <b>F</b>	8 <b>25</b>	C <b>F</b>	5 <b>5</b>	C <b>F</b>	1 <b>6</b>
Lark Avenue to Saratoga Avenue	4,400	AM PM	E <b>F</b>	8 <b>37</b>	E <b>F</b>	6 <b>19</b>	E <b>F</b>	4 <b>4</b>	E <b>F</b>	1 <b>5</b>

Notes:

1. Capacity in vehicles per hour (vph) based on number of lanes.
2. AM = morning peak hour, PM = evening peak hour.
3. Level of service based on density.

**Bold** font indicates unacceptable operations based on VTA's LOS E Standard. **Bold and highlighted text** indicates a significant impact as discussed in **Chapter 8**.

Source: 2016 Monitoring & Conformance Report, VTA, 2017; Fehr & Peers, January 2018.

**Table 17: Existing with Proposed Project and Project Alternatives Freeway HOV Segment Levels of Service**

Freeway Segment	Capacity (vph) <sup>1</sup>	Peak Hour <sup>2</sup>	General Plan Buildout with Residential Allocation		General Plan Buildout with Maximum Residential		Retail and Residential		Occupied/Re-Tenanted Mall	
			LOS <sup>3</sup>	Project Trips <sup>4</sup>	LOS <sup>3</sup>	Project Trips <sup>4</sup>	LOS <sup>3</sup>	Project Trips <sup>4</sup>	LOS <sup>3</sup>	Project Trips <sup>4</sup>
<b>State Route 85 – Northbound</b>										
Union Avenue to South Bascom Avenue	1,650	AM PM	F B	6 1	F B	3 0	F B	0 0	F B	0 0
South Bascom Avenue to SR 17	1,650	AM PM	F C	8 1	F C	4 0	F C	0 0	F C	0 0
SR 17 to Winchester Boulevard	1,650	AM PM	F A	10 2	F A	5 1	F A	0 0	F A	0 0
Winchester Boulevard to Saratoga Avenue	1,650	AM PM	F A	14 2	F A	6 1	F A	0 0	F A	0 0
Saratoga Avenue to Saratoga-Sunnyvale Road	1,650	AM PM	E A	28 7	E A	14 6	E A	2 6	E A	1 5
Saratoga-Sunnyvale Road to Stevens Creek Boulevard	1,650	AM PM	D A	0 0	D A	0 0	D A	0 0	D A	0 0
Stevens Creek Boulevard to I-280	1,650	AM PM	F B	4 14	F B	6 9	F B	8 6	F B	0 3
I-280 to West Homestead Road	1,650	AM PM	F A	3 7	F A	5 5	F A	6 3	F A	0 1
West Homestead Road to West Fremont Avenue	1,650	AM PM	F B	2 8	F B	3 5	F B	4 3	F B	0 2
<b>State Route 85 – Southbound</b>										
West Fremont Avenue to West Homestead Road	1,650	AM PM	B D	8 3	B D	5 4	B D	2 5	B D	0 2
West Homestead Road to I-280	1,650	AM PM	A D	11 4	A D	7 5	A D	3 6	A D	0 2
I-280 to Stevens Creek Boulevard	1,650	AM PM	A F	15 5	A F	9 7	A F	3 9	A F	0 3
Stevens Creek Boulevard to Saratoga-Sunnyvale Road	1,650	AM PM	A F	0 0	A F	0 0	A F	0 0	A F	0 0
Saratoga-Sunnyvale Road to Saratoga Avenue	1,650	AM PM	A E	6 27	A E	6 15	A E	5 5	A E	0 5

**Table 17: Existing with Proposed Project and Project Alternatives Freeway HOV Segment Levels of Service**

Freeway Segment	Capacity (vph) <sup>1</sup>	Peak Hour <sup>2</sup>	General Plan Buildout with Residential Allocation		General Plan Buildout with Maximum Residential		Retail and Residential		Occupied/Re-Tenanted Mall	
			LOS <sup>3</sup>	Project Trips <sup>4</sup>	LOS <sup>3</sup>	Project Trips <sup>4</sup>	LOS <sup>3</sup>	Project Trips <sup>4</sup>	LOS <sup>3</sup>	Project Trips <sup>4</sup>
Saratoga Avenue to Winchester Boulevard	1,650	AM PM	A D	2 12	A D	1 6	A D	0 0	A D	0 0
Winchester Boulevard to SR 17	1,650	AM PM	A D	2 11	A D	1 5	A D	0 0	A D	0 0
SR 17 to South Bascom Avenue	1,650	AM PM	A F	1 5	A F	1 3	A F	0 0	A F	0 0
South Bascom Avenue to Union Avenue	1,650	AM PM	A F	1 4	A F	0 2	A F	0 0	A F	0 0
<b>Interstate 280 – Eastbound</b>										
Magdalena Avenue to Foothill Expressway	1,650	AM PM	A C	31 15	A C	20 19	A C	7 23	A C	2 8
Foothill Expressway to SR 85	1,650	AM PM	B D	45 18	A D	29 23	A D	11 29	A D	3 10
SR 85 to De Anza Boulevard	1,650	AM PM	B F	60 23	B F	39 29	B F	15 36	B F	4 13
De Anza Boulevard to Wolfe Road	1,650	AM PM	C F	51 19	C F	33 24	C F	12 30	C F	3 12
Wolfe Road to Lawrence Expressway	1,650	AM PM	B D	16 63	B D	20 42	B D	22 24	B D	3 28
Lawrence Expressway to Saratoga Avenue	1,650	AM PM	B E	17 78	B E	21 52	B E	23 30	B E	3 34
Saratoga Avenue to Winchester Boulevard	1,650	AM PM	B F	14 71	B F	18 47	B F	20 27	B F	3 31
Winchester Boulevard to I-880	1,650	AM PM	B F	16 63	B F	20 42	B F	22 24	B F	3 28
I-880 to Meridian Avenue	1,650	AM PM	B F	8 32	B F	10 21	B F	11 12	B F	2 14
<b>Interstate 280 – Westbound</b>										
Meridian Avenue to I-880	1,650	AM PM	F A	30 10	F A	18 11	F A	5 13	F A	2 11



**Table 17: Existing with Proposed Project and Project Alternatives Freeway HOV Segment Levels of Service**

Freeway Segment	Capacity (vph) <sup>1</sup>	Peak Hour <sup>2</sup>	General Plan Buildout with Residential Allocation		General Plan Buildout with Maximum Residential		Retail and Residential		Occupied/Re-Tenanted Mall	
			LOS <sup>3</sup>	Project Trips <sup>4</sup>	LOS <sup>3</sup>	Project Trips <sup>4</sup>	LOS <sup>3</sup>	Project Trips <sup>4</sup>	LOS <sup>3</sup>	Project Trips <sup>4</sup>
I-880 to Winchester Boulevard	1,650	AM PM	<b>F</b> C	<b>60</b> 24	<b>F</b> C	<b>37</b> 26	<b>F</b> C	<b>10</b> 29	<b>F</b> C	<b>4</b> 25
Winchester Boulevard to Saratoga Avenue	1,650	AM PM	<b>F</b> B	<b>67</b> 26	<b>F</b> B	<b>41</b> 28	<b>F</b> B	<b>11</b> 31	<b>F</b> B	<b>5</b> 27
Saratoga Avenue to Lawrence Expressway	1,650	AM PM	<b>F</b> B	<b>75</b> 30	<b>F</b> B	<b>45</b> 32	<b>F</b> B	<b>12</b> 36	<b>F</b> B	<b>5</b> 31
Lawrence Expressway to Wolfe Road	1,650	AM PM	<b>F</b> B	<b>60</b> 24	<b>F</b> B	<b>36</b> 25	<b>F</b> B	<b>10</b> 28	<b>F</b> B	<b>4</b> 25
Wolfe Road to De Anza Boulevard	1,650	AM PM	E B	15 48	E B	22 34	E B	27 22	E B	3 13
De Anza Boulevard to SR 85	1,650	AM PM	E A	18 46	E A	27 32	D A	33 21	D A	3 11
SR 85 to Foothill Expressway	1,650	AM PM	<b>F</b> B	<b>15</b> 42	<b>F</b> B	<b>22</b> 29	<b>F</b> B	<b>27</b> 19	<b>F</b> B	<b>2</b> 10
Foothill Expressway to Magdalena Avenue	1,650	AM PM	E B	12 38	E B	17 27	E B	21 17	E B	2 9

Notes:

1. Capacity in vehicles per hour (vph) based on number of lanes.
2. AM = morning peak hour, PM = evening peak hour.
3. Level of service based on density.

**Bold** font indicates unacceptable operations based on VTA's LOS E Standard. **Bold and highlighted text** indicates a significant impact.

Source: 2016 Monitoring & Conformance Report, VTA, 2017; Fehr & Peers, January 2018.

## 7. Background and Background with Project Conditions

This section presents the results of the intersection and freeway segment level of service calculations under Background Conditions with and Without the Project and alternatives. Background Without Project Conditions are defined as conditions prior to completion and occupancy of the proposed development. Traffic volumes for Background Without Project Conditions are based on existing volumes plus traffic generated by approved but not yet constructed and/or occupied developments in the area. The list of approved projects can be found in **Appendix H**. Background with Project Conditions are defined as Background Without Project Conditions plus traffic generated by build-out of the Project and each of the alternatives. The peak hour vehicle trip estimates to and from the Project site are based on the trip estimates discussed in **Chapter 4: Project Traffic Estimates**. Impacts to the roadway system are identified by comparing the level of service results under Background with Project Conditions to those under Background Without Project Conditions.

### Background Without Project Roadway Infrastructure Improvements

Staff from the Cities of Cupertino, Santa Clara, and Sunnyvale provided lists of transportation infrastructure improvements including mitigation measures from approved projects. Existing intersection geometries were modified to include improvements that are currently under construction, are fully funded, or will reasonably be constructed within the next 10 years:

- **Intersection #3:** Stevens Creek Boulevard / Stelling Road – per Stevens Creek Boulevard Class IV improvements, the eastbound approach was modified to include one left-turn lane, two through lanes and one designated right-turn lane, and the westbound approach was modified to include two left-turn lanes, two through lanes and one designated right-turn lane.
- **Intersection #8:** De Anza Boulevard / Homestead Road – an added exclusive southbound right-turn lane.
- **Intersection #11:** De Anza Boulevard / Stevens Creek Boulevard – per Stevens Creek Boulevard Class IV improvements, the eastbound and westbound approaches were modified to include two left-turn lanes, two through lanes and one designated right-turn lane.

- **Intersection #21:** Stevens Creek Boulevard / Perimeter Road – per Stevens Creek Boulevard Class IV improvements, the eastbound approach was modified include one left-turn lane, two through lanes and one shared right-turn/through lane.
- **Intersection #32:** Wolfe Road-Miller Avenue / Stevens Creek Boulevard – per Stevens Creek Boulevard Class IV improvements, the eastbound and westbound approaches were modified to include two left-turn lanes, two through lanes and one right-turn lane, and the pork-chop southbound right-turn lane was modified to a squared southbound right-turn lane.
- **Intersection #37:** Stevens Creek Boulevard / Finch Avenue – per Stevens Creek Boulevard Class IV improvements, the eastbound approach was modified include one left-turn lane, two through lanes and one right-turn lane.
- **Intersection #50:** Stevens Creek Boulevard / Lawrence Expressway Ramps (east) – the northbound approach was modified to include two left-turn lanes, one shared left-turn/through lane, one shared through/right-turn lane, and one right-turn lane.
- **Intersection #55:** Lawrence Expressway / Prospect Road – the eastbound approach was modified to include two left-turn lanes, two through lanes, and one shared through/right-turn lane.
- **Intersection #56:** Saratoga Avenue / Lawrence Expressway – the eastbound approach was modified to include two left-turn lanes, three through lanes, and one right-turn lane.

## Background Without Project Traffic Volumes

Staff from the City of Cupertino provided a list of “approved but not yet built or occupied” development projects in Cupertino. Projects in the cities of Sunnyvale, Santa Clara, Saratoga, and San Jose were also considered. Trip generation estimates for these projects were obtained from their respective traffic reports or estimated based on trip generation rates published in the Institute of Transportation Engineers *Trip Generation* (9<sup>th</sup> Edition)<sup>16</sup>. Vehicle trips for each of the background projects were then assigned to the roadway network based on the relative locations of complementary land uses, as well as existing and estimated future travel patterns.

**Appendix H** contains the list of approved development projects from each city and their trip generation estimates. Major projects include:

- Apple Park (Apple Campus 2): 2,800 KSF office, 1,000 seat auditorium, 600 KSF research and development offices

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<sup>16</sup> ITE’s 9<sup>th</sup> Edition was the most recent trip generation manual available at the time the studies for the approved developments was conducted.

- Hyatt House Hotel: 148 hotel rooms
- Main Street: 120 apartment units and 20 KSF of retail (unoccupied/not constructed)
- The Hamptons: 942 apartment units
- Marina Plaza: 188 apartment units, 22.6 KSF of retail, 122 hotel rooms
- The Gallery at Central Park (900 Kiely Boulevard): 397 mixed dwelling units (unoccupied)
- Bowers Avenue Office Campus: 300 KSF office
- City Place Santa Clara Phases 1, 2, and 3: 240 acres of mixed-used development
- Gateway Village: 476 residential units and 108.6 KSF of retail
- Lawson Lane Office Campus Phase 2: 153.45 KSF office with 17.16 commons building
- NVIDIA: 1,950 KSF office
- Santa Clara Square: 2,200 apartment units, 40 KSF retail, 42.5 leasing and amenity space
- Scott Boulevard Office Campus: 735 KSF office
- Stevens Creek Boulevard Office Campus (Peery Arrillaga) Phase 2: 147.5 KSF office
- Lawrence Station Project (3505 Kifer Road): 988 dwelling units and 35.2 KSF retail
- Butcher's Corner: 138 residential units and 6.93 KSF retail
- Cityline (2502 Town Center): 315 KSF office, 650 KSF retail, 292 apartment units, 200 hotel rooms
- North Sunnyvale Projects: 10,110 KSF office, 1,600 hotel rooms, and 1,370 mixed dwelling units
- South Sunnyvale Projects: 760 KSF office, 340 hotel rooms, 980 apartments

The trips for each of the background projects were added to the existing volumes to represent Background Without Project Conditions and are included in **Appendix I**.

## Intersection Analysis

Level of service calculations were conducted to operations of the study intersection under Background Without Project and Background with Project Conditions. The results are presented in Tables **18, 19, 20, Table 21**, along with the projected increases in critical delay and critical volume-to-capacity (V/C) ratios. The intersection volumes are shown in **Appendix I**. The corresponding LOS calculation sheets are included in **Appendix C**.

Project impacts are identified by comparing Background Without Project and Background with Project conditions for the Project and alternatives. Significant impacts are identified based on the impact criteria

discussed in **Chapter 2**, which includes changes in the LOS from an acceptable to an unacceptable level or changes in critical delay and critical V/C ratio for intersection operating unacceptably.

## Proposed Project (General Plan Buildout with Residential Allocation)

The LOS analysis results are summarized in **Table 18**. Under Background with the Proposed Project, all intersections operate at acceptable levels except the following intersections under the identified peak period:

- Intersection #11 – De Anza Boulevard / Stevens Creek Boulevard (Cupertino/LOS E+): LOS E during PM peak hour
- Intersection #12 – De Anza Boulevard / McClellan Road (Cupertino/LOS D): LOS E during PM peak hour
- Intersection # 31 – Wolfe Road/Vallco Parkway (Cupertino/LOS D): LOS E during the PM peak hour
- Intersection # 32 – Wolfe Road-Miller Avenue/Stevens Creek Boulevard (Cupertino/LOS D): LOS E during the AM and PM peak hours
- Intersection # 42 – Stevens Creek Boulevard/Tantau Avenue (Cupertino/LOS D): LOS E+ during the AM peak hour
- Intersection #43 – Stevens Creek Boulevard/Stern Avenue (Santa Clara/LOS D): LOS F during the AM and PM peak hours
- Intersection #44 – Stevens Creek Boulevard/Calvert Drive (CMP/LOS E): LOS F during the AM and PM peak hours
- Intersection # 45 – Stevens Creek Boulevard/Agilent Driveway (Santa Clara/LOS D): LOS F during the AM peak hour
- Intersection # 48 – Lawrence Expressway/Homestead Road (CMP/LOS E): LOS F during the AM and PM peak hours
- Intersection # 51 – Lawrence Expressway/Calvert Drive-I-280 Southbound Ramp (CMP/LOS E): LOS F during the AM peak hour
- Intersection # 53 – Lawrence Expressway/Bollinger Road (CMP/LOS E): LOS F during the AM and PM peak hours

**Table 18: Background Without Project and Background with Proposed Project Intersection Levels of Service**

ID	Intersection	LOS Threshold <sup>1</sup>	Peak Hour <sup>2</sup>	Background Without Project <sup>3</sup>		Background with Proposed Project			
				Delay <sup>4</sup>	LOS <sup>5</sup>	Delay <sup>4</sup>	LOS <sup>5</sup>	Δ in Crit. V/C <sup>6</sup>	Δ in Crit. Delay <sup>7</sup>
1	Stevens Creek Boulevard / SR 85 Ramps (west)	D	AM PM	22.0 32.1	C+ C-	22 32.1	C+ C-	0.005 0.005	-0.1 -0.1
2	Stevens Creek Boulevard / SR 85 Ramps (east)	D	AM PM	47.7 23.2	D C	48.9 23.3	D C	0.017 0.057	6.5 3.2
3	Stevens Creek Boulevard / Stelling Road	E+	AM PM	38.6 48.5	D+ D	39.2 51.1	D D-	0.026 0.053	1.3 5.6
4	Sunnyvale-Saratoga Road / Remington Drive	E	AM PM	55.7 47.4	E+ D	56.2 48.5	E+ D	0.004 0.015	0.7 2.0
5	Sunnyvale-Saratoga Road / Fremont Avenue	E	AM PM	53.2 50.7	D- D	54 51.9	D- D-	0.007 0.014	1.3 2.0
6	Sunnyvale-Saratoga Road / Cheyenne Drive	E	AM PM	11.1 9.4	B+ A	11 9.4	B+ A	0.003 0.008	0.0 0.0
7	Sunnyvale-Saratoga Road / Alberta Avenue	E	AM PM	20.0 23.0	B- C+	19.9 22.8	B- C+	0.003 0.008	0.0 0.0
8	De Anza Boulevard / Homestead Road	D	AM PM	44.6 48.3	D D	47.6 51	D D-	0.023 0.016	5.5 3.4
9	De Anza Boulevard / I-280 Ramps (north)	D	AM PM	19.3 32.1	B- C-	19.7 35.5	B- D+	0.008 0.033	0.7 5.4
10	De Anza Boulevard / I-280 Ramps (south)	D	AM PM	27.6 20.9	C C+	28.7 21.5	C C+	0.022 0.009	1.0 0.7
11	De Anza Boulevard / Stevens Creek Boulevard	E+	AM PM	38.4 46.2	D+ D	42.6 <b>64.2</b>	D <b>E</b>	0.058 <b>0.112</b>	7.0 <b>28.4</b>
12	De Anza Boulevard / McClellan Road-Pacifica Dr	D	AM PM	36.2 <b>71.4</b>	D+ <b>E</b>	36.6 <b>78.0</b>	D+ <b>E-</b>	0.048 <b>0.036</b>	0.9 <b>9.6</b>
13	De Anza Boulevard / Bollinger Road	E+	AM PM	37.9 24.6	D+ C	43.7 24	D C	0.051 0.016	7.9 -0.1
14	De Anza Boulevard / SR 85 Ramps (north)	D	AM PM	24.3 15.7	C B	27 18.1	C B-	0.065 0.062	1.7 3.2
15	De Anza Boulevard / SR 85 Ramps (south)	D	AM PM	12.6 15.3	B B	13 16.4	B B	0.024 0.066	0.4 1.5
16	Saratoga-Sunnyvale Road / Prospect Road	D	AM PM	19.1 27.7	B- C	19.2 27.5	B- C	0.016 0.014	0.2 -0.1
17	Stevens Creek Boulevard / Torre Avenue	D	AM PM	21.2 22.1	C+ C+	22.4 21.2	C+ C+	0.068 0.043	10.9 -0.3
18	Homestead Road / Blaney Avenue	D	AM PM	23.8 25.5	C C	23.9 26.2	C C	0.017 0.011	0.1 0.4
19	Stevens Creek Boulevard / Blaney Avenue	D	AM PM	34.3 33.2	C- C-	34.5 34.1	C- C-	0.047 0.063	1.6 2.4



**Table 18: Background Without Project and Background with Proposed Project Intersection Levels of Service**

ID	Intersection	LOS Threshold <sup>1</sup>	Peak Hour <sup>2</sup>	Background Without Project <sup>3</sup>		Background with Proposed Project			
				Delay <sup>4</sup>	LOS <sup>5</sup>	Delay <sup>4</sup>	LOS <sup>5</sup>	Δ in Crit. V/C <sup>6</sup>	Δ in Crit. Delay <sup>7</sup>
20	Stevens Creek Boulevard / Portal Avenue	D	AM PM	20.2 12.4	C+ B	18.4 11.5	B- B+	0.029 0.045	-0.8 -0.2
21	Stevens Creek Boulevard / Perimeter Road	D	AM PM	9.5 14.2	A B	31.4 34.3	C C-	0.344 0.233	33.7 18.7
22	Wolfe Road / El Camino Real	E	AM PM	51.7 52.0	D- D-	52.3 53.5	D- D-	0.030 0.031	2.4 2.6
23	Wolfe Road / Fremont Avenue	D	AM PM	52.7 52.0	D- D-	53.1 53.8	D- D-	0.029 0.028	0.2 1.9
24	Wolfe Road / Marion Way	D	AM PM	15.0 18.2	B B-	15.3 18.2	B B-	0.019 0.047	0.6 -0.5
25	Wolfe Road / Inverness Way	D	AM PM	17.4 22.2	B C+	17.2 22.2	B C+	0.014 0.033	-0.2 0.3
26	Wolfe Road / Homestead Road	D	AM PM	36.6 48.1	D+ D	37.8 49.8	D+ D	0.046 0.043	4.0 0.5
27	Wolfe Road / Apple Park	D	AM PM	19.3 33.0	B- C-	18.7 33.1	B- C-	0.015 0.029	-0.1 0.1
28	Wolfe Road / Pruneridge Avenue	D	AM PM	28.1 20.2	C C+	27.8 20.2	C C+	0.009 0.031	-0.2 0.8
29	Wolfe Road / I-280 Ramps (north)	D	AM PM	16.8 19.0	B B-	18.6 26.2	B- C	0.013 0.048	0.3 7.7
30	Wolfe Road / I-280 Ramps (south)	D	AM PM	19.0 9.8	B- A	22.3 13.2	C+ B	0.052 0.229	6.1 6.6
31	Wolfe Road / Vallco Parkway	D	AM PM	24.6 36.6	C D+	31.5 <b>66.8</b>	C <b>E</b>	0.248 <b>0.370</b>	9.5 <b>49.2</b>
32	Wolfe Road-Miller Avenue / Stevens Creek Boulevard	D	AM PM	50.5 52.3	D D-	<b>65.7</b> <b>71.0</b>	<b>E</b> <b>E</b>	<b>0.111</b> <b>0.121</b>	<b>26.9</b> <b>36.1</b>
33	Miller Avenue / Calle de Barcelona	D	AM PM	7.2 2.9	A A	7.1 2.8	A A	0.029 0.035	-0.1 0.0
34	Miller Avenue / Phil Lane	D	AM PM	5.2 4.0	A A	5.4 4.1	A A	0.033 0.032	0.3 0.1
35	Miller Avenue / Bollinger Road	D	AM PM	38.5 45.2	D+ D	39.6 46.3	D D	0.034 0.025	1.5 1.9
36	Miller Avenue / Rainbow Drive	D	AM PM	26.5 21.9	C C+	27.9 21.9	C C+	0.016 0.026	2.6 0.2
37	Stevens Creek Boulevard / Finch Avenue	D	AM PM	28.7 22.5	C C+	28.2 22.4	C C+	0.019 0.079	-0.2 0.5
38	Tantau Avenue / Homestead Road	D	AM PM	40.1 52.2	D D-	40.8 54.0	D D-	0.011 0.022	0.0 3.7

**Table 18: Background Without Project and Background with Proposed Project Intersection Levels of Service**

ID	Intersection	LOS Threshold <sup>1</sup>	Peak Hour <sup>2</sup>	Background Without Project <sup>3</sup>		Background with Proposed Project			
				Delay <sup>4</sup>	LOS <sup>5</sup>	Delay <sup>4</sup>	LOS <sup>5</sup>	Δ in Crit. V/C <sup>6</sup>	Δ in Crit. Delay <sup>7</sup>
39	Tantau Avenue / Pruneridge Avenue	D	AM PM	22.8 23.4	C+ C	23.2 23.6	C C	0.040 0.031	0.9 0.0
40	N Tantau Ave / Apple Parkway-Tantau 14	D	AM PM	23.5 27.2	C C	23.4 28.7	C C	0.014 0.053	-0.1 4.5
41	Tantau Avenue / Vallco Parkway	D	AM PM	24.5 28.8	C C	28.1 34.9	C C-	0.091 0.167	13.8 8.6
42	Stevens Creek Boulevard / Tantau Avenue	D	AM PM	48.6 45.9	D D	<b>58.1</b> 49.6	<b>E+</b> D	<b>0.108</b> 0.116	<b>25.4</b> 6.1
43	Stevens Creek Boulevard / Stern Avenue	D	AM PM	<b>92.3</b> <b>81.9</b>	<b>F</b> <b>F</b>	<b>135.5</b> <b>130.5</b>	<b>F</b> <b>F</b>	<b>0.067</b> <b>0.075</b>	<b>59.9</b> <b>73.2</b>
44	Stevens Creek Boulevard / Calvert Drive/I-280 Ramps (west)	E	AM PM	<b>121.6</b> <b>82.6</b>	<b>F</b> <b>F</b>	<b>167.0</b> <b>118.8</b>	<b>F</b> <b>F</b>	<b>0.060</b> <b>0.122</b>	<b>60.5</b> <b>46.5</b>
45	Stevens Creek Boulevard / Agilent Driveway	D	AM PM	<b>92.6</b> 25.6	<b>F</b> C	<b>125.3</b> 26.6	<b>F</b> C	<b>0.050</b> 0.023	<b>40.3</b> 0.7
46	Stevens Creek Boulevard / Lawrence Expressway Ramps (west)	E	AM PM	47.1 25.6	D C	69.6 26.2	E C	0.080 0.040	28.8 1.0
47	Lawrence Expressway / El Camino Real	E	AM PM	38.7 33.3	D+ C-	40.7 37.4	D D+	0.039 0.049	2.2 5.7
48	Lawrence Expressway / Homestead Road	E	AM PM	<b>89.3</b> <b>83.6</b>	<b>F</b> <b>F</b>	<b>91.8</b> <b>88.5</b>	<b>F</b> <b>F</b>	<b>0.008</b> <b>0.025</b>	<b>2.9</b> <b>8.2</b>
49	Lawrence Expressway / Pruneridge Avenue	E	AM PM	54.7 56.5	D- E+	54.8 57.6	D- E+	0.005 0.204	0.7 8.0
50	Stevens Creek Boulevard / Lawrence Exwy Ramps (east)	E	AM PM	34.2 28.9	C- C	35.8 29.5	D+ C	0.05 0.02	1.9 0.4
51	Lawrence Exwy / Calvert Drive-I-280 SB Ramp	E	AM PM	76.3 79.7	E- E-	<b>81.8</b> 79.9	<b>F</b> E-	<b>0.022</b> 0.029	<b>6.6</b> 0.5
52	Lawrence Expressway / Mitty Way	E	AM PM	39.6 18.4	D B-	44.2 18.8	D B-	0.016 0.018	5.9 0.5
53	Lawrence Expressway / Bollinger Road	E	AM PM	<b>104.8</b> <b>87.4</b>	<b>F</b> <b>F</b>	<b>117.7</b> <b>94.1</b>	<b>F</b> <b>F</b>	<b>0.016</b> <b>0.029</b>	<b>10.4</b> <b>11.2</b>
54	Lawrence Expressway / Doyle Road	E	AM PM	41.0 14.9	D B	41.8 15.1	D B	0.011 0.034	1.6 0.1
55	Lawrence Expressway / Prospect Road	E	AM PM	55.5 47.3	E+ D	56.3 48.6	E+ D	0.19 0.032	12.4 2.5
56	Lawrence Expressway / Saratoga Avenue	E	AM PM	43.6 52.1	D D-	45.4 52.3	D D-	0.046 0.288	3.0 12.2

**Table 18: Background Without Project and Background with Proposed Project Intersection Levels of Service**

ID	Intersection	LOS Threshold <sup>1</sup>	Peak Hour <sup>2</sup>	Background Without Project <sup>3</sup>		Background with Proposed Project			
				Delay <sup>4</sup>	LOS <sup>5</sup>	Delay <sup>4</sup>	LOS <sup>5</sup>	Δ in Crit. V/C <sup>6</sup>	Δ in Crit. Delay <sup>7</sup>
57	Saratoga Avenue / Cox Avenue	D	AM PM	46.0 39.3	D D	46.0 40.9	D D	0.003 0.032	-4.2 3.4
58	Saratoga Avenue / SR 85 Ramps (north)	C	AM PM	21.1 27.4	C+ C	21.9 27.7	C+ C	0.033 0.025	0.8 0.5
59	Saratoga Avenue / SR 85 Ramps (south)	C	AM PM	17.3 19.5	B B-	17.4 19.8	B B-	0.005 0.027	0.2 0.3
60	Stevens Creek Boulevard / Cabot Avenue	D	AM PM	<b>58.4</b> 49.7	<b>E+</b> D	42.2 55.0	D D-	0.150 0.022	6.1 7.5
61	Stevens Creek Boulevard / Cronin Drive-Albany Drive	D	AM PM	28.1 23.6	C C	28.4 24.0	C C	0.008 0.022	0.1 0.6
62	Stevens Creek Boulevard / Woodhams Road	D	AM PM	18.7 21.6	B- C+	19.9 22.2	B- C+	0.012 0.020	1.0 0.9
63	Stevens Creek Boulevard / Kiely Boulevard	D	AM PM	40.9 36.5	D D+	41.1 36.6	D D+	0.010 0.008	0.2 0.0
64	Vallco Parkway / Perimeter Road	D	AM PM	10.3 16.4	B+ B	19.5 28.1	B- C	0.294 0.394	14.0 13.4
65	Lawrence Expressway/Kifer Road Avenue	E	AM PM	36.9 72.4	D+ E	37.2 73.6	D+ E	0.007 0.012	-0.2 2.4
66	Lawrence Expressway/Reed Avenue-Monroe Street	E	AM PM	67.3 71.0	E E	68.3 73.3	E E	0.004 0.014	1.6 4.3
67	Lawrence Expressway/Cabrillo Avenue	E	AM PM	35.1 31.7	D+ C	35.7 32.3	D+ C-	0.022 0.017	1.0 -0.2

Notes: **Bold text** indicates intersection operates at unacceptable level of service. **Bold and highlighted text** indicates a significant impact as discussed in **Chapter 8**

1. LOS Threshold is the lowest acceptable LOS (the threshold between acceptable and unacceptable level of service) as described in **Chapter 2**.
2. AM = morning peak hour, PM = evening peak hour.
3. Background presents the delay and LOS for intersections using existing intersection geometry and existing traffic counts.
4. Whole intersection weighted average control delay expressed in seconds per vehicle calculated using methods described in the 2000 *Highway Capacity Manual*, with adjusted saturation flow rates to reflect Santa Clara County Conditions for signalized intersections.
5. LOS = Level of Service. LOS calculations conducted using the TRAFFIX analysis software packages, which applies the methods described in the 2000 *Highway Capacity Manual*.
6. Change in critical volume to capacity ratio between Background and Background with Project Conditions.
7. Change in average critical movement delay between Background and Background with Project Conditions.

Source: Fehr & Peers, May 2018.

## General Plan Buildout with Maximum Residential Alternative

The LOS analysis results are summarized in **Table 19**. Under Background with the General Plan Buildout with Maximum Residential Alternative, all intersections operate at acceptable levels except the following intersections under the identified peak period:

- Intersection #12 – De Anza Boulevard / McClellan Road (Cupertino/LOS D): LOS E during PM peak hour
- Intersection # 32 – Wolfe Road-Miller Avenue/Stevens Creek Boulevard (Cupertino/LOS D): LOS E during the AM and PM peak hours
- Intersection #43 – Stevens Creek Boulevard/Stern Avenue (Santa Clara/LOS D): LOS F during the AM and PM peak hours
- Intersection #44 – Stevens Creek Boulevard/Calvert Drive (CMP/LOS E): LOS F during the AM and PM peak hours
- Intersection # 45 – Stevens Creek Boulevard/Agilent Driveway (Santa Clara/LOS D): LOS F during the AM peak hour
- Intersection # 48 – Lawrence Expressway/Homestead Road (CMP/LOS E): LOS F during the AM and PM peak hours
- Intersection # 53 – Lawrence Expressway/Bollinger Road (CMP/LOS E): LOS F during the AM and PM peak hours

**Table 19: Background Without Project and Background with General Plan Buildout with Maximum Residential Alternative Intersection Levels of Service**

ID	Intersection	LOS Threshold <sup>1</sup>	Peak Hour <sup>2</sup>	Background Without Project <sup>3</sup>		Background with General Plan Buildout with Maximum Residential			
				Delay <sup>4</sup>	LOS <sup>5</sup>	Delay <sup>4</sup>	LOS <sup>5</sup>	Δ in Crit. V/C <sup>6</sup>	Δ in Crit. Delay <sup>7</sup>
1	Stevens Creek Boulevard / SR 85 Ramps (west)	D	AM	22.0	C+	21.8	C+	0.009	-0.2
			PM	32.1	C-	32.1	C-	0.007	-0.2
2	Stevens Creek Boulevard / SR 85 Ramps (east)	D	AM	47.7	D	50.6	D	0.026	9.9
			PM	23.2	C	22.8	C+	0.039	2.0
3	Stevens Creek Boulevard / Stelling Road	E+	AM	38.6	D+	38.9	D+	0.030	1.1
			PM	48.5	D	50.8	D	0.043	4.4
4	Sunnyvale-Saratoga Road / Remington Drive	E	AM	55.7	E+	56.7	E+	0.007	1.3
			PM	47.4	D	48.6	D	0.016	2.0

**Table 19: Background Without Project and Background with General Plan Buildout with Maximum Residential Alternative Intersection Levels of Service**

ID	Intersection	LOS Threshold <sup>1</sup>	Peak Hour <sup>2</sup>	Background Without Project <sup>3</sup>		Background with General Plan Buildout with Maximum Residential			
				Delay <sup>4</sup>	LOS <sup>5</sup>	Delay <sup>4</sup>	LOS <sup>5</sup>	Δ in Crit. V/C <sup>6</sup>	Δ in Crit. Delay <sup>7</sup>
5	Sunnyvale-Saratoga Road / Fremont Avenue	E	AM PM	53.2 50.7	D- D	54.0 51.7	D- D-	0.009 0.013	1.3 1.6
6	Sunnyvale-Saratoga Road / Cheyenne Drive	E	AM PM	11.1 9.4	B+ A	11.0 9.4	B+ A	0.005 0.008	0.0 0.0
7	Sunnyvale-Saratoga Road / Alberta Avenue	E	AM PM	20 23	B- C+	19.9 22.8	B- C+	0.005 0.008	0.0 0.0
8	De Anza Boulevard / Homestead Road	D	AM PM	44.6 48.3	D D	47.2 50.9	D D	0.018 0.015	3.9 3.3
9	De Anza Boulevard / I-280 Ramps (north)	D	AM PM	19.3 32.1	B- C-	19.9 34.4	B- C-	0.013 0.024	1.1 3.6
10	De Anza Boulevard / I-280 Ramps (south)	D	AM PM	27.6 20.9	C C+	28.4 21.6	C C+	0.014 0.012	0.6 1.0
11	De Anza Boulevard / Stevens Creek Boulevard	E+	AM PM	38.4 46.2	D+ D	42.3 58.2	D E+	0.060 0.081	7.3 18.7
12	De Anza Boulevard / McClellan Road-Pacifica Dr	D	AM PM	36.2 <b>71.4</b>	D+ <b>E</b>	36.4 <b>74.9</b>	D+ <b>E</b>	0.027 <b>0.021</b>	0.4 <b>5.3</b>
13	De Anza Boulevard / Bollinger Road	E+	AM PM	37.9 24.6	D+ C	40.4 24.3	D C	0.028 0.014	3.7 0.0
14	De Anza Boulevard / SR 85 Ramps (north)	D	AM PM	24.3 15.7	C B	25.8 17.4	C B	0.040 0.041	1.0 2.1
15	De Anza Boulevard / SR 85 Ramps (south)	D	AM PM	12.6 15.3	B B	13.0 15.9	B B	0.020 0.039	0.4 0.9
16	Saratoga-Sunnyvale Road / Prospect Road	D	AM PM	19.1 27.7	B- C	19.2 27.6	B- C	0.009 0.009	0.1 -0.1
17	Stevens Creek Boulevard / Torre Avenue	D	AM PM	21.2 22.1	C+ C+	19.9 21.3	B- C+	0.039 0.048	-1.0 -0.3
18	Homestead Road / Blaney Avenue	D	AM PM	23.8 25.5	C C	23.9 26.1	C C	0.013 0.012	0.1 0.5
19	Stevens Creek Boulevard / Blaney Avenue	D	AM PM	34.3 33.2	C- C-	34.3 33.9	C- C-	0.050 0.062	1.2 2.0
20	Stevens Creek Boulevard / Portal Avenue	D	AM PM	20.2 12.4	C+ B	18.5 11.7	B- B+	0.038 0.049	-1.0 -0.2
21	Stevens Creek Boulevard / Perimeter Road	D	AM PM	9.5 14.2	A B	27.9 29.3	C C	0.259 0.149	27 12.2
22	Wolfe Road / El Camino Real	E	AM PM	51.7 52.0	D- D-	52.1 53.6	D- D-	0.029 0.035	1.5 2.8
23	Wolfe Road / Fremont Avenue	D	AM PM	52.7 52.0	D- D-	53.1 53.8	D- D-	0.026 0.031	0.5 1.8

**Table 19: Background Without Project and Background with General Plan Buildout with Maximum Residential Alternative Intersection Levels of Service**

ID	Intersection	LOS Threshold <sup>1</sup>	Peak Hour <sup>2</sup>	Background Without Project <sup>3</sup>		Background with General Plan Buildout with Maximum Residential			
				Delay <sup>4</sup>	LOS <sup>5</sup>	Delay <sup>4</sup>	LOS <sup>5</sup>	Δ in Crit. V/C <sup>6</sup>	Δ in Crit. Delay <sup>7</sup>
24	Wolfe Road / Marion Way	D	AM PM	15.0 18.2	B B-	15 18.1	B B-	0.028 0.042	0.1 -0.4
25	Wolfe Road / Inverness Way	D	AM PM	17.4 22.2	B C+	17.1 22	B C+	0.026 0.039	-0.3 0.2
26	Wolfe Road / Homestead Road	D	AM PM	36.6 48.1	D+ D	37.7 49.7	D+ D	0.044 0.045	2.9 0.3
27	Wolfe Road / Apple Park	D	AM PM	19.3 33.0	B- C-	18.8 33	B- C-	0.025 0.036	-0.2 0.1
28	Wolfe Road / Pruneridge Avenue	D	AM PM	28.1 20.2	C C+	27.6 20.4	C C+	0.015 0.037	-0.4 1.0
29	Wolfe Road / I-280 Ramps (north)	D	AM PM	16.8 19.0	B B-	17.9 28.9	B C	0.027 0.057	0.8 9.9
30	Wolfe Road / I-280 Ramps (south)	D	AM PM	19.0 9.8	B- A	25.5 12.5	C B	0.083 0.195	11.9 5.3
31	Wolfe Road / Vallco Parkway	D	AM PM	24.6 36.6	C D+	32.1 54.2	C- D-	0.238 0.291	9.6 31.9
32	Wolfe Road-Miller Avenue / Stevens Creek Boulevard	D	AM PM	50.5 52.3	D D-	<b>62.4</b> <b>64.1</b>	<b>E</b> <b>E</b>	<b>0.092</b> <b>0.083</b>	<b>21.5</b> <b>23.0</b>
33	Miller Avenue / Calle de Barcelona	D	AM PM	7.2 2.9	A A	7.2 2.8	A A	0.017 0.023	0.0 0.0
34	Miller Avenue / Phil Lane	D	AM PM	5.2 4.0	A A	5.3 4.1	A A	0.020 0.021	0.2 0.0
35	Miller Avenue / Bollinger Road	D	AM PM	38.5 45.2	D+ D	39.2 46	D D	0.020 0.018	0.9 1.4
36	Miller Avenue / Rainbow Drive	D	AM PM	26.5 21.9	C C+	27.3 21.8	C C+	0.011 0.019	1.6 0.1
37	Stevens Creek Boulevard / Finch Avenue	D	AM PM	28.7 22.5	C C+	28.2 22.3	C C+	0.023 0.053	-0.3 0.2
38	Tantau Avenue / Homestead Road	D	AM PM	40.1 52.2	D D-	40.6 53.9	D D-	0.007 0.020	0.0 3.5
39	Tantau Avenue / Pruneridge Avenue	D	AM PM	22.8 23.4	C+ C	23 23.8	C+ C	0.008 0.023	5.7 0.0
40	N Tantau Ave / Apple Parkway-Tantau 14	D	AM PM	23.5 27.2	C C	23.4 28.1	C C	0.021 0.039	-0.1 3.0
41	Tantau Avenue / Vallco Parkway	D	AM PM	24.5 28.8	C C	26.4 33.7	C C-	0.011 0.139	0.8 7.0
42	Stevens Creek Boulevard / Tantau Avenue	D	AM PM	48.6 45.9	D D	53.5 48.1	D- D	0.065 0.081	13.7 3.8



**Table 19: Background Without Project and Background with General Plan Buildout with Maximum Residential Alternative Intersection Levels of Service**

ID	Intersection	LOS Threshold <sup>1</sup>	Peak Hour <sup>2</sup>	Background Without Project <sup>3</sup>		Background with General Plan Buildout with Maximum Residential			
				Delay <sup>4</sup>	LOS <sup>5</sup>	Delay <sup>4</sup>	LOS <sup>5</sup>	Δ in Crit. V/C <sup>6</sup>	Δ in Crit. Delay <sup>7</sup>
43	Stevens Creek Boulevard / Stern Avenue	D	AM PM	<b>92.3</b> <b>81.9</b>	<b>F</b> <b>F</b>	<b>117.6</b> <b>113.5</b>	<b>F</b> <b>F</b>	<b>0.041</b> <b>0.051</b>	<b>36.5</b> <b>49.2</b>
44	Stevens Creek Boulevard / Calvert Drive/I-280 Ramps (west)	E	AM PM	<b>121.6</b> <b>82.6</b>	<b>F</b> <b>F</b>	<b>148.3</b> <b>105.8</b>	<b>F</b> <b>F</b>	<b>0.037</b> <b>0.076</b>	<b>36.7</b> <b>27.7</b>
45	Stevens Creek Boulevard / Agilent Driveway	D	AM PM	<b>92.6</b> 25.6	<b>F</b> C	<b>112.0</b> 26.5	<b>F</b> C	<b>0.030</b> 0.024	<b>24.6</b> 0.8
46	Stevens Creek Boulevard / Lawrence Expressway Ramps (west)	E	AM PM	47.1 25.6	D C	60.1 26.3	E C	0.050 0.043	17.1 1.2
47	Lawrence Expressway / El Camino Real	E	AM PM	38.7 33.3	D+ C-	40.5 37.2	D D+	0.039 0.047	2.1 5.5
48	Lawrence Expressway / Homestead Road	E	AM PM	<b>89.3</b> <b>83.6</b>	<b>F</b> <b>F</b>	<b>91.9</b> <b>87.6</b>	<b>F</b> <b>F</b>	<b>0.011</b> <b>0.023</b>	<b>3.6</b> <b>7.0</b>
49	Lawrence Expressway / Pruneridge Avenue	E	AM PM	54.7 56.5	D- E+	55.1 57.7	E+ E+	0.009 0.204	1.1 8.3
50	Stevens Creek Boulevard / Lawrence Exwy Ramps (east)	E	AM PM	34.2 28.9	C- C	35.4 29.3	D+ C	0.036 0.015	1.6 0.3
51	Lawrence Exwy / Calvert Drive-I-280 SB Ramp	D	AM PM	76.3 79.7	E- E-	79.4 79.8	E- E-	0.017 0.019	3.6 0.2
52	Lawrence Expressway / Mitty Way	E	AM PM	39.6 18.4	D B-	42 18.6	D B-	0.009 0.011	3.1 0.3
53	Lawrence Expressway / Bollinger Road	E	AM PM	<b>104.8</b> <b>87.4</b>	<b>F</b> <b>F</b>	<b>111.2</b> <b>91.2</b>	<b>F</b> <b>F</b>	<b>0.009</b> <b>0.019</b>	<b>5.6</b> <b>6.6</b>
54	Lawrence Expressway / Doyle Road	E	AM PM	41.0 14.9	D B	41.3 15.0	D B	0.006 0.020	0.4 0.1
55	Lawrence Expressway / Prospect Road	E	AM PM	55.5 47.3	E+ D	53.4 48.0	D- D	0.177 0.019	7.5 1.3
56	Lawrence Expressway / Saratoga Avenue	E	AM PM	43.6 52.1	D D-	44.3 54.4	D D-	0.025 0.005	1.3 -0.1
57	Saratoga Avenue / Cox Avenue	D	AM PM	46.0 39.3	D D	46.2 40.1	D D	-0.013 0.017	-5.1 1.6
58	Saratoga Avenue / SR 85 Ramps (north)	C	AM PM	21.1 27.4	C+ C	21.5 27.5	C+ C	0.017 0.013	0.4 0.2
59	Saratoga Avenue / SR 85 Ramps (south)	C	AM PM	17.3 19.5	B B-	17.3 19.7	B B-	0.003 0.013	0.1 0.1
60	Stevens Creek Boulevard / Cabot Avenue	D	AM PM	<b>58.4</b> 49.7	<b>E+</b> D	41.8 53.3	D D-	0.144 0.016	5.4 5.1

**Table 19: Background Without Project and Background with General Plan Buildout with Maximum Residential Alternative Intersection Levels of Service**

ID	Intersection	LOS Threshold <sup>1</sup>	Peak Hour <sup>2</sup>	Background Without Project <sup>3</sup>		Background with General Plan Buildout with Maximum Residential			
				Delay <sup>4</sup>	LOS <sup>5</sup>	Delay <sup>4</sup>	LOS <sup>5</sup>	Δ in Crit. V/C <sup>6</sup>	Δ in Crit. Delay <sup>7</sup>
61	Stevens Creek Boulevard / Cronin Drive-Albany Drive	D	AM	28.1	C	28.4	C	0.009	0.2
				23.6	C	23.8	C	0.017	0.4
62	Stevens Creek Boulevard / Woodhams Road	D	AM	18.7	B-	19.4	B-	0.011	0.5
				21.6	C+	22.2	C+	0.019	0.8
63	Stevens Creek Boulevard / Kiely Boulevard	D	AM	40.9	D	41.0	D	0.008	0.2
				36.5	D+	36.6	D+	0.006	0.0
64	Vallco Parkway / Perimeter Road	D	AM	10.3	B+	20.9	C+	0.202	14.0
				16.4	B	26.1	C	0.331	11.7
65	Lawrence Expressway/Kifer Road Avenue	E	AM	36.9	D+	37.2	D+	0.007	0.0
				72.4	E	74.4	E	0.018	3.8
66	Lawrence Expressway/Reed Avenue-Monroe Street	E	AM	67.3	E	69.5	E	0.008	3.2
				71.0	E	73.8	E	0.015	5.1
67	Lawrence Expressway/Cabrillo Avenue	E	AM	35.1	D+	35.8	D+	0.015	0.4
				31.7	C	32.6	C-	0.015	0.0

Notes: **Bold text** indicates intersection operates at unacceptable level of service. **Bold and highlighted text** indicates a significant impact as discussed in **Chapter 8**.

1. LOS Threshold is the lowest acceptable LOS (the threshold between acceptable and unacceptable level of service) as described in **Chapter 2**.
2. AM = morning peak hour, PM = evening peak hour.
3. Background presents the delay and LOS for intersections using existing intersection geometry and existing traffic counts.
4. Whole intersection weighted average control delay expressed in seconds per vehicle calculated using methods described in the 2000 *Highway Capacity Manual*, with adjusted saturation flow rates to reflect Santa Clara County Conditions for signalized intersections.
5. LOS = Level of Service. LOS calculations conducted using the TRAFFIX analysis software packages, which applies the methods described in the 2000 *Highway Capacity Manual*.
6. Change in critical volume to capacity ratio between Background and Background with Project Conditions.
7. Change in average critical movement delay between Background and Background with Project Conditions.

Source: Fehr & Peers, May 2018.

## Retail and Residential Alternative

The results of the LOS analysis are summarized in **Table 20**. Under Background with the Retail and Residential Alternative, all intersections operate at acceptable levels except the following intersections under the identified peak period:

- Intersection #12 – De Anza Boulevard / McClellan Road (Cupertino/LOS D): LOS E during PM peak hour

- Intersection # 32 – Wolfe Road-Miller Avenue/Stevens Creek Boulevard (Cupertino/LOS D): LOS E during the AM and PM peak hours
- Intersection #43 – Stevens Creek Boulevard/Stern Avenue (Santa Clara/LOS D): LOS F during the AM and PM peak hours
- Intersection #44 – Stevens Creek Boulevard/Calvert Drive (CMP/LOS E): LOS F during the AM and PM peak hours
- Intersection # 45 – Stevens Creek Boulevard/Agilent Driveway (Santa Clara/LOS D): LOS F during the AM peak hour
- Intersection # 48 – Lawrence Expressway/Homestead Road (CMP/LOS E): LOS F during the AM and PM peak hours
- Intersection # 53 – Lawrence Expressway/Bollinger Road (CMP/LOS E): LOS F during the AM and PM peak hours
- Intersection #60 – Stevens Creek Boulevard/Cabot Avenue (Santa Clara/LOS D): LOS E during the AM peak hour

**Table 20: Background Without Project and Background with Retail and Residential Alternative Intersection Level of Service**

ID	Intersection	LOS Threshold <sup>1</sup>	Peak Hour <sup>2</sup>	Background Without Project <sup>3</sup>		Background with Retail and Residential			
				Delay <sup>4</sup>	LOS <sup>5</sup>	Delay <sup>4</sup>	LOS <sup>5</sup>	Δ in Crit. V/C <sup>6</sup>	Δ in Crit. Delay <sup>7</sup>
1	Stevens Creek Boulevard / SR 85 Ramps (west)	D	AM	22.0	C+	21.7	C+	0.012	-0.3
			PM	32.1	C-	32.1	C-	0.008	-0.2
2	Stevens Creek Boulevard / SR 85 Ramps (east)	D	AM	47.7	D	52.0	D-	0.032	12.3
			PM	23.2	C	22.6	C+	0.024	1.1
3	Stevens Creek Boulevard / Stelling Road	E+	AM	38.6	D+	38.8	D+	0.031	0.9
			PM	48.5	D	50.8	D	0.035	3.6
4	Sunnyvale-Saratoga Road / Remington Drive	E	AM	55.7	E+	57.0	E+	0.008	1.7
			PM	47.4	D	48.7	D	0.018	2.2
5	Sunnyvale-Saratoga Road / Fremont Avenue	E	AM	53.2	D-	53.8	D-	0.008	1.0
			PM	50.7	D	51.6	D-	0.012	1.4
6	Sunnyvale-Saratoga Road / Cheyenne Drive	E	AM	11.1	B+	11.1	B+	0.006	0.0
			PM	9.4	A	9.4	A	0.010	0.0
7	Sunnyvale-Saratoga Road / Alberta Avenue	E	AM	20	B-	20.0	B-	0.006	0.0
			PM	23	C+	22.8	C+	0.010	0.0
8	De Anza Boulevard / Homestead Road	D	AM	44.6	D	46.3	D	0.010	1.8
			PM	48.3	D	51.1	D-	0.016	3.4

**Table 20: Background Without Project and Background with Retail and Residential Alternative Intersection Level of Service**

ID	Intersection	LOS Threshold <sup>1</sup>	Peak Hour <sup>2</sup>	Background Without Project <sup>3</sup>		Background with Retail and Residential			
				Delay <sup>4</sup>	LOS <sup>5</sup>	Delay <sup>4</sup>	LOS <sup>5</sup>	Δ in Crit. V/C <sup>6</sup>	Δ in Crit. Delay <sup>7</sup>
9	De Anza Boulevard / I-280 Ramps (north)	D	AM PM	19.3 32.1	B- C-	20.1 33.6	C+ C-	0.017 0.018	1.5 2.4
10	De Anza Boulevard / I-280 Ramps (south)	D	AM PM	27.6 20.9	C C+	28.1 21.7	C C+	0.006 0.015	0.3 1.3
11	De Anza Boulevard / Stevens Creek Boulevard	E+	AM PM	38.4 46.2	D+ D	42.0 53.9	D D-	0.056 0.057	6.7 11.6
12	De Anza Boulevard / McClellan Road-Pacifica Dr	D	AM PM	36.2 <b>71.4</b>	D+ <b>E</b>	36.3 <b>72.4</b>	D+ <b>E</b>	0.003 <b>0.008</b>	0.0 <b>1.9</b>
13	De Anza Boulevard / Bollinger Road	E+	AM PM	37.9 24.6	D+ C	37.9 24.6	D+ C	0.003 0.013	0.3 0.0
14	De Anza Boulevard / SR 85 Ramps (north)	D	AM PM	24.3 15.7	C B	24.5 16.9	C B	0.012 0.023	0.1 1.6
15	De Anza Boulevard / SR 85 Ramps (south)	D	AM PM	12.6 15.3	B B	13.0 15.5	B B	0.012 0.015	0.4 0.3
16	Saratoga-Sunnyvale Road / Prospect Road	D	AM PM	19.1 27.7	B- C	19.1 27.7	B- C	0.001 0.005	0.0 0.0
17	Stevens Creek Boulevard / Torre Avenue	D	AM PM	21.2 22.1	C+ C+	19.9 21.4	B- C+	0.044 0.055	-1.1 -0.3
18	Homestead Road / Blaney Avenue	D	AM PM	23.8 25.5	C C	23.9 26.1	C C	0.008 0.014	0.2 0.6
19	Stevens Creek Boulevard / Blaney Avenue	D	AM PM	34.3 33.2	C- C-	34.4 34.0	C- C-	0.048 0.066	0.6 1.9
20	Stevens Creek Boulevard / Portal Avenue	D	AM PM	20.2 12.4	C+ B	18.9 11.9	B- B+	0.043 0.056	-1.2 -0.2
21	Stevens Creek Boulevard / Perimeter Road	D	AM PM	9.5 14.2	A B	21.6 25.3	C+ C	0.146 0.083	15.5 6.5
22	Wolfe Road / El Camino Real	E	AM PM	51.7 52.0	D- D-	51.9 53.8	D- D-	0.026 0.040	0.5 3.1
23	Wolfe Road / Fremont Avenue	D	AM PM	52.7 52.0	D- D-	53.0 54.0	D- D-	0.020 0.037	0.7 1.8
24	Wolfe Road / Marion Way	D	AM PM	15.0 18.2	B B-	14.7 18.1	B B-	0.034 0.040	-0.3 -0.4
25	Wolfe Road / Inverness Way	D	AM PM	17.4 22.2	B C+	16.9 21.9	B C+	0.034 0.047	-0.4 0.1
26	Wolfe Road / Homestead Road	D	AM PM	36.6 48.1	D+ D	37.5 49.7	D+ D	0.035 0.049	1.4 0.3
27	Wolfe Road / Apple Park	D	AM PM	19.3 33.0	B- C-	19.0 32.9	B- C-	0.032 0.044	-0.2 0.2

**Table 20: Background Without Project and Background with Retail and Residential Alternative Intersection Level of Service**

ID	Intersection	LOS Threshold <sup>1</sup>	Peak Hour <sup>2</sup>	Background Without Project <sup>3</sup>		Background with Retail and Residential			
				Delay <sup>4</sup>	LOS <sup>5</sup>	Delay <sup>4</sup>	LOS <sup>5</sup>	Δ in Crit. V/C <sup>6</sup>	Δ in Crit. Delay <sup>7</sup>
28	Wolfe Road / Pruneridge Avenue	D	AM PM	28.1 20.2	C C+	27.5 20.6	C C+	0.019 0.046	-0.5 1.3
29	Wolfe Road / I-280 Ramps (north)	D	AM PM	16.8 19.0	B B-	17.6 32.1	B C-	0.035 0.078	1.1 15.3
30	Wolfe Road / I-280 Ramps (south)	D	AM PM	19.0 9.8	B- A	29.4 12.3	C B	0.105 0.174	17.2 4.8
31	Wolfe Road / Vallco Parkway	D	AM PM	24.6 36.6	C D+	31.7 48.0	C D	0.202 0.236	8.3 24.4
32	Wolfe Road-Miller Avenue / Stevens Creek Boulevard	D	AM PM	50.5 52.3	D D-	<b>58.1</b> <b>59.6</b>	<b>E+</b> <b>E+</b>	<b>0.063</b> <b>0.051</b>	<b>13.8</b> <b>13.6</b>
33	Miller Avenue / Calle de Barcelona	D	AM PM	7.2 2.9	A A	7.2 2.8	A A	0.003 0.014	0.0 0.0
34	Miller Avenue / Phil Lane	D	AM PM	5.2 4.0	A A	5.2 4.1	A A	0.004 0.013	0.0 0.0
35	Miller Avenue / Bollinger Road	D	AM PM	38.5 45.2	D+ D	38.7 45.9	D+ D	0.005 0.015	0.3 1.1
36	Miller Avenue / Rainbow Drive	D	AM PM	26.5 21.9	C C+	26.7 21.8	C C+	0.003 0.016	0.4 0.1
37	Stevens Creek Boulevard / Finch Avenue	D	AM PM	28.7 22.5	C C+	28.4 22.2	C C+	0.024 0.033	-0.3 0.1
38	Tantau Avenue / Homestead Road	D	AM PM	40.1 52.2	D D-	40.3 54.0	D D-	0.003 0.020	0.0 3.6
39	Tantau Avenue / Pruneridge Avenue	D	AM PM	22.8 23.4	C+ C	22.6 24.1	C+ C	-0.001 0.018	5.6 0.0
40	N Tantau Ave / Apple Parkway-Tantau 14	D	AM PM	23.5 27.2	C C	23.4 27.8	C C	0.025 0.029	-0.1 2.2
41	Tantau Avenue / Vallco Parkway	D	AM PM	24.5 28.8	C C	25.8 32.9	C C-	0.013 0.123	1.0 6.0
42	Stevens Creek Boulevard / Tantau Avenue	D	AM PM	48.6 45.9	D D	49.4 47.2	D D	0.016 0.053	3.0 2.4
43	Stevens Creek Boulevard / Stern Avenue	D	AM PM	<b>92.3</b> <b>81.9</b>	<b>F</b> <b>F</b>	<b>98.2</b> <b>100.6</b>	<b>F</b> <b>F</b>	<b>0.011</b> <b>0.032</b>	<b>10.0</b> <b>30.9</b>
44	Stevens Creek Boulevard / Calvert Drive/I-280 Ramps (west)	E	AM PM	<b>121.6</b> <b>82.6</b>	<b>F</b> <b>F</b>	<b>128.1</b> <b>96.4</b>	<b>F</b> <b>F</b>	<b>0.010</b> <b>0.039</b>	<b>10.0</b> <b>13.5</b>
45	Stevens Creek Boulevard / Agilent Driveway	D	AM PM	<b>92.6</b> 25.6	<b>F</b> C	<b>97.3</b> 26.4	<b>F</b> C	<b>0.008</b> 0.027	<b>6.7</b> 0.9

**Table 20: Background Without Project and Background with Retail and Residential Alternative Intersection Level of Service**

ID	Intersection	LOS Threshold <sup>1</sup>	Peak Hour <sup>2</sup>	Background Without Project <sup>3</sup>		Background with Retail and Residential			
				Delay <sup>4</sup>	LOS <sup>5</sup>	Delay <sup>4</sup>	LOS <sup>5</sup>	Δ in Crit. V/C <sup>6</sup>	Δ in Crit. Delay <sup>7</sup>
46	Stevens Creek Boulevard / Lawrence Expressway Ramps (west)	E	AM PM	47.1 25.6	D C	50.4 26.5	D C	0.015 0.050	4.8 1.4
47	Lawrence Expressway / El Camino Real	E	AM PM	38.7 33.3	D+ C-	40.1 37.3	D D+	0.037 0.048	1.7 5.7
48	Lawrence Expressway / Homestead Road	E	AM PM	<b>89.3</b> <b>83.6</b>	<b>F</b> <b>F</b>	<b>91.7</b> <b>87.2</b>	<b>F</b> <b>F</b>	<b>0.011</b> <b>0.022</b>	<b>3.8</b> <b>6.4</b>
49	Lawrence Expressway / Pruneridge Avenue	E	AM PM	54.7 56.5	D- E+	55.4 57.7	E+ E+	0.012 0.204	1.4 8.7
50	Stevens Creek Boulevard / Lawrence Exwy Ramps (east)	E	AM PM	34.2 28.9	C- C	34.9 29.3	C- C	0.018 0.012	1.2 0.2
51	Lawrence Exwy / Calvert Drive-I-280 SB Ramp	D	AM PM	76.3 79.7	E- E-	76.7 79.7	E- E-	0.011 0.011	0.3 0.1
52	Lawrence Expressway / Mitty Way	E	AM PM	39.6 18.4	D B-	39.7 18.5	D B-	0.001 0.005	0.2 0.1
53	Lawrence Expressway / Bollinger Road	E	AM PM	<b>104.8</b> <b>87.4</b>	<b>F</b> <b>F</b>	<b>105.1</b> <b>88.9</b>	<b>F</b> <b>F</b>	<b>0.001</b> <b>0.011</b>	<b>0.4</b> <b>2.7</b>
54	Lawrence Expressway / Doyle Road	E	AM PM	41.0 14.9	D B	41.1 15.0	D B	0.002 0.008	-0.1 0.0
55	Lawrence Expressway / Prospect Road	E	AM PM	55.5 47.3	E+ D	55.8 47.6	E+ D	0.002 0.008	0.0 0.5
56	Lawrence Expressway / Saratoga Avenue	E	AM PM	43.6 52.1	D D-	43.6 53.6	D D-	0.001 0.005	0.0 -0.1
57	Saratoga Avenue / Cox Avenue	D	AM PM	46.0 39.3	D D	46.0 39.5	D D	0.001 0.003	0.1 0.3
58	Saratoga Avenue / SR 85 Ramps (north)	C	AM PM	21.1 27.4	C+ C	21.1 27.4	C+ C	0.001 0.002	0.0 0.0
59	Saratoga Avenue / SR 85 Ramps (south)	C	AM PM	17.3 19.5	B B-	17.2 19.5	B B-	0.000 0.000	0.0 0.0
60	Stevens Creek Boulevard / Cabot Avenue	D	AM PM	<b>58.4</b> 49.7	<b>E+</b> D	<b>60.5</b> 52.3	<b>E</b> D-	<b>0.009</b> 0.012	<b>0.3</b> 3.6
61	Stevens Creek Boulevard / Cronin Drive-Albany Drive	D	AM PM	28.1 23.6	C C	28.3 23.8	C C	0.009 0.014	0.2 0.3
62	Stevens Creek Boulevard / Woodhams Road	D	AM PM	18.7 21.6	B- C+	18.7 22.1	B- C+	0.008 0.019	-0.1 0.7
63	Stevens Creek Boulevard / Kiely Boulevard	D	AM PM	40.9 36.5	D D+	41.0 36.6	D D+	0.006 0.006	0.3 0.1



**Table 20: Background Without Project and Background with Retail and Residential Alternative Intersection Level of Service**

ID	Intersection	LOS Threshold <sup>1</sup>	Peak Hour <sup>2</sup>	Background Without Project <sup>3</sup>		Background with Retail and Residential			
				Delay <sup>4</sup>	LOS <sup>5</sup>	Delay <sup>4</sup>	LOS <sup>5</sup>	Δ in Crit. V/C <sup>6</sup>	Δ in Crit. Delay <sup>7</sup>
64	Vallco Parkway / Perimeter Road	D	AM	10.3	B+	18.3	B-	0.105	8.1
			PM	16.4	B	24.7	C	0.294	10.7
65	Lawrence Expressway/Kifer Road Avenue	E	AM	36.9	D+	37.3	D+	0.005	0.2
			PM	72.4	E	75.4	E-	0.024	5.5
66	Lawrence Expressway/Reed Avenue-Monroe Street	E	AM	67.3	E	70.4	E	0.011	4.5
			PM	71.0	E	74.5	E	0.016	6.1
67	Lawrence Expressway/Cabrillo Avenue	E	AM	35.1	D+	35.9	D+	0.007	-0.1
			PM	31.7	C	32.8	C-	0.012	-0.1

Notes: **Bold text** indicates intersection operates at unacceptable level of service. **Bold and highlighted text** indicates a significant impact as discussed in **Chapter 8**.

1. LOS Threshold is the lowest acceptable LOS (the threshold between acceptable and unacceptable level of service) as described in **Chapter 2**.
2. AM = morning peak hour, PM = evening peak hour.
3. Background presents the delay and LOS for intersections using existing intersection geometry and existing traffic counts.
4. Whole intersection weighted average control delay expressed in seconds per vehicle calculated using methods described in the 2000 *Highway Capacity Manual*, with adjusted saturation flow rates to reflect Santa Clara County Conditions for signalized intersections.
5. LOS = Level of Service. LOS calculations conducted using the TRAFFIX analysis software packages, which applies the methods described in the 2000 *Highway Capacity Manual*.
6. Change in critical volume to capacity ratio between Background and Background with Project Conditions.
7. Change in average critical movement delay between Background and Background with Project Conditions.

Source: Fehr & Peers, May 2018.

## Occupied/Re-Tenanted Mall Alternative

The LOS analysis results are summarized in **Table 21**. Under Background with the Occupied/Re-tenanted Mall Alternative, all intersections operate at acceptable levels except the following intersections under the identified peak period:

- Intersection #12 – De Anza Boulevard / McClellan Road (Cupertino/LOS D): LOS E during the PM peak hour
- Intersection # 32 – Wolfe Road-Miller Avenue/Stevens Creek Boulevard (Cupertino/LOS D): LOS E during the PM peak hour
- Intersection #43 – Stevens Creek Boulevard/Stern Avenue (Santa Clara/LOS D): LOS F during the AM and PM peak hours

- Intersection #44 – Stevens Creek Boulevard/Calvert Drive (CMP/LOS E): LOS F during the AM and PM peak hours
- Intersection # 45 – Stevens Creek Boulevard/Agilent Driveway (Santa Clara/LOS D): LOS F during the AM peak hour
- Intersection # 48 – Lawrence Expressway/Homestead Road (CMP/LOS E): LOS F during the AM and PM peak hours
- Intersection # 53 – Lawrence Expressway/Bollinger Road (CMP/LOS E): LOS F during the AM and PM peak hours
- Intersection #60 – Stevens Creek Boulevard/Cabot Avenue (Santa Clara/LOS D): LOS E during the AM peak hour

**Table 21: Background Without Project and Background with Occupied/Re-tenanted Mall Alternative Intersection Levels of Service**

ID	Intersection	LOS Threshold <sup>1</sup>	Peak Hour <sup>2</sup>	Background without Project <sup>3</sup>		Background with Occupied/Re-tenanted Mall			
				Delay <sup>4</sup>	LOS <sup>5</sup>	Delay <sup>4</sup>	LOS <sup>5</sup>	Δ in Crit. V/C <sup>6</sup>	Δ in Crit. Delay <sup>7</sup>
1	Stevens Creek Boulevard / SR 85 Ramps (west)	D	AM	22.0	C+	22.0	C+	0.001	0.0
			PM	32.1	C-	32.1	C-	0.008	-0.2
2	Stevens Creek Boulevard / SR 85 Ramps (east)	D	AM	47.7	D	47.8	D	0.001	0.5
			PM	23.2	C	22.7	C+	0.012	0.5
3	Stevens Creek Boulevard / Stelling Road	E+	AM	38.6	D+	38.6	D+	0.004	0.2
			PM	48.5	D	50.8	D	0.036	4.0
4	Sunnyvale-Saratoga Road / Remington Drive	E	AM	55.7	E+	56.1	E+	0.001	0.2
			PM	47.4	D	50.4	D	0.031	4.9
5	Sunnyvale-Saratoga Road / Fremont Avenue	E	AM	53.2	D-	53.5	D-	0.003	0.4
			PM	50.7	D	52.5	D-	0.021	2.7
6	Sunnyvale-Saratoga Road / Cheyenne Drive	E	AM	11.1	B+	11.1	B+	0.001	0.0
			PM	9.4	A	9.4	A	0.014	0.1
7	Sunnyvale-Saratoga Road / Alberta Avenue	E	AM	20.0	B-	20.0	B-	0.001	0.0
			PM	23.0	C+	22.8	C+	0.014	-0.1
8	De Anza Boulevard / Homestead Road	D	AM	44.6	D	45.1	D	0.003	0.7
			PM	48.3	D	52.0	D-	0.022	4.6
9	De Anza Boulevard / I-280 Ramps (north)	D	AM	19.3	B-	19.3	B-	0.000	0.0
			PM	32.1	C-	32.9	C-	0.013	1.5
10	De Anza Boulevard / I-280 Ramps (south)	D	AM	27.6	C	27.7	C	0.001	0.0
			PM	20.9	C+	21.2	C+	0.006	0.5
11	De Anza Boulevard / Stevens Creek Boulevard	E+	AM	38.4	D+	38.8	D+	0.007	0.8
			PM	46.2	D	54.4	D-	0.058	12.1

**Table 21: Background Without Project and Background with Occupied/Re-tenanted Mall  
Alternative Intersection Levels of Service**

ID	Intersection	LOS Threshold <sup>1</sup>	Peak Hour <sup>2</sup>	Background without Project <sup>3</sup>		Background with Occupied/Re-tenanted Mall			
				Delay <sup>4</sup>	LOS <sup>5</sup>	Delay <sup>4</sup>	LOS <sup>5</sup>	Δ in Crit. V/C <sup>6</sup>	Δ in Crit. Delay <sup>7</sup>
12	De Anza Boulevard / McClellan Road-Pacifica Dr	D	AM PM	36.2 <b>71.4</b>	D+ <b>E</b>	36.2 <b>73.1</b>	D+ <b>E</b>	0.002 <b>0.013</b>	0.0 <b>3.1</b>
13	De Anza Boulevard / Bollinger Road	E+	AM PM	37.9 24.6	D+ C	38.0 24.5	D+ C	0.002 0.018	0.3 0.0
14	De Anza Boulevard / SR 85 Ramps (north)	D	AM PM	24.3 15.7	C B	24.4 16.7	C B	0.002 0.026	0.0 1.4
15	De Anza Boulevard / SR 85 Ramps (south)	D	AM PM	12.6 15.3	B B	12.6 15.5	B B	0.002 0.021	0.0 0.2
16	Saratoga-Sunnyvale Road / Prospect Road	D	AM PM	19.1 27.7	B- C	19.1 27.6	B- C	0.001 0.011	0.0 0.0
17	Stevens Creek Boulevard / Torre Avenue	D	AM PM	21.2 22.1	C+ C+	21 21.4	C+ C+	0.005 0.049	-0.1 -0.3
18	Homestead Road / Blaney Avenue	D	AM PM	23.8 25.5	C C	23.9 26.5	C C	0.003 0.017	0.0 0.7
19	Stevens Creek Boulevard / Blaney Avenue	D	AM PM	34.3 33.2	C- C-	34.3 34.4	C- C-	0.007 0.069	0.2 2.7
20	Stevens Creek Boulevard / Portal Avenue	D	AM PM	20.2 12.4	C+ B	19.9 11.9	B- B+	0.005 0.051	-0.2 -0.2
21	Stevens Creek Boulevard / Perimeter Road	D	AM PM	9.5 14.2	A B	11.3 27.2	B+ C	0.024 0.111	2.6 9.1
22	Wolfe Road / El Camino Real	E	AM PM	51.7 52.0	D- D-	51.7 53.8	D- D-	0.004 0.040	0.2 3.4
23	Wolfe Road / Fremont Avenue	D	AM PM	52.7 52.0	D- D-	52.8 54.5	D- D-	0.006 0.040	0.2 2.8
24	Wolfe Road / Marion Way	D	AM PM	15.0 18.2	B B-	15.0 18.1	B B-	0.004 0.048	0.0 -0.4
25	Wolfe Road / Inverness Way	D	AM PM	17.4 22.2	B C+	17.3 22.0	B C+	0.004 0.045	0.0 0.2
26	Wolfe Road / Homestead Road	D	AM PM	36.6 48.1	D+ D	36.8 50.0	D+ D	0.004 0.053	0.0 0.9
27	Wolfe Road / Apple Park	D	AM PM	19.3 33.0	B- C-	19.2 33.0	B- C-	0.004 0.044	0.0 0.2
28	Wolfe Road / Pruneridge Avenue	D	AM PM	28.1 20.2	C C+	28.0 20.5	C C+	0.002 0.046	-0.1 1.3
29	Wolfe Road / I-280 Ramps (north)	D	AM PM	16.8 19.0	B B-	16.9 30.9	B C	0.004 0.072	0.1 13.6
30	Wolfe Road / I-280 Ramps (south)	D	AM PM	19.0 9.8	B- A	19.3 10.7	B- B+	0.008 0.123	0.7 2.1

**Table 21: Background Without Project and Background with Occupied/Re-tenanted Mall  
Alternative Intersection Levels of Service**

ID	Intersection	LOS Threshold <sup>1</sup>	Peak Hour <sup>2</sup>	Background without Project <sup>3</sup>		Background with Occupied/Re-tenanted Mall			
				Delay <sup>4</sup>	LOS <sup>5</sup>	Delay <sup>4</sup>	LOS <sup>5</sup>	Δ in Crit. V/C <sup>6</sup>	Δ in Crit. Delay <sup>7</sup>
31	Wolfe Road / Vallco Parkway	D	AM PM	24.6 36.6	C D+	25.1 48.2	C D	0.027 0.227	0.7 23.3
32	Wolfe Road-Miller Avenue / Stevens Creek Boulevard	D	AM PM	50.5 52.3	D D-	51.6 <b>62.6</b>	D- <b>E</b>	0.010 <b>0.064</b>	1.9 <b>17.4</b>
33	Miller Avenue / Calle de Barcelona	D	AM PM	7.2 2.9	A A	7.2 2.8	A A	0.004 0.032	0.0 0.0
34	Miller Avenue / Phil Lane	D	AM PM	5.2 4.0	A A	5.2 4.1	A A	0.004 0.029	0.0 0.1
35	Miller Avenue / Bollinger Road	D	AM PM	38.5 45.2	D+ D	38.7 46.9	D+ D	0.005 0.035	0.2 2.8
36	Miller Avenue / Rainbow Drive	D	AM PM	26.5 21.9	C C+	26.8 21.7	C C+	0.004 0.036	0.6 0.3
37	Stevens Creek Boulevard / Finch Avenue	D	AM PM	28.7 22.5	C C+	28.6 22.2	C C+	0.004 0.049	-0.1 0.2
38	Tantau Avenue / Homestead Road	D	AM PM	40.1 52.2	D D-	40.2 54.2	D D-	0.001 0.022	0.0 3.9
39	Tantau Avenue / Pruneridge Avenue	D	AM PM	22.8 23.4	C+ C	22.8 23.9	C+ C	0.004 0.020	0.1 0.0
40	N Tantau Ave / Apple Parkway-Tantau 14	D	AM PM	23.5 27.2	C C	23.5 28.0	C C	0.003 0.035	0.0 2.7
41	Tantau Avenue / Vallco Parkway	D	AM PM	24.5 28.8	C C	24.8 34.3	C C-	0.002 0.152	0.1 8.1
42	Stevens Creek Boulevard / Tantau Avenue	D	AM PM	48.6 45.9	D D	49.1 48.5	D D	0.008 0.083	1.5 4.4
43	Stevens Creek Boulevard / Stern Avenue	D	AM PM	<b>92.3</b> <b>81.9</b>	<b>F</b> <b>F</b>	<b>95.2</b> <b>108.9</b>	<b>F</b> <b>F</b>	<b>0.005</b> <b>0.045</b>	<b>4.2</b> <b>43.5</b>
44	Stevens Creek Boulevard / Calvert Drive/I-280 Ramps (west)	E	AM PM	<b>121.6</b> <b>82.6</b>	<b>F</b> <b>F</b>	<b>124.6</b> <b>102.6</b>	<b>F</b> <b>F</b>	<b>0.004</b> <b>0.061</b>	<b>4.2</b> <b>21.7</b>
45	Stevens Creek Boulevard / Agilent Driveway	D	AM PM	<b>92.6</b> 25.6	<b>F</b> C	<b>95.0</b> 26.6	<b>F</b> C	<b>0.004</b> 0.030	<b>3.0</b> 1.0
46	Stevens Creek Boulevard / Lawrence Expressway Ramps (west)	E	AM PM	47.1 25.6	D C	48.5 26.2	D C	0.006 0.051	1.8 1.3
47	Lawrence Expressway / El Camino Real	E	AM PM	38.7 33.3	D+ C-	38.8 35.9	D+ D+	0.003 0.034	0.1 3.7
48	Lawrence Expressway / Homestead Road	E	AM PM	<b>89.3</b> <b>83.6</b>	<b>F</b> <b>F</b>	<b>89.8</b> <b>87.1</b>	<b>F</b> <b>F</b>	<b>0.002</b> <b>0.022</b>	<b>0.5</b> <b>5.1</b>

**Table 21: Background Without Project and Background with Occupied/Re-tenanted Mall  
 Alternative Intersection Levels of Service**

ID	Intersection	LOS Threshold <sup>1</sup>	Peak Hour <sup>2</sup>	Background without Project <sup>3</sup>		Background with Occupied/Re-tenanted Mall			
				Delay <sup>4</sup>	LOS <sup>5</sup>	Delay <sup>4</sup>	LOS <sup>5</sup>	Δ in Crit. V/C <sup>6</sup>	Δ in Crit. Delay <sup>7</sup>
49	Lawrence Expressway / Pruneridge Avenue	E	AM PM	54.7 56.5	D- E+	54.7 57.6	D- E+	0.001 0.205	0.1 8.3
50	Stevens Creek Boulevard / Lawrence Exwy Ramps (east)	E	AM PM	34.2 28.9	C- C	34.3 29.3	C- C	0.004 0.016	0.2 0.3
51	Lawrence Exwy / Calvert Drive-I-280 SB Ramp	D	AM PM	76.3 79.7	E- E-	76.7 79.6	E- E-	0.002 0.013	0.5 0.1
52	Lawrence Expressway / Mitty Way	E	AM PM	39.6 18.4	D B-	39.9 18.7	D B-	0.001 0.011	0.3 0.3
53	Lawrence Expressway / Bollinger Road	E	AM PM	<b>104.8</b> <b>87.4</b>	<b>F</b> <b>F</b>	<b>105.4</b> <b>91.2</b>	<b>F</b> <b>F</b>	<b>0.001</b> <b>0.027</b>	<b>0.7</b> <b>6.5</b>
54	Lawrence Expressway / Doyle Road	E	AM PM	41.0 14.9	D B	41.1 15.1	D B	0.002 0.019	0.0 0.1
55	Lawrence Expressway / Prospect Road	E	AM PM	55.5 47.3	E+ D	56.1 48.1	E+ D	0.002 0.018	0.0 1.2
56	Lawrence Expressway / Saratoga Avenue	E	AM PM	43.6 52.1	D D-	43.6 52.3	D D-	0.003 0.291	0.1 12.9
57	Saratoga Avenue / Cox Avenue	D	AM PM	46.0 39.3	D D	46 39.7	D D	0.001 0.007	0.0 0.7
58	Saratoga Avenue / SR 85 Ramps (north)	C	AM PM	21.1 27.4	C+ C	21.1 27.4	C+ C	0.001 0.005	0.0 0.1
59	Saratoga Avenue / SR 85 Ramps (south)	C	AM PM	17.3 19.5	B B-	17.3 19.5	B B-	0.000 0.000	0.0 0.0
60	Stevens Creek Boulevard / Cabot Avenue	D	AM PM	<b>58.4</b> 49.7	<b>E+</b> D	<b>59.2</b> 53.6	<b>E+</b> D-	<b>0.001</b> 0.017	<b>0.0</b> 5.4
61	Stevens Creek Boulevard / Cronin Drive-Albany Drive	D	AM PM	28.1 23.6	C C	28.2 23.9	C C	0.001 0.019	0.0 0.5
62	Stevens Creek Boulevard / Woodhams Road	D	AM PM	18.7 21.6	B- C+	18.8 22.2	B- C+	0.002 0.023	0.0 0.9
63	Stevens Creek Boulevard / Kiely Boulevard	D	AM PM	40.9 36.5	D D+	40.9 36.6	D D+	0.001 0.007	0.0 0.0
64	Vallco Parkway / Perimeter Road	D	AM PM	10.3 16.4	B+ B	11.8 25.5	B+ C	0.013 0.317	1.5 11.3
65	Lawrence Expressway/Kifer Road Avenue	E	AM PM	36.9 72.4	D+ E	37.0 73.3	D+ E	0.000 0.010	0.0 1.7
66	Lawrence Expressway/Reed Avenue-Monroe Street	E	AM PM	67.3 71.0	E E	67.4 72.8	E E	0.001 0.007	0.2 3.2
67	Lawrence Expressway/Cabrillo Avenue	E	AM PM	35.1 31.7	D+ C	35.1 32.1	D+ C-	0.001 0.009	0.0 -0.1

Notes: **Bold text** indicates intersection operates at unacceptable level of service. **Bold and highlighted text** indicates a significant impact as discussed in **Chapter 8**.

1. LOS Threshold is the lowest acceptable LOS (the threshold between acceptable and unacceptable level of service) as described in **Chapter 2**.
2. AM = morning peak hour, PM = evening peak hour.
3. Background presents the delay and LOS for intersections using existing intersection geometry and existing traffic counts.
4. Whole intersection weighted average control delay expressed in seconds per vehicle calculated using methods described in the 2000 *Highway Capacity Manual*, with adjusted saturation flow rates to reflect Santa Clara County Conditions for signalized intersections.
5. LOS = Level of Service. LOS calculations conducted using the TRAFFIX analysis software packages, which applies the methods described in the 2000 *Highway Capacity Manual*.
6. Change in critical volume to capacity ratio between Background and Background with Project Conditions.
7. Change in average critical movement delay between Background and Background with Project Conditions.

Source: Fehr & Peers, May 2018.



## Freeway Analysis

Freeway volume forecasts for Background Without Project Conditions were developed using the joint Santa Clara Valley Transportation Authority (VTA) and City/County Association of Governments of San Mateo County (C/CAG) travel demand model (VTA-C/CAG model) that is also being used for the *I-280/Wolfe Road Interchange Improvement Project*. As part of the I-280/Wolfe Road interchange project, the model was validated in the interchange area, which includes the Vallco Special Area Specific Plan area. The validation process was based on thresholds from the *2010 California Regional Transportation Plan (RTP) Guidelines*, California Transportation Commission.

VTA's base year model (year 2015) and Year 2040 model were used to develop freeway volume forecasts. A portion of the traffic volume growth (60 percent) between the two model years was assumed to represent Background Without Project Conditions. The growth percentage was based on the number of Apple Park vehicle trips added to the freeway segments immediately north and south of the Wolfe interchange compared to the traffic volume increases on those segments.

The future operations of the freeway mainline segments were evaluated using volume-to-capacity ratios (V/Cs), with V/Cs greater than 1.0 indicating vehicle demands exceeding capacity and LOS F operations. **Appendix G** includes the freeway segment LOS calculation tables for Background Without Project Conditions and with each of the alternatives. **Table 22** summarizes the numbers of freeway segments (mixed-flow and HOV) that operate at unacceptable LOS F.

Overall, the same number of freeway segments are projected to operate at LOS F under Background Without Project conditions, with the Proposed Project, and with each of the alternatives, except for:

- General Plan Buildout with Residential Allocation (Proposed Project): three additional mixed-flow segments during the AM peak hour and two additional HOV segments during the PM peak hour
- General Plan Buildout with Maximum Residential Alternative: one additional mixed-flow segment during the AM peak hour and one additional HOV segment during the PM peak hour
- Retail and Residential Alternative: one additional mixed-flow segment during the AM peak hour, one additional HOV segment during the AM peak hour, and one additional HOV segment during the PM peak hour
- Occupied/Re-tenanted Mall Alternative : one additional HOV segment during the PM peak hour

**Table 22: Background Without Project and Background with Project Summary of Deficient (LOS F) Freeway Segments**

Scenario/Alternative	Peak Hour <sup>2</sup>	Freeway Segment Type	
		Mixed Flow	HOV Lane
Background Without Project	AM	24	12
	PM	34	9
Background with General Plan Buildout with Residential Allocation (Proposed Project)	AM	27	12
	PM	34	11
Background with General Plan Buildout with Maximum Residential Alternative	AM	25	13
	PM	34	10
Background with Retail and Residential Alternative	AM	25	13
	PM	34	10
Background with Occupied/Re-tenanted Mall Alternative	AM	24	12
	PM	34	10

Notes:

1. AM = morning peak hour, PM = evening peak hour

Source: Fehr & Peers, May 2018

## 8. Cumulative and Cumulative with Project Conditions

This section presents the results of the level of service calculations under Cumulative Without and with Project Conditions. Cumulative Without Project Conditions are defined as existing volumes plus traffic generated by approved but not yet construction and/or occupied developments in the area and traffic generated by pending development projects. The list of approved and pending projects can be found in **Appendix H**. Cumulative with Project Conditions are defined as Cumulative Without Project Conditions plus traffic generated by the build-out of the Project and transportation network infrastructure proposed by the Project., as well as for the alternatives

### Cumulative Without Project Roadway Infrastructure Improvements

Background Without Project intersection geometries were modified to include improvements related to the proposed I-280/Wolfe Road Interchange Study. For this TIA, a partial clover leaf configuration and lane geometries currently being studied by the VTA were assumed. Specific improvements are:

- **Intersection #29:** Wolfe Road / I-280 Ramps (north): the southbound approach was modified to include two right-turn lanes (to I-280 North) and three through lanes and the northbound approach was modified to three through lanes
- **Intersection #30:** Wolfe Road / I-280 Ramps (south): the northbound approach was modified to include two right-turn lanes (to I-280 South) and three through lanes, the southbound approach was modified to three through lanes, and the eastbound approach was modified to include two left-turn lanes, one shared right-turn/through lane and two right-turn lanes.

### Cumulative Without Project Traffic Volumes

Vehicle trips from pending development projects in the study area were added to traffic projections for Background Without Project Conditions. Projects in the cities of Sunnyvale, Santa Clara, Saratoga, and San Jose were included. **Appendix H** contains a list of approved and pending projects from each City and their trip generation estimates. In addition to those projects highlighted in the Background Conditions chapter, the following major pending developments projects were included in the analysis:

- Cupertino Hotel: 156 hotel rooms

- Boutique Hotel (Cupertino): 185 hotel rooms
- The Oaks: 270 dwelling units, 280 KSF office, 170 hotel rooms, 69.5 KSF retail
- City Place Santa Clara: 240 acres of mixed-used development
- Mariani's Inn, Residences & Senior Living Project: 392 mixed dwelling units, 221.4 KSF commercial space
- Midtown Village: 165 senior dwelling units
- North Sunnyvale Projects: 725 KSF office, 120 mixed dwelling units
- South Sunnyvale Projects: 2,030 KSF office, 125 hotel units

For Cumulative volume forecasts in the City of Sunnyvale, existing volumes are multiplied by a growth factor. To be consistent with the City of Sunnyvale's LOS analysis standards a 1.5 percent growth rate was applied to the study intersections within Sunnyvale. Using year 2018 as the base year for existing conditions, a ten-year growth factor (to year 2028) was applied to all movements at the eight study intersections in Sunnyvale.

**Appendix J** shows the Cumulative Without Project intersection turning movement volumes.

## Forecasting Autonomous Vehicles and TNCs

Transportation Network Companies (TNCs) such as Uber and Lyft have changed travel behavior since their introduction in 2009. Based on studies by UC Berkeley, UC Davis, and others TNCs are most prominent in urban areas. Many people use TNCs instead of driving themselves so they are primarily a substitute for auto trips. In some cases, they replace bus and light rail trips but are a complement to commuter rail service. Since Cupertino is in a suburban area and has little transit use, the effect of TNCs is more moderate. The cumulative traffic volume forecasts are conservatively high and therefore account for TNC vehicles on the roadway system.

Autonomous vehicles, also referred to as driverless vehicles, are currently being tested and will soon be available for purchase or for shared use, such as through a TNC or lease with an auto manufacturer. Expert opinions vary widely regarding their effect on travel behavior and on roadway operations. They would likely greatly increase the vehicle carrying capacity of roadways as they will be virtually connected and communicate with each other, the roadway infrastructure, and with traffic signal systems. However, they may also increase the numbers of vehicles on the roadway system by chauffeuring individuals who cannot drive (e.g., the elderly and people with disabilities) and allowing workers to commute greater distances since they will be able to sleep, work, do other activities while in the vehicle.

Many experts agree that their operational effects will not be materially evident until they reach 30 to 50 percent of the vehicle fleet. Since these vehicles still have technological, regulatory, insurance (and other) hurdles to overcome and based on vehicle fleet turnover rates, they may not be a sizeable portion of the vehicle fleet until after 2040, the time frame of this cumulative analysis. Plus, since they are not currently part of the traffic stream, there is no substantial evidence on their actual effects on travel behavior and traffic volumes and are not explicitly included in the forecasts.

## Intersection Analysis

Level of service calculations were conducted to evaluate intersection operations under Cumulative Without Project and Cumulative with Project Conditions for the Proposed Project and the alternatives. The results are presented in **Tables 23, 24, and 24, and Table 26**, along with the projected increases in critical delay and critical volume-to-capacity (V/C) ratios. The intersection volumes are shown in **Appendix J**. The corresponding LOS calculation sheets are included in **Appendix C**.

Significant impacts were identified based on the impact criteria discussed in **Chapter 2**, which includes changes in the LOS from an acceptable to an unacceptable level or changes in critical delay and critical V/C ratio for intersection operating unacceptably.

## Proposed Project (General Plan Buildout with Residential Allocation)

The LOS analysis results are summarized in **Table 23**. Under Cumulative with the Proposed Project, all intersections operate at acceptable levels except the following intersections under the identified peak period:

- Intersection #2 – Stevens Creek Boulevard/SR 85 Northbound Ramps (Cupertino/LOS D): LOS E+ during the AM peak hour
- Intersection #4 – Sunnyvale-Saratoga Road / Remington Drive (Sunnyvale/LOS E): LOS F during the AM peak hour
- Intersection #5 – Sunnyvale-Saratoga Road / Fremont Avenue (Sunnyvale/LOS E): LOS F during the AM peak hour
- Intersection #8 – De Anza Boulevard/Homestead Road (Cupertino/LOS D): LOS E+ during the PM peak hour
- Intersection #11 – De Anza Boulevard / Stevens Creek Boulevard (Cupertino/LOS E+): LOS E during the PM peak hour

- Intersection #12 – De Anza Boulevard / McClellan Road (Cupertino/LOS D): LOS F during the PM peak hour
- Intersection #23 – Wolfe Road/Fremont Avenue (Sunnyvale/LOS D): LOS E during the AM and PM peak hours
- Intersection #26 – Wolfe Road/Homestead Road (Cupertino/LOS D): LOS E+ during the PM peak hour
- Intersection #31 – Wolfe Road/Vallco Parkway (Cupertino/LOS D): LOS E during the PM peak hour
- Intersection # 32 – Wolfe Road-Miller Avenue/Stevens Creek Boulevard (Cupertino/LOS D): LOS F during the AM and PM peak hours
- Intersection #42 – Stevens Creek Boulevard/Tantau Avenue (Cupertino/LOS D): LOS E+ during the AM peak hour
- Intersection #43 – Stevens Creek Boulevard/Stern Avenue (Santa Clara/LOS D): LOS F during the AM and PM peak hours
- Intersection #44 – Stevens Creek Boulevard/Calvert Drive (CMP/LOS E): LOS F during the AM and PM peak hours
- Intersection # 45 – Stevens Creek Boulevard/Agilent Driveway (Santa Clara/LOS D): LOS F during the AM peak hour
- Intersection # 48 – Lawrence Expressway/Homestead Road (CMP/LOS E): LOS F during the AM and PM peak hours
- Intersection #51 – Lawrence Expressway/Calvert Drive-I-280 Southbound Ramp (CMP/LOS E): LOS F operations during the AM and PM peak hours
- Intersection # 53 – Lawrence Expressway/Bollinger Road (CMP/LOS E): LOS F during the AM and PM peak hours
- Intersection #60 – Stevens Creek Boulevard/Cabot Avenue (Santa Clara/LOS D): LOS E during the PM peak hour
- Intersection #66 – Lawrence Expressway/Reed Avenue-Monroe Street (CMP/LOS E): LOS F during the PM peak hour



**Table 23: Cumulative Without Project and Cumulative with Proposed Project Intersection Levels of Service**

ID	Intersection	LOS Threshold <sup>1</sup>	Peak Hour <sup>2</sup>	Cumulative Without Project <sup>3</sup>		Cumulative with Proposed Project			
				Delay <sup>4</sup>	LOS <sup>5</sup>	Delay <sup>4</sup>	LOS <sup>5</sup>	Δ in Crit. V/C <sup>6</sup>	Δ in Crit. Delay <sup>7</sup>
1	Stevens Creek Boulevard / SR 85 Ramps (west)	D	AM PM	22.1 33.3	C+ C-	22.2 33.3	C+ C-	0.005 0.005	-0.1 -0.1
2	Stevens Creek Boulevard / SR 85 Ramps (east)	D	AM PM	54.6 24.5	D- C	<b>55.8</b> 27.0	<b>E+</b> C	<b>0.017</b> 0.057	<b>6.9</b> 9.0
3	Stevens Creek Boulevard / Stelling Road	E+	AM PM	41.3 53.7	D D-	42.4 59.3	D E+	0.013 0.053	0.9 10.4
4	Sunnyvale-Saratoga Road / Remington Drive	E	AM PM	<b>85.8</b> 71.4	<b>F</b> E	<b>86.7</b> 74.6	<b>F</b> E	<b>0.004</b> 0.014	<b>1.4</b> 5.4
5	Sunnyvale-Saratoga Road / Fremont Avenue	E	AM PM	<b>80.1</b> 73.8	<b>F</b> E	<b>81.9</b> 77.2	<b>F</b> E-	<b>0.007</b> 0.014	<b>3.1</b> 5.5
6	Sunnyvale-Saratoga Road / Cheyenne Drive	E	AM PM	13.3 10.6	B B+	13.3 10.6	B B+	0.003 0.008	0.1 0.1
7	Sunnyvale-Saratoga Road / Alberta Avenue	E	AM PM	23.2 26.3	C C	23.2 26.3	C C	0.003 0.008	0.1 0.2
8	De Anza Boulevard / Homestead Road	D	AM PM	48.3 52.0	D D-	52.3 <b>55.4</b>	D- <b>E+</b>	0.023 <b>0.016</b>	7.1 <b>4.4</b>
9	De Anza Boulevard / I-280 Ramps (north)	D	AM PM	20.9 33.8	C+ C-	21.3 38.4	C+ D+	0.008 0.033	0.8 7.1
10	De Anza Boulevard / I-280 Ramps (south)	D	AM PM	27.7 21.9	C C+	28.8 22.6	C C+	0.022 0.009	1.1 1.0
11	De Anza Boulevard / Stevens Creek Boulevard	E+	AM PM	42.1 53.4	D D-	47.2 <b>77.3</b>	D <b>E-</b>	0.049 <b>0.111</b>	7.4 <b>38.7</b>
12	De Anza Boulevard / McClellan Road-Pacifica Dr	D	AM PM	36.3 <b>73.0</b>	D+ <b>E</b>	36.9 <b>80.0</b>	D+ <b>F</b>	0.048 <b>0.036</b>	1.1 <b>10.2</b>
13	De Anza Boulevard / Bollinger Road	E+	AM PM	39.2 24.4	D C	46.1 23.8	D C	0.05 0.017	9.3 0.0
14	De Anza Boulevard / SR 85 Ramps (north)	D	AM PM	24.4 16.0	C B	27.2 19.0	C B-	0.065 0.062	1.8 4.0
15	De Anza Boulevard / SR 85 Ramps (south)	D	AM PM	12.6 15.2	B B	12.9 16.4	B B	0.024 0.066	0.4 1.5
16	Saratoga-Sunnyvale Road / Prospect Road	D	AM PM	19.1 27.6	B- C	19.2 27.3	B- C	0.016 0.014	0.2 0.0
17	Stevens Creek Boulevard / Torre Avenue	D	AM PM	19.8 21.6	B- C+	20.6 21.1	C+ C+	0.029 0.043	1.3 0.0
18	Homestead Road / Blaney Avenue	D	AM PM	23.8 25.8	C C	23.9 26.6	C C	0.017 0.011	0.1 0.5
19	Stevens Creek Boulevard / Blaney Avenue	D	AM PM	34.2 33.3	C- C-	34.9 34.9	C- C-	0.047 0.063	2.3 3.2

**Table 23: Cumulative Without Project and Cumulative with Proposed Project Intersection Levels of Service**

ID	Intersection	LOS Threshold <sup>1</sup>	Peak Hour <sup>2</sup>	Cumulative Without Project <sup>3</sup>		Cumulative with Proposed Project			
				Delay <sup>4</sup>	LOS <sup>5</sup>	Delay <sup>4</sup>	LOS <sup>5</sup>	Δ in Crit. V/C <sup>6</sup>	Δ in Crit. Delay <sup>7</sup>
20	Stevens Creek Boulevard / Portal Avenue	D	AM PM	18.8 12.1	B- B	17.4 11.2	B B+	0.028 0.045	-0.6 0.1
21	Stevens Creek Boulevard / Perimeter Road	D	AM PM	9.0 13.7	A B	31.4 34.6	C C-	0.344 0.233	34.3 19.7
22	Wolfe Road / El Camino Real	E	AM PM	57.3 66.9	E+ E	58.9 71.5	E+ E	0.030 0.031	4.5 9.0
23	Wolfe Road / Fremont Avenue	D	AM PM	<b>58.4</b> <b>64.9</b>	<b>E+</b> <b>E</b>	<b>59.9</b> <b>70.6</b>	<b>E+</b> <b>E</b>	<b>0.029</b> <b>0.028</b>	<b>1.4</b> <b>5.4</b>
24	Wolfe Road / Marion Way	D	AM PM	16.4 20.2	B C+	16.9 20.8	B C+	0.019 0.047	0.8 0.6
25	Wolfe Road / Inverness Way	D	AM PM	17.8 24.7	B C	17.9 25.3	B C	0.014 0.033	0.0 1.0
26	Wolfe Road / Homestead Road	D	AM PM	39.4 54.2	D D-	42.6 <b>58.8</b>	D <b>E+</b>	0.057 <b>0.041</b>	7.0 <b>2.4</b>
27	Wolfe Road / Apple Park	D	AM PM	18.9 33.8	B- C-	18.5 34.2	B- C-	0.015 0.029	0.0 0.4
28	Wolfe Road / Pruneridge Avenue	D	AM PM	28.8 21.6	C C+	28.7 22.2	C C+	0.009 0.031	-0.2 1.6
29	Wolfe Road / I-280 Ramps (north)	D	AM PM	19.0 13.8	B- B	21.9 15.0	C+ B	0.020 0.032	1.6 0.8
30	Wolfe Road / I-280 Ramps (south)	D	AM PM	14.1 10.1	B B+	15.5 10.5	B B+	0.064 0.069	1.1 0.5
31	Wolfe Road / Vallco Parkway	D	AM PM	24.2 36.1	C D+	34.7 <b>74.7</b>	C- <b>E</b>	0.248 <b>0.337</b>	15.0 <b>53.9</b>
32	Wolfe Road-Miller Avenue / Stevens Creek Boulevard	D	AM PM	<b>71.1</b> <b>64.1</b>	<b>E</b> <b>E</b>	<b>97.1</b> <b>90.9</b>	<b>F</b> <b>F</b>	<b>0.112</b> <b>0.121</b>	<b>42.9</b> <b>46.0</b>
33	Miller Avenue / Calle de Barcelona	D	AM PM	7.1 2.9	A A	7.1 2.8	A A	0.030 0.035	0.0 0.0
34	Miller Avenue / Phil Lane	D	AM PM	5.2 4.0	A A	5.4 4.1	A A	0.033 0.032	0.3 0.1
35	Miller Avenue / Bollinger Road	D	AM PM	39.5 47.4	D D	40.8 48.9	D D	0.034 0.025	1.8 2.7
36	Miller Avenue / Rainbow Drive	D	AM PM	38.6 23.5	D+ C	41.6 23.7	D C	0.016 0.026	5.7 0.6
37	Stevens Creek Boulevard / Finch Avenue	D	AM PM	28.3 22.3	C C+	27.8 22.5	C C+	0.019 0.079	-0.2 1.1
38	Tantau Avenue / Homestead Road	D	AM PM	40.6 53.0	D D-	41.3 55	D D-	0.011 0.022	0.0 4.0

**Table 23: Cumulative Without Project and Cumulative with Proposed Project Intersection Levels of Service**

ID	Intersection	LOS Threshold <sup>1</sup>	Peak Hour <sup>2</sup>	Cumulative Without Project <sup>3</sup>		Cumulative with Proposed Project			
				Delay <sup>4</sup>	LOS <sup>5</sup>	Delay <sup>4</sup>	LOS <sup>5</sup>	Δ in Crit. V/C <sup>6</sup>	Δ in Crit. Delay <sup>7</sup>
39	Tantau Avenue / Pruneridge Avenue	D	AM PM	23.0	C	23.5	C	0.040	0.9
				23.4	C	23.6	C	0.031	0.0
40	N Tantau Ave / Apple Parkway-Tantau 14	D	AM PM	23.5	C	23.4	C	0.014	-0.1
				27.2	C	28.7	C	0.053	4.5
41	Tantau Avenue / Vallco Parkway	D	AM PM	24.5	C	28.1	C	0.091	13.8
				28.8	C	34.9	C-	0.167	8.6
42	Stevens Creek Boulevard / Tantau Avenue	D	AM PM	48.8	D	<b>57.7</b>	<b>E+</b>	<b>0.108</b>	<b>24.8</b>
				45.7	D	50.7	D	0.116	7.9
43	Stevens Creek Boulevard / Stern Avenue	D	AM PM	<b>108.7</b>	<b>F</b>	<b>152.5</b>	<b>F</b>	<b>0.067</b>	<b>61.1</b>
				<b>100.5</b>	<b>F</b>	<b>150.1</b>	<b>F</b>	<b>0.074</b>	<b>75.0</b>
44	Stevens Creek Boulevard / Calvert Drive/I-280 Ramps (west)	E	AM PM	<b>138.3</b>	<b>F</b>	<b>184.9</b>	<b>F</b>	<b>0.060</b>	<b>62.4</b>
				<b>95.1</b>	<b>F</b>	<b>133.3</b>	<b>F</b>	<b>0.122</b>	<b>48.2</b>
45	Stevens Creek Boulevard / Agilent Driveway	D	AM PM	<b>106.2</b>	<b>F</b>	<b>139.0</b>	<b>F</b>	<b>0.049</b>	<b>40.6</b>
				26.4	C	27.5	C	0.023	0.9
46	Stevens Creek Boulevard / Lawrence Expressway Ramps (west)	E	AM PM	52.9	D-	77.2	E-	0.080	31.4
				25.3	C	26	C	0.040	1.2
47	Lawrence Expressway / El Camino Real	E	AM PM	40.1	D	42.0	D	0.036	2.1
				37.9	D+	44.3	D	0.049	9.2
48	Lawrence Expressway / Homestead Road	E	AM PM	<b>98.9</b>	<b>F</b>	<b>101.6</b>	<b>F</b>	<b>0.008</b>	<b>3.2</b>
				<b>94.7</b>	<b>F</b>	<b>100.3</b>	<b>F</b>	<b>0.025</b>	<b>9.7</b>
49	Lawrence Expressway / Pruneridge Avenue	E	AM PM	60.0	E	60.2	E	0.005	0.9
				60.6	E	62.3	E	0.010	1.8
50	Stevens Creek Boulevard / Lawrence Exwy Ramps (east)	E	AM PM	35	C-	36.9	D+	0.051	2.3
				29.3	C	29.9	C	0.020	0.4
51	Lawrence Exwy / Calvert Drive-I-280 SB Ramp	E	AM PM	<b>83.3</b>	<b>F</b>	<b>88.8</b>	<b>F</b>	<b>0.022</b>	<b>6.7</b>
				<b>86.0</b>	<b>F</b>	<b>86.3</b>	<b>F</b>	<b>0.029</b>	<b>0.7</b>
52	Lawrence Expressway / Mitty Way	E	AM PM	46.0	D	51.5	D-	0.016	7.2
				19.3	B-	19.7	B-	0.018	0.6
53	Lawrence Expressway / Bollinger Road	E	AM PM	<b>113.7</b>	<b>F</b>	<b>126.6</b>	<b>F</b>	<b>0.016</b>	<b>10.8</b>
				<b>94.5</b>	<b>F</b>	<b>101.4</b>	<b>F</b>	<b>0.029</b>	<b>11.4</b>
54	Lawrence Expressway / Doyle Road	E	AM PM	41.6	D	42.5	D	0.011	1.6
				15.7	B	15.9	B	0.034	0.2
55	Lawrence Expressway / Prospect Road	E	AM PM	53.6	D-	61.3	E	0.029	12.7
				48.2	D	50.2	D	0.032	3.8
56	Lawrence Expressway / Saratoga Avenue	E	AM PM	44.2	D	46.4	D	0.046	3.6
				56.0	E+	59.2	E+	0.018	5.7

**Table 23: Cumulative Without Project and Cumulative with Proposed Project Intersection Levels of Service**

ID	Intersection	LOS Threshold <sup>1</sup>	Peak Hour <sup>2</sup>	Cumulative Without Project <sup>3</sup>		Cumulative with Proposed Project			
				Delay <sup>4</sup>	LOS <sup>5</sup>	Delay <sup>4</sup>	LOS <sup>5</sup>	Δ in Crit. V/C <sup>6</sup>	Δ in Crit. Delay <sup>7</sup>
57	Saratoga Avenue / Cox Avenue	D	AM PM	46.2 39.7	D D	46.0 41.3	D D	0.010 0.032	-3.8 3.6
58	Saratoga Avenue / SR 85 Ramps (north)	C	AM PM	21.1 27.5	C+ C	22.0 27.8	C+ C	0.033 0.025	0.8 0.5
59	Saratoga Avenue / SR 85 Ramps (south)	C	AM PM	17.4 19.9	B B-	17.6 20.2	B C+	0.005 0.027	0.2 0.3
60	Stevens Creek Boulevard / Cabot Avenue	D	AM PM	42.6 <b>58.4</b>	D <b>E+</b>	44.4 <b>68.3</b>	D <b>E</b>	0.018 <b>0.022</b>	2.7 <b>14.6</b>
61	Stevens Creek Boulevard / Cronin Drive-Albany Drive	D	AM PM	28.4 24.1	C C	28.5 24.6	C C	0.008 0.022	0.0 0.7
62	Stevens Creek Boulevard / Woodhams Road	D	AM PM	18.6 21.7	B- C+	19.4 22.6	B- C+	0.012 0.020	0.6 1.4
63	Stevens Creek Boulevard / Kiely Boulevard	D	AM PM	40.1 36.0	D D+	40.3 36.1	D D+	0.010 0.008	0.3 0.0
64	Vallco Parkway / Perimeter Road	D	AM PM	10.3 16.4	B+ B	19.5 28.1	B- C	0.294 0.394	14.0 13.4
65	Lawrence Expressway / Kifer Road Avenue	E	AM PM	66.2 74.6	E E	69.4 76.0	E E-	0.013 0.012	9.3 2.7
66	Lawrence Expressway / Reed Avenue-Monroe Street	E	AM PM	73.5 <b>84.9</b>	E <b>F</b>	74.8 <b>87.1</b>	E <b>F</b>	0.004 <b>0.014</b>	2.0 <b>4.4</b>
67	Lawrence Expressway / Cabrillo Avenue	E	AM PM	35.9 35.0	D+ D+	36.5 36.2	D+ D+	0.022 0.017	1.1 0.0

Notes: **Bold text** indicates intersection operates at unacceptable level of service. **Bold and highlighted text** indicates a significant impact as discussed in **Chapter 8**.

1. LOS Threshold is the lowest acceptable LOS (the threshold between acceptable and unacceptable level of service) as described in **Chapter 2**.
2. AM = morning peak hour, PM = evening peak hour.
3. Cumulative presents the delay and LOS for intersections using existing intersection geometry and existing traffic counts.
4. Whole intersection weighted average control delay expressed in seconds per vehicle calculated using methods described in the 2000 *Highway Capacity Manual*, with adjusted saturation flow rates to reflect Santa Clara County Conditions for signalized intersections.
5. LOS = Level of Service. LOS calculations conducted using the TRAFFIX analysis software packages, which applies the methods described in the 2000 *Highway Capacity Manual*.
6. Change in critical volume to capacity ratio between Cumulative and Cumulative with Project Conditions.
7. Change in average critical movement delay between Cumulative and Cumulative with Project Conditions.

Source: Fehr & Peers, May 2018.

## General Plan Buildout with Maximum Residential Alternative

The LOS analysis results are summarized in **Table 24**. Under Cumulative with General Plan Buildout with Maximum Residential Alternative, all intersections operate at acceptable levels except the following intersections under the identified peak period:

- Intersection #2– Stevens Creek Boulevard/SR 85 Northbound Ramps (Cupertino/LOS D): LOS E+ during the AM peak hour
- Intersection #4 – Sunnyvale-Saratoga Road / Remington Drive (Sunnyvale/LOS E): LOS F during the AM peak hour
- Intersection #5 – Sunnyvale-Saratoga Road / Fremont Avenue (Sunnyvale/LOS E): LOS F during the AM peak hour
- Intersection #8 – De Anza Boulevard/Homestead Road (Cupertino/LOS D): LOS E+ during the PM peak hour
- Intersection #11 – De Anza Boulevard / Stevens Creek Boulevard (Cupertino/LOS E+): LOS E during the PM peak hour
- Intersection #12 – De Anza Boulevard / McClellan Road (Cupertino/LOS D): LOS E during the AM and PM peak hours
- Intersection #23 – Wolfe Road/Fremont Avenue (Sunnyvale/LOS D): LOS E during the AM and PM peak hours
- Intersection #26 – Wolfe Road/Homestead Road (Cupertino/LOS D): LOS E+ during the PM peak hour
- Intersection # 31 – Wolfe Road/Vallco Parkway (Cupertino/LOS D): LOS E+ during the PM peak hour
- Intersection # 32 – Wolfe Road-Miller Avenue/Stevens Creek Boulevard (Cupertino/LOS D): LOS F during the AM and PM peak hours
- Intersection #43 – Stevens Creek Boulevard/Stern Avenue (Santa Clara/LOS D): LOS F during the AM and PM peak hours
- Intersection #44 – Stevens Creek Boulevard/Calvert Drive (CMP/LOS E): LOS F during the AM and PM peak hours

- Intersection # 45 – Stevens Creek Boulevard/Agilent Driveway (Santa Clara/LOS D): LOS F during the AM peak hour
- Intersection # 48 – Lawrence Expressway/Homestead Road (CMP/LOS E): LOS F during the AM and PM peak hours
- Intersection #51 – Lawrence Expressway/Calvert Drive-I-280 Southbound Ramp (CMP/LOS E): LOS F during the AM and PM peak hours
- Intersection # 53 – Lawrence Expressway/Bollinger Road (CMP/LOS E): LOS F during the AM and PM peak hours
- Intersection #60 – Stevens Creek Boulevard/Cabot Avenue (Santa Clara/LOS D): LOS E during the PM peak hour
- Intersection #66 – Lawrence Expressway/Reed Avenue-Monroe Street (CMP/LOS E): LOS F during the PM peak hour

**Table 24: Cumulative Without Project and Cumulative with General Plan Buildout with Maximum Residential Alternative Intersection Levels of Service**

ID	Intersection	LOS Threshold <sup>1</sup>	Peak Hour <sup>2</sup>	Cumulative Without Project <sup>3</sup>		Cumulative with General Plan Buildout with Maximum Residential			
				Delay <sup>4</sup>	LOS <sup>5</sup>	Delay <sup>4</sup>	LOS <sup>5</sup>	Δ in Crit. V/C <sup>6</sup>	Δ in Crit. Delay <sup>7</sup>
1	Stevens Creek Boulevard / SR 85 Ramps (west)	D	AM PM	22.1 33.3	C+ C-	22.0 33.3	C+ C-	0.010 0.007	-0.2 -0.1
2	Stevens Creek Boulevard / SR 85 Ramps (east)	D	AM PM	54.6 24.5	D- C	<b>57.6</b> 25.8	<b>E+</b> C	<b>0.025</b> 0.039	<b>10.5</b> 5.7
3	Stevens Creek Boulevard / Stelling Road	E+	AM PM	41.3 53.7	D D-	42.5 58.8	D E+	0.022 0.043	1.5 8.2
4	Sunnyvale-Saratoga Road / Remington Drive	E	AM PM	<b>85.8</b> 71.4	<b>F</b> E	<b>87.7</b> 74.9	<b>F</b> E	<b>0.007</b> 0.015	<b>2.6</b> 5.7
5	Sunnyvale-Saratoga Road / Fremont Avenue	E	AM PM	<b>80.1</b> 73.8	<b>F</b> E	<b>82.0</b> 76.8	<b>F</b> E-	<b>0.008</b> 0.013	<b>3.2</b> 4.7
6	Sunnyvale-Saratoga Road / Cheyenne Drive	E	AM PM	13.3 10.6	B B+	13.3 10.6	B B+	0.005 0.008	0.1 0.1
7	Sunnyvale-Saratoga Road / Alberta Avenue	E	AM PM	23.2 26.3	C C	23.2 26.3	C C	0.005 0.008	0.2 0.2
8	De Anza Boulevard / Homestead Road	D	AM PM	48.3 52.0	D D-	51.7 <b>55.3</b>	D- <b>E+</b>	0.018 <b>0.016</b>	5.3 <b>4.2</b>
9	De Anza Boulevard / I-280 Ramps (north)	D	AM PM	20.9 33.8	C+ C-	21.5 36.9	C+ D+	0.013 0.025	1.3 4.9
10	De Anza Boulevard / I-280 Ramps (south)	D	AM PM	27.7 21.9	C C+	28.5 22.7	C C+	0.014 0.012	0.7 1.4



**Table 24: Cumulative Without Project and Cumulative with General Plan Buildout with Maximum Residential Alternative Intersection Levels of Service**

ID	Intersection	LOS Threshold <sup>1</sup>	Peak Hour <sup>2</sup>	Cumulative Without Project <sup>3</sup>		Cumulative with General Plan Buildout with Maximum Residential			
				Delay <sup>4</sup>	LOS <sup>5</sup>	Delay <sup>4</sup>	LOS <sup>5</sup>	Δ in Crit. V/C <sup>6</sup>	Δ in Crit. Delay <sup>7</sup>
11	De Anza Boulevard / Stevens Creek Boulevard	E+	AM PM	42.1 53.4	D D-	46.8 <b>69.8</b>	D <b>E</b>	0.047 <b>0.081</b>	7.0 <b>26.5</b>
12	De Anza Boulevard / McClellan Road-Pacifica Dr	D	AM PM	36.3 <b>73.0</b>	D+ <b>E</b>	36.6 <b>76.7</b>	D+ <b>E-</b>	0.027 <b>0.021</b>	0.5 <b>5.7</b>
13	De Anza Boulevard / Bollinger Road	E+	AM PM	39.2 24.4	D C	42.4 24.1	D C	0.028 0.014	4.6 0.0
14	De Anza Boulevard / SR 85 Ramps (north)	D	AM PM	24.4 16.0	C B	25.9 18.0	C B	0.040 0.041	1.0 2.6
15	De Anza Boulevard / SR 85 Ramps (south)	D	AM PM	12.6 15.2	B B	13 15.9	B B	0.020 0.039	0.5 0.9
16	Saratoga-Sunnyvale Road / Prospect Road	D	AM PM	19.1 27.6	B- C	19.1 27.4	B- C	0.009 0.009	0.1 0.0
17	Stevens Creek Boulevard / Torre Avenue	D	AM PM	19.8 21.6	B- C+	20.4 21.1	C+ C+	0.039 0.048	1.1 0
18	Homestead Road / Blaney Avenue	D	AM PM	23.8 25.8	C C	23.9 26.5	C C	0.013 0.012	0.1 0.6
19	Stevens Creek Boulevard / Blaney Avenue	D	AM PM	34.2 33.3	C- C-	34.8 34.6	C- C-	0.050 0.062	2.0 2.7
20	Stevens Creek Boulevard / Portal Avenue	D	AM PM	18.8 12.1	B- B	17.5 11.4	B B+	0.038 0.049	-0.7 0.1
21	Stevens Creek Boulevard / Perimeter Road	D	AM PM	9.0 13.7	A B	27.2 29	C C	0.259 0.149	26.6 12.5
22	Wolfe Road / El Camino Real	E	AM PM	57.3 66.9	E+ E	58.8 72	E+ E	0.029 0.034	3.7 9.9
23	Wolfe Road / Fremont Avenue	D	AM PM	<b>58.4</b> <b>64.9</b>	<b>E+</b> <b>E</b>	<b>60.0</b> <b>71.2</b>	<b>E</b> <b>E</b>	<b>0.027</b> <b>0.031</b>	<b>1.7</b> <b>6.0</b>
24	Wolfe Road / Marion Way	D	AM PM	16.4 20.2	B C+	16.7 20.8	B C+	0.028 0.042	0.6 0.5
25	Wolfe Road / Inverness Way	D	AM PM	17.8 24.7	B C	17.7 25.3	B C	0.026 0.039	0.0 1.2
26	Wolfe Road / Homestead Road	D	AM PM	39.4 54.2	D D-	42.2 <b>58.6</b>	D <b>E+</b>	0.055 <b>0.042</b>	5.8 <b>2.4</b>
27	Wolfe Road / Apple Park	D	AM PM	18.9 33.8	B- C-	18.6 34.1	B- C-	0.025 0.036	0.0 0.4
28	Wolfe Road / Pruneridge Avenue	D	AM PM	28.8 21.6	C C+	28.5 22.5	C C+	0.015 0.037	-0.3 2.1
29	Wolfe Road / I-280 Ramps (north)	D	AM PM	19.0 13.8	B- B	20.9 15.2	C+ B	0.027 0.039	2.0 1.0

**Table 24: Cumulative Without Project and Cumulative with General Plan Buildout with Maximum Residential Alternative Intersection Levels of Service**

ID	Intersection	LOS Threshold <sup>1</sup>	Peak Hour <sup>2</sup>	Cumulative Without Project <sup>3</sup>		Cumulative with General Plan Buildout with Maximum Residential			
				Delay <sup>4</sup>	LOS <sup>5</sup>	Delay <sup>4</sup>	LOS <sup>5</sup>	Δ in Crit. V/C <sup>6</sup>	Δ in Crit. Delay <sup>7</sup>
30	Wolfe Road / I-280 Ramps (south)	D	AM PM	14.1 10.1	B B+	15.1 10.7	B B+	0.068 0.088	1.2 0.7
31	Wolfe Road / Vallco Parkway	D	AM PM	24.2 36.1	C D+	33.6 <b>56.9</b>	C- <b>E+</b>	0.238 <b>0.258</b>	12.8 <b>34.4</b>
32	Wolfe Road-Miller Avenue / Stevens Creek Boulevard	D	AM PM	<b>71.1</b> <b>64.1</b>	<b>E</b> <b>E</b>	<b>91.2</b> <b>81.5</b>	<b>F</b> <b>F</b>	<b>0.092</b> <b>0.083</b>	<b>34.8</b> <b>30.6</b>
33	Miller Avenue / Calle de Barcelona	D	AM PM	7.1 2.9	A A	7.0 2.8	A A	0.017 0.023	0.0 0.0
34	Miller Avenue / Phil Lane	D	AM PM	5.2 4.0	A A	5.3 4.1	A A	0.020 0.021	0.2 0.1
35	Miller Avenue / Bollinger Road	D	AM PM	39.5 47.4	D D	40.3 48.5	D D	0.020 0.018	1.0 1.9
36	Miller Avenue / Rainbow Drive	D	AM PM	38.6 23.5	D+ C	40.4 23.6	D C	0.011 0.019	3.6 0.4
37	Stevens Creek Boulevard / Finch Avenue	D	AM PM	28.3 22.3	C C+	27.9 22.2	C C+	0.023 0.053	-0.2 0.6
38	Tantau Avenue / Homestead Road	D	AM PM	40.6 53.0	D D-	41.0 54.9	D D-	0.007 0.020	0.0 3.8
39	Tantau Avenue / Pruneridge Avenue	D	AM PM	23.0 23.4	C C	23.2 23.8	C C	0.008 0.023	5.5 0.0
40	N Tantau Ave / Apple Parkway-Tantau 14	D	AM PM	23.5 27.2	C C	23.4 28.1	C C	0.021 0.039	-0.1 3.0
41	Tantau Avenue / Vallco Parkway	D	AM PM	24.5 28.8	C C	26.5 33.7	C C-	0.011 0.139	0.8 7.0
42	Stevens Creek Boulevard / Tantau Avenue	D	AM PM	48.8 45.7	D D	53.3 48.7	D- D	0.065 0.081	13.3 4.9
43	Stevens Creek Boulevard / Stern Avenue	D	AM PM	<b>108.7</b> <b>100.5</b>	<b>F</b> <b>F</b>	<b>134.2</b> <b>132.9</b>	<b>F</b> <b>F</b>	<b>0.041</b> <b>0.051</b>	<b>37.2</b> <b>50.7</b>
44	Stevens Creek Boulevard / Calvert Drive/I-280 Ramps (west)	E	AM PM	<b>138.3</b> <b>95.1</b>	<b>F</b> <b>F</b>	<b>165.9</b> <b>120</b>	<b>F</b> <b>F</b>	<b>0.037</b> <b>0.076</b>	<b>37.8</b> <b>28.9</b>
45	Stevens Creek Boulevard / Agilent Driveway	D	AM PM	<b>106.2</b> 26.4	<b>F</b> C	<b>125.7</b> 27.4	<b>F</b> C	<b>0.030</b> 0.024	<b>24.9</b> 0.9
46	Stevens Creek Boulevard / Lawrence Expressway Ramps (west)	E	AM PM	52.9 25.3	D- C	67.3 26.2	E C	0.050 0.043	19.1 1.4
47	Lawrence Expressway / El Camino Real	E	AM PM	40.1 37.9	D D+	41.9 44.1	D D	0.040 0.047	2.1 8.9

**Table 24: Cumulative Without Project and Cumulative with General Plan Buildout with Maximum Residential Alternative Intersection Levels of Service**

ID	Intersection	LOS Threshold <sup>1</sup>	Peak Hour <sup>2</sup>	Cumulative Without Project <sup>3</sup>		Cumulative with General Plan Buildout with Maximum Residential			
				Delay <sup>4</sup>	LOS <sup>5</sup>	Delay <sup>4</sup>	LOS <sup>5</sup>	Δ in Crit. V/C <sup>6</sup>	Δ in Crit. Delay <sup>7</sup>
48	Lawrence Expressway / Homestead Road	E	AM	<b>98.9</b>	<b>F</b>	<b>101.9</b>	<b>F</b>	<b>0.010</b>	<b>4.1</b>
			PM	<b>94.7</b>	<b>F</b>	<b>99.5</b>	<b>F</b>	<b>0.023</b>	<b>8.5</b>
49	Lawrence Expressway / Pruneridge Avenue	E	AM	60.0	E	60.7	E	0.009	1.4
			PM	60.6	E	62.2	E	0.009	2.2
50	Stevens Creek Boulevard / Lawrence Exwy Ramps (east)	E	AM	35	C-	36.4	D+	0.036	1.9
			PM	29.3	C	29.8	C	0.015	0.3
51	Lawrence Exwy / Calvert Drive-I-280 SB Ramp	E	AM	<b>83.3</b>	<b>F</b>	<b>86.4</b>	<b>F</b>	<b>0.017</b>	<b>3.6</b>
			PM	<b>86.0</b>	<b>F</b>	<b>86.1</b>	<b>F</b>	<b>0.019</b>	<b>0.3</b>
52	Lawrence Expressway / Mitty Way	E	AM	46.0	D	48.9	D	0.009	3.9
			PM	19.3	B-	19.6	B-	0.011	0.3
53	Lawrence Expressway / Bollinger Road	E	AM	<b>113.7</b>	<b>F</b>	<b>120.2</b>	<b>F</b>	<b>0.009</b>	<b>5.9</b>
			PM	<b>94.5</b>	<b>F</b>	<b>98.4</b>	<b>F</b>	<b>0.019</b>	<b>6.6</b>
54	Lawrence Expressway / Doyle Road	E	AM	41.6	D	42.0	D	0.006	0.4
			PM	15.7	B	15.9	B	0.020	0.1
55	Lawrence Expressway / Prospect Road	E	AM	53.6	D-	57.3	E+	0.016	6.2
			PM	48.2	D	49.2	D	0.019	1.8
56	Lawrence Expressway / Saratoga Avenue	E	AM	44.2	D	45.1	D	0.025	1.5
			PM	56.0	E+	58.0	E+	0.012	3.6
57	Saratoga Avenue / Cox Avenue	D	AM	46.2	D	46.8	D	0.004	0.2
			PM	39.7	D	40.4	D	0.017	1.7
58	Saratoga Avenue / SR 85 Ramps (north)	C	AM	21.1	C+	21.6	C+	0.018	0.4
			PM	27.5	C	27.6	C	0.013	0.3
59	Saratoga Avenue / SR 85 Ramps (south)	C	AM	17.4	B	17.5	B	0.003	0.1
			PM	19.9	B-	20.1	C+	0.013	0.1
60	Stevens Creek Boulevard / Cabot Avenue	D	AM	42.6	D	43.7	D	0.013	1.7
			PM	<b>58.4</b>	<b>E+</b>	<b>65.5</b>	<b>E</b>	<b>0.016</b>	<b>10.5</b>
61	Stevens Creek Boulevard / Cronin Drive-Albany Drive	D	AM	28.4	C	28.3	C	0.009	-0.1
			PM	24.1	C	24.5	C	0.018	0.5
62	Stevens Creek Boulevard / Woodhams Road	D	AM	18.6	B-	18.9	B-	0.011	0.2
			PM	21.7	C+	22.4	C+	0.019	1.1
63	Stevens Creek Boulevard / Kiely Boulevard	D	AM	40.1	D	40.2	D	0.008	0.3
			PM	36.0	D+	36.1	D+	0.006	0.0
64	Vallco Parkway / Perimeter Road	D	AM	10.3	B+	20.9	C+	0.202	14.0
			PM	16.4	B	26.1	C	0.331	11.7
65	Lawrence Expressway / Kifer Road Avenue	E	AM	66.2	E	68.7	E	0.011	7.3
			PM	74.6	E	76.8	E-	0.018	4.2
66	Lawrence Expressway / Reed Avenue-Monroe Street	E	AM	73.5	E	76.1	E-	0.008	3.9
			PM	<b>84.9</b>	<b>F</b>	<b>87.8</b>	<b>F</b>	<b>0.015</b>	<b>5.4</b>

**Table 24: Cumulative Without Project and Cumulative with General Plan Buildout with Maximum Residential Alternative Intersection Levels of Service**

ID	Intersection	LOS Threshold <sup>1</sup>	Peak Hour <sup>2</sup>	Cumulative Without Project <sup>3</sup>		Cumulative with General Plan Buildout with Maximum Residential			
				Delay <sup>4</sup>	LOS <sup>5</sup>	Delay <sup>4</sup>	LOS <sup>5</sup>	Δ in Crit. V/C <sup>6</sup>	Δ in Crit. Delay <sup>7</sup>
67	Lawrence Expressway / Cabrillo Avenue	E	AM	35.9	D+	36.8	D+	0.015	0.5
			PM	35.0	D+	36.7	D+	0.015	0.1

Notes: **Bold text** indicates intersection operates at unacceptable level of service. **Bold and highlighted text** indicates a significant impact as discussed in **Chapter 8**.

1. LOS Threshold is the lowest acceptable LOS (the threshold between acceptable and unacceptable level of service) as described in **Chapter 2**.
2. AM = morning peak hour, PM = evening peak hour.
3. Cumulative presents the delay and LOS for intersections using existing intersection geometry and existing traffic counts.
4. Whole intersection weighted average control delay expressed in seconds per vehicle calculated using methods described in the 2000 *Highway Capacity Manual*, with adjusted saturation flow rates to reflect Santa Clara County Conditions for signalized intersections.
5. LOS = Level of Service. LOS calculations conducted using the TRAFFIX analysis software packages, which applies the methods described in the 2000 *Highway Capacity Manual*.
6. Change in critical volume to capacity ratio between Cumulative and Cumulative with Project Conditions.
7. Change in average critical movement delay between Cumulative and Cumulative with Project Conditions.

Source: Fehr & Peers, May 2018.

## Retail and Residential Alternative

The LOS analysis results are summarized in **Table 24**. Under Cumulative with Retail and Residential Alternative, all intersections operate at acceptable levels except the following intersections under the identified peak period:

- Intersection #2 – Stevens Creek Boulevard/SR 85 Northbound Ramps (Cupertino/LOS D): LOS E+ during the AM peak hour
- Intersection #4 – Sunnyvale-Saratoga Road / Remington Drive (Sunnyvale/LOS E): LOS F during the AM peak hour
- Intersection #5 – Sunnyvale-Saratoga Road / Fremont Avenue (Sunnyvale/LOS E): LOS F during the AM peak hour
- Intersection #8 – De Anza Boulevard/Homestead Road (Cupertino/LOS D): LOS E+ during the PM peak hour
- Intersection #11 – De Anza Boulevard / Stevens Creek Boulevard (Cupertino/LOS E+): LOS E during the PM peak hour

- Intersection #12 – De Anza Boulevard / McClellan Road (Cupertino/LOS D): LOS E during the AM and PM peak hours
- Intersection #23 – Wolfe Road/Fremont Avenue (Sunnyvale/LOS D): LOS E during the AM and PM peak hours
- Intersection #26 – Wolfe Road/Homestead Road (Cupertino/LOS D): LOS E+ during the PM peak hour
- Intersection # 32 – Wolfe Road-Miller Avenue/Stevens Creek Boulevard (Cupertino/LOS D): LOS E during the AM and PM peak hours
- Intersection # 38 – Tantau Avenue/Homestead Road (Cupertino/LOS D): LOS E+ during the PM peak hour
- Intersection #43 – Stevens Creek Boulevard/Stern Avenue (Santa Clara/LOS D): LOS F during the AM and PM peak hours
- Intersection #44 – Stevens Creek Boulevard/Calvert Drive (CMP/LOS E): LOS F during the AM and PM peak hours
- Intersection # 45 – Stevens Creek Boulevard/Agilent Driveway (Santa Clara/LOS D): LOS F during the AM peak hour
- Intersection # 48 – Lawrence Expressway/Homestead Road (CMP/LOS E): LOS F during the AM and PM peak hours
- Intersection #51 – Lawrence Expressway/Calvert Drive-I-280 Southbound Ramp (CMP/LOS E): LOS F during the AM and PM peak hours
- Intersection # 53 – Lawrence Expressway/Bollinger Road (CMP/LOS E): LOS F during the AM and PM peak hours
- Intersection #60 – Stevens Creek Boulevard/Cabot Avenue (Santa Clara/LOS D): LOS E during the PM peak hour
- Intersection #66 – Lawrence Expressway/Reed Avenue-Monroe Street (CMP/LOS E): LOS F during the PM peak hour

**Table 25: Cumulative Without Project and Cumulative with Retail and Residential Alternative Intersection Levels of Service**

ID	Intersection	LOS Threshold <sup>1</sup>	Peak Hour <sup>2</sup>	Cumulative Without Project <sup>3</sup>		Cumulative with Retail and Residential			
				Delay <sup>4</sup>	LOS <sup>5</sup>	Delay <sup>4</sup>	LOS <sup>5</sup>	Δ in Crit. V/C <sup>6</sup>	Δ in Crit. Delay <sup>7</sup>
1	Stevens Creek Boulevard / SR 85 Ramps (west)	D	AM PM	22.1 33.3	C+ C-	21.9 33.3	C+ C-	0.012 0.008	-0.3 -0.2
2	Stevens Creek Boulevard / SR 85 Ramps (east)	D	AM PM	54.6 24.5	D- C	<b>59.2</b> 24.9	<b>E+</b> C	<b>0.032</b> 0.024	<b>13.3</b> 3.2
3	Stevens Creek Boulevard / Stelling Road	E+	AM PM	41.3 53.7	D D-	42.6 58.8	D E+	0.028 0.035	1.9 6.7
4	Sunnyvale-Saratoga Road / Remington Drive	E	AM PM	<b>85.8</b> 71.4	<b>F</b> E	<b>88.3</b> 75.4	<b>F</b> E-	<b>0.008</b> 0.017	<b>3.4</b> 6.3
5	Sunnyvale-Saratoga Road / Fremont Avenue	E	AM PM	<b>80.1</b> 73.8	<b>F</b> E	<b>81.8</b> 76.7	<b>F</b> E-	<b>0.007</b> 0.012	<b>2.8</b> 4.5
6	Sunnyvale-Saratoga Road / Cheyenne Drive	E	AM PM	13.3 10.6	B B+	13.4 10.6	B B+	0.006 0.010	0.1 0.1
7	Sunnyvale-Saratoga Road / Alberta Avenue	E	AM PM	23.2 26.3	C C	23.3 26.3	C C	0.006 0.010	0.2 0.2
8	De Anza Boulevard / Homestead Road	D	AM PM	48.3 52.0	D D-	50.6 <b>55.4</b>	D <b>E+</b>	0.010 <b>0.016</b>	2.6 <b>4.4</b>
9	De Anza Boulevard / I-280 Ramps (north)	D	AM PM	20.9 33.8	C+ C-	21.7 35.8	C+ D+	0.017 0.018	1.8 3.3
10	De Anza Boulevard / I-280 Ramps (south)	D	AM PM	27.7 21.9	C C+	28.2 22.8	C C+	0.006 0.015	0.3 1.9
11	De Anza Boulevard / Stevens Creek Boulevard	E+	AM PM	42.1 53.4	D D-	46.3 <b>64.4</b>	D <b>E</b>	0.041 <b>0.057</b>	5.7 <b>17.4</b>
12	De Anza Boulevard / McClellan Road-Pacifica Dr.	D	AM PM	36.3 <b>73.0</b>	D+ <b>E</b>	36.4 <b>74.1</b>	D+ <b>E</b>	0.003 <b>0.008</b>	0.0 <b>2.1</b>
13	De Anza Boulevard / Bollinger Road	E+	AM PM	39.2 24.4	D C	39.3 24.4	D C	0.003 0.013	0.4 0.0
14	De Anza Boulevard / SR 85 Ramps (north)	D	AM PM	24.4 16.0	C B	24.6 17.4	C B	0.012 0.024	0.1 1.8
15	De Anza Boulevard / SR 85 Ramps (south)	D	AM PM	12.6 15.2	B B	12.9 15.4	B B	0.012 0.015	0.4 0.3
16	Saratoga-Sunnyvale Road / Prospect Road	D	AM PM	19.1 27.6	B- C	19.1 27.5	B- C	0.001 0.005	0.0 0.0
17	Stevens Creek Boulevard / Torre Avenue	D	AM PM	19.8 21.6	B- C+	20.4 21.2	C+ C+	0.044 0.055	1.1 0.0
18	Homestead Road / Blaney Avenue	D	AM PM	23.8 25.8	C C	23.9 26.6	C C	0.008 0.014	0.2 0.7
19	Stevens Creek Boulevard / Blaney Avenue	D	AM PM	34.2 33.3	C- C-	34.8 34.8	C- C-	0.047 0.067	1.3 2.7



**Table 25: Cumulative Without Project and Cumulative with Retail and Residential Alternative Intersection Levels of Service**

ID	Intersection	LOS Threshold <sup>1</sup>	Peak Hour <sup>2</sup>	Cumulative Without Project <sup>3</sup>		Cumulative with Retail and Residential			
				Delay <sup>4</sup>	LOS <sup>5</sup>	Delay <sup>4</sup>	LOS <sup>5</sup>	Δ in Crit. V/C <sup>6</sup>	Δ in Crit. Delay <sup>7</sup>
20	Stevens Creek Boulevard / Portal Avenue	D	AM PM	18.8 12.1	B- B	17.9 11.6	B B+	0.043 0.056	-0.8 0.1
21	Stevens Creek Boulevard / Perimeter Road	D	AM PM	9.0 13.7	A B	20.5 24.9	C+ C	0.146 0.083	14.7 6.6
22	Wolfe Road / El Camino Real	E	AM PM	57.3 66.9	E+ E	58.4 72.8	E+ E	0.025 0.040	2.4 11.5
23	Wolfe Road / Fremont Avenue	D	AM PM	<b>58.4</b> <b>64.9</b>	<b>E+</b> <b>E</b>	<b>59.8</b> <b>72.2</b>	<b>E+</b> <b>E</b>	<b>0.020</b> <b>0.037</b>	<b>1.6</b> <b>6.9</b>
24	Wolfe Road / Marion Way	D	AM PM	16.4 20.2	B C+	16.5 20.8	B C+	0.034 0.040	0.2 0.5
25	Wolfe Road / Inverness Way	D	AM PM	17.8 24.7	B C	17.6 25.4	B C	0.034 0.047	0.0 1.5
26	Wolfe Road / Homestead Road	D	AM PM	39.4 54.2	D D-	41.4 <b>58.9</b>	D <b>E+</b>	0.046 <b>0.047</b>	3.6 <b>2.9</b>
27	Wolfe Road / Apple Park	D	AM PM	18.9 33.8	B- C-	18.7 34.0	B- C-	0.032 0.044	0.0 0.6
28	Wolfe Road / Pruneridge Avenue	D	AM PM	28.8 21.6	C C+	28.3 22.9	C C+	0.019 0.046	-0.4 2.7
29	Wolfe Road / I-280 Ramps (north)	D	AM PM	19.0 13.8	B- B	20.9 15.6	C+ B	0.034 0.052	2.7 1.5
30	Wolfe Road / I-280 Ramps (south)	D	AM PM	14.1 10.1	B B+	14.7 10.9	B B+	0.073 0.110	1.3 1.1
31	Wolfe Road / Vallco Parkway	D	AM PM	24.2 36.1	C D+	32.3 49.2	C- D	0.202 0.203	10.2 25.6
32	Wolfe Road-Miller Avenue / Stevens Creek Boulevard	D	AM PM	<b>71.1</b> <b>64.1</b>	<b>E</b> <b>E</b>	<b>84.0</b> <b>75.1</b>	<b>F</b> <b>E-</b>	<b>0.063</b> <b>0.051</b>	<b>23.4</b> <b>18.5</b>
33	Miller Avenue / Calle de Barcelona	D	AM PM	7.1 2.9	A A	7.1 2.8	A A	0.003 0.014	0.0 0.0
34	Miller Avenue / Phil Lane	D	AM PM	5.2 4.0	A A	5.3 4.1	A A	0.004 0.013	0.0 0.0
35	Miller Avenue / Bollinger Road	D	AM PM	39.5 47.4	D D	39.7 48.3	D D	0.005 0.015	0.3 1.6
36	Miller Avenue / Rainbow Drive	D	AM PM	38.6 23.5	D+ C	39.0 23.5	D C	0.003 0.016	0.9 0.3
37	Stevens Creek Boulevard / Finch Avenue	D	AM PM	28.3 22.3	C C+	28.0 22.0	C C+	0.024 0.033	-0.2 0.3
38	Tantau Avenue / Homestead Road	D	AM PM	40.6 53.0	D D-	40.8 <b>55.0</b>	D <b>E+</b>	0.003 <b>0.020</b>	0.0 <b>3.9</b>

**Table 25: Cumulative Without Project and Cumulative with Retail and Residential Alternative Intersection Levels of Service**

ID	Intersection	LOS Threshold <sup>1</sup>	Peak Hour <sup>2</sup>	Cumulative Without Project <sup>3</sup>		Cumulative with Retail and Residential			
				Delay <sup>4</sup>	LOS <sup>5</sup>	Delay <sup>4</sup>	LOS <sup>5</sup>	Δ in Crit. V/C <sup>6</sup>	Δ in Crit. Delay <sup>7</sup>
39	Tantau Avenue / Pruneridge Avenue	D	AM	23.0	C	22.9	C+	-0.001	5.4
			PM	23.4	C	24.1	C	0.018	0.0
40	N Tantau Ave / Apple Parkway-Tantau 14	D	AM	23.5	C	23.4	C	0.025	-0.1
			PM	27.2	C	27.8	C	0.029	2.2
41	Tantau Avenue / Vallco Parkway	D	AM	24.5	C	25.8	C	0.013	1.0
			PM	28.8	C	32.9	C-	0.123	6.0
42	Stevens Creek Boulevard / Tantau Avenue	D	AM	48.8	D	49.6	D	0.016	3.0
			PM	45.7	D	47.5	D	0.053	3.1
43	Stevens Creek Boulevard / Stern Avenue	D	AM	<b>108.7</b>	<b>F</b>	<b>114.4</b>	<b>F</b>	<b>0.011</b>	<b>10.2</b>
			PM	<b>100.5</b>	<b>F</b>	<b>119.6</b>	<b>F</b>	<b>0.032</b>	<b>32.0</b>
44	Stevens Creek Boulevard / Calvert Drive/I-280 Ramps (west)	E	AM	<b>138.3</b>	<b>F</b>	<b>145.4</b>	<b>F</b>	<b>0.010</b>	<b>10.3</b>
			PM	<b>95.1</b>	<b>F</b>	<b>110.2</b>	<b>F</b>	<b>0.039</b>	<b>14.2</b>
45	Stevens Creek Boulevard / Agilent Driveway	D	AM	<b>106.2</b>	<b>F</b>	<b>110.9</b>	<b>F</b>	<b>0.008</b>	<b>6.9</b>
			PM	26.4	C	27.3	C	0.027	1.0
46	Stevens Creek Boulevard / Lawrence Expressway Ramps (west)	E	AM	52.9	D-	56.8	E+	0.016	5.8
			PM	25.3	C	26.3	C	0.049	1.6
47	Lawrence Expressway / El Camino Real	E	AM	40.1	D	41.5	D	0.037	1.7
			PM	37.9	D+	44.2	D	0.048	9.2
48	Lawrence Expressway / Homestead Road	E	AM	<b>98.9</b>	<b>F</b>	<b>101.8</b>	<b>F</b>	<b>0.011</b>	<b>4.6</b>
			PM	<b>94.7</b>	<b>F</b>	<b>99.1</b>	<b>F</b>	<b>0.022</b>	<b>7.9</b>
49	Lawrence Expressway / Pruneridge Avenue	E	AM	60.0	E	61.0	E	0.012	1.8
			PM	60.6	E	62.3	E	0.010	2.6
50	Stevens Creek Boulevard / Lawrence Exwy Ramps (east)	E	AM	35	C-	35.8	D+	0.018	1.3
			PM	29.3	C	29.7	C	0.012	0.2
51	Lawrence Exwy / Calvert Drive-I-280 SB Ramp	E	AM	<b>83.3</b>	<b>F</b>	<b>83.6</b>	<b>F</b>	<b>0.011</b>	<b>0.2</b>
			PM	<b>86.0</b>	<b>F</b>	<b>85.9</b>	<b>F</b>	<b>0.011</b>	<b>0.1</b>
52	Lawrence Expressway / Mitty Way	E	AM	46.0	D	46.2	D	0.001	0.4
			PM	19.3	B-	19.5	B-	0.005	0.1
53	Lawrence Expressway / Bollinger Road	E	AM	<b>113.7</b>	<b>F</b>	<b>114.0</b>	<b>F</b>	<b>0.001</b>	<b>0.4</b>
			PM	<b>94.5</b>	<b>F</b>	<b>96.1</b>	<b>F</b>	<b>0.012</b>	<b>2.7</b>
54	Lawrence Expressway / Doyle Road	E	AM	41.6	D	41.7	D	0.002	-0.1
			PM	15.7	B	15.9	B	0.008	0.0
55	Lawrence Expressway / Prospect Road	E	AM	53.6	D-	53.8	D-	0.001	0.4
			PM	48.2	D	48.6	D	0.008	0.7
56	Lawrence Expressway / Saratoga Avenue	E	AM	44.2	D	44.3	D	0.001	0.1
			PM	56.0	E+	57.3	E+	0.008	2.4

**Table 25: Cumulative Without Project and Cumulative with Retail and Residential Alternative Intersection Levels of Service**

ID	Intersection	LOS Threshold <sup>1</sup>	Peak Hour <sup>2</sup>	Cumulative Without Project <sup>3</sup>		Cumulative with Retail and Residential			
				Delay <sup>4</sup>	LOS <sup>5</sup>	Delay <sup>4</sup>	LOS <sup>5</sup>	Δ in Crit. V/C <sup>6</sup>	Δ in Crit. Delay <sup>7</sup>
57	Saratoga Avenue / Cox Avenue	D	AM PM	46.2 39.7	D D	46.2 39.8	D D	0.001 0.003	0.1 0.3
58	Saratoga Avenue / SR 85 Ramps (north)	C	AM PM	21.1 27.5	C+ C	21.1 27.5	C+ C	0.001 0.002	0.0 0.0
59	Saratoga Avenue / SR 85 Ramps (south)	C	AM PM	17.4 19.9	B B-	17.4 19.9	B B-	0.000 0.000	0.0 0.0
60	Stevens Creek Boulevard / Cabot Avenue	D	AM PM	42.6 <b>58.4</b>	D <b>E+</b>	43.0 <b>63.6</b>	D <b>E</b>	0.006 <b>0.012</b>	<b>0.6</b> <b>7.6</b>
61	Stevens Creek Boulevard / Cronin Drive-Albany Drive	D	AM PM	28.4 24.1	C C	28.1 24.4	C C	0.009 0.014	-0.3 0.4
62	Stevens Creek Boulevard / Woodhams Road	D	AM PM	18.6 21.7	B- C+	18.8 22.3	B- C+	0.008 0.019	0.0 0.8
63	Stevens Creek Boulevard / Kiely Boulevard	D	AM PM	40.1 36.0	D D+	40.2 36.1	D D+	0.006 0.005	0.3 0.1
64	Vallco Parkway / Perimeter Road	D	AM PM	10.3 16.4	B+ B	18.3 24.7	B- C	0.105 0.294	8.1 10.7
65	Lawrence Expressway / Kifer Road Avenue	E	AM PM	66.2 74.6	E E	67.6 77.8	E E-	0.008 0.024	4.2 5.9
66	Lawrence Expressway / Reed Avenue-Monroe Street	E	AM PM	73.5 <b>84.9</b>	E <b>F</b>	77.2 <b>88.5</b>	E- <b>F</b>	0.011 <b>0.017</b>	5.6 <b>6.5</b>
67	Lawrence Expressway / Cabrillo Avenue	E	AM PM	35.9 35.0	D+ D+	37 37.3	D+ D+	0.007 0.012	0.0 0.1

Notes: **Bold text** indicates intersection operates at unacceptable level of service. **Bold and highlighted text** indicates a significant impact as discussed in **Chapter 8**.

1. LOS Threshold is the lowest acceptable LOS (the threshold between acceptable and unacceptable level of service) as described in **Chapter 2**.
2. AM = morning peak hour, PM = evening peak hour.
3. Cumulative presents the delay and LOS for intersections using existing intersection geometry and existing traffic counts.
4. Whole intersection weighted average control delay expressed in seconds per vehicle calculated using methods described in the 2000 *Highway Capacity Manual*, with adjusted saturation flow rates to reflect Santa Clara County Conditions for signalized intersections.
5. LOS = Level of Service. LOS calculations conducted using the TRAFFIX analysis software packages, which applies the methods described in the 2000 *Highway Capacity Manual*.
6. Change in critical volume to capacity ratio between Cumulative and Cumulative with Project Conditions.
7. Change in average critical movement delay between Cumulative and Cumulative with Project Conditions.

Source: Fehr & Peers, May 2018.

## Occupied/Re-Tenanted Mall Alternative

The LOS analysis results are summarized in **Table 26**. Under Cumulative with Occupied/Re-tenanted Mall Alternative, all intersections operate at acceptable levels except the following intersections under the identified peak period:

- Intersection #4 – Sunnyvale-Saratoga Road / Remington Drive (Sunnyvale/LOS E): LOS F during the AM peak hour
- Intersection #5 – Sunnyvale-Saratoga Road / Fremont Avenue (Sunnyvale/LOS E): LOS F during the AM peak hour
- Intersection #8 – De Anza Boulevard / Homestead Road (Cupertino/LOS D): LOS E+ during the PM peak hour
- Intersection #11 – De Anza Boulevard / Stevens Creek Boulevard (Cupertino/LOS E+): LOS E during the PM peak hour
- Intersection #12 – De Anza Boulevard / McClellan Road (Cupertino/LOS D): LOS E during the AM and PM peak hours
- Intersection #23 – Wolfe Road/Fremont Avenue (Sunnyvale/LOS D): LOS E during the AM and PM peak hours
- Intersection #26 – Wolfe Road/Homestead Road (Cupertino/LOS D): LOS E+ during the PM peak hour
- Intersection # 32 – Wolfe Road-Miller Avenue/Stevens Creek Boulevard (Cupertino/LOS D): LOS E during the AM and PM peak hours
- Intersection # 38 – Tantau Avenue/Homestead Road (Cupertino/LOS D): LOS E+ during the PM peak hour
- Intersection #43 – Stevens Creek Boulevard/Stern Avenue (Santa Clara/LOS D): LOS F during the AM and PM peak hours
- Intersection #44 – Stevens Creek Boulevard/Calvert Drive (CMP/LOS E): LOS F during the AM and PM peak hours
- Intersection # 45 – Stevens Creek Boulevard/Agilent Driveway (Santa Clara/LOS D): LOS F during the AM peak hour
- Intersection # 48 – Lawrence Expressway/Homestead Road (CMP/LOS E): LOS F during the AM and PM peak hours

- Intersection #51 – Lawrence Expressway/Calvert Drive-I-280 Southbound Ramp (CMP/LOS E): LOS F during the AM and PM peak hours
- Intersection # 53 – Lawrence Expressway/Bollinger Road (CMP/LOS E): LOS F during the AM and PM peak hours
- Intersection #60 – Stevens Creek Boulevard/Cabot Avenue (Santa Clara/LOS D): LOS E during the PM peak hour
- Intersection #66 – Lawrence Expressway/Reed Avenue-Monroe Street (CMP/LOS E): LOS F during the PM peak hour

**Table 26: Cumulative Without Project and Cumulative with Occupied/Re-tenanted Mall Alternative Intersection Levels of Service**

ID	Intersection	LOS Threshold <sup>1</sup>	Peak Hour <sup>2</sup>	Cumulative Without Project <sup>3</sup>		Cumulative with Occupied/Re-tenanted Mall			
				Delay <sup>4</sup>	LOS <sup>5</sup>	Delay <sup>4</sup>	LOS <sup>5</sup>	Δ in Crit. V/C <sup>6</sup>	Δ in Crit. Delay <sup>7</sup>
1	Stevens Creek Boulevard / SR 85 Ramps (west)	D	AM PM	22.1 33.3	C+ C-	22.1 33.3	C+ C-	0.001 0.008	0.0 -0.2
2	Stevens Creek Boulevard / SR 85 Ramps (east)	D	AM PM	54.6 24.5	D- C	54.6 24.5	D- C	0.001 0.011	0.3 1.4
3	Stevens Creek Boulevard / Stelling Road	E+	AM PM	41.3 53.7	D D-	41.4 58.3	D E+	0.002 0.035	0.1 7.1
4	Sunnyvale-Saratoga Road / Remington Drive	E	AM PM	<b>85.8</b> 71.4	<b>F</b> E	<b>86.3</b> 78.9	<b>F</b> E-	<b>0.001</b> 0.031	<b>0.5</b> 12.1
5	Sunnyvale-Saratoga Road / Fremont Avenue	E	AM PM	<b>80.1</b> 73.8	<b>F</b> E	<b>80.6</b> 78.8	<b>F</b> E-	<b>0.002</b> 0.021	<b>0.8</b> 7.9
6	Sunnyvale-Saratoga Road / Cheyenne Drive	E	AM PM	13.3 10.6	B B+	13.3 10.6	B B+	0.001 0.014	0.0 0.1
7	Sunnyvale-Saratoga Road / Alberta Avenue	E	AM PM	23.2 26.3	C C	23.2 26.4	C C	0.001 0.014	0.0 0.3
8	De Anza Boulevard / Homestead Road	D	AM PM	48.3 52.0	D D-	49.0 <b>56.5</b>	D <b>E+</b>	0.004 <b>0.022</b>	1.1 <b>5.7</b>
9	De Anza Boulevard / I-280 Ramps (north)	D	AM PM	20.9 33.8	C+ C-	20.9 35.0	C+ C-	0.000 0.013	0.0 2.1
10	De Anza Boulevard / I-280 Ramps (south)	D	AM PM	27.7 21.9	C C+	27.7 22.2	C C+	0.001 0.006	0.1 0.7
11	De Anza Boulevard / Stevens Creek Boulevard	E+	AM PM	42.1 53.4	D D-	42.6 <b>64.9</b>	D <b>E</b>	0.005 <b>0.058</b>	0.7 <b>17.9</b>
12	De Anza Boulevard / McClellan Road-Pacifica Dr	D	AM PM	36.3 <b>73.0</b>	D+ <b>E</b>	36.3 <b>74.9</b>	D+ <b>E</b>	0.002 <b>0.013</b>	0.0 <b>3.3</b>
13	De Anza Boulevard / Bollinger Road	E+	AM PM	39.2 24.4	D C	39.4 24.3	D C	0.002 0.017	0.2 0.0

**Table 26: Cumulative Without Project and Cumulative with Occupied/Re-tenanted Mall  
 Alternative Intersection Levels of Service**

ID	Intersection	LOS Threshold <sup>1</sup>	Peak Hour <sup>2</sup>	Cumulative Without Project <sup>3</sup>		Cumulative with Occupied/Re-tenanted Mall			
				Delay <sup>4</sup>	LOS <sup>5</sup>	Delay <sup>4</sup>	LOS <sup>5</sup>	Δ in Crit. V/C <sup>6</sup>	Δ in Crit. Delay <sup>7</sup>
14	De Anza Boulevard / SR 85 Ramps (north)	D	AM PM	24.4 16.0	C B	24.5 17.2	C B	0.003 0.027	0.0 1.6
15	De Anza Boulevard / SR 85 Ramps (south)	D	AM PM	12.6 15.2	B B	12.6 15.4	B B	0.002 0.021	0.0 0.2
16	Saratoga-Sunnyvale Road / Prospect Road	D	AM PM	19.1 27.6	B- C	19.1 27.4	B- C	0.001 0.011	0.0 0.0
17	Stevens Creek Boulevard / Torre Avenue	D	AM PM	19.8 21.6	B- C+	19.6 21.2	B- C+	0.004 0.049	-0.1 0.0
18	Homestead Road / Blaney Avenue	D	AM PM	23.8 25.8	C C	23.8 26.9	C C	0.003 0.017	0.1 0.8
19	Stevens Creek Boulevard / Blaney Avenue	D	AM PM	34.2 33.3	C- C-	34.3 35.1	C- D+	0.007 0.069	0.2 3.5
20	Stevens Creek Boulevard / Portal Avenue	D	AM PM	18.8 12.1	B- B	18.6 11.5	B- B+	0.005 0.051	-0.1 0.1
21	Stevens Creek Boulevard / Perimeter Road	D	AM PM	9.0 13.7	A B	10.8 26.8	B+ C	0.024 0.111	2.4 9.3
22	Wolfe Road / El Camino Real	E	AM PM	57.3 66.9	E+ E	57.5 72.8	E+ E	0.004 0.040	0.4 11.9
23	Wolfe Road / Fremont Avenue	D	AM PM	<b>58.4</b> <b>64.9</b>	<b>E+</b> <b>E</b>	<b>58.7</b> <b>72.8</b>	<b>E+</b> <b>E</b>	<b>0.006</b> <b>0.040</b>	<b>0.3</b> <b>8.3</b>
24	Wolfe Road / Marion Way	D	AM PM	16.4 20.2	B C+	16.4 20.9	B C+	0.004 0.048	0.1 0.7
25	Wolfe Road / Inverness Way	D	AM PM	17.8 24.7	B C	17.8 25.4	B C	0.004 0.045	0.0 1.4
26	Wolfe Road / Homestead Road	D	AM PM	39.4 54.2	D D-	39.8 <b>59.6</b>	D <b>E+</b>	0.009 <b>0.051</b>	0.8 <b>4.0</b>
27	Wolfe Road / Apple Park	D	AM PM	18.9 33.8	B- C-	18.8 34.1	B- C-	0.004 0.044	0.0 0.6
28	Wolfe Road / Pruneridge Avenue	D	AM PM	28.8 21.6	C C+	28.8 22.8	C C+	0.002 0.046	-0.1 2.7
29	Wolfe Road / I-280 Ramps (north)	D	AM PM	19.0 13.8	B- B	19.2 15.4	B- B	0.004 0.048	0.3 1.2
30	Wolfe Road / I-280 Ramps (south)	D	AM PM	14.1 10.1	B B+	14.2 10.2	B B+	0.006 0.084	0.1 0.4
31	Wolfe Road / Vallco Parkway	D	AM PM	24.2 36.1	C D+	24.9 49.6	C D	0.027 0.194	0.9 24.4
32	Wolfe Road-Miller Avenue / Stevens Creek Boulevard	D	AM PM	<b>71.1</b> <b>64.1</b>	<b>E</b> <b>E</b>	<b>73.2</b> <b>79.6</b>	<b>E</b> <b>E-</b>	<b>0.011</b> <b>0.064</b>	<b>3.7</b> <b>23.5</b>



**Table 26: Cumulative Without Project and Cumulative with Occupied/Re-tenanted Mall Alternative Intersection Levels of Service**

ID	Intersection	LOS Threshold <sup>1</sup>	Peak Hour <sup>2</sup>	Cumulative Without Project <sup>3</sup>		Cumulative with Occupied/Re-tenanted Mall			
				Delay <sup>4</sup>	LOS <sup>5</sup>	Delay <sup>4</sup>	LOS <sup>5</sup>	Δ in Crit. V/C <sup>6</sup>	Δ in Crit. Delay <sup>7</sup>
33	Miller Avenue / Calle de Barcelona	D	AM	7.1	A	7.1	A	0.004	0.0
			PM	2.9	A	2.8	A	0.032	0.0
34	Miller Avenue / Phil Lane	D	AM	5.2	A	5.3	A	0.004	0.0
			PM	4.0	A	4.1	A	0.029	0.1
35	Miller Avenue / Bollinger Road	D	AM	39.5	D	39.7	D	0.005	0.2
			PM	47.4	D	49.7	D	0.035	3.9
36	Miller Avenue / Rainbow Drive	D	AM	38.6	D+	39.3	D	0.004	1.4
			PM	23.5	C	23.7	C	0.037	0.9
37	Stevens Creek Boulevard / Finch Avenue	D	AM	28.3	C	28.2	C	0.004	0.0
			PM	22.3	C+	22.1	C+	0.049	0.5
38	Tantau Avenue / Homestead Road	D	AM	40.6	D	40.7	D	0.001	0.0
			PM	53.0	D-	<b>55.2</b>	<b>E+</b>	<b>0.022</b>	<b>4.3</b>
39	Tantau Avenue / Pruneridge Avenue	D	AM	23.0	C	23.1	C	0.004	0.1
			PM	23.4	C	23.9	C	0.020	0.0
40	N Tantau Ave / Apple Parkway-Tantau 14	D	AM	23.5	C	23.5	C	0.003	0.0
			PM	27.2	C	28.0	C	0.035	2.7
41	Tantau Avenue / Vallco Parkway	D	AM	24.5	C	24.8	C	0.002	0.1
			PM	28.8	C	34.3	C-	0.152	8.1
42	Stevens Creek Boulevard / Tantau Avenue	D	AM	48.8	D	49.3	D	0.008	1.5
			PM	45.7	D	49.1	D	0.083	5.5
43	Stevens Creek Boulevard / Stern Avenue	D	AM	<b>108.7</b>	<b>F</b>	<b>111.8</b>	<b>F</b>	<b>0.005</b>	<b>4.5</b>
			PM	<b>100.5</b>	<b>F</b>	<b>128.1</b>	<b>F</b>	<b>0.045</b>	<b>44.9</b>
44	Stevens Creek Boulevard / Calvert Drive/I-280 Ramps (west)	E	AM	<b>138.3</b>	<b>F</b>	<b>141.6</b>	<b>F</b>	<b>0.005</b>	<b>4.6</b>
			PM	<b>95.1</b>	<b>F</b>	<b>116.7</b>	<b>F</b>	<b>0.061</b>	<b>22.7</b>
45	Stevens Creek Boulevard / Agilent Driveway	D	AM	<b>106.2</b>	<b>F</b>	<b>108.6</b>	<b>F</b>	<b>0.004</b>	<b>3.0</b>
			PM	26.4	C	27.5	C	0.030	1.2
46	Stevens Creek Boulevard / Lawrence Expressway Ramps (west)	E	AM	52.9	D-	54.6	D-	0.006	2.3
			PM	25.3	C	26.1	C	0.051	1.5
47	Lawrence Expressway / El Camino Real	E	AM	40.1	D	40.2	D	0.003	0.1
			PM	37.9	D+	41.6	D	0.034	5.4
48	Lawrence Expressway / Homestead Road	E	AM	<b>98.9</b>	<b>F</b>	<b>99.3</b>	<b>F</b>	<b>0.002</b>	<b>0.4</b>
			PM	<b>94.7</b>	<b>F</b>	<b>98.9</b>	<b>F</b>	<b>0.022</b>	<b>6.3</b>
49	Lawrence Expressway / Pruneridge Avenue	E	AM	60.0	E	60.1	E	0.001	0.2
			PM	60.6	E	62	E	0.010	2.1
50	Stevens Creek Boulevard / Lawrence Exwy Ramps (east)	E	AM	35	C-	35.1	D+	0.004	0.2
			PM	29.3	C	29.8	C	0.016	0.3

**Table 26: Cumulative Without Project and Cumulative with Occupied/Re-tenanted Mall Alternative Intersection Levels of Service**

ID	Intersection	LOS Threshold <sup>1</sup>	Peak Hour <sup>2</sup>	Cumulative Without Project <sup>3</sup>		Cumulative with Occupied/Re-tenanted Mall			
				Delay <sup>4</sup>	LOS <sup>5</sup>	Delay <sup>4</sup>	LOS <sup>5</sup>	Δ in Crit. V/C <sup>6</sup>	Δ in Crit. Delay <sup>7</sup>
51	Lawrence Exwy / Calvert Drive-I-280 SB Ramp	E	AM PM	<b>83.3</b> <b>86.0</b>	<b>F</b> <b>F</b>	<b>83.7</b> <b>85.8</b>	<b>F</b> <b>F</b>	<b>0.002</b> <b>0.012</b>	<b>0.5</b> <b>0.1</b>
52	Lawrence Expressway / Mitty Way	E	AM PM	46.0 19.3	D B-	46.3 19.7	D B-	0.001 0.010	0.5 0.3
53	Lawrence Expressway / Bollinger Road	E	AM PM	<b>113.7</b> <b>94.5</b>	<b>F</b> <b>F</b>	<b>114.4</b> <b>98.4</b>	<b>F</b> <b>F</b>	<b>0.001</b> <b>0.027</b>	<b>0.7</b> <b>6.6</b>
54	Lawrence Expressway / Doyle Road	E	AM PM	41.6 15.7	D B	41.7 16.0	D B	0.002 0.020	0.0 0.1
55	Lawrence Expressway / Prospect Road	E	AM PM	53.6 48.2	D- D	54.0 49.3	D- D	0.002 0.018	0.7 1.8
56	Lawrence Expressway / Saratoga Avenue	E	AM PM	44.2 56.0	D E+	44.3 59.6	D E+	0.003 0.021	0.1 7.0
57	Saratoga Avenue / Cox Avenue	D	AM PM	46.2 39.7	D D	46.2 40.0	D D	0.001 0.007	0.0 0.7
58	Saratoga Avenue / SR 85 Ramps (north)	C	AM PM	21.1 27.5	C+ C	21.1 27.5	C+ C	0.001 0.005	0.0 0.1
59	Saratoga Avenue / SR 85 Ramps (south)	C	AM PM	17.4 19.9	B B-	17.4 20.1	B C+	0.000 -0.015	0.0 -0.1
60	Stevens Creek Boulevard / Cabot Avenue	D	AM PM	42.6 <b>58.4</b>	D <b>E+</b>	42.7 <b>66.0</b>	D <b>E</b>	0.002 <b>0.017</b>	0.2 <b>11.1</b>
61	Stevens Creek Boulevard / Cronin Drive-Albany Drive	D	AM PM	28.4 24.1	C C	28.4 24.5	C C	0.001 0.019	0.0 0.5
62	Stevens Creek Boulevard / Woodhams Road	D	AM PM	18.6 21.7	B- C+	18.7 22.5	B- C+	0.002 0.023	0.0 1.1
63	Stevens Creek Boulevard / Kiely Boulevard	D	AM PM	40.1 36.0	D D+	40.1 36.1	D D+	0.001 0.007	0.0 0.1
64	Vallco Parkway / Perimeter Road	D	AM PM	10.3 16.4	B+ B	11.8 25.5	B+ C	0.013 0.317	1.5 11.3
65	Lawrence Expressway / Kifer Road Avenue	E	AM PM	66.2 74.6	E E	66.4 75.8	E E-	0.001 0.010	0.5 2.2
66	Lawrence Expressway / Reed Avenue-Monroe Street	E	AM PM	73.5 <b>84.9</b>	E <b>F</b>	73.7 <b>86.8</b>	E <b>F</b>	0.001 <b>0.007</b>	0.3 <b>3.5</b>
67	Lawrence Expressway / Cabrillo Avenue	E	AM PM	35.9 35.0	D+ D+	35.9 35.9	D+ D+	0.001 0.008	0.0 0.0

Notes: **Bold text** indicates intersection operates at unacceptable level of service.

1. LOS Threshold is the lowest acceptable LOS (the threshold between acceptable and unacceptable level of service) as described in **Chapter 2**.
2. AM = morning peak hour, PM = evening peak hour.
3. Cumulative presents the delay and LOS for intersections using existing intersection geometry and existing traffic counts.

4. Whole intersection weighted average control delay expressed in seconds per vehicle calculated using methods described in the 2000 *Highway Capacity Manual*, with adjusted saturation flow rates to reflect Santa Clara County Conditions for signalized intersections.
5. LOS = Level of Service. LOS calculations conducted using the TRAFFIX analysis software packages, which applies the methods described in the 2000 *Highway Capacity Manual*.
6. Change in critical volume to capacity ratio between Cumulative and Cumulative with Project Conditions.
7. Change in average critical movement delay between Cumulative and Cumulative with Project Conditions.

Source: Fehr & Peers, May 2018.

## Freeway Analysis

Freeway volume forecasts for Cumulative Without Project Conditions were developed using the VTA-C/CAG model, the same model used to develop freeway forecasts for Background Without Project Conditions. The forecasts from the Year 2040 model were used to represent Cumulative Without Project Conditions.

**Appendix G** includes the detailed freeway segment LOS calculation tables for Cumulative Without Project Conditions and with each of the Project Alternatives. **Table 27** summarizes the numbers of freeway segments (mixed-flow and HOV) that operate at LOS F.

Overall, the same number of freeway segments are projected to operate at LOS F under Cumulative Without Project conditions and each of the Project Alternatives, except for:

- Proposed Project: one additional mixed-flow segment during the AM peak hour

**Table 27: Cumulative Without Project and Cumulative with Project Summary of Deficient (LOS F) Freeway Segments**

Scenario/Alternative	Peak Hour <sup>2</sup>	Freeway Segment Type	
		Mixed Flow Segment	HOV Lane Segments
Cumulative Without Project	AM	27	17
	PM	34	17
General Plan Buildout with Residential Allocation (Proposed Project)	AM	28	17
	PM	37	17
General Plan Buildout with Maximum Residential Alternative	AM	27	17
	PM	37	17
Retail and Residential Alternative	AM	27	17
	PM	37	17
Occupied/Re-tenanted Mall Alternative	AM	27	17
	PM	37	17

Notes:

1. AM = morning peak hour, PM = evening peak hour

Source: Fehr & Peers, May 2018.

## 9. Intersection Impacts and Mitigation Measures

This chapter discusses intersection impacts and mitigation measures for the Proposed Project and alternatives. Intersection impacts were evaluated under Existing with Project, Background with Project, and Cumulative with Project Conditions for the Proposed Project and the alternatives except the Occupied/Re-Tenanted Mall alternative since re-occupancy of the mall is an entitled use. For all jurisdictions, a significant intersection impact is considered to be mitigated to a less-than-significant level when measures are implemented that would restore intersection conditions to the jurisdiction's LOS standard or to an average delay that is better than without project conditions.

Future development would be required to pay the City's TIF which would constitute a fair share contribution to mitigate impacts at locations in the TIF Program. The TIF amounts for the Proposed Project and the alternatives are summarized in **Table 2**. At locations that are not included in the City's TIF program, future development would be required to construct feasible physical mitigation measures for project-specific significant impacts identified under Existing with Project and Background with Project conditions. These may include improvements within the right-of-way, including but not limited the relocation of existing utilities, relocation and/or upgrade of existing traffic signal hardware (traffic signal poles and cabinets), restriping intersection approaches, modifying medians, etc. Future development would be required to contribute a pro rata share to feasible physical mitigation measures for cumulative impacts. The pro rata share is calculated as the project's traffic contribution as a percentage of the forecasted traffic growth; existing volumes are not included in the calculation.

For each analysis scenario (Existing, Background and Cumulative), impacts for the Proposed Project and each Project Alternative are discussed as follows:

- Intersections with deficient operations (below applicable LOS threshold) are listed, and impact statements are presented in order of intersection number.
- Where possible, feasible physical and/or operational mitigation measures have been identified and are presented.
- The effect of proposed on bicycle and pedestrian quality of service (QOS) of mitigation measures that would widen the roadway or add lanes is also described.

Impact statements are presented including a reference to the applicable jurisdiction's LOS standard. (The LOS thresholds and criteria applied to the impact assessment are summarized in **Chapter 2**.) The impact discussion includes the following acronyms to delineate the impacts:

- “S” is used to identify significant impacts
- “LTS” is used if the mitigation measure reduces the impact to a less-than-significant level.
- “SU” is used for impacts that would remain significant and unavoidable after mitigation is implemented
- “SUJ” is used for impacts that can be mitigated, but are considered significant and unavoidable because they are outside of the City of Cupertino’s jurisdiction and the City cannot guarantee that the improvement would be implemented.

## Transportation Demand Management (TDM) Program

The Vallco Special Area Specific Plan land use alternatives include mixed-use development that has been designed to reduce the amount of traffic the individual uses would generate, if they were developed individually and not in close proximity to each other. The Proposed Project and General Plan Buildout with Maximum Residential Alternative include a mix of office, residential, and commercial land uses, and the Retail and Residential Alternative includes a mix of commercial and residential land uses. Within the plan area complementary land uses (i.e. those that have complimentary trip origins and destinations, such as residential trips in the morning that travel to employment destinations) are within walking distance of each other and the Specific Plan includes several additional design features that further increase multimodal access and reduce the Plan’s vehicle trip generation, including:

- Pedestrian and bicycle infrastructure to support walking and biking within the area
- An on-site transit hub to support shuttle use (Proposed Project and General Plan Buildout with Maximum Residential alternatives only)
- The site is located next to roadways with public bus service

The vehicle trip generation estimates presented in **Table 11** have been reduced to account for these features that promote multimodal access. In addition, the trip generation rates for the office uses in the Proposed Project and General Plan Buildout with Maximum Residential Alternative are based “Silicon Valley” trip generation rates, which incorporate the travel behavior of Silicon Valley companies that have higher employee densities and basic Transportation Demand Management (TDM) measures to reduce vehicle trips from the higher employee densities. (See **Chapter 4** for further discussion on the trip rates.)

The Specific Plan will include a TDM requirement to further reduce the number of vehicle trips and severity of roadway system impacts of the Proposed Project and each of the Project Alternatives. The required TDM

Plan would reduce the amount of vehicle traffic through a variety of measures and strategies to increase walking, biking, ridesharing, and transit use.

TDM Plans typically focus on reducing the number of commute trips generated by employees at employment locations. TDM strategies targeted at employees have been shown to be very effective in reducing peak period vehicle traffic, because commute trips are generally made during these time periods and follow a regular pattern of travel. Both the Proposed Project and General Plan Buildout with Maximum Residential Alternative include office uses; therefore, they have the greatest potential for additional vehicle trip reductions beyond those already included in the trip generation estimates (**Table 11**). Also, office developments with a single tenant generally have been shown to have greater TDM reductions than developments with multiple tenants. The Specific Plan does not include a specific development application, however, and it is not known at this time whether the office buildings would be occupied by single or multiple tenants. For the Proposed Project and the General Plan Buildout with Maximum Residential Alternative, the Specific Plan will require a TDM reduction requirement between 25 and 35 percent for the office land uses. The reduction will be based on ITE's Office (ITE Land Use 710) average trip generation rates. The TDM reductions are taken from ITE rates rather than the Silicon Valley specific rates applied to the trip generation estimates in **Table 11** because, as discussed in **Chapter 5**, the Silicon Valley rates already have a basic level of TDM participation included in their rates.

Residential land uses can also be effectively influenced by TDM programs, although to a lesser extent than offices uses, because residential trips are more influenced by proximity to trip destinations and to complementary land uses. Residential uses generate trips for many other purposes besides commuting to and from work. These non-commute trips are often discretionary in nature, made with two or more people, and/or require "trip chaining" (one or more stops on the way to another destination) that may be more convenient with a single-occupancy vehicle (i.e. vehicles with only the driver).

TDM programs are generally not as effective in influencing the trip-making characteristics of commercial land uses. Other than potentially having a designated community shuttle, it is difficult to incentivize shoppers in suburban settings to shift from their vehicles to walking, biking, or riding transit. Commercial employees can more effectively be targeted, but they only represent a small fraction of the total peak hour trips for commercial uses.

Modest vehicle trip reductions beyond those already included in the trip estimates (**Table 11**) could be accomplished with pro-active TDM measures. Any additional TDM program trip reductions would likely be achieved by converting single-occupancy vehicle (SOV) trips to trips transit or via carpooling. Vallco is served by bus routes and a future bus rapid transit (BRT) line on Stevens Creek Boulevard. The frequency, travel speed, and amount of transit capacity serving Vallco is less than in areas with passenger rail service,



which reduces the trip reducing potential for transit-based TDM measures, such as subsidized transit passes, compared to the trip reductions that could be achieved at sites near Caltrain or BART stations. In addition, many of the vehicle trips generated by residential and commercial uses are made in carpools (e.g., parents driving their children to school, people shopping and going to restaurants, etc.). Therefore, trip reductions due to increased transit ridership is more applicable to office-generated trips than to the residential and commercial-generated trips.

**Table 28** below summarizes TDM measures that could be included in the Specific Plan to further reduce the vehicle trip generation. This table includes the target users and ranges of potential peak hour trip reduction percentages that could be achieved beyond those already included in the trip estimates based on the land uses of the proposed project and the project alternatives.

**Table 28: Potential TDM Measures**

TDM Measure		Target User/Trip Reduction %			
		Resident	Comm. Patron	Com. Emp.	Office Emp.
<b>TDM Measures All Land Uses</b>					
Transportation Coordinator	Each building manager and/or major tenant will designate a Transportation Coordinator, an individual who is responsible for TDM program implementation, marketing, and updating. Creating a culture of alternative mode use will enhance the effectiveness of the TDM Plan.				
	The TDM Coordinator would provide information on transit services in lobbies and other common areas as well as at move-in, and real-time transit information via services like TransitScreen. Studies have shown that providing real-time transit information encourages new transit users to try transit and existing transit users to ride transit more frequently. <b>Reduction based on combination of all marketing and promotional strategies. Reduction applies to commute trips only.</b>	0.5 to 1.0%	-	0.25 to 0.75%	1.0 to 1.5%
Ride-Share Marketing and Promotion	Each TDM Coordinator will provide information and promotional materials to residents and office employees for carpool services such as Scoop and Waze. Information will be provided at move-in and in building lobbies or other common areas. For the office buildings, preferential parking for carpools and vanpools will be provided. <b>Reduction applies to commute trips only.</b>	0.5 to 1.0%	n/a	0.25 to 0.50%	1.5 to 2.5%

**Table 28: Potential TDM Measures**

TDM Measure		Target User/Trip Reduction %			
		Resident	Comm. Patron	Com. Emp.	Office Emp.
<b>TDM Measures for Residential Units</b>					
Unbundled Parking	Parking will be unbundled for residential units such that residents are required to pay for a parking space separately from their monthly rent or purchase price. Some residents may choose to limit or reduce their vehicle ownership if parking is an additional cost and not included as part of the rent or purchase price. <b>Assumes \$125 monthly parking cost for residents.</b>	3.0 to 3.5%	n/a	n/a	n/a
Transit Incentive for Residents	All adult residents will be provided with a VTA SmartPass at move-in. Providing transit incentives and information to residents at move-in can introduce them to transit which they may then adopt as their primary commuting mode. <b>Assumes equivalent to \$3 subsidy per day. Reduction applies to commute trips only.</b>	0.5 to 1.0%	n/a	n/a	n/a
Safe Routes to School Support Programs	Residential building management will work with residents to facilitate formation of “walking school buses” and/or “bicycle trains” where parents escort groups of students as they walk or bicycle to school. Information on routes, meeting points, and points of contact will be posted in building lobbies and/or common areas. This measure reduces the number of vehicle trips generated by the residential units and by local schools.	-	n/a	n/a	n/a
<b>TDM Measures for Office and Retail Employees Only</b>					
Transit Subsidy for Employees	Office and commercial tenants will be required (via leasing requirements) to provide VTA SmartPasses to their employees.	n/a	n/a	-	already included in trip generation estimates
Vanpool Subsidy for Employees	Similar to the transit subsidy, office tenants (via leasing requirements) will be required to subsidize employee vanpools. To qualify for the subsidy, employees should document that they are using a vanpool as their primary mode of transportation for the majority of their travel to and from work.	n/a	n/a	0.25 to 0.5%	0.5 to 1.0%

**Table 28: Potential TDM Measures**

TDM Measure		Target User/Trip Reduction %			
		Resident	Comm. Patron	Com. Emp.	Office Emp.
Workplace Parking Pricing	Parking spaces will be excluded from office space leases and all tenants/employees will be required to pay for parking on an individual basis. Office tenants will not be allowed to subsidize parking for their employees. Implementing workplace parking pricing and explicitly charging employees for their parking can dis-incentivize driving. (Parking management will be required to ensure office employees do not park in commercial or residential spaces.)	n/a	n/a	n/a	1.0 to 1.5%
Employee Parking Cash-out (Alternative to Workplace Parking Pricing)	Office tenants (via leasing requirements) will be required to give employees a choice of free parking or a cash payment, if employees commit to using a non-drive alone mode of transportation to travel to and from work.	n/a	n/a	n/a	0.75 to 1.25%
Alternative Work Schedules and Telecommute Programs (Office Employees)	Office tenants (via leasing requirements) will be encouraged to allow employees to telecommute and arrange alternative work schedules by allowing staggered starting times, flexible schedules, or compressed work weeks to reduce the amount of traffic generated during the AM and PM peak hours. <b>Assumes 25% of employees participate in 9/80 schedule.</b>	n/a	n/a	n/a	1.0%
Guaranteed Ride Home Program	Office tenants will develop a Guaranteed Ride Home (GRH) program to provide a free ride home from work in the event of an emergency for their employees who rideshare, use transit, or bike. This program enables employees to take full advantage of available employer-based TDM measures. <b>Reduction covered under Transportation Coordinator.</b>	n/a	n/a	-	0.25%
<b>Minimum reduction</b>		4.5%	-	0.75%	6.0%
<b>Maximum reduction</b>		6.5%	-	1.75%	9.0%

Notes:

"-" no available evidence to quantify reduction.

"n/a" = not applicable

Source: Fehr & Peers, May 2018.

The analysis presented in this TIA does not take into consideration any additional TDM reductions that could be achieved through the measures listed in **Table 28**. As shown in **Table 28**, the severity of the impacts discussed in this chapter would be reduced through the required TDM Program, but in order to present a conservative analysis, the impacts and mitigation measures do not account for reductions in vehicle trips due to participation in the required TDM program.

## Existing with Project Conditions

**Table 12, Table 13, Table 14, and Table 15 in Chapter 5** show the delays, LOSs, and changes in critical volume-to-capacity ratio and delay used to identify significant intersection impacts under Existing with Project Conditions for the Proposed Project and each of the Project Alternatives. The results of the LOS calculations indicate that all study intersections would operate at acceptable service levels, with the following exceptions:

- **Intersection #12 – De Anza Boulevard / McClellan Road (Cupertino/LOS D):** the addition of project traffic would exacerbate unacceptable LOS E operations during the PM peak hour for the Proposed Project and all three of the Project Alternatives.
- **Intersection #43 – Stevens Creek Boulevard/Stern Avenue (Santa Clara/LOS D):** the addition of project traffic would degrade intersection operations from acceptable LOS D to unacceptable LOS E+ during the PM peak hour for three of the four Project Alternatives (General Plan Buildout with Residential Allocation (Proposed Project), General Plan Buildout with Maximum Residential, and Occupied/Re-tenanted Mall alternatives).

As discussed in the Project Description (**Chapter 1**), re-occupancy of the existing mall is an entitled land use and would not require any discretionary approvals or environmental review; thus, the Occupied/Re-tenanted Mall alternative would not have any significant impacts as defined by CEQA and no mitigation would be required.

The impact is less-than-significant at the following intersection under several of the Project Alternatives:

- **Intersection #12 – De Anza Boulevard / McClellan Road (Cupertino/LOS D):** The project impact is considered less-than-significant impact for the General Plan Buildout with Maximum Residential and Retail and Residential alternatives because the addition of project traffic does not increase the critical delay by more than four seconds and the V/C ratio is not projected to increase by more than 0.01. (**LTS: General Plan Buildout with Maximum Residential alternative and Retail and Residential alternative**).

## Intersections with Significant Impacts

**Table 29** provides a summary of the significant intersection impacts under Existing with Project conditions for the Proposed Project and each of the Project Alternatives. The Occupied/Re-Tenanted Mall alternative is included in the table for information purposes only.

**Table 29: Existing with Project Intersection Impact Summary<sup>1</sup>**

	Intersection	LOS Threshold <sup>2</sup>	Peak Hour <sup>3</sup>	General Plan Buildout with Residential Allocation (Proposed Project)	General Plan Buildout with Maximum Residential	Retail and Residential	Occupied/Re-tenanted Mall <sup>4</sup>
12	De Anza Boulevard / McClellan Road	D	AM PM	○ ■	○ □	○ □	○ □
43	Stevens Creek Boulevard/Stern Avenue	D	AM PM	○ ■	○ ■	○ ○	○ ■

Notes:

1. Intersection impacts based on delays, LOS results, and changes in critical volume-to-capacity ratio and delay as presented in **Table 12, Table 13, Table 14, and Table 15** in **Chapter 5** and the applicable LOS thresholds and impact criteria described in **Chapter 2**.
  2. LOS Threshold is the lowest acceptable LOS (the threshold between acceptable and unacceptable level of service).
  3. AM = morning peak hour, PM = evening peak hour.
  4. Impact results for the Occupied/Re-tenanted Mall alternative is presented for informational purposes only. The mall is an entitled land use and would not require any impact assessment or CEQA clearance to re-occupy.
- = acceptable service levels, no mitigation discussion required.  
 □ = Less-Than-Significant Impact, no mitigation required.  
 ■ = Significant impact, mitigation required.

Source: Fehr & Peers, April 2018.

## Mitigation Measure Discussion

Impacts and potential mitigation measures for the Proposed Project and General Plan Buildout with Maximum Residential and Retail and Residential alternatives are discussed below. The mitigated intersection LOS calculation results are presented in **Table 33. Appendix K** contains the corresponding calculation sheets.

**Transportation Demand Management (TDM) Monitoring Program.** The Proposed Project and General Plan with Maximum Residential Alternative have several intersection and freeway impacts that cannot be reduced to less-than-significant levels through implementation of physical roadway improvements. (**S: Proposed Project and General Plan with Maximum Residential Alternative**)

To reduce the severity of impacts, the Proposed Project and General Plan Buildout with Maximum Residential Alternative will be required to have a TDM program for office uses that achieves a 25 to 35 percent reduction in office vehicle trips. The required TDM reduction will vary depending on the amount of office development constructed and whether the office development has a single tenant or multiple tenants. Generally, the larger the office development, the greater the TDM reduction that can be achieved. Similarly, single-tenants office buildings can generally implement more effective TDM programs than multiple-tenant office buildings. The percentage reduction required

will be based on the characteristics of the office development (size, number of tenants, etc.) and will be calculated based on ITE's Office (ITE Land Use 710) average trip generation rates.

As part of the TDM Program, the City will require future development to implement the Specific Plan's TDM Monitoring Program to ensure that the TDM reduction goals are achieved. If future development is not able to meet the identified TDM goal, then the City would collect penalties, as specified the Specific Plan's TDM Monitoring Program.

The TDM program is expected to reduce the severity of impacts, although not necessarily to a less-than-significant level; therefore, the identified significant and unavoidable intersection and freeway impacts would remain significant and unavoidable. **SU With Mitigation: Proposed Project and General Plan with Maximum Residential Alternative)**

**De Anza Boulevard / McClellan Road (Intersection #12):** The Proposed Project would exacerbate unacceptable operations and meet impact thresholds based on City of Cupertino impact criteria during the PM peak hour. **(S: Proposed Project)**

Improvements to mitigate the impact would require aligning this offset intersection and converting the shared left-turn/through lane on the eastbound approach of McClellan Road to a dedicated through lane (for a total of one left-turn lane, one through lane, and one right-turn lane). This would allow converting the phasing on the east-west approaches from split phasing to protected left-turn phasing. This improvement is included in the City's TIF Program. **Table 30** summarizes the Existing LOS without and with this mitigation measure for the Proposed Project. To mitigate this impact, future development projects would be required to pay the applicable TIF amounts as estimated in **Table 2** for the Proposed Project and each of the Project Alternatives. However, because the TIF improvements are not fully funded and the timing of implementation is not known at this time, the impact is considered significant and unavoidable. **(SU: Proposed Project).**

Mitigation measure that would change the roadway geometry or signal operations have potential secondary effects on pedestrian and bicycle travel. Mitigation measures are evaluated to determine their effects on the QOS for bicyclists and pedestrians. The pedestrian QOS score is 3, both without and with the mitigation measure. As explained in the *Pedestrian and Bicycle Impact Criteria* discussion in **Chapter 2**, a score of 3 denotes that walking is uninviting but possible at intersections. The bicycle QOS score is 4, both without and with the mitigation measure, denoting that most cyclists might find it uncomfortable crossing the intersection. There are no right-turn lanes on De Anza Boulevard so bicycles that continue straight could conflict with the right-turning vehicles. The mitigation measure would not change roadway geometry, pedestrian facility, or bicycle facility; thus,



the pedestrian and bicycle QOS score remain the same without and with the proposed mitigation measure.

**Table 30: Existing with Project Impacts and Mitigations at De Anza Boulevard/McClellan Road (#12)**

Impacted Alternative	LOS Threshold <sup>1</sup>	Peak Hour <sup>2</sup>	Background Conditions		Background with Project Conditions		Background with Project Mitigations		Impact? <sup>5</sup>
			Delay <sup>3</sup>	LOS <sup>4</sup>	Delay <sup>3</sup>	LOS <sup>4</sup>	Delay <sup>3</sup>	LOS <sup>4</sup>	
Proposed Project (General Plan Buildout with Residential Allocation)	D	AM	36.4	D+	36.0	D+	34.6	C-	LTS
		PM	64.2	E	<b>68.8</b>	<b>E</b>	64.5	E	

Notes:

**Bold text** indicates intersection operates at unacceptable level of service. **Bold and highlighted text** indicates a significant impact.

1. LOS Threshold is the lowest acceptable LOS (the threshold between acceptable and unacceptable level of service).
2. AM = morning peak hour, PM = evening peak hour.
3. Whole intersection weighted average control delay expressed in seconds per vehicle calculated using methods described in the 2000 Highway Capacity Manual, with adjusted saturation flow rates to reflect Santa Clara County Conditions for signalized intersections.
4. LOS = Level of Service. LOS calculations conducted using the TRAFFIX analysis software packages, which applies the methods described in the 2000 Highway Capacity Manual.
5. Impact after implementation of mitigation measure (not considering jurisdictional constraints). LTS = Less Than Significant, SU = Significant and Unavoidable

Source: Fehr & Peers, May 2018.

**Stevens Creek Boulevard/Stern Avenue (Intersection #43):** The Proposed Project would cause the Stevens Creek Boulevard/Stern Avenue intersection to operate at an unacceptable level (change from LOS D to LOS E+) during the PM peak hour based on City of Santa Clara’s impact criteria. **(S: Proposed Project and General Plan Buildout with Maximum Residential alternative).**

Improvements to mitigate intersection operations include providing three through lanes and a dedicated right-turn in both the eastbound and westbound directions on Stevens Creek Boulevard. This improvement would reduce the project impact to a less-than-significant level (LOS D) for the General Plan Buildout with Maximum Residential alternative. While intersection delay would improve under the Proposed Project, the intersection would continue to operate unacceptably at LOS E+ the impact would remain significant and unavoidable.

There are right-of-way constraints that limit the feasibility of the mitigation measure. A dedicated right-turn lane, through lane, and a bike lane would require a minimum width of 25 feet. The available widths between the number two through lane and the curb are about 18 feet in the eastbound direction and 20 feet in the westbound direction. Thus, the mitigation measure would not be feasible and the impact is considered significant and unavoidable for the two impacted

Project Alternatives. (**SU: Proposed Project and General Plan Buildout with Maximum Residential alternative**).

## Background with Project Conditions

**Table 18, Table 19, Table 20, and Table 21 in Chapter 6** show the delays, LOS results, and changes in critical volume-to-capacity ratio and delay used to identify significant intersection impacts under Background with Project Conditions for the Proposed Project and General Plan Buildout with Maximum Residential and Retail and Residential alternatives. The results of the LOS calculations indicate that all study intersections would operate at acceptable service levels with the following exceptions:

- **Intersection #11 – De Anza Boulevard/Stevens Creek Boulevard (Cupertino/LOS E+):** the addition of project traffic would degrade intersection operations from acceptable LOS D to unacceptable LOS E during the PM peak hour for the Proposed Project.
- **Intersection #12 – De Anza Boulevard/McClellan Road (Cupertino/LOS D):** the addition of project traffic would exacerbate unacceptable LOS E operations during the PM peak hour for the Proposed Project and all three of the Project Alternatives.
- **Intersection # 31 – Wolfe Road/Vallco Parkway (Cupertino/LOS D):** the addition of project traffic would degrade intersection operations from acceptable LOS D to unacceptable LOS E during the PM peak hour for the Proposed Project.
- **Intersection # 32 – Wolfe Road-Miller Avenue/Stevens Creek Boulevard (Cupertino/LOS D):** during the AM peak hour the addition of project traffic would degrade intersection operations from acceptable LOS D to unacceptable LOS E hour for Project the Proposed Project and the General Plan Buildout with Maximum Residential and Retail and Residential alternatives. During the PM peak hour, the addition of project traffic would degrade intersection operations from acceptable LOS D to unacceptable LOS E hour for the Proposed Project and each of the three project alternatives.
- **Intersection # 42 – Stevens Creek Boulevard/Tantau Avenue (Cupertino/LOS D):** the addition of project traffic would degrade intersection operations from acceptable LOS D to unacceptable LOS E+ during the AM peak hour for the Proposed Project.
- **Intersection #43 – Stevens Creek Boulevard/Stern Avenue (Santa Clara/LOS D):** the addition of project traffic would exacerbate unacceptable LOS F operations during the AM and PM peak hours for the Proposed Project and all three of the Project Alternatives.
- **Intersection #44 – Stevens Creek Boulevard/Calvert Drive (CMP/LOS E):** During the AM and PM peak hours, the addition of project traffic would exacerbate unacceptable LOS F operations for the Proposed Project and all three of the Project Alternatives.

- **Intersection # 45 – Stevens Creek Boulevard/Agilent Driveway (Santa Clara/LOS D):** the addition of project traffic would exacerbate unacceptable LOS F operations during the AM peak hour for the Proposed Project and all three of the Project Alternatives.
- **Intersection # 48 – Lawrence Expressway/Homestead Road (CMP/LOS E):** the addition of project traffic would exacerbate unacceptable LOS F operations during the AM and PM peak hours for the Proposed Project and all three of the Project Alternatives.
- **Intersection # 51 – Lawrence Expressway/Calvert Drive-I-280 Southbound Ramp (CMP/LOS E):** the addition of project traffic would degrade intersection operations from acceptable LOS E- to unacceptable LOS F during the AM peak hour for the Proposed Project.
- **Intersection # 53 – Lawrence Expressway/Bollinger Road (CMP/LOS E):** the addition of project traffic would exacerbate unacceptable LOS F operations during the AM and PM peak hours for the Proposed Project and all three of the Project Alternatives.

As discussed in the Project Description (**Chapter 1**), re-occupancy of the existing mall is an entitled land use and would not require any discretionary approvals or environmental review; thus, the Occupied/Re-tenanted Mall alternative would not have any significant impacts as defined by CEQA and no mitigation would be required.

The impacts are less-than-significant at the following intersections under several of the Project Alternatives because the addition of project traffic is not projected to increase the critical delay by more than four seconds and the V/C ratio is not projected to increase by more than 0.01:

- **Intersection #12 – De Anza Boulevard / McClellan Road (Cupertino/LOS D):** LTS for the Retail and Residential alternative.
- **Intersection # 45 – Stevens Creek Boulevard/Agilent Driveway (Santa Clara/LOS D):** LTS for the Retail and Residential alternative.
- **Intersection # 48 – Lawrence Expressway/Homestead Road (CMP/LOS E):** LTS for The Proposed Project and the General Plan Buildout with Maximum Residential and Retail and Residential alternatives during the AM peak hour (significant impact for the Proposed Project and the General Plan Buildout with Maximum Residential and Retail and Residential alternatives during the PM peak hour).
- **Intersection # 53 – Lawrence Expressway/Bollinger Road (CMP/LOS E):** LTS for the Retail and Residential alternative during the AM and PM peak hours.

## Intersections with Significant Impacts

**Table 31** provides a summary of the significant intersection impacts under Background with Project conditions for the Proposed Project and each of the Project Alternatives. The Occupied/Re-Tenanted Mall alternative is included in the table for information purposes only.

**Table 31: Background with Project Intersection Impact Summary<sup>1</sup>**

	Intersection	LOS Threshold <sup>2</sup>	Peak Hour <sup>3</sup>	General Plan Buildout with Residential Allocation (Proposed Project)	General Plan Buildout with Maximum Residential	Retail and Residential	Occupied/Re-tenanted Mall <sup>4</sup>
11	De Anza Boulevard / Stevens Creek Boulevard	E+	AM PM	○ ■	○ ○	○ ○	○ ○
12	De Anza Boulevard / McClellan Road	D	AM PM	○ ■	○ ■	○ □	○ □
31	Wolfe Road/ Vallco Parkway	D	AM PM	○ ■	○ ○	○ ○	○ ○
32	Wolfe Road Avenue/ Stevens Creek Boulevard	D	AM PM	■ ■	■ ■	■ ■	○ ■
42	Stevens Creek Boulevard / Tantau Avenue	D	AM PM	■ ○	○ ○	○ ○	○ ○
43	Stevens Creek Boulevard/ Stern Avenue	D	AM PM	■ ■	■ ■	■ ■	□ ■
44	Stevens Creek Boulevard/ Calvert Drive	E	AM PM	■ ■	■ ■	■ ■	□ ■
45	Stevens Creek Boulevard / Agilent Driveway	D	AM PM	■ ○	■ ○	□ ○	□ ○
48	Lawrence Expressway/ Homestead Road	E	AM PM	□ ■	□ ■	□ ■	□ ■
51	Lawrence Expressway/ Calvert Drive	D	AM PM	■ ○	○ ○	○ ○	○ ○
53	Lawrence Expressway/ Bollinger Road	E	AM PM	■ ■	□ ■	□ □	□ ■

Notes:

1. Intersection impacts based on delays, LOS results, and changes in critical volume-to-capacity ratio and delay as presented in **Table 18, Table 19, Table 20, and Table 21** in **Chapter 6** and the applicable LOS thresholds and impact criteria described in **Chapter 2**.

2. LOS Threshold is the lowest acceptable LOS (the threshold between acceptable and unacceptable level of service).

3. AM = morning peak hour, PM = evening peak hour.

4. Impact results for the Occupied/Re-tenanted Mall alternative is presented for informational purposes only. The mall is an entitled land use and would not require any impact assessment or CEQA clearance to re-occupy.

○ = acceptable service levels, no mitigation discussion required.

□ = Less-Than-Significant Impact, no mitigation required.

■ = Significant impact, mitigation required.  
Source: Fehr & Peers, May 2018.

## Mitigation Measure Discussion

Impacts and potential mitigation measures for the Proposed Project and General Plan Buildout with Maximum Residential and Retail and Residential alternatives are discussed below. LOS calculation results following implementation of feasible intersection mitigations are presented below for each applicable intersection discussion. **Appendix K** contains the corresponding calculation sheets. **Appendix A** shows the bicycle and pedestrian QOS results for proposed mitigation measures that are feasible.

**De Anza Boulevard/Stevens Creek Boulevard (Intersection #11):** The Proposed Project would degrade intersection operations from acceptable LOS D to unacceptable LOS E during the PM peak hour and have a significant impact based on the City of Cupertino's impact criteria. **(S: Proposed Project).**

The City's TIF Program identifies the restriping of the westbound approach on Stevens Creek Boulevard to provide for a separate right-turn lane. However, with the implementation of the Class IV bike lanes on Stevens Creek Boulevard outside through lane will be converted to a dedicated right-turn lane.

Improvements required to mitigate the impact is the widening of the eastbound and westbound approaches on Stevens Creek Boulevard to provide for three through lanes (for a total of two left-turn lanes, three through lanes, a right-turn lane, and a bike lane). This would be accomplished by widening Stevens Creek Boulevard for about 150 feet from the intersection to provide for the right-turn pocket in each direction. However, there are right-of-way constraints that limit the feasibility of the mitigation measure. The added right-turn lane would require an additional 10 to 11 feet of right-of-way in each direction. Further, this mitigation measure would increase the pedestrian crossing distance on an already very wide intersection and would likely have secondary effects on pedestrian travel at the De Anza Boulevard/Stevens Creek Boulevard intersection. Thus, according to General Plan Policy M-3.4, which strives to preserve and enhance citywide pedestrian and bicycle connectivity by limiting street widening purely for automobiles to improve traffic flow, the proposed improvement is not feasible, and the impact is considered **significant and unavoidable**. **(SU: Proposed Project).**

**De Anza Boulevard/McClellan Road (Intersection #12):** The Proposed Project and General Plan Buildout with Maximum Residential alternative would exacerbate unacceptable operations and meet impact thresholds based on City of Cupertino impact criteria during the PM peak hour. **(S: Proposed Project and General Plan Buildout with Maximum Residential alternative).**

As discussed under Existing Conditions, improvements to mitigate the impact would require aligning this offset intersection, converting the shared left-turn/through lane on the eastbound approach of McClellan Road to a dedicated through lane, and converting the phasing on the east-west approaches from split phasing to protected left-turn phasing. This improvement is included in the City's TIF Program. **Table 32** summarizes the Background LOS without and with the mitigation measure for the impacted alternative. While the mitigation measure would not improve operations to acceptable service levels (LOS D) in the PM peak hour, it would improve the average intersection delay to better than under Background Without Project Conditions and is considered to mitigate the LOS impact to less-than-significant levels.

Future development would be required to pay Traffic Impact Fees as shown in **Table 2** to mitigate the impact. However, since the TIF improvements are not fully funded and timing of the implementation are unknown, the impact is considered significant and unavoidable. **(SU: Proposed Project and General Plan Buildout with Maximum Residential alternative).**

Mitigation measure that would change the roadway geometry or signal operations have potential secondary effects on pedestrian and bicycle travel. Mitigation measures are evaluated to determine their effects on the QOS for bicyclists and pedestrians. The mitigation measure would increase the distance for pedestrians crossing Pacifica Avenue but would not reduce the level of comfort in crossing substantially. The pedestrian QOS score is 3 both without and with the mitigation measure, denoting a facility that is uninviting but not entirely uncomfortable for most pedestrians due to high travel speeds and wide crossings at certain approaches. Thus, the proposed mitigation measure would not change the pedestrian QOS score.

The QOS score for bicycle is 4 without and with the mitigation measure, indicating that most cyclists would feel unsafe crossing the intersection due to the offset configuration of the eastbound and westbound approaches and conflict between right-turn vehicles and through bicycles on De Anza Boulevard. However, since the proposed mitigation measure does not change the lane geometries, the bicycle QOS scores remains unchanged.



**Table 32: Background with Project Impacts and Mitigations at De Anza Boulevard/ McClellan Road (#12)**

Impacted Alternative	LOS Threshold <sup>1</sup>	Peak Hour <sup>2</sup>	Background Conditions		Background with Project Conditions		Background with Project Mitigations		Impact? <sup>5</sup>
			Delay <sup>3</sup>	LOS <sup>4</sup>	Delay <sup>3</sup>	LOS <sup>4</sup>	Delay <sup>3</sup>	LOS <sup>4</sup>	
Proposed Project (General Plan Buildout with Residential Allocation)	D	AM	36.2	D+	36.6	D+	35.4	D+	LTS
		PM	71.4	E	<b>78.0</b>	<b>E</b>	69.0	E	
General Plan Buildout with Maximum Residential	D	AM	36.2	D+	36.4	D+	35.2	D+	LTS
		PM	71.4	E	<b>74.9</b>	<b>E</b>	65.6	E	

Notes:

**Bold text** indicates intersection operates at unacceptable level of service. **Bold and highlighted text** indicates a significant impact.

1. LOS Threshold is the lowest acceptable LOS (the threshold between acceptable and unacceptable level of service).
2. AM = morning peak hour, PM = evening peak hour.
3. Whole intersection weighted average control delay expressed in seconds per vehicle calculated using methods described in the 2000 Highway Capacity Manual, with adjusted saturation flow rates to reflect Santa Clara County Conditions for signalized intersections.
4. LOS = Level of Service. LOS calculations conducted using the TRAFFIX analysis software packages, which applies the methods described in the 2000 Highway Capacity Manual.
5. Impact after implementation of mitigation measure (not considering jurisdictional constraints). LTS = Less Than Significant, SU = Significant and Unavoidable

Source: Fehr & Peers, May 2018.

**Wolfe Road/Vallco Parkway (Intersection #31):** The Proposed Project would cause the Wolfe Road/Vallco Parkway intersection to operate at an unacceptable level (change from LOS D to LOS E) during the PM peak hour and would have a significant impact based City of Cupertino’s impact criteria. **(S: Proposed Project).**

Improvements to mitigate the impact would require providing an overlap phase for the westbound right-turn movement, which would provide for a green right-turn arrow while the southbound left-turn movement has its green phase. Southbound U-turns on Wolfe Road would be prohibited.

Providing a westbound overlap phase could have secondary impacts, since southbound vehicles wanting to travel northbound would have to travel to the Stevens Creek Boulevard/Wolfe Road intersection to access northbound Wolfe Road. Field observations were conducted to determine the existing percentage of vehicles making U-turns at the intersections. The field data was used to estimate the impact of diverting U-turns from Vallco Parkway to Stevens Creek Boulevard. The LOS results show that the Stevens Creek Boulevard/Wolfe Road intersection would operate acceptably with the second southbound left-turn lane proposed as a mitigation measure and the proposed southbound U-turn restrictions at the Wolfe Road/Vallco Parkway intersection. The second

southbound left-turn lane the Stevens Creek Boulevard/Wolfe Road intersection is needed as mitigation measure independent of the U-turn restrictions at Wolfe Road/Vallco Parkway)

The project impact would be reduced to a **less-than-significant** level. **Table 33** summarizes the LOS with the mitigation measure. **(LTS: Proposed Project).**

**Table 33: Background with Project Impacts and Mitigations at Wolfe Road/Vallco Parkway (#31)**

Impacted Alternative	LOS Threshold <sup>1</sup>	Peak Hour <sup>2</sup>	Background Conditions		Background with Project Conditions		Background with Project Mitigations		Impact? <sup>5</sup>
			Delay <sup>3</sup>	LOS <sup>4</sup>	Delay <sup>3</sup>	LOS <sup>4</sup>	Delay <sup>3</sup>	LOS <sup>4</sup>	
Proposed Project (General Plan Buildout with Residential Allocation)	D	AM PM	24.6 36.6	C D+	31.5 <b>66.8</b>	C <b>E</b>	30.3 49.2	C D	LTS

Notes:

**Bold text** indicates intersection operates at unacceptable level of service. **Bold and highlighted text** indicates a significant impact.

1. LOS Threshold is the lowest acceptable LOS (the threshold between acceptable and unacceptable level of service).
2. AM = morning peak hour, PM = evening peak hour.
3. Whole intersection weighted average control delay expressed in seconds per vehicle calculated using methods described in the 2000 Highway Capacity Manual, with adjusted saturation flow rates to reflect Santa Clara County Conditions for signalized intersections.
4. LOS = Level of Service. LOS calculations conducted using the TRAFFIX analysis software packages, which applies the methods described in the 2000 Highway Capacity Manual.
5. Impact after implementation of mitigation measure (not considering jurisdictional constraints). LTS = Less Than Significant, SU = Significant and Unavoidable

Source: Fehr & Peers, May 2018.

Mitigation measure that would change the roadway geometry or signal operations have potential secondary effects on pedestrian and bicycle travel. Mitigation measures are evaluated to determine their effects on the QOS for bicyclists and pedestrians. The pedestrian QOS score is 3.5, both without and with the mitigation measure. As noted in the *Pedestrian and Bicycle Impact Criteria* discussion in **Chapter 2**, a score of 3 denotes that walking is uninviting but possible at intersections, and a score of 4 denotes a facility that is uncomfortable for most pedestrians due to high travel speeds and wide crossings at intersections. The bicycle QOS score is 3, both without and with the mitigation measure. Cyclists can cross the intersection with moderate level of comfort, although some conflicts might occur. At the northbound approach, through bicyclists and right-turn vehicles would conflict since there is no dedicated right-turn lane. The mitigation measure would not change roadway geometry, pedestrian facility, or bicycle facility; thus, the pedestrian and bicycle QOS score remain the same without and with the proposed mitigation measure.

**Wolfe Road-Miller Avenue/Stevens Creek Boulevard (Intersection #32):** The Proposed Project and the General Plan Buildout with Maximum Residential and Retail and Residential alternatives would degrade intersection operations from acceptable LOS D to unacceptable LOS E during the AM and PM peak hours and have a significant impact based on the City of Cupertino's impact criteria. **(S: The Proposed Project and the General Plan Buildout with Maximum Residential and Retail and Residential alternatives).**

Improvements to mitigate the impact would require providing a second southbound left-turn lane on Wolfe Road and providing a third through lane on both the eastbound and westbound approaches on Stevens Creek Boulevard. However, there are right-of-way constraints that limit the feasibility of the mitigation measures.

For the southbound approach on Wolfe Road, the additional left-turn lane would shift the southbound through lanes to the west by approximately ten feet. With this shift the through lanes would no longer align with the receiving lanes on Miller Avenue. For Stevens Creek Boulevard, there is no right-of-way to accommodate additional through lanes with the implementation of the proposed Class IV bike lanes. Thus, according to General Plan Policy M-3.1 (Adopt and maintain Bicycle and Pedestrian Master Plan) and M-3.4 (Limit street widening purely for automobiles as a means of improving traffic flow), the proposed mitigation measure is not feasible and the impact is considered **significant and unavoidable**. **(SU: Proposed Project and the General Plan Buildout with Maximum Residential and Retail and Residential alternatives).**

**Stevens Creek Boulevard/Tantau Avenue (Intersection #42):** The Proposed Project would degrade intersection operations from acceptable LOS D to unacceptable LOS E+ during the AM peak hour and have a significant impact based on the City of Cupertino's impact criteria. **(S: Proposed Project).**

Improvements to mitigate the impact would require providing a northbound left-turn lane (for a total of one left-turn lane and one shared through/right-turn lane). This would allow converting the phasing on the north-south approaches from split phasing to protected left-turn phasing. This improvement is included in the City's TIF Program. **Table 34** summarizes the Cumulative LOS without and with the mitigation measure for the impacted alternatives. To mitigate this impact, future development projects would be required to pay the applicable TIF amounts as estimated in **Table 2** for the Proposed Project and each of the Project Alternatives. However, because the TIF improvements are not fully funded and the timing of implementation is not known at this time, the impact is considered significant and unavoidable. **(SU: Proposed Project).**

Mitigation measure that would change the roadway geometry or signal operations have potential secondary effects on pedestrian and bicycle travel. Mitigation measures are evaluated to determine

their effects on the QOS for bicyclists and pedestrians. The pedestrian QOS score is 3.3, both without and with the mitigation measure. As noted in the *Pedestrian and Bicycle Impact Criteria* discussion in **Chapter 2**, a score of 3 represents that walking is uninviting but possible at intersections, and a score of 4 denotes a facility that is uncomfortable for most pedestrians due to high travel speeds and wide crossings at intersections. The mitigation measure would increase the crossing distance on Tantau Avenue from a two-lane to three-lane width, which would result in a slight reduction of the level of comfort for walking, but this would not affect QOS score of the intersection. The mitigation would not change bicycle QOS score of 2.8, which denotes that cyclists can cross the intersection with moderate level of comfort. Adding a northbound left-turn lane does not affect cyclists travel on Tantau Avenue as the conflict is managed by the north-south protected left-turn phasing.

**Table 34: Background with Project Impacts and Mitigations at Stevens Creek Boulevard/Tantau Avenue (#42)**

Impacted Alternative	LOS Threshold <sup>1</sup>	Peak Hour <sup>2</sup>	Background Conditions		Background with Project Conditions		Background with Project Mitigations		Impact? <sup>5</sup>
			Delay <sup>3</sup>	LOS <sup>4</sup>	Delay <sup>3</sup>	LOS <sup>4</sup>	Delay <sup>3</sup>	LOS <sup>4</sup>	
Proposed Project (General Plan Buildout with Residential Allocation)	D	AM	48.6	D	<b>58.1</b>	<b>E+</b>	47.5	D	LTS
		PM	45.9	D	49.6	D	45.9	D	

Notes:

**Bold text** indicates intersection operates at unacceptable level of service. **Bold and highlighted text** indicates a significant impact.

1. LOS Threshold is the lowest acceptable LOS (the threshold between acceptable and unacceptable level of service).
2. AM = morning peak hour, PM = evening peak hour.
3. Whole intersection weighted average control delay expressed in seconds per vehicle calculated using methods described in the 2000 Highway Capacity Manual, with adjusted saturation flow rates to reflect Santa Clara County Conditions for signalized intersections.
4. LOS = Level of Service. LOS calculations conducted using the TRAFFIX analysis software packages, which applies the methods described in the 2000 Highway Capacity Manual.
5. Impact after implementation of mitigation measure (not considering jurisdictional constraints). LTS = Less Than Significant, SU = Significant and Unavoidable

Source: Fehr & Peers, May 2018.

**Stevens Creek Boulevard/Stern Avenue (Intersection #43):** The Proposed Project and the General Plan Buildout with Maximum Residential and Retail and Residential alternatives would exacerbate unacceptable operations during the AM and PM peak hours and meet Santa Clara impact thresholds. **(S: The Proposed Project and the General Plan Buildout with Maximum Residential and Retail and Residential alternatives).**

Improvements to mitigate the impact would require providing three through lanes and a dedicated right-turn in both the eastbound and westbound directions on Stevens Creek Boulevard. While

intersection delay would improve under each Project Alternative, the intersection would continue to operate unacceptably at LOS F and the impact would remain **significant and unavoidable**.

In addition, there are right-of-way constraints that limit the feasibility of the mitigation measure. A dedicated right-turn lane, through lane, and a bike lane would require a minimum width of 25 feet. The current widths between the number two through lane and the curb is about 18 feet in the eastbound direction and 20 feet in the westbound direction. Thus, the mitigation measure would not be feasible and the impact is considered significant and unavoidable for the Proposed Project and the General Plan Buildout with Maximum Residential and Retail and Residential alternatives.

The level of service analysis for the intersections on Steven Creek Boulevard at Stern Avenue, Calvert Drive, and Agilent Driveway (Intersections #43, #44, and #45) retain existing traffic signal timings per City of Santa Clara guidelines. It is likely that the City will modify the timings as the traffic volumes change which will improve intersection operations. It is recommended that as a secondary mitigation measure the future Specific Plan development contribute their fair-share to a traffic signal timing study, including identification and installation of possible ITS improvements to improve efficiency of intersection operations, along the Stevens Creek Boulevard corridor between Stern Avenue and the Agilent driveway. The impact would remain **significant and unavoidable**, because the ultimate effectiveness of the improvements is unknown (i.e. will be determined through the signal timing study); in addition, since the intersections are outside of the City of Cupertino's jurisdiction, the City cannot guarantee implementation of the signal timing study. **(SU: The Proposed Project and the General Plan Buildout with Maximum Residential and Retail and Residential alternatives).**

**Stevens Creek Boulevard/Calvert Drive (Intersection #44):** The Proposed Project and the General Plan Buildout with Maximum Residential and Retail and Residential alternatives would exacerbate unacceptable operations during the AM and PM peak hours and meet VTA impact thresholds. **(S: The Proposed Project and the General Plan Buildout with Maximum Residential and Retail and Residential alternatives).**

Improvements to mitigate the impact would require providing a second eastbound right-turn lane from Stevens Creek Boulevard onto Calvert Drive. The added right-turn lane would improve intersection operations to LOS E during the PM peak hour for the Proposed Project and the General Plan Buildout with Maximum Residential and Retail and Residential alternatives. During the AM peak hour, the intersection would continue to operate unacceptably with minimal reductions to the intersection delay. Right-of-way constraints render a second right-turn lane infeasible: less than 7 feet are available between the fence and curb on the south side of Steven Creek and a minimum of 11 feet are needed.

In addition, the double right-turn lanes would have secondary impacts on pedestrian travel, even with implementation of “no right-turn on red.” The double right-turn lanes would increase the chance of multiple threat collisions, where a pedestrian enters the traffic lane in front of a stopped vehicle in the outside lane and is struck by another vehicle in the inside turn lane because the stopped vehicle blocks the line of sight between the pedestrian and the driver of the striking vehicle.

As discussed in the mitigation discussion for the Stevens Creek Boulevard/Stern Avenue intersection (#43), the level of service analysis for the intersections on Steven Creek Boulevard at Stern Avenue, Calvert Drive, and Agilent Driveway (Intersections #43, #44, and #45) retain existing traffic signal timings per City of Santa Clara guidelines. It is recommended that as a secondary mitigation measure the future Specific Plan development contribute their fair-share to a traffic signal timing study, including identification and installation of possible ITS improvements to improve efficiency of intersection operations, along the Stevens Creek Boulevard corridor between Stern Avenue and the Agilent driveway. The impact would remain **significant and unavoidable**, because the ultimate effectiveness of the improvements is unknown (i.e. will be determined through the signal timing study); in addition, since the intersections are outside of the City of Cupertino’s jurisdiction, the City cannot guarantee implementation of the signal timing study. **(SU: The Proposed Project and the General Plan Buildout with Maximum Residential and Retail and Residential alternatives).**

**Stevens Creek Boulevard/Agilent Driveway (Intersection #45):** During the AM peak hour Project Proposed Project and General Plan Buildout with Maximum Residential alternative would exacerbate unacceptable operations and meet impact thresholds based on Santa Clara impact criteria. **(S: Proposed Project and General Plan Buildout with Maximum Residential alternative).**

Improvements to mitigate intersection operations include converting the westbound shared through/right-turn lane into a dedicated through lane and right-turn lane (for a total of one left-turn lane, four through lanes, and one right-turn lane on the westbound approach). This improvement would reduce the project impact to a less-than-significant level for the General Plan Buildout with Maximum Residential alternative. While intersection delay would improve under the Proposed Project, the intersection would continue to operate unacceptably at LOS F with delays greater than under Background Without Project Conditions and the impact would remain significant and unavoidable for the General Plan Buildout with Maximum Residential alternative.

There are right-of-way constraints that limit the feasibility of this mitigation measure. A dedicated right-turn lane and through lane would require a minimum width of 20 feet. The available width between the westbound bike lane and curb is about 16 feet (i.e. the width of the current shared through/right-turn lane). Thus, the mitigation measure would not be feasible and the impact is



considered significant and unavoidable for the Proposed Project and General Plan Buildout with Maximum Residential alternative.

As discussed in the mitigation discussion for the Stevens Creek Boulevard/Stern Avenue intersection (#43), the level of service analysis for the intersections on Steven Creek Boulevard at Stern Avenue, Calvert Drive, and Agilent Driveway (Intersections #43, #44, and #45) retain existing traffic signal timings per City of Santa Clara guidelines. It is recommended that as a secondary mitigation measure the future Specific Plan development contribute their fair-share to a traffic signal timing study, including identification and installation of possible ITS improvements to improve efficiency of intersection operations, along the Stevens Creek Boulevard corridor between Stern Avenue and the Agilent driveway. The impact would remain **significant and unavoidable**, because the ultimate effectiveness of the improvements is unknown (i.e. will be determined through the signal timing study); in addition, since the intersections are outside of the City of Cupertino's jurisdiction, the City cannot guarantee implementation of the signal timing study. **(SU: Proposed Project and General Plan Buildout with Maximum Residential alternative).**

**Lawrence Expressway/Homestead Road (Intersection #48):** During the PM peak hour The Proposed Project and the General Plan Buildout with Maximum Residential and Retail and Residential alternatives would exacerbate unacceptable operations and meet impact thresholds based on VTA impact criteria. **(S: The Proposed Project and the General Plan Buildout with Maximum Residential and Retail and Residential alternatives).**

Santa Clara County's Expressway Plan 2040 Study identifies an interim (near-term) improvement at this location. The improvement includes the addition of an eastbound through lane on Homestead Road. With this mitigation measure, intersection operations would improve, but the intersection would continue to operate at LOS F with delays greater than the Background Without Project scenario as shown in **Table 35**. The ultimate improvement identified by the County's Expressway Plan 2040 is to grade-separate the intersection. However, that is a long-term improvement that would not be implemented within the next ten years and the impact is considered significant and unavoidable for the Proposed Project and the General Plan Buildout with Maximum Residential and Retail and Residential alternatives. **(SU: The Proposed Project and the General Plan Buildout with Maximum Residential and Retail and Residential alternatives).**

Mitigation measure that would change the roadway geometry or signal operations have potential secondary effects on pedestrian and bicycle travel. Mitigation measures are evaluated to determine their effects on the QOS for bicyclists and pedestrians. The pedestrian QOS score is 4, both without and with the mitigation measure. As noted in the *Pedestrian and Bicycle Impact Criteria* discussion in **Chapter 2**, a score of 4 denotes a facility that is uncomfortable for most pedestrians due to high

travel speeds and wide crossings at intersections. The Lawrence Expressway/Homestead Road intersection has long crossing distance of over six-lane wide on all approaches, which causes inconvenience for pedestrians with low walking speed. The mitigation measure would further increase the distance for pedestrians crossing Homestead Road, though the QOS score would remain at 4, the lowest QOS score. The bicycle QOS score is 4, both without and with the mitigation measure. The intersection has right-turn slip lanes at all four approaches, but only the eastbound approach has clearly delineated bike lanes for through bicyclists, so conflicts could occur between the right-turn vehicles and through bicycles on the remaining three approaches.

**Table 35: Background with Project Impacts and Mitigations at Lawrence Expressway/Homestead Road (#48)**

Impacted Alternative	LOS Threshold <sup>1</sup>	Peak Hour <sup>2</sup>	Background Conditions		Background with Project Conditions		Background with Project Mitigations		Impact? <sup>5</sup>
			Delay <sup>3</sup>	LOS <sup>4</sup>	Delay <sup>3</sup>	LOS <sup>4</sup>	Delay <sup>3</sup>	LOS <sup>4</sup>	
Proposed Project (General Plan Buildout with Residential Allocation)	E	AM PM	89.3 83.6	F F	<b>91.8</b> <b>88.5</b>	<b>F</b> <b>F</b>	<b>91.7</b> <b>84.8</b>	<b>F</b> <b>F</b>	SU
General Plan Buildout with Maximum Residential	E	AM PM	89.3 83.6	F F	<b>91.9</b> <b>87.6</b>	<b>F</b> <b>F</b>	<b>91.9</b> <b>84.2</b>	<b>F</b> <b>F</b>	SU
Retail and Residential	E	AM PM	89.3 83.6	F F	<b>91.7</b> <b>87.2</b>	<b>F</b> <b>F</b>	<b>91.7</b> <b>84.0</b>	<b>F</b> <b>F</b>	SU

Notes:

**Bold text** indicates intersection operates at unacceptable level of service. **Bold and highlighted text** indicates a significant impact.

1. LOS Threshold is the lowest acceptable LOS (the threshold between acceptable and unacceptable level of service).
2. AM = morning peak hour, PM = evening peak hour.
3. Whole intersection weighted average control delay expressed in seconds per vehicle calculated using methods described in the 2000 Highway Capacity Manual, with adjusted saturation flow rates to reflect Santa Clara County Conditions for signalized intersections.
4. LOS = Level of Service. LOS calculations conducted using the TRAFFIX analysis software packages, which applies the methods described in the 2000 Highway Capacity Manual.
5. Impact after implementation of mitigation measure (not considering jurisdictional constraints). LTS = Less Than Significant, SU = Significant and Unavoidable

Source: Fehr & Peers, May 2018.

**Lawrence Expressway/Calvert Drive-I-280 Southbound Ramp (Intersection #51):** The Proposed Project would degrade intersection operations from acceptable LOS E- to unacceptable LOS F during the AM peak hour and have a significant impact based on the VTA impact criteria. **(S: Proposed Project).**

Improvements to mitigate the impact would require providing a fourth northbound through lane. This would require four receiving lanes north of Calvert Drive-I-280 Southbound Ramps. With this

improvement the intersection would operate at acceptable LOS E or better, as summarized in **Table 36**.

The widening of Lawrence Expressway from three to four lanes per direction between Moorpark Avenue to south of Calvert Drive is included in the VTP 2040 as a constrained project (VTP 2040 Project# X10). However, the VTP 2040 does not include widening of Lawrence Expressway at or north of Calvert Drive. The fourth northbound through lane on Lawrence Expressway could potentially be provided with an added receiving lane that would connect directly to the off-ramp to Stevens Creek Boulevard (also known as “trap” lane), just north of the I-280 overcrossing. The City should coordinate with the County of Santa Clara and Caltrans to determine if a fourth through lane could be provided. Future development shall be required to pay a fair-share contribution if the improvement is feasible. The impact would remain **significant and unavoidable**, because the feasibility of the improvement is yet to be determined, and because the intersection is within the responsibility and jurisdiction of another agency and the City cannot guarantee that it would be constructed. **(SU: Proposed Project)**.

**Table 36: Background with Project Impacts and Mitigations at Lawrence Expressway/ Calvert Drive-I-280 Southbound Ramp (#51)**

Impacted Alternative	LOS Threshold <sup>1</sup>	Peak Hour <sup>2</sup>	Background Conditions		Background with Project Conditions		Background with Project Mitigations		Impact? <sup>5</sup>
			Delay <sup>3</sup>	LOS <sup>4</sup>	Delay <sup>3</sup>	LOS <sup>4</sup>	Delay <sup>3</sup>	LOS <sup>4</sup>	
Proposed Project (General Plan Buildout with Residential Allocation)	E	AM	76.3	E-	<b>81.8</b>	<b>F</b>	32.1	C-	LTS
		PM	79.7	E-	79.9	E-	79.2	E-	

Notes:

**Bold text** indicates intersection operates at unacceptable level of service. **Bold and highlighted text** indicates a significant impact.

1. LOS Threshold is the lowest acceptable LOS (the threshold between acceptable and unacceptable level of service).
2. AM = morning peak hour, PM = evening peak hour.
3. Whole intersection weighted average control delay expressed in seconds per vehicle calculated using methods described in the 2000 Highway Capacity Manual, with adjusted saturation flow rates to reflect Santa Clara County Conditions for signalized intersections.
4. LOS = Level of Service. LOS calculations conducted using the TRAFFIX analysis software packages, which applies the methods described in the 2000 Highway Capacity Manual.
5. Impact after implementation of mitigation measure (not considering jurisdictional constraints). LTS = Less Than Significant, SU = Significant and Unavoidable

Source: Fehr & Peers, May 2018.

Mitigation measure that would change the roadway geometry or signal operations have potential secondary effects on pedestrian and bicycle travel. Mitigation measures are evaluated to determine their effects on the QOS for bicyclists and pedestrians. The pedestrian QOS score was not calculated for this improvement because there are no pedestrian facilities at this intersection. The bicycle QOS

score is 4, both without and with the mitigation, denoting that most cyclists would find it uncomfortable navigating through the intersection. The main reason of discomfort is that, the right-turn slip lanes on Lawrence Expressway allow high-speed right-turn for vehicles. However, the mitigation measure would not further degrade bicycle QOS.

**Lawrence Expressway/Bollinger Road (Intersection #53):** During the AM peak hour the Proposed Project would exacerbate unacceptable operations and meet impact thresholds based on VTA impact criteria. During the PM peak hour, the Proposed Project and the General Plan Buildout with Maximum Residential and Retail and Residential alternatives would exacerbate unacceptable operations and meet impact thresholds based on VTA impact criteria. **(S: The Proposed Project and the General Plan Buildout with Maximum Residential and Retail and Residential alternatives).**

Improvements to mitigate the impact would require providing a fourth northbound through lane (for the PM peak hour impact) and fourth southbound through lane (for the AM peak hour impact). The widening of Lawrence Expressway from three to four lanes per direction between Moorpark Avenue to south of Calvert Drive is included in the VTP 2040 as a constrained project (VTP 2040 Project# X10). This VTA project also includes the provision of an additional westbound through lane one Moorpark Avenue. Assuming that both the northbound and southbound approaches would be modified to accommodate four through lanes, the intersection would operate at or better than acceptable LOS E under for all Project Alternatives during the AM and PM peak hours, as shown in **Table 37**. Future development at the Specific Plan shall be required to pay a fair-share to VTP Project# X10. The impact would remain **significant and unavoidable**, because the intersection is outside of the City of Cupertino's jurisdiction, the City cannot guarantee that it would be constructed. **(SUJ: The Proposed Project and the General Plan Buildout with Maximum Residential and Retail and Residential alternatives).**

Mitigation measure that would change the roadway geometry or signal operations have potential secondary effects on pedestrian and bicycle travel. Mitigation measures are evaluated to determine their effects on the QOS for bicyclists and pedestrians. The pedestrian QOS score is 4, both without and with the mitigation measure. As noted in the *Pedestrian and Bicycle Impact Criteria* discussion in **Chapter 2**, a score of 4 denotes a facility that is uncomfortable for most pedestrians due to high travel speeds and wide crossings at intersections. The Lawrence Expressway/Bollinger Road intersection has long crossing distance of over six-lane wide on all approaches, which causes inconvenience for pedestrians with low walking speed. The mitigation measure would further increase the distance for pedestrians crossing Lawrence Expressway, though the QOS score would remain at 4, the lowest QOS score. The bicycle QOS score is 4, both without and with the mitigation, denoting that most cyclists would find it uncomfortable navigating through the intersection. The

main reason of discomfort is that the right-turn slip lanes on Lawrence Expressway allow high-speed right-turn for vehicles. However, the mitigation measure would not further degrade bicycle QOS.

**Table 37: Background with Project Impacts and Mitigations at Lawrence Expressway/ Bollinger Road-Moorpark Avenue (#53)**

Impacted Alternative	LOS Threshold <sup>1</sup>	Peak Hour <sup>2</sup>	Background Conditions		Background with Project Conditions		Background with Project Mitigations		Impact? <sup>5</sup>
			Delay <sup>3</sup>	LOS <sup>4</sup>	Delay <sup>3</sup>	LOS <sup>4</sup>	Delay <sup>3</sup>	LOS <sup>4</sup>	
Proposed Project (General Plan Buildout with Residential Allocation)	E	AM PM	104.8	F	117.7	F	69.5	E	LTS
			87.4	F	94.1	F	55.7	E+	
General Plan Buildout with Maximum Residential	E	AM PM	104.8	F	111.2	F	65.4	E	LTS
			87.4	F	91.2	F	54.8	D-	
Retail and Residential	E	AM PM	104.8	F	105.1	F	61.9	E	LTS
			87.4	F	88.9	F	54.3	D-	

Notes:

**Bold text** indicates intersection operates at unacceptable level of service. **Bold and highlighted text** indicates a significant impact.

1. LOS Threshold is the lowest acceptable LOS (the threshold between acceptable and unacceptable level of service).
2. AM = morning peak hour, PM = evening peak hour.
3. Whole intersection weighted average control delay expressed in seconds per vehicle calculated using methods described in the 2000 Highway Capacity Manual, with adjusted saturation flow rates to reflect Santa Clara County Conditions for signalized intersections.
4. LOS = Level of Service. LOS calculations conducted using the TRAFFIX analysis software packages, which applies the methods described in the 2000 Highway Capacity Manual.
5. Impact after implementation of mitigation measure (not considering jurisdictional constraints). LTS = Less Than Significant, SU = Significant and Unavoidable

Source: Fehr & Peers, May 2018.

## Cumulative with Project Conditions

**Table 23, Table 24, Table 25, and Table 26 in Chapter 7** show the delays, LOS results, and changes in critical volume-to-capacity ratio and delay used to identify significant intersection impacts under Cumulative with Project Conditions for the Project and each of the Project Alternatives. The results of the LOS calculations indicate that all study intersections would operate at acceptable service levels with the following exceptions:

- **Intersection #2– Stevens Creek Boulevard/SR 85 Northbound Ramps (Cupertino/LOS D):** the addition of project traffic would degrade intersection operations from acceptable LOS D- to unacceptable LOS E+ during the AM peak hour for Project for the Proposed Project and the General Plan Buildout with Maximum Residential and Retail and Residential alternatives.

- **Intersection #4 – Sunnyvale-Saratoga Road/Remington Drive (Sunnyvale/LOS E):** the addition of project traffic would exacerbate unacceptable LOS F operations during the AM hour for the Proposed Project and all three of the Project Alternatives.
- **Intersection #5 – Sunnyvale-Saratoga Road/Fremont Avenue (Sunnyvale/LOS E):** the addition of project traffic would exacerbate unacceptable LOS F operations during the AM hour for the Proposed Project and all three of the Project Alternatives.
- **Intersection #8 – De Anza Boulevard/Homestead Road (Cupertino/LOS D):** the addition of project traffic would degrade intersection operations from acceptable LOS D- to unacceptable LOS E+ during the PM peak hour for the Proposed Project and all three of the Project Alternatives.
- **Intersection #11 – De Anza Boulevard/Stevens Creek Boulevard (Cupertino/LOS E+):** the addition of project traffic would exacerbate unacceptable LOS E operations during PM peak hour for the Proposed Project and all three of the Project Alternatives.
- **Intersection #12 – De Anza Boulevard/McClellan Road (Cupertino/LOS D):** the addition of project traffic would exacerbate unacceptable LOS E or worse operations during the AM and PM peak hours for the Proposed Project and all three of the Project Alternatives.
- **Intersection #23 – Wolfe Road/Fremont Avenue (Sunnyvale/LOS D):** the addition of project traffic would exacerbate unacceptable LOS E operations during the AM and PM peak hours for the Proposed Project and all three of the Project Alternatives.
- **Intersection #26 – Wolfe Road/Homestead Road (Cupertino/LOS D):** the addition of project traffic would degrade intersection operations from acceptable LOS D- to unacceptable LOS E+ during the PM peak hour for the Proposed Project and all three of the Project Alternatives.
- **Intersection #31 – Wolfe Road/Vallco Parkway (Cupertino/LOS D):** the addition of project traffic would degrade intersection operations from acceptable LOS D to unacceptable LOS E during the PM peak hour for the Propose Project and General Plan Buildout with Maximum Residential.
- **Intersection #32 – Wolfe Road-Miller Avenue/Stevens Creek Boulevard (Cupertino/LOS D):** the addition of project traffic would exacerbate unacceptable LOS E operations during the AM and PM peak hours for the Proposed Project and all three of the Project Alternatives.
- **Intersection # 38 – Tantau Avenue/Homestead Road (Cupertino/LOS D):** the addition of project traffic would degrade intersection operations from acceptable LOS D to unacceptable LOS E+ during the PM peak hour for the Retail and Residential and Occupied/Re-Tenanted Mall alternatives.



- **Intersection #42 – Stevens Creek Boulevard/Tantau Avenue (Cupertino/LOS D):** the addition of project traffic would degrade intersection operations from acceptable LOS D to unacceptable LOS E+ during the AM peak hour for the Proposed Project.
- **Intersection #43 – Stevens Creek Boulevard/Stern Avenue (Santa Clara/LOS D):** the addition of project traffic would exacerbate unacceptable LOS F operations during the AM and PM peak hours for the Proposed Project and all three of the Project Alternatives.
- **Intersection #44 – Stevens Creek Boulevard/Calvert Drive (CMP/LOS E):** the addition of project traffic would exacerbate unacceptable LOS F operations during the AM and PM peak hours for the Proposed Project and all three of the Project Alternatives.
- **Intersection #45 – Stevens Creek Boulevard/Agilent Driveway (Santa Clara/LOS D):** the addition of project traffic would exacerbate unacceptable LOS F operations during the AM peak hour for the Proposed Project and all three of the Project Alternatives.
- **Intersection #48 – Lawrence Expressway/Homestead Road (CMP/LOS E):** the addition of project traffic would exacerbate unacceptable LOS F operations during the AM and PM peak hours for the Proposed Project and all three of the Project Alternatives.
- **Intersection #51 – Lawrence Expressway/Calvert Drive-I-280 Southbound Ramp (CMP/LOS E):** the addition of project traffic would exacerbate unacceptable LOS F operations during the AM and PM peak hours for the Proposed Project and all three of the Project Alternatives.
- **Intersection #53 – Lawrence Expressway/Bollinger Road (CMP/LOS E):** the addition of project traffic would exacerbate unacceptable LOS F operations during the AM and PM peak hours for the Proposed Project and all three of the Project Alternatives.
- **Intersection #60 – Stevens Creek Boulevard/Cabot Avenue (Santa Clara/LOS D):** the addition of project traffic would exacerbate unacceptable LOS E operations during the PM peak hour for the Proposed Project and all three of the Project Alternatives.
- **Intersection #66 – Lawrence Expressway/Reed Avenue-Monroe Street (CMP/LOS E):** the addition of project traffic would exacerbate unacceptable LOS F operations during the PM peak hour for the Proposed Project and all three of the Project Alternatives.

As discussed in the Project Description (**Chapter 1**), re-occupancy of the existing mall is an entitled land use and would not require any discretionary approvals or environmental review; thus, the Occupied/Re-tenanted Mall alternative would not have any significant impacts as defined by CEQA and no mitigation would be required.

The impacts are less-than-significant at the following intersections under several of the Project Alternatives because the addition of project traffic would not increase the critical delay by more than four seconds and the V/C ratio is not projected to increase by more than 0.01:

- **Intersection #4 – Sunnyvale-Saratoga Road/Remington Drive (Sunnyvale/LOS E):** LTS for the Proposed Project and the General Plan Buildout with Maximum Residential and Retail and Residential alternatives.
- **Intersection #5 – Sunnyvale-Saratoga Road/Fremont Avenue (Sunnyvale/LOS E):** LTS for the Proposed Project and the General Plan Buildout with Maximum Residential and Retail and Residential alternatives.
- **Intersection #12 – De Anza Boulevard / McClellan Road (Cupertino/LOS D):** LTS for the Retail and Residential alternative.
- **Intersection #23 – Wolfe Road/Fremont Avenue (Sunnyvale/LOS D):** LTS for the Proposed Project and the General Plan Buildout with Maximum Residential and Retail and Residential alternatives during the AM peak hour (significant for The Proposed Project and the General Plan Buildout with Maximum Residential and Retail and Residential alternatives during the PM peak hour).
- **Intersection #45 – Stevens Creek Boulevard/Agilent Driveway (Santa Clara/LOS D):** LTS for the Retail and Residential alternative.
- **Intersection #48 – Lawrence Expressway/Homestead Road (CMP/LOS E):** LTS for the Proposed Project during AM peak hour (significant impact for The Proposed Project and the General Plan Buildout with Maximum Residential and Retail and Residential alternatives during PM peak hour).
- **Intersection #51 – Lawrence Expressway/Calvert Drive-I-280 Southbound Ramp (CMP/LOS E):** LTS for The General Plan Buildout with Maximum Residential and Retail and Residential alternatives.
- **Intersection # 53 – Lawrence Expressway/Bollinger Road (CMP/LOS E):** LTS for the General Plan Buildout with Maximum Residential and Retail and Residential alternatives during AM peak hour, and for the Retail and Residential alternative during the PM peak hour (significant impact for the General Plan Buildout with Maximum Residential alternative during the PM peak hour).

## Intersections with Significant Impacts

**Table 38** provides a summary of the significant intersection impacts under Cumulative with Project conditions for the Proposed Project and each of the three Project Alternatives. The Occupied/Re-Tenanted Mall alternative is included in the table for information purposes only.

**Table 38: Cumulative with Project Intersection Impact Summary<sup>1</sup>**

	Intersection	LOS Threshold <sup>2</sup>	Peak Hour <sup>3</sup>	General Plan Buildout with Residential Allocation (Proposed Project)	General Plan Buildout with Maximum Residential	Retail and Residential	Occupied/Re-tenanted Mall <sup>4</sup>
2	Stevens Creek Boulevard/ SR 85 NB Ramps	D	AM PM	■ ○	■ ○	■ ○	○ ○
4	Sunnyvale-Saratoga Road / Remington Drive	E	AM PM	□ ○	□ ○	□ ○	□ ○
5	Sunnyvale-Saratoga Road / Fremont Avenue	E	AM PM	□ ○	□ ○	□ ○	□ ○
8	De Anza Boulevard/ Homestead Road	D	AM PM	○ ■	○ ■	○ ■	○ ■
11	De Anza Boulevard / Stevens Creek Boulevard	E+	AM PM	○ ■	○ ■	○ ■	○ ■
12	De Anza Boulevard / McClellan Road	D	AM PM	○ ■	○ ■	○ □	○ □
23	Wolfe Road/ Fremont Avenue	D	AM PM	□ ■	□ ■	□ ■	□ ■
26	Wolfe Road/ Homestead Road	D	AM PM	○ ■	○ ■	○ ■	○ ■
31	Wolfe Road/ Vallco Parkway	D	AM PM	○ ■	○ ■	○ ○	○ ○
32	Wolfe Road Avenue/ Stevens Creek Boulevard	D	AM PM	■ ■	■ ■	■ ■	□ ■
38	Homestead Road/ Tantau Avenue	D	AM PM	○ ○	○ ○	○ ■	○ ■
42	Stevens Creek Boulevard / Tantau Avenue	D	AM PM	■ ○	○ ○	○ ○	○ ○
43	Stevens Creek Boulevard/ Stern Avenue	D	AM PM	■ ■	■ ■	■ ■	□ ■
44	Stevens Creek Boulevard/ Calvert Drive	E	AM PM	■ ■	■ ■	■ ■	□ ■

45	Stevens Creek Boulevard / Agilent Driveway	D	AM PM	■ ○	■ ○	□ ○	□ ○
48	Lawrence Expressway/ Homestead Road	E	AM PM	□ ■	■ ■	■ ■	□ ■
51	Lawrence Expressway/ Calvert Drive	E	AM PM	■ □	□ □	□ □	□ □
53	Lawrence Expressway/ Bollinger Road	E	AM PM	■ ■	□ ■	□ □	□ ■
60	Stevens Creek Boulevard/ Cabot Avenue	E	AM PM	○ ■	○ ■	○ ■	○ ■
66	Lawrence Expressway / Reed Avenue-Monroe Street	E	AM PM	○ ■	○ ■	○ ■	○ □

Notes:

1. Intersection impacts based on delays, LOS results, and changes in critical volume-to-capacity ratio and delay as presented in **Table 23, Table 24, Table 25, and Table 26** in **Chapter 7** and the applicable LOS thresholds and impact criteria described in **Chapter 2**.
  2. LOS Threshold is the lowest acceptable LOS (the threshold between acceptable and unacceptable level of service).
  3. AM = morning peak hour, PM = evening peak hour.
  4. Impact results for the Occupied/Re-tenanted Mall alternative is presented for informational purposes only. The mall is an entitled land use and would not require any impact assessment or CEQA clearance to re-occupy.
- = acceptable service levels, no mitigation discussion required.  
□ = Less-Than-Significant Impact, no mitigation required.  
■ = Significant impact, mitigation required.

Source: Fehr & Peers, May 2018.

## Mitigation Measure Discussion

Impacts and potential mitigation measures for the Proposed Project and General Plan Buildout with Maximum Residential and Retail and Residential alternatives are discussed below. LOS calculation results for feasible intersection mitigations are presented below for each applicable intersection discussion. **Appendix J** contains the corresponding calculation sheets. **Appendix A** shows the bicycle and pedestrian QOS results for proposed mitigation measures that feasible.

**Stevens Creek Boulevard/SR 85 Northbound Ramps (Intersection #2):** General Plan Buildout with Residential Allocation, D, and E would degrade intersection operations from acceptable LOS D to unacceptable LOS E+ during the AM peak hour and have a significant impact based on the City of Cupertino impact criteria. **(S: Proposed Project and the General Plan Buildout with Maximum Residential and Retail and Residential alternatives).**

The City's TIF Program identifies the addition of an exclusive northbound left-turn lane from the SR 85 off-ramp onto westbound Stevens Creek Boulevard as a General Plan Mitigation Measure. **Table 39** summarizes the Cumulative LOS without and with the mitigation measure for the impacted alternatives. To mitigate this impact, future development projects would be required to pay the

applicable TIF amounts as estimated in **Table 2** for the Proposed Project and each of the Project Alternatives. However, because the TIF improvements are not fully funded and the timing of implementation is not known at this time, the impact is considered significant and unavoidable. **(SU: Proposed Project and the General Plan Buildout with Maximum Residential and Retail and Residential alternatives)**

**Table 39: Cumulative with Project Impacts and Mitigations at Stevens Creek Boulevard/ SR 85 Northbound Ramps (#2)**

Impacted Alternative	LOS Threshold <sup>1</sup>	Peak Hour <sup>2</sup>	Cumulative Conditions		Cumulative with Project Conditions		Cumulative with Project Mitigations		Impact? <sup>5</sup>
			Delay <sup>3</sup>	LOS <sup>4</sup>	Delay <sup>3</sup>	LOS <sup>4</sup>	Delay <sup>3</sup>	LOS <sup>4</sup>	
Proposed Project (General Plan Buildout with Residential Allocation)	D	AM PM	54.6 24.5	D- C	<b>55.8</b> 27.0	<b>E+</b> C	36.1 21.0	D+ C+	LTS
General Plan Buildout with Maximum Residential	D	AM PM	54.6 24.5	D- C	<b>57.6</b> 25.8	<b>E+</b> C	37.4 20.6	D+ C+	LTS
Retail and Residential	D	AM PM	54.6 24.5	D- C	<b>59.2</b> 24.9	<b>E+</b> C	38.6 20.2	D+ C+	LTS

Notes:

**Bold text** indicates intersection operates at unacceptable level of service. **Bold and highlighted text** indicates a significant impact.

1. LOS Threshold is the lowest acceptable LOS (the threshold between acceptable and unacceptable level of service).
2. AM = morning peak hour, PM = evening peak hour.
3. Whole intersection weighted average control delay expressed in seconds per vehicle calculated using methods described in the 2000 Highway Capacity Manual, with adjusted saturation flow rates to reflect Santa Clara County Conditions for signalized intersections.
4. LOS = Level of Service. LOS calculations conducted using the TRAFFIX analysis software packages, which applies the methods described in the 2000 Highway Capacity Manual.
5. Impact after implementation of mitigation measure (not considering jurisdictional constraints). LTS = Less Than Significant, SU = Significant and Unavoidable

Source: Fehr & Peers, May 2018.

**De Anza Boulevard/Homestead Road (Intersection #8):** Project the Proposed Project and the General Plan Buildout with Maximum Residential and Retail and Residential alternatives would degrade intersection operations from acceptable LOS D- to unacceptable LOS E+ during the PM peak hour and have a significant impact based on the City of Cupertino impact criteria. **(S: Proposed Project and the General Plan Buildout with Maximum Residential and Retail and Residential alternatives).**

The City's TIF Program identifies the widening of De Anza Boulevard to four through lanes between the I-280 interchange and Homestead Road as a General Plan Mitigation Measure. **Table 40** summarizes the Cumulative LOS without and with the mitigation measure for the impacted alternatives. To mitigate this impact, future development projects would be required to pay the

applicable TIF amounts as estimated in **Table 2** for the Proposed Project and each of the Project Alternatives. However, because the TIF improvements are not fully funded and the timing of implementation is not known at this time, the impact is considered significant and unavoidable. **(SU: Proposed Project and the General Plan Buildout with Maximum Residential and Retail and Residential alternatives)**

**Table 40: Cumulative with Project Impacts and Mitigations at De Anza Boulevard/ Homestead Road (#8)**

Impacted Alternative	LOS Threshold <sup>1</sup>	Peak Hour <sup>2</sup>	Cumulative Conditions		Cumulative with Project Conditions		Cumulative with Project Mitigations		Impact? <sup>5</sup>
			Delay <sup>3</sup>	LOS <sup>4</sup>	Delay <sup>3</sup>	LOS <sup>4</sup>	Delay <sup>3</sup>	LOS <sup>4</sup>	
Proposed Project (General Plan Buildout with Residential Allocation)	D	AM	48.3	D	52.3	D-	42.0	D	LTS
		PM	52.0	D-	<b>55.4</b>	<b>E+</b>	47.9	D	
General Plan Buildout with Maximum Residential	D	AM	48.3	D	51.7	D-	41.7	D	LTS
		PM	52.0	D-	<b>55.3</b>	<b>E+</b>	47.9	D	
Retail and Residential	D	AM	48.3	D	50.6	D	41.3	D	LTS
		PM	52.0	D-	<b>55.4</b>	<b>E+</b>	48.1	D	

Notes:

**Bold text** indicates intersection operates at unacceptable level of service. **Bold and highlighted text** indicates a significant impact.

6. LOS Threshold is the lowest acceptable LOS (the threshold between acceptable and unacceptable level of service).

7. AM = morning peak hour, PM = evening peak hour.

8. Whole intersection weighted average control delay expressed in seconds per vehicle calculated using methods described in the 2000 Highway Capacity Manual, with adjusted saturation flow rates to reflect Santa Clara County Conditions for signalized intersections.

9. LOS = Level of Service. LOS calculations conducted using the TRAFFIX analysis software packages, which applies the methods described in the 2000 Highway Capacity Manual.

10. Impact after implementation of mitigation measure (not considering jurisdictional constraints). LTS = Less Than Significant, SU = Significant and Unavoidable

Source: Fehr & Peers, May 2018.

**De Anza Boulevard/Stevens Creek Boulevard (Intersection #11):** The Proposed Project and the General Plan Buildout with Maximum Residential and Retail and Residential alternatives would degrade intersection operations from acceptable LOS D to unacceptable LOS E during the PM peak hour and have a significant impact based on the City of Cupertino’s impact criteria. **(S: Proposed Project).**

As discussed under Background Conditions, improvements required to mitigate the impact is the widening of the eastbound and westbound approaches on Stevens Creek Boulevard to provide for three through lanes (for a total of two left-turn lanes, three through lanes, a right-turn lane, and a bike lane). However, there are right-of-way constraints that limit the feasibility of these improvements. Further, this mitigation measure would increase the pedestrian crossing distance on



an already wide intersection and would likely have secondary effects on pedestrian travel at the De Anza Boulevard/Stevens Creek Boulevard intersection. Thus, according to General Plan Policy M-3.4, which strives to preserve and enhance citywide pedestrian and bicycle connectivity by limiting street widening purely for automobiles to improve traffic flow, the proposed improvement is not feasible, and the impact is considered **significant and unavoidable. (SU: Proposed Project).**

**De Anza Boulevard/McClellan Road (Intersection #12):** Project Proposed Project and General Plan Buildout with Maximum Residential alternative would exacerbate unacceptable operations and meet impact thresholds based on City of Cupertino impact criteria during the PM peak hour. **(S: Proposed Project and General Plan Buildout with Maximum Residential alternative).**

As discussed under Existing and Background Conditions, improvements to mitigate the impact would require aligning this offset intersection, converting the shared left-turn/through lane on the eastbound approach of McClellan Road to a dedicated through lane, and converting the phasing on the east-west approaches from split phasing to protected left-turn phasing. This improvement is included in the City's TIF Program. **Table 41** summarizes the Cumulative LOS without and with the mitigation measure for the impacted alternative. While the mitigation measure does not improve operations to acceptable service levels (LOS D) in the PM peak hour, it does improve the operations to better than under Cumulative Without Project Conditions and is considered to mitigate the LOS impact to less-than-significant levels.

Future development would be required to pay Traffic Impact Fees as shown in **Table 2** to mitigate the impact. However, since the TIF improvements are not fully funded and timing of the implementation are unknown, the impact is considered significant and unavoidable. **(SU: Proposed Project and General Plan Buildout with Maximum Residential alternative).**

Mitigation measure that would change the roadway geometry or signal operations have potential secondary effects on pedestrian and bicycle travel. Mitigation measures are evaluated to determine their effects on the QOS for bicyclists and pedestrians. The mitigation measure would increase the distance for pedestrians crossing Pacifica Avenue but would not reduce the level of comfort in crossing substantially. The pedestrian QOS score is 3.3 both without and with the mitigation measure, denoting a facility that is uninviting but not entirely uncomfortable for most pedestrians due to high travel speeds and wide crossings at certain approaches. Thus, the proposed mitigation measure would not change the pedestrian QOS score.

The QOS score for bicycle is 4 without and with the mitigation measure, indicating that most cyclists would feel unsafe crossing the intersection due to the offset configuration of the eastbound and westbound approaches and conflict between right-turn vehicles and through bicycles on De Anza

Boulevard. However, since the proposed mitigation measure does not change the lane geometries, the bicycle QOS scores remains unchanged.

**Table 41: Cumulative with Project Impacts and Mitigations at De Anza Boulevard/McClellan Road (#12)**

Impacted Alternative	LOS Threshold <sup>1</sup>	Peak Hour <sup>2</sup>	Cumulative Conditions		Cumulative with Project Conditions		Cumulative with Project Mitigations		Impact? <sup>5</sup>
			Delay <sup>3</sup>	LOS <sup>4</sup>	Delay <sup>3</sup>	LOS <sup>4</sup>	Delay <sup>3</sup>	LOS <sup>4</sup>	
Proposed Project (General Plan Buildout with Residential Allocation)	D	AM	36.3	D+	36.9	D+	35.6	D+	LTS
		PM	73.0	E	<b>80.0</b>	<b>F</b>	71.2	E	
General Plan Buildout with Maximum Residential	D	AM	36.3	D+	36.6	D+	35.4	D+	LTS
		PM	73.0	E	<b>76.7</b>	<b>E</b>	67.6	E	

Notes:

**Bold text** indicates intersection operates at unacceptable level of service. **Bold and highlighted text** indicates a significant impact.

1. LOS Threshold is the lowest acceptable LOS (the threshold between acceptable and unacceptable level of service).
2. AM = morning peak hour, PM = evening peak hour.
3. Whole intersection weighted average control delay expressed in seconds per vehicle calculated using methods described in the 2000 Highway Capacity Manual, with adjusted saturation flow rates to reflect Santa Clara County Conditions for signalized intersections.
4. LOS = Level of Service. LOS calculations conducted using the TRAFFIX analysis software packages, which applies the methods described in the 2000 Highway Capacity Manual.
5. Impact after implementation of mitigation measure (not considering jurisdictional constraints). LTS = Less Than Significant, SU = Significant and Unavoidable

Source: Fehr & Peers, May 2018.

**Wolfe Road/Fremont Avenue (Intersection #23):** The Proposed Project and the General Plan Buildout with Maximum Residential and Retail and Residential alternatives would exacerbate unacceptable operations and meet impact thresholds based on City of Sunnyvale impact criteria during the PM peak hour. **(S: The Proposed Project and the General Plan Buildout with Maximum Residential and Retail and Residential alternatives).**

Improvements to mitigate intersection operations include providing a dedicated southbound right-turn lane from Wolfe Road onto westbound Fremont Avenue. This would improve operations to LOS D and reduce the project impact to a less-than-significant level for Project Proposed Project and General Plan Buildout with Maximum Residential alternative as summarized in **Table 42**. The intersection would continue to operate at unacceptable LOS E with Retail and Residential, but the delay would be reduced to a level lower than Cumulative Without Project Conditions. Thus, the impact would be mitigated to a less-than-significant level.

The City of Sunnyvale recently approved improvements to the "Triangle" area of Wolfe Road/El Camino Real, Wolfe Road/Fremont Avenue, and El Camino Real/Fremont Avenue. The project

includes the provision of a southbound right-turn lane from Wolfe Road to Fremont Avenue. Thus, future Specific Plan development would be required to contribute their fair-share to the “Triangle” improvement project. However, the impact would remain **significant and unavoidable** for the Proposed Project and the General Plan Buildout with Maximum Residential and Retail and Residential alternatives, because the intersection is outside of the City of Cupertino’s jurisdiction and the City cannot guarantee that the improvement would be constructed. **(SUJ: The Proposed Project and the General Plan Buildout with Maximum Residential and Retail and Residential alternatives).**

**Table 42: Cumulative with Project Impacts and Mitigations at Wolfe Road/Fremont Avenue (#23)**

Impacted Alternative	LOS Threshold <sup>1</sup>	Peak Hour <sup>2</sup>	Cumulative Conditions		Cumulative with Project Conditions		Cumulative with Project Mitigations		Impact? <sup>5</sup>
			Delay <sup>3</sup>	LOS <sup>4</sup>	Delay <sup>3</sup>	LOS <sup>4</sup>	Delay <sup>3</sup>	LOS <sup>4</sup>	
Proposed Project (General Plan Buildout with Residential Allocation)	D	AM	<b>58.4</b>	<b>E+</b>	<b>59.9</b>	<b>E+</b>	54.7	D-	LTS
		PM	<b>64.9</b>	<b>E</b>	<b>70.6</b>	<b>E</b>	<b>55.1</b>	<b>E+</b>	
General Plan Buildout with Maximum Residential	D	AM	<b>58.4</b>	<b>E+</b>	<b>60</b>	<b>E</b>	54.7	D-	LTS
		PM	<b>64.9</b>	<b>E</b>	<b>71.2</b>	<b>E</b>	<b>55.1</b>	<b>E+</b>	
Retail and Residential	D	AM	<b>58.4</b>	<b>E+</b>	<b>59.8</b>	<b>E+</b>	54.7	D-	LTS
		PM	<b>64.9</b>	<b>E</b>	<b>72.2</b>	<b>E</b>	<b>55.4</b>	<b>E+</b>	

Notes:

**Bold text** indicates intersection operates at unacceptable level of service. **Bold and highlighted text** indicates a significant impact.

1. LOS Threshold is the lowest acceptable LOS (the threshold between acceptable and unacceptable level of service).
2. AM = morning peak hour, PM = evening peak hour.
3. Whole intersection weighted average control delay expressed in seconds per vehicle calculated using methods described in the 2000 Highway Capacity Manual, with adjusted saturation flow rates to reflect Santa Clara County Conditions for signalized intersections.
4. LOS = Level of Service. LOS calculations conducted using the TRAFFIX analysis software packages, which applies the methods described in the 2000 Highway Capacity Manual.
5. Impact after implementation of mitigation measure (not considering jurisdictional constraints). LTS = Less Than Significant, SU = Significant and Unavoidable

Source: Fehr & Peers, May 2018.

Mitigation measure that would change the roadway geometry or signal operations have potential secondary effects on pedestrian and bicycle travel. Mitigation measures are evaluated to determine their effects on the QOS for bicyclists and pedestrians. The pedestrian QOS score is 3.8, both without and with the mitigation measure. As noted in the *Pedestrian and Bicycle Impact Criteria* discussion in **Chapter 2**, a score of 3 denotes that walking is uninviting but possible at intersections, and a score of 4 denotes a facility that is uncomfortable for most pedestrians due to high travel speeds and wide crossings at intersections. The mitigation measure would increase the distance for

pedestrians crossing Wolfe Road, resulting in a QOS of 4 at the Wolfe Road approach, and an overall QOS 3.8 for the intersection. Thus, the proposed mitigation measure would not change the pedestrian QOS score, which would remain at 4, the lowest QOS score.

The bicycle QOS score is 4, both without and with the mitigation. Adding a southbound right-turn lane would not increase the level of comfort for cyclists on Wolfe Road since there is no bike lane striping on the southbound approach. The proposed mitigation measure would not change the bicycle QOS score.

**Wolfe Road/Homestead Road (Intersection #26):** The Proposed Project and the General Plan Buildout with Maximum Residential and Retail and Residential alternatives would degrade intersection operations from acceptable LOS D- to unacceptable LOS E+ during the PM peak hour and have a significant impact based on City of Cupertino impact criteria. **(S: The Proposed Project and the General Plan Buildout with Maximum Residential and Retail and Residential alternatives).**

Improvements to mitigate the impact include providing a dedicated southbound right-turn lane from Wolfe Road onto westbound Homestead Road in addition to providing a second northbound right-turn lane onto eastbound Homestead Road. To minimize secondary impacts to pedestrian travel, the right-turn lanes would need to be signal controlled, right-turns on red would be prohibited, and pedestrians should have a leading pedestrian phase (i.e. a pedestrian walk indication is provided several seconds before the right-turning vehicle traffic).

The TIF includes the provision of the dedicated southbound right-turn lane as a General Plan Mitigation Measure. The provision of the second northbound right-turn lane is not included in the TIF Program. There are right-of-way constraints that render the northbound right-turn lane infeasible. Additionally, the provisions a second northbound right-turn lane is in direct conflict with Cupertino's General Plan Policy M-3.4, that seeks to limit street widening purely for improving traffic flow.

To mitigate this impact, future development projects would be required to pay the applicable TIF amounts as estimated in **Table 2** for the Proposed Project and each of the Project Alternatives. However, since the improvements needed on the northbound approach of Wolfe Road are not feasible and in direct conflict with General Plan Policy M-3.1 (Adopt and maintain Bicycle and Pedestrian Master Plan) and M-3.4 (Limit street widening purely for automobiles as a means of improving traffic flow), the impact is considered **significant and unavoidable. (SU: The Proposed Project and the General Plan Buildout with Maximum Residential and Retail and Residential alternatives).**

Mitigation measure that would change the roadway geometry or signal operations have potential secondary effects on pedestrian and bicycle travel. Mitigation measures are evaluated to determine their effects on the QOS for bicyclists and pedestrians. The pedestrian QOS score is 4, both without and with the mitigation measure. As noted in the *Pedestrian and Bicycle Impact Criteria* discussion in **Chapter 2**, a score of 4 denotes a facility that is uncomfortable for most pedestrians due to high travel speeds and wide crossings at intersections. The mitigation measure would increase the distance for pedestrians crossing Wolfe Road; however the proposed mitigation measure would not change the pedestrian QOS score, which would remain at 4, the lowest QOS score.

The bicycle QOS score is 3.3 without the proposed mitigation measure, and 3 with the proposed mitigation measure. The provision of dedicated southbound right-turn lane would separate the through bicycles from right-turn vehicles which are currently sharing the lane, therefore improving the bicycle QOS at southbound approach from 4 to 3. The proposed mitigation measure would improve the bicycle QOS score.

**Wolfe Road/Vallco Parkway (Intersection #31):** General Plan Buildout with Residential Allocation and General Plan Buildout with Maximum Residential would cause the Wolfe Road/Vallco Parkway intersection to operate at an unacceptable level (change from LOS D to LOS E) during the PM peak hour and would have a significant impact based City of Cupertino's impact criteria. **(S: Proposed Project and General Plan Buildout with Maximum Residential).**

As discussed under Background Conditions, improvements to mitigate the impact would require providing an overlap phase for the westbound right-turn movement, which include a green right-turn arrow while the southbound left-turn movement has its green phase. Southbound U-turns would be prohibited. The project impact would be reduced to a **less-than-significant** level. **Table 43** summarizes the LOS with the mitigation measure. **(LTS: Proposed Project and General Plan Buildout with Maximum Residential).**

Mitigation measure that would change the roadway geometry or signal operations have potential secondary effects on pedestrian and bicycle travel. Mitigation measures are evaluated to determine their effects on the QOS for bicyclists and pedestrians. The pedestrian QOS score is 3.5, both without and with the mitigation measure. As noted in the *Pedestrian and Bicycle Impact Criteria* discussion in **Chapter 2**, a score of 3 denotes that walking is uninviting but possible at intersections and a score of 4 denotes a facility that is uncomfortable for most pedestrians due to high travel speeds and wide crossings at intersections. The mitigation measure would not change the roadway configuration and pedestrian facilities, and the conflict between westbound right-turn vehicles and westbound through pedestrians would be reduced by the overlap phase, thus the overall pedestrian QOS at the intersection remains at 3.5, and the proposed mitigation measure would not change

the pedestrian QOS score. The bicycle QOS score is 3, both without and with the mitigation measure, denoting that most cyclists can navigate through the intersection with moderate level of comfort.

**Table 43: Cumulative with Project Impacts and Mitigations at Wolfe Road/Vallco Parkway (#31)**

Impacted Alternative	LOS Threshold <sup>1</sup>	Peak Hour <sup>2</sup>	Cumulative Conditions		Cumulative with Project Conditions		Cumulative with Project Mitigations		Impact? <sup>5</sup>
			Delay <sup>3</sup>	LOS <sup>4</sup>	Delay <sup>3</sup>	LOS <sup>4</sup>	Delay <sup>3</sup>	LOS <sup>4</sup>	
Proposed Project (General Plan Buildout with Residential Allocation)	D	AM	24.2	C	34.7	C-	33.7	C-	LTS
		PM	36.1	D+	<b>74.7</b>	<b>E</b>	51.1	D-	
General Plan Buildout with Maximum Residential	D	AM	24.2	C	33.6	C-	32.5	C-	LTS
		PM	36.1	D+	<b>56.9</b>	<b>E+</b>	42.0	D	

Notes:

**Bold text** indicates intersection operates at unacceptable level of service. **Bold and highlighted text** indicates a significant impact.

1. LOS Threshold is the lowest acceptable LOS (the threshold between acceptable and unacceptable level of service).
2. AM = morning peak hour, PM = evening peak hour.
3. Whole intersection weighted average control delay expressed in seconds per vehicle calculated using methods described in the 2000 Highway Capacity Manual, with adjusted saturation flow rates to reflect Santa Clara County Conditions for signalized intersections.
4. LOS = Level of Service. LOS calculations conducted using the TRAFFIX analysis software packages, which applies the methods described in the 2000 Highway Capacity Manual.
5. Impact after implementation of mitigation measure (not considering jurisdictional constraints). LTS = Less Than Significant, SU = Significant and Unavoidable

Source: Fehr & Peers, May 2018.

**Wolfe Road-Miller Avenue/Stevens Creek Boulevard (Intersection #32):** The Proposed Project and the General Plan Buildout with Maximum Residential and Retail and Residential alternatives would exacerbate unacceptable LOS E operations during the AM and PM peak hours (except for the Occupied/Rent-tenanted Mall alternative during the AM peak hour) and have a significant impact based on City of Cupertino impact criteria. **(S: Proposed Project and the General Plan Buildout with Maximum Residential and Retail and Residential alternatives).**

As discussed under Background Conditions, improvements to mitigate the impact would require providing a second southbound left-turn lane on Wolfe Road and a third through lane on both the eastbound and westbound approaches on Stevens Creek Boulevard. However, there right-of-way constraints that limit the feasibility of these mitigation measures and the impact is considered **significant and unavoidable**, consistent with General Plan Policy M-3.1 (Adopt and maintain Bicycle and Pedestrian Master Plan) and M-3.4 (Limit street widening purely for automobiles as a



means of improving traffic flow). **(SU: Proposed Project and the General Plan Buildout with Maximum Residential and Retail and Residential alternatives).**

**Tantau Avenue/Homestead Road (Intersection #38):** Project Alternative would degrade intersection operations from acceptable LOS D to unacceptable LOS E+ during the PM peak hour and have a significant impact based on the City of Cupertino’s impact criteria. **(S: Retail and Residential alternative).**

The City’s TIF Program identifies the restriping of the southbound approach to provide a separate left-turn lane and shared through/right-turn lane (including removal of on-street parking) as a General Plan Mitigation Measure. **Table 44** summarizes the Cumulative LOS without and with the mitigation measure for the impacted alternative. To mitigate this impact, future development projects would be required to pay the applicable TIF amounts as estimated in **Table 2** for the Proposed Project and each of the Project Alternatives. However, because the TIF improvements are not fully funded and the timing of implementation is not known at this time, the impact is considered significant and unavoidable. **(SU: Retail and Residential alternative)**

**Table 44: Cumulative with Project Impacts and Mitigations at Tantau Avenue/Homestead Road (#38)**

Impacted Alternative	LOS Threshold <sup>1</sup>	Peak Hour <sup>2</sup>	Cumulative Conditions		Cumulative with Project Conditions		Cumulative with Project Mitigations		Impact? <sup>5</sup>
			Delay <sup>3</sup>	LOS <sup>4</sup>	Delay <sup>3</sup>	LOS <sup>4</sup>	Delay <sup>3</sup>	LOS <sup>4</sup>	
Retail and Residential	D	AM	40.6	D	40.8	D	37.7	D+	SU
		PM	53.0	D-	<b>55.0</b>	<b>E+</b>	48.6	D	

Notes:

**Bold text** indicates intersection operates at unacceptable level of service. **Bold and highlighted text** indicates a significant impact.

1. LOS Threshold is the lowest acceptable LOS (the threshold between acceptable and unacceptable level of service).
2. AM = morning peak hour, PM = evening peak hour.
3. Whole intersection weighted average control delay expressed in seconds per vehicle calculated using methods described in the 2000 Highway Capacity Manual, with adjusted saturation flow rates to reflect Santa Clara County Conditions for signalized intersections.
4. LOS = Level of Service. LOS calculations conducted using the TRAFFIX analysis software packages, which applies the methods described in the 2000 Highway Capacity Manual.
5. Impact after implementation of mitigation measure (not considering jurisdictional constraints). LTS = Less Than Significant, SU = Significant and Unavoidable

Source: Fehr & Peers, May 2018.

**Stevens Creek Boulevard/Tantau Avenue (Intersection #42):** General Plan Buildout with Residential Allocation would degrade intersection operations from acceptable LOS D to unacceptable LOS E+ during the AM peak hour and have a significant impact based on the City of Cupertino’s impact criteria. **(S: Proposed Project).**

As discussed under Background Conditions, improvements to mitigate the impact would require providing a northbound left-turn lane (resulting in one left-turn lane and one shared through/right-turn lane on the northbound approach). This improvement is included in the City’s TIF Program. **Table 45** summarizes the Cumulative LOS without and with the mitigation measure for the impacted alternative. Future development would be required to pay Traffic Impact Fees as shown in **Table 2** to mitigate the impact. However, since the TIF improvements are not fully funded and timing of the implementation are unknown, the impact is considered significant and unavoidable. **(SU: Proposed Project).**

Mitigation measure that would change the roadway geometry or signal operations have potential secondary effects on pedestrian and bicycle travel. Mitigation measures are evaluated to determine their effects on the QOS for bicyclists and pedestrians. The mitigation measure would increase the distance for pedestrians crossing Tantau Avenue but would not reduce the level of comfort in crossing substantially. The pedestrian QOS score is 3.3 both without and with the mitigation measure, denoting a facility that is uninviting but not entirely uncomfortable for most pedestrians due to high travel speeds and wide crossings at certain approaches. The proposed mitigation measure would not change the pedestrian QOS score. The bicycle QOS score is 2.8, both without and with the proposed mitigation measure. Adding a northbound left-turn lane would not reduce the level of comfort for cyclists to navigate through the intersection.

**Table 45: Cumulative with Project Impacts and Mitigations at Stevens Creek Boulevard/ Tantau Avenue (#42)**

Impacted Alternative	LOS Threshold <sup>1</sup>	Peak Hour <sup>2</sup>	Cumulative Conditions		Cumulative with Project Conditions		Cumulative with Project Mitigations		Impact <sup>5</sup>
			Delay <sup>3</sup>	LOS <sup>4</sup>	Delay <sup>3</sup>	LOS <sup>4</sup>	Delay <sup>3</sup>	LOS <sup>4</sup>	
Proposed Project (General Plan Buildout with Residential Allocation)	D	AM	48.8	D	<b>57.7</b>	<b>E+</b>	47.4	D	LTS
		PM	45.7	D	50.7	D	46.5	D	

Notes:

**Bold text** indicates intersection operates at unacceptable level of service. **Bold and highlighted text** indicates a significant impact.

1. LOS Threshold is the lowest acceptable LOS (the threshold between acceptable and unacceptable level of service).
2. AM = morning peak hour, PM = evening peak hour.
3. Whole intersection weighted average control delay expressed in seconds per vehicle calculated using methods described in the 2000 Highway Capacity Manual, with adjusted saturation flow rates to reflect Santa Clara County Conditions for signalized intersections.
4. LOS = Level of Service. LOS calculations conducted using the TRAFFIX analysis software packages, which applies the methods described in the 2000 Highway Capacity Manual.
5. Impact after implementation of mitigation measure (not considering jurisdictional constraints). LTS = Less Than Significant, SU = Significant and Unavoidable

Source: Fehr & Peers, May 2018.

**Stevens Creek Boulevard/Stern Avenue (Intersection #43):** The Proposed Project and the General Plan Buildout with Maximum Residential and Retail and Residential alternatives would exacerbate unacceptable operations and meet impact thresholds based on City of Cupertino impact criteria during the AM and PM peak hours. **(S: Proposed Project and the General Plan Buildout with Maximum Residential and Retail and Residential alternatives).**

As discussed under Background Conditions, physical improvements to mitigate the impact would require providing three through lanes and a dedicated right-turn in both the eastbound and westbound directions on Stevens Creek Boulevard. However, there are right-of-way constraints that limit the feasibility of the mitigation measure. Thus, the impact is considered **significant and unavoidable** for The Proposed Project and the General Plan Buildout with Maximum Residential and Retail and Residential alternatives.

The level of service analysis for the intersections on Steven Creek Boulevard at Stern Avenue, Calvert Drive, Agilent Driveway, and Cabot Avenue (Intersections #43, #44, #45, and #60) retain existing traffic signal timings per City of Santa Clara guidelines. It is likely that the City will modify the timings as the traffic volumes change which will improve intersection operations. It is recommended that as a secondary mitigation measure the future Specific Plan development contribute their fair-share to a traffic signal timing study, including identification and installation of possible ITS improvements to improve efficiency of intersection operations, along the Stevens Creek Boulevard corridor between Stern Avenue and Cabot Avenue.

The impact would remain **significant and unavoidable**, because the ultimate effectiveness of the improvements is unknown (i.e. will be determined through the signal timing study); in addition, since the intersections are outside of the City of Cupertino's jurisdiction, the City cannot guarantee implementation of the signal timing study. **(SU: Proposed Project and the General Plan Buildout with Maximum Residential and Retail and Residential alternatives).**

**Stevens Creek Boulevard/Calvert Drive (Intersection #44):** The Proposed Project and the General Plan Buildout with Maximum Residential and Retail and Residential alternatives would exacerbate unacceptable operations and meet impact thresholds during the AM and PM peak hours based on VTA impact criteria. **(S: Proposed Project and the General Plan Buildout with Maximum Residential and Retail and Residential alternatives).**

As discussed under Background Conditions, improvements to mitigate the impact would require providing a second eastbound right-turn lane from Stevens Creek Boulevard onto Calvert Drive. Right-of-way constraints render a second right-turn lane infeasible and the impact is considered

**significant and unavoidable** for the Proposed Project and the General Plan Buildout with Maximum Residential and Retail and Residential alternatives.

As discussed in the mitigation discussion for the Stevens Creek Boulevard/Stern Avenue intersection (#43), the level of service analysis for the intersections on Steven Creek Boulevard at Stern Avenue, Calvert Drive, Agilent Driveway, and Cabot Avenue (Intersections #43, #44, #45, and #60) retain existing traffic signal timings per City of Santa Clara guidelines. It is likely that the City will modify the timings as the traffic volumes change which will improve intersection operations. It is recommended that as a secondary mitigation measure the future Specific Plan development contribute their fair-share to a traffic signal timing study and implementation of the revised timings along the Stevens Creek Boulevard corridor between Stern Avenue and Cabot Avenue.

The impact would remain **significant and unavoidable**, because the ultimate effectiveness of the improvements is unknown (i.e. will be determined through the signal timing study); in addition, since the intersections are outside of the City of Cupertino's jurisdiction, the City cannot guarantee implementation of the signal timing study. **(SU: Proposed Project and the General Plan Buildout with Maximum Residential and Retail and Residential alternatives).**

**Stevens Creek Boulevard/Agilent Driveway (Intersection #45):** During the AM peak hour Project Proposed Project and General Plan Buildout with Maximum Residential alternative would exacerbate unacceptable operations and meet impact thresholds based on Santa Clara impact criteria. **(S: Proposed Project and General Plan Buildout with Maximum Residential alternative).**

As discussed under Background Conditions, improvements to mitigate intersection operations include converting the westbound shared through/right-turn lane into a dedicated through lane and right-turn lane (for a total of one left-turn lane, four through lanes, and one right-turn lane on the westbound approach). This improvement would reduce the project impact to a less-than-significant level for the General Plan Buildout with Maximum Residential alternative. While intersection delay would improve under the Proposed Project, the intersection would continue to operate unacceptably at LOS F with delays greater than under Cumulative Without Project Conditions and the impact would remain significant and unavoidable for the Proposed Project.

There are right-of-way constraints that limit the feasibility of this mitigation measure. A dedicated right-turn lane and through lane would require a minimum width of 20 feet. The available width between the westbound bike lane and curb is about 16 feet (i.e. the width of the current shared through/right-turn lane). Thus, the mitigation measure would not be feasible and the impact is considered significant and unavoidable for Project Proposed Project and General Plan Buildout with Maximum Residential alternative.

As discussed in the mitigation discussion for the Stevens Creek Boulevard/Stern Avenue intersection (#43), the level of service analysis for the intersections on Steven Creek Boulevard at Stern Avenue, Calvert Drive, Agilent Driveway, and Cabot Avenue (Intersections #43, #44, #45, and #60) retain existing traffic signal timings per City of Santa Clara guidelines. It is likely that the City will modify the timings as the traffic volumes change which will improve intersection operations. It is recommended that as a secondary mitigation measure the future Specific Plan development contribute their fair-share to a traffic signal timing study and implementation of the revised timings along the Stevens Creek Boulevard corridor between Stern Avenue and Cabot Avenue.

The impact would remain **significant and unavoidable**, because the ultimate effectiveness of the improvements is unknown (i.e. will be determined through the signal timing study); in addition, since the intersections are outside of the City of Cupertino's jurisdiction, the City cannot guarantee implementation of the signal timing study. **(SU: Proposed Project and the General Plan Buildout with Maximum Residential alternative).**

**Lawrence Expressway/Homestead Road (Intersection #48):** During the AM peak hour Retail and Residential would exacerbate unacceptable operations and meet impact thresholds based on VTA criteria. During the PM peak Project, the Proposed Project and the General Plan Buildout with Maximum Residential and Retail and Residential alternatives would exacerbate unacceptable operations and meet impact thresholds based on VTA criteria. **(S: Proposed Project and the General Plan Buildout with Maximum Residential and Retail and Residential alternatives).**

As discussed under Background Conditions, Santa Clara County's Expressway Plan 2040 Study identifies an interim (near-term) improvement that includes the addition of an eastbound through lane on Homestead Road. With this mitigation measure, intersection operations would improve, but the intersection would continue to operate at LOS F with delays greater than the Cumulative Without Project scenario. The ultimate improvement identified by the County's Expressway Plan 2040 is to grade-separate the intersection. Future development in the Specific Plan area shall be required to pay their fair-share towards the grade separation project. The impact would remain **significant and unavoidable** for the Proposed Project and the General Plan Buildout with Maximum Residential and Retail and Residential alternatives, because the intersection is outside of the City of Cupertino's jurisdiction and the City cannot guarantee that the improvement would be constructed. **(SUJ: The Proposed Project and the General Plan Buildout with Maximum Residential and Retail and Residential alternatives).**

**Lawrence Expressway/Calvert Drive-I-280 Southbound Ramp (Intersection #51):** General Plan Buildout with Residential Allocation would exacerbate unacceptable operations and meet impact thresholds based on VTA criteria. **(S: Proposed Project).**

As discussed under Background Conditions, improvements to mitigate this impact would require providing a fourth northbound through lane (for a total of four through lanes and one right-turn lane). This would require four receiving lanes north of the Calvert Drive-I-280 Southbound Ramps. With this improvement, the intersection would operate at acceptable LOS E or better, as shown in **Table 46**.

The City should coordinate with the County of Santa Clara and Caltrans to determine if a fourth through lane and receiving lane could be provided. Future development shall be required to pay a fair-share contribution, if the improvement is feasible. The impact would remain **significant and unavoidable**, because the feasibility of the improvement is yet to be determined, and because the intersection is outside of the City of Cupertino’s jurisdiction it is within the responsibility and jurisdiction of another agency and the City cannot guarantee that it would be constructed. **(SUJ: Proposed Project)**.

Mitigation measure that would change the roadway geometry or signal operations have potential secondary effects on pedestrian and bicycle travel. Mitigation measures are evaluated to determine their effects on the QOS for bicyclists and pedestrians. The pedestrian QOS score was not calculated for this improvement, because there are no pedestrian facilities at this intersection. The bicycle QOS score is 4, both without and with the mitigation, indicating that most cyclists might find it comfortable navigating through the intersection.

**Table 46: Cumulative with Project Impacts and Mitigations at Lawrence Expressway/ Calvert Drive-I-280 Southbound Ramp (#51)**

Impacted Alternative	LOS Threshold <sup>1</sup>	Peak Hour <sup>2</sup>	Cumulative Conditions		Cumulative with Project Conditions		Cumulative with Project Mitigations		Impact? <sup>5</sup>
			Delay <sup>3</sup>	LOS <sup>4</sup>	Delay <sup>3</sup>	LOS <sup>4</sup>	Delay <sup>3</sup>	LOS <sup>4</sup>	
Proposed Project (General Plan Buildout with Residential Allocation)	E	AM PM	<b>83.3</b>	<b>F</b>	<b>88.8</b>	<b>F</b>	33.0	C-	LTS
			<b>86.0</b>	<b>F</b>	<b>86.3</b>	<b>F</b>	<b>85.4</b>	<b>F</b>	

Notes:

**Bold text** indicates intersection operates at unacceptable level of service. **Bold and highlighted text** indicates a significant impact.

1. LOS Threshold is the lowest acceptable LOS (the threshold between acceptable and unacceptable level of service).
2. AM = morning peak hour, PM = evening peak hour.
3. Whole intersection weighted average control delay expressed in seconds per vehicle calculated using methods described in the 2000 Highway Capacity Manual, with adjusted saturation flow rates to reflect Santa Clara County Conditions for signalized intersections.
4. LOS = Level of Service. LOS calculations conducted using the TRAFFIX analysis software packages, which applies the methods described in the 2000 Highway Capacity Manual.
5. Impact after implementation of mitigation measure (not considering jurisdictional constraints). LTS = Less Than Significant, SU = Significant and Unavoidable

Source: Fehr & Peers, May 2018.



**Lawrence Expressway/Bollinger Road (Intersection #53):** During the AM peak hour General Plan Buildout with Residential Allocation would exacerbate unacceptable operations and meet impact thresholds based on VTA criteria. During the PM peak hour, Proposed Project and General Plan Buildout with Maximum Residential alternative would exacerbate unacceptable operations and meet impact thresholds based on VTA criteria. **(S: Proposed Project and General Plan Buildout with Maximum Residential alternative).**

As discussed under Background Conditions, improvements to mitigate the impact would require providing a fourth northbound through lane (for the PM peak hour impact) and fourth southbound through lane (for the AM peak hour impact). The widening of Lawrence Expressway from three to four lanes per direction between Moorpark Avenue to south of Calvert Drive is included in the VTP 2040 as a constrained project (VTP 2040 Project# X10). With these added lanes, the intersection would operate at or better than acceptable LOS E under for all Project Alternatives during the AM and PM peak hours, as shown in **Table 47**. Future development in the Specific Plan area shall be required to pay a fair-share to VTP Project# X10. The impact would remain **significant and unavoidable**, because the intersection is outside of the City of Cupertino’s jurisdiction and the City cannot guarantee that it would be constructed. **(SUJ: Proposed Project and General Plan Buildout with Maximum Residential alternative).**

**Table 47: Cumulative with Project Impacts and Mitigations at Lawrence Expressway/Bollinger Road-Moorpark Avenue (#53)**

Impacted Alternative	LOS Threshold <sup>1</sup>	Peak Hour <sup>2</sup>	Cumulative Conditions		Cumulative with Project Conditions		Cumulative with Project Mitigations		Impact? <sup>5</sup>
			Delay <sup>3</sup>	LOS <sup>4</sup>	Delay <sup>3</sup>	LOS <sup>4</sup>	Delay <sup>3</sup>	LOS <sup>4</sup>	
Proposed Project (General Plan Buildout with Residential Allocation)	E	AM	<b>113.7</b>	<b>F</b>	<b>126.6</b>	<b>F</b>	72.2	E	LTS
		PM	<b>94.5</b>	<b>F</b>	<b>101.4</b>	<b>F</b>	57.2	E+	
General Plan Buildout with Maximum Residential	E	AM	<b>113.7</b>	<b>F</b>	<b>120.2</b>	<b>F</b>	67.8	E	LTS
		PM	<b>94.5</b>	<b>F</b>	<b>98.4</b>	<b>F</b>	56.2	E+	

Notes:

**Bold text** indicates intersection operates at unacceptable level of service. **Bold and highlighted text** indicates a significant impact.

1. LOS Threshold is the lowest acceptable LOS (the threshold between acceptable and unacceptable level of service).
2. AM = morning peak hour, PM = evening peak hour.
3. Whole intersection weighted average control delay expressed in seconds per vehicle calculated using methods described in the 2000 Highway Capacity Manual, with adjusted saturation flow rates to reflect Santa Clara County Conditions for signalized intersections.
4. LOS = Level of Service. LOS calculations conducted using the TRAFFIX analysis software packages, which applies the methods described in the 2000 Highway Capacity Manual.
5. Impact after implementation of mitigation measure (not considering jurisdictional constraints). LTS = Less Than Significant, SU = Significant and Unavoidable

Source: Fehr & Peers, May 2018.

Mitigation measure that would change the roadway geometry or signal operations have potential secondary effects on pedestrian and bicycle travel. Mitigation measures are evaluated to determine their effects on the QOS for bicyclists and pedestrians. The mitigation measure would increase the distance for pedestrians crossing Lawrence Expressway. The pedestrian QOS score is 4, both without and with the mitigation measure; a score of 4 denotes a facility that is uncomfortable for most pedestrians due to high travel speeds and wide crossings at intersections. The proposed mitigation measure would not change the pedestrian QOS score, which would remain at 4, the lowest QOS score. The bicycle QOS score is 4, both without and with the mitigation, indicating that most cyclists might find it comfortable navigating through the intersection.

**Stevens Creek Boulevard/Cabot Avenue (Intersection #60):** The Proposed Project and the General Plan Buildout with Maximum Residential and Retail and Residential alternatives would exacerbate unacceptable operations during the PM peak hour and meet impact thresholds based on City of Santa Clara impact criteria. **(S: Proposed Project).**

Improvements to mitigate the impact would require providing three through lanes and a dedicated right-turn in both the eastbound and westbound directions on Stevens Creek Boulevard. While intersection delay would improve under each Project Alternative, the intersection would continue to operate unacceptably at LOS E with delays greater than under Cumulative Without Project conditions and the impact would remain significant and unavoidable. However, there are right-of-way constraints that limit the feasibility of the mitigation measure. Further, the Stevens Creek Boulevard/Cabot Avenue intersection is off-set by approximately 140 feet (Cabot Avenue the north leg to the west and Loma Linda Drive the south leg to the east), that limit the feasibility of provided a dedicated right-turn lanes and the impact is considered significant and unavoidable for Project Proposed Project.

As discussed in the mitigation discussion for the Stevens Creek Boulevard/Stern Avenue intersection (#43), the level of service analysis for the intersections on Steven Creek Boulevard at Stern Avenue, Calvert Drive, Agilent Driveway, and Cabot Avenue (Intersections #43, #44, #45, and #60) retain existing traffic signal timings per City of Santa Clara guidelines. It is likely that the City will modify the timings as the traffic volumes change which will improve intersection operations. It is recommended that as a secondary mitigation measure the future Specific Plan development contribute their fair-share to a traffic signal timing study and implementation of the revised timings along the Stevens Creek Boulevard corridor between Stern Avenue and Cabot Avenue.

The impact would remain **significant and unavoidable**, because the ultimate effectiveness of the improvements is unknown (i.e. will be determined through the signal timing study); in addition,

since the intersections are outside of the City of Cupertino's jurisdiction, the City cannot guarantee implementation of the signal timing study. **(SU: Proposed Project).**

**Lawrence Expressway/Reed Avenue-Monroe Street (Intersection #66):** The Proposed Project and all three of the Project Alternatives would exacerbate unacceptable operations during the PM peak hour and meet impact thresholds based on County of Santa Clara impact criteria. **(S: Proposed Project and the General Plan Buildout with Maximum Residential and Retail and Residential alternatives).**

Improvements to mitigate the impact would require providing fifth southbound through lanes on Lawrence Expressway. However, there is no right-of-way to provide an additional southbound through lane. The conversion of the existing southbound HOV would also mitigate the LOS impact; however, this would result in discontinuous HOV lanes on Lawrence Expressway. The County of Santa Clara has identified the grade separation of Lawrence Expressway/Reed Avenue-Monroe Street intersection as a Tier 2 project; however, Tier 2 projects have not identified funding and are not likely to be implemented in the near-term. Thus, there are no feasible mitigation measures and the impact at the Lawrence Expressway/Reed Avenue-Monroe Street intersection is considered **significant and unavoidable. (SU: The Proposed Project and the General Plan Buildout with Maximum Residential and Retail and Residential alternatives).**

# 10. Freeway Segment Impacts and Mitigation Measures

Freeway impacts and the associated mitigation measures were evaluated under Existing with Project Conditions, Background with Project Conditions, and Cumulative with Project Conditions.

The Project is determined to cause a significant impact to freeway facilities based on the criteria described in **Chapter 2**). Implementation of the Project would increase vehicle traffic and congestion, resulting in either unacceptable freeway segment LOS or increases in traffic volumes that would exceed the allowable percent increase threshold. **Table 48** summarizes the number of freeway segments with significant impacts under each analysis scenario for each Project Alternative.

**Table 48: Freeway Significant Impacts Summary**

Project Alternative	Peak Hour <sup>2</sup>	Existing with Project		Background with Project		Cumulative with Project	
		Mixed	HOV	Mixed	HOV	Mixed	HOV
Proposed Project (General Plan Buildout with Residential Allocation)	AM	14	5	15	4	15	12
	PM	18	5	20	5	22	8
General Plan Buildout with Maximum Residential	AM	11	6	10	6	8	9
	PM	14	5	17	5	20	7
Retail and Residential	AM	4	1	5	4	4	4
	PM	10	4	13	6	16	6

Notes:

1. AM = morning peak hour, PM = evening peak hour

Source: Fehr & Peers, May 2018

In addition, as a mitigation measure, the Proposed Project and General Plan Buildout with Maximum Residential Alternative will be required to have a 25 to 35 TDM reduction requirement for the office land uses. This mitigation measure would further reduce the number of vehicle trips and severity of freeway segment impacts of the Proposed Project and the General Plan Buildout with Maximum Residential Alternative.

Consistent with VTA's guidelines, freeway segment levels of service under Existing Conditions are based on density information presented in the 2016 *Monitoring & Conformance Report*. The report does not include future freeway volumes or density information. The VTA travel demand model was used to develop freeway segment traffic forecasts for Background and Cumulative Conditions as discussed in **Chapter 6** and **Chapter**

7. Project trip assignments were added. Since there are no acceptable methods to forecasts freeway density, freeway segment LOS was based on volume-to-capacity (V/C) ratios. The V/Cs include both increases in traffic volumes due to the Project Alternatives and increase in capacity due to future improvements.

The Proposed Project (General Plan Buildout with Residential Allocation) has the greatest number of impacted segments, followed by The General Plan Buildout with Maximum Residential and Retail and Residential alternatives, respectively.

There are limited options to widen the impacted freeway segments due to right-of-way constraints. Additionally, the widening of roadways can lead to other effects, such as induced travel demand (e.g., more vehicles on the roadway due to increased capacity), air quality degradation, increases in noise associated with motor vehicles, and reductions in transit use (less congestion or reduced driving time may make driving more attractive than transit travel).

The VTA's VTP 2040 identifies several freeway projects that are relevant to the identified freeway segment impacts, including:

- **VTP ID H1: SR 85 Express Lanes:** US 101 (South San Jose to Mountain View). This project converts 24 miles of existing HOV lanes to express lanes. The facility would allow single-occupancy vehicles access to the express lanes by paying a toll. An additional express lane will be added to create a two-lane express lane along a portion of the corridor. Cost in 2013 dollars: \$181 million.

On November 13, 2017, the Cities of Cupertino and Saratoga and the Town of Los Gatos entered into a settlement agreement<sup>17</sup> with VTA and Caltrans that requires VTA to implement the 2016 Measure B State Route 85 Corridor Program Guidelines which include preparing a Transit Guideway Study for this corridor to identify the most effective transit and congestion relief projects on SR 85 that will be candidates for funding. Upon completion of the study, and implementation plan for these projects will be developed.

- **VTP ID H11: I-280 Express Lanes:** Leland Avenue to Magdalena Avenue. This project converts existing HOV lanes to express lanes. Cost in 2013 dollars: \$58 million.
- **VTP ID H13: I-280 Express Lanes:** Southbound El Monte Avenue to Magdalena Avenue. This project builds new express lanes. Cost in 2013 dollars: \$14 million.
- **VTP ID H15: I-880 Express Lanes:** US 101 to I-280. This project would build new express lanes on I-880. Cost in 2013 dollars: \$186 million.

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<sup>17</sup> As part of the Settlement Agreement, *City of Saratoga, et al. v. California Department of Transportation, et al.* (Santa Clara County Superior Court Case No. 115CV281214), which was a suit by the three cities challenging Caltrans's approval of the State Route 85 Express Lanes Project, was dismissed on November 17, 2017.

- **VTP ID H35: I-280 Northbound:** Second Exit Lane to Foothill Expressway. This project constructs a second exit lane from northbound I-280 to Foothill Expressway. Cost in 2013 dollars: \$2 million
- **VTP ID H45: I-280 Northbound Braided Ramps between Foothill Expressway and SR 85:** This project would conduct preliminary engineering, environmental studies and design to widen the existing off-ramp to Foothill Expressway from Northbound I-280 from a single-lane exit to a two-lane exit opening at I-280. Cost in 2013 dollars: \$44 million

Ultimately, these VTP 2040 projects will enhance travel choices for the Project Alternatives and make more efficient use of the transportation network. However, these freeway operations enhancements would not improve all impacted freeway segments to less-than-significant levels.

Complete mitigation of freeway impacts is considered beyond the scope of an individual development project, due to the inability of any individual project or City to:

1. Acquire right-of-way for freeway widening, Freeway improvements would require approval by VTA and Caltrans, and as such the City cannot guarantee implementation of any improvement in the freeway right-of-way.
2. Fully fund a major freeway mainline improvement. To provide adequate funding, additional sources would be needed, which may include State Transportation Improvement Program funds for projects identified in the VTP, City impact fees, and/or a future regional impact fee. The City of Cupertino could potentially participate in development of a regional fee should it be proposed by regional agencies, such as VTA.

For these reasons, the Proposed Project and Project Alternative's freeway impacts would remain significant and unavoidable. Nonetheless, future development in the Specific Plan shall be required to pay a fair-share to VTP ID H1, H11, H13, H15, H35, and H45. In addition, implementation of the VTP projects is outside of the City of Cupertino's jurisdiction and the City cannot guarantee that it would be constructed. **(SU: The Proposed Project and the General Plan Buildout with Maximum Residential and Retail and Residential alternatives).**



# 11. Transit, Bicycle, and Pedestrian Analysis

This chapter presents the results of the transit, bicycle, and pedestrian analysis conducted for Vallco Special Area Specific Plan project. An analysis of these modes is required to satisfy the requirements presented in the Santa Clara Valley Transportation Authority (VTA) Transportation Impact Analysis Guidelines (October 2014). This analysis is not considered an environment impact per CEQA and the results are provided for informational purposes for the City of Cupertino. Project transit, bicycle, and pedestrian impacts are addressed by applying the impact criteria discussed in **Chapter 2**.

## Transit Network Analysis

The VTA TIA Guidelines Section 9.2 requires analysis of transit network performance including an assessment of transit access and facilities and transit vehicle delay. An assessment of transit access and facilities near the Project site is provided in **Chapter 3**. Transit Vehicle Delay and Transit Capacity are addressed in this chapter.

## Transit Vehicle Delay

The Guidelines state that the transit vehicle delay analysis includes the following components:

- **A qualitative assessment** of additional transit vehicle delay caused by any roadway or intersection geometry changes proposed by the project, taking into account unique considerations of transit vehicles compared to autos (e.g., pulling into and out of stops and longer gaps needed for left turns). These qualitative considerations may also inform the assessment of transit vehicle delay caused by auto congestion;
- **A quantitative estimate** of additional seconds of transit vehicle delay that will result from automobile congestion caused by the Project and any changes to signal operations proposed by the project. This analysis may utilize information produced by the intersection Auto Level of Service (LOS) analysis or other sources, if available.

There is not a well-established methodology for quantitatively evaluating transit network performance due to roadway congestion. For the purposes of this study, transit network performance is analyzed during the AM and PM peak hours based on the average transit vehicle delay associated with congestion at signalized intersections for specified route with and without the Project. The change in average transit vehicle delay was determined using the following process:

- TRAFFIX analysis software output from the intersection LOS calculations was reviewed
- The sum of movement average delays at each signalized intersection along the transit vehicle path of travel for each study bus route was determined for both with and without project conditions
- The sum for with project conditions was subtracted from the sum for without project conditions to determine the average transit vehicle delay associated with congestion at intersections on each study bus route. Note that the transit vehicle dwell time at transit stops is not included in the analysis.

The following routes, all within one mile of the Project site with full day service with a frequency of 30 minutes or less, were analyzed:

- Route 23 – Stevens Creek Boulevard: Stelling Road to Kiely Boulevard
- Route 53 – Homestead Road: Sunnysvale-Saratoga Road-De Anza Boulevard (Next Network)
- Route 56 – Wolfe Road-Miller Avenue: El Camino Real to Rainbow Drive (Next Network)
- Express 101 – Stevens Creek Boulevard: 280 ramps to Wolfe Road-Miller Avenue; Wolfe Road-Miller Avenue: Stevens Creek Boulevard to 280 ramps
- Express 182 - Stevens Creek Boulevard: 280 ramps to Wolfe Road-Miller Avenue; Wolfe Road-Miller Avenue: Stevens Creek Boulevard to 280 ramps
- Rapid 323/523: Stevens Creek Boulevard: Stelling Road to Kiely Boulevard

The City of Cupertino and the VTA do not have adopted standards related to transit corridor performance associated with congestion resulting from new development projects. Per the VTA TIA Guidelines, *if increased transit vehicle delay is found, the Lead Agency [City of Cupertino] should work with VTA to identify feasible transit priority measures near the affected facility and include contributions to any applicable projects that improve transit speed and reliability in the TIA.*

## Existing with Project Conditions

The additional delay to transit service in the area due to implementation of the Proposed Project and each Project Alternative under Existing Conditions can be found in **Table 49**. All the alternatives cause some transit delay. The longest delays would occur on Route 23 (PM eastbound), Express 101 (AM northbound and PM southbound), and Rapid 323 (AM westbound and PM eastbound). The main component of transit delay would come from congestion on Stevens Creek Boulevard and Wolfe Road-Miller Avenue. The Proposed Project would cause more delay than the other alternatives and would add more than one minute

of delay time for a 3.9-mile corridor of Route 23 (PM eastbound on Stevens Creek Boulevard), 1.6-mile corridor of Express 101 (PM southbound on Stevens Creek Boulevard and Wolfe Road), and 3.6-mile corridor of Rapid 323 (PM eastbound on Stevens Creek Boulevard).

## Background with Project Conditions

The additional delay to transit service in the area due to implementation of the Proposed Project and each Project Alternative under Background Conditions is summarized in **Table 50**. The added traffic on Stevens Creek Boulevard, Homestead Road, and Wolfe Road-Miller Avenue would cause increases in delays for Route 23, Route 53, Express 101, and Rapid 523 under the Proposed Project and the three Project Alternatives. The Proposed Project would cause greater increases in delay than the other alternatives and would add more than one-minute of delay to the 3.9-mile corridor of Route 23 (AM westbound and PM eastbound on Stevens Creek Boulevard), 2.9-mile corridor of Route 53 (AM westbound and PM eastbound), 1.6-mile corridor of Express 101 (AM north bound and PM southbound), and 3.6-mile corridor of Rapid 523 (AM westbound and PM eastbound).

## Cumulative with Project Conditions

The additional delay to transit service in the area due to implementation of the Proposed Project and each Project Alternative under Cumulative Conditions is summarized in **Table 51**. The added traffic on Stevens Creek Boulevard, Homestead Road, and Wolfe Road-Miller Avenue would cause increases in delays for Route 23, Route 53, Route 56, Express 101 and Rapid 523. The Proposed Project would cause the largest delay increases among all the alternatives and would add more than one-minute delay to the 3.9-mile corridor of Route 23 (AM westbound and PM eastbound on Stevens Creek Boulevard), 2.9-mile corridor of Route 53 (AM westbound and PM both directions on Homestead Road, Wolfe Road and Steven Creek Boulevard), 3.6-mile corridor of Route 56 (PM northbound on Wolfe Road), 1.6-mile corridor of Express 101 (AM northbound and PM southbound on Stevens Creek Boulevard and Wolfe Road), and 3.6-mile corridor of Rapid 523 (AM westbound and PM eastbound on Stevens Creek Boulevard).

It should be noted that part of the intersection mitigation measures identified in **Chapter 8** included recommendations for signal coordination/ITS upgrades along Stevens Creek Boulevard between Stern Avenue and Cabot Avenue. Implementation of these improvements would have secondary benefits to bus operations along Stevens Creek boulevard, most notably routes 23 and 323.

**Table 49: Existing with Project Added Transit Delay**

VTA Transit Route		Study Corridor Length (Miles)	Peak Hour	Proposed Project (seconds)		General Plan Buildout with Maximum Residential (seconds)		Retail and Residential (seconds)		Occupied/Re-tenanted Mall <sup>1</sup> (seconds)		Study Corridors
				NB/EB	SB/WB	NB/EB	SB/WB	NB/EB	SB/WB	NB/EB	SB/WB	
Route 23	De Anza College to Alum Rock Transit Center	3.9	AM PM	NC 96	76 13	NC 63	44 11	NC 36	15 10	NC 56	8 13	Stevens Creek Boulevard
Route 53	West Valley College to Sunnyvale Transit Center	<0.25	AM PM	NC NC	NC NC	NC NC	NC NC	NC NC	NC NC	NC NC	NC NC	Stevens Creek Boulevard
Express 101	Lockheed Martin to Winchester LRT Station	1.6	AM PM	55 NS	NS 104	33 NS	NS 66	17 NS	NS 38	9 NS	NS 55	Stevens Creek Boulevard, Wolfe Road
Express 182	Camden & Highway 85 to Palo Alto	1.5	AM PM	NS 20	12 NS	NS 15	13 NS	NS 12	9 NS	NS 9	NC NS	Stevens Creek Boulevard, Wolfe Road
Rapid 323/523	Palo Alto to IBM/Bailey Ave	3.6	AM PM	NC 99	77 15	NC 65	45 12	7 37	15 10	NC 57	8 13	Stevens Creek Boulevard

Note:

NS = service only provided in the peak direction of travel.

NC = The Project was considered to have no change if the increase in travel time was less than five seconds or the travel time improved slightly (due to changes in critical movement changes, lane geometry changes, etc.).

1. Impact results for the Occupied/Re-tenanted Mall alternative is presented for informational purposes only. The mall is an entitled land use and would not require any impact assessment or CEQA clearance to re-occupy.

Source: Fehr & Peers, May 2018.

**Table 50: Background with Project Added Transit Delay**

VTA Transit Route		Study Corridor Length (Miles)	Peak Hour	Proposed Project (seconds)		General Plan Buildout with Maximum Residential (seconds)		Retail and Residential (seconds)		Occupied/Re-tenanted Mall <sup>1</sup> (seconds)		Study Corridors
				NB/EB	SB/WB	NB/EB	SB/WB	NB/EB	SB/WB	NB/EB	SB/WB	
Route 23	De Anza College to Alum Rock Transit Center	3.9	AM PM	NC 226	222 35	NC 161	147 31	NC 105	61 28	NC 140	20 31	Stevens Creek Boulevard
Route 53	West Valley College to Sunnyvale Transit Center	2.9	AM PM	43 64	68 57	46 52	59 42	12 48	35 33	NC 62	6 33	Homestead Road, Wolfe Road, Stevens Creek Boulevard
Route 56	Lockheed Martin to Winchester LRT Station	3.6	AM PM	26 48	NC 28	28 28	NC 23	23 16	NC 25	NC 16	NC 32	Wolfe Road-Miller Avenue
Express 101	Camden & Highway 85 to Palo Alto	1.6	AM PM	219 NS	NS 223	160 NS	NS 147	61 NS	NS 84	17 NS	NS 124	Stevens Creek Boulevard, Wolfe Road
Express 182	Palo Alto to IBM/Bailey Ave	1.5	AM PM	NS 52	16 NS	NS 37	17 NS	NS 28	14 NS	NS 26	NC NS	Stevens Creek Boulevard, Wolfe Road
Rapid 323/523	Downtown San Jose to De Anza College	3.6	AM PM	NC 237	223 39	NC 169	150 34	9 110	65 29	NC 145	20 36	Stevens Creek Boulevard, Homestead Road

Note:

NS = service only provided in the peak direction of travel.

NC = The Project was considered to have no change if the increase in travel time was less than five seconds or the travel time improved slightly (due to changes in critical movement changes, lane geometry changes, etc.).

1. Impact results for the Occupied/Re-tenanted Mall alternative is presented for informational purposes only. The mall is an entitled land use and would not require any impact assessment or CEQA clearance to re-occupy.

Source: Fehr & Peers, May 2018.

**Table 51: Cumulative with Project Added Transit Delay**

VTA Transit Route		Study Corridor Length (Miles)	Peak Hour	Proposed Project (seconds)		General Plan Buildout with Maximum Residential (seconds)		Retail and Residential (seconds)		Occupied/Re-tenanted Mall <sup>1</sup> (seconds)		Study Corridors
				NB/EB	SB/WB	NB/EB	SB/WB	NB/EB	SB/WB	NB/EB	SB/WB	
Route 23	De Anza College to Alum Rock Transit Center	3.9	AM PM	NC 263	281 58	10 193	208 49	10 130	79 42	NC 170	23 46	Stevens Creek Boulevard
Route 53	West Valley College to Sunnyvale Transit Center	2.9	AM PM	56 90	89 69	63 61	65 52	20 48	28 42	NC 70	8 46	Homestead Road, Wolfe Road, Stevens Creek Boulevard
Route 56	Lockheed Martin to Winchester LRT Station	3.6	AM PM	42 71	8 54	38 45	NC 40	22 31	NC 38	6 37	NC 52	Wolfe Road-Miller Avenue
Express 101	Camden & Highway 85 to Palo Alto	1.6	AM PM	241 NS	NS 243	166 NS	NS 155	51 NS	NS 88	19 NS	NS 135	Stevens Creek Boulevard, Wolfe Road
Express 182	Palo Alto to IBM/Bailey Ave	1.5	AM PM	NS 51	19 NS	NS 34	18 NS	NS 24	15 NS	NS 24	NC NS	Stevens Creek Boulevard, Wolfe Road
Rapid 323/523	Downtown San Jose to De Anza College	3.6	AM PM	8 278	282 58	17 202	212 49	18 134	83 41	NC 174	25 48	Stevens Creek Boulevard, Homestead Road

Note:

NS = service only provided in the peak direction of travel.

NC = The Project was considered to have no change if the increase in travel time was less than five seconds or the travel time improved slightly (due to changes in critical movement changes, lane geometry changes, etc.).

1. Impact results for the Occupied/Re-tenanted Mall alternative is presented for informational purposes only. The mall is an entitled land use and would not require any impact assessment or CEQA clearance to re-occupy.

Source: Fehr & Peers, May 2018.



## Transit Capacity Analysis

Transit capacity is often measured in terms of the average peak load factor, a ratio of the average peak number of passengers on-board during the peak period to supply of seats (capacity). The transit capacity analysis evaluates whether the net new AM and PM peak hour trips added by the Project would exceed the available capacity on the public transit routes that serve the project site. The analysis makes use of VTA's guidelines for capacity and peak load, by service type, detailed in the Peak Vehicle Load Factors established in the *Title VI: System-Wide Service Standards & Policies* (OPS PL-0059, dated November 8, 2014).<sup>18</sup>

VTA regularly monitors the performance of its fixed bus and light rail per FTA Title VI requirements. The peak load factor is a ratio between the standard passenger load and the seated capacity of a route, per vehicle, during the peak period. If the passenger standard is greater than the seated capacity, some passengers are assumed to be standing in the vehicle rather than seated. If a route exceeds any of its load factor standards due to the addition of project-related transit passengers, a significant impact would occur. The Peak Vehicle Load Factor standards and seat capacity (passengers per vehicle) for VTA bus service types are as follows:

### Local and Core Bus Routes:

- Seated Capacity: 37 passengers per vehicle
- Passengers (seated plus standees): 44.4 passengers
- Load Factor Standard: 1.2

### Express and Limited Stop Routes<sup>19</sup>:

- Seated Capacity: 39 passengers per vehicle
- Load Factor Standard: 1.0

Transit capacity is evaluated for the PM peak hour trips for Project alternatives since PM peak hour trip generation is higher than in AM peak hour. The PM peak hour public transit trips were estimated based on MXD+ transit trip mode share and assigned to the bus routes serving the Specific Plan area. The transit trips for the Proposed Project and Project Alternative were added to each route's exiting peak hour load to produce the peak load with Project. The peak load factor was compared to the peak vehicle load factor standards provided by VTA. The results are shown in **Table 52**. All bus routes meet the peak load factor

<sup>18</sup> VTA also provides midday peak load factors. However, these standards were not used for this analysis because midday service operations were not evaluated (VTA, OPS PL-0059, dated November 8, 2014).

<sup>19</sup> Express and limited-stop routes are subject to a reduced load factor standard of 1.0 to determine if additional capacity should be provided (VTA, OPS PL-0059, dated November 8, 2014).

standard established by VTA. Thus, the Project would have **less-than-significant** impacts on the transit vehicle capacity of the routes that serve the Specific Plan area.

## Bicycle Facilities

A significant impact to bicycle facilities would occur if the Proposed Project or any of the Project Alternatives create a hazardous condition that currently does not exist for bicyclists, or conflicts with planned facilities or local agency policies regarding bicycle facilities.

Similar to the pedestrian facilities, the Proposed Project and Project Alternatives are anticipated to provide bicycle enhancements around and in the immediate vicinity of the project site to improve bicycle access. These would include buffered bike lanes on Wolfe road along the project frontage. On-site bicycle facilities such as short-term bicycle parking should be in visible, well-lit areas and conveniently located next to the building entrances. All bicycle facilities should be noted in the Specific Plan. Therefore, the Proposed Project or any of the Project Alternatives would not create a hazardous condition for bicyclists that does not currently exist, nor does it conflict with existing or planned bicycle facilities. Thus, the impact of the Project Alternatives on bicycle facilities is considered to be **less-than-significant**.

## Pedestrian Facilities

A significant impact to pedestrian facilities would occur if the Proposed Project or any of the Project Alternatives create a hazardous condition that currently does not exist for pedestrians, or conflicts with planned facilities or local agency policies regarding pedestrian facilities.

The Proposed Project and Project Alternatives would provide pedestrian enhancements around and in the immediate vicinity of the project site to improve pedestrian access. Consolidating driveways and intersections would enhance pedestrian access as it would limit the number of locations with pedestrian/vehicle conflicts. Any new driveways or intersections would be designed to safely accommodate pedestrians to ensure that no hazards are created. Therefore, the Proposed Project would not create a hazardous condition that does not currently exist, nor does it conflict with existing or planned pedestrian facilities. Thus, the impact of the Project on pedestrian facilities is considered to be **less-than-significant**.

**Table 52: PM Peak Hour Transit Capacity Analysis**

Route	Existing Peak Load Factor	Peak Load Factor Standard	Occupied/Re-tenanted Mall			Proposed Project			General Plan Buildout with Maximum Residential			Retail and Residential		
			Project Boardings per Vehicle	Peak Load Factor with Project	Meets Standard?	Project Boardings per Vehicle	Peak Load Factor with Project	Meets Standard?	Project Boardings per Vehicle	Peak Load Factor with Project	Meets Standard?	Project Boardings per Vehicle	Peak Load Factor with Project	Meets Standard?
<b>23</b>	0.51	1.20	1	0.53	Yes	7	0.69	Yes	9	0.74	Yes	6	0.68	Yes
<b>53</b>	0.61	1.20	1	0.63	Yes	4	0.73	Yes	6	0.77	Yes	4	0.72	Yes
<b>Express 101</b>	0.43	1.00	1	0.46	Yes	9	0.66	Yes	12	0.73	Yes	8	0.65	Yes
<b>Express 182</b>	0.64	1.00	1	0.66	Yes	7	0.81	Yes	9	0.86	Yes	6	0.80	Yes
<b>Rapid 323/523</b>	0.35	1.00	2	0.41	Yes	18	0.80	Yes	23	0.94	Yes	17	0.78	Yes

Source: Fehr & Peers, May 2018.

## 12. Other Transportation Evaluations

This chapter discusses additional transportation evaluations conducted for the Vallco Special Area Specific Plan, including left-turn queuing analysis, Vehicle Miles Traveled, Neighborhood Intrusion, and a Construction Traffic assessment.

### Left-Turn Queuing Analysis

The addition of Project traffic along the roadway network could add vehicles to left-turn movements and has the potential to cause left-turn queues to exceed the turn pocket storage lengths. Queues that exceed the turn pocket storage length have the potential to impede adjacent through traffic movements. Potentially affected study intersections were selected for this evaluation based on where the Project would add the most left turning vehicles during either the AM or PM peak hour. The following eleven intersection movements were selected:

- Intersection #11 – De Anza Boulevard / Stevens Creek Boulevard: Southbound and Westbound
- Intersection #21 – Stevens Creek Boulevard / Perimeter Road: Eastbound
- Intersection #31 – Wolfe Road / Vallco Parkway: Southbound and Westbound
- Intersection #32 – Wolfe Road-Miller Avenue / Stevens Creek Boulevard: Southbound and Eastbound
- Intersection #35 – Miller Avenue / Bollinger Road: Southbound
- Intersection #41 – Tantau Avenue / Vallco Parkway: Northbound
- Intersection #42 – Stevens Creek Boulevard / Tantau Avenue: Southbound
- Intersection #50 – Stevens Creek Boulevard / Lawrence Expressway Ramps (east): Northbound and Eastbound
- Intersection #53 – Lawrence Expressway / Bollinger Road: Northbound
- Intersection #56 – Lawrence Expressway / Saratoga Avenue: Eastbound
- Intersection #64 – Vallco Parkway/Perimeter Road: Eastbound

Per VTA's TIA Guidelines, left-turn queues are evaluated for Existing and Background conditions; a cumulative analysis is not required per the guidelines. The 95th percentile queues from the TRAFFIX LOS

analysis (**Appendix C**) were used to evaluate the projected maximum queues at the identified left-turn movements. The results of the left-turn queue analysis are presented in **Table 53** for Existing with Project Conditions and **Table 54** for Background with Project Conditions.

Several turn pocket lengths are exceeded in future volume conditions. In nearly every case where queue length is exceeded in the Background Plus Project condition, it also is exceeded in the corresponding Background Without Project condition. Recommended improvements are summarized below in **Table 53** for intersections where queue length is exceeded under a Project Alternative in the Existing Plus Project condition and **Table 54** for intersections where queue length is exceeded under a Project Alternative in the Background Plus Project condition.

## Vallco Parkway Corridor Between Wolfe Road and Perimeter Road

Along the Vallco Parkway corridor between Wolfe Road and Perimeter Road, the westbound left-turn queues at Wolfe Road and the eastbound left-turn queues at Perimeter Road would exceed available storage capacity. Currently, there are approximately 645 feet between the two intersections and Vallco Parkway has an approximately 5-foot wide raised median. Between Wolfe Road and Perimeter Road, the median currently has an opening that provides uncontrolled left-turns into the existing parking garage at the Vallco Mall (eastbound left-turn) and into the Rosebowl residential garage (westbound left-turn). However, to maximize the left-turn queue storage at the westbound approach to Wolfe Road and the eastbound approach to Perimeter Road, the uncontrolled left-turns would need to be closed and the median fully extended between Wolfe Road and Perimeter Road.

Based on data collected on May 8, 2018, approximately 7 AM peak hour vehicles and 17 PM peak hour vehicles use the westbound left-turn from Vallco Parkway into the Rosebowl development. In the opposing direction, approximately 28 AM peak hour vehicles and 13 PM peak hour vehicles use the eastbound left-turn from Vallco Parkway into the garage at Vallco Mall. Since, the demand is not substantial for either approach, the diversion of traffic to other access points would be negligible.

Assuming each left-turn lane approach would have a 50-foot taper then there is a total storage capacity of about 545 feet. As shown in **Table 53** and **Table 54**, the queueing is greater at the westbound approach to Wolfe Road than the eastbound approach to Perimeter Road. Though the full estimated queue cannot be accommodated for both left-turn lanes, it is recommended that the westbound left-turn lane at Wolfe Road be approximately 325 feet and the eastbound left-turn lane at Perimeter Road be approximately 220 feet.

**Table 53: Existing Plus Project Alternatives Left-turn Pocket Queuing Analysis**

Intersection	Left-Turn Pocket	Available Storage <sup>1</sup> (feet)	Peak Hour	Projected Queue Length (feet) <sup>2</sup>					Required Improvements
				Existing	Proposed Project	General Plan Buildout with Maximum Residential	Retail and Residential	Occupied / Re-tenanted Mall <sup>3</sup>	
11 De Anza Boulevard / Stevens Creek Boulevard	SB	530	AM	350	450	425	400	350	Implement ITS improvements, such as adoptive signal control, advanced signal loop detectors or video image detectors, to improve signal operations and queuing.
			PM	450	<b>625</b>	<b>600</b>	<b>600</b>	<b>600</b>	
	WB	300	AM	225	300	275	275	250	Implement ITS improvements, such as adoptive signal control, advanced signal loop detectors or video image detectors, to improve signal operations and queuing
			PM	<b>350</b>	<b>625</b>	<b>500</b>	<b>400</b>	<b>450</b>	
21 Stevens Creek Boulevard / Perimeter Road	EB	290	AM	75	<b>550</b>	<b>400</b>	175	100	Reduce the westbound left-turn lane to Portal Avenue to accommodate an additional 80 feet of capacity for the eastbound left turn to Perimeter Road.
			PM	50	250	250	275	275	
31 Wolfe Road / Vallco Parkway	SB	500	AM	200	400	350	275	225	Implement ITS improvements, such as adoptive signal control, advanced signal loop detectors or video image detectors, to improve signal operations and queuing
			PM	275	500	500	<b>525</b>	500	
	WB	125	AM	50	<b>150</b>	<b>150</b>	125	75	Remove the median gap on Vallco Parkway between Wolfe Road and Perimeter Road and provide a 325-foot left-turn pocket. (see discussion in text).
			PM	125	<b>425</b>	<b>325</b>	<b>250</b>	<b>300</b>	



**Table 53: Existing Plus Project Alternatives Left-turn Pocket Queuing Analysis**

Intersection	Left-Turn Pocket	Available Storage <sup>1</sup> (feet)	Peak Hour	Projected Queue Length (feet) <sup>2</sup>					Required Improvements
				Existing	Proposed Project	General Plan Buildout with Maximum Residential	Retail and Residential	Occupied / Re-tenanted Mall <sup>3</sup>	
32 Wolfe Road- Miller Avenue / Stevens Creek Boulevard	SB	550	AM	375	500	500	475	400	Additional capacity is available by widening the southbound approach to accommodate an additional left-turn lane.
			PM	400	<b>675</b>	<b>575</b>	525	<b>575</b>	
	EB	430	AM	350	<b>500</b>	<b>475</b>	425	375	Extend the inner left-turn lane to the same length as the outer left-turn lane to provide approximately 260 feet of additional capacity.
			PM	375	<b>500</b>	<b>500</b>	<b>475</b>	<b>475</b>	
35 Miller Avenue / Bollinger Road	SB	380	AM	125	125	125	125	125	Additional capacity is available by removing parking on the eastside of Miller Avenue and restriping to extend both the inner left-turn pocket and outer left-turn lane line of the southbound approach.
			PM	375	<b>400</b>	<b>400</b>	375	<b>400</b>	
41 Tantau Avenue / Vallco Parkway	NB	100	AM	<b>225</b>	<b>400</b>	<b>350</b>	<b>275</b>	<b>250</b>	Implement ITS improvements, such as adoptive signal control, advanced signal loop detectors or video image detectors, to improve signal operations and queuing
			PM	<b>125</b>	<b>250</b>	<b>250</b>	<b>250</b>	<b>300</b>	
42 Stevens Creek Boulevard / Tantau Avenue	SB	105	AM	100	<b>150</b>	<b>175</b>	<b>175</b>	<b>125</b>	Implement ITS improvements, such as adoptive signal control, advanced signal loop detectors or video image detectors, to improve signal operations and queuing
			PM	<b>500</b>	<b>675</b>	<b>625</b>	<b>575</b>	<b>625</b>	

**Table 53: Existing Plus Project Alternatives Left-turn Pocket Queuing Analysis**

Intersection	Left-Turn Pocket	Available Storage <sup>1</sup> (feet)	Peak Hour	Projected Queue Length (feet) <sup>2</sup>					Required Improvements
				Existing	Proposed Project	General Plan Buildout with Maximum Residential	Retail and Residential	Occupied / Re-tenanted Mall <sup>3</sup>	
50 Stevens Creek Boulevard / Lawrence Expressway Ramps (east)	NB	355	AM	750	900	850	775	750	As part of the background without project roadway improvements, an additional dedicated left-turn lane extending from the Lawrence Expressway off-ramp entrance to the intersection will be added to the northbound approach. The additional capacity from the off-ramp entrance to the intersection will accommodate the westbound left-turn queues.
			PM	600	650	625	625	650	
	EB	410	AM	325	350	350	350	325	No improvements needed.
			PM	300	350	350	325	325	
53 Lawrence Expressway / Bollinger Road	NB	355	AM	525	775	650	525	525	Approximately 325 feet of additional capacity for one left-turn lane is available by reducing the median width on Lawrence Expressway south of the intersection.
			PM	325	375	350	350	400	
56 Lawrence Expressway / Saratoga Avenue	EB	275	AM	900	1400	1125	900	900	Future improvements include reducing the median to provide an additional left-turn lane and maximum queue storage length for the movement. The improvements will help accommodate the projected westbound left turn queue lengths.
			PM	675	750	725	700	750	
64 Vallco Parkway/ Perimeter Road	EB	125	AM	75	375	275	175	125	Remove the median gap on Vallco Parkway between Wolfe Road and Perimeter Road and provide a 220-foot left-turn pocket. (see discussion in text).
			PM	50	300	325	350	350	

Note:

1. Storage length is the length of the longest left turn lane.

2. Queue length is measured in feet for one lane.
3. Impact results for the Occupied/Re-tenanted Mall alternative is presented for informational purposes only. The mall is an entitled land use and would not require any impact assessment or CEQA clearance to re-occupy.

**Bold** text indicates projected queue length exceeds available storage length.

Source: Fehr & Peers, May 2018.

**Table 54: Background Plus Project Alternatives Left-turn Pocket Queuing Analysis**

Intersection	Left-Turn Pocket	Available Storage Length <sup>1</sup> (feet)	Peak Hour	Projected Queue Length (feet) <sup>2</sup>					Required Improvements
				Background	Proposed Project	General Plan Buildout with Maximum Residential	Retail and Residential	Occupied / Re-tenanted Mall <sup>3</sup>	
11 De Anza Boulevard / Stevens Creek Boulevard	SB	530	AM	425	<b>550</b>	525	475	425	Implement ITS improvements, such as adoptive signal control, advanced signal loop detectors or video image detectors, to improve signal operations and queuing
			PM	<b>600</b>	<b>825</b>	<b>800</b>	<b>800</b>		
	WB	300	AM	275	<b>350</b>	<b>325</b>	<b>300</b>	275	Implement ITS improvements, such as adoptive signal control, advanced signal loop detectors or video image detectors, to improve signal operations and queuing
			PM	<b>475</b>	<b>825</b>	<b>675</b>	<b>550</b>	<b>600</b>	
21 Stevens Creek Boulevard / Perimeter Road	EB	290	AM	125	<b>950</b>	<b>650</b>	<b>300</b>	175	Reduce the westbound left-turn lane to Portal Avenue to accommodate an additional 80 feet of capacity for the eastbound left turn to Perimeter Road.
			PM	100	<b>425</b>	<b>450</b>	<b>450</b>	<b>450</b>	
31 Wolfe Road / Vallco Parkway	SB	500	AM	400	<b>625</b>	<b>550</b>	475	425	Implement ITS improvements, such as adoptive signal control, advanced signal loop detectors or video image detectors, to improve signal operations and queuing
			PM	425	<b>725</b>	<b>700</b>	<b>700</b>	<b>650</b>	

**Table 54: Background Plus Project Alternatives Left-turn Pocket Queuing Analysis**

Intersection	Left-Turn Pocket	Available Storage Length <sup>1</sup> (feet)	Peak Hour	Projected Queue Length (feet) <sup>2</sup>					Required Improvements
				Background	Proposed Project	General Plan Buildout with Maximum Residential	Retail and Residential	Occupied / Re-tenanted Mall <sup>3</sup>	
	WB	125	AM	50	<b>150</b>	<b>150</b>	125	75	Remove the median gap on Vallco Parkway between Wolfe Road and Perimeter Road and provide a 325-foot left-turn pocket. (see discussion in text).
			PM	125	<b>425</b>	<b>325</b>	<b>250</b>	<b>300</b>	
32	SB	550	AM	425	550	550	550	450	Additional capacity is available by widening the southbound approach to accommodate an additional left-turn lane.
			PM	550	<b>875</b>	<b>750</b>	<b>675</b>	<b>775</b>	
	EB	430	AM	<b>525</b>	<b>750</b>	<b>700</b>	<b>625</b>	<b>550</b>	Extend the inner left-turn lane to the same length as the outer left-turn lane to provide approximately 260 feet of additional capacity.
			PM	<b>450</b>	<b>600</b>	<b>575</b>	<b>575</b>	<b>550</b>	
35	SB	380	AM	125	150	125	125	125	Additional capacity is available by removing parking on the eastside of Miller Avenue and restriping to extend both the inner left-turn pocket and outer left-turn lane line of the southbound approach.
			PM	375	<b>400</b>	<b>400</b>	375	<b>400</b>	
41	NB	100	AM	<b>250</b>	<b>450</b>	<b>375</b>	<b>275</b>	<b>275</b>	Implement ITS improvements, such as adoptive signal control, advanced signal loop detectors or video image detectors, to improve signal operations and queuing
			PM	<b>175</b>	<b>300</b>	<b>300</b>	<b>300</b>	<b>325</b>	
42	SB	105	AM	<b>200</b>	<b>250</b>	<b>250</b>	<b>250</b>	<b>200</b>	Implement ITS improvements, such as adoptive signal control, advanced signal loop detectors or video image detectors, to improve signal operations and queuing
			PM	<b>750</b>	<b>950</b>	<b>875</b>	<b>825</b>	<b>875</b>	

**Table 54: Background Plus Project Alternatives Left-turn Pocket Queuing Analysis**

Intersection	Left-Turn Pocket	Available Storage Length <sup>1</sup> (feet)	Peak Hour	Projected Queue Length (feet) <sup>2</sup>					Required Improvements
				Background	Proposed Project	General Plan Buildout with Maximum Residential	Retail and Residential	Occupied / Re-tenanted Mall <sup>3</sup>	
50 Stevens Creek Boulevard / Lawrence Expressway Ramps (east)	NB	355	AM	1000	1125	1075	1025	1000	As part of the background without project roadway improvements, an additional dedicated left-turn lane extending from the Lawrence Expressway off-ramp entrance to the intersection will be added to the northbound approach. The additional capacity from the off-ramp entrance to the intersection will accommodate the westbound left-turn queues.
			PM	475	550	550	550	575	
	EB	410	AM	375	400	425	425	375	Additional capacity is not available by restriping. The westbound left movement is coordinated with the westbound through movement from intersection upstream (Lawrence Expressway Southbound Off-ramp / Stevens Creek Boulevard). Increase signal timing for westbound left movement and the eastbound through movement at the intersection upstream or implementing ITS improvements, such as advanced signal loop detectors or video image detectors, to improve queuing at these intersections.
			PM	350	400	375	375	375	
53 Lawrence Expressway / Bollinger Road	NB	355	AM	575	875	725	600	600	Approximately 325 feet of additional capacity for one left-turn lane is available by reducing the median width on Lawrence Expressway south of the intersection.
			PM	325	375	375	375	425	

**Table 54: Background Plus Project Alternatives Left-turn Pocket Queuing Analysis**

Intersection	Left-Turn Pocket	Available Storage Length <sup>1</sup> (feet)	Peak Hour	Projected Queue Length (feet) <sup>2</sup>					Required Improvements
				Background	Proposed Project	General Plan Buildout with Maximum Residential	Retail and Residential	Occupied / Re-tenanted Mall <sup>3</sup>	
56 Lawrence Expressway / Saratoga Avenue	EB	275	AM	<b>725</b>	<b>875</b>	<b>800</b>	<b>725</b>	<b>725</b>	Future improvements include reducing the median to provide an additional left-turn lane and maximum queue storage length for the movement. The improvements will help accommodate the projected westbound left turn queue lengths.
			PM	<b>475</b>	<b>500</b>	<b>500</b>	<b>475</b>	<b>500</b>	
64 Vallco Parkway/ Perimeter Road	EB	125	AM	100	<b>375</b>	<b>275</b>	<b>200</b>	<b>150</b>	Remove the median gap on Vallco Parkway between Wolfe Road and Perimeter Road and provide a 220-foot left-turn pocket. (see discussion in text).
			PM	100	<b>325</b>	<b>350</b>	<b>375</b>	<b>375</b>	

Note:

1. Storage length is the length of the longest left turn lane.
2. Queue length is measured in feet for one lane.
3. Impact results for the Occupied/Re-tenanted Mall alternative is presented for informational purposes only. The mall is an entitled land use and would not require any impact assessment or CEQA clearance to re-occupy.

**Bold** text indicates projected queue length exceeds available storage length.

Source: Fehr & Peers, May 2018.



## Vehicle Miles Traveled Analysis

This section describes the methodology used to calculate the average weekday Vehicle Miles of Travel (VMT) associated with the Proposed Project and each of the Project Alternatives. The VMT is presented for informational purposes for the transportation evaluation of the Specific Plan. However, the values are used as inputs to other technical studies such as air quality and greenhouse gas emissions.

VMT can be a useful metric in understanding the overall effects of a project on the roadway system. It is the sum of each generated vehicle multiplied by the length of their trip to and from the site on an average weekday. For example, a vehicle driven one mile is one VMT. Therefore, a project with a higher VMT would have a greater effect on the roadway system than a project with a low VMT.

Trip lengths vary by the land use type and trip purpose. For example, a trip from a residence to a job may be longer than a trip from a residence to a school. The VMT values in this report represent the full length of a given trip, and are not truncated at city, county, or region boundaries. VMT is typically presented as total VMT (Total VMT = Total daily trips x trip lengths) and VMT per service population (VMT per service population = Total VMT / service population<sup>20</sup>) to illustrate relative changes on a per person basis. Generally, land uses that reflect a more balanced land uses result in lower VMT per service population.

### Trip Length Data Source

Many factors affect travel behavior and trip lengths such as density, diversity of land uses, design of the transportation network, distance to high-quality transit, and demographics (the "D"s). Low-density developments separated from other land uses and located in areas with poor access to transit, generate more automobile travel and higher VMT compared to infill developments and developments located in urban areas.

Trip length data can be obtained from several sources, namely travel surveys and travel demand forecasting models. Data from the 2013 California Household Travel Survey (CHTS), which provides average trip lengths by trip land use type, trip purpose, and geographic area were used in this TIA. It is the best source of trip length data that was available for this analysis.

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<sup>20</sup> Service population is the total number of residents and employees on the project site.

## VMT Estimates

**Table 55** summarizes the total VMT estimates, average trip lengths, and VMT per service population for the Proposed Project and each of the Project Alternatives. They incorporate trip lengths by land use type from the CHTS and the trip generation estimates presented in **Table 55**.

**Table 55: Vehicles Miles Traveled (VMT) Estimates**

Project Alternative	Total VMT	Average Trip Length	VMT Per Service Population <sup>1</sup>
General Plan Buildout with Residential Allocation (Proposed Project)	330,220	8.92	30.0
General Plan Buildout with Maximum Residential	294,407	8.79	27.6
Retail and Residential	156,110	5.59	16.6
Occupied/Re-tenanted Mall	114,447	4.89	44.9

Notes: Service population includes estimated number of residents and employees for each Project Alternative. This does not include visitors or shoppers.

Source: California Household Travel Survey; Fehr & Peers, March 2018.

While the Proposed Project generates the greatest total VMT, the Occupied/Re-Tenanted Mall alternative generates the highest VMT per service population. Therefore, the land uses contained in the Proposed Project are more efficient from a roadway system perspective than the Occupied/Re-tenanted Mall Alternative.

## Senate Bill (SB) 743 Assessment

The regional average VMT per service population from the Metropolitan Transportation Commission (MTC) and the Association of Bay Area Governments (ABAG) regional model for the Year 2020 and 2040 are 21.8 and 20.3<sup>21</sup>, respectively. Current draft guidance for SB 743 recommends a VMT threshold of 15 percent below the regional average as a threshold of significance for CEQA purposes. This translates to thresholds of 15.5 (21.8 x 85%) and 17.3 (20.3 x 85%) for the years 2020 and 2040, respectively. The City of Cupertino has not adopted these regional thresholds and may adopt different thresholds that would yield different results regarding VMT assessment.

<sup>21</sup> MTC Model results at [analytics.mtc.ca.gov/foswiki/Main/PlanBayAreaVmtPerWorker](http://analytics.mtc.ca.gov/foswiki/Main/PlanBayAreaVmtPerWorker) and accessed in April 2018.

The Proposed Project and General Plan Buildout with Maximum Residential and Retail and Occupied/Re-Tenanted Mall alternatives have VMT per service population estimates that are greater than the regional averages. The Retail and Residential Alternative's VMT per service population is lower.

It should be noted that a VMT analysis under the OPR's proposed November 2017 guidelines and the January 2018 California Natural Resources Agency's proposed rulemaking may not be required for the Vallco Special Area Specific Plan. According to the Metropolitan Transportation Commission (MTC) the Specific Plan is within the 2017 Transit Priority Areas<sup>22</sup> (TSP) (within one-half mile of either an existing major transit stop or a stop along an existing high-quality transit corridor). The January 2018 California Natural Resource proposed rulemaking materials for amendments to the CEQA Guidelines state that, generally, projects within a TSP should be presumed to cause a less than significant transportation impact and, in most cases, would not require a transportation impact assessment or VMT analysis under CEQA. See Proposed CEQA Guidelines § 15064.3(b)(1).

## General Plan Comparison

The City's *General Plan Amendment, Housing Element Update, and Associated Rezoning Draft EIR* included a citywide VMT estimate of 10.9 at full buildout of the General Plan, which includes the Proposed Project. The General Plan EIR used VTA's countywide travel demand model to development the VMT estimate, which is different that the method used in this analysis. Differences in the two VMT calculation inputs can explain the difference in the VMT estimates:

- **Trip Generation:** The VTA model bases trip generation on number of employees and residents by land use type, while trip generation estimates for this TIA are based on building square footage and housing units by land use type. The VTA model balances trip ends among complementary uses which tends to reduce the number of vehicle trips. The process used in this TIA produces conservative (slightly high) estimates of vehicle trips.
- **Trip Lengths:** The VTA model uses a "gravity model" that has a propensity to connect trip origins to the closest destinations, such as residents working at nearby employment centers. The VMT estimates in this TIA are based on actual trip length information for uses in Cupertino from the CHTS which are longer than those from the VTA model.

VMT estimates can vary based on different sources for the inputs. To provide guidance on a consistent method, VTA is currently evaluating OPR's Guidelines and California Natural Resources Agency' rulemaking materials and is expected to develop thresholds and recommendations regarding VMT estimating methods for local agency consideration by mid-2019.

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<sup>22</sup> MTC, 2017 Transit Priority Project Eligible Area.

# Evaluation of Potential Neighborhood Intrusion

As the Vallco Special Area Specific Plan area develops, it has the potential to add traffic to residential streets in adjacent neighborhoods, especially as the operations of intersections near the site deteriorate and vehicle drivers seek alternate travel routes. Additionally, if the parking supply is constrained, overflow parking may encroach into adjacent neighborhoods. The main area identified for potential cut through traffic and parking intrusion is the neighborhood to the west, located north of Stevens Creek Boulevard, east of Blaney Avenue, and south of I-280. Further, parking intrusion could also occur in the residential neighborhoods off Miller Avenue just south of Stevens Creek Boulevard; these neighborhoods do not contain obvious cut-through routes.

## Traffic Intrusion

There is an existing wall separating the neighborhood to the west from the Specific Plan area that prohibits both vehicle traffic and pedestrians from directly traveling between the two. It is anticipated that the wall will be retained as part of the Vallco Special Area Specific Plan. However, as the project adds more traffic and congestion in the area, some vehicles from areas north of I-280 may use the Blaney Avenue/Merritt Drive/Portal Avenue route to travel to and from the Specific Plan area. These roadways have houses fronting on them that would be affected by added traffic.

Based on the trip distribution, only 19 AM peak hour and 26 PM peak hour vehicles of the Proposed Project are projected to use Blaney Avenue north of I-280. The General Plan Buildout with Maximum Residential Alternative is projected to add 15 AM peak hour and 23 PM peak hour vehicles, the Retail and Residential Alternative is projected to add 10 AM peak hour and 21 PM peak hour vehicles, and the Occupied/Re-Tenanted Mall Alternative is project to add 5 AM peak hour and 32 PM peak hour vehicles. With this assumption, the amount of cut-through traffic in this neighborhood is expected to be negligible for the Proposed Project and Project Alternatives; however, travel behavior related to neighborhood intrusion is hard to predict and the Specific Plan should include a traffic calming program to help address any issues that should arise. It should be noted that the Occupied/Re-Tenanted Mall Alternative, is a permitted use and would not include a traffic calming program to address any neighborhood traffic intrusion.

There is also potential for neighborhood traffic intrusion for the neighborhood in Sunnyvale north of Homestead Road between Sunnyvale-Saratoga Road and Wolfe Road. The intrusion could occur during peak commute times as Sunnyvale residents headed toward/from the Vallco Specific Plan area try to avoid congestion at the Sunnyvale-Saratoga Road/Homestead Road intersection and cut through the neighborhoods to access the Specific Plan site via Blaney Road. Since the neighborhood is over a mile from

the Vallco Specific Plan area it is difficult to determine if any cut-through in that neighborhood is the direct result of the Proposed Project. Nonetheless, the Specific Plan should include a traffic calming monitoring program to help assess any cut-through traffic in Sunnyvale as a result of the Proposed Project.

## Parking Intrusion

Depending on the amount of parking provided at the Specific Plan under the Proposed Project or Project Alternatives, the parking supply could be lower than the parking demand, which could result in overflow parking. The two potential locations for overflow parking are the neighborhood to the west of the Specific Plan area and the neighborhoods off Miller Avenue south of Stevens Creek Boulevard.

Parking demand is anticipated to be lower with increased use of Transportation Network Companies (TNCs) such as Uber and Lyft. TNCs reduces parking demand as one can easily travel to/from a destination without a car that needs to be parked. Further, one of the expected effects of autonomous (or driverless) vehicles being introduced into the vehicle fleet in the near future is a greater reduction in parking demand. These vehicles will likely increase passenger pick-up/drop-off activities and would not be parked during peak times.

Given the uncertainty related to the Specific Plan's parking supply and the anticipated changes in parking demand; there is potential for neighborhood parking intrusion. The Project should include provisions for a residential permit parking program to manage neighborhood parking intrusion should it become an issue.

## Conclusion

While not required as mitigation for the Project, the City should consider adopting the following Conditions of Approval to ensure that neighborhood cut-through traffic and parking intrusion are minimized:

- Future development in the Specific Plan shall fund neighborhood traffic and parking monitoring studies and provide fees in the amount \$350,000 to the City of Cupertino and \$150,000 to the City of Sunnyvale to monitor and implement traffic calming improvements and a residential parking permit program, if needed.
- The details of the neighborhood parking and traffic intrusion monitoring program will be determined when the Conditions of Approval are established. The monitoring program shall include the following items: (1) identifying the monitoring areas (roadways where the monitoring will occur), (2) setting baseline conditions (number of parked vehicles and traffic volumes on the roadways), (3) determining thresholds for parking and traffic volume increases requiring action, (4) establishing the monitoring schedule, and (5) creating reporting protocols. The baseline conditions shall be established prior to but within a year of initial occupancy. Monitoring will then occur annually for five years.

## Construction Traffic Assessment

This section qualitatively addresses construction-related impacts related to traffic and parking. General recommendations on construction-related mitigations, such as limiting times when trucks would be permitted to travel to/from the site and restricting routes to prevent neighboring community impacts, are provided.

The City's Municipal Code (Section 11.32.010) defines the following roadway segments within the project vicinity as truck routes:

- De Anza Boulevard within City limits
- Homestead Road between SR 85 and Lawrence Expressway
- Stevens Creek Boulevard from SR 85 to east City limits
- Tantau Avenue between Stevens Creek Boulevard and Homestead Road
- Wolfe Road between Stevens Creek Boulevard and Homestead Road

Thus, all major access routes to the project site are designated as truck routes and truck access should be limited to these routes to the greatest extent possible.

The project would likely generate a substantial amount of construction traffic, but most of it would occur during off-peak hours. As shown in **Table 21** in **Chapter 6** most of the study intersections near the project site operate at LOS D or better under Background Without Project Conditions; however, truck access to the site should be restricted during peak commute times (7:00 am to 9:00 am and 4:00 pm to 7:00 pm) to minimize potential impacts to the surrounding roadway network operations. Truck traffic will conform to the City of Cupertino's Municipal Code requirements.

# **Appendix A:**

## **StreetScore+ Analysis Method and Results**



# **Streetscore+: Comfort and Level of Traffic Stress Scoring Methodology for Bicyclists and Pedestrians**

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April 2016

Bicycle & Pedestrian Discipline Group

FEHR  PEERS



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## INTRODUCTION

As jurisdictions are faced with increasingly complex transportation issues, the need for effective, low-data intensity, and customizable analysis tools to convey trade-offs and design alternatives to public and agency stakeholders is ever more apparent. Some existing tools, such as the Level of Traffic Stress methodology, better fit these needs and can be expanded to better meet the needs of bicycle and pedestrian planners. Other tools, such as the Highway Capacity Manual's Multi-Modal Level of Service methodology, are data intensive and onerous from a practitioner perspective and often feature complex calculations and outputs that are difficult to explain to non-transportation stakeholders. To address this need on active transportation and complete streets studies, Fehr & Peers prepared a quick-response tool – Streetscore+ – that allows jurisdictions to quickly and effectively compare design alternatives and convey project benefits to stakeholders.

Streetscore+ is an Excel-based tool that allows users to calculate comfort based indices for active transportation projects. For bicycle facilities, this builds off of the Level of Traffic Stress methodology developed by Mekuria, Furth, and Nixon (2012) with targeted enhancements to address cycle track and bicycle boulevard comfort, making the methodologies consistent with the National Association of City Transportation Officials' (NACTO's) Urban Bikeway Design Guide, 2nd edition. For pedestrian facilities, Streetscore+ is calculated based on best practice guidance documentation, such as the NACTO Urban Streets Guide and safety research. Streetscore+ uses best practice guidance to measure bicycle and pedestrian comfort at links and intersections in urbanized environments. Streetscore+ easily and accurately assesses bicycle and pedestrian project benefits and trade-offs, assisting community and agency stakeholders in making informed decisions about complete streets projects, and assisting project development as a sketch-planning tool to ensure that key comfort considerations are included in bicycle and pedestrian designs.

## BACKGROUND & DOCUMENTATION

### BICYCLING COMFORT AND LEVEL OF TRAFFIC STRESS

Mekuria, Furth, and Nixon's 2012 *Low Stress Bicycling and Network Connectivity* report (also Transportation Research Board Annual Compendium of Paper, 2016) opened the door to the Level of Traffic Stress (LTS) methodology that has been the focus of practitioners for the last four years. The report takes a practical approach to defining and describing user tolerance along a given bikeway, balancing typically available data against a "weakest link" methodology informed by sound engineering judgment. Streetscore+ takes a the same approach but incorporates methodologies for bicycle boulevard and cycle tracks.

#### CYCLE TRACKS

With the current LTS methodology, off-street facilities and cycle tracks receive a LTS score of 1, indicating that they are ideal for bicyclists of all ages and abilities. Recent research and best practice guidance from the Federal Highway Administration (FHWA) Separated Bikeway Guide; NACTO Urban Bikeway Guide, 2nd edition; and similar publications, has demonstrated that cycle track design is complex and worthy of more rigorous LTS assessment.

To document a refined comfort methodology for separated bikeways, the *NACTO Urban Bikeway Guide, 2<sup>nd</sup> edition* was used to reference best practices in raised and in-roadway cycle track design, both with and without parking. NACTO differentiates between required and recommended features, which were either incorporated into Streetscore+ or were treated as assumptions. For example, the raised cycle track requirement of "bicycle lane word, symbol, and/or arrow markings (MUTCD Figure 9C-3) shall be placed at the beginning of a cycle track and at periodic intervals along the facility based on engineering judgment" is assumed to be present. By contrast, buffer space guidance is incorporated as a Streetscore+ variable. The three foot minimum buffer space between the cycle track and parking lane is assumed to represent a Streetscore+ of 3, as more than 3 feet will be more comfortable for pedestrians and enhanced accessibility for users for mobility impairments, which would instead return a Streetscore+ of 1. If the required elements are missing or deficient, then a Streetscore+ of 4 is typically received. Missing, deficient, or minimum dimension recommended features receive a slightly more lenient decrease in score, typically a Streetscore+2 or 3 depending on the importance of the design element for comfort and safety.

The NACTO Urban Bikeway Guide also includes two-way separated bikeways or side paths. The Streetscore+ methodology does not currently include those facility types, but these can be incorporated into future updates to the methodology.

## BICYCLE BOULEVARDS

The *NACTO Urban Bikeway Guide, 2<sup>nd</sup> Edition* also proposes specific criteria for best practices in bicycle boulevard design, helping practitioners distinguish from potentially high-stress bicycle routes – with high auto volumes and speed – from true bicycle boulevards that are traffic calmed through low auto volumes and speeds and are truly appropriate for all ages and abilities. Academic research from Jennifer Dill and others have reinforced this distinction in terms of low-stress bikeways’ ability to attract new ridership from the “Interested but Concerned” cohort.

The NACTO Guide states that bicycle boulevards “should be meet strict targets of fewer than 3,000 motor vehicles per day (1,500 preferred) and an 85<sup>th</sup> percentile speed of no more than 25 mph (20 mph preferred).”<sup>1</sup> Bicycle boulevard components such as connectivity and route identification/wayfinding, which are critical elements of successful implementations, are assumed in the bicycle boulevard Streetscore+ criteria. While these are key design elements, they are not considered to be major drivers of comfort. As a result, bicycle boulevards with 1,500 vehicles per day or less and speeds below 20 mph received a Streetscore+ of 1 while bicycle boulevards with over 3,000 vehicles per day and speeds above 25 mph received a Streetscore+ of 3 or 4.

The bicycle boulevard design elements at minor streets document bicycle travel time considerations with and without frequent stop signs at intersection with minor streets. While the NACTO Guide does not present a particular rule, it notes that giving right-of-way to the bicycle boulevard should be considered at all minor intersections.

## PEDESTRIAN COMFORT

### SIDEWALK ENVIRONMENT

The NACTO Urban Streets Design Guide (USDG) and engineering judgment provide the basis for pedestrian Streetscore+. The USDG provides critical, recommended, and optional parameters for the pedestrian environment consistent with best practices and documents supporting guidance and literature. Additional considerations of comfort are informed by practitioner and best practice experience.

The USDG specifically addresses the following topic areas:

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<sup>1</sup> NACTO Urban Bikeway Guide, 2<sup>nd</sup> edition. “Bicycle Boulevard Route Planning” <http://nacto.org/publication/urban-bikeway-design-guide/bicycle-boulevards/route-planning/>

- **Usable Sidewalk Space:** A desired minimum through zone of six feet, with an absolute minimum of five feet, is listed as a critical strategy. Where sidewalk directly adjacent to moving traffic, the desired minimum is eight feet, providing a two-foot buffer for street furniture and utilities.
- **Driveways:** Maintaining sidewalk at-grade through driveways is describe as a critical strategy. As a result, frequent driveway curb cuts that impact the sidewalk zone, receive a Streetscore+ of 4.
- **Pedestrian-Scale Lighting:** This is a recommended strategy, resulting in sidewalks with only roadway lighting not receiving a Streetscore+ higher than 2.
- **Street Trees and Landscaping:** Street trees and tree wells that minimally impact sidewalk structure are a recommended strategy.
- **Speed:** Additional comfort measures, such as going beyond minimum dimensions for sidewalk and providing landscape buffer, are noted as important as speed increases. Design speed is also referenced as an overall safety consideration for urban streets, linking crash severity with increases in speed.

Other criteria that influence comfort that are not specifically addressed in the USDG include:

- **Sidewalk Quality:** Smooth, even surface is important from an accessibility perspective and creating great streetscape environments.
- **Number of Travel Lanes:** Increasing the number of travel lanes generally decreases the comfort and enjoyment of walking on that street.
- **Heavy Vehicle Volumes:** High volumes of heavy vehicles in the outside curb lane can create uncomfortable walking conditions for pedestrians even with buffer from the street.
- **Crosswalk Frequency:** In urban environment, having frequent marked crossing opportunities is important designate preferred crossing areas for pedestrians and to signal their presence to other roadway users.

## UNCONTROLLED CROSSWALKS

Engineering considerations about when to install and enhance crosswalks based on pedestrian safety considerations have evolved significantly in the last ten years. Published in 2005, the Federal Highway Administration (FHWA) *Safety Effects of Marked Versus Unmarked Crosswalk at Uncontrolled Locations* (2005) report identified where marking crosswalks may lead to an increased safety risk based on average daily traffic volumes (ADT), speed, number of travel lanes, and presence of a median. Since then, case study research has focused on the efficacy of specific types of lighted enhancements that could be used to address crash risk, such as rectangular rapid flashing beacons (RRFBs) and pedestrian hybrid beacons (PHBs). Case



studies have documented PHB efficacy in the 98<sup>th</sup> percentile<sup>2</sup> and RRFBs in the 80<sup>th</sup> percentile.<sup>3</sup> RRFBs continue to have interim approval in the Manual of Uniform Traffic Control Devices (MUTCD), and PHBs, along with a warrant for their use, are included in the MUTCD.

## SIGNALIZED CROSSWALKS

Signalized crosswalk criteria employ best practices and engineering judgment to determine comfort at crosswalks that already have a high level of traffic control given their location at signals. As a result, key variables may include:

- **Crossing Distance:** Lower crossing distance can reduce pedestrian exposure to vehicles and makes crossing easier for those with mobility impairments as well as seniors and students.
- **Accessibility:** While many signalized crosswalks have basic ADA requirements, additional consideration can be given to push buttons and curb ramps to better address the comfort of those with visual, auditory, and mobility impairments.
- **Right-Turn Slip Lanes:** In some environments, channelized right-turn lanes may be provided at intersections, which frequently allow for free or yield-controlled right-turn across crosswalks. Controlling speeds at these locations is important for pedestrian comfort.
- **LPI or Scramble:** Leading pedestrian interval (LPI) and pedestrian scramble should be considered as signalized pedestrian improvements in urbanized areas. To recognize the need for their consideration, these are included as a variable but not have no effect on the ultimate Streetscore+.

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<sup>2</sup> Fitzpatrick, Turner, Brewer, et al. "Improving Pedestrian Safety at Unsignalized Crossings," NCHRP 562 (2006).

<sup>3</sup> FHWA, "Effects of Yellow Rectangular Rapid-Flashing Beacons on Yielding at Multilane Uncontrolled Crosswalks" (September 2010).

## PEDESTRIAN STREETSORE+ METHODOLOGY

The Pedestrian Streetscore+ has a parallel structure to the Level of Traffic Stress approach for bicyclists, using a 1-4 scale:

- **Streetscore+ 1:** Highly comfortable, pedestrian-friendly, and easily navigable for pedestrians of all ages and abilities, including seniors or school-aged children walking unaccompanied to school. These streets provide an ideal “pedestrian-friendly” environment.
- **Streetscore+ 2:** Generally comfortable for many pedestrians, but parents may not feel comfortable with children walking alone. Seniors may have concerns about the walking environment and take more caution. These streets may be part of a “pedestrian-friendly” environment where it intersects with a more auto-oriented roadway or other environmental constraints.
- **Streetscore+ 3:** Walking is uncomfortable but possible. Minimum sidewalk and crossing facilities may be present, but barriers are present that make the walking experience uninviting and uncomfortable.
- **Streetscore+ 4:** Walking is a barrier and is very uncomfortable or even impossible. Streets have limited or no accommodation for pedestrians and are inhospitable and possibly unsafe environment for pedestrians.

Like bicycle comfort, pedestrian comfort is based on a variety of factors, not just one variable, on both links and at intersections. Multiple variables ranging from the quality and presence of sidewalk to the conditions of the adjacent roadway (speed, number of travel lanes, and frequency of trucks) influence the pedestrian Streetscore+ methodology. Each variable is scored 1 through 4, with the highest stress (lowest comfort) condition resulting in the composite score. The weakest link approach accounts for the important role of intersections and gaps in the pedestrian environment, parallel to the Mekuria, Furth, and Nixon methodology for Level of Traffic Stress.

The Streetscore+ methodology is intended for use in urban and developed suburban areas. In highly urbanized areas or more rural areas, the tables should be contextualized to the local environment.

### *Example of the Weakest Link Methodology*

A roadway with good quality sidewalk of ample width, landscaping, and buffer from the roadway (Streetscore+ 1) adjacent to a travel lane with high-speed traffic and no lighting (Streetscore+ 4) results in a composite Streetscore+ of 4.

## PEDESTRIAN LINKS

Pedestrian Streetscore+ link criteria are presented in **Table 1** and discussed in the section below.

**TABLE 1 STREETSCORE+ CRITERIA  
SIDEWALKS IN URBANIZED AREAS**

Criteria	Streetscore+ 1	Streetscore+ 2	Streetscore+ 3	Streetscore+ 4
<b>Usable Sidewalk</b>	>=8 feet	7 to 6 feet	<6 feet	No Sidewalk
<b>Sidewalk Quality</b>	Even, Smooth Surface	(no effect)	(no effect)	Cracks, Failing Pavement
<b>Sidewalk Accessibility</b>	Driveway Curb Cuts Out of the Sidewalk Zone	(no effect)	(no effect)	Frequent Driveway Curb Cuts into the Sidewalk Zone
<b>Landscape Buffer and Street Trees</b>	Yes, Continuous	Yes, Discontinuous <sup>1</sup>	No Landscaping	(no effect)
<b># of Lanes</b>	2-3	4-5	(no effect)	6+
<b>Prevailing Speed</b>	<=25 MPH	26- 30 MPH	31-35 MPH	>=36 MPH
<b>Lighting</b>	Pedestrian-Scale	Roadway Lighting	(no effect)	No Lighting <sup>2</sup>
<b>Heavy Vehicle<sup>3</sup></b>	<=5%	5-8% with no buffer OR >8% with buffer	(no effect)	>8% with no buffer
<b>Crosswalk Frequency<sup>4</sup></b>	Crosswalks Spaced 400 feet or Less	(no effect)	Crosswalks Spaced > 400 feet	(no effect)

1. Discontinuous is defined as not having a consistent effect on street life. Regularly spaced street trees may still feel like a “continuous” buffer and should receive a score of 1.
2. No lighting also includes ineffective roadway lighting.
3. Consider the percentage of heavy vehicles operating in the curbside travel lane as data is available.
4. In urbanized areas where pedestrians are expected, crosswalk frequency should be taken into consideration where there is demand based on land use and densities. As a general rule of thumb, consider marking a crosswalk if 20 pedestrians in a given hour may cross at that location.

Note: Same as the Mekuria, Furth, and Nixon (2012) methodology, “no effect” signifies that there is no further decrease in comfort for that variable.

### SIDEWALK WIDTH, ACCESSIBILITY, AND QUALITY

Three variables are used to assess the sidewalk environment. First, sidewalk width is considered to ensure that pedestrians can comfortably walk side-by-side and pass each other. These dimensions are intended to be minimum standards for roadways in urbanized areas and may require modifications in highly dense areas or in lower-density contexts. Consistently deteriorated sidewalk quality scores an automatic Streetscore+ 4, as a result of issues such as tripping hazards and accessibility. Similarly, sidewalk

accessibility targets continuity of the walking experience through maintaining the sidewalk at grade through driveways, with minimal interference from driveways, curb cuts and slopes. Where driveways are frequent and do not maintain sidewalk grades through driveways, a Streetscore+ of 4 is received.

## LANDSCAPE BUFFER AND STREET TREES

Street trees provide both buffered protection from through vehicles as well as shade for the pedestrian environment. Where this dual benefit is most pronounced is when street trees are spaced such that collectively they are perceived as a continuous buffer against vehicular traffic. As a result, a continuous buffer receives a Streetscore+ of 1. Where street trees are present but spacing is not as frequent or there are gaps in the landscaping, a Streetscore+ of 2 is received.

## TRAVEL LANES, SPEED, AND HEAVY VEHICLES

The number of travel lanes, the prevailing automobile speeds, and the percentage of heavy vehicle traffic describe roadway conditions immediately adjacent to the pedestrian environment. The number of travel lanes is used as a way to describe the amount of automobile traffic on a roadway. Heavy vehicle percentage in the curbside travel lane should be input where data is available.

## LIGHTING

Adequate visibility for pedestrians serves both security and safety functions. Lighting that is specifically designed for pedestrians receives a Streetscore+ of 1, with general roadway lighting receiving a Streetscore+ 2. No roadway lighting - or where roadway lighting is spaced so infrequently as to be rendered ineffectual for pedestrians - receives a Streetscore+ of 4.

## CROSSWALK FREQUENCY

In urbanized areas with pedestrian traffic, crosswalks should be spaced every 400 feet or less to ensure adequate crossing opportunities. Where demand is present but crossing opportunities are limited, a Streetscore+ of 3 is assigned.

## PEDESTRIAN STREETSCORE+ AT SIGNALIZED INTERSECTIONS

**Table 2** presents the Pedestrian Streetscore+ criteria for signalized intersections. Given the large safety and comfort benefit offered by full traffic signals, the criteria focuses on crossing distance, accessibility, and intersection conflicts, as described below:

- **Crossing Distance:** Crossing distance is measured based on the number of travel lanes on the crosswalk approach. Narrower streets of 2-3 lanes received a Streetscore+ of 1, and roadways with 4-5 lanes received a Streetscore+ of 2. Wider roadway receives a score of 4. Medians do not receive additional consideration at signalized locations, as pedestrians are assumed to cross the street in one pedestrian phase.
- **Accessibility:** The presence of accessible elements, such as vibrotactile/audible push buttons at signals, are important to serving those with auditory and visual impairments. Signals that have auditory-only push buttons that meet ADA requirements, received a Streetscore+ of 2, and standard push buttons meeting ADA requirements received a Streetscore+ of 3. Accessibility is also assessed in terms of curb ramps. Directional curb ramps – two per corner – are desired to assist those with mobility and visual impairments, directing them into the crosswalk and receive a Streetscore+ of 1. One ramp per corner receives a Streetscore+ of 2, and if any of the curb ramps are missing, a Streetscore+ of 4 is received.
- **Channelized Right-Turns:** Right-turn slip lanes lengthen the distance that a pedestrian must cross to get from one side of the roadway to the other. As such, even when they are signal-controlled, they receive a Streetscore+ of 2. Pedestrian comfort decreases as right-turn lane slip lane control becomes yield (Streetscore+ 3) or becomes a free right-turn receiving a Streetscore+ of 4.
- **LPI or Scramble:** Leading pedestrian intervals (LPIs) and pedestrian scrambles give pedestrians priority at the intersection. Where these are present with no right-turn on red restrictions, Streetscore+ 1 is received. However, there is not a penalty for signals that do not incorporate LPIs or scrambles, so there is no overall effect on the total score from this variable.

**TABLE 2 STREETSCORE+ CRITERIA  
SIGNALIZED INTERSECTION CROSSWALKS IN URBANIZED AREAS**

Criteria	Streetscore+ 1	Streetscore+ 2	Streetscore+ 3	Streetscore+ 4
<b>Crossing Distance</b>	2-3 lanes	4-5 lanes	(no effect)	6+ Lanes
<b>Pedestrian Signal Accessibility</b>	Vibrotactile/ Audible Push Buttons <sup>1</sup>	Auditory Push Button Only	Standard Push Button Only	Missing Countdown Signals, Push Buttons Do Not Meet ADA Standards
<b>Accessibility</b>	Directional Curb Ramps	Diagonal Curb Ramps	(no effect)	Missing Curb Ramps
<b>Right-Turn Slip Lanes</b>	(no effect)	Signalized Slip Lane or Speed Table	Yield Control	No Control
<b>LPI or Scramble</b>	Yes with no RTOR	(no effect)	(no effect)	(no effect)

1. Signal may still operate on recall, but the push buttons allows for those with visual and/or auditory impairments to know when the signal phases change. Use of this at all signals is consistent with the Proposed Guidelines for Pedestrian Facilities in the Public Right-of-Way (PROWAG).

Note: Same as the Mekuria, Furth, and Nixon (2012) methodology, "no effect" signifies that there is no further decrease in comfort for that variable.

## UNCONTROLLED CROSSWALKS

**Table 3** presents uncontrolled pedestrian crossing Streetscore+ criteria. This method builds on *Safety Effects of Marked Versus Unmarked Crosswalk at Uncontrolled Locations* (FHWA, 2005) and adapts those findings to include specific recommended enhancements with the latest industry standards on flashing beacons. Based on available documentation of the efficacy of different types of beacons and practitioner perspective on maintenance, only rectangular rapid flashing beacons (RRFBs) and pedestrian hybrid beacons (PHBs) are considered as lighted crosswalk enhancements. Table 11 from the FHWA report is adapted to designate RRFBs specifically as an enhancement if a marked crosswalk is assumed to have a possible increase in pedestrian crash risk without enhancements, and to include PHBs and signals, if warranted, as the substantial crossing improvement required in order to mark a crosswalk if the location is designated as marked crosswalks alone are insufficient, as pedestrian crash risk may be increased by providing marked crosswalks alone. Geometric enhancements should always be considered.

The Streetscore+ is calculated by comparing **Table 3** against what the user has input regarding travel lanes, ADT, speed, median refuge, and crosswalk enhancements. If the input roadway characteristics and crosswalk enhancements, if any, match the recommended roadway characteristics and crosswalk enhancements, if any, then a Streetscore+ of 1 is received. If the recommended crosswalk enhancements

do not match based on the roadway characteristics, then a Streetscore+ of 4 is received. The purpose of the binary scoring system is that the crosswalk either does or does not meet best practices in uncontrolled crosswalk safety. Therefore, if the existing or proposed crosswalk enhancements match the level of enhancements required based on speed, volumes, and number of travel lanes, then the Streetscore+ is considered to be “good” and received a Streetscore+ of 1. If not, then the Streetscore+ is considered to be “poor” or Streetscore+ 4.

**TABLE 3 STREETSCORE+ CRITERIA  
UNCONTROLLED PEDESTRIAN CROSSING**

Roadway Type	Vehicle ADT <9,000			Vehicle ADT >9,000 to 12,000			Vehicle ADT > 12,000 to 15,000			Vehicle ADT > 15,000		
	30 mph	35 mph	40 mph	30 mph	35 mph	40 mph	30 mph	35 mph	40 mph	30 mph	35 mph	40 mph
<b>Two Lanes</b>	A	A	B	A	A	B	A	A	C	A	B	C
<b>Three Lanes</b>	A	A	B	A	B	B	B	B	C	B	C	C
<b>Multilane (4 lanes with raised median)</b>	A	A	C	A	B	C	B	B	C	C <sup>1</sup>	C	C
<b>Multilane (4 lanes without raised median)</b>	A	B	C	B	B	C	C <sup>1</sup>	C	C	C <sup>1</sup>	C	C

Notes:

A=Level A, Signing and Striping Only;

B=Level B, Rapid Rectangular Flashing Beacons (RRFB);

C=Level C, Pedestrian Hybrid Beacon (PHB) or Signal.

Geometric treatments should also be considered prior to the implementation of recommended enhancement.

1. Depending on site observation, driver yielding rates, and other engineering considerations, RRFBs could be considered.



## BICYCLE STREETSCORE+ METHODOLOGY

The Streetscore+ methodology for bicycle facilities builds on the Mekuria, Furth, and Nixon LTS methodology, with updates provided based on the NACTO Urban Bikeway Guide, 2<sup>nd</sup> edition documentation. As discussed in the literature review, two specific bicycle facility were identified in the existing LTS methodology when it comes to evaluating innovative bicycle facilities: cycle tracks and bicycle boulevards. Because both bikeway types hold a high potential to increase the number of bicycling trips, accurately assessing how their designs, which can vary greatly in level of protection and traffic calming, influence bicycle comfort is critical. The Streetscore+ methodology uses the LTS methodology as a base with the following modifications:

- **Cycle Tracks** (or “separated bikeways”) – Off-street bikeways and cycle tracks are automatically scored LTS 1 in the LTS methodology. The Streetscore+ methodology incorporates design criteria from the NACTO Urban Bikeway Guide, 2<sup>nd</sup> edition to account for best practices in cycle track design at the link and intersection level.
- **Bicycle Boulevards** – Bicycle boulevards are treated as bicycle routes in the LTS methodology and do not include special consideration of traffic calming, volumes, or speeds. The Streetscore+ methodology incorporates design criteria from the NACTO Urban Bikeway Guide, 2<sup>nd</sup> edition to account for best practices in bicycle boulevards design on links and for major street crossings.

The Streetscore+ scoring methodology is intended to be fully parallel to the Mekuria, Furth, and Nixon’s LTS methodology with a 1-4 scale. Four Types of Cyclists prepared by Roger Geller, Bicycle Coordinator for Portland Office of Transportation, describes these scales in detail and is attached for reference:

- Streetscore+ 1 - The lowest level of traffic stress and the design goal for a network that truly accommodates people of all ages and abilities. This level of traffic stress would allow children trained in traffic safety to bicycle to school by themselves as well as people “interested but concerned” about bicycling.<sup>4</sup>
- Streetscore+ 2 - The highest level of acceptable traffic stress for the “interested but concerned” segment of the population. This is the threshold for a “low traffic stress” bicycle network that truly accommodates people of all ages and abilities.
- Streetscore+ 3 - This level of traffic stress accommodates a much smaller segment of population - Geller’s “enthused and confident” segment of the population - who are excited and more familiar with biking and will therefore accept a higher level of traffic stress.

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<sup>4</sup> Geller, “Four Types of Cyclists,” Undated. <https://www.portlandoregon.gov/transportation/article/237507>

- Streetscore+ 4 - This is a very high level of traffic stress that does not work for approximately 99% of the population according to Geller's classification scheme. Only the "strong and fearless" cohort will feel comfortable riding on these facilities.

## CYCLE TRACK – LINKS

NACTO guidance details separate methodologies for raised cycle tracks versus in-roadway cycle tracks as the designs differ. Parking is another critical variable that affects design elements, as a result with and without parking criteria are presented for each. For each set of criteria, it is assumed that the cycle track is a direct route with clear wayfinding signs and pavement legends to help guide bicyclists of all ages and abilities on the corridor.

### RAISED CYCLE TRACKS WITH PARKING

NACTO states a preferred dimension of 6.5 feet for a raised cycle track riding surface to allow bicyclists to travel side-by-side or to pass other bicyclists with a minimum of 5 feet. Adjacent to parking a minimum 3 foot buffer is required to allow passenger loading and protect bicyclists from dooring incidents. NACTO acknowledges that driveways and minor street crossings create potential visibility issues between bicyclist and drivers. As a result, it recommends that parking be prohibited 30 feet from either side of an intersection to improve driver-bicyclist sight lines.

Blockages to the cycle track, such as with double-parked vehicles, may be enabled if mountable curb or a cycle track at half the curb height is used. If the cycle track design specifies designated loading zones that are attractive for commercial and/or passenger loading or if the design physically prevents the cycle track from being blocked by vehicles, a Streetscore+ of 1 is received. If the design does not address curb management or if the cycle track can be blocked by vehicles, a Streetscore+ of 3 is received. **Table 4** presents the methodology.

**TABLE 4: STREETSCORE+ CRITERIA  
RAISED CYCLE TRACK WITH PARKING**

Criteria	Streetscore+ 1	Streetscore+ 2	Streetscore+ 3	Streetscore+ 4
<b>Buffer Width</b>	>3 feet	(no effect)	3 feet	<3 feet
<b>Bicycle Lane Width</b>	>=6.5 feet	5 to 6.5 feet	(no effect)	<5 feet
<b>Visibility at Minor Streets</b>	Parking prohibited >=30 feet from intersections	(no effect)	Parking prohibited <30 feet from intersections	(no effect)
<b>Cycle Track Blockage</b>	Vehicle loading is accommodated through design	(no effect)	Vehicle loading is not accommodated through design and blockages are expected	(no effect)

Same as the Mekuria, Furth, and Nixon (2012) methodology, “no effect” signifies that there is no further decrease in comfort for that variable.

## RAISED CYCLE TRACKS WITHOUT PARKING

Raised cycle tracks without parking generally use the same criteria as raised cycle tracks with parking except that adjustments are made to the horizontal separation criterion and a speed criterion is introduced. Separation can be provided by either a mountable curb with a desired 4:1 slope or a furnishing zone buffer separating the cycle track from the travel lane per NACTO. The highest score that the cycle track with mountable curb can receive is Streetscore+ 2. Raised cycle tracks with mountable curbs less the NACTO-recommended minimum one (1) foot buffer receive Streetscore+ 3. Where a furnishing zone buffer of at least 3 feet is provided, raised cycle tracks receive Streetscore+ 1.

With no parked cars to buffer the cycle track from the travel lane, speed is introduced to account for traffic stress associated with riding adjacent to fast moving vehicles. The Streetscore+ is balanced against the network-planning desire to site cycle tracks on higher speed roads, such as arterials. As a result, Streetscore+ of 1 still allows for a prevailing speed of up to 30 MPH.

Operable cycle track surface width, cycle track blockages, and visibility at minor streets are still included. Because parking is not included, the visibility at minor streets is instead defined by the sight triangle between the driver and the bicyclist. **Table 5** presents the methodology.

**TABLE 5: STREETSCORE+ CRITERIA  
RAISED CYCLE TRACK WITHOUT PARKING**

Criteria	Streetscore+ 1	Streetscore+ 2	Streetscore+ 3	Streetscore+ 4	
<b>Separation</b>	<b>Mountable Curb with 4:1 Slope</b>	(no effect)	>= 1 foot	<1 foot	(no effect)
	<b>Furnishing Zone Buffer</b>	>=3 feet	(no effect)	<3 feet	(no effect)
<b>Speed Limit or Prevailing Speed</b>	30 MPH or less	Up to 35 MPH	Up to 40 MPH	(no effect)	
<b>Bicycle Lane Width</b>	>=6.5 feet	5 to 6.5 feet	(no effect)	<5 feet	
<b>Visibility at Minor Streets</b>	Design accommodates 20 feet for sight triangle to the cycle track from minor street crossings and 10 feet from driveway crossings	(no effect)	Sight triangles <20 feet / 10 feet	(no effect)	
<b>Cycle Track Blockage</b>	Vehicle loading is accommodated through design	(no effect)	Vehicle loading is not accommodated through design and blockages are expected	(no effect)	

Same as the Mekuria, Furth, and Nixon (2012) methodology, “no effect” signifies that there is no further decrease in comfort for that variable.

## IN-ROADWAY CYCLE TRACKS WITH PARKING

Parking-protected in-roadway cycle tracks have similar Streetscore+ criteria to raised cycle tracks, but include additional details on the operable cycle track lane width as well as the type and width of buffer.

Per NACTO, the desired width of the operable cycle track area is 7 feet in uphill portions or where bicycle volumes are higher and is otherwise 6 feet, allowing for a Streetscore+ of 1. A minimum width of 5 feet is required, resulting in a Streetscore+ of 2.

While parking is assumed in this scenario, buffer type offers an additional level of protection for the cycle track. If the buffer is solid or raised, the maximum Streetscore+ of 1 is received. If the buffer is painted and has some vertical elements, such as soft-hit posts or rubber curb, a Streetscore+ of 2 is calculated. While the highest score a paint-only cycle track can receive is 3. Likewise, the desired minimum dimension for

parking and the parking-side buffer is 11 feet with a minimum 3 foot buffer. Parking widths of 7 feet that still provide the 3 foot buffer receive a score of 3 to account for added friction and more constrained cross-section. **Table 6** presents the methodology.

**TABLE 6: STREETSCORE+ CRITERIA  
IN-ROADWAY CYCLE TRACK WITH PARKING**

Criteria	Streetscore+ 1	Streetscore+ 2	Streetscore+ 3	Streetscore+ 4	
<b>Bicycle Lane Width</b>	<i>Uphill or High Volume</i>	>=7 feet	<=6 feet	(no effect)	(no effect)
	<i>Otherwise</i>	>=6 feet	<=5 feet	(no effect)	(no effect)
<b>Buffer Type</b>	Solid/Raised	Painted + Some Vertical Elements <sup>1</sup>	Painted Only	(no effect)	
<b>Parking + Buffer Width</b>	>=11 feet, with >3 feet buffer	(no effect)	10 feet total, with minimum 3 feet buffer	<10 feet total or buffer <3 feet	
<b>Visibility at Minor Streets</b>	Parking prohibited 30 feet from intersections	(no effect)	Sight triangles <30 feet	(no effect)	
<b>Cycle Track Blockage</b>	Vehicle loading is accommodated through design	(no effect)	Vehicle loading is not accommodated through design and blockages are Expected	(no effect)	

1. Such as soft-hit posts, landscape planters, and other vertical elements that provided additional protection but do not provide a continuous raised barrier.

Note: Same as the Mekuria, Furth, and Nixon (2012) methodology, "no effect" signifies that there is no further decrease in comfort for that variable.

## IN-ROADWAY CYCLE TRACKS WITHOUT PARKING

In-roadway cycle tracks without parking includes the same criteria as in-roadway cycle tracks with parking, but also includes the speed criteria to account for the lack of parking buffer. Visibility at minor streets focuses on sight triangles since parking is prohibited in this condition. **Table 7** presents the methodology.

**TABLE 7 STREETSCORE+ CRITERIA  
IN-ROADWAY CYCLE TRACK WITHOUT PARKING**

Criteria	Streetscore+ 1	Streetscore+ 2	Streetscore+ 3	Streetscore+ 4	
<b>Bicycle Lane Width</b>	<i>Uphill or High Volume</i>	>=7 feet	<=6 feet	(no effect)	(no effect)
	<i>Otherwise</i>	>=6 feet	<=5 feet	(no effect)	(no effect)
<b>Buffer Type</b>	Solid/Raised	Painted + Some Vertical Elements <sup>1</sup>	(no effect)	(no effect)	
<b>Buffer Width</b>	>=4 feet	3 feet	<3 feet	(no effect)	
<b>Visibility at Minor Streets</b>	Design accommodates sight triangle of 20 feet to the cycle track from minor street crossings and 10 feet from driveway crossings	(no effect)	Sight triangles less than 20 feet and 10 feet	(no effect)	
<b>Speed Limit or Prevailing Speed</b>	<=30 MPH or less	31- 35 MPH	>=36 MPH	(no effect)	
<b>Cycle Track Blockage</b>	Vehicle loading is accommodated through design	(no effect)	Vehicle loading is not accommodated through design and blockages are Expected	(no effect)	

1. Such as soft-hit posts, landscape planters, and other vertical elements that provided additional protection but do not provide a continuous raised barrier.

Same as the Mekuria, Furth, and Nixon (2012) methodology, "no effect" signifies that there is no further decrease in comfort for that variable.

## CYCLE TRACKS AT SIGNALIZED INTERSECTIONS

Intersections are a very sensitive design area for cycle tracks and have a high potential to provide a weak link in an otherwise robust facility. Signalized intersections in particular require consideration of protected intersection treatments, protected signal phasing, and consideration of left- and right-turn auto movements across the cycle track. The Streetscore+ methodology for cycle tracks is calculated by intersection approach, similar to the LTS methodology. It is assumed that clear wayfinding and pavement legends provide guidance to bicyclists through these intersections. **Table 8** presents the Streetscore+ criteria for cycle tracks at signalized intersections.

**TABLE 8 STREETSCORE+ CRITERIA  
CYCLE TRACKS AT SIGNALIZED INTERSECTIONS**

Criteria	Streetscore+ 1	Streetscore+ 2	Streetscore+ 3	Streetscore+ 4
<b>Separation</b>	Separate signal Phasing <sup>1</sup> for cycle track with barrier <sup>2</sup> at intersection approach	Barrier and good sightlines but permitted turns (RT <150 vph) during cycle track green phase	Barrier and good sightlines but permitted turns (RT >150 vph) during cycle track green phase <u>OR</u> No barrier separation i.e., mixing zone or striped bike lane with right-turn pocket (RT <150 vph)	No barrier separation i.e., mixing zone or striped lane with right-turn pocket (RT >150 vph)
<b>Bicycle Left-Turns</b>	Protected Intersection	Painted Treatments: Two-Stage Turn Box or Bike Box	Break in separation/barrier for bikes to merge out	(no effect)
<b>Conflicting Left-Turn Treatments</b>	Protected Left-Turns	(no effect)	Permissive Left-Turns	(no effect)

1. Either with protected right-turn phase or dedicated bicycle only phase that does not overlap with permitted turning autos or opposing auto movements.
2. Barrier would be a solid, raised elements (curb, landscape-buffer, etc) or a protected intersection that remain up until the intersection.

Same as the Mekuria, Furth, and Nixon (2012) methodology, "no effect" signifies that there is no further decrease in comfort for that variable.

## SEPARATION

A variety of methods can be used to separate conflicts between turning vehicles and through bicyclists at signalized intersections. Separate signal phasing between through bicyclists and turning vehicles entirely remove the conflict, therefore receiving a Streetscore+ of 1. This treatment should include a solid barrier up to the intersection to reinforce the cycle track protection.

The protected intersection treatment alone substantially reduces the potential and impact of conflict, putting bicyclists ahead of turning vehicles and reducing the speeds of right-turning vehicles; however, they do not remove the conflict all together. Where these treatments are implemented with right-turn vehicle volumes per hour less than 150, a Streetscore+ of 2 is provided. Where right-turn volumes are higher than 150 vehicles per hour or where mixing zones or striped bike lanes with low right-turn volumes are striped, a score of 3 is received. This accounts for the real drop in protection of the cycle track.



## BICYCLE LEFT-TURNS

Cycle track designs should accommodate left-turns out of the cycle track. Streetscore+ 1 is reserved for protected intersections, which facilitate two-stage turns with a raised barrier and full protection from the roadway. Painted facilities allowing bicyclists to cross in two stages – two stage turn boxes and bike boxes – received a Streetscore+ of 2. Breaks in cycle track barriers or similar treatments requiring bikes to confidently move out of the cycle track and merge across lanes receive a Streetscore+ of 3.

## CONFLICT LEFT-TURN TREATMENTS

While right-hook conflicts are the commonly discussed conflict for bicyclists, auto left-turns across the cycletrack should also be considered. Protected vehicular left-turns which fully remove the bicyclist-auto conflicts receive a Streetscore+ of 1. Permissive left-turns receive a Streetscore+ of 3, as that phasing does not mitigate the conflict.

## CYCLE TRACKS AT STOP-CONTROLLED AND UNCONTROLLED INTERSECTIONS

Cycle tracks at stop-controlled or uncontrolled intersections have different needs than signalized intersections which are likely to have higher traffic volumes and more turning conflicts. The focus of stop-controlled and uncontrolled is on conflicts with right-turn vehicles and maintaining good sightlines. **Table 9** presents the methodology.

**TABLE 9 STREETSCORE+ CRITERIA  
CYCLE TRACKS AT STOP-CONTROLLED AND UNCONTROLLED INTERSECTIONS**

Criteria	Streetscore+ 1	Streetscore+ 2	Streetscore+ 3	Streetscore+ 4
<b>Approach Geometry</b>	-	Separation or barrier with permitted right turns <150 vph	Through bike lane and right-turn lane OR mixing zone with <150 vph	Through bike lane and right-turn lane OR mixing zone with >150 vph
<b>Visibility at Minor Streets</b>	Design accommodates sight triangle of 20 feet to the cycle track from minor street crossings and 10 feet from driveway crossings. If parking, prohibited 30 feet from Intersection	(no effect)	Sight triangles less than 20 feet /10 feet	(no effect)

Same as the Mekuria, Furth, and Nixon (2012) methodology, "no effect" signifies that there is no further decrease in comfort for that variable.

## BICYCLE BOULEVARD – LINKS

The Streetscore+ methodology incorporates design criteria from the NACTO Urban Bikeway Guide, 2nd edition to account for best practices in bicycle boulevard design at the link-level. The Mekuria, Furth, and Nixon LTS methodology evaluates a bicycle boulevard using the same criteria – speed and travel lanes – as any other bicycle route. Given the sensitivity of bicycle boulevards to average daily traffic (ADT) and speeds, Streetscore+ for bicycle boulevards requires ADT and posted speed limit (ideally prevailing speed) and incorporates a higher sensitivity to those two factors for designated bicycle boulevards. To account for bicyclist delay on bicycle boulevards, the frequency of controlled intersection was also introduced to account for less desirability associated with losing momentum when stopping/starting at controlled intersections. **Table 10** presents the methodology.

**TABLE 10: STREETSCORE+ CRITERIA  
BICYCLE BOULEVARD LINKS**

Criteria	Streetscore+ 1	Streetscore+ 2	Streetscore+ 3	Streetscore+ 4
<b>ADT on Link</b>	<1,500	1,500-3,000	3,000-6,000	>6,000
<b>Speed</b>	<=20 MPH	Up to 25 MPH	(no effect)	>25 MPH
<b>Number of Stop Signs per Mile</b>	2	4	6	>6

Same as the Mekuria, Furth, and Nixon (2012) methodology, "no effect" signifies that there is no further decrease in comfort for that variable.

### AVERAGE DAILY TRAFFIC (ADT)

Bicycle boulevards are typically located on two-lane residential streets. As such, the number of travel lanes does not provide substantial differentiation in the traffic stress on the facility. As a result, only ADT is used. NACTO states that 1,500 ADT is desirable, with up to 3,000 allowed on limited section of the corridor. As a result, these were assigned to Streetscore+ 1 and 2, respectively.

### SPEED

The NACTO Urban Bikeway Guide recommends that bicycle boulevards should have a target speed of 20 MPH to maximize bicycle comfort and safety. Where speed is higher than 20 MPH, speed management strategies should be used to lower the 85<sup>th</sup> percentile speed. Given this target speed, bicycle boulevards with 20 MPH or slower speeds are given a Streetscore+ of 1, up to 25 MPH a Streetscore+ of 2, and greater than 25 MPH is Streetscore+ 3.

### NUMBER OF STOP-CONTROLLED INTERSECTIONS PER MILE

The NACTO Urban Bikeway Guide states that at intersections with local streets and minor collectors, bicycle boulevards should have right-of-way priority to reduce or minimize delay by limiting the number of stop signs along the route. Segments of at least one half mile with continuous travel i.e., no stop sign controls are desirable. A metric of the number of controlled intersections per mile was developed to account for bicycle boulevard priority and bicyclist delay. The metric considers stop-control on the bicycle boulevard and not signalized intersections.

## BICYCLE BOULEVARDS – MAJOR STREET CROSSINGS

The bicycle boulevard major street crossing methodology proposes a parallel approach to uncontrolled crosswalk locations. While the efficacy of RRFBs and PHBs are better documented for pedestrians, many cities are beginning to utilize these enhancements on bicycle boulevards. Given the sensitive nature of these crossings for bicyclists of all ages and abilities, the needs are assumed to be similar to that of a pedestrians at uncontrolled crosswalks at major streets. As detailed in the Pedestrian Streetscore+ section, this method assumes a three-tiered level of crossing enhancements:

- A: Crosswalk Enhancements with Signing and Striping Only
- B: Crosswalk Enhancement with Signing, Striping, and Rectangular Rapid Flashing Beacons (RRFBs). Note that this assumes bicyclists would be able to actuate the RRFB through a separated push button located adjacent to the travelway.
- C: Crosswalk Enhancement with Signing, Striping, and Pedestrian Hybrid Beacon (PHB) or Traffic Signal. Note that this assumes bicyclists would be able to actuate the PHB or signal through bicycle detection.

The Streetscore+ for bicycle boulevard crossings therefore defines the minimum recommended design elements based on ADT, number of travel lanes, and speed, as presented in Table 11. Based on user input regarding the presence of signing and striping only or beacons, Streetscore+ delivers a score of 1 if the level of treatment matches the recommended treatment, and a score of 4 if the existing/proposed treatments input by the user do not match recommended treatments. In addition to the signing, striping, and beacon and/or signal enhancements, users should also examine the feasibility of geometric improvements at the crosswalk, such as curb extensions or median refuges.

**TABLE 11 STREETSCORE+ CRITERIA  
BICYCLE BOULEVARD MAJOR STREET CROSSING**

Major Street Criteria	Vehicle ADT <9,000			Vehicle ADT >9,000 to 12,000			Vehicle ADT > 12,000 to 15,000			Vehicle ADT > 15,000		
	30 mph	35 mph	40 mph	30 mph	35 mph	40 mph	30 mph	35 mph	40 mph	30 mph	35 mph	40 mph
<b>Two Lanes</b>	A	A	B	A	A	B	A	A	C	A	B	C
<b>Three Lanes</b>	A	A	B	A	B	B	B	B	C	B	C	C
<b>Multilane (4 lanes with raised median)</b>	A	A	C	A	B	C	B	B	C	C <sup>1</sup>	C	C
<b>Multilane (4 lanes without raised median)</b>	A	B	C	B	B	C	C <sup>1</sup>	C	C	C <sup>1</sup>	C	C

Notes:

- Depending on site observations, driver yielding rates, and other engineering considerations, RRFBs could be considered.

Geometric treatments should also be considered prior to the implementation of recommended enhancement.

A=Level A, Signing and Striping Only

B=Level B, Rapid Rectangular Flashing Beacons (RRFB)

C=Level C, Pedestrian Hybrid Beacon (PHB) or Signal

Same as the Mekuria, Furth, and Nixon (2012) methodology, “no effect” signifies that there is no further decrease in comfort for that variable.

## Conclusion

The Streetscore+ methodology builds on Mekruia, Furth, and Nixon’s LTS methodology to incorporate a finer grain understanding of bicyclist comfort on cycle tracks and bicycle boulevards and creates a parallel methodology to measure pedestrian comfort on streets and at intersections. This methodology is intended to be easy-to-use with the typical datasets that transportation practitioners utilize on corridor studies and active transportation projects. As a result, transportation practitioners can use this tool in a sketch planning capacity to further active transportation designs and more accurately understand the impacts of design decisions on comfort and stress tolerance for people who walk and bike. Where data may not be available or local conditions may warrant adjusted criteria, the tool is intended to be flexible and customizable.





Bike Score  
 by  
 Intersection

*Refer to StreetScore+ white paper for criteria definitions.*

<b>Bike StreetScore by Intersection</b>		<b>Input</b>
View Basic Roadway Characteristics?		<b>+</b>
1	Roadway Name	<b>McClellan Rd</b>
2	Roadway Extents	<b>from Stelling Rd</b>
3	ADT (average daily traffic)	<b>9001-12000</b>
4	Prevailing Speed in MPH (use posted speed limit if speed data is not available)	<b>25</b>
5	Are the bicycle conditions the same in both directions? (e.g. bicycle facilities are the same in both directions, number of lanes are the same in both directions)	<b>Yes</b>
6	Are the pedestrian facilities the same in both directions? (e.g. sidewalk of similar width present on both sides of the street, number of lanes are the same in both directions)	<b>Yes</b>
7	Is there a raised median?	<b>Yes</b>
8	Number of Total Travel Lanes	<b>3</b>
	What is the bicycle facility type?	Bicycle Route Or No Designated Bikeway
	Is there a right turn lane?	Yes, >150'
	What is the right-turn speed?	15
	Does the configuration present additional hazards?	No
<b>Segment LTS Score Per Mineta Methodology</b>		<b>4</b>
<b>Street Score+ LTS Score</b>		<b>4</b>





Pedestrian  
Score by  
Intersection

*Refer to StreetScore+ white paper for criteria definitions.*

Pedestrian Intersection Signalized StreetScore		Input
View Basic Roadway Characteristics?		+
1	Roadway Name	McClellan Rd
2	Roadway Extents	from Stelling Rd to De Anza Rd
3	ADT (average daily traffic)	9001-12000
4	Prevailing Speed in MPH (use posted speed limit if speed data is not available)	25
5	Are the bicycle conditions the same in both directions? (e.g. bicycle facilities are the same in both directions, number of lanes are the same in both directions)	Yes
6	Are the pedestrian facilities the same in both directions? (e.g. sidewalk of similar width present on both sides of the street, number of lanes are the same in both directions)	Yes
7	Is there a raised median?	Yes
8	Number of Total Travel Lanes	3
	Is the intersection controlled?	Yes
	Is the intersection stop controlled?	No
	What is the longest signalized crossing distance? (Based on Travel Lanes including Turn Lanes)	4 to 5 with median
	Does the signal have pedestrian-friendly signals?	Yes, peak hour recall
	Does the signal have audible push buttons and pedestrian signals?	Countdown Signals, Viro tactile/Audible Push Buttons & Signals
	What kind of curb ramps are present?	Diagonal Curb Ramp
	Are there right-turn slip lanes at the intersection?	Yes
	What is the slip lane control?	Pedestrian Given ROW
	Conflicts and Mitigation	Low speed, low conflicts or high speed with mitigated conflicts
<b>Street Score+ LTS Score</b>		<b>2</b>



Bike Score  
 by  
 Intersection

*Refer to StreetScore+ white paper for criteria definitions.*

<b>Bike StreetScore by Intersection</b>		<b>Input</b>
View Basic Roadway Characteristics?		<b>+</b>
1	Roadway Name	<b>De Anza Blvd</b>
2	Roadway Extents	<b>from Bollinger</b>
3	ADT (average daily traffic)	<b>&gt;15000</b>
4	Prevailing Speed in MPH (use posted speed limit if speed data is not available)	<b>40</b>
5	Are the bicycle conditions the same in both directions? (e.g. bicycle facilities are the same in both directions, number of lanes are the same in both directions)	<b>Yes</b>
6	Are the pedestrian facilities the same in both directions? (e.g. sidewalk of similar width present on both sides of the street, number of lanes are the same in both directions)	<b>Yes</b>
7	Is there a raised median?	<b>Yes</b>
8	Number of Total Travel Lanes	<b>8</b>
	What is the bicycle facility type?	Bicycle Lane
	Is there a right turn lane?	No
	Does the configuration present additional hazards?	Yes
<b>Segment LTS Score Per Mineta Methodology</b>		<b>4</b>
<b>Street Score+ LTS Score</b>		<b>4</b>



Pedestrian  
Score by  
Intersection

*Refer to StreetScore+ white paper for criteria definitions.*

<b>Pedestrian Intersection Signalized StreetScore</b>		<b>Input</b>
View Basic Roadway Characteristics?		<b>+</b>
1	Roadway Name	<b>De Anza Blvd</b>
2	Roadway Extents	<b>from Bollinger Rd to McClellan Rd</b>
3	ADT (average daily traffic)	<b>&gt;15000</b>
4	Prevailing Speed in MPH (use posted speed limit if speed data is not available)	<b>40</b>
5	Are the bicycle conditions the same in both directions? (e.g. bicycle facilities are the same in both directions, number of lanes are the same in both directions)	<b>Yes</b>
6	Are the pedestrian facilities the same in both directions? (e.g. sidewalk of similar width present on both sides of the street, number of lanes are the same in both directions)	<b>Yes</b>
7	Is there a raised median?	<b>Yes</b>
8	Number of Total Travel Lanes	<b>8</b>
	Is the intersection controlled?	Yes
	Is the intersection stop controlled?	No
	What is the longest signalized crossing distance? (Based on Travel Lanes including Turn Lanes)	<b>6+</b>
	Does the signal have pedestrian-friendly signals?	Yes, peak hour recall
	Does the signal have audible push buttons and pedestrian signals?	Missing Pedestrian Signals, No Countdown Signals, or Not Accessible
	What kind of curb ramps are present?	Missing Curb Ramp
	Are there right-turn slip lanes at the intersection?	No
	Conflicts and Mitigation	High speed, unmitigated conflicts
<b>Street Score+ LTS Score</b>		<b>4</b>



Bike Score  
by  
Intersection

*Refer to StreetScore+ white paper for criteria definitions.*

<b>Bike StreetScore by Intersection</b>		<b>Input</b>
View Basic Roadway Characteristics?		<b>+</b>
1	Roadway Name	<b>De Anza Boulevard</b>
2	Roadway Extents	<b>from Rodrigues</b>
3	ADT (average daily traffic)	<b>&gt;15000</b>
4	Prevailing Speed in MPH (use posted speed limit if speed data is not available)	<b>40</b>
5	Are the bicycle conditions the same in both directions? (e.g. bicycle facilities are the same in both directions, number of lanes are the same in both directions)	<b>Yes</b>
6	Are the pedestrian facilities the same in both directions? (e.g. sidewalk of similar width present on both sides of the street, number of lanes are the same in both directions)	<b>Yes</b>
7	Is there a raised median?	<b>Yes</b>
8	Number of Total Travel Lanes	<b>8</b>
	What is the bicycle facility type?	Bicycle Lane
	Is there a right turn lane?	No
	Does the configuration present additional hazards?	Yes
<b>Segment LTS Score Per Mineta Methodology</b>		<b>4</b>
<b>Street Score+ LTS Score</b>		<b>4</b>



Pedestrian  
Score by  
Intersection

*Refer to StreetScore+ white paper for criteria definitions.*

<b>Pedestrian Intersection Signalized StreetScore</b>		<b>Input</b>
	View Basic Roadway Characteristics?	<b>+</b>
1	Roadway Name	<b>De Anza Boulevard</b>
2	Roadway Extents	<b>from Rodrigues Ave to McClellan Rd</b>
3	ADT (average daily traffic)	<b>&gt;15000</b>
4	Prevailing Speed in MPH (use posted speed limit if speed data is not available)	<b>40</b>
5	Are the bicycle conditions the same in both directions? (e.g. bicycle facilities are the same in both directions, number of lanes are the same in both directions)	<b>Yes</b>
6	Are the pedestrian facilities the same in both directions? (e.g. sidewalk of similar width present on both sides of the street, number of lanes are the same in both directions)	<b>Yes</b>
7	Is there a raised median?	<b>Yes</b>
8	Number of Total Travel Lanes	<b>8</b>
	Is the intersection controlled?	Yes
	Is the intersection stop controlled?	No
	What is the longest signalized crossing distance? (Based on Travel Lanes including Turn Lanes)	<b>6+</b>
	Does the signal have pedestrian-friendly signals?	Yes, peak hour recall
	Does the signal have audible push buttons and pedestrian signals?	Countdown Signals, Viotactile/ Audible Push Buttons & Signals
	What kind of curb ramps are present?	Diagonal Curb Ramp
	Are there right-turn slip lanes at the intersection?	No
	Conflicts and Mitigation	High speed, unmitigated conflicts
<b>Street Score+ LTS Score</b>		<b>4</b>



Bike Score  
 by  
 Intersection

*Refer to StreetScore+ white paper for criteria definitions.*

<b>Bike StreetScore by Intersection</b>		<b>Input</b>
View Basic Roadway Characteristics?		-
What is the bicycle facility type?	Bicycle Route Or No Designated Bikeway	
Is there a right turn lane?	Yes, >150'	
What is the right-turn speed?	10	
Does the configuration present additional hazards?	No	
<b>Segment LTS Score Per Mineta Methodology</b>		<b>4</b>
<b>Street Score+ LTS Score</b>		<b>4</b>



Pedestrian  
Score by  
Intersection

*Refer to StreetScore+ white paper for criteria definitions.*

Pedestrian Intersection Signalized StreetScore		Input
View Basic Roadway Characteristics?		+
1	Roadway Name	Pacifica Dr
2	Roadway Extents	from Blaney Ave to De Anza Boulevard
3	ADT (average daily traffic)	3001-6000
4	Prevailing Speed in MPH (use posted speed limit if speed data is not available)	25
5	Are the bicycle conditions the same in both directions? (e.g. bicycle facilities are the same in both directions, number of lanes are the same in both directions)	Yes
6	Are the pedestrian facilities the same in both directions? (e.g. sidewalk of similar width present on both sides of the street, number of lanes are the same in both directions)	Yes
7	Is there a raised median?	No
8	Number of Total Travel Lanes	5
	Is the intersection controlled?	Yes
	Is the intersection stop controlled?	No
	What is the longest signalized crossing distance? (Based on Travel Lanes including Turn Lanes)	4 to 5 with median
	Does the signal have pedestrian-friendly signals?	Yes, peak hour recall
	Does the signal have audible push buttons and pedestrian signals?	Countdown Signals, Viro tactile/Audible Push Buttons & Signals
	What kind of curb ramps are present?	Diagonal Curb Ramp
	Are there right-turn slip lanes at the intersection?	Yes
	What is the slip lane control?	Pedestrian Given ROW
	Conflicts and Mitigation	Low speed, low conflicts or high speed with mitigated conflicts
<b>Street Score+ LTS Score</b>		<b>2</b>





Bike Score  
 by  
 Intersection

*Refer to StreetScore+ white paper for criteria definitions.*

<b>Bike StreetScore by Intersection</b>		<b>Input</b>
View Basic Roadway Characteristics?		<b>+</b>
1	Roadway Name	<b>Stevens Creek Blvd</b>
2	Roadway Extents	<b>fromTantau Ave</b>
3	ADT (average daily traffic)	<b>&gt;15000</b>
4	Prevailing Speed in MPH (use posted speed limit if speed data is not available)	<b>35</b>
5	Are the bicycle conditions the same in both directions? (e.g. bicycle facilities are the same in both directions, number of lanes are the same in both directions)	<b>Yes</b>
6	Are the pedestrian facilities the same in both directions? (e.g. sidewalk of similar width present on both sides of the street, number of lanes are the same in both directions)	<b>Yes</b>
7	Is there a raised median?	<b>Yes</b>
8	Number of Total Travel Lanes	<b>7</b>
	What is the bicycle facility type?	Bicycle Lane
	Is there a right turn lane?	No
	Does the configuration present additional hazards?	Yes
<b>Segment LTS Score Per Mineta Methodology</b>		<b>4</b>
<b>Street Score+ LTS Score</b>		<b>4</b>



Pedestrian  
Score by  
Intersection

*Refer to StreetScore+ white paper for criteria definitions.*

Pedestrian Intersection Signalized StreetScore		Input
View Basic Roadway Characteristics?		<b>+</b>
1	Roadway Name	Stevens Creek Blvd
2	Roadway Extents	from Tantau Ave to Sten Ave
3	ADT (average daily traffic)	>15000
4	Prevailing Speed in MPH (use posted speed limit if speed data is not available)	35
5	Are the bicycle conditions the same in both directions? (e.g. bicycle facilities are the same in both directions, number of lanes are the same in both directions)	Yes
6	Are the pedestrian facilities the same in both directions? (e.g. sidewalk of similar width present on both sides of the street, number of lanes are the same in both directions)	Yes
7	Is there a raised median?	Yes
8	Number of Total Travel Lanes	7
	Is the intersection controlled?	Yes
	Is the intersection stop controlled?	No
	What is the longest signalized crossing distance? (Based on Travel Lanes including Turn Lanes)	6+
	Does the signal have pedestrian-friendly signals?	Yes, peak hour recall
	Does the signal have audible push buttons and pedestrian signals?	Countdown Signals, Viro tactile/ Audible Push Buttons & Signals
	What kind of curb ramps are present?	Diagonal Curb Ramp
	Are there right-turn slip lanes at the intersection?	No
	Conflicts and Mitigation	High speed, unmitigated conflicts
<b>Street Score+ LTS Score</b>		<b>4</b>



Bike Score  
by  
Intersection

*Refer to StreetScore+ white paper for criteria definitions.*

<b>Bike StreetScore by Intersection</b>		<b>Input</b>
View Basic Roadway Characteristics?		<b>+</b>
1	Roadway Name	<b>Stern Ave</b>
2	Roadway Extents	<b>from Tilson Ave</b>
3	ADT (average daily traffic)	<b>3001-6000</b>
4	Prevailing Speed in MPH (use posted speed limit if speed data is not available)	<b>25</b>
5	Are the bicycle conditions the same in both directions? (e.g. bicycle facilities are the same in both directions, number of lanes are the same in both directions)	<b>Yes</b>
6	Are the pedestrian facilities the same in both directions? (e.g. sidewalk of similar width present on both sides of the street, number of lanes are the same in both directions)	<b>Yes</b>
7	Is there a raised median?	<b>No</b>
8	Number of Total Travel Lanes	<b>2</b>
	What is the bicycle facility type?	Bicycle Route Or No Designated Bikeway
	Is there a right turn lane?	No
	What is the right-turn speed?	15
	Does the configuration present additional hazards?	No
<b>Segment LTS Score Per Mineta Methodology</b>		<b>1</b>
<b>Street Score+ LTS Score</b>		<b>1</b>



Pedestrian  
Score by  
Intersection

*Refer to StreetScore+ white paper for criteria definitions.*

<b>Pedestrian Intersection Signalized StreetScore</b>		<b>Input</b>
View Basic Roadway Characteristics?		<b>+</b>
1	Roadway Name	<b>Stern Ave</b>
2	Roadway Extents	<b>from Tilson Ave to Steves Creek Blvd</b>
3	ADT (average daily traffic)	<b>3001-6000</b>
4	Prevailing Speed in MPH (use posted speed limit if speed data is not available)	<b>25</b>
5	Are the bicycle conditions the same in both directions? (e.g. bicycle facilities are the same in both directions, number of lanes are the same in both directions)	<b>Yes</b>
6	Are the pedestrian facilities the same in both directions? (e.g. sidewalk of similar width present on both sides of the street, number of lanes are the same in both directions)	<b>Yes</b>
7	Is there a raised median?	<b>No</b>
8	Number of Total Travel Lanes	<b>2</b>
Is the intersection controlled?		Yes
Is the intersection stop controlled?		No
What is the longest signalized crossing distance? (Based on Travel Lanes including Turn Lanes)		2 to 3
Does the signal have pedestrian-friendly signals?		Yes, peak hour recall
Does the signal have audible push buttons and pedestrian signals?		Countdown Signals, Viro tactile/Audible Push Buttons & Signals
What kind of curb ramps are present?		Diagonal Curb Ramp
Are there right-turn slip lanes at the intersection?		No
Conflicts and Mitigation		Low speed, unmitigated conflicts
<b>Street Score+ LTS Score</b>		<b>2</b>



Bike Score  
 by  
 Intersection

*Refer to StreetScore+ white paper for criteria definitions.*

<b>Bike StreetScore by Intersection</b>		<b>Input</b>
View Basic Roadway Characteristics?		<b>+</b>
1	Roadway Name	<b>Driveway</b>
2	Roadway Extents	<b>Driveway</b>
3	ADT (average daily traffic)	<b>1500-3000</b>
4	Prevailing Speed in MPH (use posted speed limit if speed data is not available)	<b>25</b>
5	Are the bicycle conditions the same in both directions? (e.g. bicycle facilities are the same in both directions, number of lanes are the same in both directions)	<b>Yes</b>
6	Are the pedestrian facilities the same in both directions? (e.g. sidewalk of similar width present on both sides of the street, number of lanes are the same in both directions)	<b>Yes</b>
7	Is there a raised median?	<b>No</b>
8	Number of Total Travel Lanes	<b>2</b>
	What is the bicycle facility type?	Bicycle Route Or No Designated Bikeway
	Is there a right turn lane?	No
	What is the right-turn speed?	10
	Does the configuration present additional hazards?	No
<b>Segment LTS Score Per Mineta Methodology</b>		<b>1</b>
<b>Street Score+ LTS Score</b>		<b>1</b>



Pedestrian  
Score by  
Intersection

*Refer to StreetScore+ white paper for criteria definitions.*

<b>Pedestrian Intersection Signalized StreetScore</b>		<b>Input</b>
View Basic Roadway Characteristics?		<b>+</b>
1	Roadway Name	<b>Driveway</b>
2	Roadway Extents	<b>Driveway</b>
3	ADT (average daily traffic)	<b>1500-3000</b>
4	Prevailing Speed in MPH (use posted speed limit if speed data is not available)	<b>25</b>
5	Are the bicycle conditions the same in both directions? (e.g. bicycle facilities are the same in both directions, number of lanes are the same in both directions)	<b>Yes</b>
6	Are the pedestrian facilities the same in both directions? (e.g. sidewalk of similar width present on both sides of the street, number of lanes are the same in both directions)	<b>Yes</b>
7	Is there a raised median?	<b>No</b>
8	Number of Total Travel Lanes	<b>2</b>
	Is the intersection controlled?	Yes
	Is the intersection stop controlled?	No
	What is the longest signalized crossing distance? (Based on Travel Lanes including Turn Lanes)	2 to 3
	Does the signal have pedestrian-friendly signals?	Yes, peak hour recall
	Does the signal have audible push buttons and pedestrian signals?	Countdown Signals, Viro tactile/ Audible Push Buttons & Signals
	What kind of curb ramps are present?	Directional Curb Ramp
	Are there right-turn slip lanes at the intersection?	No
	Conflicts and Mitigation	Low speed, low conflicts or high speed with mitigated conflicts
<b>Street Score+ LTS Score</b>		<b>2</b>



Bike Score  
 by  
 Intersection

*Refer to StreetScore+ white paper for criteria definitions.*

<b>Bike StreetScore by Intersection</b>		<b>Input</b>
View Basic Roadway Characteristics?		<b>+</b>
1	Roadway Name	<b>Stevens Creek Blvd</b>
2	Roadway Extents	<b>from Calvert Dr</b>
3	ADT (average daily traffic)	<b>&gt;15000</b>
4	Prevailing Speed in MPH (use posted speed limit if speed data is not available)	<b>35</b>
5	Are the bicycle conditions the same in both directions? (e.g. bicycle facilities are the same in both directions, number of lanes are the same in both directions)	<b>Yes</b>
6	Are the pedestrian facilities the same in both directions? (e.g. sidewalk of similar width present on both sides of the street, number of lanes are the same in both directions)	<b>Yes</b>
7	Is there a raised median?	<b>Yes</b>
8	Number of Total Travel Lanes	<b>7</b>
	What is the bicycle facility type?	Bicycle Lane
	Is there a right turn lane?	No
	Does the configuration present additional hazards?	Yes
<b>Segment LTS Score Per Mineta Methodology</b>		<b>4</b>
<b>Street Score+ LTS Score</b>		<b>4</b>





Pedestrian  
Score by  
Intersection

*Refer to StreetScore+ white paper for criteria definitions.*

Pedestrian Intersection Signalized StreetScore		Input
View Basic Roadway Characteristics?		<b>+</b>
1	Roadway Name	Stevens Creek Blvd
2	Roadway Extents	from Calvert Dr to Stern Ave
3	ADT (average daily traffic)	>15000
4	Prevailing Speed in MPH (use posted speed limit if speed data is not available)	35
5	Are the bicycle conditions the same in both directions? (e.g. bicycle facilities are the same in both directions, number of lanes are the same in both directions)	Yes
6	Are the pedestrian facilities the same in both directions? (e.g. sidewalk of similar width present on both sides of the street, number of lanes are the same in both directions)	Yes
7	Is there a raised median?	Yes
8	Number of Total Travel Lanes	7
	Is the intersection controlled?	Yes
	Is the intersection stop controlled?	No
	What is the longest signalized crossing distance? (Based on Travel Lanes including Turn Lanes)	6+
	Does the signal have pedestrian-friendly signals?	Yes, peak hour recall
	Does the signal have audible push buttons and pedestrian signals?	Countdown Signals, Viro tactile/ Audible Push Buttons & Signals
	What kind of curb ramps are present?	Diagonal Curb Ramp
	Are there right-turn slip lanes at the intersection?	No
	Conflicts and Mitigation	High speed, unmitigated conflicts
<b>Street Score+ LTS Score</b>		<b>4</b>



Bike Score  
by  
Intersection

*Refer to StreetScore+ white paper for criteria definitions.*

<b>Bike StreetScore by Intersection</b>		<b>Input</b>
View Basic Roadway Characteristics?		<b>+</b>
1	Roadway Name	<b>McClellan Rd</b>
2	Roadway Extents	<b>from Stelling Rd</b>
3	ADT (average daily traffic)	<b>9001-12000</b>
4	Prevailing Speed in MPH (use posted speed limit if speed data is not available)	<b>25</b>
5	Are the bicycle conditions the same in both directions? (e.g. bicycle facilities are the same in both directions, number of lanes are the same in both directions)	<b>Yes</b>
6	Are the pedestrian facilities the same in both directions? (e.g. sidewalk of similar width present on both sides of the street, number of lanes are the same in both directions)	<b>Yes</b>
7	Is there a raised median?	<b>Yes</b>
8	Number of Total Travel Lanes	<b>3</b>
	What is the bicycle facility type?	Bicycle Route Or No Designated Bikeway
	Is there a right turn lane?	Yes, >150'
	What is the right-turn speed?	15
	Does the configuration present additional hazards?	No
<b>Segment LTS Score Per Mineta Methodology</b>		<b>4</b>
<b>Street Score+ LTS Score</b>		<b>4</b>



Pedestrian  
Score by  
Intersection

*Refer to StreetScore+ white paper for criteria definitions.*

<b>Pedestrian Intersection Signalized StreetScore</b>		<b>Input</b>
View Basic Roadway Characteristics?		<b>+</b>
1	Roadway Name	<b>McClellan Rd</b>
2	Roadway Extents	<b>from Stelling Rd to De Anza Rd</b>
3	ADT (average daily traffic)	<b>9001-12000</b>
4	Prevailing Speed in MPH (use posted speed limit if speed data is not available)	<b>25</b>
5	Are the bicycle conditions the same in both directions? (e.g. bicycle facilities are the same in both directions, number of lanes are the same in both directions)	<b>Yes</b>
6	Are the pedestrian facilities the same in both directions? (e.g. sidewalk of similar width present on both sides of the street, number of lanes are the same in both directions)	<b>Yes</b>
7	Is there a raised median?	<b>Yes</b>
8	Number of Total Travel Lanes	<b>3</b>
	Is the intersection controlled?	Yes
	Is the intersection stop controlled?	No
	What is the longest signalized crossing distance? (Based on Travel Lanes including Turn Lanes)	4 to 5 with median
	Does the signal have pedestrian-friendly signals?	Yes, peak hour recall
	Does the signal have audible push buttons and pedestrian signals?	Countdown Signals, Viro tactile/Audible Push Buttons & Signals
	What kind of curb ramps are present?	Diagonal Curb Ramp
	Are there right-turn slip lanes at the intersection?	Yes
	What is the slip lane control?	Pedestrian Given ROW
	Conflicts and Mitigation	Low speed, low conflicts or high speed with mitigated conflicts
<b>Street Score+ LTS Score</b>		<b>2</b>



Bike Score  
by  
Intersection

*Refer to StreetScore+ white paper for criteria definitions.*

<b>Bike StreetScore by Intersection</b>		<b>Input</b>
View Basic Roadway Characteristics?		<b>+</b>
1	Roadway Name	<b>De Anza Blvd</b>
2	Roadway Extents	<b>from Bollinger</b>
3	ADT (average daily traffic)	<b>&gt;15000</b>
4	Prevailing Speed in MPH (use posted speed limit if speed data is not available)	<b>40</b>
5	Are the bicycle conditions the same in both directions? (e.g. bicycle facilities are the same in both directions, number of lanes are the same in both directions)	<b>Yes</b>
6	Are the pedestrian facilities the same in both directions? (e.g. sidewalk of similar width present on both sides of the street, number of lanes are the same in both directions)	<b>Yes</b>
7	Is there a raised median?	<b>Yes</b>
8	Number of Total Travel Lanes	<b>8</b>
	What is the bicycle facility type?	<b>Bicycle Lane</b>
	Is there a right turn lane?	<b>No</b>
	Does the configuration present additional hazards?	<b>Yes</b>
<b>Segment LTS Score Per Mineta Methodology</b>		<b>4</b>
<b>Street Score+ LTS Score</b>		<b>4</b>



Pedestrian  
Score by  
Intersection

*Refer to StreetScore+ white paper for criteria definitions.*

<b>Pedestrian Intersection Signalized StreetScore</b>		<b>Input</b>
View Basic Roadway Characteristics?		<b>+</b>
1	Roadway Name	<b>De Anza Blvd</b>
2	Roadway Extents	<b>from Bollinger Rd to McClellan Rd</b>
3	ADT (average daily traffic)	<b>&gt;15000</b>
4	Prevailing Speed in MPH (use posted speed limit if speed data is not available)	<b>40</b>
5	Are the bicycle conditions the same in both directions? (e.g. bicycle facilities are the same in both directions, number of lanes are the same in both directions)	<b>Yes</b>
6	Are the pedestrian facilities the same in both directions? (e.g. sidewalk of similar width present on both sides of the street, number of lanes are the same in both directions)	<b>Yes</b>
7	Is there a raised median?	<b>Yes</b>
8	Number of Total Travel Lanes	<b>8</b>
	Is the intersection controlled?	Yes
	Is the intersection stop controlled?	No
	What is the longest signalized crossing distance? (Based on Travel Lanes including Turn Lanes)	<b>6+</b>
	Does the signal have pedestrian-friendly signals?	Yes, peak hour recall
	Does the signal have audible push buttons and pedestrian signals?	Missing Pedestrian Signals, No Countdown Signals, or Not Accessible
	What kind of curb ramps are present?	Missing Curb Ramp
	Are there right-turn slip lanes at the intersection?	No
	Conflicts and Mitigation	High speed, unmitigated conflicts
<b>Street Score+ LTS Score</b>		<b>4</b>



Bike Score  
by  
Intersection

*Refer to StreetScore+ white paper for criteria definitions.*

<b>Bike StreetScore by Intersection</b>		<b>Input</b>
View Basic Roadway Characteristics?		<b>+</b>
1	Roadway Name	<b>De Anza Boulevard</b>
2	Roadway Extents	<b>from Rodrigues</b>
3	ADT (average daily traffic)	<b>&gt;15000</b>
4	Prevailing Speed in MPH (use posted speed limit if speed data is not available)	<b>40</b>
5	Are the bicycle conditions the same in both directions? (e.g. bicycle facilities are the same in both directions, number of lanes are the same in both directions)	<b>Yes</b>
6	Are the pedestrian facilities the same in both directions? (e.g. sidewalk of similar width present on both sides of the street, number of lanes are the same in both directions)	<b>Yes</b>
7	Is there a raised median?	<b>Yes</b>
8	Number of Total Travel Lanes	<b>8</b>
	What is the bicycle facility type?	Bicycle Lane
	Is there a right turn lane?	No
	Does the configuration present additional hazards?	Yes
<b>Segment LTS Score Per Mineta Methodology</b>		<b>4</b>
<b>Street Score+ LTS Score</b>		<b>4</b>



Pedestrian  
Score by  
Intersection

*Refer to StreetScore+ white paper for criteria definitions.*

<b>Pedestrian Intersection Signalized StreetScore</b>		<b>Input</b>
View Basic Roadway Characteristics?		<b>+</b>
1	Roadway Name	<b>De Anza Boulevard</b>
2	Roadway Extents	<b>from Rodrigues Ave to McClellan Rd</b>
3	ADT (average daily traffic)	<b>&gt;15000</b>
4	Prevailing Speed in MPH (use posted speed limit if speed data is not available)	<b>40</b>
5	Are the bicycle conditions the same in both directions? (e.g. bicycle facilities are the same in both directions, number of lanes are the same in both directions)	<b>Yes</b>
6	Are the pedestrian facilities the same in both directions? (e.g. sidewalk of similar width present on both sides of the street, number of lanes are the same in both directions)	<b>Yes</b>
7	Is there a raised median?	<b>Yes</b>
8	Number of Total Travel Lanes	<b>8</b>
	Is the intersection controlled?	Yes
	Is the intersection stop controlled?	No
	What is the longest signalized crossing distance? (Based on Travel Lanes including Turn Lanes)	<b>6+</b>
	Does the signal have pedestrian-friendly signals?	Yes, peak hour recall
	Does the signal have audible push buttons and pedestrian signals?	Countdown Signals, Viotactile/ Audible Push Buttons & Signals
	What kind of curb ramps are present?	Diagonal Curb Ramp
	Are there right-turn slip lanes at the intersection?	No
	Conflicts and Mitigation	High speed, unmitigated conflicts
<b>Street Score+ LTS Score</b>		<b>4</b>





Bike Score  
 by  
 Intersection

*Refer to StreetScore+ white paper for criteria definitions.*

<b>Bike StreetScore by Intersection</b>		<b>Input</b>
View Basic Roadway Characteristics?		-
What is the bicycle facility type?	Bicycle Route Or No Designated Bikeway	
Is there a right turn lane?	Yes, >150'	
What is the right-turn speed?	10	
Does the configuration present additional hazards?	No	
<b>Segment LTS Score Per Mineta Methodology</b>		<b>4</b>
<b>Street Score+ LTS Score</b>		<b>4</b>



Pedestrian  
Score by  
Intersection

*Refer to StreetScore+ white paper for criteria definitions.*

Pedestrian Intersection Signalized StreetScore		Input
View Basic Roadway Characteristics?		+
1	Roadway Name	Pacifica Dr
2	Roadway Extents	from Blaney Ave to De Anza Boulevard
3	ADT (average daily traffic)	3001-6000
4	Prevailing Speed in MPH (use posted speed limit if speed data is not available)	25
5	Are the bicycle conditions the same in both directions? (e.g. bicycle facilities are the same in both directions, number of lanes are the same in both directions)	Yes
6	Are the pedestrian facilities the same in both directions? (e.g. sidewalk of similar width present on both sides of the street, number of lanes are the same in both directions)	Yes
7	Is there a raised median?	No
8	Number of Total Travel Lanes	5
	Is the intersection controlled?	Yes
	Is the intersection stop controlled?	No
	What is the longest signalized crossing distance? (Based on Travel Lanes including Turn Lanes)	4 to 5 with median
	Does the signal have pedestrian-friendly signals?	Yes, peak hour recall
	Does the signal have audible push buttons and pedestrian signals?	Countdown Signals, Viro tactile/Audible Push Buttons & Signals
	What kind of curb ramps are present?	Diagonal Curb Ramp
	Are there right-turn slip lanes at the intersection?	Yes
	What is the slip lane control?	Pedestrian Given ROW
	Conflicts and Mitigation	Low speed, low conflicts or high speed with mitigated conflicts
<b>Street Score+ LTS Score</b>		<b>2</b>



Bike Score  
 by  
 Intersection

*Refer to StreetScore+ white paper for criteria definitions.*

<b>Bike StreetScore by Intersection</b>		<b>Input</b>
View Basic Roadway Characteristics?		<b>+</b>
1	Roadway Name	<b>Driveway</b>
2	Roadway Extents	<b>AMC Driveway</b>
3	ADT (average daily traffic)	<b>3001-6000</b>
4	Prevailing Speed in MPH (use posted speed limit if speed data is not available)	<b>15</b>
5	Are the bicycle conditions the same in both directions? (e.g. bicycle facilities are the same in both directions, number of lanes are the same in both directions)	<b>Yes</b>
6	Are the pedestrian facilities the same in both directions? (e.g. sidewalk of similar width present on both sides of the street, number of lanes are the same in both directions)	<b>Yes</b>
7	Is there a raised median?	<b>Yes</b>
8	Number of Total Travel Lanes	<b>5</b>
	What is the bicycle facility type?	Bicycle Route Or No Designated Bikeway
	Is there a right turn lane?	Yes, <=75'
	Is there more than one right-turn lanes?	No
	What is the right-turn speed?	10
	Does the configuration present additional hazards?	Yes
<b>Segment LTS Score Per Mineta Methodology</b>		<b>4</b>
<b>Street Score+ LTS Score</b>		<b>4</b>



Pedestrian  
Score by  
Intersection

*Refer to StreetScore+ white paper for criteria definitions.*

<b>Pedestrian Intersection Signalized StreetScore</b>		<b>Input</b>
View Basic Roadway Characteristics?		<b>+</b>
1	Roadway Name	<b>Driveway</b>
2	Roadway Extents	<b>AMC Driveway</b>
3	ADT (average daily traffic)	<b>3001-6000</b>
4	Prevailing Speed in MPH (use posted speed limit if speed data is not available)	<b>15</b>
5	Are the bicycle conditions the same in both directions? (e.g. bicycle facilities are the same in both directions, number of lanes are the same in both directions)	<b>Yes</b>
6	Are the pedestrian facilities the same in both directions? (e.g. sidewalk of similar width present on both sides of the street, number of lanes are the same in both directions)	<b>Yes</b>
7	Is there a raised median?	<b>Yes</b>
8	Number of Total Travel Lanes	<b>5</b>
	Is the intersection controlled?	Yes
	Is the intersection stop controlled?	No
	What is the longest signalized crossing distance? (Based on Travel Lanes including Turn Lanes)	4 to 5 with median
	Does the signal have pedestrian-friendly signals?	Yes, peak hour recall
	Does the signal have audible push buttons and pedestrian signals?	Countdown Signals, Viro tactile/ Audible Push Buttons & Signals
	What kind of curb ramps are present?	Directional Curb Ramp
	Are there right-turn slip lanes at the intersection?	No
	Conflicts and Mitigation	Low speed, low conflicts or high speed with mitigated conflicts
<b>Street Score+ LTS Score</b>		<b>2</b>



Bike Score  
 by  
 Intersection

*Refer to StreetScore+ white paper for criteria definitions.*

<b>Bike StreetScore by Intersection</b>		<b>Input</b>
View Basic Roadway Characteristics?		<b>+</b>
1	Roadway Name	<b>Wolfe Rd</b>
2	Roadway Extents	<b>from Stevens</b>
3	ADT (average daily traffic)	<b>&gt;15000</b>
4	Prevailing Speed in MPH (use posted speed limit if speed data is not available)	<b>35</b>
5	Are the bicycle conditions the same in both directions? (e.g. bicycle facilities are the same in both directions, number of lanes are the same in both directions)	<b>Yes</b>
6	Are the pedestrian facilities the same in both directions? (e.g. sidewalk of similar width present on both sides of the street, number of lanes are the same in both directions)	<b>Yes</b>
7	Is there a raised median?	<b>Yes</b>
8	Number of Total Travel Lanes	<b>7</b>
	What is the bicycle facility type?	<b>Bicycle Lane</b>
	Is there a right turn lane?	<b>No</b>
	Does the configuration present additional hazards?	<b>Yes</b>
<b>Segment LTS Score Per Mineta Methodology</b>		<b>4</b>
<b>Street Score+ LTS Score</b>		<b>4</b>



Pedestrian  
Score by  
Intersection

*Refer to StreetScore+ white paper for criteria definitions.*

<b>Pedestrian Intersection Signalized StreetScore</b>		<b>Input</b>
View Basic Roadway Characteristics?		<b>+</b>
1	Roadway Name	<b>Wolfe Rd</b>
2	Roadway Extents	<b>from Stevens Creek Blvd to Vallco Pkwy</b>
3	ADT (average daily traffic)	<b>&gt; 15000</b>
4	Prevailing Speed in MPH (use posted speed limit if speed data is not available)	<b>35</b>
5	Are the bicycle conditions the same in both directions? (e.g. bicycle facilities are the same in both directions, number of lanes are the same in both directions)	<b>Yes</b>
6	Are the pedestrian facilities the same in both directions? (e.g. sidewalk of similar width present on both sides of the street, number of lanes are the same in both directions)	<b>Yes</b>
7	Is there a raised median?	<b>Yes</b>
8	Number of Total Travel Lanes	<b>7</b>
Is the intersection controlled?		Yes
Is the intersection stop controlled?		No
What is the longest signalized crossing distance? (Based on Travel Lanes including Turn Lanes)		<b>6+</b>
Does the signal have pedestrian-friendly signals?		Yes, peak hour recall
Does the signal have audible push buttons and pedestrian signals?		Countdown Signals, Viro tactile/ Audible Push Buttons & Signals
What kind of curb ramps are present?		Diagonal Curb Ramp
Are there right-turn slip lanes at the intersection?		No
Conflicts and Mitigation		High speed, unmitigated conflicts
<b>Street Score+ LTS Score</b>		<b>4</b>



Bike Score  
by  
Intersection

*Refer to StreetScore+ white paper for criteria definitions.*

<b>Bike StreetScore by Intersection</b>		<b>Input</b>
View Basic Roadway Characteristics?		<b>+</b>
1	Roadway Name	<b>Wolfe Rd</b>
2	Roadway Extents	<b>from Perimeter</b>
3	ADT (average daily traffic)	<b>&gt;15000</b>
4	Prevailing Speed in MPH (use posted speed limit if speed data is not available)	<b>35</b>
5	Are the bicycle conditions the same in both directions? (e.g. bicycle facilities are the same in both directions, number of lanes are the same in both directions)	<b>Yes</b>
6	Are the pedestrian facilities the same in both directions? (e.g. sidewalk of similar width present on both sides of the street, number of lanes are the same in both directions)	<b>Yes</b>
7	Is there a raised median?	<b>Yes</b>
8	Number of Total Travel Lanes	<b>10</b>
	What is the bicycle facility type?	Bicycle Lane
	Is there a right turn lane?	Yes, > 150'
	Does the right turn lane start abruptly with a 8:1-10:1 taper?	No
	Is there more than one right-turn lane?	No
	What is the right-turn speed?	20
	What is the bicyclist movement across the conflict area?	Bicycle Continues Straight
	Does the configuration present additional hazards?	No
<b>Segment LTS Score Per Mineta Methodology</b>		<b>4</b>
<b>Street Score+ LTS Score</b>		<b>4</b>





Pedestrian  
Score by  
Intersection

*Refer to StreetScore+ white paper for criteria definitions.*

<b>Pedestrian Intersection Signalized StreetScore</b>		<b>Input</b>
View Basic Roadway Characteristics?		<b>+</b>
1	Roadway Name	<b>Wolfe Rd</b>
2	Roadway Extents	<b>from Perimeter Rd to Vallco Pkwy</b>
3	ADT (average daily traffic)	<b>&gt; 15000</b>
4	Prevailing Speed in MPH (use posted speed limit if speed data is not available)	<b>35</b>
5	Are the bicycle conditions the same in both directions? (e.g. bicycle facilities are the same in both directions, number of lanes are the same in both directions)	<b>Yes</b>
6	Are the pedestrian facilities the same in both directions? (e.g. sidewalk of similar width present on both sides of the street, number of lanes are the same in both directions)	<b>Yes</b>
7	Is there a raised median?	<b>Yes</b>
8	Number of Total Travel Lanes	<b>10</b>
Is the intersection controlled?		Yes
Is the intersection stop controlled?		No
What is the longest signalized crossing distance? (Based on Travel Lanes including Turn Lanes)		<b>6+</b>
Does the signal have pedestrian-friendly signals?		Yes, peak hour recall
Does the signal have audible push buttons and pedestrian signals?		Countdown Signals, Viro tactile/ Audible Push Buttons & Signals
What kind of curb ramps are present?		Diagonal Curb Ramp
Are there right-turn slip lanes at the intersection?		No
Conflicts and Mitigation		High speed, unmitigated conflicts
<b>Street Score+ LTS Score</b>		<b>4</b>



Pedestrian  
Score by  
Intersection

*Refer to StreetScore+ white paper for criteria definitions.*

Pedestrian Intersection Signalized StreetScore		Input
View Basic Roadway Characteristics?		+
1	Roadway Name	Vallco Pkwy
2	Roadway Extents	from Tantau Ave to Wolfe Rd
3	ADT (average daily traffic)	12001-15000
4	Prevailing Speed in MPH (use posted speed limit if speed data is not available)	25
5	Are the bicycle conditions the same in both directions? (e.g. bicycle facilities are the same in both directions, number of lanes are the same in both directions)	Yes
6	Are the pedestrian facilities the same in both directions? (e.g. sidewalk of similar width present on both sides of the street, number of lanes are the same in both directions)	Yes
7	Is there a raised median?	Yes
8	Number of Total Travel Lanes	6
	Is the intersection controlled?	Yes
	Is the intersection stop controlled?	No
	What is the longest signalized crossing distance? (Based on Travel Lanes including Turn Lanes)	6+
	Does the signal have pedestrian-friendly signals?	Yes, peak hour recall
	Does the signal have audible push buttons and pedestrian signals?	Countdown Signals, Viro tactile/Audible Push Buttons & Signals
	What kind of curb ramps are present?	Diagonal Curb Ramp
	Are there right-turn slip lanes at the intersection?	No
	Conflicts and Mitigation	Low speed, low conflicts or high speed with mitigated conflicts
<b>Street Score+ LTS Score</b>		<b>4</b>



Bike Score  
 by  
 Intersection

*Refer to StreetScore+ white paper for criteria definitions.*

<b>Bike StreetScore by Intersection</b>		<b>Input</b>
View Basic Roadway Characteristics?		<b>+</b>
1	Roadway Name	<b>Vallco Pkwy</b>
2	Roadway Extents	<b>from Tantau Ave</b>
3	ADT (average daily traffic)	<b>12001-15000</b>
4	Prevailing Speed in MPH (use posted speed limit if speed data is not available)	<b>25</b>
5	Are the bicycle conditions the same in both directions? (e.g. bicycle facilities are the same in both directions, number of lanes are the same in both directions)	<b>Yes</b>
6	Are the pedestrian facilities the same in both directions? (e.g. sidewalk of similar width present on both sides of the street, number of lanes are the same in both directions)	<b>Yes</b>
7	Is there a raised median?	<b>Yes</b>
8	Number of Total Travel Lanes	<b>6</b>
	What is the bicycle facility type?	Bicycle Lane
	Is there a right turn lane?	Yes, > 150'
	Does the right turn lane start abruptly with a 8:1-10:1 taper?	Yes
	Is there more than one right-turn lane?	Yes
	What is the right-turn speed?	15
	What is the bicyclist movement across the conflict area?	Bicycle Moves Left
	Does the configuration present additional hazards?	No
<b>Segment LTS Score Per Mineta Methodology</b>		<b>4</b>
<b>Street Score+ LTS Score</b>		<b>4</b>



Bike Score  
 by  
 Intersection

*Refer to StreetScore+ white paper for criteria definitions.*

<b>Bike StreetScore by Intersection</b>		<b>Input</b>
View Basic Roadway Characteristics?		<b>+</b>
1	Roadway Name	<b>Miller Ave</b>
2	Roadway Extents	<b>from Calle De</b>
3	ADT (average daily traffic)	<b>&gt;15000</b>
4	Prevailing Speed in MPH (use posted speed limit if speed data is not available)	<b>35</b>
5	Are the bicycle conditions the same in both directions? (e.g. bicycle facilities are the same in both directions, number of lanes are the same in both directions)	<b>Yes</b>
6	Are the pedestrian facilities the same in both directions? (e.g. sidewalk of similar width present on both sides of the street, number of lanes are the same in both directions)	<b>Yes</b>
7	Is there a raised median?	<b>Yes</b>
8	Number of Total Travel Lanes	<b>6</b>
	What is the bicycle facility type?	Bicycle Route Or No Designated Bikeway
	Is there a right turn lane?	No
	What is the right-turn speed?	15
	Does the configuration present additional hazards?	Yes
<b>Segment LTS Score Per Mineta Methodology</b>		<b>4</b>
<b>Street Score+ LTS Score</b>		<b>4</b>



Pedestrian  
Score by  
Intersection

*Refer to StreetScore+ white paper for criteria definitions.*

Pedestrian Intersection Signalized StreetScore		Input
View Basic Roadway Characteristics?		<b>+</b>
1	Roadway Name	<b>Miller Ave</b>
2	Roadway Extents	<b>from Calle De Barcelona to Stevens Creek Blvd</b>
3	ADT (average daily traffic)	<b>&gt;15000</b>
4	Prevailing Speed in MPH (use posted speed limit if speed data is not available)	<b>35</b>
5	Are the bicycle conditions the same in both directions? (e.g. bicycle facilities are the same in both directions, number of lanes are the same in both directions)	<b>Yes</b>
6	Are the pedestrian facilities the same in both directions? (e.g. sidewalk of similar width present on both sides of the street, number of lanes are the same in both directions)	<b>Yes</b>
7	Is there a raised median?	<b>Yes</b>
8	Number of Total Travel Lanes	<b>6</b>
	Is the intersection controlled?	Yes
	Is the intersection stop controlled?	No
	What is the longest signalized crossing distance? (Based on Travel Lanes including Turn Lanes)	<b>6+</b>
	Does the signal have pedestrian-friendly signals?	Yes, peak hour recall
	Does the signal have audible push buttons and pedestrian signals?	Countdown Signals, Viro tactile/ Audible Push Buttons & Signals
	What kind of curb ramps are present?	Diagonal Curb Ramp
	Are there right-turn slip lanes at the intersection?	No
	Conflicts and Mitigation	High speed, unmitigated conflicts
<b>Street Score+ LTS Score</b>		<b>4</b>



Bike Score  
 by  
 Intersection

*Refer to StreetScore+ white paper for criteria definitions.*

<b>Bike StreetScore by Intersection</b>		<b>Input</b>
View Basic Roadway Characteristics?		<b>+</b>
1	Roadway Name	<b>Wolfe Rd</b>
2	Roadway Extents	<b>from Vallco</b>
3	ADT (average daily traffic)	<b>&gt;15000</b>
4	Prevailing Speed in MPH (use posted speed limit if speed data is not available)	<b>35</b>
5	Are the bicycle conditions the same in both directions? (e.g. bicycle facilities are the same in both directions, number of lanes are the same in both directions)	<b>Yes</b>
6	Are the pedestrian facilities the same in both directions? (e.g. sidewalk of similar width present on both sides of the street, number of lanes are the same in both directions)	<b>Yes</b>
7	Is there a raised median?	<b>Yes</b>
8	Number of Total Travel Lanes	<b>6</b>
	What is the bicycle facility type?	Bicycle Lane
	Is there a right turn lane?	Yes, > 150'
	Does the right turn lane start abruptly with a 8:1-10:1 taper?	No
	Is there more than one right-turn lane?	No
	What is the right-turn speed?	15
	What is the bicyclist movement across the conflict area?	Bicycle Continues Straight
	Does the configuration present additional hazards?	No
<b>Segment LTS Score Per Mineta Methodology</b>		<b>3</b>
<b>Street Score+ LTS Score</b>		<b>3</b>



Pedestrian  
Score by  
Intersection

*Refer to StreetScore+ white paper for criteria definitions.*

Pedestrian Intersection Signalized StreetScore		Input
View Basic Roadway Characteristics?		+
1	Roadway Name	Wolfe Rd
2	Roadway Extents	from Vallco Pkwy to Steven Creek Blvd
3	ADT (average daily traffic)	>15000
4	Prevailing Speed in MPH (use posted speed limit if speed data is not available)	35
5	Are the bicycle conditions the same in both directions? (e.g. bicycle facilities are the same in both directions, number of lanes are the same in both directions)	Yes
6	Are the pedestrian facilities the same in both directions? (e.g. sidewalk of similar width present on both sides of the street, number of lanes are the same in both directions)	Yes
7	Is there a raised median?	Yes
8	Number of Total Travel Lanes	6
	Is the intersection controlled?	Yes
	Is the intersection stop controlled?	No
	What is the longest signalized crossing distance? (Based on Travel Lanes including Turn Lanes)	6+
	Does the signal have pedestrian-friendly signals?	Yes, peak hour recall
	Does the signal have audible push buttons and pedestrian signals?	Countdown Signals, Viro tactile/ Audible Push Buttons & Signals
	What kind of curb ramps are present?	Diagonal Curb Ramp
	Are there right-turn slip lanes at the intersection?	Yes
	What is the slip lane control?	Mitigated Speeds
	Conflicts and Mitigation	Low speed, low conflicts or high speed with mitigated conflicts
<b>Street Score+ LTS Score</b>		<b>4</b>



<b>StreetScore+</b>		Bike Score by Intersection
<i>Refer to StreetScore+ white paper for criteria definitions.</i>		
<b>Bike StreetScore by Intersection</b>		<b>Input</b>
View Basic Roadway Characteristics?		+
1	Roadway Name	<b>Stevens Creek Blvd</b>
2	Roadway Extents	<b>from Perimeter</b>
3	ADT (average daily traffic)	<b>&gt;15000</b>
4	Prevailing Speed in MPH (use posted speed limit if speed data is not available)	<b>35</b>
5	Are the bicycle conditions the same in both directions? (e.g. bicycle facilities are the same in both directions, number of lanes are the same in both directions)	<b>Yes</b>
6	Are the pedestrian facilities the same in both directions? (e.g. sidewalk of similar width present on both sides of the street, number of lanes are the same in both directions)	<b>Yes</b>
7	Is there a raised median?	<b>Yes</b>
8	Number of Total Travel Lanes	<b>9</b>
	What is the bicycle facility type?	Bicycle Lane
	Is there a right turn lane?	Yes, <=75'
	Does the right turn lane start abruptly with a 8:1-10:1 taper?	No
	Is there more than one right-turn lane?	No
	What is the right-turn speed?	15
	What is the bicyclist movement across the conflict area?	Bicycle Continues Straight
	Does the configuration present additional hazards?	Yes
<b>Segment LTS Score Per Mineta Methodology</b>		<b>4</b>
<b>Street Score+ LTS Score</b>		<b>4</b>



Pedestrian  
Score by  
Intersection

*Refer to StreetScore+ white paper for criteria definitions.*

<b>Pedestrian Intersection Signalized StreetScore</b>		<b>Input</b>
	View Basic Roadway Characteristics?	<b>+</b>
1	Roadway Name	<b>Stevens Creek Blvd</b>
2	Roadway Extents	<b>from Perimeter Rd to Wolfe Rd- Miller Ave</b>
3	ADT (average daily traffic)	<b>&gt;15000</b>
4	Prevailing Speed in MPH (use posted speed limit if speed data is not available)	<b>35</b>
5	Are the bicycle conditions the same in both directions? (e.g. bicycle facilities are the same in both directions, number of lanes are the same in both directions)	<b>Yes</b>
6	Are the pedestrian facilities the same in both directions? (e.g. sidewalk of similar width present on both sides of the street, number of lanes are the same in both directions)	<b>Yes</b>
7	Is there a raised median?	<b>Yes</b>
8	Number of Total Travel Lanes	<b>9</b>
	Is the intersection controlled?	Yes
	Is the intersection stop controlled?	No
	What is the longest signalized crossing distance? (Based on Travel Lanes including Turn Lanes)	<b>6+</b>
	Does the signal have pedestrian-friendly signals?	Yes, peak hour recall
	Does the signal have audible push buttons and pedestrian signals?	Countdown Signals, Viotactile/ Audible Push Buttons & Signals
	What kind of curb ramps are present?	Diagonal Curb Ramp
	Are there right-turn slip lanes at the intersection?	No
	Conflicts and Mitigation	High speed, unmitigated conflicts
<b>Street Score+ LTS Score</b>		<b>4</b>



Bike Score  
by  
Intersection

*Refer to StreetScore+ white paper for criteria definitions.*

<b>Bike StreetScore by Intersection</b>		<b>Input</b>
View Basic Roadway Characteristics?		<b>+</b>
1	Roadway Name	<b>Stevens Creek Blvd</b>
2	Roadway Extents	<b>from Finch Ave</b>
3	ADT (average daily traffic)	<b>&gt;15000</b>
4	Prevailing Speed in MPH (use posted speed limit if speed data is not available)	<b>35</b>
5	Are the bicycle conditions the same in both directions? (e.g. bicycle facilities are the same in both directions, number of lanes are the same in both directions)	<b>Yes</b>
6	Are the pedestrian facilities the same in both directions? (e.g. sidewalk of similar width present on both sides of the street, number of lanes are the same in both directions)	<b>Yes</b>
7	Is there a raised median?	<b>Yes</b>
8	Number of Total Travel Lanes	<b>9</b>
	What is the bicycle facility type?	Bicycle Lane
	Is there a right turn lane?	Yes, <=75'
	Does the right turn lane start abruptly with a 8:1-10:1 taper?	No
	Is there more than one right-turn lane?	No
	What is the right-turn speed?	15
	What is the bicyclist movement across the conflict area?	Bicycle Continues Straight
	Does the configuration present additional hazards?	Yes
<b>Segment LTS Score Per Mineta Methodology</b>		<b>4</b>
<b>Street Score+ LTS Score</b>		<b>4</b>



Pedestrian  
Score by  
Intersection

*Refer to StreetScore+ white paper for criteria definitions.*

Pedestrian Intersection Signalized StreetScore		Input
View Basic Roadway Characteristics?		+
1	Roadway Name	Stevens Creek Blvd
2	Roadway Extents	from Finch Ave to Wolfe Rd- Miller Ave
3	ADT (average daily traffic)	> 15000
4	Prevailing Speed in MPH (use posted speed limit if speed data is not available)	35
5	Are the bicycle conditions the same in both directions? (e.g. bicycle facilities are the same in both directions, number of lanes are the same in both directions)	Yes
6	Are the pedestrian facilities the same in both directions? (e.g. sidewalk of similar width present on both sides of the street, number of lanes are the same in both directions)	Yes
7	Is there a raised median?	Yes
8	Number of Total Travel Lanes	9
Is the intersection controlled?		Yes
Is the intersection stop controlled?		No
What is the longest signalized crossing distance? (Based on Travel Lanes including Turn Lanes)		6+
Does the signal have pedestrian-friendly signals?		Yes, peak hour recall
Does the signal have audible push buttons and pedestrian signals?		Countdown Signals, Viro tactile/ Audible Push Buttons & Signals
What kind of curb ramps are present?		Diagonal Curb Ramp
Are there right-turn slip lanes at the intersection?		Yes
What is the slip lane control?		Pedestrian Given ROW
Conflicts and Mitigation		Low speed, low conflicts or high speed with mitigated conflicts
<b>Street Score+ LTS Score</b>		<b>4</b>



Bike Score  
 by  
 Intersection

*Refer to StreetScore+ white paper for criteria definitions.*

<b>Bike StreetScore by Intersection</b>		<b>Input</b>
View Basic Roadway Characteristics?		<b>+</b>
1	Roadway Name	<b>Stevens Creek Blvd</b>
2	Roadway Extents	<b>from Finch Ave</b>
3	ADT (average daily traffic)	<b>&gt;15000</b>
4	Prevailing Speed in MPH (use posted speed limit if speed data is not available)	<b>35</b>
5	Are the bicycle conditions the same in both directions? (e.g. bicycle facilities are the same in both directions, number of lanes are the same in both directions)	<b>Yes</b>
6	Are the pedestrian facilities the same in both directions? (e.g. sidewalk of similar width present on both sides of the street, number of lanes are the same in both directions)	<b>Yes</b>
7	Is there a raised median?	<b>Yes</b>
8	Number of Total Travel Lanes	<b>7</b>
	What is the bicycle facility type?	Bicycle Lane
	Is there a right turn lane?	No
	Does the configuration present additional hazards?	Yes
<b>Segment LTS Score Per Mineta Methodology</b>		<b>4</b>
<b>Street Score+ LTS Score</b>		<b>4</b>



Pedestrian  
Score by  
Intersection

*Refer to StreetScore+ white paper for criteria definitions.*

<b>Pedestrian Intersection Signalized StreetScore</b>		<b>Input</b>
View Basic Roadway Characteristics?		<b>+</b>
1	Roadway Name	<b>Stevens Creek Blvd</b>
2	Roadway Extents	<b>from Finch Ave to Tantau Ave</b>
3	ADT (average daily traffic)	<b>&gt;15000</b>
4	Prevailing Speed in MPH (use posted speed limit if speed data is not available)	<b>35</b>
5	Are the bicycle conditions the same in both directions? (e.g. bicycle facilities are the same in both directions, number of lanes are the same in both directions)	<b>Yes</b>
6	Are the pedestrian facilities the same in both directions? (e.g. sidewalk of similar width present on both sides of the street, number of lanes are the same in both directions)	<b>Yes</b>
7	Is there a raised median?	<b>Yes</b>
8	Number of Total Travel Lanes	<b>7</b>
Is the intersection controlled?		Yes
Is the intersection stop controlled?		No
	What is the longest signalized crossing distance? (Based on Travel Lanes including Turn Lanes)	<b>6+</b>
	Does the signal have pedestrian-friendly signals?	Yes, peak hour recall
	Does the signal have audible push buttons and pedestrian signals?	Countdown Signals, Viro tactile/Audible Push Buttons & Signals
	What kind of curb ramps are present?	Diagonal Curb Ramp
	Are there right-turn slip lanes at the intersection?	No
	Conflicts and Mitigation	High speed, unmitigated conflicts
<b>Street Score+ LTS Score</b>		<b>4</b>



Bike Score  
 by  
 Intersection

*Refer to StreetScore+ white paper for criteria definitions.*

<b>Bike StreetScore by Intersection</b>		<b>Input</b>
View Basic Roadway Characteristics?		<b>+</b>
1	Roadway Name	<b>Tantau Ave</b>
2	Roadway Extents	<b>from Tilson Ave</b>
3	ADT (average daily traffic)	<b>3001-6000</b>
4	Prevailing Speed in MPH (use posted speed limit if speed data is not available)	<b>25</b>
5	Are the bicycle conditions the same in both directions? (e.g. bicycle facilities are the same in both directions, number of lanes are the same in both directions)	<b>Yes</b>
6	Are the pedestrian facilities the same in both directions? (e.g. sidewalk of similar width present on both sides of the street, number of lanes are the same in both directions)	<b>Yes</b>
7	Is there a raised median?	<b>No</b>
8	Number of Total Travel Lanes	<b>2</b>
	What is the bicycle facility type?	Bicycle Route Or No Designated Bikeway
	Is there a right turn lane?	No
	What is the right-turn speed?	15
	Does the configuration present additional hazards?	No
<b>Segment LTS Score Per Mineta Methodology</b>		<b>1</b>
<b>Street Score+ LTS Score</b>		<b>1</b>





Pedestrian  
Score by  
Intersection

*Refer to StreetScore+ white paper for criteria definitions.*

<b>Pedestrian Intersection Signalized StreetScore</b>		<b>Input</b>
View Basic Roadway Characteristics?		<b>+</b>
1	Roadway Name	<b>Tantau Ave</b>
2	Roadway Extents	<b>from Tilson Ave to Stevens Creek Blvd</b>
3	ADT (average daily traffic)	<b>3001-6000</b>
4	Prevailing Speed in MPH (use posted speed limit if speed data is not available)	<b>25</b>
5	Are the bicycle conditions the same in both directions? (e.g. bicycle facilities are the same in both directions, number of lanes are the same in both directions)	<b>Yes</b>
6	Are the pedestrian facilities the same in both directions? (e.g. sidewalk of similar width present on both sides of the street, number of lanes are the same in both directions)	<b>Yes</b>
7	Is there a raised median?	<b>No</b>
8	Number of Total Travel Lanes	<b>2</b>
	Is the intersection controlled?	Yes
	Is the intersection stop controlled?	No
	What is the longest signalized crossing distance? (Based on Travel Lanes including Turn Lanes)	2 to 3
	Does the signal have pedestrian-friendly signals?	Yes, peak hour recall
	Does the signal have audible push buttons and pedestrian signals?	Countdown Signals, Viro tactile/Audible Push Buttons & Signals
	What kind of curb ramps are present?	Directional Curb Ramp
	Are there right-turn slip lanes at the intersection?	No
	Conflicts and Mitigation	Low speed, unmitigated conflicts
<b>Street Score+ LTS Score</b>		<b>2</b>



Bike Score  
by  
Intersection

*Refer to StreetScore+ white paper for criteria definitions.*

<b>Bike StreetScore by Intersection</b>		<b>Input</b>
View Basic Roadway Characteristics?		<b>+</b>
1	Roadway Name	<b>Tantau Ave</b>
2	Roadway Extents	<b>from Vallco</b>
3	ADT (average daily traffic)	<b>9001-12000</b>
4	Prevailing Speed in MPH (use posted speed limit if speed data is not available)	<b>25</b>
5	Are the bicycle conditions the same in both directions? (e.g. bicycle facilities are the same in both directions, number of lanes are the same in both directions)	<b>Yes</b>
6	Are the pedestrian facilities the same in both directions? (e.g. sidewalk of similar width present on both sides of the street, number of lanes are the same in both directions)	<b>Yes</b>
7	Is there a raised median?	<b>No</b>
8	Number of Total Travel Lanes	<b>5</b>
	What is the bicycle facility type?	Bicycle Lane
	Is there a right turn lane?	Yes, 76-150'
	Does the right turn lane start abruptly with a 8:1-10:1 taper?	Yes
	Is there more than one right-turn lane?	No
	What is the right-turn speed?	15
	What is the bicyclist movement across the conflict area?	Bicycle Moves Left
	Does the configuration present additional hazards?	No
<b>Segment LTS Score Per Mineta Methodology</b>		<b>3</b>
<b>Street Score+ LTS Score</b>		<b>3</b>



Pedestrian  
Score by  
Intersection

*Refer to StreetScore+ white paper for criteria definitions.*

<b>Pedestrian Intersection Signalized StreetScore</b>		<b>Input</b>
View Basic Roadway Characteristics?		<b>+</b>
1	Roadway Name	<b>Tantau Ave</b>
2	Roadway Extents	<b>from Vallco Pkwy to Stevens Creek Blvd</b>
3	ADT (average daily traffic)	<b>9001-12000</b>
4	Prevailing Speed in MPH (use posted speed limit if speed data is not available)	<b>25</b>
5	Are the bicycle conditions the same in both directions? (e.g. bicycle facilities are the same in both directions, number of lanes are the same in both directions)	<b>Yes</b>
6	Are the pedestrian facilities the same in both directions? (e.g. sidewalk of similar width present on both sides of the street, number of lanes are the same in both directions)	<b>Yes</b>
7	Is there a raised median?	<b>No</b>
8	Number of Total Travel Lanes	<b>5</b>
	Is the intersection controlled?	Yes
	Is the intersection stop controlled?	No
	What is the longest signalized crossing distance? (Based on Travel Lanes including Turn Lanes)	<b>4 to 5 without median</b>
	Does the signal have pedestrian-friendly signals?	Yes, peak hour recall
	Does the signal have audible push buttons and pedestrian signals?	Countdown Signals, Viro tactile/ Audible Push Buttons & Signals
	What kind of curb ramps are present?	Diagonal Curb Ramp
	Are there right-turn slip lanes at the intersection?	No
	Conflicts and Mitigation	Low speed, unmitigated conflicts
<b>Street Score+ LTS Score</b>		<b>3</b>



Bike Score  
 by  
 Intersection

*Refer to StreetScore+ white paper for criteria definitions.*

<b>Bike StreetScore by Intersection</b>		<b>Input</b>
View Basic Roadway Characteristics?		<b>+</b>
1	Roadway Name	<b>Stevens Creek Blvd</b>
2	Roadway Extents	<b>from Stern Ave</b>
3	ADT (average daily traffic)	<b>&gt;15000</b>
4	Prevailing Speed in MPH (use posted speed limit if speed data is not available)	<b>35</b>
5	Are the bicycle conditions the same in both directions? (e.g. bicycle facilities are the same in both directions, number of lanes are the same in both directions)	<b>Yes</b>
6	Are the pedestrian facilities the same in both directions? (e.g. sidewalk of similar width present on both sides of the street, number of lanes are the same in both directions)	<b>Yes</b>
7	Is there a raised median?	<b>Yes</b>
8	Number of Total Travel Lanes	<b>8</b>
	What is the bicycle facility type?	Bicycle Lane
	Is there a right turn lane?	Yes, > 150'
	Does the right turn lane start abruptly with a 8:1-10:1 taper?	Yes
	Is there more than one right-turn lane?	No
	What is the right-turn speed?	15
	What is the bicyclist movement across the conflict area?	Bicycle Continues Straight
	Does the configuration present additional hazards?	No
<b>Segment LTS Score Per Mineta Methodology</b>		<b>3</b>
<b>Street Score+ LTS Score</b>		<b>3</b>



Pedestrian  
Score by  
Intersection

*Refer to StreetScore+ white paper for criteria definitions.*

Pedestrian Intersection Signalized StreetScore		Input
View Basic Roadway Characteristics?		+
1	Roadway Name	Stevens Creek Blvd
2	Roadway Extents	from Stern Ave to Tantau Ave
3	ADT (average daily traffic)	>15000
4	Prevailing Speed in MPH (use posted speed limit if speed data is not available)	35
5	Are the bicycle conditions the same in both directions? (e.g. bicycle facilities are the same in both directions, number of lanes are the same in both directions)	Yes
6	Are the pedestrian facilities the same in both directions? (e.g. sidewalk of similar width present on both sides of the street, number of lanes are the same in both directions)	Yes
7	Is there a raised median?	Yes
8	Number of Total Travel Lanes	8
	Is the intersection controlled?	Yes
	Is the intersection stop controlled?	No
	What is the longest signalized crossing distance? (Based on Travel Lanes including Turn Lanes)	6+
	Does the signal have pedestrian-friendly signals?	Yes, peak hour recall
	Does the signal have audible push buttons and pedestrian signals?	Missing Pedestrian Signals, No Countdown Signals, or Not Accessible
	What kind of curb ramps are present?	Diagonal Curb Ramp
	Are there right-turn slip lanes at the intersection?	No
	Conflicts and Mitigation	High speed, unmitigated conflicts
<b>Street Score+ LTS Score</b>		<b>4</b>



Bike Score  
by  
Intersection

*Refer to StreetScore+ white paper for criteria definitions.*

<b>Bike StreetScore by Intersection</b>		<b>Input</b>
View Basic Roadway Characteristics?		<b>+</b>
1	Roadway Name	<b>Homestead Rd</b>
2	Roadway Extents	<b>from Wolfe Rd</b>
3	ADT (average daily traffic)	<b>&gt;15000</b>
4	Prevailing Speed in MPH (use posted speed limit if speed data is not available)	<b>35</b>
5	Are the bicycle conditions the same in both directions? (e.g. bicycle facilities are the same in both directions, number of lanes are the same in both directions)	<b>Yes</b>
6	Are the pedestrian facilities the same in both directions? (e.g. sidewalk of similar width present on both sides of the street, number of lanes are the same in both directions)	<b>Yes</b>
7	Is there a raised median?	<b>Yes</b>
8	Number of Total Travel Lanes	<b>8</b>
	What is the bicycle facility type?	Bicycle Lane
	Is there a right turn lane?	Yes, <=75'
	Does the right turn lane start abruptly with a 8:1-10:1 taper?	No
	Is there more than one right-turn lane?	No
	What is the right-turn speed?	15
	What is the bicyclist movement across the conflict area?	Bicycle Continues Straight
	Does the configuration present additional hazards?	Yes
<b>Segment LTS Score Per Mineta Methodology</b>		<b>4</b>
<b>Street Score+ LTS Score</b>		<b>4</b>



Pedestrian  
Score by  
Intersection

*Refer to StreetScore+ white paper for criteria definitions.*

Pedestrian Intersection Signalized StreetScore		Input
View Basic Roadway Characteristics?		+
1	Roadway Name	Homestead Rd
2	Roadway Extents	from Wolfe Rd to Lawrence Expy
3	ADT (average daily traffic)	>15000
4	Prevailing Speed in MPH (use posted speed limit if speed data is not available)	35
5	Are the bicycle conditions the same in both directions? (e.g. bicycle facilities are the same in both directions, number of lanes are the same in both directions)	Yes
6	Are the pedestrian facilities the same in both directions? (e.g. sidewalk of similar width present on both sides of the street, number of lanes are the same in both directions)	Yes
7	Is there a raised median?	Yes
8	Number of Total Travel Lanes	8
	Is the intersection controlled?	Yes
	Is the intersection stop controlled?	No
	What is the longest signalized crossing distance? (Based on Travel Lanes including Turn Lanes)	6+
	Does the signal have pedestrian-friendly signals?	Yes, peak hour recall
	Does the signal have audible push buttons and pedestrian signals?	Countdown Signals, Viro tactile/ Audible Push Buttons & Signals
	What kind of curb ramps are present?	Diagonal Curb Ramp
	Are there right-turn slip lanes at the intersection?	Yes
	What is the slip lane control?	Pedestrian Given ROW
	Conflicts and Mitigation	Low speed, low conflicts or high speed with mitigated conflicts
<b>Street Score+ LTS Score</b>		<b>4</b>





Bike Score  
by  
Intersection

*Refer to StreetScore+ white paper for criteria definitions.*

<b>Bike StreetScore by Intersection</b>		<b>Input</b>
View Basic Roadway Characteristics?		<b>+</b>
1	Roadway Name	<b>Lawrence Expy</b>
2	Roadway Extents	<b>from Pruneridge</b>
3	ADT (average daily traffic)	<b>&gt;15000</b>
4	Prevailing Speed in MPH (use posted speed limit if speed data is not available)	<b>50</b>
5	Are the bicycle conditions the same in both directions? (e.g. bicycle facilities are the same in both directions, number of lanes are the same in both directions)	<b>Yes</b>
6	Are the pedestrian facilities the same in both directions? (e.g. sidewalk of similar width present on both sides of the street, number of lanes are the same in both directions)	<b>Yes</b>
7	Is there a raised median?	<b>Yes</b>
8	Number of Total Travel Lanes	<b>12</b>
	What is the bicycle facility type?	Bicycle Route Or No Designated Bikeway
	Is there a right turn lane?	Yes, <=75'
	Is there more than one right-turn lanes?	No
	What is the right-turn speed?	15
	Does the configuration present additional hazards?	Yes
<b>Segment LTS Score Per Mineta Methodology</b>		<b>4</b>
<b>Street Score+ LTS Score</b>		<b>4</b>



Pedestrian  
Score by  
Intersection

*Refer to StreetScore+ white paper for criteria definitions.*

Pedestrian Intersection Signalized StreetScore		Input
View Basic Roadway Characteristics?		+
1	Roadway Name	Lawrence Expy
2	Roadway Extents	from Pruneridge Ave to Homestead Rd
3	ADT (average daily traffic)	>15000
4	Prevailing Speed in MPH (use posted speed limit if speed data is not available)	50
5	Are the bicycle conditions the same in both directions? (e.g. bicycle facilities are the same in both directions, number of lanes are the same in both directions)	Yes
6	Are the pedestrian facilities the same in both directions? (e.g. sidewalk of similar width present on both sides of the street, number of lanes are the same in both directions)	Yes
7	Is there a raised median?	Yes
8	Number of Total Travel Lanes	12
	Is the intersection controlled?	Yes
	Is the intersection stop controlled?	No
	What is the longest signalized crossing distance? (Based on Travel Lanes including Turn Lanes)	6+
	Does the signal have pedestrian-friendly signals?	Yes, peak hour recall
	Does the signal have audible push buttons and pedestrian signals?	Countdown Signals, Viro tactile/Audible Push Buttons & Signals
	What kind of curb ramps are present?	Diagonal Curb Ramp
	Are there right-turn slip lanes at the intersection?	Yes
	What is the slip lane control?	Pedestrian Given ROW
	Conflicts and Mitigation	Low speed, low conflicts or high speed with mitigated conflicts
<b>Street Score+ LTS Score</b>		<b>4</b>



Bike Score  
by  
Intersection

*Refer to StreetScore+ white paper for criteria definitions.*

<b>Bike StreetScore by Intersection</b>		<b>Input</b>
View Basic Roadway Characteristics?		<b>+</b>
1	Roadway Name	<b>Lawrence Expy</b>
2	Roadway Extents	<b>from El Camino</b>
3	ADT (average daily traffic)	<b>&gt;15000</b>
4	Prevailing Speed in MPH (use posted speed limit if speed data is not available)	<b>50</b>
5	Are the bicycle conditions the same in both directions? (e.g. bicycle facilities are the same in both directions, number of lanes are the same in both directions)	<b>Yes</b>
6	Are the pedestrian facilities the same in both directions? (e.g. sidewalk of similar width present on both sides of the street, number of lanes are the same in both directions)	<b>Yes</b>
7	Is there a raised median?	<b>Yes</b>
8	Number of Total Travel Lanes	<b>12</b>
	What is the bicycle facility type?	Bicycle Route Or No Designated Bikeway
	Is there a right turn lane?	Yes, <=75'
	Is there more than one right-turn lanes?	No
	What is the right-turn speed?	15
	Does the configuration present additional hazards?	Yes
<b>Segment LTS Score Per Mineta Methodology</b>		<b>4</b>
<b>Street Score+ LTS Score</b>		<b>4</b>



Pedestrian  
Score by  
Intersection

*Refer to StreetScore+ white paper for criteria definitions.*

Pedestrian Intersection Signalized StreetScore		Input
View Basic Roadway Characteristics?		+
1	Roadway Name	Lawrence Expy
2	Roadway Extents	from El Camino Real to Homestead Rd
3	ADT (average daily traffic)	>15000
4	Prevailing Speed in MPH (use posted speed limit if speed data is not available)	50
5	Are the bicycle conditions the same in both directions? (e.g. bicycle facilities are the same in both directions, number of lanes are the same in both directions)	Yes
6	Are the pedestrian facilities the same in both directions? (e.g. sidewalk of similar width present on both sides of the street, number of lanes are the same in both directions)	Yes
7	Is there a raised median?	Yes
8	Number of Total Travel Lanes	12
	Is the intersection controlled?	Yes
	Is the intersection stop controlled?	No
	What is the longest signalized crossing distance? (Based on Travel Lanes including Turn Lanes)	6+
	Does the signal have pedestrian-friendly signals?	Yes, peak hour recall
	Does the signal have audible push buttons and pedestrian signals?	Countdown Signals, Viro tactile/ Audible Push Buttons & Signals
	What kind of curb ramps are present?	Diagonal Curb Ramp
	Are there right-turn slip lanes at the intersection?	Yes
	What is the slip lane control?	Pedestrian Given ROW
	Conflicts and Mitigation	Low speed, low conflicts or high speed with mitigated conflicts
<b>Street Score+ LTS Score</b>		<b>4</b>



Bike Score  
by  
Intersection

Refer to StreetScore+ white paper for criteria definitions.

<b>Bike StreetScore by Intersection</b>		<b>Input</b>
View Basic Roadway Characteristics?		<b>+</b>
1	Roadway Name	<b>Homestead Rd</b>
2	Roadway Extents	<b>from Kiely Blvd</b>
3	ADT (average daily traffic)	<b>&gt;15000</b>
4	Prevailing Speed in MPH (use posted speed limit if speed data is not available)	<b>35</b>
5	Are the bicycle conditions the same in both directions? (e.g. bicycle facilities are the same in both directions, number of lanes are the same in both directions)	<b>Yes</b>
6	Are the pedestrian facilities the same in both directions? (e.g. sidewalk of similar width present on both sides of the street, number of lanes are the same in both directions)	<b>Yes</b>
7	Is there a raised median?	<b>No</b>
8	Number of Total Travel Lanes	<b>8</b>
	What is the bicycle facility type?	Bicycle Lane
	Is there a right turn lane?	Yes, <=75'
	Does the right turn lane start abruptly with a 8:1-10:1 taper?	Yes
	Is there more than one right-turn lane?	No
	What is the right-turn speed?	15
	What is the bicyclist movement across the conflict area?	Bicycle Continues Straight
	Does the configuration present additional hazards?	Yes
<b>Segment LTS Score Per Mineta Methodology</b>		<b>4</b>
<b>Street Score+ LTS Score</b>		<b>4</b>



Pedestrian  
Score by  
Intersection

*Refer to StreetScore+ white paper for criteria definitions.*

Pedestrian Intersection Signalized StreetScore		Input
View Basic Roadway Characteristics?		+
1	Roadway Name	Homestead Rd
2	Roadway Extents	from Kiely Blvd to Lawrence Expy
3	ADT (average daily traffic)	>15000
4	Prevailing Speed in MPH (use posted speed limit if speed data is not available)	35
5	Are the bicycle conditions the same in both directions? (e.g. bicycle facilities are the same in both directions, number of lanes are the same in both directions)	Yes
6	Are the pedestrian facilities the same in both directions? (e.g. sidewalk of similar width present on both sides of the street, number of lanes are the same in both directions)	Yes
7	Is there a raised median?	No
8	Number of Total Travel Lanes	8
	Is the intersection controlled?	Yes
	Is the intersection stop controlled?	No
	What is the longest signalized crossing distance? (Based on Travel Lanes including Turn Lanes)	6+
	Does the signal have pedestrian-friendly signals?	Yes, peak hour recall
	Does the signal have audible push buttons and pedestrian signals?	Countdown Signals, Vibrotactile/ Audible Push Buttons & Signals
	What kind of curb ramps are present?	Diagonal Curb Ramp
	Are there right-turn slip lanes at the intersection?	Yes
	What is the slip lane control?	Pedestrian Given ROW
	Conflicts and Mitigation	Low speed, low conflicts or high speed with mitigated conflicts
<b>Street Score+ LTS Score</b>		<b>4</b>



Bike Score  
by  
Intersection

*Refer to StreetScore+ white paper for criteria definitions.*

<b>Bike StreetScore by Intersection</b>		<b>Input</b>
View Basic Roadway Characteristics?		<b>+</b>
1	Roadway Name	<b>Bollinger Rd</b>
2	Roadway Extents	<b>from Blaney Ave</b>
3	ADT (average daily traffic)	<b>&gt;15000</b>
4	Prevailing Speed in MPH (use posted speed limit if speed data is not available)	<b>35</b>
5	Are the bicycle conditions the same in both directions? (e.g. bicycle facilities are the same in both directions, number of lanes are the same in both directions)	<b>Yes</b>
6	Are the pedestrian facilities the same in both directions? (e.g. sidewalk of similar width present on both sides of the street, number of lanes are the same in both directions)	<b>Yes</b>
7	Is there a raised median?	<b>Yes</b>
8	Number of Total Travel Lanes	<b>7</b>
	What is the bicycle facility type?	Bicycle Lane
	Is there a right turn lane?	Yes, <=75'
	Does the right turn lane start abruptly with a 8:1-10:1 taper?	No
	Is there more than one right-turn lane?	No
	What is the right-turn speed?	15
	What is the bicyclist movement across the conflict area?	Bicycle Continues Straight
	Does the configuration present additional hazards?	Yes
<b>Segment LTS Score Per Mineta Methodology</b>		<b>4</b>
<b>Street Score+ LTS Score</b>		<b>4</b>





Pedestrian  
Score by  
Intersection

*Refer to StreetScore+ white paper for criteria definitions.*

Pedestrian Intersection Signalized StreetScore		Input
View Basic Roadway Characteristics?		+
1	Roadway Name	Bollinger Rd
2	Roadway Extents	from Blaney Ave to Lawrence Expy
3	ADT (average daily traffic)	>15000
4	Prevailing Speed in MPH (use posted speed limit if speed data is not available)	35
5	Are the bicycle conditions the same in both directions? (e.g. bicycle facilities are the same in both directions, number of lanes are the same in both directions)	Yes
6	Are the pedestrian facilities the same in both directions? (e.g. sidewalk of similar width present on both sides of the street, number of lanes are the same in both directions)	Yes
7	Is there a raised median?	Yes
8	Number of Total Travel Lanes	7
Is the intersection controlled?		Yes
Is the intersection stop controlled?		No
What is the longest signalized crossing distance? (Based on Travel Lanes including Turn Lanes)		6+
Does the signal have pedestrian-friendly signals?		Yes, peak hour recall
Does the signal have audible push buttons and pedestrian signals?		Countdown Signals, Viro tactile/ Audible Push Buttons & Signals
What kind of curb ramps are present?		Diagonal Curb Ramp
Are there right-turn slip lanes at the intersection?		Yes
What is the slip lane control?		Pedestrian Given ROW
Conflicts and Mitigation		Low speed, low conflicts or high speed with mitigated conflicts
<b>Street Score+ LTS Score</b>		<b>4</b>



Bike Score  
 by  
 Intersection

*Refer to StreetScore+ white paper for criteria definitions.*

<b>Bike StreetScore by Intersection</b>		<b>Input</b>
View Basic Roadway Characteristics?		<b>+</b>
1	Roadway Name	<b>Lawrence Expy</b>
2	Roadway Extents	<b>from Doyle Rd</b>
3	ADT (average daily traffic)	<b>&gt;15000</b>
4	Prevailing Speed in MPH (use posted speed limit if speed data is not available)	<b>50</b>
5	Are the bicycle conditions the same in both directions? (e.g. bicycle facilities are the same in both directions, number of lanes are the same in both directions)	<b>Yes</b>
6	Are the pedestrian facilities the same in both directions? (e.g. sidewalk of similar width present on both sides of the street, number of lanes are the same in both directions)	<b>Yes</b>
7	Is there a raised median?	<b>Yes</b>
8	Number of Total Travel Lanes	<b>10</b>
	What is the bicycle facility type?	Bicycle Route Or No Designated Bikeway
	Is there a right turn lane?	Yes, 76-150'
	Is there more than one right-turn lanes?	No
	What is the right-turn speed?	15
	Does the configuration present additional hazards?	Yes
<b>Segment LTS Score Per Mineta Methodology</b>		<b>4</b>
<b>Street Score+ LTS Score</b>		<b>4</b>



Pedestrian  
Score by  
Intersection

Refer to StreetScore+ white paper for criteria definitions.

Pedestrian Intersection Signalized StreetScore		Input
View Basic Roadway Characteristics?		+
1	Roadway Name	Lawrence Expy
2	Roadway Extents	from Doyle Rd to Bollinger Rd
3	ADT (average daily traffic)	>15000
4	Prevailing Speed in MPH (use posted speed limit if speed data is not available)	50
5	Are the bicycle conditions the same in both directions? (e.g. bicycle facilities are the same in both directions, number of lanes are the same in both directions)	Yes
6	Are the pedestrian facilities the same in both directions? (e.g. sidewalk of similar width present on both sides of the street, number of lanes are the same in both directions)	Yes
7	Is there a raised median?	Yes
8	Number of Total Travel Lanes	10
	Is the intersection controlled?	Yes
	Is the intersection stop controlled?	No
	What is the longest signalized crossing distance? (Based on Travel Lanes including Turn Lanes)	6+
	Does the signal have pedestrian-friendly signals?	Yes, peak hour recall
	Does the signal have audible push buttons and pedestrian signals?	Countdown Signals, Viro tactile/ Audible Push Buttons & Signals
	What kind of curb ramps are present?	Diagonal Curb Ramp
	Are there right-turn slip lanes at the intersection?	Yes
	What is the slip lane control?	Pedestrian Given ROW
	Conflicts and Mitigation	Low speed, low conflicts or high speed with mitigated conflicts
<b>Street Score+ LTS Score</b>		<b>4</b>



Bike Score  
by  
Intersection

*Refer to StreetScore+ white paper for criteria definitions.*

<b>Bike StreetScore by Intersection</b>		<b>Input</b>
View Basic Roadway Characteristics?		<b>+</b>
1	Roadway Name	<b>Lawrence Expy</b>
2	Roadway Extents	<b>from Mitty Way</b>
3	ADT (average daily traffic)	<b>&gt;15000</b>
4	Prevailing Speed in MPH (use posted speed limit if speed data is not available)	<b>50</b>
5	Are the bicycle conditions the same in both directions? (e.g. bicycle facilities are the same in both directions, number of lanes are the same in both directions)	<b>Yes</b>
6	Are the pedestrian facilities the same in both directions? (e.g. sidewalk of similar width present on both sides of the street, number of lanes are the same in both directions)	<b>Yes</b>
7	Is there a raised median?	<b>Yes</b>
8	Number of Total Travel Lanes	<b>10</b>
	What is the bicycle facility type?	Bicycle Route Or No Designated Bikeway
	Is there a right turn lane?	Yes, 76-150'
	Is there more than one right-turn lanes?	No
	What is the right-turn speed?	15
	Does the configuration present additional hazards?	Yes
<b>Segment LTS Score Per Mineta Methodology</b>		<b>4</b>
<b>Street Score+ LTS Score</b>		<b>4</b>



Pedestrian  
Score by  
Intersection

*Refer to StreetScore+ white paper for criteria definitions.*

Pedestrian Intersection Signalized StreetScore		Input
View Basic Roadway Characteristics?		+
1	Roadway Name	Lawrence Expy
2	Roadway Extents	from Mitty Way to Bollinger Rd
3	ADT (average daily traffic)	>15000
4	Prevailing Speed in MPH (use posted speed limit if speed data is not available)	50
5	Are the bicycle conditions the same in both directions? (e.g. bicycle facilities are the same in both directions, number of lanes are the same in both directions)	Yes
6	Are the pedestrian facilities the same in both directions? (e.g. sidewalk of similar width present on both sides of the street, number of lanes are the same in both directions)	Yes
7	Is there a raised median?	Yes
8	Number of Total Travel Lanes	10
	Is the intersection controlled?	Yes
	Is the intersection stop controlled?	No
	What is the longest signalized crossing distance? (Based on Travel Lanes including Turn Lanes)	6+
	Does the signal have pedestrian-friendly signals?	Yes, peak hour recall
	Does the signal have audible push buttons and pedestrian signals?	Countdown Signals, Viro tactile/ Audible Push Buttons & Signals
	What kind of curb ramps are present?	Diagonal Curb Ramp
	Are there right-turn slip lanes at the intersection?	Yes
	What is the slip lane control?	Pedestrian Given ROW
	Conflicts and Mitigation	Low speed, low conflicts or high speed with mitigated conflicts
<b>Street Score+ LTS Score</b>		<b>4</b>



Bike Score  
 by  
 Intersection

*Refer to StreetScore+ white paper for criteria definitions.*

<b>Bike StreetScore by Intersection</b>		<b>Input</b>
View Basic Roadway Characteristics?		<b>+</b>
1	Roadway Name	<b>Moorpark Ave</b>
2	Roadway Extents	<b>from Williams</b>
3	ADT (average daily traffic)	<b>&gt;15000</b>
4	Prevailing Speed in MPH (use posted speed limit if speed data is not available)	<b>35</b>
5	Are the bicycle conditions the same in both directions? (e.g. bicycle facilities are the same in both directions, number of lanes are the same in both directions)	<b>Yes</b>
6	Are the pedestrian facilities the same in both directions? (e.g. sidewalk of similar width present on both sides of the street, number of lanes are the same in both directions)	<b>Yes</b>
7	Is there a raised median?	<b>Yes</b>
8	Number of Total Travel Lanes	<b>6</b>
	What is the bicycle facility type?	Bicycle Lane
	Is there a right turn lane?	No
	Does the configuration present additional hazards?	Yes
<b>Segment LTS Score Per Mineta Methodology</b>		<b>4</b>
<b>Street Score+ LTS Score</b>		<b>4</b>



Pedestrian  
Score by  
Intersection

*Refer to StreetScore+ white paper for criteria definitions.*

Pedestrian Intersection Signalized StreetScore		Input
View Basic Roadway Characteristics?		+
1	Roadway Name	Moorpark Ave from Williams Rd to Lawrence Expy
2	Roadway Extents	>15000
3	ADT (average daily traffic)	35
4	Prevailing Speed in MPH (use posted speed limit if speed data is not available)	Yes
5	Are the bicycle conditions the same in both directions? (e.g. bicycle facilities are the same in both directions, number of lanes are the same in both directions)	Yes
6	Are the pedestrian facilities the same in both directions? (e.g. sidewalk of similar width present on both sides of the street, number of lanes are the same in both directions)	Yes
7	Is there a raised median?	Yes
8	Number of Total Travel Lanes	6
	Is the intersection controlled?	Yes
	Is the intersection stop controlled?	No
	What is the longest signalized crossing distance? (Based on Travel Lanes including Turn Lanes)	6+
	Does the signal have pedestrian-friendly signals?	Yes, peak hour recall
	Does the signal have audible push buttons and pedestrian signals?	Countdown Signals, Viro tactile/ Audible Push Buttons & Signals
	What kind of curb ramps are present?	Diagonal Curb Ramp
	Are there right-turn slip lanes at the intersection?	Yes
	What is the slip lane control?	Pedestrian Given ROW
	Conflicts and Mitigation	Low speed, low conflicts or high speed with mitigated conflicts
<b>Street Score+ LTS Score</b>		<b>4</b>





Bike Score  
 by  
 Intersection

*Refer to StreetScore+ white paper for criteria definitions.*

<b>Bike StreetScore by Intersection</b>		<b>Input</b>
View Basic Roadway Characteristics?		<b>+</b>
1	Roadway Name	<b>McClellan Rd</b>
2	Roadway Extents	<b>from Stelling Rd</b>
3	ADT (average daily traffic)	<b>9001-12000</b>
4	Prevailing Speed in MPH (use posted speed limit if speed data is not available)	<b>25</b>
5	Are the bicycle conditions the same in both directions? (e.g. bicycle facilities are the same in both directions, number of lanes are the same in both directions)	<b>Yes</b>
6	Are the pedestrian facilities the same in both directions? (e.g. sidewalk of similar width present on both sides of the street, number of lanes are the same in both directions)	<b>Yes</b>
7	Is there a raised median?	<b>Yes</b>
8	Number of Total Travel Lanes	<b>3</b>
	What is the bicycle facility type?	Bicycle Route Or No Designated Bikeway
	Is there a right turn lane?	Yes, >150'
	What is the right-turn speed?	15
	Does the configuration present additional hazards?	No
<b>Segment LTS Score Per Mineta Methodology</b>		<b>4</b>
<b>Street Score+ LTS Score</b>		<b>4</b>



Pedestrian  
 Score by  
 Intersection

*Refer to StreetScore+ white paper for criteria definitions.*

Pedestrian Intersection Signalized StreetScore		Input
View Basic Roadway Characteristics?		+
1	Roadway Name	McClellan Rd
2	Roadway Extents	from Stelling Rd to De Anza Rd
3	ADT (average daily traffic)	9001-12000
4	Prevailing Speed in MPH (use posted speed limit if speed data is not available)	25
5	Are the bicycle conditions the same in both directions? (e.g. bicycle facilities are the same in both directions, number of lanes are the same in both directions)	Yes
6	Are the pedestrian facilities the same in both directions? (e.g. sidewalk of similar width present on both sides of the street, number of lanes are the same in both directions)	Yes
7	Is there a raised median?	Yes
8	Number of Total Travel Lanes	3
	Is the intersection controlled?	Yes
	Is the intersection stop controlled?	No
	What is the longest signalized crossing distance? (Based on Travel Lanes including Turn Lanes)	4 to 5 with median
	Does the signal have pedestrian-friendly signals?	Yes, peak hour recall
	Does the signal have audible push buttons and pedestrian signals?	Countdown Signals, Viro tactile/Audible Push Buttons & Signals
	What kind of curb ramps are present?	Diagonal Curb Ramp
	Are there right-turn slip lanes at the intersection?	Yes
	What is the slip lane control?	Pedestrian Given ROW
	Conflicts and Mitigation	Low speed, low conflicts or high speed with mitigated conflicts
<b>Street Score+ LTS Score</b>		<b>2</b>



Bike Score  
 by  
 Intersection

*Refer to StreetScore+ white paper for criteria definitions.*

<b>Bike StreetScore by Intersection</b>		<b>Input</b>
View Basic Roadway Characteristics?		<b>+</b>
1	Roadway Name	<b>De Anza Blvd</b>
2	Roadway Extents	<b>from Bollinger</b>
3	ADT (average daily traffic)	<b>&gt;15000</b>
4	Prevailing Speed in MPH (use posted speed limit if speed data is not available)	<b>40</b>
5	Are the bicycle conditions the same in both directions? (e.g. bicycle facilities are the same in both directions, number of lanes are the same in both directions)	<b>Yes</b>
6	Are the pedestrian facilities the same in both directions? (e.g. sidewalk of similar width present on both sides of the street, number of lanes are the same in both directions)	<b>Yes</b>
7	Is there a raised median?	<b>Yes</b>
8	Number of Total Travel Lanes	<b>8</b>
	What is the bicycle facility type?	Bicycle Lane
	Is there a right turn lane?	No
	Does the configuration present additional hazards?	Yes
<b>Segment LTS Score Per Mineta Methodology</b>		<b>4</b>
<b>Street Score+ LTS Score</b>		<b>4</b>



Pedestrian  
 Score by  
 Intersection

*Refer to StreetScore+ white paper for criteria definitions.*

<b>Pedestrian Intersection Signalized StreetScore</b>		<b>Input</b>
View Basic Roadway Characteristics?		<b>+</b>
1	Roadway Name	<b>De Anza Blvd</b>
2	Roadway Extents	<b>from Bollinger Rd to McClellan Rd</b>
3	ADT (average daily traffic)	<b>&gt;15000</b>
4	Prevailing Speed in MPH (use posted speed limit if speed data is not available)	<b>40</b>
5	Are the bicycle conditions the same in both directions? (e.g. bicycle facilities are the same in both directions, number of lanes are the same in both directions)	<b>Yes</b>
6	Are the pedestrian facilities the same in both directions? (e.g. sidewalk of similar width present on both sides of the street, number of lanes are the same in both directions)	<b>Yes</b>
7	Is there a raised median?	<b>Yes</b>
8	Number of Total Travel Lanes	<b>8</b>
	Is the intersection controlled?	Yes
	Is the intersection stop controlled?	No
	What is the longest signalized crossing distance? (Based on Travel Lanes including Turn Lanes)	<b>6+</b>
	Does the signal have pedestrian-friendly signals?	Yes, peak hour recall
	Does the signal have audible push buttons and pedestrian signals?	Missing Pedestrian Signals, No Countdown Signals, or Not Accessible
	What kind of curb ramps are present?	Missing Curb Ramp
	Are there right-turn slip lanes at the intersection?	No
	Conflicts and Mitigation	High speed, unmitigated conflicts
<b>Street Score+ LTS Score</b>		<b>4</b>



Bike Score  
 by  
 Intersection

*Refer to StreetScore+ white paper for criteria definitions.*

<b>Bike StreetScore by Intersection</b>		<b>Input</b>
View Basic Roadway Characteristics?		<b>+</b>
1	Roadway Name	<b>De Anza Boulevard</b>
2	Roadway Extents	<b>from Rodrigues</b>
3	ADT (average daily traffic)	<b>&gt;15000</b>
4	Prevailing Speed in MPH (use posted speed limit if speed data is not available)	<b>40</b>
5	Are the bicycle conditions the same in both directions? (e.g. bicycle facilities are the same in both directions, number of lanes are the same in both directions)	<b>Yes</b>
6	Are the pedestrian facilities the same in both directions? (e.g. sidewalk of similar width present on both sides of the street, number of lanes are the same in both directions)	<b>Yes</b>
7	Is there a raised median?	<b>Yes</b>
8	Number of Total Travel Lanes	<b>8</b>
	What is the bicycle facility type?	Bicycle Lane
	Is there a right turn lane?	No
	Does the configuration present additional hazards?	Yes
<b>Segment LTS Score Per Mineta Methodology</b>		<b>4</b>
<b>Street Score+ LTS Score</b>		<b>4</b>



Pedestrian  
Score by  
Intersection

*Refer to StreetScore+ white paper for criteria definitions.*

<b>Pedestrian Intersection Signalized StreetScore</b>		<b>Input</b>
View Basic Roadway Characteristics?		<b>+</b>
1	Roadway Name	<b>De Anza Boulevard</b>
2	Roadway Extents	<b>from Rodrigues Ave to McClellan Rd</b>
3	ADT (average daily traffic)	<b>&gt;15000</b>
4	Prevailing Speed in MPH (use posted speed limit if speed data is not available)	<b>40</b>
5	Are the bicycle conditions the same in both directions? (e.g. bicycle facilities are the same in both directions, number of lanes are the same in both directions)	<b>Yes</b>
6	Are the pedestrian facilities the same in both directions? (e.g. sidewalk of similar width present on both sides of the street, number of lanes are the same in both directions)	<b>Yes</b>
7	Is there a raised median?	<b>Yes</b>
8	Number of Total Travel Lanes	<b>8</b>
	Is the intersection controlled?	Yes
	Is the intersection stop controlled?	No
	What is the longest signalized crossing distance? (Based on Travel Lanes including Turn Lanes)	<b>6+</b>
	Does the signal have pedestrian-friendly signals?	Yes, peak hour recall
	Does the signal have audible push buttons and pedestrian signals?	Countdown Signals, Viotactile/ Audible Push Buttons & Signals
	What kind of curb ramps are present?	Diagonal Curb Ramp
	Are there right-turn slip lanes at the intersection?	No
	Conflicts and Mitigation	High speed, unmitigated conflicts
<b>Street Score+ LTS Score</b>		<b>4</b>



Bike Score  
 by  
 Intersection

*Refer to StreetScore+ white paper for criteria definitions.*

<b>Bike StreetScore by Intersection</b>		<b>Input</b>
View Basic Roadway Characteristics?		-
What is the bicycle facility type?	Bicycle Route Or No Designated Bikeway	
Is there a right turn lane?	Yes, >150'	
What is the right-turn speed?	10	
Does the configuration present additional hazards?	No	
<b>Segment LTS Score Per Mineta Methodology</b>		<b>4</b>
<b>Street Score+ LTS Score</b>		<b>4</b>





Pedestrian  
 Score by  
 Intersection

*Refer to StreetScore+ white paper for criteria definitions.*

Pedestrian Intersection Signalized StreetScore		Input
View Basic Roadway Characteristics?		+
1	Roadway Name	Pacifica Dr
2	Roadway Extents	from Blaney Ave to De Anza Boulevard
3	ADT (average daily traffic)	3001-6000
4	Prevailing Speed in MPH (use posted speed limit if speed data is not available)	25
5	Are the bicycle conditions the same in both directions? (e.g. bicycle facilities are the same in both directions, number of lanes are the same in both directions)	Yes
6	Are the pedestrian facilities the same in both directions? (e.g. sidewalk of similar width present on both sides of the street, number of lanes are the same in both directions)	Yes
7	Is there a raised median?	No
8	Number of Total Travel Lanes	5
	Is the intersection controlled?	Yes
	Is the intersection stop controlled?	No
	What is the longest signalized crossing distance? (Based on Travel Lanes including Turn Lanes)	4 to 5 with median
	Does the signal have pedestrian-friendly signals?	Yes, peak hour recall
	Does the signal have audible push buttons and pedestrian signals?	Countdown Signals, Viro tactile/Audible Push Buttons & Signals
	What kind of curb ramps are present?	Diagonal Curb Ramp
	Are there right-turn slip lanes at the intersection?	Yes
	What is the slip lane control?	Pedestrian Given ROW
	Conflicts and Mitigation	Low speed, low conflicts or high speed with mitigated conflicts
<b>Street Score+ LTS Score</b>		<b>2</b>



Bike Score  
 by  
 Intersection

*Refer to StreetScore+ white paper for criteria definitions.*

<b>Bike StreetScore by Intersection</b>		<b>Input</b>
View Basic Roadway Characteristics?		<b>+</b>
1	Roadway Name	<b>Fremont Ave</b>
2	Roadway Extents	<b>Sunnyvale-</b>
3	ADT (average daily traffic)	<b>&gt;15000</b>
4	Prevailing Speed in MPH (use posted speed limit if speed data is not available)	<b>40</b>
5	Are the bicycle conditions the same in both directions? (e.g. bicycle facilities are the same in both directions, number of lanes are the same in both directions)	<b>Yes</b>
6	Are the pedestrian facilities the same in both directions? (e.g. sidewalk of similar width present on both sides of the street, number of lanes are the same in both directions)	<b>Yes</b>
7	Is there a raised median?	<b>Yes</b>
8	Number of Total Travel Lanes	<b>7</b>
	What is the bicycle facility type?	Bicycle Lane
	Is there a right turn lane?	Yes, <=75'
	Does the right turn lane start abruptly with a 8:1-10:1 taper?	Yes
	Is there more than one right-turn lane?	No
	What is the right-turn speed?	15
	What is the bicyclist movement across the conflict area?	Bicycle Moves Left
	Does the configuration present additional hazards?	No
<b>Segment LTS Score Per Mineta Methodology</b>		<b>3</b>
<b>Street Score+ LTS Score</b>		<b>3</b>



Pedestrian  
 Score by  
 Intersection

*Refer to StreetScore+ white paper for criteria definitions.*

<b>Pedestrian Intersection Signalized StreetScore</b>		<b>Input</b>
View Basic Roadway Characteristics?		<b>+</b>
1	Roadway Name	<b>Fremont Ave</b>
2	Roadway Extents	<b>Sunnyvale-Saratoga Rd to Wolfe Rd</b>
3	ADT (average daily traffic)	<b>&gt;15000</b>
4	Prevailing Speed in MPH (use posted speed limit if speed data is not available)	<b>40</b>
5	Are the bicycle conditions the same in both directions? (e.g. bicycle facilities are the same in both directions, number of lanes are the same in both directions)	<b>Yes</b>
6	Are the pedestrian facilities the same in both directions? (e.g. sidewalk of similar width present on both sides of the street, number of lanes are the same in both directions)	<b>Yes</b>
7	Is there a raised median?	<b>Yes</b>
8	Number of Total Travel Lanes	<b>7</b>
Is the intersection controlled?		Yes
Is the intersection stop controlled?		No
What is the longest signalized crossing distance? (Based on Travel Lanes including Turn Lanes)		<b>6+</b>
Does the signal have pedestrian-friendly signals?		Yes, peak hour recall
Does the signal have audible push buttons and pedestrian signals?		Countdown Signals, Viotactile/ Audible Push Buttons & Signals
What kind of curb ramps are present?		Diagonal Curb Ramp
Are there right-turn slip lanes at the intersection?		No
Conflicts and Mitigation		Low speed, low conflicts or high speed with mitigated conflicts
<b>Street Score+ LTS Score</b>		<b>4</b>



Bike Score  
 by  
 Intersection

*Refer to StreetScore+ white paper for criteria definitions.*

<b>Bike StreetScore by Intersection</b>		<b>Input</b>
View Basic Roadway Characteristics?		<b>+</b>
1	Roadway Name	<b>Wolfe Rd</b>
2	Roadway Extents	<b>from Inverness</b>
3	ADT (average daily traffic)	<b>&gt;15000</b>
4	Prevailing Speed in MPH (use posted speed limit if speed data is not available)	<b>35</b>
5	Are the bicycle conditions the same in both directions? (e.g. bicycle facilities are the same in both directions, number of lanes are the same in both directions)	<b>Yes</b>
6	Are the pedestrian facilities the same in both directions? (e.g. sidewalk of similar width present on both sides of the street, number of lanes are the same in both directions)	<b>Yes</b>
7	Is there a raised median?	<b>No</b>
8	Number of Total Travel Lanes	<b>7</b>
	What is the bicycle facility type?	Bicycle Lane
	Is there a right turn lane?	No
	Does the configuration present additional hazards?	Yes
<b>Segment LTS Score Per Mineta Methodology</b>		<b>4</b>
<b>Street Score+ LTS Score</b>		<b>4</b>



Pedestrian  
 Score by  
 Intersection

*Refer to StreetScore+ white paper for criteria definitions.*

<b>Pedestrian Intersection Signalized StreetScore</b>		<b>Input</b>
View Basic Roadway Characteristics?		<b>+</b>
1	Roadway Name	<b>Wolfe Rd</b>
2	Roadway Extents	<b>from Inverness Way to Fremont Ave</b>
3	ADT (average daily traffic)	<b>&gt;15000</b>
4	Prevailing Speed in MPH (use posted speed limit if speed data is not available)	<b>35</b>
5	Are the bicycle conditions the same in both directions? (e.g. bicycle facilities are the same in both directions, number of lanes are the same in both directions)	<b>Yes</b>
6	Are the pedestrian facilities the same in both directions? (e.g. sidewalk of similar width present on both sides of the street, number of lanes are the same in both directions)	<b>Yes</b>
7	Is there a raised median?	<b>No</b>
8	Number of Total Travel Lanes	<b>7</b>
	Is the intersection controlled?	Yes
	Is the intersection stop controlled?	No
	What is the longest signalized crossing distance? (Based on Travel Lanes including Turn Lanes)	<b>6+</b>
	Does the signal have pedestrian-friendly signals?	Yes, peak hour recall
	Does the signal have audible push buttons and pedestrian signals?	Countdown Signals, Viotactile/ Audible Push Buttons & Signals
	What kind of curb ramps are present?	Diagonal Curb Ramp
	Are there right-turn slip lanes at the intersection?	No
	Conflicts and Mitigation	Low speed, low conflicts or high speed with mitigated conflicts
<b>Street Score+ LTS Score</b>		<b>4</b>



Bike Score  
 by  
 Intersection

*Refer to StreetScore+ white paper for criteria definitions.*

<b>Bike StreetScore by Intersection</b>		<b>Input</b>
View Basic Roadway Characteristics?		<b>+</b>
1	Roadway Name	<b>Wolfe Rd</b>
2	Roadway Extents	<b>from El Camino</b>
3	ADT (average daily traffic)	<b>&gt;15000</b>
4	Prevailing Speed in MPH (use posted speed limit if speed data is not available)	<b>35</b>
5	Are the bicycle conditions the same in both directions? (e.g. bicycle facilities are the same in both directions, number of lanes are the same in both directions)	<b>Yes</b>
6	Are the pedestrian facilities the same in both directions? (e.g. sidewalk of similar width present on both sides of the street, number of lanes are the same in both directions)	<b>Yes</b>
7	Is there a raised median?	<b>Yes</b>
8	Number of Total Travel Lanes	<b>6</b>
	What is the bicycle facility type?	Bicycle Route Or No Designated Bikeway
	Is there a right turn lane?	No
	What is the right-turn speed?	15
	Does the configuration present additional hazards?	Yes
<b>Segment LTS Score Per Mineta Methodology</b>		<b>4</b>
<b>Street Score+ LTS Score</b>		<b>4</b>



Pedestrian  
 Score by  
 Intersection

*Refer to StreetScore+ white paper for criteria definitions.*

<b>Pedestrian Intersection Signalized StreetScore</b>		<b>Input</b>
View Basic Roadway Characteristics?		<b>+</b>
1	Roadway Name	<b>Wolfe Rd</b>
2	Roadway Extents	<b>from El Camino Real to Fremont Ave</b>
3	ADT (average daily traffic)	<b>&gt;15000</b>
4	Prevailing Speed in MPH (use posted speed limit if speed data is not available)	<b>35</b>
5	Are the bicycle conditions the same in both directions? (e.g. bicycle facilities are the same in both directions, number of lanes are the same in both directions)	<b>Yes</b>
6	Are the pedestrian facilities the same in both directions? (e.g. sidewalk of similar width present on both sides of the street, number of lanes are the same in both directions)	<b>Yes</b>
7	Is there a raised median?	<b>Yes</b>
8	Number of Total Travel Lanes	<b>6</b>
Is the intersection controlled?		Yes
Is the intersection stop controlled?		No
What is the longest signalized crossing distance? (Based on Travel Lanes including Turn Lanes)		<b>6+</b>
Does the signal have pedestrian-friendly signals?		Yes, peak hour recall
Does the signal have audible push buttons and pedestrian signals?		Countdown Signals, Viotactile/ Audible Push Buttons & Signals
What kind of curb ramps are present?		Directional Curb Ramp
Are there right-turn slip lanes at the intersection?		No
Conflicts and Mitigation		Low speed, low conflicts or high speed with mitigated conflicts
<b>Street Score+ LTS Score</b>		<b>4</b>





Bike Score  
 by  
 Intersection

*Refer to StreetScore+ white paper for criteria definitions.*

<b>Bike StreetScore by Intersection</b>		<b>Input</b>
View Basic Roadway Characteristics?		<b>+</b>
1	Roadway Name	<b>Fremont Ave</b>
2	Roadway Extents	<b>from El Camino</b>
3	ADT (average daily traffic)	<b>3001-6000</b>
4	Prevailing Speed in MPH (use posted speed limit if speed data is not available)	<b>40</b>
5	Are the bicycle conditions the same in both directions? (e.g. bicycle facilities are the same in both directions, number of lanes are the same in both directions)	<b>Yes</b>
6	Are the pedestrian facilities the same in both directions? (e.g. sidewalk of similar width present on both sides of the street, number of lanes are the same in both directions)	<b>Yes</b>
7	Is there a raised median?	<b>No</b>
8	Number of Total Travel Lanes	<b>4</b>
	What is the bicycle facility type?	Bicycle Lane
	Is there a right turn lane?	No
	Does the configuration present additional hazards?	Yes
<b>Segment LTS Score Per Mineta Methodology</b>		<b>4</b>
<b>Street Score+ LTS Score</b>		<b>4</b>



Pedestrian  
 Score by  
 Intersection

*Refer to StreetScore+ white paper for criteria definitions.*

Pedestrian Intersection Signalized StreetScore		Input
View Basic Roadway Characteristics?		+
1	Roadway Name	Fremont Ave
2	Roadway Extents	from El Camino Real to Wolfe Rd
3	ADT (average daily traffic)	3001-6000
4	Prevailing Speed in MPH (use posted speed limit if speed data is not available)	40
5	Are the bicycle conditions the same in both directions? (e.g. bicycle facilities are the same in both directions, number of lanes are the same in both directions)	Yes
6	Are the pedestrian facilities the same in both directions? (e.g. sidewalk of similar width present on both sides of the street, number of lanes are the same in both directions)	Yes
7	Is there a raised median?	No
8	Number of Total Travel Lanes	4
	Is the intersection controlled?	Yes
	Is the intersection stop controlled?	No
	What is the longest signalized crossing distance? (Based on Travel Lanes including Turn Lanes)	4 to 5 without median
	Does the signal have pedestrian-friendly signals?	Yes, peak hour recall
	Does the signal have audible push buttons and pedestrian signals?	Countdown Signals, Viotactile/ Audible Push Buttons & Signals
	What kind of curb ramps are present?	Directional Curb Ramp
	Are there right-turn slip lanes at the intersection?	No
	Conflicts and Mitigation	Low speed, low conflicts or high speed with mitigated conflicts
<b>Street Score+ LTS Score</b>		<b>3</b>



Bike Score  
 by  
 Intersection

*Refer to StreetScore+ white paper for criteria definitions.*

<b>Bike StreetScore by Intersection</b>		<b>Input</b>
View Basic Roadway Characteristics?		<b>+</b>
1	Roadway Name	<b>Driveway</b>
2	Roadway Extents	<b>AMC Driveway</b>
3	ADT (average daily traffic)	<b>3001-6000</b>
4	Prevailing Speed in MPH (use posted speed limit if speed data is not available)	<b>15</b>
5	Are the bicycle conditions the same in both directions? (e.g. bicycle facilities are the same in both directions, number of lanes are the same in both directions)	<b>Yes</b>
6	Are the pedestrian facilities the same in both directions? (e.g. sidewalk of similar width present on both sides of the street, number of lanes are the same in both directions)	<b>Yes</b>
7	Is there a raised median?	<b>Yes</b>
8	Number of Total Travel Lanes	<b>5</b>
	What is the bicycle facility type?	Bicycle Route Or No Designated Bikeway
	Is there a right turn lane?	Yes, <=75'
	Is there more than one right-turn lanes?	No
	What is the right-turn speed?	10
	Does the configuration present additional hazards?	Yes
<b>Segment LTS Score Per Mineta Methodology</b>		<b>4</b>
<b>Street Score+ LTS Score</b>		<b>4</b>



Pedestrian  
 Score by  
 Intersection

*Refer to StreetScore+ white paper for criteria definitions.*

Pedestrian Intersection Signalized StreetScore		Input
View Basic Roadway Characteristics?		+
1	Roadway Name	Driveway
2	Roadway Extents	AMC Driveway
3	ADT (average daily traffic)	3001-6000
4	Prevailing Speed in MPH (use posted speed limit if speed data is not available)	15
5	Are the bicycle conditions the same in both directions? (e.g. bicycle facilities are the same in both directions, number of lanes are the same in both directions)	Yes
6	Are the pedestrian facilities the same in both directions? (e.g. sidewalk of similar width present on both sides of the street, number of lanes are the same in both directions)	Yes
7	Is there a raised median?	Yes
8	Number of Total Travel Lanes	5
	Is the intersection controlled?	Yes
	Is the intersection stop controlled?	No
	What is the longest signalized crossing distance? (Based on Travel Lanes including Turn Lanes)	4 to 5 with median
	Does the signal have pedestrian-friendly signals?	Yes, peak hour recall
	Does the signal have audible push buttons and pedestrian signals?	Countdown Signals, Viro tactile/ Audible Push Buttons & Signals
	What kind of curb ramps are present?	Directional Curb Ramp
	Are there right-turn slip lanes at the intersection?	No
	Conflicts and Mitigation	Low speed, low conflicts or high speed with mitigated conflicts
<b>Street Score+ LTS Score</b>		<b>2</b>



Bike Score  
 by  
 Intersection

*Refer to StreetScore+ white paper for criteria definitions.*

<b>Bike StreetScore by Intersection</b>		<b>Input</b>
View Basic Roadway Characteristics?		<b>+</b>
1	Roadway Name	<b>Wolfe Rd</b>
2	Roadway Extents	<b>from Stevens</b>
3	ADT (average daily traffic)	<b>&gt;15000</b>
4	Prevailing Speed in MPH (use posted speed limit if speed data is not available)	<b>35</b>
5	Are the bicycle conditions the same in both directions? (e.g. bicycle facilities are the same in both directions, number of lanes are the same in both directions)	<b>Yes</b>
6	Are the pedestrian facilities the same in both directions? (e.g. sidewalk of similar width present on both sides of the street, number of lanes are the same in both directions)	<b>Yes</b>
7	Is there a raised median?	<b>Yes</b>
8	Number of Total Travel Lanes	<b>7</b>
	What is the bicycle facility type?	Bicycle Lane
	Is there a right turn lane?	No
	Does the configuration present additional hazards?	Yes
<b>Segment LTS Score Per Mineta Methodology</b>		<b>4</b>
<b>Street Score+ LTS Score</b>		<b>4</b>



Pedestrian  
 Score by  
 Intersection

*Refer to StreetScore+ white paper for criteria definitions.*

<b>Pedestrian Intersection Signalized StreetScore</b>		<b>Input</b>
View Basic Roadway Characteristics?		<b>+</b>
1	Roadway Name	<b>Wolfe Rd</b>
2	Roadway Extents	<b>from Stevens Creek Blvd to Vallco Pkwy</b>
3	ADT (average daily traffic)	<b>&gt; 15000</b>
4	Prevailing Speed in MPH (use posted speed limit if speed data is not available)	<b>35</b>
5	Are the bicycle conditions the same in both directions? (e.g. bicycle facilities are the same in both directions, number of lanes are the same in both directions)	<b>Yes</b>
6	Are the pedestrian facilities the same in both directions? (e.g. sidewalk of similar width present on both sides of the street, number of lanes are the same in both directions)	<b>Yes</b>
7	Is there a raised median?	<b>Yes</b>
8	Number of Total Travel Lanes	<b>7</b>
Is the intersection controlled?		Yes
Is the intersection stop controlled?		No
What is the longest signalized crossing distance? (Based on Travel Lanes including Turn Lanes)		<b>6+</b>
Does the signal have pedestrian-friendly signals?		Yes, peak hour recall
Does the signal have audible push buttons and pedestrian signals?		Countdown Signals, Viro tactile/ Audible Push Buttons & Signals
What kind of curb ramps are present?		Diagonal Curb Ramp
Are there right-turn slip lanes at the intersection?		No
Conflicts and Mitigation		High speed, unmitigated conflicts
<b>Street Score+ LTS Score</b>		<b>4</b>



Bike Score  
 by  
 Intersection

*Refer to StreetScore+ white paper for criteria definitions.*

<b>Bike StreetScore by Intersection</b>		<b>Input</b>
View Basic Roadway Characteristics?		<b>+</b>
1	Roadway Name	<b>Wolfe Rd</b>
2	Roadway Extents	<b>from Perimeter</b>
3	ADT (average daily traffic)	<b>&gt;15000</b>
4	Prevailing Speed in MPH (use posted speed limit if speed data is not available)	<b>35</b>
5	Are the bicycle conditions the same in both directions? (e.g. bicycle facilities are the same in both directions, number of lanes are the same in both directions)	<b>Yes</b>
6	Are the pedestrian facilities the same in both directions? (e.g. sidewalk of similar width present on both sides of the street, number of lanes are the same in both directions)	<b>Yes</b>
7	Is there a raised median?	<b>Yes</b>
8	Number of Total Travel Lanes	<b>10</b>
	What is the bicycle facility type?	Bicycle Lane
	Is there a right turn lane?	Yes, > 150'
	Does the right turn lane start abruptly with a 8:1-10:1 taper?	No
	Is there more than one right-turn lane?	No
	What is the right-turn speed?	20
	What is the bicyclist movement across the conflict area?	Bicycle Continues Straight
	Does the configuration present additional hazards?	No
<b>Segment LTS Score Per Mineta Methodology</b>		<b>4</b>
<b>Street Score+ LTS Score</b>		<b>4</b>





Pedestrian  
 Score by  
 Intersection

*Refer to StreetScore+ white paper for criteria definitions.*

<b>Pedestrian Intersection Signalized StreetScore</b>		<b>Input</b>
View Basic Roadway Characteristics?		<b>+</b>
1	Roadway Name	<b>Wolfe Rd</b>
2	Roadway Extents	<b>from Perimeter Rd to Vallco Pkwy</b>
3	ADT (average daily traffic)	<b>&gt; 15000</b>
4	Prevailing Speed in MPH (use posted speed limit if speed data is not available)	<b>35</b>
5	Are the bicycle conditions the same in both directions? (e.g. bicycle facilities are the same in both directions, number of lanes are the same in both directions)	<b>Yes</b>
6	Are the pedestrian facilities the same in both directions? (e.g. sidewalk of similar width present on both sides of the street, number of lanes are the same in both directions)	<b>Yes</b>
7	Is there a raised median?	<b>Yes</b>
8	Number of Total Travel Lanes	<b>10</b>
	Is the intersection controlled?	Yes
	Is the intersection stop controlled?	No
	What is the longest signalized crossing distance? (Based on Travel Lanes including Turn Lanes)	<b>6+</b>
	Does the signal have pedestrian-friendly signals?	Yes, peak hour recall
	Does the signal have audible push buttons and pedestrian signals?	Countdown Signals, Viro tactile/ Audible Push Buttons & Signals
	What kind of curb ramps are present?	Diagonal Curb Ramp
	Are there right-turn slip lanes at the intersection?	No
	Conflicts and Mitigation	High speed, unmitigated conflicts
<b>Street Score+ LTS Score</b>		<b>4</b>



Pedestrian  
 Score by  
 Intersection

*Refer to StreetScore+ white paper for criteria definitions.*

<b>Pedestrian Intersection Signalized StreetScore</b>		<b>Input</b>
View Basic Roadway Characteristics?		<b>+</b>
1	Roadway Name	<b>Vallco Pkwy</b>
2	Roadway Extents	<b>from Tantau Ave to Wolfe Rd</b>
3	ADT (average daily traffic)	<b>12001-15000</b>
4	Prevailing Speed in MPH (use posted speed limit if speed data is not available)	<b>25</b>
5	Are the bicycle conditions the same in both directions? (e.g. bicycle facilities are the same in both directions, number of lanes are the same in both directions)	<b>Yes</b>
6	Are the pedestrian facilities the same in both directions? (e.g. sidewalk of similar width present on both sides of the street, number of lanes are the same in both directions)	<b>Yes</b>
7	Is there a raised median?	<b>Yes</b>
8	Number of Total Travel Lanes	<b>6</b>
Is the intersection controlled?		Yes
Is the intersection stop controlled?		No
What is the longest signalized crossing distance? (Based on Travel Lanes including Turn Lanes)		<b>6+</b>
Does the signal have pedestrian-friendly signals?		Yes, peak hour recall
Does the signal have audible push buttons and pedestrian signals?		Countdown Signals, Viotactile/ Audible Push Buttons & Signals
What kind of curb ramps are present?		Diagonal Curb Ramp
Are there right-turn slip lanes at the intersection?		No
Conflicts and Mitigation		Low speed, low conflicts or high speed with mitigated conflicts
<b>Street Score+ LTS Score</b>		<b>4</b>



Bike Score  
 by  
 Intersection

*Refer to StreetScore+ white paper for criteria definitions.*

<b>Bike StreetScore by Intersection</b>		<b>Input</b>
View Basic Roadway Characteristics?		<b>+</b>
1	Roadway Name	<b>Vallco Pkwy</b>
2	Roadway Extents	<b>from Tantau Ave</b>
3	ADT (average daily traffic)	<b>12001-15000</b>
4	Prevailing Speed in MPH (use posted speed limit if speed data is not available)	<b>25</b>
5	Are the bicycle conditions the same in both directions? (e.g. bicycle facilities are the same in both directions, number of lanes are the same in both directions)	<b>Yes</b>
6	Are the pedestrian facilities the same in both directions? (e.g. sidewalk of similar width present on both sides of the street, number of lanes are the same in both directions)	<b>Yes</b>
7	Is there a raised median?	<b>Yes</b>
8	Number of Total Travel Lanes	<b>6</b>
	What is the bicycle facility type?	Bicycle Lane
	Is there a right turn lane?	Yes, > 150'
	Does the right turn lane start abruptly with a 8:1-10:1 taper?	Yes
	Is there more than one right-turn lane?	Yes
	What is the right-turn speed?	15
	What is the bicyclist movement across the conflict area?	Bicycle Moves Left
	Does the configuration present additional hazards?	No
<b>Segment LTS Score Per Mineta Methodology</b>		<b>4</b>
<b>Street Score+ LTS Score</b>		<b>4</b>



Bike Score  
 by  
 Intersection

*Refer to StreetScore+ white paper for criteria definitions.*

<b>Bike StreetScore by Intersection</b>		<b>Input</b>
View Basic Roadway Characteristics?		<b>+</b>
1	Roadway Name	<b>Miller Ave</b>
2	Roadway Extents	<b>from Calle De</b>
3	ADT (average daily traffic)	<b>&gt;15000</b>
4	Prevailing Speed in MPH (use posted speed limit if speed data is not available)	<b>35</b>
5	Are the bicycle conditions the same in both directions? (e.g. bicycle facilities are the same in both directions, number of lanes are the same in both directions)	<b>Yes</b>
6	Are the pedestrian facilities the same in both directions? (e.g. sidewalk of similar width present on both sides of the street, number of lanes are the same in both directions)	<b>Yes</b>
7	Is there a raised median?	<b>Yes</b>
8	Number of Total Travel Lanes	<b>6</b>
	What is the bicycle facility type?	Bicycle Route Or No Designated Bikeway
	Is there a right turn lane?	No
	What is the right-turn speed?	15
	Does the configuration present additional hazards?	Yes
<b>Segment LTS Score Per Mineta Methodology</b>		<b>4</b>
<b>Street Score+ LTS Score</b>		<b>4</b>



Pedestrian  
 Score by  
 Intersection

*Refer to StreetScore+ white paper for criteria definitions.*

Pedestrian Intersection Signalized StreetScore		Input
View Basic Roadway Characteristics?		+
1	Roadway Name	Miller Ave
2	Roadway Extents	from Calle De Barcelona to Stevens Creek Blvd
3	ADT (average daily traffic)	>15000
4	Prevailing Speed in MPH (use posted speed limit if speed data is not available)	35
5	Are the bicycle conditions the same in both directions? (e.g. bicycle facilities are the same in both directions, number of lanes are the same in both directions)	Yes
6	Are the pedestrian facilities the same in both directions? (e.g. sidewalk of similar width present on both sides of the street, number of lanes are the same in both directions)	Yes
7	Is there a raised median?	Yes
8	Number of Total Travel Lanes	6
	Is the intersection controlled?	Yes
	Is the intersection stop controlled?	No
	What is the longest signalized crossing distance? (Based on Travel Lanes including Turn Lanes)	6+
	Does the signal have pedestrian-friendly signals?	Yes, peak hour recall
	Does the signal have audible push buttons and pedestrian signals?	Countdown Signals, Viro tactile/ Audible Push Buttons & Signals
	What kind of curb ramps are present?	Diagonal Curb Ramp
	Are there right-turn slip lanes at the intersection?	No
	Conflicts and Mitigation	High speed, unmitigated conflicts
<b>Street Score+ LTS Score</b>		<b>4</b>



Bike Score  
 by  
 Intersection

*Refer to StreetScore+ white paper for criteria definitions.*

<b>Bike StreetScore by Intersection</b>		<b>Input</b>
View Basic Roadway Characteristics?		<b>+</b>
1	Roadway Name	<b>Wolfe Rd</b>
2	Roadway Extents	<b>from Vallco</b>
3	ADT (average daily traffic)	<b>&gt;15000</b>
4	Prevailing Speed in MPH (use posted speed limit if speed data is not available)	<b>35</b>
5	Are the bicycle conditions the same in both directions? (e.g. bicycle facilities are the same in both directions, number of lanes are the same in both directions)	<b>Yes</b>
6	Are the pedestrian facilities the same in both directions? (e.g. sidewalk of similar width present on both sides of the street, number of lanes are the same in both directions)	<b>Yes</b>
7	Is there a raised median?	<b>Yes</b>
8	Number of Total Travel Lanes	<b>6</b>
	What is the bicycle facility type?	Bicycle Lane
	Is there a right turn lane?	Yes, > 150'
	Does the right turn lane start abruptly with a 8:1-10:1 taper?	No
	Is there more than one right-turn lane?	No
	What is the right-turn speed?	15
	What is the bicyclist movement across the conflict area?	Bicycle Continues Straight
	Does the configuration present additional hazards?	No
<b>Segment LTS Score Per Mineta Methodology</b>		<b>3</b>
<b>Street Score+ LTS Score</b>		<b>3</b>



Pedestrian  
 Score by  
 Intersection

*Refer to StreetScore+ white paper for criteria definitions.*

Pedestrian Intersection Signalized StreetScore		Input
View Basic Roadway Characteristics?		+
1	Roadway Name	Wolfe Rd
2	Roadway Extents	from Vallco Pkwy to Steven Creek Blvd
3	ADT (average daily traffic)	>15000
4	Prevailing Speed in MPH (use posted speed limit if speed data is not available)	35
5	Are the bicycle conditions the same in both directions? (e.g. bicycle facilities are the same in both directions, number of lanes are the same in both directions)	Yes
6	Are the pedestrian facilities the same in both directions? (e.g. sidewalk of similar width present on both sides of the street, number of lanes are the same in both directions)	Yes
7	Is there a raised median?	Yes
8	Number of Total Travel Lanes	6
	Is the intersection controlled?	Yes
	Is the intersection stop controlled?	No
	What is the longest signalized crossing distance? (Based on Travel Lanes including Turn Lanes)	6+
	Does the signal have pedestrian-friendly signals?	Yes, peak hour recall
	Does the signal have audible push buttons and pedestrian signals?	Countdown Signals, Viro tactile/Audible Push Buttons & Signals
	What kind of curb ramps are present?	Diagonal Curb Ramp
	Are there right-turn slip lanes at the intersection?	Yes
	What is the slip lane control?	Mitigated Speeds
	Conflicts and Mitigation	Low speed, low conflicts or high speed with mitigated conflicts
<b>Street Score+ LTS Score</b>		<b>4</b>





Bike Score  
 by  
 Intersection

*Refer to StreetScore+ white paper for criteria definitions.*

<b>Bike StreetScore by Intersection</b>		<b>Input</b>
View Basic Roadway Characteristics?		<b>+</b>
1	Roadway Name	<b>Stevens Creek Blvd</b>
2	Roadway Extents	<b>from Perimeter</b>
3	ADT (average daily traffic)	<b>&gt;15000</b>
4	Prevailing Speed in MPH (use posted speed limit if speed data is not available)	<b>35</b>
5	Are the bicycle conditions the same in both directions? (e.g. bicycle facilities are the same in both directions, number of lanes are the same in both directions)	<b>Yes</b>
6	Are the pedestrian facilities the same in both directions? (e.g. sidewalk of similar width present on both sides of the street, number of lanes are the same in both directions)	<b>Yes</b>
7	Is there a raised median?	<b>Yes</b>
8	Number of Total Travel Lanes	<b>9</b>
	What is the bicycle facility type?	Bicycle Lane
	Is there a right turn lane?	Yes, <=75'
	Does the right turn lane start abruptly with a 8:1-10:1 taper?	No
	Is there more than one right-turn lane?	No
	What is the right-turn speed?	15
	What is the bicyclist movement across the conflict area?	Bicycle Continues Straight
	Does the configuration present additional hazards?	Yes
<b>Segment LTS Score Per Mineta Methodology</b>		<b>4</b>
<b>Street Score+ LTS Score</b>		<b>4</b>



Pedestrian  
 Score by  
 Intersection

*Refer to StreetScore+ white paper for criteria definitions.*

<b>Pedestrian Intersection Signalized StreetScore</b>		<b>Input</b>
	View Basic Roadway Characteristics?	<b>+</b>
1	Roadway Name	<b>Stevens Creek Blvd</b>
2	Roadway Extents	<b>from Perimeter Rd to Wolfe Rd- Miller Ave</b>
3	ADT (average daily traffic)	<b>&gt;15000</b>
4	Prevailing Speed in MPH (use posted speed limit if speed data is not available)	<b>35</b>
5	Are the bicycle conditions the same in both directions? (e.g. bicycle facilities are the same in both directions, number of lanes are the same in both directions)	<b>Yes</b>
6	Are the pedestrian facilities the same in both directions? (e.g. sidewalk of similar width present on both sides of the street, number of lanes are the same in both directions)	<b>Yes</b>
7	Is there a raised median?	<b>Yes</b>
8	Number of Total Travel Lanes	<b>9</b>
	Is the intersection controlled?	Yes
	Is the intersection stop controlled?	No
	What is the longest signalized crossing distance? (Based on Travel Lanes including Turn Lanes)	<b>6+</b>
	Does the signal have pedestrian-friendly signals?	Yes, peak hour recall
	Does the signal have audible push buttons and pedestrian signals?	Countdown Signals, Viotactile/ Audible Push Buttons & Signals
	What kind of curb ramps are present?	Diagonal Curb Ramp
	Are there right-turn slip lanes at the intersection?	No
	Conflicts and Mitigation	High speed, unmitigated conflicts
<b>Street Score+ LTS Score</b>		<b>4</b>



Bike Score  
 by  
 Intersection

*Refer to StreetScore+ white paper for criteria definitions.*

<b>Bike StreetScore by Intersection</b>		<b>Input</b>
View Basic Roadway Characteristics?		<b>+</b>
1	Roadway Name	<b>Stevens Creek Blvd</b>
2	Roadway Extents	<b>from Finch Ave</b>
3	ADT (average daily traffic)	<b>&gt;15000</b>
4	Prevailing Speed in MPH (use posted speed limit if speed data is not available)	<b>35</b>
5	Are the bicycle conditions the same in both directions? (e.g. bicycle facilities are the same in both directions, number of lanes are the same in both directions)	<b>Yes</b>
6	Are the pedestrian facilities the same in both directions? (e.g. sidewalk of similar width present on both sides of the street, number of lanes are the same in both directions)	<b>Yes</b>
7	Is there a raised median?	<b>Yes</b>
8	Number of Total Travel Lanes	<b>9</b>
	What is the bicycle facility type?	Bicycle Lane
	Is there a right turn lane?	Yes, <=75'
	Does the right turn lane start abruptly with a 8:1-10:1 taper?	No
	Is there more than one right-turn lane?	No
	What is the right-turn speed?	15
	What is the bicyclist movement across the conflict area?	Bicycle Continues Straight
	Does the configuration present additional hazards?	Yes
<b>Segment LTS Score Per Mineta Methodology</b>		<b>4</b>
<b>Street Score+ LTS Score</b>		<b>4</b>



Pedestrian  
 Score by  
 Intersection

*Refer to StreetScore+ white paper for criteria definitions.*

Pedestrian Intersection Signalized StreetScore		Input
View Basic Roadway Characteristics?		+
1	Roadway Name	Stevens Creek Blvd
2	Roadway Extents	from Finch Ave to Wolfe Rd- Miller Ave
3	ADT (average daily traffic)	> 15000
4	Prevailing Speed in MPH (use posted speed limit if speed data is not available)	35
5	Are the bicycle conditions the same in both directions? (e.g. bicycle facilities are the same in both directions, number of lanes are the same in both directions)	Yes
6	Are the pedestrian facilities the same in both directions? (e.g. sidewalk of similar width present on both sides of the street, number of lanes are the same in both directions)	Yes
7	Is there a raised median?	Yes
8	Number of Total Travel Lanes	9
	Is the intersection controlled?	Yes
	Is the intersection stop controlled?	No
	What is the longest signalized crossing distance? (Based on Travel Lanes including Turn Lanes)	6+
	Does the signal have pedestrian-friendly signals?	Yes, peak hour recall
	Does the signal have audible push buttons and pedestrian signals?	Countdown Signals, Viro tactile/ Audible Push Buttons & Signals
	What kind of curb ramps are present?	Diagonal Curb Ramp
	Are there right-turn slip lanes at the intersection?	Yes
	What is the slip lane control?	Pedestrian Given ROW
	Conflicts and Mitigation	Low speed, low conflicts or high speed with mitigated conflicts
<b>Street Score+ LTS Score</b>		<b>4</b>



Bike Score  
 by  
 Intersection

*Refer to StreetScore+ white paper for criteria definitions.*

<b>Bike StreetScore by Intersection</b>		<b>Input</b>
View Basic Roadway Characteristics?		<b>+</b>
1	Roadway Name	<b>Stevens Creek Blvd</b>
2	Roadway Extents	<b>from Finch Ave</b>
3	ADT (average daily traffic)	<b>&gt;15000</b>
4	Prevailing Speed in MPH (use posted speed limit if speed data is not available)	<b>35</b>
5	Are the bicycle conditions the same in both directions? (e.g. bicycle facilities are the same in both directions, number of lanes are the same in both directions)	<b>Yes</b>
6	Are the pedestrian facilities the same in both directions? (e.g. sidewalk of similar width present on both sides of the street, number of lanes are the same in both directions)	<b>Yes</b>
7	Is there a raised median?	<b>Yes</b>
8	Number of Total Travel Lanes	<b>7</b>
	What is the bicycle facility type?	Bicycle Lane
	Is there a right turn lane?	No
	Does the configuration present additional hazards?	Yes
<b>Segment LTS Score Per Mineta Methodology</b>		<b>4</b>
<b>Street Score+ LTS Score</b>		<b>4</b>



Pedestrian  
 Score by  
 Intersection

*Refer to StreetScore+ white paper for criteria definitions.*

Pedestrian Intersection Signalized StreetScore		Input
View Basic Roadway Characteristics?		+
1	Roadway Name	Stevens Creek Blvd
2	Roadway Extents	from Finch Ave to Tantau Ave
3	ADT (average daily traffic)	>15000
4	Prevailing Speed in MPH (use posted speed limit if speed data is not available)	35
5	Are the bicycle conditions the same in both directions? (e.g. bicycle facilities are the same in both directions, number of lanes are the same in both directions)	Yes
6	Are the pedestrian facilities the same in both directions? (e.g. sidewalk of similar width present on both sides of the street, number of lanes are the same in both directions)	Yes
7	Is there a raised median?	Yes
8	Number of Total Travel Lanes	7
Is the intersection controlled?		Yes
Is the intersection stop controlled?		No
What is the longest signalized crossing distance? (Based on Travel Lanes including Turn Lanes)		6+
Does the signal have pedestrian-friendly signals?		Yes, peak hour recall
Does the signal have audible push buttons and pedestrian signals?		Countdown Signals, Viro tactile/Audible Push Buttons & Signals
What kind of curb ramps are present?		Diagonal Curb Ramp
Are there right-turn slip lanes at the intersection?		No
Conflicts and Mitigation		High speed, unmitigated conflicts
<b>Street Score+ LTS Score</b>		<b>4</b>



Bike Score  
 by  
 Intersection

*Refer to StreetScore+ white paper for criteria definitions.*

<b>Bike StreetScore by Intersection</b>		<b>Input</b>
View Basic Roadway Characteristics?		<b>+</b>
1	Roadway Name	<b>Tantau Ave</b>
2	Roadway Extents	<b>from Tilson Ave</b>
3	ADT (average daily traffic)	<b>3001-6000</b>
4	Prevailing Speed in MPH (use posted speed limit if speed data is not available)	<b>25</b>
5	Are the bicycle conditions the same in both directions? (e.g. bicycle facilities are the same in both directions, number of lanes are the same in both directions)	<b>Yes</b>
6	Are the pedestrian facilities the same in both directions? (e.g. sidewalk of similar width present on both sides of the street, number of lanes are the same in both directions)	<b>Yes</b>
7	Is there a raised median?	<b>No</b>
8	Number of Total Travel Lanes	<b>2</b>
	What is the bicycle facility type?	Bicycle Route Or No Designated Bikeway
	Is there a right turn lane?	No
	What is the right-turn speed?	15
	Does the configuration present additional hazards?	No
<b>Segment LTS Score Per Mineta Methodology</b>		<b>1</b>
<b>Street Score+ LTS Score</b>		<b>1</b>





Pedestrian  
 Score by  
 Intersection

*Refer to StreetScore+ white paper for criteria definitions.*

Pedestrian Intersection Signalized StreetScore		Input
View Basic Roadway Characteristics?		+
1	Roadway Name	Tantau Ave
2	Roadway Extents	from Tilson Ave to Stevens Creek Blvd
3	ADT (average daily traffic)	3001-6000
4	Prevailing Speed in MPH (use posted speed limit if speed data is not available)	25
5	Are the bicycle conditions the same in both directions? (e.g. bicycle facilities are the same in both directions, number of lanes are the same in both directions)	Yes
6	Are the pedestrian facilities the same in both directions? (e.g. sidewalk of similar width present on both sides of the street, number of lanes are the same in both directions)	Yes
7	Is there a raised median?	No
8	Number of Total Travel Lanes	2
	Is the intersection controlled?	Yes
	Is the intersection stop controlled?	No
	What is the longest signalized crossing distance? (Based on Travel Lanes including Turn Lanes)	2 to 3
	Does the signal have pedestrian-friendly signals?	Yes, peak hour recall
	Does the signal have audible push buttons and pedestrian signals?	Countdown Signals, Viro tactile/Audible Push Buttons & Signals
	What kind of curb ramps are present?	Directional Curb Ramp
	Are there right-turn slip lanes at the intersection?	No
	Conflicts and Mitigation	Low speed, unmitigated conflicts
<b>Street Score+ LTS Score</b>		<b>2</b>



Bike Score  
 by  
 Intersection

*Refer to StreetScore+ white paper for criteria definitions.*

<b>Bike StreetScore by Intersection</b>		<b>Input</b>
View Basic Roadway Characteristics?		<b>+</b>
1	Roadway Name	<b>Tantau Ave</b>
2	Roadway Extents	<b>from Vallco</b>
3	ADT (average daily traffic)	<b>9001-12000</b>
4	Prevailing Speed in MPH (use posted speed limit if speed data is not available)	<b>25</b>
5	Are the bicycle conditions the same in both directions? (e.g. bicycle facilities are the same in both directions, number of lanes are the same in both directions)	<b>Yes</b>
6	Are the pedestrian facilities the same in both directions? (e.g. sidewalk of similar width present on both sides of the street, number of lanes are the same in both directions)	<b>Yes</b>
7	Is there a raised median?	<b>No</b>
8	Number of Total Travel Lanes	<b>5</b>
	What is the bicycle facility type?	Bicycle Lane
	Is there a right turn lane?	Yes, 76-150'
	Does the right turn lane start abruptly with a 8:1-10:1 taper?	Yes
	Is there more than one right-turn lane?	No
	What is the right-turn speed?	15
	What is the bicyclist movement across the conflict area?	Bicycle Moves Left
	Does the configuration present additional hazards?	No
<b>Segment LTS Score Per Mineta Methodology</b>		<b>3</b>
<b>Street Score+ LTS Score</b>		<b>3</b>



Pedestrian  
 Score by  
 Intersection

*Refer to StreetScore+ white paper for criteria definitions.*

Pedestrian Intersection Signalized StreetScore		Input
View Basic Roadway Characteristics?		+
1	Roadway Name	Tantau Ave
2	Roadway Extents	from Vallco Pkwy to Stevens Creek Blvd
3	ADT (average daily traffic)	9001-12000
4	Prevailing Speed in MPH (use posted speed limit if speed data is not available)	25
5	Are the bicycle conditions the same in both directions? (e.g. bicycle facilities are the same in both directions, number of lanes are the same in both directions)	Yes
6	Are the pedestrian facilities the same in both directions? (e.g. sidewalk of similar width present on both sides of the street, number of lanes are the same in both directions)	Yes
7	Is there a raised median?	No
8	Number of Total Travel Lanes	5
	Is the intersection controlled?	Yes
	Is the intersection stop controlled?	No
	What is the longest signalized crossing distance? (Based on Travel Lanes including Turn Lanes)	4 to 5 without median
	Does the signal have pedestrian-friendly signals?	Yes, peak hour recall
	Does the signal have audible push buttons and pedestrian signals?	Countdown Signals, Viro tactile/ Audible Push Buttons & Signals
	What kind of curb ramps are present?	Diagonal Curb Ramp
	Are there right-turn slip lanes at the intersection?	No
	Conflicts and Mitigation	Low speed, unmitigated conflicts
<b>Street Score+ LTS Score</b>		<b>3</b>



Bike Score  
 by  
 Intersection

*Refer to StreetScore+ white paper for criteria definitions.*

<b>Bike StreetScore by Intersection</b>		<b>Input</b>
View Basic Roadway Characteristics?		<b>+</b>
1	Roadway Name	<b>Stevens Creek Blvd</b>
2	Roadway Extents	<b>from Stern Ave</b>
3	ADT (average daily traffic)	<b>&gt;15000</b>
4	Prevailing Speed in MPH (use posted speed limit if speed data is not available)	<b>35</b>
5	Are the bicycle conditions the same in both directions? (e.g. bicycle facilities are the same in both directions, number of lanes are the same in both directions)	<b>Yes</b>
6	Are the pedestrian facilities the same in both directions? (e.g. sidewalk of similar width present on both sides of the street, number of lanes are the same in both directions)	<b>Yes</b>
7	Is there a raised median?	<b>Yes</b>
8	Number of Total Travel Lanes	<b>8</b>
	What is the bicycle facility type?	Bicycle Lane
	Is there a right turn lane?	Yes, > 150'
	Does the right turn lane start abruptly with a 8:1-10:1 taper?	Yes
	Is there more than one right-turn lane?	No
	What is the right-turn speed?	15
	What is the bicyclist movement across the conflict area?	Bicycle Continues Straight
	Does the configuration present additional hazards?	No
<b>Segment LTS Score Per Mineta Methodology</b>		<b>3</b>
<b>Street Score+ LTS Score</b>		<b>3</b>



Pedestrian  
 Score by  
 Intersection

*Refer to StreetScore+ white paper for criteria definitions.*

Pedestrian Intersection Signalized StreetScore		Input
View Basic Roadway Characteristics?		+
1	Roadway Name	Stevens Creek Blvd
2	Roadway Extents	from Stern Ave to Tantau Ave
3	ADT (average daily traffic)	>15000
4	Prevailing Speed in MPH (use posted speed limit if speed data is not available)	35
5	Are the bicycle conditions the same in both directions? (e.g. bicycle facilities are the same in both directions, number of lanes are the same in both directions)	Yes
6	Are the pedestrian facilities the same in both directions? (e.g. sidewalk of similar width present on both sides of the street, number of lanes are the same in both directions)	Yes
7	Is there a raised median?	Yes
8	Number of Total Travel Lanes	8
	Is the intersection controlled?	Yes
	Is the intersection stop controlled?	No
	What is the longest signalized crossing distance? (Based on Travel Lanes including Turn Lanes)	6+
	Does the signal have pedestrian-friendly signals?	Yes, peak hour recall
	Does the signal have audible push buttons and pedestrian signals?	Missing Pedestrian Signals, No Countdown Signals, or Not Accessible
	What kind of curb ramps are present?	Diagonal Curb Ramp
	Are there right-turn slip lanes at the intersection?	No
	Conflicts and Mitigation	High speed, unmitigated conflicts
<b>Street Score+ LTS Score</b>		<b>4</b>



Bike Score  
 by  
 Intersection

*Refer to StreetScore+ white paper for criteria definitions.*

<b>Bike StreetScore by Intersection</b>		<b>Input</b>
View Basic Roadway Characteristics?		<b>+</b>
1	Roadway Name	<b>Bollinger Rd</b>
2	Roadway Extents	<b>from Blaney Ave</b>
3	ADT (average daily traffic)	<b>&gt;15000</b>
4	Prevailing Speed in MPH (use posted speed limit if speed data is not available)	<b>35</b>
5	Are the bicycle conditions the same in both directions? (e.g. bicycle facilities are the same in both directions, number of lanes are the same in both directions)	<b>Yes</b>
6	Are the pedestrian facilities the same in both directions? (e.g. sidewalk of similar width present on both sides of the street, number of lanes are the same in both directions)	<b>Yes</b>
7	Is there a raised median?	<b>Yes</b>
8	Number of Total Travel Lanes	<b>7</b>
	What is the bicycle facility type?	Bicycle Lane
	Is there a right turn lane?	Yes, <=75'
	Does the right turn lane start abruptly with a 8:1-10:1 taper?	No
	Is there more than one right-turn lane?	No
	What is the right-turn speed?	15
	What is the bicyclist movement across the conflict area?	Bicycle Continues Straight
	Does the configuration present additional hazards?	Yes
<b>Segment LTS Score Per Mineta Methodology</b>		<b>4</b>
<b>Street Score+ LTS Score</b>		<b>4</b>



Pedestrian  
 Score by  
 Intersection

*Refer to StreetScore+ white paper for criteria definitions.*

Pedestrian Intersection Signalized StreetScore		Input
View Basic Roadway Characteristics?		+
1	Roadway Name	Bollinger Rd
2	Roadway Extents	from Blaney Ave to Lawrence Expy
3	ADT (average daily traffic)	>15000
4	Prevailing Speed in MPH (use posted speed limit if speed data is not available)	35
5	Are the bicycle conditions the same in both directions? (e.g. bicycle facilities are the same in both directions, number of lanes are the same in both directions)	Yes
6	Are the pedestrian facilities the same in both directions? (e.g. sidewalk of similar width present on both sides of the street, number of lanes are the same in both directions)	Yes
7	Is there a raised median?	Yes
8	Number of Total Travel Lanes	7
	Is the intersection controlled?	Yes
	Is the intersection stop controlled?	No
	What is the longest signalized crossing distance? (Based on Travel Lanes including Turn Lanes)	6+
	Does the signal have pedestrian-friendly signals?	Yes, peak hour recall
	Does the signal have audible push buttons and pedestrian signals?	Countdown Signals, Viro tactile/ Audible Push Buttons & Signals
	What kind of curb ramps are present?	Diagonal Curb Ramp
	Are there right-turn slip lanes at the intersection?	Yes
	What is the slip lane control?	Pedestrian Given ROW
	Conflicts and Mitigation	Low speed, low conflicts or high speed with mitigated conflicts
<b>Street Score+ LTS Score</b>		<b>4</b>





Bike Score  
 by  
 Intersection

*Refer to StreetScore+ white paper for criteria definitions.*

<b>Bike StreetScore by Intersection</b>		<b>Input</b>
View Basic Roadway Characteristics?		<b>+</b>
1	Roadway Name	<b>Lawrence Expy</b>
2	Roadway Extents	<b>from Doyle Rd</b>
3	ADT (average daily traffic)	<b>&gt;15000</b>
4	Prevailing Speed in MPH (use posted speed limit if speed data is not available)	<b>50</b>
5	Are the bicycle conditions the same in both directions? (e.g. bicycle facilities are the same in both directions, number of lanes are the same in both directions)	<b>Yes</b>
6	Are the pedestrian facilities the same in both directions? (e.g. sidewalk of similar width present on both sides of the street, number of lanes are the same in both directions)	<b>Yes</b>
7	Is there a raised median?	<b>Yes</b>
8	Number of Total Travel Lanes	<b>10</b>
	What is the bicycle facility type?	Bicycle Route Or No Designated Bikeway
	Is there a right turn lane?	Yes, 76-150'
	Is there more than one right-turn lanes?	No
	What is the right-turn speed?	15
	Does the configuration present additional hazards?	Yes
<b>Segment LTS Score Per Mineta Methodology</b>		<b>4</b>
<b>Street Score+ LTS Score</b>		<b>4</b>



Pedestrian  
 Score by  
 Intersection

*Refer to StreetScore+ white paper for criteria definitions.*

Pedestrian Intersection Signalized StreetScore		Input
View Basic Roadway Characteristics?		+
1	Roadway Name	Lawrence Expy
2	Roadway Extents	from Doyle Rd to Bollinger Rd
3	ADT (average daily traffic)	>15000
4	Prevailing Speed in MPH (use posted speed limit if speed data is not available)	50
5	Are the bicycle conditions the same in both directions? (e.g. bicycle facilities are the same in both directions, number of lanes are the same in both directions)	Yes
6	Are the pedestrian facilities the same in both directions? (e.g. sidewalk of similar width present on both sides of the street, number of lanes are the same in both directions)	Yes
7	Is there a raised median?	Yes
8	Number of Total Travel Lanes	10
	Is the intersection controlled?	Yes
	Is the intersection stop controlled?	No
	What is the longest signalized crossing distance? (Based on Travel Lanes including Turn Lanes)	6+
	Does the signal have pedestrian-friendly signals?	Yes, peak hour recall
	Does the signal have audible push buttons and pedestrian signals?	Countdown Signals, Viro tactile/ Audible Push Buttons & Signals
	What kind of curb ramps are present?	Diagonal Curb Ramp
	Are there right-turn slip lanes at the intersection?	Yes
	What is the slip lane control?	Pedestrian Given ROW
	Conflicts and Mitigation	Low speed, low conflicts or high speed with mitigated conflicts
<b>Street Score+ LTS Score</b>		<b>4</b>



Bike Score  
 by  
 Intersection

*Refer to StreetScore+ white paper for criteria definitions.*

<b>Bike StreetScore by Intersection</b>		<b>Input</b>
View Basic Roadway Characteristics?		<b>+</b>
1	Roadway Name	<b>Lawrence Expy</b>
2	Roadway Extents	<b>from Mitty Way</b>
3	ADT (average daily traffic)	<b>&gt;15000</b>
4	Prevailing Speed in MPH (use posted speed limit if speed data is not available)	<b>50</b>
5	Are the bicycle conditions the same in both directions? (e.g. bicycle facilities are the same in both directions, number of lanes are the same in both directions)	<b>Yes</b>
6	Are the pedestrian facilities the same in both directions? (e.g. sidewalk of similar width present on both sides of the street, number of lanes are the same in both directions)	<b>Yes</b>
7	Is there a raised median?	<b>Yes</b>
8	Number of Total Travel Lanes	<b>10</b>
	What is the bicycle facility type?	Bicycle Route Or No Designated Bikeway
	Is there a right turn lane?	Yes, 76-150'
	Is there more than one right-turn lanes?	No
	What is the right-turn speed?	15
	Does the configuration present additional hazards?	Yes
<b>Segment LTS Score Per Mineta Methodology</b>		<b>4</b>
<b>Street Score+ LTS Score</b>		<b>4</b>



Pedestrian  
 Score by  
 Intersection

*Refer to StreetScore+ white paper for criteria definitions.*

Pedestrian Intersection Signalized StreetScore		Input
View Basic Roadway Characteristics?		+
1	Roadway Name	Lawrence Expy
2	Roadway Extents	from Mitty Way to Bollinger Rd
3	ADT (average daily traffic)	>15000
4	Prevailing Speed in MPH (use posted speed limit if speed data is not available)	50
5	Are the bicycle conditions the same in both directions? (e.g. bicycle facilities are the same in both directions, number of lanes are the same in both directions)	Yes
6	Are the pedestrian facilities the same in both directions? (e.g. sidewalk of similar width present on both sides of the street, number of lanes are the same in both directions)	Yes
7	Is there a raised median?	Yes
8	Number of Total Travel Lanes	10
	Is the intersection controlled?	Yes
	Is the intersection stop controlled?	No
	What is the longest signalized crossing distance? (Based on Travel Lanes including Turn Lanes)	6+
	Does the signal have pedestrian-friendly signals?	Yes, peak hour recall
	Does the signal have audible push buttons and pedestrian signals?	Countdown Signals, Viro tactile/ Audible Push Buttons & Signals
	What kind of curb ramps are present?	Diagonal Curb Ramp
	Are there right-turn slip lanes at the intersection?	Yes
	What is the slip lane control?	Pedestrian Given ROW
	Conflicts and Mitigation	Low speed, low conflicts or high speed with mitigated conflicts
<b>Street Score+ LTS Score</b>		<b>4</b>



Bike Score  
 by  
 Intersection

*Refer to StreetScore+ white paper for criteria definitions.*

<b>Bike StreetScore by Intersection</b>		<b>Input</b>
View Basic Roadway Characteristics?		<b>+</b>
1	Roadway Name	<b>Moorpark Ave</b>
2	Roadway Extents	<b>from Williams</b>
3	ADT (average daily traffic)	<b>&gt;15000</b>
4	Prevailing Speed in MPH (use posted speed limit if speed data is not available)	<b>35</b>
5	Are the bicycle conditions the same in both directions? (e.g. bicycle facilities are the same in both directions, number of lanes are the same in both directions)	<b>Yes</b>
6	Are the pedestrian facilities the same in both directions? (e.g. sidewalk of similar width present on both sides of the street, number of lanes are the same in both directions)	<b>Yes</b>
7	Is there a raised median?	<b>Yes</b>
8	Number of Total Travel Lanes	<b>6</b>
	What is the bicycle facility type?	Bicycle Lane
	Is there a right turn lane?	No
	Does the configuration present additional hazards?	Yes
<b>Segment LTS Score Per Mineta Methodology</b>		<b>4</b>
<b>Street Score+ LTS Score</b>		<b>4</b>



Pedestrian  
 Score by  
 Intersection

*Refer to StreetScore+ white paper for criteria definitions.*

<b>Pedestrian Intersection Signalized StreetScore</b>		<b>Input</b>
View Basic Roadway Characteristics?		<b>+</b>
1	Roadway Name	<b>Moorpark Ave from Williams Rd to Lawrence Expy</b>
2	Roadway Extents	<b>&gt;15000</b>
3	ADT (average daily traffic)	<b>35</b>
4	Prevailing Speed in MPH (use posted speed limit if speed data is not available)	<b>Yes</b>
5	Are the bicycle conditions the same in both directions? (e.g. bicycle facilities are the same in both directions, number of lanes are the same in both directions)	<b>Yes</b>
6	Are the pedestrian facilities the same in both directions? (e.g. sidewalk of similar width present on both sides of the street, number of lanes are the same in both directions)	<b>Yes</b>
7	Is there a raised median?	<b>6</b>
8	Number of Total Travel Lanes	Yes
	Is the intersection controlled? Is the intersection stop controlled?	No
	What is the longest signalized crossing distance? (Based on Travel Lanes including Turn Lanes)	<b>6+</b>
	Does the signal have pedestrian-friendly signals?	Yes, peak hour recall
	Does the signal have audible push buttons and pedestrian signals?	Countdown Signals, Viro tactile/ Audible Push Buttons & Signals
	What kind of curb ramps are present?	Diagonal Curb Ramp
	Are there right-turn slip lanes at the intersection?	Yes
	What is the slip lane control?	Pedestrian Given ROW
	Conflicts and Mitigation	Low speed, low conflicts or high speed with mitigated conflicts
<b>Street Score+ LTS Score</b>		<b>4</b>



Bike Score  
 by  
 Intersection

*Refer to StreetScore+ white paper for criteria definitions.*

<b>Bike StreetScore by Intersection</b>		<b>Input</b>
View Basic Roadway Characteristics?		<b>+</b>
1	Roadway Name	<b>Prospect Rd</b>
2	Roadway Extents	<b>from Johnson</b>
3	ADT (average daily traffic)	<b>&gt;15000</b>
4	Prevailing Speed in MPH (use posted speed limit if speed data is not available)	<b>25</b>
5	Are the bicycle conditions the same in both directions? (e.g. bicycle facilities are the same in both directions, number of lanes are the same in both directions)	<b>Yes</b>
6	Are the pedestrian facilities the same in both directions? (e.g. sidewalk of similar width present on both sides of the street, number of lanes are the same in both directions)	<b>Yes</b>
7	Is there a raised median?	<b>Yes</b>
8	Number of Total Travel Lanes	<b>7</b>
	What is the bicycle facility type?	Bicycle Lane
	Is there a right turn lane?	Yes, 76-150'
	Does the right turn lane start abruptly with a 8:1-10:1 taper?	Yes
	Is there more than one right-turn lane?	No
	What is the right-turn speed?	15
	What is the bicyclist movement across the conflict area?	Bicycle Continues Straight
	Does the configuration present additional hazards?	No
<b>Segment LTS Score Per Mineta Methodology</b>		<b>2</b>
<b>Street Score+ LTS Score</b>		<b>2</b>





Pedestrian  
 Score by  
 Intersection

*Refer to StreetScore+ white paper for criteria definitions.*

Pedestrian Intersection Signalized StreetScore		Input
View Basic Roadway Characteristics?		<b>+</b>
1	Roadway Name	<b>Prospect Rd</b>
2	Roadway Extents	<b>from Johnson Ave to Lawrence Expy</b>
3	ADT (average daily traffic)	<b>&gt;15000</b>
4	Prevailing Speed in MPH (use posted speed limit if speed data is not available)	<b>25</b>
5	Are the bicycle conditions the same in both directions? (e.g. bicycle facilities are the same in both directions, number of lanes are the same in both directions)	<b>Yes</b>
6	Are the pedestrian facilities the same in both directions? (e.g. sidewalk of similar width present on both sides of the street, number of lanes are the same in both directions)	<b>Yes</b>
7	Is there a raised median?	<b>Yes</b>
8	Number of Total Travel Lanes	<b>7</b>
	Is the intersection controlled?	Yes
	Is the intersection stop controlled?	No
	What is the longest signalized crossing distance? (Based on Travel Lanes including Turn Lanes)	<b>6+</b>
	Does the signal have pedestrian-friendly signals?	Yes, peak hour recall
	Does the signal have audible push buttons and pedestrian signals?	Countdown Signals, Viro tactile/ Audible Push Buttons & Signals
	What kind of curb ramps are present?	Diagonal Curb Ramp
	Are there right-turn slip lanes at the intersection?	Yes
	What is the slip lane control?	Pedestrian Given ROW
	Conflicts and Mitigation	Low speed, low conflicts or high speed with mitigated conflicts
		<b>4</b>



Bike Score  
 by  
 Intersection

*Refer to StreetScore+ white paper for criteria definitions.*

Bike StreetScore by Intersection		Input
View Basic Roadway Characteristics?		+
1	Roadway Name	Lawrence Expy
2	Roadway Extents	from Saratoga
3	ADT (average daily traffic)	>15000
4	Prevailing Speed in MPH (use posted speed limit if speed data is not available)	50
5	Are the bicycle conditions the same in both directions? (e.g. bicycle facilities are the same in both directions, number of lanes are the same in both directions)	Yes
6	Are the pedestrian facilities the same in both directions? (e.g. sidewalk of similar width present on both sides of the street, number of lanes are the same in both directions)	Yes
7	Is there a raised median?	Yes
8	Number of Total Travel Lanes	10
	What is the bicycle facility type?	Bicycle Route Or No Designated Bikeway
	Is there a right turn lane?	Yes, >150'
	What is the right-turn speed?	15
	Does the configuration present additional hazards?	No
<b>Segment LTS Score Per Mineta Methodology</b>		<b>4</b>
<b>Street Score+ LTS Score</b>		<b>4</b>



Pedestrian  
 Score by  
 Intersection

*Refer to StreetScore+ white paper for criteria definitions.*

Pedestrian Intersection Signalized StreetScore		Input
View Basic Roadway Characteristics?		+
1	Roadway Name	Lawrence Expy from Saratoga Ave to Prospect Rd
2	Roadway Extents	>15000
3	ADT (average daily traffic)	50
4	Prevailing Speed in MPH (use posted speed limit if speed data is not available)	Yes
5	Are the bicycle conditions the same in both directions? (e.g. bicycle facilities are the same in both directions, number of lanes are the same in both directions)	Yes
6	Are the pedestrian facilities the same in both directions? (e.g. sidewalk of similar width present on both sides of the street, number of lanes are the same in both directions)	Yes
7	Is there a raised median?	Yes
8	Number of Total Travel Lanes	10
	Is the intersection controlled?	Yes
	Is the intersection stop controlled?	No
	What is the longest signalized crossing distance? (Based on Travel Lanes including Turn Lanes)	6+
	Does the signal have pedestrian-friendly signals?	Yes, peak hour recall
	Does the signal have audible push buttons and pedestrian signals?	Countdown Signals, Viro tactile/ Audible Push Buttons & Signals
	What kind of curb ramps are present?	Diagonal Curb Ramp
	Are there right-turn slip lanes at the intersection?	Yes
	What is the slip lane control?	Pedestrian Given ROW
	Conflicts and Mitigation	Low speed, low conflicts or high speed with mitigated conflicts
<b>Street Score+ LTS Score</b>		<b>4</b>



Bike Score  
 by  
 Intersection

*Refer to StreetScore+ white paper for criteria definitions.*

<b>Bike StreetScore by Intersection</b>		<b>Input</b>
View Basic Roadway Characteristics?		<b>+</b>
1	Roadway Name	<b>Lawrence Expy</b>
2	Roadway Extents	<b>from Doyle Rd</b>
3	ADT (average daily traffic)	<b>&gt;15000</b>
4	Prevailing Speed in MPH (use posted speed limit if speed data is not available)	<b>50</b>
5	Are the bicycle conditions the same in both directions? (e.g. bicycle facilities are the same in both directions, number of lanes are the same in both directions)	<b>Yes</b>
6	Are the pedestrian facilities the same in both directions? (e.g. sidewalk of similar width present on both sides of the street, number of lanes are the same in both directions)	<b>Yes</b>
7	Is there a raised median?	<b>Yes</b>
8	Number of Total Travel Lanes	<b>10</b>
	What is the bicycle facility type?	Bicycle Route Or No Designated Bikeway
	Is there a right turn lane?	Yes, >150'
	What is the right-turn speed?	15
	Does the configuration present additional hazards?	No
<b>Segment LTS Score Per Mineta Methodology</b>		<b>4</b>
<b>Street Score+ LTS Score</b>		<b>4</b>



Pedestrian  
 Score by  
 Intersection

*Refer to StreetScore+ white paper for criteria definitions.*

Pedestrian Intersection Signalized StreetScore		Input
View Basic Roadway Characteristics?		<b>+</b>
1	Roadway Name	<b>Lawrence Expy</b>
2	Roadway Extents	<b>from Doyle Rd to Prospect Rd</b>
3	ADT (average daily traffic)	<b>&gt;15000</b>
4	Prevailing Speed in MPH (use posted speed limit if speed data is not available)	<b>50</b>
5	Are the bicycle conditions the same in both directions? (e.g. bicycle facilities are the same in both directions, number of lanes are the same in both directions)	<b>Yes</b>
6	Are the pedestrian facilities the same in both directions? (e.g. sidewalk of similar width present on both sides of the street, number of lanes are the same in both directions)	<b>Yes</b>
7	Is there a raised median?	<b>Yes</b>
8	Number of Total Travel Lanes	<b>10</b>
	Is the intersection controlled?	Yes
	Is the intersection stop controlled?	No
	What is the longest signalized crossing distance? (Based on Travel Lanes including Turn Lanes)	<b>6+</b>
	Does the signal have pedestrian-friendly signals?	Yes, peak hour recall
	Does the signal have audible push buttons and pedestrian signals?	Countdown Signals, Viro tactile/ Audible Push Buttons & Signals
	What kind of curb ramps are present?	Diagonal Curb Ramp
	Are there right-turn slip lanes at the intersection?	Yes
	What is the slip lane control?	Pedestrian Given ROW
	Conflicts and Mitigation	Low speed, low conflicts or high speed with mitigated conflicts
<b>Street Score+ LTS Score</b>		<b>4</b>



Bike Score  
 by  
 Intersection

*Refer to StreetScore+ white paper for criteria definitions.*

<b>Bike StreetScore by Intersection</b>		<b>Input</b>
View Basic Roadway Characteristics?		<b>+</b>
1	Roadway Name	<b>Prospect Rd</b>
2	Roadway Extents	<b>from Saratoga</b>
3	ADT (average daily traffic)	<b>&gt;15000</b>
4	Prevailing Speed in MPH (use posted speed limit if speed data is not available)	<b>25</b>
5	Are the bicycle conditions the same in both directions? (e.g. bicycle facilities are the same in both directions, number of lanes are the same in both directions)	<b>Yes</b>
6	Are the pedestrian facilities the same in both directions? (e.g. sidewalk of similar width present on both sides of the street, number of lanes are the same in both directions)	<b>Yes</b>
7	Is there a raised median?	<b>Yes</b>
8	Number of Total Travel Lanes	<b>7</b>
	What is the bicycle facility type?	Bicycle Lane
	Is there a right turn lane?	Yes, <=75'
	Does the right turn lane start abruptly with a 8:1-10:1 taper?	Yes
	Is there more than one right-turn lane?	No
	What is the right-turn speed?	15
	What is the bicyclist movement across the conflict area?	Bicycle Moves Left
	Does the configuration present additional hazards?	No
<b>Segment LTS Score Per Mineta Methodology</b>		<b>3</b>
<b>Street Score+ LTS Score</b>		<b>3</b>



Pedestrian  
 Score by  
 Intersection

*Refer to StreetScore+ white paper for criteria definitions.*

Pedestrian Intersection Signalized StreetScore		Input
View Basic Roadway Characteristics?		+
1	Roadway Name	Prospect Rd
2	Roadway Extents	from Saratoga Ave to Lawrence Expy
3	ADT (average daily traffic)	>15000
4	Prevailing Speed in MPH (use posted speed limit if speed data is not available)	25
5	Are the bicycle conditions the same in both directions? (e.g. bicycle facilities are the same in both directions, number of lanes are the same in both directions)	Yes
6	Are the pedestrian facilities the same in both directions? (e.g. sidewalk of similar width present on both sides of the street, number of lanes are the same in both directions)	Yes
7	Is there a raised median?	Yes
8	Number of Total Travel Lanes	7
	Is the intersection controlled?	Yes
	Is the intersection stop controlled?	No
	What is the longest signalized crossing distance? (Based on Travel Lanes including Turn Lanes)	6+
	Does the signal have pedestrian-friendly signals?	Yes, peak hour recall
	Does the signal have audible push buttons and pedestrian signals?	Countdown Signals, Viro tactile/ Audible Push Buttons & Signals
	What kind of curb ramps are present?	Diagonal Curb Ramp
	Are there right-turn slip lanes at the intersection?	Yes
	What is the slip lane control?	Pedestrian Given ROW
	Conflicts and Mitigation	Low speed, low conflicts or high speed with mitigated conflicts
<b>Street Score+ LTS Score</b>		<b>4</b>



Bike Score  
 by  
 Intersection

*Refer to StreetScore+ white paper for criteria definitions.*

<b>Bike StreetScore by Intersection</b>		<b>Input</b>
View Basic Roadway Characteristics?		<b>+</b>
1	Roadway Name	<b>McClellan Rd</b>
2	Roadway Extents	<b>from Stelling Rd</b>
3	ADT (average daily traffic)	<b>9001-12000</b>
4	Prevailing Speed in MPH (use posted speed limit if speed data is not available)	<b>25</b>
5	Are the bicycle conditions the same in both directions? (e.g. bicycle facilities are the same in both directions, number of lanes are the same in both directions)	<b>Yes</b>
6	Are the pedestrian facilities the same in both directions? (e.g. sidewalk of similar width present on both sides of the street, number of lanes are the same in both directions)	<b>Yes</b>
7	Is there a raised median?	<b>Yes</b>
8	Number of Total Travel Lanes	<b>3</b>
	What is the bicycle facility type?	Bicycle Route Or No Designated Bikeway
	Is there a right turn lane?	Yes, >150'
	What is the right-turn speed?	15
	Does the configuration present additional hazards?	No
<b>Segment LTS Score Per Mineta Methodology</b>		<b>4</b>
<b>Street Score+ LTS Score</b>		<b>4</b>





Pedestrian  
Score by  
Intersection

*Refer to StreetScore+ white paper for criteria definitions.*

Pedestrian Intersection Signalized StreetScore		Input
View Basic Roadway Characteristics?		+
1	Roadway Name	McClellan Rd
2	Roadway Extents	from Stelling Rd to De Anza Rd
3	ADT (average daily traffic)	9001-12000
4	Prevailing Speed in MPH (use posted speed limit if speed data is not available)	25
5	Are the bicycle conditions the same in both directions? (e.g. bicycle facilities are the same in both directions, number of lanes are the same in both directions)	Yes
6	Are the pedestrian facilities the same in both directions? (e.g. sidewalk of similar width present on both sides of the street, number of lanes are the same in both directions)	Yes
7	Is there a raised median?	Yes
8	Number of Total Travel Lanes	3
	Is the intersection controlled?	Yes
	Is the intersection stop controlled?	No
	What is the longest signalized crossing distance? (Based on Travel Lanes including Turn Lanes)	4 to 5 with median
	Does the signal have pedestrian-friendly signals?	Yes, peak hour recall
	Does the signal have audible push buttons and pedestrian signals?	Countdown Signals, Viro tactile/Audible Push Buttons & Signals
	What kind of curb ramps are present?	Diagonal Curb Ramp
	Are there right-turn slip lanes at the intersection?	Yes
	What is the slip lane control?	Pedestrian Given ROW
	Conflicts and Mitigation	Low speed, low conflicts or high speed with mitigated conflicts
<b>Street Score+ LTS Score</b>		<b>2</b>



Bike Score  
by  
Intersection

*Refer to StreetScore+ white paper for criteria definitions.*

<b>Bike StreetScore by Intersection</b>		<b>Input</b>
View Basic Roadway Characteristics?		<b>+</b>
1	Roadway Name	<b>De Anza Blvd</b>
2	Roadway Extents	<b>from Bollinger</b>
3	ADT (average daily traffic)	<b>&gt;15000</b>
4	Prevailing Speed in MPH (use posted speed limit if speed data is not available)	<b>40</b>
5	Are the bicycle conditions the same in both directions? (e.g. bicycle facilities are the same in both directions, number of lanes are the same in both directions)	<b>Yes</b>
6	Are the pedestrian facilities the same in both directions? (e.g. sidewalk of similar width present on both sides of the street, number of lanes are the same in both directions)	<b>Yes</b>
7	Is there a raised median?	<b>Yes</b>
8	Number of Total Travel Lanes	<b>8</b>
	What is the bicycle facility type?	Bicycle Lane
	Is there a right turn lane?	No
	Does the configuration present additional hazards?	Yes
<b>Segment LTS Score Per Mineta Methodology</b>		<b>4</b>
<b>Street Score+ LTS Score</b>		<b>4</b>



Pedestrian  
Score by  
Intersection

*Refer to StreetScore+ white paper for criteria definitions.*

<b>Pedestrian Intersection Signalized StreetScore</b>		<b>Input</b>
View Basic Roadway Characteristics?		<b>+</b>
1	Roadway Name	<b>De Anza Blvd</b>
2	Roadway Extents	<b>from Bollinger Rd to McClellan Rd</b>
3	ADT (average daily traffic)	<b>&gt;15000</b>
4	Prevailing Speed in MPH (use posted speed limit if speed data is not available)	<b>40</b>
5	Are the bicycle conditions the same in both directions? (e.g. bicycle facilities are the same in both directions, number of lanes are the same in both directions)	<b>Yes</b>
6	Are the pedestrian facilities the same in both directions? (e.g. sidewalk of similar width present on both sides of the street, number of lanes are the same in both directions)	<b>Yes</b>
7	Is there a raised median?	<b>Yes</b>
8	Number of Total Travel Lanes	<b>8</b>
	Is the intersection controlled?	Yes
	Is the intersection stop controlled?	No
	What is the longest signalized crossing distance? (Based on Travel Lanes including Turn Lanes)	<b>6+</b>
	Does the signal have pedestrian-friendly signals?	Yes, peak hour recall
	Does the signal have audible push buttons and pedestrian signals?	Missing Pedestrian Signals, No Countdown Signals, or Not Accessible
	What kind of curb ramps are present?	Missing Curb Ramp
	Are there right-turn slip lanes at the intersection?	No
	Conflicts and Mitigation	High speed, unmitigated conflicts
<b>Street Score+ LTS Score</b>		<b>4</b>



Bike Score  
by  
Intersection

*Refer to StreetScore+ white paper for criteria definitions.*

<b>Bike StreetScore by Intersection</b>		<b>Input</b>
View Basic Roadway Characteristics?		<b>+</b>
1	Roadway Name	<b>De Anza Boulevard</b>
2	Roadway Extents	<b>from Rodrigues</b>
3	ADT (average daily traffic)	<b>&gt;15000</b>
4	Prevailing Speed in MPH (use posted speed limit if speed data is not available)	<b>40</b>
5	Are the bicycle conditions the same in both directions? (e.g. bicycle facilities are the same in both directions, number of lanes are the same in both directions)	<b>Yes</b>
6	Are the pedestrian facilities the same in both directions? (e.g. sidewalk of similar width present on both sides of the street, number of lanes are the same in both directions)	<b>Yes</b>
7	Is there a raised median?	<b>Yes</b>
8	Number of Total Travel Lanes	<b>8</b>
	What is the bicycle facility type?	Bicycle Lane
	Is there a right turn lane?	No
	Does the configuration present additional hazards?	Yes
<b>Segment LTS Score Per Mineta Methodology</b>		<b>4</b>
<b>Street Score+ LTS Score</b>		<b>4</b>



Pedestrian  
Score by  
Intersection

*Refer to StreetScore+ white paper for criteria definitions.*

<b>Pedestrian Intersection Signalized StreetScore</b>		<b>Input</b>
	View Basic Roadway Characteristics?	<b>+</b>
1	Roadway Name	<b>De Anza Boulevard</b>
2	Roadway Extents	<b>from Rodrigues Ave to McClellan Rd</b>
3	ADT (average daily traffic)	<b>&gt;15000</b>
4	Prevailing Speed in MPH (use posted speed limit if speed data is not available)	<b>40</b>
5	Are the bicycle conditions the same in both directions? (e.g. bicycle facilities are the same in both directions, number of lanes are the same in both directions)	<b>Yes</b>
6	Are the pedestrian facilities the same in both directions? (e.g. sidewalk of similar width present on both sides of the street, number of lanes are the same in both directions)	<b>Yes</b>
7	Is there a raised median?	<b>Yes</b>
8	Number of Total Travel Lanes	<b>8</b>
	Is the intersection controlled?	Yes
	Is the intersection stop controlled?	No
	What is the longest signalized crossing distance? (Based on Travel Lanes including Turn Lanes)	<b>6+</b>
	Does the signal have pedestrian-friendly signals?	Yes, peak hour recall
	Does the signal have audible push buttons and pedestrian signals?	Countdown Signals, Viotactile/ Audible Push Buttons & Signals
	What kind of curb ramps are present?	Diagonal Curb Ramp
	Are there right-turn slip lanes at the intersection?	No
	Conflicts and Mitigation	High speed, unmitigated conflicts
<b>Street Score+ LTS Score</b>		<b>4</b>



Bike Score  
 by  
 Intersection

*Refer to StreetScore+ white paper for criteria definitions.*

<b>Bike StreetScore by Intersection</b>		<b>Input</b>
View Basic Roadway Characteristics?		-
What is the bicycle facility type?	Bicycle Route Or No Designated Bikeway	
Is there a right turn lane?	Yes, >150'	
What is the right-turn speed?	10	
Does the configuration present additional hazards?	No	
<b>Segment LTS Score Per Mineta Methodology</b>		<b>4</b>
<b>Street Score+ LTS Score</b>		<b>4</b>



Pedestrian  
Score by  
Intersection

*Refer to StreetScore+ white paper for criteria definitions.*

Pedestrian Intersection Signalized StreetScore		Input
View Basic Roadway Characteristics?		+
1	Roadway Name	Pacifica Dr
2	Roadway Extents	from Blaney Ave to De Anza Boulevard
3	ADT (average daily traffic)	3001-6000
4	Prevailing Speed in MPH (use posted speed limit if speed data is not available)	25
5	Are the bicycle conditions the same in both directions? (e.g. bicycle facilities are the same in both directions, number of lanes are the same in both directions)	Yes
6	Are the pedestrian facilities the same in both directions? (e.g. sidewalk of similar width present on both sides of the street, number of lanes are the same in both directions)	Yes
7	Is there a raised median?	No
8	Number of Total Travel Lanes	5
	Is the intersection controlled?	Yes
	Is the intersection stop controlled?	No
	What is the longest signalized crossing distance? (Based on Travel Lanes including Turn Lanes)	4 to 5 with median
	Does the signal have pedestrian-friendly signals?	Yes, peak hour recall
	Does the signal have audible push buttons and pedestrian signals?	Countdown Signals, Viro tactile/Audible Push Buttons & Signals
	What kind of curb ramps are present?	Diagonal Curb Ramp
	Are there right-turn slip lanes at the intersection?	Yes
	What is the slip lane control?	Pedestrian Given ROW
	Conflicts and Mitigation	Low speed, low conflicts or high speed with mitigated conflicts
<b>Street Score+ LTS Score</b>		<b>2</b>



Bike Score  
by  
Intersection

*Refer to StreetScore+ white paper for criteria definitions.*

<b>Bike StreetScore by Intersection</b>		<b>Input</b>
View Basic Roadway Characteristics?		<b>+</b>
1	Roadway Name	<b>McClellan Rd</b>
2	Roadway Extents	<b>from Stelling Rd</b>
3	ADT (average daily traffic)	<b>9001-12000</b>
4	Prevailing Speed in MPH (use posted speed limit if speed data is not available)	<b>25</b>
5	Are the bicycle conditions the same in both directions? (e.g. bicycle facilities are the same in both directions, number of lanes are the same in both directions)	<b>Yes</b>
6	Are the pedestrian facilities the same in both directions? (e.g. sidewalk of similar width present on both sides of the street, number of lanes are the same in both directions)	<b>Yes</b>
7	Is there a raised median?	<b>Yes</b>
8	Number of Total Travel Lanes	<b>3</b>
	What is the bicycle facility type?	Bicycle Route Or No Designated Bikeway
	Is there a right turn lane?	Yes, >150'
	What is the right-turn speed?	15
	Does the configuration present additional hazards?	No
<b>Segment LTS Score Per Mineta Methodology</b>		<b>4</b>
<b>Street Score+ LTS Score</b>		<b>4</b>





Pedestrian  
Score by  
Intersection

*Refer to StreetScore+ white paper for criteria definitions.*

Pedestrian Intersection Signalized StreetScore		Input
View Basic Roadway Characteristics?		+
1	Roadway Name	McClellan Rd
2	Roadway Extents	from Stelling Rd to De Anza Rd
3	ADT (average daily traffic)	9001-12000
4	Prevailing Speed in MPH (use posted speed limit if speed data is not available)	25
5	Are the bicycle conditions the same in both directions? (e.g. bicycle facilities are the same in both directions, number of lanes are the same in both directions)	Yes
6	Are the pedestrian facilities the same in both directions? (e.g. sidewalk of similar width present on both sides of the street, number of lanes are the same in both directions)	Yes
7	Is there a raised median?	Yes
8	Number of Total Travel Lanes	3
	Is the intersection controlled?	Yes
	Is the intersection stop controlled?	No
	What is the longest signalized crossing distance? (Based on Travel Lanes including Turn Lanes)	4 to 5 with median
	Does the signal have pedestrian-friendly signals?	Yes, peak hour recall
	Does the signal have audible push buttons and pedestrian signals?	Countdown Signals, Viro tactile/Audible Push Buttons & Signals
	What kind of curb ramps are present?	Diagonal Curb Ramp
	Are there right-turn slip lanes at the intersection?	Yes
	What is the slip lane control?	Pedestrian Given ROW
	Conflicts and Mitigation	Low speed, low conflicts or high speed with mitigated conflicts
<b>Street Score+ LTS Score</b>		<b>2</b>



Bike Score  
by  
Intersection

*Refer to StreetScore+ white paper for criteria definitions.*

<b>Bike StreetScore by Intersection</b>		<b>Input</b>
View Basic Roadway Characteristics?		<b>+</b>
1	Roadway Name	<b>De Anza Blvd</b>
2	Roadway Extents	<b>from Bollinger</b>
3	ADT (average daily traffic)	<b>&gt;15000</b>
4	Prevailing Speed in MPH (use posted speed limit if speed data is not available)	<b>40</b>
5	Are the bicycle conditions the same in both directions? (e.g. bicycle facilities are the same in both directions, number of lanes are the same in both directions)	<b>Yes</b>
6	Are the pedestrian facilities the same in both directions? (e.g. sidewalk of similar width present on both sides of the street, number of lanes are the same in both directions)	<b>Yes</b>
7	Is there a raised median?	<b>Yes</b>
8	Number of Total Travel Lanes	<b>8</b>
	What is the bicycle facility type?	Bicycle Lane
	Is there a right turn lane?	No
	Does the configuration present additional hazards?	Yes
<b>Segment LTS Score Per Mineta Methodology</b>		<b>4</b>
<b>Street Score+ LTS Score</b>		<b>4</b>



Pedestrian  
Score by  
Intersection

*Refer to StreetScore+ white paper for criteria definitions.*

<b>Pedestrian Intersection Signalized StreetScore</b>		<b>Input</b>
View Basic Roadway Characteristics?		<b>+</b>
1	Roadway Name	<b>De Anza Blvd</b>
2	Roadway Extents	<b>from Bollinger Rd to McClellan Rd</b>
3	ADT (average daily traffic)	<b>&gt;15000</b>
4	Prevailing Speed in MPH (use posted speed limit if speed data is not available)	<b>40</b>
5	Are the bicycle conditions the same in both directions? (e.g. bicycle facilities are the same in both directions, number of lanes are the same in both directions)	<b>Yes</b>
6	Are the pedestrian facilities the same in both directions? (e.g. sidewalk of similar width present on both sides of the street, number of lanes are the same in both directions)	<b>Yes</b>
7	Is there a raised median?	<b>Yes</b>
8	Number of Total Travel Lanes	<b>8</b>
	Is the intersection controlled?	Yes
	Is the intersection stop controlled?	No
	What is the longest signalized crossing distance? (Based on Travel Lanes including Turn Lanes)	<b>6+</b>
	Does the signal have pedestrian-friendly signals?	Yes, peak hour recall
	Does the signal have audible push buttons and pedestrian signals?	Missing Pedestrian Signals, No Countdown Signals, or Not Accessible
	What kind of curb ramps are present?	Missing Curb Ramp
	Are there right-turn slip lanes at the intersection?	No
	Conflicts and Mitigation	High speed, unmitigated conflicts
<b>Street Score+ LTS Score</b>		<b>4</b>



Bike Score  
by  
Intersection

*Refer to StreetScore+ white paper for criteria definitions.*

<b>Bike StreetScore by Intersection</b>		<b>Input</b>
View Basic Roadway Characteristics?		<b>+</b>
1	Roadway Name	<b>De Anza Boulevard</b>
2	Roadway Extents	<b>from Rodrigues</b>
3	ADT (average daily traffic)	<b>&gt;15000</b>
4	Prevailing Speed in MPH (use posted speed limit if speed data is not available)	<b>40</b>
5	Are the bicycle conditions the same in both directions? (e.g. bicycle facilities are the same in both directions, number of lanes are the same in both directions)	<b>Yes</b>
6	Are the pedestrian facilities the same in both directions? (e.g. sidewalk of similar width present on both sides of the street, number of lanes are the same in both directions)	<b>Yes</b>
7	Is there a raised median?	<b>Yes</b>
8	Number of Total Travel Lanes	<b>8</b>
	What is the bicycle facility type?	Bicycle Lane
	Is there a right turn lane?	No
	Does the configuration present additional hazards?	Yes
<b>Segment LTS Score Per Mineta Methodology</b>		<b>4</b>
<b>Street Score+ LTS Score</b>		<b>4</b>



Pedestrian  
Score by  
Intersection

*Refer to StreetScore+ white paper for criteria definitions.*

<b>Pedestrian Intersection Signalized StreetScore</b>		<b>Input</b>
	View Basic Roadway Characteristics?	<b>+</b>
1	Roadway Name	<b>De Anza Boulevard</b>
2	Roadway Extents	<b>from Rodrigues Ave to McClellan Rd</b>
3	ADT (average daily traffic)	<b>&gt;15000</b>
4	Prevailing Speed in MPH (use posted speed limit if speed data is not available)	<b>40</b>
5	Are the bicycle conditions the same in both directions? (e.g. bicycle facilities are the same in both directions, number of lanes are the same in both directions)	<b>Yes</b>
6	Are the pedestrian facilities the same in both directions? (e.g. sidewalk of similar width present on both sides of the street, number of lanes are the same in both directions)	<b>Yes</b>
7	Is there a raised median?	<b>Yes</b>
8	Number of Total Travel Lanes	<b>8</b>
	Is the intersection controlled?	Yes
	Is the intersection stop controlled?	No
	What is the longest signalized crossing distance? (Based on Travel Lanes including Turn Lanes)	<b>6+</b>
	Does the signal have pedestrian-friendly signals?	Yes, peak hour recall
	Does the signal have audible push buttons and pedestrian signals?	Countdown Signals, Viotactile/ Audible Push Buttons & Signals
	What kind of curb ramps are present?	Diagonal Curb Ramp
	Are there right-turn slip lanes at the intersection?	No
	Conflicts and Mitigation	High speed, unmitigated conflicts
<b>Street Score+ LTS Score</b>		<b>4</b>



Bike Score  
 by  
 Intersection

*Refer to StreetScore+ white paper for criteria definitions.*

<b>Bike StreetScore by Intersection</b>		<b>Input</b>
View Basic Roadway Characteristics?		-
What is the bicycle facility type?	Bicycle Route Or No Designated Bikeway	
Is there a right turn lane?	Yes, >150'	
What is the right-turn speed?	10	
Does the configuration present additional hazards?	No	
<b>Segment LTS Score Per Mineta Methodology</b>		<b>4</b>
<b>Street Score+ LTS Score</b>		<b>4</b>



Pedestrian  
Score by  
Intersection

*Refer to StreetScore+ white paper for criteria definitions.*

Pedestrian Intersection Signalized StreetScore		Input
View Basic Roadway Characteristics?		+
1	Roadway Name	Pacifica Dr
2	Roadway Extents	from Blaney Ave to De Anza Boulevard
3	ADT (average daily traffic)	3001-6000
4	Prevailing Speed in MPH (use posted speed limit if speed data is not available)	25
5	Are the bicycle conditions the same in both directions? (e.g. bicycle facilities are the same in both directions, number of lanes are the same in both directions)	Yes
6	Are the pedestrian facilities the same in both directions? (e.g. sidewalk of similar width present on both sides of the street, number of lanes are the same in both directions)	Yes
7	Is there a raised median?	No
8	Number of Total Travel Lanes	5
Is the intersection controlled?		Yes
Is the intersection stop controlled?		No
What is the longest signalized crossing distance? (Based on Travel Lanes including Turn Lanes)		4 to 5 with median
Does the signal have pedestrian-friendly signals?		Yes, peak hour recall
Does the signal have audible push buttons and pedestrian signals?		Countdown Signals, Viro tactile/Audible Push Buttons & Signals
What kind of curb ramps are present?		Diagonal Curb Ramp
Are there right-turn slip lanes at the intersection?		Yes
What is the slip lane control?		Pedestrian Given ROW
Conflicts and Mitigation		Low speed, low conflicts or high speed with mitigated conflicts
<b>Street Score+ LTS Score</b>		<b>2</b>



Bike Score  
by  
Intersection

*Refer to StreetScore+ white paper for criteria definitions.*

<b>Bike StreetScore by Intersection</b>		<b>Input</b>
View Basic Roadway Characteristics?		<b>+</b>
1	Roadway Name	<b>Driveway</b>
2	Roadway Extents	<b>AMC Driveway</b>
3	ADT (average daily traffic)	<b>3001-6000</b>
4	Prevailing Speed in MPH (use posted speed limit if speed data is not available)	<b>15</b>
5	Are the bicycle conditions the same in both directions? (e.g. bicycle facilities are the same in both directions, number of lanes are the same in both directions)	<b>Yes</b>
6	Are the pedestrian facilities the same in both directions? (e.g. sidewalk of similar width present on both sides of the street, number of lanes are the same in both directions)	<b>Yes</b>
7	Is there a raised median?	<b>Yes</b>
8	Number of Total Travel Lanes	<b>5</b>
	What is the bicycle facility type?	Bicycle Route Or No Designated Bikeway
	Is there a right turn lane?	Yes, <=75'
	Is there more than one right-turn lanes?	No
	What is the right-turn speed?	10
	Does the configuration present additional hazards?	Yes
<b>Segment LTS Score Per Mineta Methodology</b>		<b>4</b>
<b>Street Score+ LTS Score</b>		<b>4</b>





Pedestrian  
Score by  
Intersection

*Refer to StreetScore+ white paper for criteria definitions.*

Pedestrian Intersection Signalized StreetScore		Input
View Basic Roadway Characteristics?		+
1	Roadway Name	Driveway
2	Roadway Extents	AMC Driveway
3	ADT (average daily traffic)	3001-6000
4	Prevailing Speed in MPH (use posted speed limit if speed data is not available)	15
5	Are the bicycle conditions the same in both directions? (e.g. bicycle facilities are the same in both directions, number of lanes are the same in both directions)	Yes
6	Are the pedestrian facilities the same in both directions? (e.g. sidewalk of similar width present on both sides of the street, number of lanes are the same in both directions)	Yes
7	Is there a raised median?	Yes
8	Number of Total Travel Lanes	5
	Is the intersection controlled?	Yes
	Is the intersection stop controlled?	No
	What is the longest signalized crossing distance? (Based on Travel Lanes including Turn Lanes)	4 to 5 with median
	Does the signal have pedestrian-friendly signals?	Yes, peak hour recall
	Does the signal have audible push buttons and pedestrian signals?	Countdown Signals, Viro tactile/ Audible Push Buttons & Signals
	What kind of curb ramps are present?	Directional Curb Ramp
	Are there right-turn slip lanes at the intersection?	No
	Conflicts and Mitigation	Low speed, low conflicts or high speed with mitigated conflicts
<b>Street Score+ LTS Score</b>		<b>2</b>



Bike Score  
 by  
 Intersection

*Refer to StreetScore+ white paper for criteria definitions.*

<b>Bike StreetScore by Intersection</b>		<b>Input</b>
View Basic Roadway Characteristics?		<b>+</b>
1	Roadway Name	<b>Wolfe Rd</b>
2	Roadway Extents	<b>from Stevens</b>
3	ADT (average daily traffic)	<b>&gt;15000</b>
4	Prevailing Speed in MPH (use posted speed limit if speed data is not available)	<b>35</b>
5	Are the bicycle conditions the same in both directions? (e.g. bicycle facilities are the same in both directions, number of lanes are the same in both directions)	<b>Yes</b>
6	Are the pedestrian facilities the same in both directions? (e.g. sidewalk of similar width present on both sides of the street, number of lanes are the same in both directions)	<b>Yes</b>
7	Is there a raised median?	<b>Yes</b>
8	Number of Total Travel Lanes	<b>7</b>
	What is the bicycle facility type?	Bicycle Lane
	Is there a right turn lane?	No
	Does the configuration present additional hazards?	Yes
<b>Segment LTS Score Per Mineta Methodology</b>		<b>4</b>
<b>Street Score+ LTS Score</b>		<b>4</b>



Pedestrian  
Score by  
Intersection

*Refer to StreetScore+ white paper for criteria definitions.*

<b>Pedestrian Intersection Signalized StreetScore</b>		<b>Input</b>
View Basic Roadway Characteristics?		<b>+</b>
1	Roadway Name	<b>Wolfe Rd</b>
2	Roadway Extents	<b>from Stevens Creek Blvd to Vallco Pkwy</b>
3	ADT (average daily traffic)	<b>&gt; 15000</b>
4	Prevailing Speed in MPH (use posted speed limit if speed data is not available)	<b>35</b>
5	Are the bicycle conditions the same in both directions? (e.g. bicycle facilities are the same in both directions, number of lanes are the same in both directions)	<b>Yes</b>
6	Are the pedestrian facilities the same in both directions? (e.g. sidewalk of similar width present on both sides of the street, number of lanes are the same in both directions)	<b>Yes</b>
7	Is there a raised median?	<b>Yes</b>
8	Number of Total Travel Lanes	<b>7</b>
Is the intersection controlled?		Yes
Is the intersection stop controlled?		No
What is the longest signalized crossing distance? (Based on Travel Lanes including Turn Lanes)		<b>6+</b>
Does the signal have pedestrian-friendly signals?		Yes, peak hour recall
Does the signal have audible push buttons and pedestrian signals?		Countdown Signals, Viro tactile/ Audible Push Buttons & Signals
What kind of curb ramps are present?		Diagonal Curb Ramp
Are there right-turn slip lanes at the intersection?		No
Conflicts and Mitigation		High speed, unmitigated conflicts
<b>Street Score+ LTS Score</b>		<b>4</b>



Bike Score  
by  
Intersection

*Refer to StreetScore+ white paper for criteria definitions.*

<b>Bike StreetScore by Intersection</b>		<b>Input</b>
View Basic Roadway Characteristics?		<b>+</b>
1	Roadway Name	<b>Wolfe Rd</b>
2	Roadway Extents	<b>from Perimeter</b>
3	ADT (average daily traffic)	<b>&gt;15000</b>
4	Prevailing Speed in MPH (use posted speed limit if speed data is not available)	<b>35</b>
5	Are the bicycle conditions the same in both directions? (e.g. bicycle facilities are the same in both directions, number of lanes are the same in both directions)	<b>Yes</b>
6	Are the pedestrian facilities the same in both directions? (e.g. sidewalk of similar width present on both sides of the street, number of lanes are the same in both directions)	<b>Yes</b>
7	Is there a raised median?	<b>Yes</b>
8	Number of Total Travel Lanes	<b>10</b>
	What is the bicycle facility type?	Bicycle Lane
	Is there a right turn lane?	Yes, > 150'
	Does the right turn lane start abruptly with a 8:1-10:1 taper?	No
	Is there more than one right-turn lane?	No
	What is the right-turn speed?	20
	What is the bicyclist movement across the conflict area?	Bicycle Continues Straight
	Does the configuration present additional hazards?	No
<b>Segment LTS Score Per Mineta Methodology</b>		<b>4</b>
<b>Street Score+ LTS Score</b>		<b>4</b>



Pedestrian  
Score by  
Intersection

*Refer to StreetScore+ white paper for criteria definitions.*

Pedestrian Intersection Signalized StreetScore		Input
View Basic Roadway Characteristics?		+
1	Roadway Name	Wolfe Rd
2	Roadway Extents	from Perimeter Rd to Vallco Pkwy
3	ADT (average daily traffic)	> 15000
4	Prevailing Speed in MPH (use posted speed limit if speed data is not available)	35
5	Are the bicycle conditions the same in both directions? (e.g. bicycle facilities are the same in both directions, number of lanes are the same in both directions)	Yes
6	Are the pedestrian facilities the same in both directions? (e.g. sidewalk of similar width present on both sides of the street, number of lanes are the same in both directions)	Yes
7	Is there a raised median?	Yes
8	Number of Total Travel Lanes	10
	Is the intersection controlled?	Yes
	Is the intersection stop controlled?	No
	What is the longest signalized crossing distance? (Based on Travel Lanes including Turn Lanes)	6+
	Does the signal have pedestrian-friendly signals?	Yes, peak hour recall
	Does the signal have audible push buttons and pedestrian signals?	Countdown Signals, Viro tactile/ Audible Push Buttons & Signals
	What kind of curb ramps are present?	Diagonal Curb Ramp
	Are there right-turn slip lanes at the intersection?	No
	Conflicts and Mitigation	High speed, unmitigated conflicts
<b>Street Score+ LTS Score</b>		<b>4</b>



Bike Score  
by  
Intersection

*Refer to StreetScore+ white paper for criteria definitions.*

<b>Bike StreetScore by Intersection</b>		<b>Input</b>
View Basic Roadway Characteristics?		<b>+</b>
1	Roadway Name	<b>Vallco Pkwy</b>
2	Roadway Extents	<b>from Tantau Ave</b>
3	ADT (average daily traffic)	<b>12001-15000</b>
4	Prevailing Speed in MPH (use posted speed limit if speed data is not available)	<b>25</b>
5	Are the bicycle conditions the same in both directions? (e.g. bicycle facilities are the same in both directions, number of lanes are the same in both directions)	<b>Yes</b>
6	Are the pedestrian facilities the same in both directions? (e.g. sidewalk of similar width present on both sides of the street, number of lanes are the same in both directions)	<b>Yes</b>
7	Is there a raised median?	<b>Yes</b>
8	Number of Total Travel Lanes	<b>6</b>
	What is the bicycle facility type?	Bicycle Lane
	Is there a right turn lane?	Yes, > 150'
	Does the right turn lane start abruptly with a 8:1-10:1 taper?	Yes
	Is there more than one right-turn lane?	Yes
	What is the right-turn speed?	15
	What is the bicyclist movement across the conflict area?	Bicycle Moves Left
	Does the configuration present additional hazards?	No
<b>Segment LTS Score Per Mineta Methodology</b>		<b>4</b>
<b>Street Score+ LTS Score</b>		<b>4</b>



Pedestrian  
Score by  
Intersection

*Refer to StreetScore+ white paper for criteria definitions.*

<b>Pedestrian Intersection Signalized StreetScore</b>		<b>Input</b>
View Basic Roadway Characteristics?		<b>+</b>
1	Roadway Name	<b>Vallco Pkwy</b>
2	Roadway Extents	<b>from Tantau Ave to Wolfe Rd</b>
3	ADT (average daily traffic)	<b>12001-15000</b>
4	Prevailing Speed in MPH (use posted speed limit if speed data is not available)	<b>25</b>
5	Are the bicycle conditions the same in both directions? (e.g. bicycle facilities are the same in both directions, number of lanes are the same in both directions)	<b>Yes</b>
6	Are the pedestrian facilities the same in both directions? (e.g. sidewalk of similar width present on both sides of the street, number of lanes are the same in both directions)	<b>Yes</b>
7	Is there a raised median?	<b>Yes</b>
8	Number of Total Travel Lanes	<b>6</b>
Is the intersection controlled?		Yes
Is the intersection stop controlled?		No
What is the longest signalized crossing distance? (Based on Travel Lanes including Turn Lanes)		<b>6+</b>
Does the signal have pedestrian-friendly signals?		Yes, peak hour recall
Does the signal have audible push buttons and pedestrian signals?		Countdown Signals, Viotactile/ Audible Push Buttons & Signals
What kind of curb ramps are present?		Diagonal Curb Ramp
Are there right-turn slip lanes at the intersection?		No
Conflicts and Mitigation		Low speed, low conflicts or high speed with mitigated conflicts
<b>Street Score+ LTS Score</b>		<b>4</b>



Bike Score  
by  
Intersection

*Refer to StreetScore+ white paper for criteria definitions.*

<b>Bike StreetScore by Intersection</b>		<b>Input</b>
View Basic Roadway Characteristics?		<b>+</b>
1	Roadway Name	<b>Stevens Creek Blvd</b>
2	Roadway Extents	<b>from Perimeter</b>
3	ADT (average daily traffic)	<b>&gt;15000</b>
4	Prevailing Speed in MPH (use posted speed limit if speed data is not available)	<b>35</b>
5	Are the bicycle conditions the same in both directions? (e.g. bicycle facilities are the same in both directions, number of lanes are the same in both directions)	<b>Yes</b>
6	Are the pedestrian facilities the same in both directions? (e.g. sidewalk of similar width present on both sides of the street, number of lanes are the same in both directions)	<b>Yes</b>
7	Is there a raised median?	<b>Yes</b>
8	Number of Total Travel Lanes	<b>9</b>
	What is the bicycle facility type?	Bicycle Lane
	Is there a right turn lane?	Yes, <=75'
	Does the right turn lane start abruptly with a 8:1-10:1 taper?	No
	Is there more than one right-turn lane?	No
	What is the right-turn speed?	15
	What is the bicyclist movement across the conflict area?	Bicycle Continues Straight
	Does the configuration present additional hazards?	Yes
<b>Segment LTS Score Per Mineta Methodology</b>		<b>4</b>
<b>Street Score+ LTS Score</b>		<b>4</b>





Pedestrian  
Score by  
Intersection

*Refer to StreetScore+ white paper for criteria definitions.*

<b>Pedestrian Intersection Signalized StreetScore</b>		<b>Input</b>
View Basic Roadway Characteristics?		<b>+</b>
1	Roadway Name	<b>Stevens Creek Blvd</b>
2	Roadway Extents	<b>from Perimeter Rd to Wolfe Rd- Miller Ave</b>
3	ADT (average daily traffic)	<b>&gt;15000</b>
4	Prevailing Speed in MPH (use posted speed limit if speed data is not available)	<b>35</b>
5	Are the bicycle conditions the same in both directions? (e.g. bicycle facilities are the same in both directions, number of lanes are the same in both directions)	<b>Yes</b>
6	Are the pedestrian facilities the same in both directions? (e.g. sidewalk of similar width present on both sides of the street, number of lanes are the same in both directions)	<b>Yes</b>
7	Is there a raised median?	<b>Yes</b>
8	Number of Total Travel Lanes	<b>9</b>
	Is the intersection controlled?	Yes
	Is the intersection stop controlled?	No
	What is the longest signalized crossing distance? (Based on Travel Lanes including Turn Lanes)	<b>6+</b>
	Does the signal have pedestrian-friendly signals?	Yes, peak hour recall
	Does the signal have audible push buttons and pedestrian signals?	Countdown Signals, Viotactile/ Audible Push Buttons & Signals
	What kind of curb ramps are present?	Diagonal Curb Ramp
	Are there right-turn slip lanes at the intersection?	No
	Conflicts and Mitigation	High speed, unmitigated conflicts
<b>Street Score+ LTS Score</b>		<b>4</b>



Bike Score  
by  
Intersection

*Refer to StreetScore+ white paper for criteria definitions.*

<b>Bike StreetScore by Intersection</b>		<b>Input</b>
View Basic Roadway Characteristics?		<b>+</b>
1	Roadway Name	<b>Miller Ave</b>
2	Roadway Extents	<b>from Calle De</b>
3	ADT (average daily traffic)	<b>&gt;15000</b>
4	Prevailing Speed in MPH (use posted speed limit if speed data is not available)	<b>35</b>
5	Are the bicycle conditions the same in both directions? (e.g. bicycle facilities are the same in both directions, number of lanes are the same in both directions)	<b>Yes</b>
6	Are the pedestrian facilities the same in both directions? (e.g. sidewalk of similar width present on both sides of the street, number of lanes are the same in both directions)	<b>Yes</b>
7	Is there a raised median?	<b>Yes</b>
8	Number of Total Travel Lanes	<b>6</b>
	What is the bicycle facility type?	Bicycle Route Or No Designated Bikeway
	Is there a right turn lane?	No
	What is the right-turn speed?	15
	Does the configuration present additional hazards?	Yes
<b>Segment LTS Score Per Mineta Methodology</b>		<b>4</b>
<b>Street Score+ LTS Score</b>		<b>4</b>



Pedestrian  
Score by  
Intersection

*Refer to StreetScore+ white paper for criteria definitions.*

Pedestrian Intersection Signalized StreetScore		Input
View Basic Roadway Characteristics?		+
1	Roadway Name	Miller Ave
2	Roadway Extents	from Calle De Barcelona to Stevens Creek Blvd
3	ADT (average daily traffic)	>15000
4	Prevailing Speed in MPH (use posted speed limit if speed data is not available)	35
5	Are the bicycle conditions the same in both directions? (e.g. bicycle facilities are the same in both directions, number of lanes are the same in both directions)	Yes
6	Are the pedestrian facilities the same in both directions? (e.g. sidewalk of similar width present on both sides of the street, number of lanes are the same in both directions)	Yes
7	Is there a raised median?	Yes
8	Number of Total Travel Lanes	6
	Is the intersection controlled?	Yes
	Is the intersection stop controlled?	No
	What is the longest signalized crossing distance? (Based on Travel Lanes including Turn Lanes)	6+
	Does the signal have pedestrian-friendly signals?	Yes, peak hour recall
	Does the signal have audible push buttons and pedestrian signals?	Countdown Signals, Viro tactile/ Audible Push Buttons & Signals
	What kind of curb ramps are present?	Diagonal Curb Ramp
	Are there right-turn slip lanes at the intersection?	No
	Conflicts and Mitigation	High speed, unmitigated conflicts
<b>Street Score+ LTS Score</b>		<b>4</b>



Bike Score  
by  
Intersection

*Refer to StreetScore+ white paper for criteria definitions.*

<b>Bike StreetScore by Intersection</b>		<b>Input</b>
View Basic Roadway Characteristics?		<b>+</b>
1	Roadway Name	<b>Wolfe Rd</b>
2	Roadway Extents	<b>from Vallco</b>
3	ADT (average daily traffic)	<b>&gt;15000</b>
4	Prevailing Speed in MPH (use posted speed limit if speed data is not available)	<b>35</b>
5	Are the bicycle conditions the same in both directions? (e.g. bicycle facilities are the same in both directions, number of lanes are the same in both directions)	<b>Yes</b>
6	Are the pedestrian facilities the same in both directions? (e.g. sidewalk of similar width present on both sides of the street, number of lanes are the same in both directions)	<b>Yes</b>
7	Is there a raised median?	<b>Yes</b>
8	Number of Total Travel Lanes	<b>7</b>
	What is the bicycle facility type?	Bicycle Lane
	Is there a right turn lane?	Yes, > 150'
	Does the right turn lane start abruptly with a 8:1-10:1 taper?	No
	Is there more than one right-turn lane?	No
	What is the right-turn speed?	15
	What is the bicyclist movement across the conflict area?	Bicycle Continues Straight
	Does the configuration present additional hazards?	No
<b>Segment LTS Score Per Mineta Methodology</b>		<b>3</b>
<b>Street Score+ LTS Score</b>		<b>3</b>



Pedestrian  
Score by  
Intersection

*Refer to StreetScore+ white paper for criteria definitions.*

Pedestrian Intersection Signalized StreetScore		Input
View Basic Roadway Characteristics?		+
1	Roadway Name	Wolfe Rd
2	Roadway Extents	from Vallco Pkwy to Steven Creek Blvd
3	ADT (average daily traffic)	>15000
4	Prevailing Speed in MPH (use posted speed limit if speed data is not available)	35
5	Are the bicycle conditions the same in both directions? (e.g. bicycle facilities are the same in both directions, number of lanes are the same in both directions)	Yes
6	Are the pedestrian facilities the same in both directions? (e.g. sidewalk of similar width present on both sides of the street, number of lanes are the same in both directions)	Yes
7	Is there a raised median?	Yes
8	Number of Total Travel Lanes	7
	Is the intersection controlled?	Yes
	Is the intersection stop controlled?	No
	What is the longest signalized crossing distance? (Based on Travel Lanes including Turn Lanes)	6+
	Does the signal have pedestrian-friendly signals?	Yes, peak hour recall
	Does the signal have audible push buttons and pedestrian signals?	Countdown Signals, Viro tactile/ Audible Push Buttons & Signals
	What kind of curb ramps are present?	Diagonal Curb Ramp
	Are there right-turn slip lanes at the intersection?	Yes
	What is the slip lane control?	Mitigated Speeds
	Conflicts and Mitigation	Low speed, low conflicts or high speed with mitigated conflicts
<b>Street Score+ LTS Score</b>		<b>4</b>



Bike Score  
by  
Intersection

*Refer to StreetScore+ white paper for criteria definitions.*

<b>Bike StreetScore by Intersection</b>		<b>Input</b>
View Basic Roadway Characteristics?		<b>+</b>
1	Roadway Name	<b>Stevens Creek Blvd</b>
2	Roadway Extents	<b>from Finch Ave</b>
3	ADT (average daily traffic)	<b>&gt;15000</b>
4	Prevailing Speed in MPH (use posted speed limit if speed data is not available)	<b>35</b>
5	Are the bicycle conditions the same in both directions? (e.g. bicycle facilities are the same in both directions, number of lanes are the same in both directions)	<b>Yes</b>
6	Are the pedestrian facilities the same in both directions? (e.g. sidewalk of similar width present on both sides of the street, number of lanes are the same in both directions)	<b>Yes</b>
7	Is there a raised median?	<b>Yes</b>
8	Number of Total Travel Lanes	<b>9</b>
	What is the bicycle facility type?	Bicycle Lane
	Is there a right turn lane?	Yes, <=75'
	Does the right turn lane start abruptly with a 8:1-10:1 taper?	No
	Is there more than one right-turn lane?	No
	What is the right-turn speed?	15
	What is the bicyclist movement across the conflict area?	Bicycle Continues Straight
	Does the configuration present additional hazards?	Yes
<b>Segment LTS Score Per Mineta Methodology</b>		<b>4</b>
<b>Street Score+ LTS Score</b>		<b>4</b>



Pedestrian  
Score by  
Intersection

*Refer to StreetScore+ white paper for criteria definitions.*

Pedestrian Intersection Signalized StreetScore		Input
View Basic Roadway Characteristics?		+
1	Roadway Name	Stevens Creek Blvd
2	Roadway Extents	from Finch Ave to Wolfe Rd- Miller Ave
3	ADT (average daily traffic)	> 15000
4	Prevailing Speed in MPH (use posted speed limit if speed data is not available)	35
5	Are the bicycle conditions the same in both directions? (e.g. bicycle facilities are the same in both directions, number of lanes are the same in both directions)	Yes
6	Are the pedestrian facilities the same in both directions? (e.g. sidewalk of similar width present on both sides of the street, number of lanes are the same in both directions)	Yes
7	Is there a raised median?	Yes
8	Number of Total Travel Lanes	9
	Is the intersection controlled?	Yes
	Is the intersection stop controlled?	No
	What is the longest signalized crossing distance? (Based on Travel Lanes including Turn Lanes)	6+
	Does the signal have pedestrian-friendly signals?	Yes, peak hour recall
	Does the signal have audible push buttons and pedestrian signals?	Countdown Signals, Viro tactile/ Audible Push Buttons & Signals
	What kind of curb ramps are present?	Diagonal Curb Ramp
	Are there right-turn slip lanes at the intersection?	Yes
	What is the slip lane control?	Pedestrian Given ROW
	Conflicts and Mitigation	Low speed, low conflicts or high speed with mitigated conflicts
<b>Street Score+ LTS Score</b>		<b>4</b>



Bike Score  
by  
Intersection

*Refer to StreetScore+ white paper for criteria definitions.*

<b>Bike StreetScore by Intersection</b>		<b>Input</b>
View Basic Roadway Characteristics?		<b>+</b>
1	Roadway Name	<b>Stevens Creek Blvd</b>
2	Roadway Extents	<b>from Finch Ave</b>
3	ADT (average daily traffic)	<b>&gt;15000</b>
4	Prevailing Speed in MPH (use posted speed limit if speed data is not available)	<b>35</b>
5	Are the bicycle conditions the same in both directions? (e.g. bicycle facilities are the same in both directions, number of lanes are the same in both directions)	<b>Yes</b>
6	Are the pedestrian facilities the same in both directions? (e.g. sidewalk of similar width present on both sides of the street, number of lanes are the same in both directions)	<b>Yes</b>
7	Is there a raised median?	<b>Yes</b>
8	Number of Total Travel Lanes	<b>7</b>
	What is the bicycle facility type?	Bicycle Lane
	Is there a right turn lane?	No
	Does the configuration present additional hazards?	Yes
<b>Segment LTS Score Per Mineta Methodology</b>		<b>4</b>
<b>Street Score+ LTS Score</b>		<b>4</b>





Pedestrian  
Score by  
Intersection

*Refer to StreetScore+ white paper for criteria definitions.*

<b>Pedestrian Intersection Signalized StreetScore</b>		<b>Input</b>
View Basic Roadway Characteristics?		<b>+</b>
1	Roadway Name	<b>Stevens Creek Blvd</b>
2	Roadway Extents	<b>from Finch Ave to Tantau Ave</b>
3	ADT (average daily traffic)	<b>&gt;15000</b>
4	Prevailing Speed in MPH (use posted speed limit if speed data is not available)	<b>35</b>
5	Are the bicycle conditions the same in both directions? (e.g. bicycle facilities are the same in both directions, number of lanes are the same in both directions)	<b>Yes</b>
6	Are the pedestrian facilities the same in both directions? (e.g. sidewalk of similar width present on both sides of the street, number of lanes are the same in both directions)	<b>Yes</b>
7	Is there a raised median?	<b>Yes</b>
8	Number of Total Travel Lanes	<b>7</b>
Is the intersection controlled?		Yes
Is the intersection stop controlled?		No
What is the longest signalized crossing distance? (Based on Travel Lanes including Turn Lanes)		<b>6+</b>
Does the signal have pedestrian-friendly signals?		Yes, peak hour recall
Does the signal have audible push buttons and pedestrian signals?		Countdown Signals, Viro tactile/Audible Push Buttons & Signals
What kind of curb ramps are present?		Diagonal Curb Ramp
Are there right-turn slip lanes at the intersection?		No
Conflicts and Mitigation		High speed, unmitigated conflicts
<b>Street Score+ LTS Score</b>		<b>4</b>



Bike Score  
 by  
 Intersection

*Refer to StreetScore+ white paper for criteria definitions.*

<b>Bike StreetScore by Intersection</b>		<b>Input</b>
View Basic Roadway Characteristics?		<b>+</b>
1	Roadway Name	<b>Tantau Ave</b>
2	Roadway Extents	<b>from Tilson Ave</b>
3	ADT (average daily traffic)	<b>3001-6000</b>
4	Prevailing Speed in MPH (use posted speed limit if speed data is not available)	<b>25</b>
5	Are the bicycle conditions the same in both directions? (e.g. bicycle facilities are the same in both directions, number of lanes are the same in both directions)	<b>Yes</b>
6	Are the pedestrian facilities the same in both directions? (e.g. sidewalk of similar width present on both sides of the street, number of lanes are the same in both directions)	<b>Yes</b>
7	Is there a raised median?	<b>No</b>
8	Number of Total Travel Lanes	<b>3</b>
	What is the bicycle facility type?	Bicycle Route Or No Designated Bikeway
	Is there a right turn lane?	No
	What is the right-turn speed?	15
	Does the configuration present additional hazards?	No
<b>Segment LTS Score Per Mineta Methodology</b>		<b>1</b>
<b>Street Score+ LTS Score</b>		<b>1</b>



Pedestrian  
Score by  
Intersection

*Refer to StreetScore+ white paper for criteria definitions.*

Pedestrian Intersection Signalized StreetScore		Input
View Basic Roadway Characteristics?		+
1	Roadway Name	Tantau Ave
2	Roadway Extents	from Tilson Ave to Stevens Creek Blvd
3	ADT (average daily traffic)	3001-6000
4	Prevailing Speed in MPH (use posted speed limit if speed data is not available)	25
5	Are the bicycle conditions the same in both directions? (e.g. bicycle facilities are the same in both directions, number of lanes are the same in both directions)	Yes
6	Are the pedestrian facilities the same in both directions? (e.g. sidewalk of similar width present on both sides of the street, number of lanes are the same in both directions)	Yes
7	Is there a raised median?	No
8	Number of Total Travel Lanes	3
	Is the intersection controlled?	Yes
	Is the intersection stop controlled?	No
	What is the longest signalized crossing distance? (Based on Travel Lanes including Turn Lanes)	2 to 3
	Does the signal have pedestrian-friendly signals?	Yes, peak hour recall
	Does the signal have audible push buttons and pedestrian signals?	Countdown Signals, Viro tactile/Audible Push Buttons & Signals
	What kind of curb ramps are present?	Directional Curb Ramp
	Are there right-turn slip lanes at the intersection?	No
	Conflicts and Mitigation	Low speed, unmitigated conflicts
<b>Street Score+ LTS Score</b>		<b>2</b>



Bike Score  
by  
Intersection

*Refer to StreetScore+ white paper for criteria definitions.*

<b>Bike StreetScore by Intersection</b>		<b>Input</b>
View Basic Roadway Characteristics?		<b>+</b>
1	Roadway Name	<b>Tantau Ave</b>
2	Roadway Extents	<b>from Vallco</b>
3	ADT (average daily traffic)	<b>9001-12000</b>
4	Prevailing Speed in MPH (use posted speed limit if speed data is not available)	<b>25</b>
5	Are the bicycle conditions the same in both directions? (e.g. bicycle facilities are the same in both directions, number of lanes are the same in both directions)	<b>Yes</b>
6	Are the pedestrian facilities the same in both directions? (e.g. sidewalk of similar width present on both sides of the street, number of lanes are the same in both directions)	<b>Yes</b>
7	Is there a raised median?	<b>No</b>
8	Number of Total Travel Lanes	<b>5</b>
	What is the bicycle facility type?	Bicycle Lane
	Is there a right turn lane?	Yes, 76-150'
	Does the right turn lane start abruptly with a 8:1-10:1 taper?	Yes
	Is there more than one right-turn lane?	No
	What is the right-turn speed?	15
	What is the bicyclist movement across the conflict area?	Bicycle Moves Left
	Does the configuration present additional hazards?	No
<b>Segment LTS Score Per Mineta Methodology</b>		<b>3</b>
<b>Street Score+ LTS Score</b>		<b>3</b>



Pedestrian  
Score by  
Intersection

*Refer to StreetScore+ white paper for criteria definitions.*

Pedestrian Intersection Signalized StreetScore		Input
View Basic Roadway Characteristics?		+
1	Roadway Name	Tantau Ave
2	Roadway Extents	from Vallco Pkwy to Stevens Creek Blvd
3	ADT (average daily traffic)	9001-12000
4	Prevailing Speed in MPH (use posted speed limit if speed data is not available)	25
5	Are the bicycle conditions the same in both directions? (e.g. bicycle facilities are the same in both directions, number of lanes are the same in both directions)	Yes
6	Are the pedestrian facilities the same in both directions? (e.g. sidewalk of similar width present on both sides of the street, number of lanes are the same in both directions)	Yes
7	Is there a raised median?	No
8	Number of Total Travel Lanes	5
	Is the intersection controlled?	Yes
	Is the intersection stop controlled?	No
	What is the longest signalized crossing distance? (Based on Travel Lanes including Turn Lanes)	4 to 5 without median
	Does the signal have pedestrian-friendly signals?	Yes, peak hour recall
	Does the signal have audible push buttons and pedestrian signals?	Countdown Signals, Viro tactile/ Audible Push Buttons & Signals
	What kind of curb ramps are present?	Diagonal Curb Ramp
	Are there right-turn slip lanes at the intersection?	No
	Conflicts and Mitigation	Low speed, unmitigated conflicts
<b>Street Score+ LTS Score</b>		<b>3</b>



Bike Score  
by  
Intersection

*Refer to StreetScore+ white paper for criteria definitions.*

<b>Bike StreetScore by Intersection</b>		<b>Input</b>
View Basic Roadway Characteristics?		<b>+</b>
1	Roadway Name	<b>Stevens Creek Blvd</b>
2	Roadway Extents	<b>from Stern Ave</b>
3	ADT (average daily traffic)	<b>&gt;15000</b>
4	Prevailing Speed in MPH (use posted speed limit if speed data is not available)	<b>35</b>
5	Are the bicycle conditions the same in both directions? (e.g. bicycle facilities are the same in both directions, number of lanes are the same in both directions)	<b>Yes</b>
6	Are the pedestrian facilities the same in both directions? (e.g. sidewalk of similar width present on both sides of the street, number of lanes are the same in both directions)	<b>Yes</b>
7	Is there a raised median?	<b>Yes</b>
8	Number of Total Travel Lanes	<b>8</b>
	What is the bicycle facility type?	Bicycle Lane
	Is there a right turn lane?	Yes, > 150'
	Does the right turn lane start abruptly with a 8:1-10:1 taper?	Yes
	Is there more than one right-turn lane?	No
	What is the right-turn speed?	15
	What is the bicyclist movement across the conflict area?	Bicycle Continues Straight
	Does the configuration present additional hazards?	No
<b>Segment LTS Score Per Mineta Methodology</b>		<b>3</b>
<b>Street Score+ LTS Score</b>		<b>3</b>



Pedestrian  
Score by  
Intersection

*Refer to StreetScore+ white paper for criteria definitions.*

<b>Pedestrian Intersection Signalized StreetScore</b>		<b>Input</b>
View Basic Roadway Characteristics?		<b>+</b>
1	Roadway Name	<b>Stevens Creek Blvd</b>
2	Roadway Extents	<b>from Stern Ave to Tantau Ave</b>
3	ADT (average daily traffic)	<b>&gt;15000</b>
4	Prevailing Speed in MPH (use posted speed limit if speed data is not available)	<b>35</b>
5	Are the bicycle conditions the same in both directions? (e.g. bicycle facilities are the same in both directions, number of lanes are the same in both directions)	<b>Yes</b>
6	Are the pedestrian facilities the same in both directions? (e.g. sidewalk of similar width present on both sides of the street, number of lanes are the same in both directions)	<b>Yes</b>
7	Is there a raised median?	<b>Yes</b>
8	Number of Total Travel Lanes	<b>8</b>
Is the intersection controlled?		Yes
Is the intersection stop controlled?		No
What is the longest signalized crossing distance? (Based on Travel Lanes including Turn Lanes)		<b>6+</b>
Does the signal have pedestrian-friendly signals?		Yes, peak hour recall
Does the signal have audible push buttons and pedestrian signals?		Missing Pedestrian Signals, No Countdown Signals, or Not Accessible
What kind of curb ramps are present?		Diagonal Curb Ramp
Are there right-turn slip lanes at the intersection?		No
Conflicts and Mitigation		High speed, unmitigated conflicts
<b>Street Score+ LTS Score</b>		<b>4</b>



Bike Score  
by  
Intersection

*Refer to StreetScore+ white paper for criteria definitions.*

<b>Bike StreetScore by Intersection</b>		<b>Input</b>
View Basic Roadway Characteristics?		<b>+</b>
1	Roadway Name	<b>Homestead Rd</b>
2	Roadway Extents	<b>from Wolfe Rd</b>
3	ADT (average daily traffic)	<b>&gt;15000</b>
4	Prevailing Speed in MPH (use posted speed limit if speed data is not available)	<b>35</b>
5	Are the bicycle conditions the same in both directions? (e.g. bicycle facilities are the same in both directions, number of lanes are the same in both directions)	<b>Yes</b>
6	Are the pedestrian facilities the same in both directions? (e.g. sidewalk of similar width present on both sides of the street, number of lanes are the same in both directions)	<b>Yes</b>
7	Is there a raised median?	<b>Yes</b>
8	Number of Total Travel Lanes	<b>9</b>
	What is the bicycle facility type?	Bicycle Lane
	Is there a right turn lane?	Yes, <=75'
	Does the right turn lane start abruptly with a 8:1-10:1 taper?	No
	Is there more than one right-turn lane?	No
	What is the right-turn speed?	15
	What is the bicyclist movement across the conflict area?	Bicycle Continues Straight
	Does the configuration present additional hazards?	Yes
<b>Segment LTS Score Per Mineta Methodology</b>		<b>4</b>
<b>Street Score+ LTS Score</b>		<b>4</b>





Pedestrian  
Score by  
Intersection

*Refer to StreetScore+ white paper for criteria definitions.*

Pedestrian Intersection Signalized StreetScore		Input
View Basic Roadway Characteristics?		+
1	Roadway Name	Homestead Rd
2	Roadway Extents	from Wolfe Rd to Lawrence Expy
3	ADT (average daily traffic)	>15000
4	Prevailing Speed in MPH (use posted speed limit if speed data is not available)	35
5	Are the bicycle conditions the same in both directions? (e.g. bicycle facilities are the same in both directions, number of lanes are the same in both directions)	Yes
6	Are the pedestrian facilities the same in both directions? (e.g. sidewalk of similar width present on both sides of the street, number of lanes are the same in both directions)	Yes
7	Is there a raised median?	Yes
8	Number of Total Travel Lanes	9
	Is the intersection controlled?	Yes
	Is the intersection stop controlled?	No
	What is the longest signalized crossing distance? (Based on Travel Lanes including Turn Lanes)	6+
	Does the signal have pedestrian-friendly signals?	Yes, peak hour recall
	Does the signal have audible push buttons and pedestrian signals?	Countdown Signals, Viro tactile/ Audible Push Buttons & Signals
	What kind of curb ramps are present?	Diagonal Curb Ramp
	Are there right-turn slip lanes at the intersection?	Yes
	What is the slip lane control?	Pedestrian Given ROW
	Conflicts and Mitigation	Low speed, low conflicts or high speed with mitigated conflicts
<b>Street Score+ LTS Score</b>		<b>4</b>



Bike Score  
 by  
 Intersection

*Refer to StreetScore+ white paper for criteria definitions.*

<b>Bike StreetScore by Intersection</b>		<b>Input</b>
View Basic Roadway Characteristics?		<b>+</b>
1	Roadway Name	<b>Lawrence Expy</b>
2	Roadway Extents	<b>from Pruneridge</b>
3	ADT (average daily traffic)	<b>&gt;15000</b>
4	Prevailing Speed in MPH (use posted speed limit if speed data is not available)	<b>50</b>
5	Are the bicycle conditions the same in both directions? (e.g. bicycle facilities are the same in both directions, number of lanes are the same in both directions)	<b>Yes</b>
6	Are the pedestrian facilities the same in both directions? (e.g. sidewalk of similar width present on both sides of the street, number of lanes are the same in both directions)	<b>Yes</b>
7	Is there a raised median?	<b>Yes</b>
8	Number of Total Travel Lanes	<b>12</b>
	What is the bicycle facility type?	Bicycle Route Or No Designated Bikeway
	Is there a right turn lane?	Yes, <=75'
	Is there more than one right-turn lanes?	No
	What is the right-turn speed?	15
	Does the configuration present additional hazards?	Yes
<b>Segment LTS Score Per Mineta Methodology</b>		<b>4</b>
<b>Street Score+ LTS Score</b>		<b>4</b>



Pedestrian  
Score by  
Intersection

*Refer to StreetScore+ white paper for criteria definitions.*

Pedestrian Intersection Signalized StreetScore		Input
View Basic Roadway Characteristics?		+
1	Roadway Name	Lawrence Expy
2	Roadway Extents	from Pruneridge Ave to Homestead Rd
3	ADT (average daily traffic)	>15000
4	Prevailing Speed in MPH (use posted speed limit if speed data is not available)	50
5	Are the bicycle conditions the same in both directions? (e.g. bicycle facilities are the same in both directions, number of lanes are the same in both directions)	Yes
6	Are the pedestrian facilities the same in both directions? (e.g. sidewalk of similar width present on both sides of the street, number of lanes are the same in both directions)	Yes
7	Is there a raised median?	Yes
8	Number of Total Travel Lanes	12
	Is the intersection controlled?	Yes
	Is the intersection stop controlled?	No
	What is the longest signalized crossing distance? (Based on Travel Lanes including Turn Lanes)	6+
	Does the signal have pedestrian-friendly signals?	Yes, peak hour recall
	Does the signal have audible push buttons and pedestrian signals?	Countdown Signals, Viro tactile/Audible Push Buttons & Signals
	What kind of curb ramps are present?	Diagonal Curb Ramp
	Are there right-turn slip lanes at the intersection?	Yes
	What is the slip lane control?	Pedestrian Given ROW
	Conflicts and Mitigation	Low speed, low conflicts or high speed with mitigated conflicts
<b>Street Score+ LTS Score</b>		<b>4</b>



Bike Score  
by  
Intersection

*Refer to StreetScore+ white paper for criteria definitions.*

<b>Bike StreetScore by Intersection</b>		<b>Input</b>
View Basic Roadway Characteristics?		<b>+</b>
1	Roadway Name	<b>Lawrence Expy</b>
2	Roadway Extents	<b>from El Camino</b>
3	ADT (average daily traffic)	<b>&gt;15000</b>
4	Prevailing Speed in MPH (use posted speed limit if speed data is not available)	<b>50</b>
5	Are the bicycle conditions the same in both directions? (e.g. bicycle facilities are the same in both directions, number of lanes are the same in both directions)	<b>Yes</b>
6	Are the pedestrian facilities the same in both directions? (e.g. sidewalk of similar width present on both sides of the street, number of lanes are the same in both directions)	<b>Yes</b>
7	Is there a raised median?	<b>Yes</b>
8	Number of Total Travel Lanes	<b>12</b>
	What is the bicycle facility type?	Bicycle Route Or No Designated Bikeway
	Is there a right turn lane?	Yes, <=75'
	Is there more than one right-turn lanes?	No
	What is the right-turn speed?	15
	Does the configuration present additional hazards?	Yes
<b>Segment LTS Score Per Mineta Methodology</b>		<b>4</b>
<b>Street Score+ LTS Score</b>		<b>4</b>



Pedestrian  
Score by  
Intersection

*Refer to StreetScore+ white paper for criteria definitions.*

Pedestrian Intersection Signalized StreetScore		Input
View Basic Roadway Characteristics?		+
1	Roadway Name	Lawrence Expy from El Camino
2	Roadway Extents	Real to Homestead Rd
3	ADT (average daily traffic)	>15000
4	Prevailing Speed in MPH (use posted speed limit if speed data is not available)	50
5	Are the bicycle conditions the same in both directions? (e.g. bicycle facilities are the same in both directions, number of lanes are the same in both directions)	Yes
6	Are the pedestrian facilities the same in both directions? (e.g. sidewalk of similar width present on both sides of the street, number of lanes are the same in both directions)	Yes
7	Is there a raised median?	Yes
8	Number of Total Travel Lanes	12
	Is the intersection controlled?	Yes
	Is the intersection stop controlled?	No
	What is the longest signalized crossing distance? (Based on Travel Lanes including Turn Lanes)	6+
	Does the signal have pedestrian-friendly signals?	Yes, peak hour recall
	Does the signal have audible push buttons and pedestrian signals?	Countdown Signals, Viro tactile/ Audible Push Buttons & Signals
	What kind of curb ramps are present?	Diagonal Curb Ramp
	Are there right-turn slip lanes at the intersection?	Yes
	What is the slip lane control?	Pedestrian Given ROW
	Conflicts and Mitigation	Low speed, low conflicts or high speed with mitigated conflicts
<b>Street Score+ LTS Score</b>		<b>4</b>



Bike Score  
by  
Intersection

*Refer to StreetScore+ white paper for criteria definitions.*

<b>Bike StreetScore by Intersection</b>		<b>Input</b>
View Basic Roadway Characteristics?		<b>+</b>
1	Roadway Name	<b>Homestead Rd</b>
2	Roadway Extents	<b>from Kiely Blvd</b>
3	ADT (average daily traffic)	<b>&gt;15000</b>
4	Prevailing Speed in MPH (use posted speed limit if speed data is not available)	<b>35</b>
5	Are the bicycle conditions the same in both directions? (e.g. bicycle facilities are the same in both directions, number of lanes are the same in both directions)	<b>Yes</b>
6	Are the pedestrian facilities the same in both directions? (e.g. sidewalk of similar width present on both sides of the street, number of lanes are the same in both directions)	<b>Yes</b>
7	Is there a raised median?	<b>No</b>
8	Number of Total Travel Lanes	<b>8</b>
	What is the bicycle facility type?	Bicycle Lane
	Is there a right turn lane?	Yes, <=75'
	Does the right turn lane start abruptly with a 8:1-10:1 taper?	Yes
	Is there more than one right-turn lane?	No
	What is the right-turn speed?	15
	What is the bicyclist movement across the conflict area?	Bicycle Continues Straight
	Does the configuration present additional hazards?	Yes
<b>Segment LTS Score Per Mineta Methodology</b>		<b>4</b>
<b>Street Score+ LTS Score</b>		<b>4</b>



Pedestrian  
Score by  
Intersection

*Refer to StreetScore+ white paper for criteria definitions.*

Pedestrian Intersection Signalized StreetScore		Input
View Basic Roadway Characteristics?		+
1	Roadway Name	Homestead Rd
2	Roadway Extents	from Kiely Blvd to Lawrence Expy
3	ADT (average daily traffic)	>15000
4	Prevailing Speed in MPH (use posted speed limit if speed data is not available)	35
5	Are the bicycle conditions the same in both directions? (e.g. bicycle facilities are the same in both directions, number of lanes are the same in both directions)	Yes
6	Are the pedestrian facilities the same in both directions? (e.g. sidewalk of similar width present on both sides of the street, number of lanes are the same in both directions)	Yes
7	Is there a raised median?	No
8	Number of Total Travel Lanes	8
	Is the intersection controlled?	Yes
	Is the intersection stop controlled?	No
	What is the longest signalized crossing distance? (Based on Travel Lanes including Turn Lanes)	6+
	Does the signal have pedestrian-friendly signals?	Yes, peak hour recall
	Does the signal have audible push buttons and pedestrian signals?	Countdown Signals, Vibrotactile/ Audible Push Buttons & Signals
	What kind of curb ramps are present?	Diagonal Curb Ramp
	Are there right-turn slip lanes at the intersection?	Yes
	What is the slip lane control?	Pedestrian Given ROW
	Conflicts and Mitigation	Low speed, low conflicts or high speed with mitigated conflicts
<b>Street Score+ LTS Score</b>		<b>4</b>



Bike Score  
by  
Intersection

*Refer to StreetScore+ white paper for criteria definitions.*

<b>Bike StreetScore by Intersection</b>		<b>Input</b>
View Basic Roadway Characteristics?		<b>+</b>
1	Roadway Name	<b>Bollinger Rd</b>
2	Roadway Extents	<b>from Blaney Ave</b>
3	ADT (average daily traffic)	<b>&gt;15000</b>
4	Prevailing Speed in MPH (use posted speed limit if speed data is not available)	<b>35</b>
5	Are the bicycle conditions the same in both directions? (e.g. bicycle facilities are the same in both directions, number of lanes are the same in both directions)	<b>Yes</b>
6	Are the pedestrian facilities the same in both directions? (e.g. sidewalk of similar width present on both sides of the street, number of lanes are the same in both directions)	<b>Yes</b>
7	Is there a raised median?	<b>Yes</b>
8	Number of Total Travel Lanes	<b>7</b>
	What is the bicycle facility type?	Bicycle Lane
	Is there a right turn lane?	Yes, <=75'
	Does the right turn lane start abruptly with a 8:1-10:1 taper?	No
	Is there more than one right-turn lane?	No
	What is the right-turn speed?	15
	What is the bicyclist movement across the conflict area?	Bicycle Continues Straight
	Does the configuration present additional hazards?	Yes
<b>Segment LTS Score Per Mineta Methodology</b>		<b>4</b>
<b>Street Score+ LTS Score</b>		<b>4</b>





Pedestrian  
Score by  
Intersection

*Refer to StreetScore+ white paper for criteria definitions.*

Pedestrian Intersection Signalized StreetScore		Input
View Basic Roadway Characteristics?		+
1	Roadway Name	Bollinger Rd
2	Roadway Extents	from Blaney Ave to Lawrence Expy
3	ADT (average daily traffic)	>15000
4	Prevailing Speed in MPH (use posted speed limit if speed data is not available)	35
5	Are the bicycle conditions the same in both directions? (e.g. bicycle facilities are the same in both directions, number of lanes are the same in both directions)	Yes
6	Are the pedestrian facilities the same in both directions? (e.g. sidewalk of similar width present on both sides of the street, number of lanes are the same in both directions)	Yes
7	Is there a raised median?	Yes
8	Number of Total Travel Lanes	7
	Is the intersection controlled?	Yes
	Is the intersection stop controlled?	No
	What is the longest signalized crossing distance? (Based on Travel Lanes including Turn Lanes)	6+
	Does the signal have pedestrian-friendly signals?	Yes, peak hour recall
	Does the signal have audible push buttons and pedestrian signals?	Countdown Signals, Viro tactile/ Audible Push Buttons & Signals
	What kind of curb ramps are present?	Diagonal Curb Ramp
	Are there right-turn slip lanes at the intersection?	Yes
	What is the slip lane control?	Pedestrian Given ROW
	Conflicts and Mitigation	Low speed, low conflicts or high speed with mitigated conflicts
<b>Street Score+ LTS Score</b>		<b>4</b>



Bike Score  
 by  
 Intersection

*Refer to StreetScore+ white paper for criteria definitions.*

<b>Bike StreetScore by Intersection</b>		<b>Input</b>
View Basic Roadway Characteristics?		<b>+</b>
1	Roadway Name	<b>Lawrence Expy</b>
2	Roadway Extents	<b>from Doyle Rd</b>
3	ADT (average daily traffic)	<b>&gt;15000</b>
4	Prevailing Speed in MPH (use posted speed limit if speed data is not available)	<b>50</b>
5	Are the bicycle conditions the same in both directions? (e.g. bicycle facilities are the same in both directions, number of lanes are the same in both directions)	<b>Yes</b>
6	Are the pedestrian facilities the same in both directions? (e.g. sidewalk of similar width present on both sides of the street, number of lanes are the same in both directions)	<b>Yes</b>
7	Is there a raised median?	<b>Yes</b>
8	Number of Total Travel Lanes	<b>10</b>
	What is the bicycle facility type?	Bicycle Route Or No Designated Bikeway
	Is there a right turn lane?	Yes, 76-150'
	Is there more than one right-turn lanes?	No
	What is the right-turn speed?	15
	Does the configuration present additional hazards?	Yes
<b>Segment LTS Score Per Mineta Methodology</b>		<b>4</b>
<b>Street Score+ LTS Score</b>		<b>4</b>



Pedestrian  
Score by  
Intersection

*Refer to StreetScore+ white paper for criteria definitions.*

Pedestrian Intersection Signalized StreetScore		Input
View Basic Roadway Characteristics?		+
1	Roadway Name	Lawrence Expy
2	Roadway Extents	from Doyle Rd to Bollinger Rd
3	ADT (average daily traffic)	>15000
4	Prevailing Speed in MPH (use posted speed limit if speed data is not available)	50
5	Are the bicycle conditions the same in both directions? (e.g. bicycle facilities are the same in both directions, number of lanes are the same in both directions)	Yes
6	Are the pedestrian facilities the same in both directions? (e.g. sidewalk of similar width present on both sides of the street, number of lanes are the same in both directions)	Yes
7	Is there a raised median?	Yes
8	Number of Total Travel Lanes	10
	Is the intersection controlled?	Yes
	Is the intersection stop controlled?	No
	What is the longest signalized crossing distance? (Based on Travel Lanes including Turn Lanes)	6+
	Does the signal have pedestrian-friendly signals?	Yes, peak hour recall
	Does the signal have audible push buttons and pedestrian signals?	Countdown Signals, Viro tactile/ Audible Push Buttons & Signals
	What kind of curb ramps are present?	Diagonal Curb Ramp
	Are there right-turn slip lanes at the intersection?	Yes
	What is the slip lane control?	Pedestrian Given ROW
	Conflicts and Mitigation	Low speed, low conflicts or high speed with mitigated conflicts
<b>Street Score+ LTS Score</b>		<b>4</b>



Bike Score  
by  
Intersection

*Refer to StreetScore+ white paper for criteria definitions.*

<b>Bike StreetScore by Intersection</b>		<b>Input</b>
View Basic Roadway Characteristics?		<b>+</b>
1	Roadway Name	<b>Lawrence Expy</b>
2	Roadway Extents	<b>from Mitty Way</b>
3	ADT (average daily traffic)	<b>&gt; 15000</b>
4	Prevailing Speed in MPH (use posted speed limit if speed data is not available)	<b>50</b>
5	Are the bicycle conditions the same in both directions? (e.g. bicycle facilities are the same in both directions, number of lanes are the same in both directions)	<b>Yes</b>
6	Are the pedestrian facilities the same in both directions? (e.g. sidewalk of similar width present on both sides of the street, number of lanes are the same in both directions)	<b>Yes</b>
7	Is there a raised median?	<b>Yes</b>
8	Number of Total Travel Lanes	<b>11</b>
	What is the bicycle facility type?	Bicycle Route Or No Designated Bikeway
	Is there a right turn lane?	Yes, 76-150'
	Is there more than one right-turn lanes?	No
	What is the right-turn speed?	15
	Does the configuration present additional hazards?	Yes
<b>Segment LTS Score Per Mineta Methodology</b>		<b>4</b>
<b>Street Score+ LTS Score</b>		<b>4</b>



Pedestrian  
Score by  
Intersection

*Refer to StreetScore+ white paper for criteria definitions.*

Pedestrian Intersection Signalized StreetScore		Input
View Basic Roadway Characteristics?		+
1	Roadway Name	Lawrence Expy
2	Roadway Extents	from Mitty Way to Bollinger Rd
3	ADT (average daily traffic)	> 15000
4	Prevailing Speed in MPH (use posted speed limit if speed data is not available)	50
5	Are the bicycle conditions the same in both directions? (e.g. bicycle facilities are the same in both directions, number of lanes are the same in both directions)	Yes
6	Are the pedestrian facilities the same in both directions? (e.g. sidewalk of similar width present on both sides of the street, number of lanes are the same in both directions)	Yes
7	Is there a raised median?	Yes
8	Number of Total Travel Lanes	11
	Is the intersection controlled?	Yes
	Is the intersection stop controlled?	No
	What is the longest signalized crossing distance? (Based on Travel Lanes including Turn Lanes)	6+
	Does the signal have pedestrian-friendly signals?	Yes, peak hour recall
	Does the signal have audible push buttons and pedestrian signals?	Countdown Signals, Viro tactile/ Audible Push Buttons & Signals
	What kind of curb ramps are present?	Diagonal Curb Ramp
	Are there right-turn slip lanes at the intersection?	Yes
	What is the slip lane control?	Pedestrian Given ROW
	Conflicts and Mitigation	Low speed, low conflicts or high speed with mitigated conflicts
<b>Street Score+ LTS Score</b>		<b>4</b>



Bike Score  
 by  
 Intersection

*Refer to StreetScore+ white paper for criteria definitions.*

<b>Bike StreetScore by Intersection</b>		<b>Input</b>
View Basic Roadway Characteristics?		<b>+</b>
1	Roadway Name	<b>Moorpark Ave</b>
2	Roadway Extents	<b>from Williams</b>
3	ADT (average daily traffic)	<b>&gt;15000</b>
4	Prevailing Speed in MPH (use posted speed limit if speed data is not available)	<b>35</b>
5	Are the bicycle conditions the same in both directions? (e.g. bicycle facilities are the same in both directions, number of lanes are the same in both directions)	<b>Yes</b>
6	Are the pedestrian facilities the same in both directions? (e.g. sidewalk of similar width present on both sides of the street, number of lanes are the same in both directions)	<b>Yes</b>
7	Is there a raised median?	<b>Yes</b>
8	Number of Total Travel Lanes	<b>6</b>
	What is the bicycle facility type?	Bicycle Lane
	Is there a right turn lane?	No
	Does the configuration present additional hazards?	Yes
<b>Segment LTS Score Per Mineta Methodology</b>		<b>4</b>
<b>Street Score+ LTS Score</b>		<b>4</b>



Pedestrian  
Score by  
Intersection

*Refer to StreetScore+ white paper for criteria definitions.*

Pedestrian Intersection Signalized StreetScore		Input
View Basic Roadway Characteristics?		+
1	Roadway Name	Moorpark Ave from Williams Rd to Lawrence Expy
2	Roadway Extents	>15000
3	ADT (average daily traffic)	35
4	Prevailing Speed in MPH (use posted speed limit if speed data is not available)	Yes
5	Are the bicycle conditions the same in both directions? (e.g. bicycle facilities are the same in both directions, number of lanes are the same in both directions)	Yes
6	Are the pedestrian facilities the same in both directions? (e.g. sidewalk of similar width present on both sides of the street, number of lanes are the same in both directions)	Yes
7	Is there a raised median?	Yes
8	Number of Total Travel Lanes	6
	Is the intersection controlled?	Yes
	Is the intersection stop controlled?	No
	What is the longest signalized crossing distance? (Based on Travel Lanes including Turn Lanes)	6+
	Does the signal have pedestrian-friendly signals?	Yes, peak hour recall
	Does the signal have audible push buttons and pedestrian signals?	Countdown Signals, Viotactile/ Audible Push Buttons & Signals
	What kind of curb ramps are present?	Diagonal Curb Ramp
	Are there right-turn slip lanes at the intersection?	Yes
	What is the slip lane control?	Pedestrian Given ROW
	Conflicts and Mitigation	Low speed, low conflicts or high speed with mitigated conflicts
<b>Street Score+ LTS Score</b>		<b>4</b>



Bike Score  
 by  
 Intersection

*Refer to StreetScore+ white paper for criteria definitions.*

<b>Bike StreetScore by Intersection</b>		<b>Input</b>
View Basic Roadway Characteristics?		<b>+</b>
1	Roadway Name	<b>McClellan Rd</b>
2	Roadway Extents	<b>from Stelling Rd</b>
3	ADT (average daily traffic)	<b>9001-12000</b>
4	Prevailing Speed in MPH (use posted speed limit if speed data is not available)	<b>25</b>
5	Are the bicycle conditions the same in both directions? (e.g. bicycle facilities are the same in both directions, number of lanes are the same in both directions)	<b>Yes</b>
6	Are the pedestrian facilities the same in both directions? (e.g. sidewalk of similar width present on both sides of the street, number of lanes are the same in both directions)	<b>Yes</b>
7	Is there a raised median?	<b>Yes</b>
8	Number of Total Travel Lanes	<b>3</b>
	What is the bicycle facility type?	Bicycle Route Or No Designated Bikeway
	Is there a right turn lane?	Yes, >150'
	What is the right-turn speed?	15
	Does the configuration present additional hazards?	No
<b>Segment LTS Score Per Mineta Methodology</b>		<b>4</b>
<b>Street Score+ LTS Score</b>		<b>4</b>





Pedestrian  
 Score by  
 Intersection

*Refer to StreetScore+ white paper for criteria definitions.*

<b>Pedestrian Intersection Signalized StreetScore</b>		<b>Input</b>
View Basic Roadway Characteristics?		<b>+</b>
1	Roadway Name	<b>McClellan Rd</b>
2	Roadway Extents	<b>from Stelling Rd to De Anza Rd</b>
3	ADT (average daily traffic)	<b>9001-12000</b>
4	Prevailing Speed in MPH (use posted speed limit if speed data is not available)	<b>25</b>
5	Are the bicycle conditions the same in both directions? (e.g. bicycle facilities are the same in both directions, number of lanes are the same in both directions)	<b>Yes</b>
6	Are the pedestrian facilities the same in both directions? (e.g. sidewalk of similar width present on both sides of the street, number of lanes are the same in both directions)	<b>Yes</b>
7	Is there a raised median?	<b>Yes</b>
8	Number of Total Travel Lanes	<b>3</b>
	Is the intersection controlled?	Yes
	Is the intersection stop controlled?	No
	What is the longest signalized crossing distance? (Based on Travel Lanes including Turn Lanes)	4 to 5 with median
	Does the signal have pedestrian-friendly signals?	Yes, peak hour recall
	Does the signal have audible push buttons and pedestrian signals?	Countdown Signals, Viro tactile/Audible Push Buttons & Signals
	What kind of curb ramps are present?	Diagonal Curb Ramp
	Are there right-turn slip lanes at the intersection?	Yes
	What is the slip lane control?	Pedestrian Given ROW
	Conflicts and Mitigation	Low speed, low conflicts or high speed with mitigated conflicts
<b>Street Score+ LTS Score</b>		<b>2</b>



Bike Score  
 by  
 Intersection

*Refer to StreetScore+ white paper for criteria definitions.*

<b>Bike StreetScore by Intersection</b>		<b>Input</b>
View Basic Roadway Characteristics?		<b>+</b>
1	Roadway Name	<b>De Anza Blvd</b>
2	Roadway Extents	<b>from Bollinger</b>
3	ADT (average daily traffic)	<b>&gt;15000</b>
4	Prevailing Speed in MPH (use posted speed limit if speed data is not available)	<b>40</b>
5	Are the bicycle conditions the same in both directions? (e.g. bicycle facilities are the same in both directions, number of lanes are the same in both directions)	<b>Yes</b>
6	Are the pedestrian facilities the same in both directions? (e.g. sidewalk of similar width present on both sides of the street, number of lanes are the same in both directions)	<b>Yes</b>
7	Is there a raised median?	<b>Yes</b>
8	Number of Total Travel Lanes	<b>8</b>
	What is the bicycle facility type?	Bicycle Lane
	Is there a right turn lane?	No
	Does the configuration present additional hazards?	Yes
<b>Segment LTS Score Per Mineta Methodology</b>		<b>4</b>
<b>Street Score+ LTS Score</b>		<b>4</b>



Pedestrian  
 Score by  
 Intersection

*Refer to StreetScore+ white paper for criteria definitions.*

<b>Pedestrian Intersection Signalized StreetScore</b>		<b>Input</b>
View Basic Roadway Characteristics?		<b>+</b>
1	Roadway Name	<b>De Anza Blvd</b>
2	Roadway Extents	<b>from Bollinger Rd to McClellan Rd</b>
3	ADT (average daily traffic)	<b>&gt;15000</b>
4	Prevailing Speed in MPH (use posted speed limit if speed data is not available)	<b>40</b>
5	Are the bicycle conditions the same in both directions? (e.g. bicycle facilities are the same in both directions, number of lanes are the same in both directions)	<b>Yes</b>
6	Are the pedestrian facilities the same in both directions? (e.g. sidewalk of similar width present on both sides of the street, number of lanes are the same in both directions)	<b>Yes</b>
7	Is there a raised median?	<b>Yes</b>
8	Number of Total Travel Lanes	<b>8</b>
	Is the intersection controlled?	Yes
	Is the intersection stop controlled?	No
	What is the longest signalized crossing distance? (Based on Travel Lanes including Turn Lanes)	<b>6+</b>
	Does the signal have pedestrian-friendly signals?	Yes, peak hour recall
	Does the signal have audible push buttons and pedestrian signals?	Missing Pedestrian Signals, No Countdown Signals, or Not Accessible
	What kind of curb ramps are present?	Missing Curb Ramp
	Are there right-turn slip lanes at the intersection?	No
	Conflicts and Mitigation	High speed, unmitigated conflicts
<b>Street Score+ LTS Score</b>		<b>4</b>



Bike Score  
 by  
 Intersection

*Refer to StreetScore+ white paper for criteria definitions.*

<b>Bike StreetScore by Intersection</b>		<b>Input</b>
View Basic Roadway Characteristics?		<b>+</b>
1	Roadway Name	<b>De Anza Boulevard</b>
2	Roadway Extents	<b>from Rodrigues</b>
3	ADT (average daily traffic)	<b>&gt;15000</b>
4	Prevailing Speed in MPH (use posted speed limit if speed data is not available)	<b>40</b>
5	Are the bicycle conditions the same in both directions? (e.g. bicycle facilities are the same in both directions, number of lanes are the same in both directions)	<b>Yes</b>
6	Are the pedestrian facilities the same in both directions? (e.g. sidewalk of similar width present on both sides of the street, number of lanes are the same in both directions)	<b>Yes</b>
7	Is there a raised median?	<b>Yes</b>
8	Number of Total Travel Lanes	<b>8</b>
	What is the bicycle facility type?	Bicycle Lane
	Is there a right turn lane?	No
	Does the configuration present additional hazards?	Yes
<b>Segment LTS Score Per Mineta Methodology</b>		<b>4</b>
<b>Street Score+ LTS Score</b>		<b>4</b>



Pedestrian  
 Score by  
 Intersection

*Refer to StreetScore+ white paper for criteria definitions.*

<b>Pedestrian Intersection Signalized StreetScore</b>		<b>Input</b>
View Basic Roadway Characteristics?		<b>+</b>
1	Roadway Name	<b>De Anza Boulevard</b>
2	Roadway Extents	<b>from Rodrigues Ave to McClellan Rd</b>
3	ADT (average daily traffic)	<b>&gt;15000</b>
4	Prevailing Speed in MPH (use posted speed limit if speed data is not available)	<b>40</b>
5	Are the bicycle conditions the same in both directions? (e.g. bicycle facilities are the same in both directions, number of lanes are the same in both directions)	<b>Yes</b>
6	Are the pedestrian facilities the same in both directions? (e.g. sidewalk of similar width present on both sides of the street, number of lanes are the same in both directions)	<b>Yes</b>
7	Is there a raised median?	<b>Yes</b>
8	Number of Total Travel Lanes	<b>8</b>
	Is the intersection controlled?	Yes
	Is the intersection stop controlled?	No
	What is the longest signalized crossing distance? (Based on Travel Lanes including Turn Lanes)	<b>6+</b>
	Does the signal have pedestrian-friendly signals?	Yes, peak hour recall
	Does the signal have audible push buttons and pedestrian signals?	Countdown Signals, Viotactile/ Audible Push Buttons & Signals
	What kind of curb ramps are present?	Diagonal Curb Ramp
	Are there right-turn slip lanes at the intersection?	No
	Conflicts and Mitigation	High speed, unmitigated conflicts
<b>Street Score+ LTS Score</b>		<b>4</b>



Bike Score  
 by  
 Intersection

*Refer to StreetScore+ white paper for criteria definitions.*

<b>Bike StreetScore by Intersection</b>		<b>Input</b>
View Basic Roadway Characteristics?		-
What is the bicycle facility type?	Bicycle Route Or No Designated Bikeway	
Is there a right turn lane?	Yes, >150'	
What is the right-turn speed?	10	
Does the configuration present additional hazards?	No	
<b>Segment LTS Score Per Mineta Methodology</b>		<b>4</b>
<b>Street Score+ LTS Score</b>		<b>4</b>



Pedestrian  
 Score by  
 Intersection

*Refer to StreetScore+ white paper for criteria definitions.*

Pedestrian Intersection Signalized StreetScore		Input
View Basic Roadway Characteristics?		+
1	Roadway Name	Pacifica Dr
2	Roadway Extents	from Blaney Ave to De Anza Boulevard
3	ADT (average daily traffic)	3001-6000
4	Prevailing Speed in MPH (use posted speed limit if speed data is not available)	25
5	Are the bicycle conditions the same in both directions? (e.g. bicycle facilities are the same in both directions, number of lanes are the same in both directions)	Yes
6	Are the pedestrian facilities the same in both directions? (e.g. sidewalk of similar width present on both sides of the street, number of lanes are the same in both directions)	Yes
7	Is there a raised median?	No
8	Number of Total Travel Lanes	5
Is the intersection controlled?		Yes
Is the intersection stop controlled?		No
What is the longest signalized crossing distance? (Based on Travel Lanes including Turn Lanes)		4 to 5 with median
Does the signal have pedestrian-friendly signals?		Yes, peak hour recall
Does the signal have audible push buttons and pedestrian signals?		Countdown Signals, Viro tactile/Audible Push Buttons & Signals
What kind of curb ramps are present?		Diagonal Curb Ramp
Are there right-turn slip lanes at the intersection?		Yes
What is the slip lane control?		Pedestrian Given ROW
Conflicts and Mitigation		Low speed, low conflicts or high speed with mitigated conflicts
<b>Street Score+ LTS Score</b>		<b>2</b>



Bike Score  
 by  
 Intersection

*Refer to StreetScore+ white paper for criteria definitions.*

<b>Bike StreetScore by Intersection</b>		<b>Input</b>
View Basic Roadway Characteristics?		<b>+</b>
1	Roadway Name	<b>Fremont Ave</b>
2	Roadway Extents	<b>Sunnyvale-</b>
3	ADT (average daily traffic)	<b>&gt;15000</b>
4	Prevailing Speed in MPH (use posted speed limit if speed data is not available)	<b>40</b>
5	Are the bicycle conditions the same in both directions? (e.g. bicycle facilities are the same in both directions, number of lanes are the same in both directions)	<b>Yes</b>
6	Are the pedestrian facilities the same in both directions? (e.g. sidewalk of similar width present on both sides of the street, number of lanes are the same in both directions)	<b>Yes</b>
7	Is there a raised median?	<b>Yes</b>
8	Number of Total Travel Lanes	<b>7</b>
	What is the bicycle facility type?	Bicycle Lane
	Is there a right turn lane?	Yes, <=75'
	Does the right turn lane start abruptly with a 8:1-10:1 taper?	Yes
	Is there more than one right-turn lane?	No
	What is the right-turn speed?	15
	What is the bicyclist movement across the conflict area?	Bicycle Moves Left
	Does the configuration present additional hazards?	No
<b>Segment LTS Score Per Mineta Methodology</b>		<b>3</b>
<b>Street Score+ LTS Score</b>		<b>3</b>





Pedestrian  
 Score by  
 Intersection

*Refer to StreetScore+ white paper for criteria definitions.*

<b>Pedestrian Intersection Signalized StreetScore</b>		<b>Input</b>
View Basic Roadway Characteristics?		<b>+</b>
1	Roadway Name	<b>Fremont Ave</b>
2	Roadway Extents	<b>Sunnyvale-Saratoga Rd to Wolfe Rd</b>
3	ADT (average daily traffic)	<b>&gt;15000</b>
4	Prevailing Speed in MPH (use posted speed limit if speed data is not available)	<b>40</b>
5	Are the bicycle conditions the same in both directions? (e.g. bicycle facilities are the same in both directions, number of lanes are the same in both directions)	<b>Yes</b>
6	Are the pedestrian facilities the same in both directions? (e.g. sidewalk of similar width present on both sides of the street, number of lanes are the same in both directions)	<b>Yes</b>
7	Is there a raised median?	<b>Yes</b>
8	Number of Total Travel Lanes	<b>7</b>
Is the intersection controlled?		Yes
Is the intersection stop controlled?		No
What is the longest signalized crossing distance? (Based on Travel Lanes including Turn Lanes)		<b>6+</b>
Does the signal have pedestrian-friendly signals?		Yes, peak hour recall
Does the signal have audible push buttons and pedestrian signals?		Countdown Signals, Viotactile/ Audible Push Buttons & Signals
What kind of curb ramps are present?		Diagonal Curb Ramp
Are there right-turn slip lanes at the intersection?		No
Conflicts and Mitigation		Low speed, low conflicts or high speed with mitigated conflicts
<b>Street Score+ LTS Score</b>		<b>4</b>



Bike Score  
 by  
 Intersection

*Refer to StreetScore+ white paper for criteria definitions.*

<b>Bike StreetScore by Intersection</b>		<b>Input</b>
View Basic Roadway Characteristics?		<b>+</b>
1	Roadway Name	<b>Wolfe Rd</b>
2	Roadway Extents	<b>from Inverness</b>
3	ADT (average daily traffic)	<b>&gt;15000</b>
4	Prevailing Speed in MPH (use posted speed limit if speed data is not available)	<b>35</b>
5	Are the bicycle conditions the same in both directions? (e.g. bicycle facilities are the same in both directions, number of lanes are the same in both directions)	<b>Yes</b>
6	Are the pedestrian facilities the same in both directions? (e.g. sidewalk of similar width present on both sides of the street, number of lanes are the same in both directions)	<b>Yes</b>
7	Is there a raised median?	<b>No</b>
8	Number of Total Travel Lanes	<b>7</b>
	What is the bicycle facility type?	Bicycle Lane
	Is there a right turn lane?	No
	Does the configuration present additional hazards?	Yes
<b>Segment LTS Score Per Mineta Methodology</b>		<b>4</b>
<b>Street Score+ LTS Score</b>		<b>4</b>



Pedestrian  
 Score by  
 Intersection

*Refer to StreetScore+ white paper for criteria definitions.*

<b>Pedestrian Intersection Signalized StreetScore</b>		<b>Input</b>
View Basic Roadway Characteristics?		<b>+</b>
1	Roadway Name	<b>Wolfe Rd</b>
2	Roadway Extents	<b>from Inverness Way to Fremont Ave</b>
3	ADT (average daily traffic)	<b>&gt;15000</b>
4	Prevailing Speed in MPH (use posted speed limit if speed data is not available)	<b>35</b>
5	Are the bicycle conditions the same in both directions? (e.g. bicycle facilities are the same in both directions, number of lanes are the same in both directions)	<b>Yes</b>
6	Are the pedestrian facilities the same in both directions? (e.g. sidewalk of similar width present on both sides of the street, number of lanes are the same in both directions)	<b>Yes</b>
7	Is there a raised median?	<b>No</b>
8	Number of Total Travel Lanes	<b>7</b>
Is the intersection controlled?		Yes
Is the intersection stop controlled?		No
What is the longest signalized crossing distance? (Based on Travel Lanes including Turn Lanes)		<b>6+</b>
Does the signal have pedestrian-friendly signals?		Yes, peak hour recall
Does the signal have audible push buttons and pedestrian signals?		Countdown Signals, Viotactile/ Audible Push Buttons & Signals
What kind of curb ramps are present?		Diagonal Curb Ramp
Are there right-turn slip lanes at the intersection?		No
Conflicts and Mitigation		Low speed, low conflicts or high speed with mitigated conflicts
<b>Street Score+ LTS Score</b>		<b>4</b>



Bike Score  
 by  
 Intersection

*Refer to StreetScore+ white paper for criteria definitions.*

<b>Bike StreetScore by Intersection</b>		<b>Input</b>
View Basic Roadway Characteristics?		<b>+</b>
1	Roadway Name	<b>Wolfe Rd</b>
2	Roadway Extents	<b>from El Camino</b>
3	ADT (average daily traffic)	<b>&gt;15000</b>
4	Prevailing Speed in MPH (use posted speed limit if speed data is not available)	<b>35</b>
5	Are the bicycle conditions the same in both directions? (e.g. bicycle facilities are the same in both directions, number of lanes are the same in both directions)	<b>Yes</b>
6	Are the pedestrian facilities the same in both directions? (e.g. sidewalk of similar width present on both sides of the street, number of lanes are the same in both directions)	<b>Yes</b>
7	Is there a raised median?	<b>Yes</b>
8	Number of Total Travel Lanes	<b>7</b>
	What is the bicycle facility type?	Bicycle Route Or No Designated Bikeway
	Is there a right turn lane?	No
	What is the right-turn speed?	15
	Does the configuration present additional hazards?	Yes
<b>Segment LTS Score Per Mineta Methodology</b>		<b>4</b>
<b>Street Score+ LTS Score</b>		<b>4</b>



Pedestrian  
 Score by  
 Intersection

*Refer to StreetScore+ white paper for criteria definitions.*

<b>Pedestrian Intersection Signalized StreetScore</b>		<b>Input</b>
View Basic Roadway Characteristics?		<b>+</b>
1	Roadway Name	<b>Wolfe Rd</b>
2	Roadway Extents	<b>from El Camino Real to Fremont Ave</b>
3	ADT (average daily traffic)	<b>&gt; 15000</b>
4	Prevailing Speed in MPH (use posted speed limit if speed data is not available)	<b>35</b>
5	Are the bicycle conditions the same in both directions? (e.g. bicycle facilities are the same in both directions, number of lanes are the same in both directions)	<b>Yes</b>
6	Are the pedestrian facilities the same in both directions? (e.g. sidewalk of similar width present on both sides of the street, number of lanes are the same in both directions)	<b>Yes</b>
7	Is there a raised median?	<b>Yes</b>
8	Number of Total Travel Lanes	<b>7</b>
	Is the intersection controlled?	Yes
	Is the intersection stop controlled?	No
	What is the longest signalized crossing distance? (Based on Travel Lanes including Turn Lanes)	<b>6+</b>
	Does the signal have pedestrian-friendly signals?	Yes, peak hour recall
	Does the signal have audible push buttons and pedestrian signals?	Countdown Signals, Viotactile/ Audible Push Buttons & Signals
	What kind of curb ramps are present?	Directional Curb Ramp
	Are there right-turn slip lanes at the intersection?	No
	Conflicts and Mitigation	Low speed, low conflicts or high speed with mitigated conflicts
<b>Street Score+ LTS Score</b>		<b>4</b>



Bike Score  
 by  
 Intersection

*Refer to StreetScore+ white paper for criteria definitions.*

<b>Bike StreetScore by Intersection</b>		<b>Input</b>
View Basic Roadway Characteristics?		<b>+</b>
1	Roadway Name	<b>Fremont Ave</b>
2	Roadway Extents	<b>from El Camino</b>
3	ADT (average daily traffic)	<b>3001-6000</b>
4	Prevailing Speed in MPH (use posted speed limit if speed data is not available)	<b>40</b>
5	Are the bicycle conditions the same in both directions? (e.g. bicycle facilities are the same in both directions, number of lanes are the same in both directions)	<b>Yes</b>
6	Are the pedestrian facilities the same in both directions? (e.g. sidewalk of similar width present on both sides of the street, number of lanes are the same in both directions)	<b>Yes</b>
7	Is there a raised median?	<b>No</b>
8	Number of Total Travel Lanes	<b>4</b>
	What is the bicycle facility type?	Bicycle Lane
	Is there a right turn lane?	No
	Does the configuration present additional hazards?	Yes
<b>Segment LTS Score Per Mineta Methodology</b>		<b>4</b>
<b>Street Score+ LTS Score</b>		<b>4</b>



Pedestrian  
 Score by  
 Intersection

*Refer to StreetScore+ white paper for criteria definitions.*

Pedestrian Intersection Signalized StreetScore		Input
View Basic Roadway Characteristics?		+
1	Roadway Name	Fremont Ave
2	Roadway Extents	from El Camino Real to Wolfe Rd
3	ADT (average daily traffic)	3001-6000
4	Prevailing Speed in MPH (use posted speed limit if speed data is not available)	40
5	Are the bicycle conditions the same in both directions? (e.g. bicycle facilities are the same in both directions, number of lanes are the same in both directions)	Yes
6	Are the pedestrian facilities the same in both directions? (e.g. sidewalk of similar width present on both sides of the street, number of lanes are the same in both directions)	Yes
7	Is there a raised median?	No
8	Number of Total Travel Lanes	4
	Is the intersection controlled?	Yes
	Is the intersection stop controlled?	No
	What is the longest signalized crossing distance? (Based on Travel Lanes including Turn Lanes)	4 to 5 without median
	Does the signal have pedestrian-friendly signals?	Yes, peak hour recall
	Does the signal have audible push buttons and pedestrian signals?	Countdown Signals, Viotactile/ Audible Push Buttons & Signals
	What kind of curb ramps are present?	Directional Curb Ramp
	Are there right-turn slip lanes at the intersection?	No
	Conflicts and Mitigation	Low speed, low conflicts or high speed with mitigated conflicts
<b>Street Score+ LTS Score</b>		<b>3</b>



Bike Score  
 by  
 Intersection

*Refer to StreetScore+ white paper for criteria definitions.*

<b>Bike StreetScore by Intersection</b>		<b>Input</b>
View Basic Roadway Characteristics?		<b>+</b>
1	Roadway Name	<b>Homestead Rd</b>
2	Roadway Extents	<b>from Blaney Ave</b>
3	ADT (average daily traffic)	<b>&gt;15000</b>
4	Prevailing Speed in MPH (use posted speed limit if speed data is not available)	<b>35</b>
5	Are the bicycle conditions the same in both directions? (e.g. bicycle facilities are the same in both directions, number of lanes are the same in both directions)	<b>Yes</b>
6	Are the pedestrian facilities the same in both directions? (e.g. sidewalk of similar width present on both sides of the street, number of lanes are the same in both directions)	<b>Yes</b>
7	Is there a raised median?	<b>No</b>
8	Number of Total Travel Lanes	<b>6</b>
	What is the bicycle facility type?	Bicycle Lane
	Is there a right turn lane?	Yes, >150'
	Does the right turn lane start abruptly with a 8:1-10:1 taper?	Yes
	Is there more than one right-turn lane?	No
	What is the right-turn speed?	15
	What is the bicyclist movement across the conflict area?	Bicycle Continues Straight
	Does the configuration present additional hazards?	No
<b>Segment LTS Score Per Mineta Methodology</b>		<b>3</b>
<b>Street Score+ LTS Score</b>		<b>3</b>





Pedestrian  
 Score by  
 Intersection

*Refer to StreetScore+ white paper for criteria definitions.*

<b>Pedestrian Intersection Signalized StreetScore</b>		<b>Input</b>
View Basic Roadway Characteristics?		<b>+</b>
1	Roadway Name	<b>Homestead Rd</b>
2	Roadway Extents	<b>from Blaney Ave to Wolfe Rd</b>
3	ADT (average daily traffic)	<b>&gt;15000</b>
4	Prevailing Speed in MPH (use posted speed limit if speed data is not available)	<b>35</b>
5	Are the bicycle conditions the same in both directions? (e.g. bicycle facilities are the same in both directions, number of lanes are the same in both directions)	<b>Yes</b>
6	Are the pedestrian facilities the same in both directions? (e.g. sidewalk of similar width present on both sides of the street, number of lanes are the same in both directions)	<b>Yes</b>
7	Is there a raised median?	<b>No</b>
8	Number of Total Travel Lanes	<b>6</b>
Is the intersection controlled?		Yes
Is the intersection stop controlled?		No
What is the longest signalized crossing distance? (Based on Travel Lanes including Turn Lanes)		<b>6+</b>
Does the signal have pedestrian-friendly signals?		Yes, peak hour recall
Does the signal have audible push buttons and pedestrian signals?		Countdown Signals, Viotactile/ Audible Push Buttons & Signals
What kind of curb ramps are present?		Diagonal Curb Ramp
Are there right-turn slip lanes at the intersection?		No
Conflicts and Mitigation		Low speed, low conflicts or high speed with mitigated conflicts
<b>Street Score+ LTS Score</b>		<b>4</b>



Bike Score  
 by  
 Intersection

*Refer to StreetScore+ white paper for criteria definitions.*

<b>Bike StreetScore by Intersection</b>		<b>Input</b>
View Basic Roadway Characteristics?		<b>+</b>
1	Roadway Name	<b>Wolfe Rd</b>
2	Roadway Extents	<b>from 280 to</b>
3	ADT (average daily traffic)	<b>&gt;15000</b>
4	Prevailing Speed in MPH (use posted speed limit if speed data is not available)	<b>35</b>
5	Are the bicycle conditions the same in both directions? (e.g. bicycle facilities are the same in both directions, number of lanes are the same in both directions)	<b>Yes</b>
6	Are the pedestrian facilities the same in both directions? (e.g. sidewalk of similar width present on both sides of the street, number of lanes are the same in both directions)	<b>Yes</b>
7	Is there a raised median?	<b>Yes</b>
8	Number of Total Travel Lanes	<b>8</b>
	What is the bicycle facility type?	<b>Bicycle Lane</b>
	Is there a right turn lane?	<b>Yes, &lt;=75'</b>
	Does the right turn lane start abruptly with a 8:1-10:1 taper?	<b>Yes</b>
	Is there more than one right-turn lane?	<b>No</b>
	What is the right-turn speed?	<b>15</b>
	What is the bicyclist movement across the conflict area?	<b>Bicycle Continues Straight</b>
	Does the configuration present additional hazards?	<b>No</b>
<b>Segment LTS Score Per Mineta Methodology</b>		<b>2</b>
<b>Street Score+ LTS Score</b>		<b>2</b>



Pedestrian  
 Score by  
 Intersection

*Refer to StreetScore+ white paper for criteria definitions.*

Pedestrian Intersection Signalized StreetScore		Input
View Basic Roadway Characteristics?		<b>+</b>
1	Roadway Name	<b>Wolfe Rd</b>
2	Roadway Extents	<b>from 280 to Homestead Rd</b>
3	ADT (average daily traffic)	<b>&gt;15000</b>
4	Prevailing Speed in MPH (use posted speed limit if speed data is not available)	<b>35</b>
5	Are the bicycle conditions the same in both directions? (e.g. bicycle facilities are the same in both directions, number of lanes are the same in both directions)	<b>Yes</b>
6	Are the pedestrian facilities the same in both directions? (e.g. sidewalk of similar width present on both sides of the street, number of lanes are the same in both directions)	<b>Yes</b>
7	Is there a raised median?	<b>Yes</b>
8	Number of Total Travel Lanes	<b>8</b>
Is the intersection controlled?		Yes
Is the intersection stop controlled?		No
What is the longest signalized crossing distance? (Based on Travel Lanes including Turn Lanes)		<b>6+</b>
Does the signal have pedestrian-friendly signals?		Yes, peak hour recall
Does the signal have audible push buttons and pedestrian signals?		Countdown Signals, Viotactile/ Audible Push Buttons & Signals
What kind of curb ramps are present?		Diagonal Curb Ramp
Are there right-turn slip lanes at the intersection?		No
Conflicts and Mitigation		Low speed, low conflicts or high speed with mitigated conflicts
<b>Street Score+ LTS Score</b>		<b>4</b>



Bike Score  
 by  
 Intersection

*Refer to StreetScore+ white paper for criteria definitions.*

<b>Bike StreetScore by Intersection</b>		<b>Input</b>
View Basic Roadway Characteristics?		<b>+</b>
1	Roadway Name	<b>Wolfe Rd</b>
2	Roadway Extents	<b>from Inverness</b>
3	ADT (average daily traffic)	<b>&gt;15000</b>
4	Prevailing Speed in MPH (use posted speed limit if speed data is not available)	<b>35</b>
5	Are the bicycle conditions the same in both directions? (e.g. bicycle facilities are the same in both directions, number of lanes are the same in both directions)	<b>Yes</b>
6	Are the pedestrian facilities the same in both directions? (e.g. sidewalk of similar width present on both sides of the street, number of lanes are the same in both directions)	<b>Yes</b>
7	Is there a raised median?	<b>No</b>
8	Number of Total Travel Lanes	<b>7</b>
	What is the bicycle facility type?	Bicycle Lane
	Is there a right turn lane?	Yes, >150'
	Does the right turn lane start abruptly with a 8:1-10:1 taper?	Yes
	Is there more than one right-turn lane?	No
	What is the right-turn speed?	15
	What is the bicyclist movement across the conflict area?	Bicycle Continues Straight
	Does the configuration present additional hazards?	No
		<b>3</b>
<b>Street Score+ LTS Score</b>		<b>3</b>



Pedestrian  
 Score by  
 Intersection

*Refer to StreetScore+ white paper for criteria definitions.*

<b>Pedestrian Intersection Signalized StreetScore</b>		<b>Input</b>
View Basic Roadway Characteristics?		<b>+</b>
1	Roadway Name	<b>Wolfe Rd</b>
2	Roadway Extents	<b>from Inverness Way to Homestead Rd</b>
3	ADT (average daily traffic)	<b>&gt;15000</b>
4	Prevailing Speed in MPH (use posted speed limit if speed data is not available)	<b>35</b>
5	Are the bicycle conditions the same in both directions? (e.g. bicycle facilities are the same in both directions, number of lanes are the same in both directions)	<b>Yes</b>
6	Are the pedestrian facilities the same in both directions? (e.g. sidewalk of similar width present on both sides of the street, number of lanes are the same in both directions)	<b>Yes</b>
7	Is there a raised median?	<b>No</b>
8	Number of Total Travel Lanes	<b>7</b>
Is the intersection controlled?		Yes
Is the intersection stop controlled?		No
What is the longest signalized crossing distance? (Based on Travel Lanes including Turn Lanes)		<b>6+</b>
Does the signal have pedestrian-friendly signals?		Yes, peak hour recall
Does the signal have audible push buttons and pedestrian signals?		Countdown Signals, Viotactile/ Audible Push Buttons & Signals
What kind of curb ramps are present?		Diagonal Curb Ramp
Are there right-turn slip lanes at the intersection?		No
Conflicts and Mitigation		Low speed, low conflicts or high speed with mitigated conflicts
<b>Street Score+ LTS Score</b>		<b>4</b>



Bike Score  
 by  
 Intersection

*Refer to StreetScore+ white paper for criteria definitions.*

<b>Bike StreetScore by Intersection</b>		<b>Input</b>
View Basic Roadway Characteristics?		<b>+</b>
1	Roadway Name	<b>Homestead Rd</b>
2	Roadway Extents	<b>from Tantau Ave</b>
3	ADT (average daily traffic)	<b>&gt;15000</b>
4	Prevailing Speed in MPH (use posted speed limit if speed data is not available)	<b>35</b>
5	Are the bicycle conditions the same in both directions? (e.g. bicycle facilities are the same in both directions, number of lanes are the same in both directions)	<b>Yes</b>
6	Are the pedestrian facilities the same in both directions? (e.g. sidewalk of similar width present on both sides of the street, number of lanes are the same in both directions)	<b>Yes</b>
7	Is there a raised median?	<b>No</b>
8	Number of Total Travel Lanes	<b>6</b>
	What is the bicycle facility type?	Bicycle Lane
	Is there a right turn lane?	No
	Does the configuration present additional hazards?	Yes
<b>Segment LTS Score Per Mineta Methodology</b>		<b>4</b>
<b>Street Score+ LTS Score</b>		<b>4</b>



Pedestrian  
 Score by  
 Intersection

*Refer to StreetScore+ white paper for criteria definitions.*

<b>Pedestrian Intersection Signalized StreetScore</b>		<b>Input</b>
View Basic Roadway Characteristics?		<b>+</b>
1	Roadway Name	<b>Homestead Rd</b>
2	Roadway Extents	<b>from Tantau Ave to Wolfe Rd</b>
3	ADT (average daily traffic)	<b>&gt;15000</b>
4	Prevailing Speed in MPH (use posted speed limit if speed data is not available)	<b>35</b>
5	Are the bicycle conditions the same in both directions? (e.g. bicycle facilities are the same in both directions, number of lanes are the same in both directions)	<b>Yes</b>
6	Are the pedestrian facilities the same in both directions? (e.g. sidewalk of similar width present on both sides of the street, number of lanes are the same in both directions)	<b>Yes</b>
7	Is there a raised median?	<b>No</b>
8	Number of Total Travel Lanes	<b>6</b>
Is the intersection controlled?		Yes
Is the intersection stop controlled?		No
What is the longest signalized crossing distance? (Based on Travel Lanes including Turn Lanes)		<b>6+</b>
Does the signal have pedestrian-friendly signals?		Yes, peak hour recall
Does the signal have audible push buttons and pedestrian signals?		Countdown Signals, Viotactile/ Audible Push Buttons & Signals
What kind of curb ramps are present?		Diagonal Curb Ramp
Are there right-turn slip lanes at the intersection?		No
Conflicts and Mitigation		Low speed, low conflicts or high speed with mitigated conflicts
<b>Street Score+ LTS Score</b>		<b>4</b>



Bike Score  
 by  
 Intersection

*Refer to StreetScore+ white paper for criteria definitions.*

<b>Bike StreetScore by Intersection</b>		<b>Input</b>
View Basic Roadway Characteristics?		<b>+</b>
1	Roadway Name	<b>Driveway</b>
2	Roadway Extents	<b>AMC Driveway</b>
3	ADT (average daily traffic)	<b>3001-6000</b>
4	Prevailing Speed in MPH (use posted speed limit if speed data is not available)	<b>15</b>
5	Are the bicycle conditions the same in both directions? (e.g. bicycle facilities are the same in both directions, number of lanes are the same in both directions)	<b>Yes</b>
6	Are the pedestrian facilities the same in both directions? (e.g. sidewalk of similar width present on both sides of the street, number of lanes are the same in both directions)	<b>Yes</b>
7	Is there a raised median?	<b>Yes</b>
8	Number of Total Travel Lanes	<b>5</b>
	What is the bicycle facility type?	Bicycle Route Or No Designated Bikeway
	Is there a right turn lane?	Yes, <=75'
	Is there more than one right-turn lanes?	No
	What is the right-turn speed?	10
	Does the configuration present additional hazards?	Yes
<b>Segment LTS Score Per Mineta Methodology</b>		<b>4</b>
<b>Street Score+ LTS Score</b>		<b>4</b>





Pedestrian  
 Score by  
 Intersection

*Refer to StreetScore+ white paper for criteria definitions.*

<b>Pedestrian Intersection Signalized StreetScore</b>		<b>Input</b>
View Basic Roadway Characteristics?		<b>+</b>
1	Roadway Name	<b>Driveway</b>
2	Roadway Extents	<b>AMC Driveway</b>
3	ADT (average daily traffic)	<b>3001-6000</b>
4	Prevailing Speed in MPH (use posted speed limit if speed data is not available)	<b>15</b>
5	Are the bicycle conditions the same in both directions? (e.g. bicycle facilities are the same in both directions, number of lanes are the same in both directions)	<b>Yes</b>
6	Are the pedestrian facilities the same in both directions? (e.g. sidewalk of similar width present on both sides of the street, number of lanes are the same in both directions)	<b>Yes</b>
7	Is there a raised median?	<b>Yes</b>
8	Number of Total Travel Lanes	<b>5</b>
	Is the intersection controlled?	Yes
	Is the intersection stop controlled?	No
	What is the longest signalized crossing distance? (Based on Travel Lanes including Turn Lanes)	4 to 5 with median
	Does the signal have pedestrian-friendly signals?	Yes, peak hour recall
	Does the signal have audible push buttons and pedestrian signals?	Countdown Signals, Viro tactile/ Audible Push Buttons & Signals
	What kind of curb ramps are present?	Directional Curb Ramp
	Are there right-turn slip lanes at the intersection?	No
	Conflicts and Mitigation	Low speed, low conflicts or high speed with mitigated conflicts
<b>Street Score+ LTS Score</b>		<b>2</b>



Bike Score  
 by  
 Intersection

*Refer to StreetScore+ white paper for criteria definitions.*

<b>Bike StreetScore by Intersection</b>		<b>Input</b>
View Basic Roadway Characteristics?		<b>+</b>
1	Roadway Name	<b>Wolfe Rd</b>
2	Roadway Extents	<b>from Stevens</b>
3	ADT (average daily traffic)	<b>&gt;15000</b>
4	Prevailing Speed in MPH (use posted speed limit if speed data is not available)	<b>35</b>
5	Are the bicycle conditions the same in both directions? (e.g. bicycle facilities are the same in both directions, number of lanes are the same in both directions)	<b>Yes</b>
6	Are the pedestrian facilities the same in both directions? (e.g. sidewalk of similar width present on both sides of the street, number of lanes are the same in both directions)	<b>Yes</b>
7	Is there a raised median?	<b>Yes</b>
8	Number of Total Travel Lanes	<b>7</b>
	What is the bicycle facility type?	Bicycle Lane
	Is there a right turn lane?	No
	Does the configuration present additional hazards?	Yes
<b>Segment LTS Score Per Mineta Methodology</b>		<b>4</b>
<b>Street Score+ LTS Score</b>		<b>4</b>



Pedestrian  
 Score by  
 Intersection

*Refer to StreetScore+ white paper for criteria definitions.*

<b>Pedestrian Intersection Signalized StreetScore</b>		<b>Input</b>
View Basic Roadway Characteristics?		<b>+</b>
1	Roadway Name	<b>Wolfe Rd</b>
2	Roadway Extents	<b>from Stevens Creek Blvd to Vallco Pkwy</b>
3	ADT (average daily traffic)	<b>&gt; 15000</b>
4	Prevailing Speed in MPH (use posted speed limit if speed data is not available)	<b>35</b>
5	Are the bicycle conditions the same in both directions? (e.g. bicycle facilities are the same in both directions, number of lanes are the same in both directions)	<b>Yes</b>
6	Are the pedestrian facilities the same in both directions? (e.g. sidewalk of similar width present on both sides of the street, number of lanes are the same in both directions)	<b>Yes</b>
7	Is there a raised median?	<b>Yes</b>
8	Number of Total Travel Lanes	<b>7</b>
Is the intersection controlled?		Yes
Is the intersection stop controlled?		No
What is the longest signalized crossing distance? (Based on Travel Lanes including Turn Lanes)		<b>6+</b>
Does the signal have pedestrian-friendly signals?		Yes, peak hour recall
Does the signal have audible push buttons and pedestrian signals?		Countdown Signals, Viro tactile/ Audible Push Buttons & Signals
What kind of curb ramps are present?		Diagonal Curb Ramp
Are there right-turn slip lanes at the intersection?		No
Conflicts and Mitigation		High speed, unmitigated conflicts
<b>Street Score+ LTS Score</b>		<b>4</b>



Bike Score  
 by  
 Intersection

*Refer to StreetScore+ white paper for criteria definitions.*

<b>Bike StreetScore by Intersection</b>		<b>Input</b>
View Basic Roadway Characteristics?		<b>+</b>
1	Roadway Name	<b>Wolfe Rd</b>
2	Roadway Extents	<b>from Perimeter</b>
3	ADT (average daily traffic)	<b>&gt;15000</b>
4	Prevailing Speed in MPH (use posted speed limit if speed data is not available)	<b>35</b>
5	Are the bicycle conditions the same in both directions? (e.g. bicycle facilities are the same in both directions, number of lanes are the same in both directions)	<b>Yes</b>
6	Are the pedestrian facilities the same in both directions? (e.g. sidewalk of similar width present on both sides of the street, number of lanes are the same in both directions)	<b>Yes</b>
7	Is there a raised median?	<b>Yes</b>
8	Number of Total Travel Lanes	<b>10</b>
	What is the bicycle facility type?	Bicycle Lane
	Is there a right turn lane?	Yes, > 150'
	Does the right turn lane start abruptly with a 8:1-10:1 taper?	No
	Is there more than one right-turn lane?	No
	What is the right-turn speed?	20
	What is the bicyclist movement across the conflict area?	Bicycle Continues Straight
	Does the configuration present additional hazards?	No
<b>Segment LTS Score Per Mineta Methodology</b>		<b>4</b>
<b>Street Score+ LTS Score</b>		<b>4</b>



Pedestrian  
 Score by  
 Intersection

*Refer to StreetScore+ white paper for criteria definitions.*

<b>Pedestrian Intersection Signalized StreetScore</b>		<b>Input</b>
View Basic Roadway Characteristics?		<b>+</b>
1	Roadway Name	<b>Wolfe Rd</b>
2	Roadway Extents	<b>from Perimeter Rd to Vallco Pkwy</b>
3	ADT (average daily traffic)	<b>&gt; 15000</b>
4	Prevailing Speed in MPH (use posted speed limit if speed data is not available)	<b>35</b>
5	Are the bicycle conditions the same in both directions? (e.g. bicycle facilities are the same in both directions, number of lanes are the same in both directions)	<b>Yes</b>
6	Are the pedestrian facilities the same in both directions? (e.g. sidewalk of similar width present on both sides of the street, number of lanes are the same in both directions)	<b>Yes</b>
7	Is there a raised median?	<b>Yes</b>
8	Number of Total Travel Lanes	<b>10</b>
	Is the intersection controlled?	Yes
	Is the intersection stop controlled?	No
	What is the longest signalized crossing distance? (Based on Travel Lanes including Turn Lanes)	<b>6+</b>
	Does the signal have pedestrian-friendly signals?	Yes, peak hour recall
	Does the signal have audible push buttons and pedestrian signals?	Countdown Signals, Viro tactile/ Audible Push Buttons & Signals
	What kind of curb ramps are present?	Diagonal Curb Ramp
	Are there right-turn slip lanes at the intersection?	No
	Conflicts and Mitigation	High speed, unmitigated conflicts
<b>Street Score+ LTS Score</b>		<b>4</b>



Bike Score  
 by  
 Intersection

*Refer to StreetScore+ white paper for criteria definitions.*

<b>Bike StreetScore by Intersection</b>		<b>Input</b>
View Basic Roadway Characteristics?		<b>+</b>
1	Roadway Name	<b>Vallco Pkwy</b>
2	Roadway Extents	<b>from Tantau Ave</b>
3	ADT (average daily traffic)	<b>9001-12000</b>
4	Prevailing Speed in MPH (use posted speed limit if speed data is not available)	<b>25</b>
5	Are the bicycle conditions the same in both directions? (e.g. bicycle facilities are the same in both directions, number of lanes are the same in both directions)	<b>Yes</b>
6	Are the pedestrian facilities the same in both directions? (e.g. sidewalk of similar width present on both sides of the street, number of lanes are the same in both directions)	<b>Yes</b>
7	Is there a raised median?	<b>Yes</b>
8	Number of Total Travel Lanes	<b>6</b>
	What is the bicycle facility type?	Bicycle Lane
	Is there a right turn lane?	Yes, > 150'
	Does the right turn lane start abruptly with a 8:1-10:1 taper?	Yes
	Is there more than one right-turn lane?	Yes
	What is the right-turn speed?	15
	What is the bicyclist movement across the conflict area?	Bicycle Moves Left
	Does the configuration present additional hazards?	No
<b>Segment LTS Score Per Mineta Methodology</b>		<b>4</b>
<b>Street Score+ LTS Score</b>		<b>4</b>



Pedestrian  
 Score by  
 Intersection

*Refer to StreetScore+ white paper for criteria definitions.*

<b>Pedestrian Intersection Signalized StreetScore</b>		<b>Input</b>
View Basic Roadway Characteristics?		<b>+</b>
1	Roadway Name	<b>Vallco Pkwy</b>
2	Roadway Extents	<b>from Tantau Ave to Wolfe Rd</b>
3	ADT (average daily traffic)	<b>9001-12000</b>
4	Prevailing Speed in MPH (use posted speed limit if speed data is not available)	<b>25</b>
5	Are the bicycle conditions the same in both directions? (e.g. bicycle facilities are the same in both directions, number of lanes are the same in both directions)	<b>Yes</b>
6	Are the pedestrian facilities the same in both directions? (e.g. sidewalk of similar width present on both sides of the street, number of lanes are the same in both directions)	<b>Yes</b>
7	Is there a raised median?	<b>Yes</b>
8	Number of Total Travel Lanes	<b>6</b>
Is the intersection controlled?		Yes
Is the intersection stop controlled?		No
What is the longest signalized crossing distance? (Based on Travel Lanes including Turn Lanes)		<b>6+</b>
Does the signal have pedestrian-friendly signals?		Yes, peak hour recall
Does the signal have audible push buttons and pedestrian signals?		Countdown Signals, Viro tactile/Audible Push Buttons & Signals
What kind of curb ramps are present?		Diagonal Curb Ramp
Are there right-turn slip lanes at the intersection?		No
Conflicts and Mitigation		Low speed, low conflicts or high speed with mitigated conflicts
<b>Street Score+ LTS Score</b>		<b>4</b>



Bike Score  
 by  
 Intersection

*Refer to StreetScore+ white paper for criteria definitions.*

<b>Bike StreetScore by Intersection</b>		<b>Input</b>
View Basic Roadway Characteristics?		<b>+</b>
1	Roadway Name	<b>Stevens Creek Blvd</b>
2	Roadway Extents	<b>from Perimeter</b>
3	ADT (average daily traffic)	<b>&gt;15000</b>
4	Prevailing Speed in MPH (use posted speed limit if speed data is not available)	<b>35</b>
5	Are the bicycle conditions the same in both directions? (e.g. bicycle facilities are the same in both directions, number of lanes are the same in both directions)	<b>Yes</b>
6	Are the pedestrian facilities the same in both directions? (e.g. sidewalk of similar width present on both sides of the street, number of lanes are the same in both directions)	<b>Yes</b>
7	Is there a raised median?	<b>Yes</b>
8	Number of Total Travel Lanes	<b>9</b>
	What is the bicycle facility type?	Bicycle Lane
	Is there a right turn lane?	Yes, <=75'
	Does the right turn lane start abruptly with a 8:1-10:1 taper?	No
	Is there more than one right-turn lane?	No
	What is the right-turn speed?	15
	What is the bicyclist movement across the conflict area?	Bicycle Continues Straight
	Does the configuration present additional hazards?	Yes
<b>Segment LTS Score Per Mineta Methodology</b>		<b>4</b>
<b>Street Score+ LTS Score</b>		<b>4</b>





Pedestrian  
 Score by  
 Intersection

*Refer to StreetScore+ white paper for criteria definitions.*

<b>Pedestrian Intersection Signalized StreetScore</b>		<b>Input</b>
	View Basic Roadway Characteristics?	<b>+</b>
1	Roadway Name	<b>Stevens Creek Blvd</b>
2	Roadway Extents	<b>from Perimeter Rd to Wolfe Rd- Miller Ave</b>
3	ADT (average daily traffic)	<b>&gt;15000</b>
4	Prevailing Speed in MPH (use posted speed limit if speed data is not available)	<b>35</b>
5	Are the bicycle conditions the same in both directions? (e.g. bicycle facilities are the same in both directions, number of lanes are the same in both directions)	<b>Yes</b>
6	Are the pedestrian facilities the same in both directions? (e.g. sidewalk of similar width present on both sides of the street, number of lanes are the same in both directions)	<b>Yes</b>
7	Is there a raised median?	<b>Yes</b>
8	Number of Total Travel Lanes	<b>9</b>
	Is the intersection controlled?	Yes
	Is the intersection stop controlled?	No
	What is the longest signalized crossing distance? (Based on Travel Lanes including Turn Lanes)	<b>6+</b>
	Does the signal have pedestrian-friendly signals?	Yes, peak hour recall
	Does the signal have audible push buttons and pedestrian signals?	Countdown Signals, Viotactile/ Audible Push Buttons & Signals
	What kind of curb ramps are present?	Diagonal Curb Ramp
	Are there right-turn slip lanes at the intersection?	No
	Conflicts and Mitigation	High speed, unmitigated conflicts
<b>Street Score+ LTS Score</b>		<b>4</b>



Bike Score  
 by  
 Intersection

*Refer to StreetScore+ white paper for criteria definitions.*

<b>Bike StreetScore by Intersection</b>		<b>Input</b>
View Basic Roadway Characteristics?		<b>+</b>
1	Roadway Name	<b>Miller Ave</b>
2	Roadway Extents	<b>from Calle De</b>
3	ADT (average daily traffic)	<b>&gt;15000</b>
4	Prevailing Speed in MPH (use posted speed limit if speed data is not available)	<b>35</b>
5	Are the bicycle conditions the same in both directions? (e.g. bicycle facilities are the same in both directions, number of lanes are the same in both directions)	<b>Yes</b>
6	Are the pedestrian facilities the same in both directions? (e.g. sidewalk of similar width present on both sides of the street, number of lanes are the same in both directions)	<b>Yes</b>
7	Is there a raised median?	<b>Yes</b>
8	Number of Total Travel Lanes	<b>6</b>
	What is the bicycle facility type?	Bicycle Route Or No Designated Bikeway
	Is there a right turn lane?	No
	What is the right-turn speed?	15
	Does the configuration present additional hazards?	Yes
<b>Segment LTS Score Per Mineta Methodology</b>		<b>4</b>
<b>Street Score+ LTS Score</b>		<b>4</b>



Pedestrian  
 Score by  
 Intersection

*Refer to StreetScore+ white paper for criteria definitions.*

Pedestrian Intersection Signalized StreetScore		Input
View Basic Roadway Characteristics?		<b>+</b>
1	Roadway Name	<b>Miller Ave</b>
2	Roadway Extents	<b>from Calle De Barcelona to Stevens Creek Blvd</b>
3	ADT (average daily traffic)	<b>&gt;15000</b>
4	Prevailing Speed in MPH (use posted speed limit if speed data is not available)	<b>35</b>
5	Are the bicycle conditions the same in both directions? (e.g. bicycle facilities are the same in both directions, number of lanes are the same in both directions)	<b>Yes</b>
6	Are the pedestrian facilities the same in both directions? (e.g. sidewalk of similar width present on both sides of the street, number of lanes are the same in both directions)	<b>Yes</b>
7	Is there a raised median?	<b>Yes</b>
8	Number of Total Travel Lanes	<b>6</b>
	Is the intersection controlled?	Yes
	Is the intersection stop controlled?	No
	What is the longest signalized crossing distance? (Based on Travel Lanes including Turn Lanes)	<b>6+</b>
	Does the signal have pedestrian-friendly signals?	Yes, peak hour recall
	Does the signal have audible push buttons and pedestrian signals?	Countdown Signals, Viro tactile/ Audible Push Buttons & Signals
	What kind of curb ramps are present?	Diagonal Curb Ramp
	Are there right-turn slip lanes at the intersection?	No
	Conflicts and Mitigation	High speed, unmitigated conflicts
<b>Street Score+ LTS Score</b>		<b>4</b>



Bike Score  
 by  
 Intersection

*Refer to StreetScore+ white paper for criteria definitions.*

Bike StreetScore by Intersection		Input
View Basic Roadway Characteristics?		+
1	Roadway Name	Wolfe Rd
2	Roadway Extents	from Vallco
3	ADT (average daily traffic)	>15000
4	Prevailing Speed in MPH (use posted speed limit if speed data is not available)	35
5	Are the bicycle conditions the same in both directions? (e.g. bicycle facilities are the same in both directions, number of lanes are the same in both directions)	Yes
6	Are the pedestrian facilities the same in both directions? (e.g. sidewalk of similar width present on both sides of the street, number of lanes are the same in both directions)	Yes
7	Is there a raised median?	Yes
8	Number of Total Travel Lanes	7
	What is the bicycle facility type?	Bicycle Lane
	Is there a right turn lane?	Yes, > 150'
	Does the right turn lane start abruptly with a 8:1-10:1 taper?	No
	Is there more than one right-turn lane?	No
	What is the right-turn speed?	20
	What is the bicyclist movement across the conflict area?	Bicycle Continues Straight
	Does the configuration present additional hazards?	No
<b>Segment LTS Score Per Mineta Methodology</b>		<b>4</b>
<b>Street Score+ LTS Score</b>		<b>4</b>



Pedestrian  
 Score by  
 Intersection

*Refer to StreetScore+ white paper for criteria definitions.*

Pedestrian Intersection Signalized StreetScore		Input
View Basic Roadway Characteristics?		+
1	Roadway Name	Wolfe Rd
2	Roadway Extents	from Vallco Pkwy to Steven Creek Blvd
3	ADT (average daily traffic)	>15000
4	Prevailing Speed in MPH (use posted speed limit if speed data is not available)	35
5	Are the bicycle conditions the same in both directions? (e.g. bicycle facilities are the same in both directions, number of lanes are the same in both directions)	Yes
6	Are the pedestrian facilities the same in both directions? (e.g. sidewalk of similar width present on both sides of the street, number of lanes are the same in both directions)	Yes
7	Is there a raised median?	Yes
8	Number of Total Travel Lanes	7
	Is the intersection controlled?	Yes
	Is the intersection stop controlled?	No
	What is the longest signalized crossing distance? (Based on Travel Lanes including Turn Lanes)	6+
	Does the signal have pedestrian-friendly signals?	Yes, peak hour recall
	Does the signal have audible push buttons and pedestrian signals?	Countdown Signals, Viro tactile/ Audible Push Buttons & Signals
	What kind of curb ramps are present?	Diagonal Curb Ramp
	Are there right-turn slip lanes at the intersection?	Yes
	What is the slip lane control?	Mitigated Speeds
	Conflicts and Mitigation	Low speed, low conflicts or high speed with mitigated conflicts
<b>Street Score+ LTS Score</b>		<b>4</b>



Bike Score  
 by  
 Intersection

*Refer to StreetScore+ white paper for criteria definitions.*

<b>Bike StreetScore by Intersection</b>		<b>Input</b>
View Basic Roadway Characteristics?		<b>+</b>
1	Roadway Name	<b>Stevens Creek Blvd</b>
2	Roadway Extents	<b>from Finch Ave</b>
3	ADT (average daily traffic)	<b>&gt;15000</b>
4	Prevailing Speed in MPH (use posted speed limit if speed data is not available)	<b>35</b>
5	Are the bicycle conditions the same in both directions? (e.g. bicycle facilities are the same in both directions, number of lanes are the same in both directions)	<b>Yes</b>
6	Are the pedestrian facilities the same in both directions? (e.g. sidewalk of similar width present on both sides of the street, number of lanes are the same in both directions)	<b>Yes</b>
7	Is there a raised median?	<b>Yes</b>
8	Number of Total Travel Lanes	<b>9</b>
	What is the bicycle facility type?	Bicycle Lane
	Is there a right turn lane?	Yes, <=75'
	Does the right turn lane start abruptly with a 8:1-10:1 taper?	No
	Is there more than one right-turn lane?	No
	What is the right-turn speed?	15
	What is the bicyclist movement across the conflict area?	Bicycle Continues Straight
	Does the configuration present additional hazards?	Yes
<b>Segment LTS Score Per Mineta Methodology</b>		<b>4</b>
<b>Street Score+ LTS Score</b>		<b>4</b>



Pedestrian  
 Score by  
 Intersection

*Refer to StreetScore+ white paper for criteria definitions.*

Pedestrian Intersection Signalized StreetScore		Input
View Basic Roadway Characteristics?		+
1	Roadway Name	Stevens Creek Blvd
2	Roadway Extents	from Finch Ave to Wolfe Rd- Miller Ave
3	ADT (average daily traffic)	> 15000
4	Prevailing Speed in MPH (use posted speed limit if speed data is not available)	35
5	Are the bicycle conditions the same in both directions? (e.g. bicycle facilities are the same in both directions, number of lanes are the same in both directions)	Yes
6	Are the pedestrian facilities the same in both directions? (e.g. sidewalk of similar width present on both sides of the street, number of lanes are the same in both directions)	Yes
7	Is there a raised median?	Yes
8	Number of Total Travel Lanes	9
	Is the intersection controlled?	Yes
	Is the intersection stop controlled?	No
	What is the longest signalized crossing distance? (Based on Travel Lanes including Turn Lanes)	6+
	Does the signal have pedestrian-friendly signals?	Yes, peak hour recall
	Does the signal have audible push buttons and pedestrian signals?	Countdown Signals, Viro tactile/ Audible Push Buttons & Signals
	What kind of curb ramps are present?	Diagonal Curb Ramp
	Are there right-turn slip lanes at the intersection?	Yes
	What is the slip lane control?	Pedestrian Given ROW
	Conflicts and Mitigation	Low speed, low conflicts or high speed with mitigated conflicts
<b>Street Score+ LTS Score</b>		<b>4</b>



Bike Score  
 by  
 Intersection

*Refer to StreetScore+ white paper for criteria definitions.*

<b>Bike StreetScore by Intersection</b>		<b>Input</b>
View Basic Roadway Characteristics?		<b>+</b>
1	Roadway Name	<b>Stevens Creek Blvd</b>
2	Roadway Extents	<b>from Finch Ave</b>
3	ADT (average daily traffic)	<b>&gt;15000</b>
4	Prevailing Speed in MPH (use posted speed limit if speed data is not available)	<b>35</b>
5	Are the bicycle conditions the same in both directions? (e.g. bicycle facilities are the same in both directions, number of lanes are the same in both directions)	<b>Yes</b>
6	Are the pedestrian facilities the same in both directions? (e.g. sidewalk of similar width present on both sides of the street, number of lanes are the same in both directions)	<b>Yes</b>
7	Is there a raised median?	<b>Yes</b>
8	Number of Total Travel Lanes	<b>7</b>
	What is the bicycle facility type?	Bicycle Lane
	Is there a right turn lane?	No
	Does the configuration present additional hazards?	Yes
<b>Segment LTS Score Per Mineta Methodology</b>		<b>4</b>
<b>Street Score+ LTS Score</b>		<b>4</b>





Pedestrian  
 Score by  
 Intersection

*Refer to StreetScore+ white paper for criteria definitions.*

Pedestrian Intersection Signalized StreetScore		Input
View Basic Roadway Characteristics?		+
1	Roadway Name	Stevens Creek Blvd
2	Roadway Extents	from Finch Ave to Tantau Ave
3	ADT (average daily traffic)	>15000
4	Prevailing Speed in MPH (use posted speed limit if speed data is not available)	35
5	Are the bicycle conditions the same in both directions? (e.g. bicycle facilities are the same in both directions, number of lanes are the same in both directions)	Yes
6	Are the pedestrian facilities the same in both directions? (e.g. sidewalk of similar width present on both sides of the street, number of lanes are the same in both directions)	Yes
7	Is there a raised median?	Yes
8	Number of Total Travel Lanes	7
	Is the intersection controlled?	Yes
	Is the intersection stop controlled?	No
	What is the longest signalized crossing distance? (Based on Travel Lanes including Turn Lanes)	6+
	Does the signal have pedestrian-friendly signals?	Yes, peak hour recall
	Does the signal have audible push buttons and pedestrian signals?	Countdown Signals, Viro tactile/ Audible Push Buttons & Signals
	What kind of curb ramps are present?	Diagonal Curb Ramp
	Are there right-turn slip lanes at the intersection?	No
	Conflicts and Mitigation	High speed, unmitigated conflicts
<b>Street Score+ LTS Score</b>		<b>4</b>



Bike Score  
 by  
 Intersection

*Refer to StreetScore+ white paper for criteria definitions.*

<b>Bike StreetScore by Intersection</b>		<b>Input</b>
View Basic Roadway Characteristics?		<b>+</b>
1	Roadway Name	<b>Tantau Ave</b>
2	Roadway Extents	<b>from Tilson Ave</b>
3	ADT (average daily traffic)	<b>3001-6000</b>
4	Prevailing Speed in MPH (use posted speed limit if speed data is not available)	<b>25</b>
5	Are the bicycle conditions the same in both directions? (e.g. bicycle facilities are the same in both directions, number of lanes are the same in both directions)	<b>Yes</b>
6	Are the pedestrian facilities the same in both directions? (e.g. sidewalk of similar width present on both sides of the street, number of lanes are the same in both directions)	<b>Yes</b>
7	Is there a raised median?	<b>No</b>
8	Number of Total Travel Lanes	<b>3</b>
	What is the bicycle facility type?	Bicycle Route Or No Designated Bikeway
	Is there a right turn lane?	No
	What is the right-turn speed?	15
	Does the configuration present additional hazards?	No
<b>Segment LTS Score Per Mineta Methodology</b>		<b>1</b>
<b>Street Score+ LTS Score</b>		<b>1</b>



Pedestrian  
 Score by  
 Intersection

*Refer to StreetScore+ white paper for criteria definitions.*

Pedestrian Intersection Signalized StreetScore		Input
View Basic Roadway Characteristics?		+
1	Roadway Name	Tantau Ave
2	Roadway Extents	from Tilson Ave to Stevens Creek Blvd
3	ADT (average daily traffic)	3001-6000
4	Prevailing Speed in MPH (use posted speed limit if speed data is not available)	25
5	Are the bicycle conditions the same in both directions? (e.g. bicycle facilities are the same in both directions, number of lanes are the same in both directions)	Yes
6	Are the pedestrian facilities the same in both directions? (e.g. sidewalk of similar width present on both sides of the street, number of lanes are the same in both directions)	Yes
7	Is there a raised median?	No
8	Number of Total Travel Lanes	3
Is the intersection controlled?		Yes
Is the intersection stop controlled?		No
What is the longest signalized crossing distance? (Based on Travel Lanes including Turn Lanes)		2 to 3
Does the signal have pedestrian-friendly signals?		Yes, peak hour recall
Does the signal have audible push buttons and pedestrian signals?		Countdown Signals, Viro tactile/Audible Push Buttons & Signals
What kind of curb ramps are present?		Directional Curb Ramp
Are there right-turn slip lanes at the intersection?		No
Conflicts and Mitigation		Low speed, unmitigated conflicts
<b>Street Score+ LTS Score</b>		<b>2</b>



Bike Score  
 by  
 Intersection

*Refer to StreetScore+ white paper for criteria definitions.*

<b>Bike StreetScore by Intersection</b>		<b>Input</b>
View Basic Roadway Characteristics?		<b>+</b>
1	Roadway Name	<b>Tantau Ave</b>
2	Roadway Extents	<b>from Vallco</b>
3	ADT (average daily traffic)	<b>9001-12000</b>
4	Prevailing Speed in MPH (use posted speed limit if speed data is not available)	<b>25</b>
5	Are the bicycle conditions the same in both directions? (e.g. bicycle facilities are the same in both directions, number of lanes are the same in both directions)	<b>Yes</b>
6	Are the pedestrian facilities the same in both directions? (e.g. sidewalk of similar width present on both sides of the street, number of lanes are the same in both directions)	<b>Yes</b>
7	Is there a raised median?	<b>No</b>
8	Number of Total Travel Lanes	<b>5</b>
	What is the bicycle facility type?	Bicycle Lane
	Is there a right turn lane?	Yes, 76-150'
	Does the right turn lane start abruptly with a 8:1-10:1 taper?	Yes
	Is there more than one right-turn lane?	No
	What is the right-turn speed?	15
	What is the bicyclist movement across the conflict area?	Bicycle Moves Left
	Does the configuration present additional hazards?	No
<b>Segment LTS Score Per Mineta Methodology</b>		<b>3</b>
<b>Street Score+ LTS Score</b>		<b>3</b>



Pedestrian  
 Score by  
 Intersection

*Refer to StreetScore+ white paper for criteria definitions.*

Pedestrian Intersection Signalized StreetScore		Input
View Basic Roadway Characteristics?		+
1	Roadway Name	Tantau Ave
2	Roadway Extents	from Vallco Pkwy to Stevens Creek Blvd
3	ADT (average daily traffic)	9001-12000
4	Prevailing Speed in MPH (use posted speed limit if speed data is not available)	25
5	Are the bicycle conditions the same in both directions? (e.g. bicycle facilities are the same in both directions, number of lanes are the same in both directions)	Yes
6	Are the pedestrian facilities the same in both directions? (e.g. sidewalk of similar width present on both sides of the street, number of lanes are the same in both directions)	Yes
7	Is there a raised median?	No
8	Number of Total Travel Lanes	5
	Is the intersection controlled?	Yes
	Is the intersection stop controlled?	No
	What is the longest signalized crossing distance? (Based on Travel Lanes including Turn Lanes)	4 to 5 without median
	Does the signal have pedestrian-friendly signals?	Yes, peak hour recall
	Does the signal have audible push buttons and pedestrian signals?	Countdown Signals, Viro tactile/ Audible Push Buttons & Signals
	What kind of curb ramps are present?	Diagonal Curb Ramp
	Are there right-turn slip lanes at the intersection?	No
	Conflicts and Mitigation	Low speed, unmitigated conflicts
<b>Street Score+ LTS Score</b>		<b>3</b>



Bike Score  
 by  
 Intersection

*Refer to StreetScore+ white paper for criteria definitions.*

<b>Bike StreetScore by Intersection</b>		<b>Input</b>
View Basic Roadway Characteristics?		<b>+</b>
1	Roadway Name	<b>Stevens Creek Blvd</b>
2	Roadway Extents	<b>from Stern Ave</b>
3	ADT (average daily traffic)	<b>&gt;15000</b>
4	Prevailing Speed in MPH (use posted speed limit if speed data is not available)	<b>35</b>
5	Are the bicycle conditions the same in both directions? (e.g. bicycle facilities are the same in both directions, number of lanes are the same in both directions)	<b>Yes</b>
6	Are the pedestrian facilities the same in both directions? (e.g. sidewalk of similar width present on both sides of the street, number of lanes are the same in both directions)	<b>Yes</b>
7	Is there a raised median?	<b>Yes</b>
8	Number of Total Travel Lanes	<b>8</b>
	What is the bicycle facility type?	Bicycle Lane
	Is there a right turn lane?	Yes, > 150'
	Does the right turn lane start abruptly with a 8:1-10:1 taper?	Yes
	Is there more than one right-turn lane?	No
	What is the right-turn speed?	15
	What is the bicyclist movement across the conflict area?	Bicycle Continues Straight
	Does the configuration present additional hazards?	No
<b>Segment LTS Score Per Mineta Methodology</b>		<b>3</b>
<b>Street Score+ LTS Score</b>		<b>3</b>



Pedestrian  
 Score by  
 Intersection

*Refer to StreetScore+ white paper for criteria definitions.*

<b>Pedestrian Intersection Signalized StreetScore</b>		<b>Input</b>
View Basic Roadway Characteristics?		<b>+</b>
1	Roadway Name	<b>Stevens Creek Blvd</b>
2	Roadway Extents	<b>from Stern Ave to Tantau Ave</b>
3	ADT (average daily traffic)	<b>&gt;15000</b>
4	Prevailing Speed in MPH (use posted speed limit if speed data is not available)	<b>35</b>
5	Are the bicycle conditions the same in both directions? (e.g. bicycle facilities are the same in both directions, number of lanes are the same in both directions)	<b>Yes</b>
6	Are the pedestrian facilities the same in both directions? (e.g. sidewalk of similar width present on both sides of the street, number of lanes are the same in both directions)	<b>Yes</b>
7	Is there a raised median?	<b>Yes</b>
8	Number of Total Travel Lanes	<b>8</b>
	Is the intersection controlled?	Yes
	Is the intersection stop controlled?	No
	What is the longest signalized crossing distance? (Based on Travel Lanes including Turn Lanes)	<b>6+</b>
	Does the signal have pedestrian-friendly signals?	Yes, peak hour recall
	Does the signal have audible push buttons and pedestrian signals?	<b>Missing Pedestrian Signals, No Countdown Signals, or Not Accessible</b>
	What kind of curb ramps are present?	Diagonal Curb Ramp
	Are there right-turn slip lanes at the intersection?	No
	Conflicts and Mitigation	High speed, unmitigated conflicts
<b>Street Score+ LTS Score</b>		<b>4</b>



Bike Score  
 by  
 Intersection

*Refer to StreetScore+ white paper for criteria definitions.*

<b>Bike StreetScore by Intersection</b>		<b>Input</b>
View Basic Roadway Characteristics?		<b>+</b>
1	Roadway Name	<b>Bollinger Rd</b>
2	Roadway Extents	<b>from Blaney Ave</b>
3	ADT (average daily traffic)	<b>&gt;15000</b>
4	Prevailing Speed in MPH (use posted speed limit if speed data is not available)	<b>35</b>
5	Are the bicycle conditions the same in both directions? (e.g. bicycle facilities are the same in both directions, number of lanes are the same in both directions)	<b>Yes</b>
6	Are the pedestrian facilities the same in both directions? (e.g. sidewalk of similar width present on both sides of the street, number of lanes are the same in both directions)	<b>Yes</b>
7	Is there a raised median?	<b>Yes</b>
8	Number of Total Travel Lanes	<b>7</b>
	What is the bicycle facility type?	Bicycle Lane
	Is there a right turn lane?	Yes, <=75'
	Does the right turn lane start abruptly with a 8:1-10:1 taper?	No
	Is there more than one right-turn lane?	No
	What is the right-turn speed?	15
	What is the bicyclist movement across the conflict area?	Bicycle Continues Straight
	Does the configuration present additional hazards?	Yes
<b>Segment LTS Score Per Mineta Methodology</b>		<b>4</b>
<b>Street Score+ LTS Score</b>		<b>4</b>





Pedestrian  
 Score by  
 Intersection

*Refer to StreetScore+ white paper for criteria definitions.*

Pedestrian Intersection Signalized StreetScore		Input
View Basic Roadway Characteristics?		+
1	Roadway Name	Bollinger Rd
2	Roadway Extents	from Blaney Ave to Lawrence Expy
3	ADT (average daily traffic)	>15000
4	Prevailing Speed in MPH (use posted speed limit if speed data is not available)	35
5	Are the bicycle conditions the same in both directions? (e.g. bicycle facilities are the same in both directions, number of lanes are the same in both directions)	Yes
6	Are the pedestrian facilities the same in both directions? (e.g. sidewalk of similar width present on both sides of the street, number of lanes are the same in both directions)	Yes
7	Is there a raised median?	Yes
8	Number of Total Travel Lanes	7
	Is the intersection controlled?	Yes
	Is the intersection stop controlled?	No
	What is the longest signalized crossing distance? (Based on Travel Lanes including Turn Lanes)	6+
	Does the signal have pedestrian-friendly signals?	Yes, peak hour recall
	Does the signal have audible push buttons and pedestrian signals?	Countdown Signals, Viro tactile/ Audible Push Buttons & Signals
	What kind of curb ramps are present?	Diagonal Curb Ramp
	Are there right-turn slip lanes at the intersection?	Yes
	What is the slip lane control?	Pedestrian Given ROW
	Conflicts and Mitigation	Low speed, low conflicts or high speed with mitigated conflicts
<b>Street Score+ LTS Score</b>		<b>4</b>



Bike Score  
 by  
 Intersection

*Refer to StreetScore+ white paper for criteria definitions.*

<b>Bike StreetScore by Intersection</b>		<b>Input</b>
View Basic Roadway Characteristics?		<b>+</b>
1	Roadway Name	<b>Lawrence Expy</b>
2	Roadway Extents	<b>from Doyle Rd</b>
3	ADT (average daily traffic)	<b>&gt;15000</b>
4	Prevailing Speed in MPH (use posted speed limit if speed data is not available)	<b>50</b>
5	Are the bicycle conditions the same in both directions? (e.g. bicycle facilities are the same in both directions, number of lanes are the same in both directions)	<b>Yes</b>
6	Are the pedestrian facilities the same in both directions? (e.g. sidewalk of similar width present on both sides of the street, number of lanes are the same in both directions)	<b>Yes</b>
7	Is there a raised median?	<b>Yes</b>
8	Number of Total Travel Lanes	<b>10</b>
	What is the bicycle facility type?	Bicycle Route Or No Designated Bikeway
	Is there a right turn lane?	Yes, 76-150'
	Is there more than one right-turn lanes?	No
	What is the right-turn speed?	15
	Does the configuration present additional hazards?	Yes
<b>Segment LTS Score Per Mineta Methodology</b>		<b>4</b>
<b>Street Score+ LTS Score</b>		<b>4</b>



Pedestrian  
 Score by  
 Intersection

*Refer to StreetScore+ white paper for criteria definitions.*

Pedestrian Intersection Signalized StreetScore		Input
View Basic Roadway Characteristics?		+
1	Roadway Name	Lawrence Expy
2	Roadway Extents	from Doyle Rd to Bollinger Rd
3	ADT (average daily traffic)	>15000
4	Prevailing Speed in MPH (use posted speed limit if speed data is not available)	50
5	Are the bicycle conditions the same in both directions? (e.g. bicycle facilities are the same in both directions, number of lanes are the same in both directions)	Yes
6	Are the pedestrian facilities the same in both directions? (e.g. sidewalk of similar width present on both sides of the street, number of lanes are the same in both directions)	Yes
7	Is there a raised median?	Yes
8	Number of Total Travel Lanes	10
	Is the intersection controlled?	Yes
	Is the intersection stop controlled?	No
	What is the longest signalized crossing distance? (Based on Travel Lanes including Turn Lanes)	6+
	Does the signal have pedestrian-friendly signals?	Yes, peak hour recall
	Does the signal have audible push buttons and pedestrian signals?	Countdown Signals, Viro tactile/ Audible Push Buttons & Signals
	What kind of curb ramps are present?	Diagonal Curb Ramp
	Are there right-turn slip lanes at the intersection?	Yes
	What is the slip lane control?	Pedestrian Given ROW
	Conflicts and Mitigation	Low speed, low conflicts or high speed with mitigated conflicts
<b>Street Score+ LTS Score</b>		<b>4</b>



Bike Score  
 by  
 Intersection

*Refer to StreetScore+ white paper for criteria definitions.*

<b>Bike StreetScore by Intersection</b>		<b>Input</b>
View Basic Roadway Characteristics?		<b>+</b>
1	Roadway Name	<b>Lawrence Expy</b>
2	Roadway Extents	<b>from Mitty Way</b>
3	ADT (average daily traffic)	<b>&gt;15000</b>
4	Prevailing Speed in MPH (use posted speed limit if speed data is not available)	<b>50</b>
5	Are the bicycle conditions the same in both directions? (e.g. bicycle facilities are the same in both directions, number of lanes are the same in both directions)	<b>Yes</b>
6	Are the pedestrian facilities the same in both directions? (e.g. sidewalk of similar width present on both sides of the street, number of lanes are the same in both directions)	<b>Yes</b>
7	Is there a raised median?	<b>Yes</b>
8	Number of Total Travel Lanes	<b>10</b>
	What is the bicycle facility type?	Bicycle Route Or No Designated Bikeway
	Is there a right turn lane?	Yes, 76-150'
	Is there more than one right-turn lanes?	No
	What is the right-turn speed?	15
	Does the configuration present additional hazards?	Yes
<b>Segment LTS Score Per Mineta Methodology</b>		<b>4</b>
<b>Street Score+ LTS Score</b>		<b>4</b>



Pedestrian  
 Score by  
 Intersection

*Refer to StreetScore+ white paper for criteria definitions.*

Pedestrian Intersection Signalized StreetScore		Input
View Basic Roadway Characteristics?		+
1	Roadway Name	Lawrence Expy
2	Roadway Extents	from Mitty Way to Bollinger Rd
3	ADT (average daily traffic)	>15000
4	Prevailing Speed in MPH (use posted speed limit if speed data is not available)	50
5	Are the bicycle conditions the same in both directions? (e.g. bicycle facilities are the same in both directions, number of lanes are the same in both directions)	Yes
6	Are the pedestrian facilities the same in both directions? (e.g. sidewalk of similar width present on both sides of the street, number of lanes are the same in both directions)	Yes
7	Is there a raised median?	Yes
8	Number of Total Travel Lanes	10
	Is the intersection controlled?	Yes
	Is the intersection stop controlled?	No
	What is the longest signalized crossing distance? (Based on Travel Lanes including Turn Lanes)	6+
	Does the signal have pedestrian-friendly signals?	Yes, peak hour recall
	Does the signal have audible push buttons and pedestrian signals?	Countdown Signals, Viro tactile/Audible Push Buttons & Signals
	What kind of curb ramps are present?	Diagonal Curb Ramp
	Are there right-turn slip lanes at the intersection?	Yes
	What is the slip lane control?	Pedestrian Given ROW
	Conflicts and Mitigation	Low speed, low conflicts or high speed with mitigated conflicts
<b>Street Score+ LTS Score</b>		<b>4</b>



Bike Score  
 by  
 Intersection

*Refer to StreetScore+ white paper for criteria definitions.*

<b>Bike StreetScore by Intersection</b>		<b>Input</b>
View Basic Roadway Characteristics?		<b>+</b>
1	Roadway Name	<b>Moorpark Ave</b>
2	Roadway Extents	<b>from Williams</b>
3	ADT (average daily traffic)	<b>&gt;15000</b>
4	Prevailing Speed in MPH (use posted speed limit if speed data is not available)	<b>35</b>
5	Are the bicycle conditions the same in both directions? (e.g. bicycle facilities are the same in both directions, number of lanes are the same in both directions)	<b>Yes</b>
6	Are the pedestrian facilities the same in both directions? (e.g. sidewalk of similar width present on both sides of the street, number of lanes are the same in both directions)	<b>Yes</b>
7	Is there a raised median?	<b>Yes</b>
8	Number of Total Travel Lanes	<b>6</b>
	What is the bicycle facility type?	Bicycle Lane
	Is there a right turn lane?	No
	Does the configuration present additional hazards?	Yes
<b>Segment LTS Score Per Mineta Methodology</b>		<b>4</b>
<b>Street Score+ LTS Score</b>		<b>4</b>



Pedestrian  
 Score by  
 Intersection

*Refer to StreetScore+ white paper for criteria definitions.*

Pedestrian Intersection Signalized StreetScore		Input
View Basic Roadway Characteristics?		+
1	Roadway Name	Moorpark Ave from Williams Rd to Lawrence Expy
2	Roadway Extents	>15000
3	ADT (average daily traffic)	35
4	Prevailing Speed in MPH (use posted speed limit if speed data is not available)	Yes
5	Are the bicycle conditions the same in both directions? (e.g. bicycle facilities are the same in both directions, number of lanes are the same in both directions)	Yes
6	Are the pedestrian facilities the same in both directions? (e.g. sidewalk of similar width present on both sides of the street, number of lanes are the same in both directions)	Yes
7	Is there a raised median?	Yes
8	Number of Total Travel Lanes	6
	Is the intersection controlled?	Yes
	Is the intersection stop controlled?	No
	What is the longest signalized crossing distance? (Based on Travel Lanes including Turn Lanes)	6+
	Does the signal have pedestrian-friendly signals?	Yes, peak hour recall
	Does the signal have audible push buttons and pedestrian signals?	Countdown Signals, Viro tactile/ Audible Push Buttons & Signals
	What kind of curb ramps are present?	Diagonal Curb Ramp
	Are there right-turn slip lanes at the intersection?	Yes
	What is the slip lane control?	Pedestrian Given ROW
	Conflicts and Mitigation	Low speed, low conflicts or high speed with mitigated conflicts
<b>Street Score+ LTS Score</b>		<b>4</b>



Bike Score  
 by  
 Intersection

*Refer to StreetScore+ white paper for criteria definitions.*

<b>Bike StreetScore by Intersection</b>		<b>Input</b>
View Basic Roadway Characteristics?		<b>+</b>
1	Roadway Name	<b>Prospect Rd</b>
2	Roadway Extents	<b>from Johnson</b>
3	ADT (average daily traffic)	<b>&gt;15000</b>
4	Prevailing Speed in MPH (use posted speed limit if speed data is not available)	<b>25</b>
5	Are the bicycle conditions the same in both directions? (e.g. bicycle facilities are the same in both directions, number of lanes are the same in both directions)	<b>Yes</b>
6	Are the pedestrian facilities the same in both directions? (e.g. sidewalk of similar width present on both sides of the street, number of lanes are the same in both directions)	<b>Yes</b>
7	Is there a raised median?	<b>Yes</b>
8	Number of Total Travel Lanes	<b>7</b>
	What is the bicycle facility type?	Bicycle Lane
	Is there a right turn lane?	Yes, 76-150'
	Does the right turn lane start abruptly with a 8:1-10:1 taper?	Yes
	Is there more than one right-turn lane?	No
	What is the right-turn speed?	15
	What is the bicyclist movement across the conflict area?	Bicycle Continues Straight
	Does the configuration present additional hazards?	No
<b>Segment LTS Score Per Mineta Methodology</b>		<b>2</b>
<b>Street Score+ LTS Score</b>		<b>2</b>





Pedestrian  
 Score by  
 Intersection

*Refer to StreetScore+ white paper for criteria definitions.*

<b>Pedestrian Intersection Signalized StreetScore</b>		<b>Input</b>
View Basic Roadway Characteristics?		<b>+</b>
1	Roadway Name	<b>Prospect Rd</b>
2	Roadway Extents	<b>from Johnson Ave to Lawrence Expy</b>
3	ADT (average daily traffic)	<b>&gt;15000</b>
4	Prevailing Speed in MPH (use posted speed limit if speed data is not available)	<b>25</b>
5	Are the bicycle conditions the same in both directions? (e.g. bicycle facilities are the same in both directions, number of lanes are the same in both directions)	<b>Yes</b>
6	Are the pedestrian facilities the same in both directions? (e.g. sidewalk of similar width present on both sides of the street, number of lanes are the same in both directions)	<b>Yes</b>
7	Is there a raised median?	<b>Yes</b>
8	Number of Total Travel Lanes	<b>7</b>
	Is the intersection controlled?	Yes
	Is the intersection stop controlled?	No
	What is the longest signalized crossing distance? (Based on Travel Lanes including Turn Lanes)	<b>6+</b>
	Does the signal have pedestrian-friendly signals?	Yes, peak hour recall
	Does the signal have audible push buttons and pedestrian signals?	Countdown Signals, Viro tactile/ Audible Push Buttons & Signals
	What kind of curb ramps are present?	Diagonal Curb Ramp
	Are there right-turn slip lanes at the intersection?	Yes
	What is the slip lane control?	Pedestrian Given ROW
	Conflicts and Mitigation	Low speed, low conflicts or high speed with mitigated conflicts
		<b>4</b>



Bike Score  
 by  
 Intersection

*Refer to StreetScore+ white paper for criteria definitions.*

<b>Bike StreetScore by Intersection</b>		<b>Input</b>
View Basic Roadway Characteristics?		<b>+</b>
1	Roadway Name	<b>Lawrence Expy</b>
2	Roadway Extents	<b>from Saratoga</b>
3	ADT (average daily traffic)	<b>&gt;15000</b>
4	Prevailing Speed in MPH (use posted speed limit if speed data is not available)	<b>50</b>
5	Are the bicycle conditions the same in both directions? (e.g. bicycle facilities are the same in both directions, number of lanes are the same in both directions)	<b>Yes</b>
6	Are the pedestrian facilities the same in both directions? (e.g. sidewalk of similar width present on both sides of the street, number of lanes are the same in both directions)	<b>Yes</b>
7	Is there a raised median?	<b>Yes</b>
8	Number of Total Travel Lanes	<b>10</b>
	What is the bicycle facility type?	Bicycle Route Or No Designated Bikeway
	Is there a right turn lane?	Yes, >150'
	What is the right-turn speed?	15
	Does the configuration present additional hazards?	No
<b>Segment LTS Score Per Mineta Methodology</b>		<b>4</b>
<b>Street Score+ LTS Score</b>		<b>4</b>



Pedestrian  
 Score by  
 Intersection

*Refer to StreetScore+ white paper for criteria definitions.*

Pedestrian Intersection Signalized StreetScore		Input
View Basic Roadway Characteristics?		+
1	Roadway Name	Lawrence Expy from Saratoga Ave to Prospect Rd
2	Roadway Extents	>15000
3	ADT (average daily traffic)	50
4	Prevailing Speed in MPH (use posted speed limit if speed data is not available)	Yes
5	Are the bicycle conditions the same in both directions? (e.g. bicycle facilities are the same in both directions, number of lanes are the same in both directions)	Yes
6	Are the pedestrian facilities the same in both directions? (e.g. sidewalk of similar width present on both sides of the street, number of lanes are the same in both directions)	Yes
7	Is there a raised median?	Yes
8	Number of Total Travel Lanes	10
	Is the intersection controlled?	Yes
	Is the intersection stop controlled?	No
	What is the longest signalized crossing distance? (Based on Travel Lanes including Turn Lanes)	6+
	Does the signal have pedestrian-friendly signals?	Yes, peak hour recall
	Does the signal have audible push buttons and pedestrian signals?	Countdown Signals, Viro tactile/ Audible Push Buttons & Signals
	What kind of curb ramps are present?	Diagonal Curb Ramp
	Are there right-turn slip lanes at the intersection?	Yes
	What is the slip lane control?	Pedestrian Given ROW
	Conflicts and Mitigation	Low speed, low conflicts or high speed with mitigated conflicts
<b>Street Score+ LTS Score</b>		<b>4</b>



Bike Score  
 by  
 Intersection

*Refer to StreetScore+ white paper for criteria definitions.*

<b>Bike StreetScore by Intersection</b>		<b>Input</b>
View Basic Roadway Characteristics?		<b>+</b>
1	Roadway Name	<b>Lawrence Expy</b>
2	Roadway Extents	<b>from Doyle Rd</b>
3	ADT (average daily traffic)	<b>&gt;15000</b>
4	Prevailing Speed in MPH (use posted speed limit if speed data is not available)	<b>50</b>
5	Are the bicycle conditions the same in both directions? (e.g. bicycle facilities are the same in both directions, number of lanes are the same in both directions)	<b>Yes</b>
6	Are the pedestrian facilities the same in both directions? (e.g. sidewalk of similar width present on both sides of the street, number of lanes are the same in both directions)	<b>Yes</b>
7	Is there a raised median?	<b>Yes</b>
8	Number of Total Travel Lanes	<b>10</b>
	What is the bicycle facility type?	Bicycle Route Or No Designated Bikeway
	Is there a right turn lane?	Yes, >150'
	What is the right-turn speed?	15
	Does the configuration present additional hazards?	No
<b>Segment LTS Score Per Mineta Methodology</b>		<b>4</b>
<b>Street Score+ LTS Score</b>		<b>4</b>



Pedestrian  
 Score by  
 Intersection

*Refer to StreetScore+ white paper for criteria definitions.*

Pedestrian Intersection Signalized StreetScore		Input
View Basic Roadway Characteristics?		<b>+</b>
1	Roadway Name	<b>Lawrence Expy</b>
2	Roadway Extents	<b>from Doyle Rd to Prospect Rd</b>
3	ADT (average daily traffic)	<b>&gt;15000</b>
4	Prevailing Speed in MPH (use posted speed limit if speed data is not available)	<b>50</b>
5	Are the bicycle conditions the same in both directions? (e.g. bicycle facilities are the same in both directions, number of lanes are the same in both directions)	<b>Yes</b>
6	Are the pedestrian facilities the same in both directions? (e.g. sidewalk of similar width present on both sides of the street, number of lanes are the same in both directions)	<b>Yes</b>
7	Is there a raised median?	<b>Yes</b>
8	Number of Total Travel Lanes	<b>10</b>
	Is the intersection controlled?	Yes
	Is the intersection stop controlled?	No
	What is the longest signalized crossing distance? (Based on Travel Lanes including Turn Lanes)	<b>6+</b>
	Does the signal have pedestrian-friendly signals?	Yes, peak hour recall
	Does the signal have audible push buttons and pedestrian signals?	Countdown Signals, Viro tactile/ Audible Push Buttons & Signals
	What kind of curb ramps are present?	Diagonal Curb Ramp
	Are there right-turn slip lanes at the intersection?	Yes
	What is the slip lane control?	Pedestrian Given ROW
	Conflicts and Mitigation	Low speed, low conflicts or high speed with mitigated conflicts
<b>Street Score+ LTS Score</b>		<b>4</b>



Bike Score  
 by  
 Intersection

*Refer to StreetScore+ white paper for criteria definitions.*

<b>Bike StreetScore by Intersection</b>		<b>Input</b>
View Basic Roadway Characteristics?		<b>+</b>
1	Roadway Name	<b>Prospect Rd</b>
2	Roadway Extents	<b>from Saratoga</b>
3	ADT (average daily traffic)	<b>&gt;15000</b>
4	Prevailing Speed in MPH (use posted speed limit if speed data is not available)	<b>25</b>
5	Are the bicycle conditions the same in both directions? (e.g. bicycle facilities are the same in both directions, number of lanes are the same in both directions)	<b>Yes</b>
6	Are the pedestrian facilities the same in both directions? (e.g. sidewalk of similar width present on both sides of the street, number of lanes are the same in both directions)	<b>Yes</b>
7	Is there a raised median?	<b>Yes</b>
8	Number of Total Travel Lanes	<b>7</b>
	What is the bicycle facility type?	Bicycle Lane
	Is there a right turn lane?	Yes, <=75'
	Does the right turn lane start abruptly with a 8:1-10:1 taper?	Yes
	Is there more than one right-turn lane?	No
	What is the right-turn speed?	15
	What is the bicyclist movement across the conflict area?	Bicycle Moves Left
	Does the configuration present additional hazards?	No
<b>Segment LTS Score Per Mineta Methodology</b>		<b>3</b>
<b>Street Score+ LTS Score</b>		<b>3</b>



Pedestrian  
 Score by  
 Intersection

*Refer to StreetScore+ white paper for criteria definitions.*

Pedestrian Intersection Signalized StreetScore		Input
View Basic Roadway Characteristics?		+
1	Roadway Name	Prospect Rd
2	Roadway Extents	from Saratoga Ave to Lawrence Expy
3	ADT (average daily traffic)	>15000
4	Prevailing Speed in MPH (use posted speed limit if speed data is not available)	25
5	Are the bicycle conditions the same in both directions? (e.g. bicycle facilities are the same in both directions, number of lanes are the same in both directions)	Yes
6	Are the pedestrian facilities the same in both directions? (e.g. sidewalk of similar width present on both sides of the street, number of lanes are the same in both directions)	Yes
7	Is there a raised median?	Yes
8	Number of Total Travel Lanes	7
	Is the intersection controlled?	Yes
	Is the intersection stop controlled?	No
	What is the longest signalized crossing distance? (Based on Travel Lanes including Turn Lanes)	6+
	Does the signal have pedestrian-friendly signals?	Yes, peak hour recall
	Does the signal have audible push buttons and pedestrian signals?	Countdown Signals, Viro tactile/ Audible Push Buttons & Signals
	What kind of curb ramps are present?	Diagonal Curb Ramp
	Are there right-turn slip lanes at the intersection?	Yes
	What is the slip lane control?	Pedestrian Given ROW
	Conflicts and Mitigation	Low speed, low conflicts or high speed with mitigated conflicts
<b>Street Score+ LTS Score</b>		<b>4</b>

# **Appendix B:**

## **Raw Traffic Counts**



# Traffic Data Service

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

File Name : 1AM FINAL  
 Site Code : 00000001  
 Start Date : 1/10/2018  
 Page No : 1

Groups Printed- Lights - Buses - Trucks

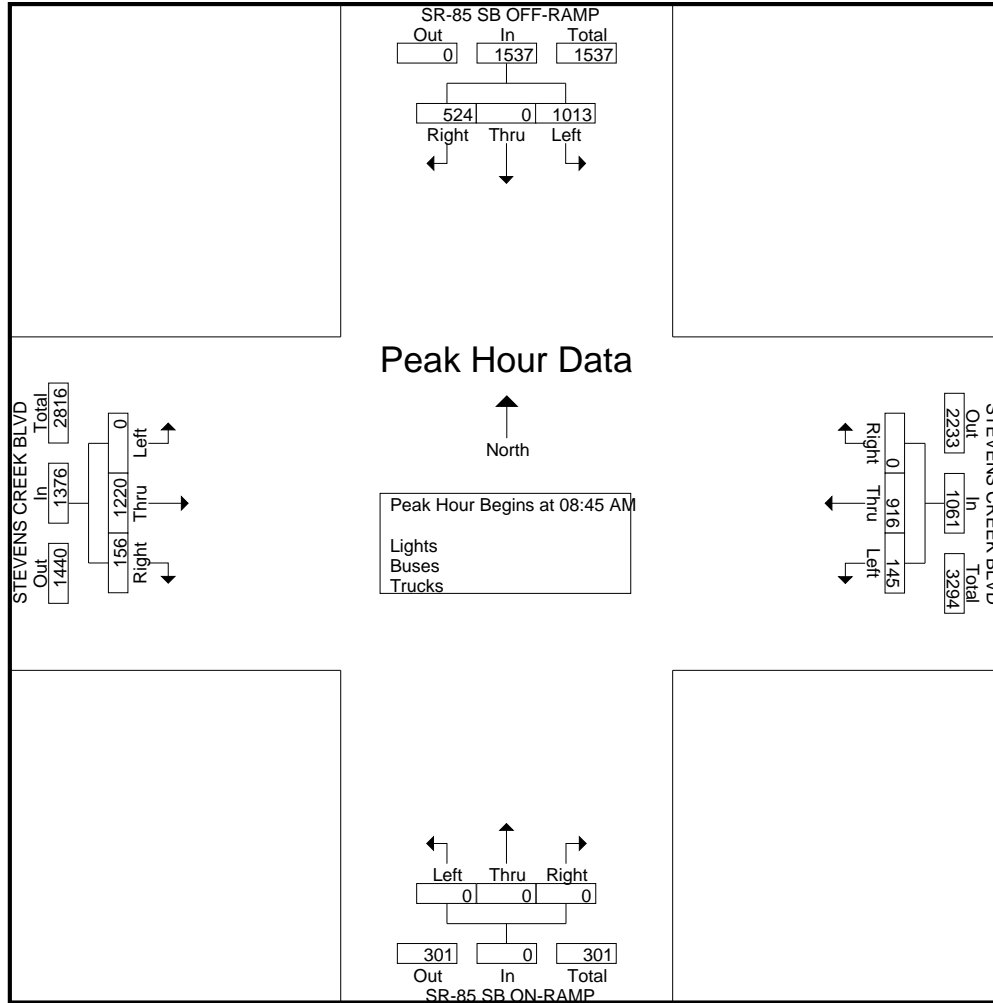
Start Time	SR-85 SB OFF-RAMP Southbound					STEVENS CREEK BLVD Westbound					SR-85 SB ON-RAMP Northbound					STEVENS CREEK BLVD Eastbound					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
07:00 AM	64	1	128	1	194	0	75	7	0	82	0	0	0	0	0	23	124	0	0	147	423
07:15 AM	83	0	168	1	252	0	95	17	0	112	0	0	0	0	0	19	144	0	0	163	527
07:30 AM	85	0	127	0	212	0	115	20	0	135	0	0	0	0	0	33	173	0	0	206	553
07:45 AM	112	0	132	2	246	0	184	25	0	209	0	0	0	0	0	43	198	0	0	241	696
Total	344	1	555	4	904	0	469	69	0	538	0	0	0	0	0	118	639	0	0	757	2199
08:00 AM	126	1	220	5	352	0	174	27	0	201	0	0	0	7	7	42	197	0	0	239	799
08:15 AM	124	0	233	1	358	0	172	36	0	208	0	0	0	4	4	45	217	0	0	262	832
08:30 AM	140	1	219	1	361	0	237	28	0	265	0	0	0	0	0	34	242	0	0	276	902
08:45 AM	141	0	219	9	369	0	243	28	0	271	0	0	0	1	1	48	290	0	0	338	979
Total	531	2	891	16	1440	0	826	119	0	945	0	0	0	12	12	169	946	0	0	1115	3512
09:00 AM	107	0	271	4	382	0	244	14	0	258	0	0	0	3	3	32	300	0	0	332	975
09:15 AM	132	0	292	2	426	0	251	46	0	297	0	0	0	3	3	37	293	0	0	330	1056
09:30 AM	144	0	231	3	378	0	178	57	0	235	0	0	0	2	2	39	337	0	0	376	991
09:45 AM	128	0	217	0	345	0	158	36	0	194	0	0	0	3	3	43	317	0	0	360	902
Total	511	0	1011	9	1531	0	831	153	0	984	0	0	0	11	11	151	1247	0	0	1398	3924
Grand Total	1386	3	2457	29	3875	0	2126	341	0	2467	0	0	0	23	23	438	2832	0	0	3270	9635
Apprch %	35.8	0.1	63.4	0.7		0	86.2	13.8	0		0	0	0	100		13.4	86.6	0	0		
Total %	14.4	0	25.5	0.3	40.2	0	22.1	3.5	0	25.6	0	0	0	0.2	0.2	4.5	29.4	0	0	33.9	
Lights	1356	3	2426	29	3814	0	2065	338	0	2403	0	0	0	23	23	433	2749	0	0	3182	9422
% Lights	97.8	100	98.7	100	98.4	0	97.1	99.1	0	97.4	0	0	0	100	100	98.9	97.1	0	0	97.3	97.8
Buses	13	0	14	0	27	0	23	1	0	24	0	0	0	0	0	2	49	0	0	51	102
% Buses	0.9	0	0.6	0	0.7	0	1.1	0.3	0	1	0	0	0	0	0	0.5	1.7	0	0	1.6	1.1
Trucks	17	0	17	0	34	0	38	2	0	40	0	0	0	0	0	3	34	0	0	37	111
% Trucks	1.2	0	0.7	0	0.9	0	1.8	0.6	0	1.6	0	0	0	0	0	0.7	1.2	0	0	1.1	1.2

Start Time	SR-85 SB OFF-RAMP Southbound				STEVENS CREEK BLVD Westbound				SR-85 SB ON-RAMP Northbound				STEVENS CREEK BLVD Eastbound				Int. Total
	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	
Peak Hour Analysis From 07:00 AM to 09:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 08:45 AM																	
08:45 AM	141	0	219	360	0	243	28	271	0	0	0	0	48	290	0	338	969
09:00 AM	107	0	271	378	0	244	14	258	0	0	0	0	32	300	0	332	968
09:15 AM	132	0	292	424	0	251	46	297	0	0	0	0	37	293	0	330	1051
09:30 AM	144	0	231	375	0	178	57	235	0	0	0	0	39	337	0	376	986
Total Volume	524	0	1013	1537	0	916	145	1061	0	0	0	0	156	1220	0	1376	3974
% App. Total	34.1	0	65.9		0	86.3	13.7		0	0	0		11.3	88.7	0		
PHF	.910	.000	.867	.906	.000	.912	.636	.893	.000	.000	.000	.000	.813	.905	.000	.915	.945

# Traffic Data Service

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

File Name : 1AM FINAL  
 Site Code : 00000001  
 Start Date : 1/10/2018  
 Page No : 2



# Traffic Data Service

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

File Name : 1AM FINAL  
 Site Code : 00000001  
 Start Date : 1/10/2018  
 Page No : 1

Groups Printed- Bikes

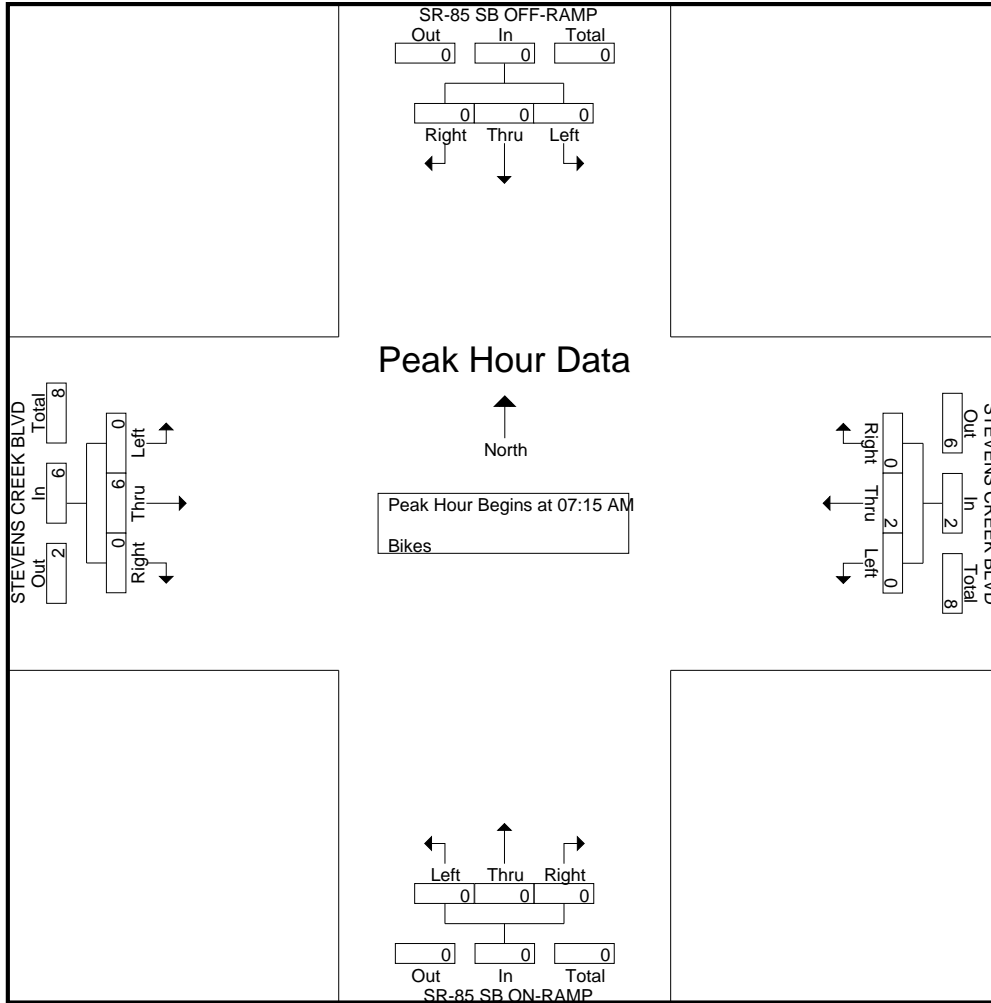
Start Time	SR-85 SB OFF-RAMP Southbound					STEVENS CREEK BLVD Westbound					SR-85 SB ON-RAMP Northbound					STEVENS CREEK BLVD Eastbound					Int. Total	
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total		
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	1
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	2	2
07:30 AM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	3	0	0	0	3	4
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	6	0	0	0	6	7
08:00 AM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	1	0	0	0	1	2
08:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:45 AM	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	3	4
Total	0	0	1	0	1	0	1	0	0	1	0	0	0	0	0	0	4	0	0	0	4	6
09:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	2	2
09:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	1
09:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:45 AM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	2	0	0	0	2	3
Total	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	5	0	0	0	5	6
Grand Total	0	0	1	0	1	0	3	0	0	3	0	0	0	0	0	0	15	0	0	0	15	19
Apprch %	0	0	100	0		0	100	0	0		0	0	0	0		0	100	0	0			
Total %	0	0	5.3	0	5.3	0	15.8	0	0	15.8	0	0	0	0	0	0	78.9	0	0	78.9		

Start Time	SR-85 SB OFF-RAMP Southbound				STEVENS CREEK BLVD Westbound				SR-85 SB ON-RAMP Northbound				STEVENS CREEK BLVD Eastbound				Int. Total
	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	
Peak Hour Analysis From 07:00 AM to 09:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:15 AM																	
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2	2
07:30 AM	0	0	0	0	0	1	0	1	0	0	0	0	0	3	0	3	4
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00 AM	0	0	0	0	0	1	0	1	0	0	0	0	0	1	0	1	2
Total Volume	0	0	0	0	0	2	0	2	0	0	0	0	0	6	0	6	8
% App. Total	0	0	0		0	100	0		0	0	0		0	100	0		
PHF	.000	.000	.000	.000	.000	.500	.000	.500	.000	.000	.000	.000	.000	.500	.000	.500	.500

# Traffic Data Service

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

File Name : 1AM FINAL  
 Site Code : 00000001  
 Start Date : 1/10/2018  
 Page No : 2



# Traffic Data Service

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

File Name : 1PM FINAL  
Site Code : 00000001  
Start Date : 1/10/2018  
Page No : 1

## Groups Printed- Lights - Buses - Trucks

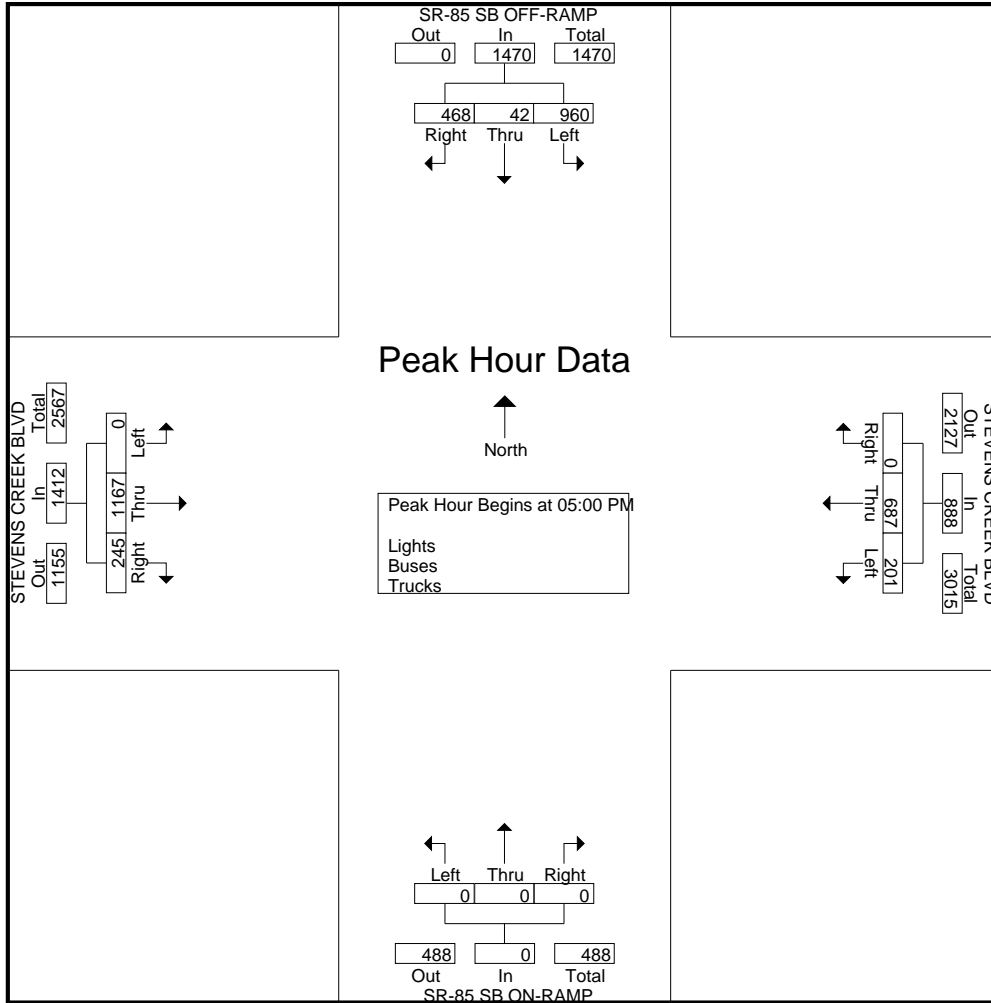
Start Time	SR-85 SB OFF-RAMP Southbound					STEVENS CREEK BLVD Westbound					SR-85 SB ON-RAMP Northbound					STEVENS CREEK BLVD Eastbound					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
04:00 PM	99	19	179	2	299	0	138	58	0	196	0	0	0	10	10	46	239	0	0	285	790
04:15 PM	96	12	191	2	301	0	157	45	0	202	0	0	0	3	3	47	264	0	0	311	817
04:30 PM	123	15	216	4	358	0	162	53	0	215	0	0	0	6	6	49	298	0	0	347	926
04:45 PM	117	9	226	3	355	0	134	38	0	172	0	0	0	4	4	56	271	0	0	327	858
Total	435	55	812	11	1313	0	591	194	0	785	0	0	0	23	23	198	1072	0	0	1270	3391
05:00 PM	124	13	257	3	397	0	143	45	0	188	0	0	0	6	6	71	335	0	0	406	997
05:15 PM	115	11	251	0	377	0	187	58	0	245	0	0	0	4	4	62	279	0	0	341	967
05:30 PM	110	7	222	5	344	0	191	54	0	245	0	0	0	2	2	68	310	0	0	378	969
05:45 PM	119	11	230	0	360	0	166	44	0	210	0	0	0	2	2	44	243	0	0	287	859
Total	468	42	960	8	1478	0	687	201	0	888	0	0	0	14	14	245	1167	0	0	1412	3792
06:00 PM	131	12	276	0	419	0	152	33	0	185	0	0	0	0	0	31	286	0	0	317	921
06:15 PM	136	0	230	0	366	0	170	59	0	229	0	0	0	0	0	54	261	0	0	315	910
06:30 PM	143	1	186	0	330	0	171	50	0	221	0	0	0	0	0	47	235	0	0	282	833
06:45 PM	134	0	146	1	281	0	169	46	0	215	0	0	0	0	0	30	213	0	0	243	739
Total	544	13	838	1	1396	0	662	188	0	850	0	0	0	0	0	162	995	0	0	1157	3403
Grand Total	1447	110	2610	20	4187	0	1940	583	0	2523	0	0	0	37	37	605	3234	0	0	3839	10586
Apprch %	34.6	2.6	62.3	0.5		0	76.9	23.1	0		0	0	0	100		15.8	84.2	0	0		
Total %	13.7	1	24.7	0.2	39.6	0	18.3	5.5	0	23.8	0	0	0	0.3	0.3	5.7	30.5	0	0	36.3	
Lights	1443	109	2598	20	4170	0	1899	581	0	2480	0	0	0	37	37	602	3195	0	0	3797	10484
% Lights	99.7	99.1	99.5	100	99.6	0	97.9	99.7	0	98.3	0	0	0	100	100	99.5	98.8	0	0	98.9	99
Buses	0	1	8	0	9	0	31	0	0	31	0	0	0	0	0	2	31	0	0	33	73
% Buses	0	0.9	0.3	0	0.2	0	1.6	0	0	1.2	0	0	0	0	0	0.3	1	0	0	0.9	0.7
Trucks	4	0	4	0	8	0	10	2	0	12	0	0	0	0	0	1	8	0	0	9	29
% Trucks	0.3	0	0.2	0	0.2	0	0.5	0.3	0	0.5	0	0	0	0	0	0.2	0.2	0	0	0.2	0.3

Start Time	SR-85 SB OFF-RAMP Southbound				STEVENS CREEK BLVD Westbound				SR-85 SB ON-RAMP Northbound				STEVENS CREEK BLVD Eastbound				Int. Total
	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	
Peak Hour Analysis From 04:00 PM to 06:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 05:00 PM																	
05:00 PM	124	13	257	394	0	143	45	188	0	0	0	0	71	335	0	406	988
05:15 PM	115	11	251	377	0	187	58	245	0	0	0	0	62	279	0	341	963
05:30 PM	110	7	222	339	0	191	54	245	0	0	0	0	68	310	0	378	962
05:45 PM	119	11	230	360	0	166	44	210	0	0	0	0	44	243	0	287	857
Total Volume	468	42	960	1470	0	687	201	888	0	0	0	0	245	1167	0	1412	3770
% App. Total	31.8	2.9	65.3		0	77.4	22.6		0	0	0		17.4	82.6	0		
PHF	.944	.808	.934	.933	.000	.899	.866	.906	.000	.000	.000	.000	.863	.871	.000	.869	.954

# Traffic Data Service

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

File Name : 1PM FINAL  
 Site Code : 00000001  
 Start Date : 1/10/2018  
 Page No : 2



# Traffic Data Service

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

File Name : 1PM FINAL  
 Site Code : 00000001  
 Start Date : 1/10/2018  
 Page No : 1

Groups Printed- Bikes

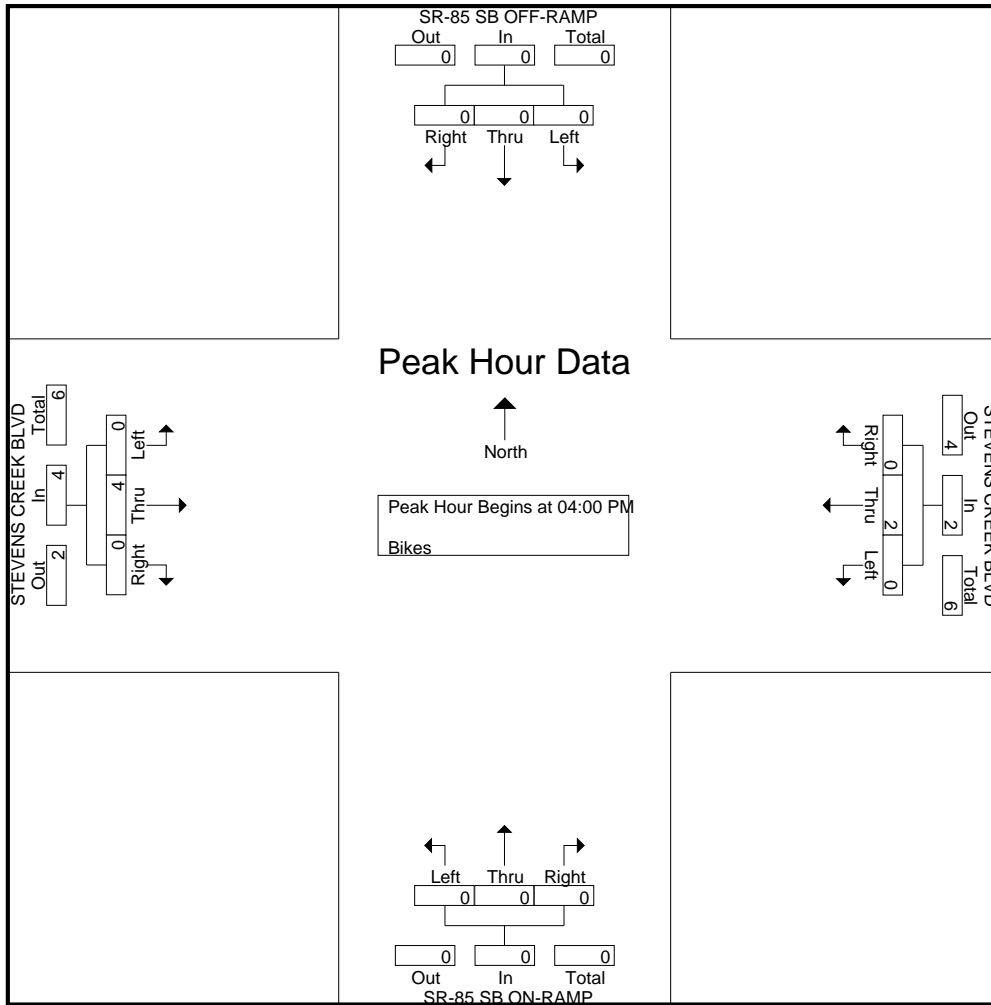
Start Time	SR-85 SB OFF-RAMP Southbound					STEVENS CREEK BLVD Westbound					SR-85 SB ON-RAMP Northbound					STEVENS CREEK BLVD Eastbound					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	2
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	2
04:45 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	2
Total	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	4	0	0	4	6
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
06:00 PM	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	1	0	0	1	3
06:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
06:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	2
06:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	4	0	0	4	6
Grand Total	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	0	9	0	0	9	13
Apprch %	0	0	0	0		0	100	0	0		0	0	0	0		0	100	0	0		
Total %	0	0	0	0	0	0	30.8	0	0	30.8	0	0	0	0	0	0	69.2	0	0	69.2	

Start Time	SR-85 SB OFF-RAMP Southbound				STEVENS CREEK BLVD Westbound				SR-85 SB ON-RAMP Northbound				STEVENS CREEK BLVD Eastbound				Int. Total
	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	
Peak Hour Analysis From 04:00 PM to 06:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:00 PM																	
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	1	0	1	2
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2	2
04:45 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	1	0	1	2
Total Volume	0	0	0	0	0	2	0	2	0	0	0	0	0	4	0	4	6
% App. Total	0	0	0		0	100	0		0	0	0		0	100	0		
PHF	.000	.000	.000	.000	.000	.500	.000	.500	.000	.000	.000	.000	.000	.500	.000	.500	.750

# Traffic Data Service

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

File Name : 1PM FINAL  
 Site Code : 00000001  
 Start Date : 1/10/2018  
 Page No : 2





# Traffic Data Service

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

File Name : 2AM FINAL  
 Site Code : 00000002  
 Start Date : 1/10/2018  
 Page No : 1

Groups Printed- Lights - Buses - Trucks

Start Time	SR-85 NB ON-RAMP Southbound						STEVENS CREEK BLVD Westbound						CAMPUS DR Northwestbound						SR-85 NB OFF-RAMP Northbound						STEVENS CREEK BLVD Eastbound						Int. Total	
	Right	Thru	Bear Left	Left	Peds	App. Total	Right	Thru	Left	Hard Left	Peds	App. Total	Hard Right	Bear Right	Bear Left	Hard Left	Peds	App. Total	Hard Right	Right	Thru	Left	Peds	App. Total	Right	Bear Right	Thru	Left	Peds	App. Total		
07:00 AM	0	0	0	0	2	2	92	53	0	0	0	145	0	3	8	0	0	11	0	73	0	30	0	103	0	0	162	97	0	259	520	
07:15 AM	0	0	0	0	2	2	112	81	0	0	0	193	0	5	5	0	1	11	0	59	0	42	0	101	0	0	210	106	0	316	623	
07:30 AM	0	0	0	0	1	1	98	97	0	0	0	195	0	7	4	0	2	13	0	51	0	30	0	81	0	0	180	123	0	303	593	
07:45 AM	0	0	0	0	3	3	112	139	0	0	0	251	0	2	1	0	4	7	0	72	1	72	0	145	0	0	201	120	0	321	727	
Total	0	0	0	0	8	8	414	370	0	0	0	784	0	17	18	0	7	42	0	255	1	174	0	430	0	0	753	446	0	1199	2463	
08:00 AM	0	0	0	0	8	8	129	118	0	0	0	247	0	11	1	0	7	19	0	94	6	58	7	165	0	0	284	151	0	435	874	
08:15 AM	0	0	0	0	2	2	119	128	0	0	0	247	2	15	7	0	5	29	0	120	3	65	5	193	0	0	303	145	0	448	919	
08:30 AM	0	0	0	0	0	0	117	153	0	0	0	270	1	20	11	0	0	32	0	100	3	102	0	205	0	0	290	163	0	453	960	
08:45 AM	0	0	0	0	10	10	116	165	0	0	0	281	0	10	2	0	0	12	0	102	0	78	0	180	0	0	345	188	0	533	1016	
Total	0	0	0	0	20	20	481	564	0	0	0	1045	3	56	21	0	12	92	0	416	12	303	12	743	0	0	1222	647	0	1869	3769	
09:00 AM	0	0	0	0	7	7	108	139	0	0	0	247	0	22	13	0	4	39	0	140	0	86	4	230	0	0	389	190	0	579	1102	
09:15 AM	0	0	0	0	7	7	157	174	0	0	0	331	1	30	19	0	3	53	0	149	1	86	3	239	0	0	415	176	0	591	1221	
09:30 AM	0	0	0	0	4	4	195	160	0	0	0	355	1	29	12	0	2	44	0	99	7	72	2	180	0	0	344	204	0	548	1131	
09:45 AM	0	0	0	0	2	2	124	129	0	0	0	253	1	19	6	0	4	30	0	109	9	61	4	183	0	0	349	197	0	546	1014	
Total	0	0	0	0	20	20	584	602	0	0	0	1186	3	100	50	0	13	166	0	497	17	305	13	832	0	0	1497	767	0	2264	4468	
Grand Total	0	0	0	0	48	48	1479	1536	0	0	0	3015	6	173	89	0	32	300	0	1168	30	782	25	2005	0	0	3472	1860	0	5332	10700	
Apprch %	0	0	0	0	100		49.1	50.9	0	0	0		2	57.7	29.7	0	10.7		0	58.3	1.5	39	1.2		0	0	65.1	34.9	0			
Total %	0	0	0	0	0.4	0.4	13.8	14.4	0	0	0	28.2	0.1	1.6	0.8	0	0.3	2.8	0	10.9	0.3	7.3	0.2	18.7	0	0	32.4	17.4	0	49.8		
Lights	0	0	0	0	48	48	1450	1474	0	0	0	2924	6	173	89	0	32	300	0	1159	30	777	25	1991	0	0	3375	1841	0	5216	10479	
% Lights	0	0	0	0	100	100	98	96	0	0	0	97	100	100	100	0	100	100	0	99.2	100	99.4	100	99.3	0	0	97.2	99	0	97.8	97.9	
Buses	0	0	0	0	0	0	13	24	0	0	0	37	0	0	0	0	0	0	0	6	0	3	0	9	0	0	58	3	0	61	107	
% Buses	0	0	0	0	0	0	0.9	1.6	0	0	0	1.2	0	0	0	0	0	0	0	0.5	0	0.4	0	0.4	0	0	0	1.7	0.2	0	1.1	1
Trucks	0	0	0	0	0	0	16	38	0	0	0	54	0	0	0	0	0	0	0	3	0	2	0	5	0	0	39	16	0	55	114	
% Trucks	0	0	0	0	0	0	1.1	2.5	0	0	0	1.8	0	0	0	0	0	0	0	0.3	0	0.3	0	0.2	0	0	1.1	0.9	0	1	1.1	

# Traffic Data Service

San Jose, CA  
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 tdsbay@cs.com

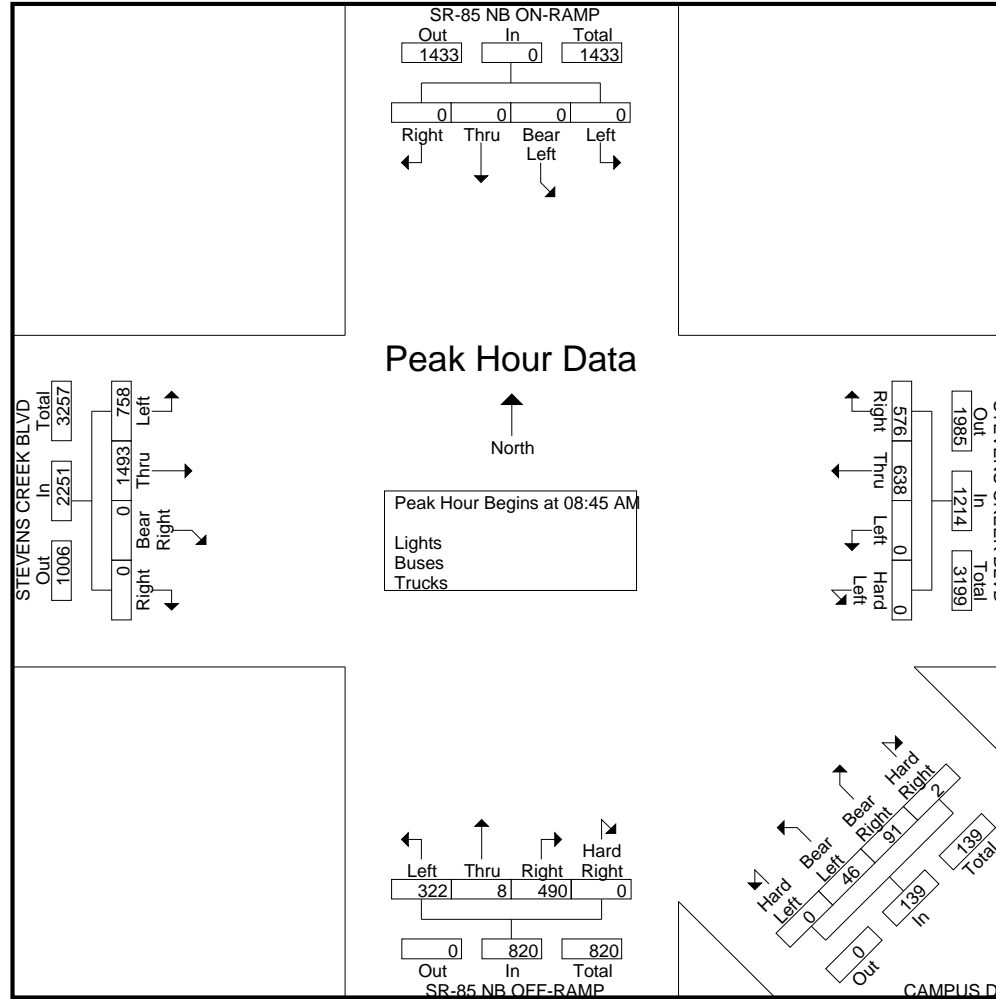
File Name : 2AM FINAL  
 Site Code : 00000002  
 Start Date : 1/10/2018  
 Page No : 2

Start Time	SR-85 NB ON-RAMP Southbound					STEVENS CREEK BLVD Westbound					CAMPUS DR Northwestbound					SR-85 NB OFF-RAMP Northbound					STEVENS CREEK BLVD Eastbound					Int. Total
	Right	Thru	Bear Left	Left	App. Total	Right	Thru	Left	Hard Left	App. Total	Hard Right	Bear Right	Bear Left	Hard Left	App. Total	Hard Right	Right	Thru	Left	App. Total	Right	Bear Right	Thru	Left	App. Total	
Peak Hour Analysis From 07:00 AM to 09:45 AM - Peak 1 of 1																										
Peak Hour for Entire Intersection Begins at 08:45 AM																										
08:45 AM	0	0	0	0	0	116	165	0	0	281	0	10	2	0	12	0	102	0	78	180	0	0	345	188	533	1006
09:00 AM	0	0	0	0	0	108	139	0	0	247	0	22	13	0	35	0	140	0	86	226	0	0	389	190	579	1087
09:15 AM	0	0	0	0	0	157	174	0	0	331	1	30	19	0	50	0	149	1	86	236	0	0	415	176	591	1208
09:30 AM	0	0	0	0	0	195	160	0	0	355	1	29	12	0	42	0	99	7	72	178	0	0	344	204	548	1123
Total Volume	0	0	0	0	0	576	638	0	0	1214	2	91	46	0	139	0	490	8	322	820	0	0	1493	758	2251	4424
% App. Total	0	0	0	0	0	47.4	52.6	0	0		1.4	65.5	33.1	0		0	59.8	1	39.3		0	0	66.3	33.7		
PHF	.000	.000	.000	.000	.000	.738	.917	.000	.000	.855	.500	.758	.605	.000	.695	.000	.822	.286	.936	.869	.000	.000	.899	.929	.952	.916

# Traffic Data Service

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

File Name : 2AM FINAL  
 Site Code : 00000002  
 Start Date : 1/10/2018  
 Page No : 3



# Traffic Data Service

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

File Name : 2AM FINAL  
 Site Code : 00000002  
 Start Date : 1/10/2018  
 Page No : 1

Groups Printed- Bikes

Start Time	SR-85 NB ON-RAMP Southbound						STEVENS CREEK BLVD Westbound						CAMPUS DR Northwestbound						SR-85 NB OFF-RAMP Northbound						STEVENS CREEK BLVD Eastbound						Int. Total
	Right	Thru	Bear Left	Left	Peds	App. Total	Right	Thru	Left	Hard Left	Peds	App. Total	Hard Right	Bear Right	Bear Left	Hard Left	Peds	App. Total	Hard Right	Right	Thru	Left	Peds	App. Total	Right	Bear Right	Thru	Left	Peds	App. Total	
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1	
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1	
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	3	3		
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	2	0	5	5	
08:00 AM	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	2	
08:15 AM	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	2	
08:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
08:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1	
Total	0	0	0	0	0	0	0	2	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	3	5	
09:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	2	
09:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1	
09:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1	
09:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	2	
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6	0	0	6	6	
Grand Total	0	0	0	0	0	0	0	2	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	12	2	0	14	16	
Apprch %	0	0	0	0	0	0	0	100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	85.7	14.3	0			
Total %	0	0	0	0	0	0	0	12.5	0	0	0	12.5	0	0	0	0	0	0	0	0	0	0	0	0	0	75	12.5	0	87.5		

# Traffic Data Service

San Jose, CA  
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 tdsbay@cs.com

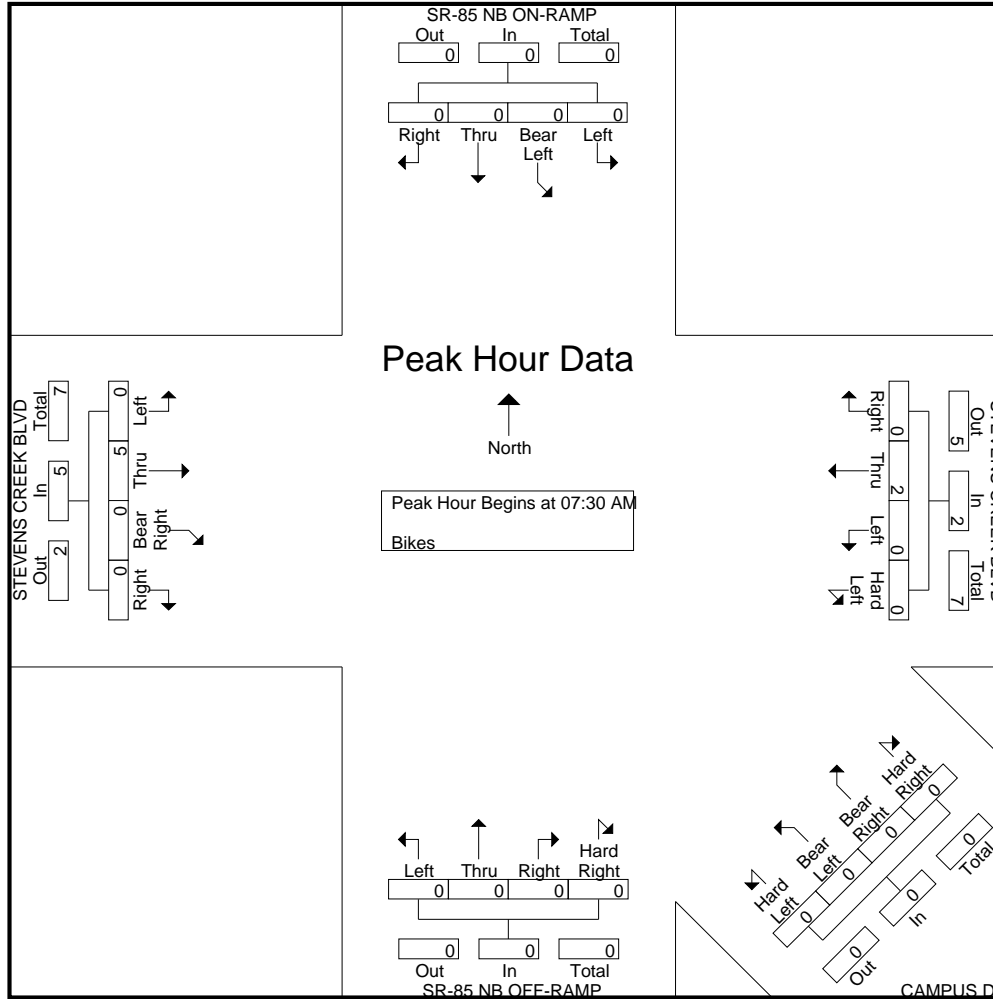
File Name : 2AM FINAL  
 Site Code : 00000002  
 Start Date : 1/10/2018  
 Page No : 2

	SR-85 NB ON-RAMP Southbound					STEVENS CREEK BLVD Westbound					CAMPUS DR Northwestbound					SR-85 NB OFF-RAMP Northbound					STEVENS CREEK BLVD Eastbound					
Start Time	Right	Thru	Bear Left	Left	App. Total	Right	Thru	Left	Hard Left	App. Total	Hard Right	Bear Right	Bear Left	Hard Left	App. Total	Hard Right	Right	Thru	Left	App. Total	Right	Bear Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 09:45 AM - Peak 1 of 1																										
Peak Hour for Entire Intersection Begins at 07:30 AM																										
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	3	3
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00 AM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	2
08:15 AM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	2
Total Volume	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	5	0	5	7
% App. Total	0	0	0	0	0	0	100	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	100	0	0	0
PHF	.000	.000	.000	.000	.000	.000	.500	.000	.000	.500	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.417	.000	.417	.583

# Traffic Data Service

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File Name : 2AM FINAL  
 Site Code : 00000002  
 Start Date : 1/10/2018  
 Page No : 3



# Traffic Data Service

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File Name : 2PM FINAL  
 Site Code : 00000002  
 Start Date : 1/10/2018  
 Page No : 1

Groups Printed- Lights - Buses - Trucks

Start Time	SR-85 NB ON-RAMP Southbound						STEVENS CREEK BLVD Westbound						CAMPUS DR Northwestbound						SR-85 NB OFF-RAMP Northbound						STEVENS CREEK BLVD Eastbound						Int. Total
	Right	Thru	Bear Left	Left	Peds	App. Total	Right	Thru	Left	Hard Left	Peds	App. Total	Hard Right	Bear Right	Bear Left	Hard Left	Peds	App. Total	Hard Right	Right	Thru	Left	Peds	App. Total	Right	Bear Right	Thru	Left	Peds	App. Total	
04:00 PM	0	0	0	0	4	4	147	129	0	0	0	276	0	43	20	0	11	74	0	74	1	37	10	122	0	0	294	110	0	404	880
04:15 PM	0	0	0	0	0	0	128	141	0	0	0	269	0	27	19	0	1	47	0	65	0	35	2	102	0	0	338	126	0	464	882
04:30 PM	0	0	0	0	3	3	120	156	0	0	0	276	3	35	14	0	8	60	0	44	0	42	8	94	0	0	366	142	0	508	941
04:45 PM	0	0	0	0	2	2	104	144	0	0	0	248	0	20	5	0	2	27	0	45	1	35	2	83	0	0	383	141	0	524	884
Total	0	0	0	0	9	9	499	570	0	0	0	1069	3	125	58	0	22	208	0	228	2	149	22	401	0	0	1381	519	0	1900	3587
05:00 PM	0	0	0	0	2	2	141	131	0	0	0	272	1	32	1	0	3	37	0	63	0	45	3	111	0	0	443	143	0	586	1008
05:15 PM	0	0	0	0	0	0	110	170	0	0	0	280	2	26	12	0	4	44	0	106	0	56	4	166	0	0	398	151	0	549	1039
05:30 PM	0	0	0	0	0	0	164	195	0	0	0	359	1	34	9	0	2	46	0	90	0	39	2	131	0	0	412	113	0	525	1061
05:45 PM	0	0	0	0	0	0	122	145	0	0	0	267	3	23	9	0	2	37	0	104	0	62	2	168	0	0	344	97	0	441	913
Total	0	0	0	0	2	2	537	641	0	0	0	1178	7	115	31	0	11	164	0	363	0	202	11	576	0	0	1597	504	0	2101	4021
06:00 PM	0	0	0	0	0	0	137	149	0	0	0	286	4	44	10	0	2	60	0	103	0	43	2	148	0	0	450	141	0	591	1085
06:15 PM	0	0	0	0	0	0	149	160	0	0	0	309	1	47	33	0	2	83	0	108	0	39	2	149	0	0	382	114	0	496	1037
06:30 PM	0	0	0	0	0	0	163	172	0	0	0	335	1	32	13	0	2	48	0	41	2	41	2	86	0	0	311	127	0	438	907
06:45 PM	0	0	0	0	0	0	134	153	0	0	0	287	0	17	20	0	1	38	0	39	1	30	1	71	0	0	240	114	0	354	750
Total	0	0	0	0	0	0	583	634	0	0	0	1217	6	140	76	0	7	229	0	291	3	153	7	454	0	0	1383	496	0	1879	3779
Grand Total	0	0	0	0	11	11	1619	1845	0	0	0	3464	16	380	165	0	40	601	0	882	5	504	40	1431	0	0	4361	1519	0	5880	11387
Apprch %	0	0	0	0	100		46.7	53.3	0	0	0		2.7	63.2	27.5	0	6.7		0	61.6	0.3	35.2	2.8		0	0	74.2	25.8	0		
Total %	0	0	0	0	0.1	0.1	14.2	16.2	0	0	0	30.4	0.1	3.3	1.4	0	0.4	5.3	0	7.7	0	4.4	0.4	12.6	0	0	38.3	13.3	0	51.6	
Lights	0	0	0	0	11	11	1608	1813	0	0	0	3421	16	380	165	0	40	601	0	881	5	499	40	1425	0	0	4328	1500	0	5828	11286
% Lights	0	0	0	0	100	100	99.3	98.3	0	0	0	98.8	100	100	100	0	100	100	0	99.9	100	99	100	99.6	0	0	99.2	98.7	0	99.1	99.1
Buses	0	0	0	0	0	0	8	25	0	0	0	33	0	0	0	0	0	0	0	0	0	1	0	1	0	0	23	17	0	40	74
% Buses	0	0	0	0	0	0	0.5	1.4	0	0	0	1	0	0	0	0	0	0	0	0	0	0.2	0	0.1	0	0	0.5	1.1	0	0.7	0.6
Trucks	0	0	0	0	0	0	3	7	0	0	0	10	0	0	0	0	0	0	0	1	0	4	0	5	0	0	10	2	0	12	27
% Trucks	0	0	0	0	0	0	0.2	0.4	0	0	0	0.3	0	0	0	0	0	0	0	0.1	0	0.8	0	0.3	0	0	0.2	0.1	0	0.2	0.2

# Traffic Data Service

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File Name : 2PM FINAL  
 Site Code : 00000002  
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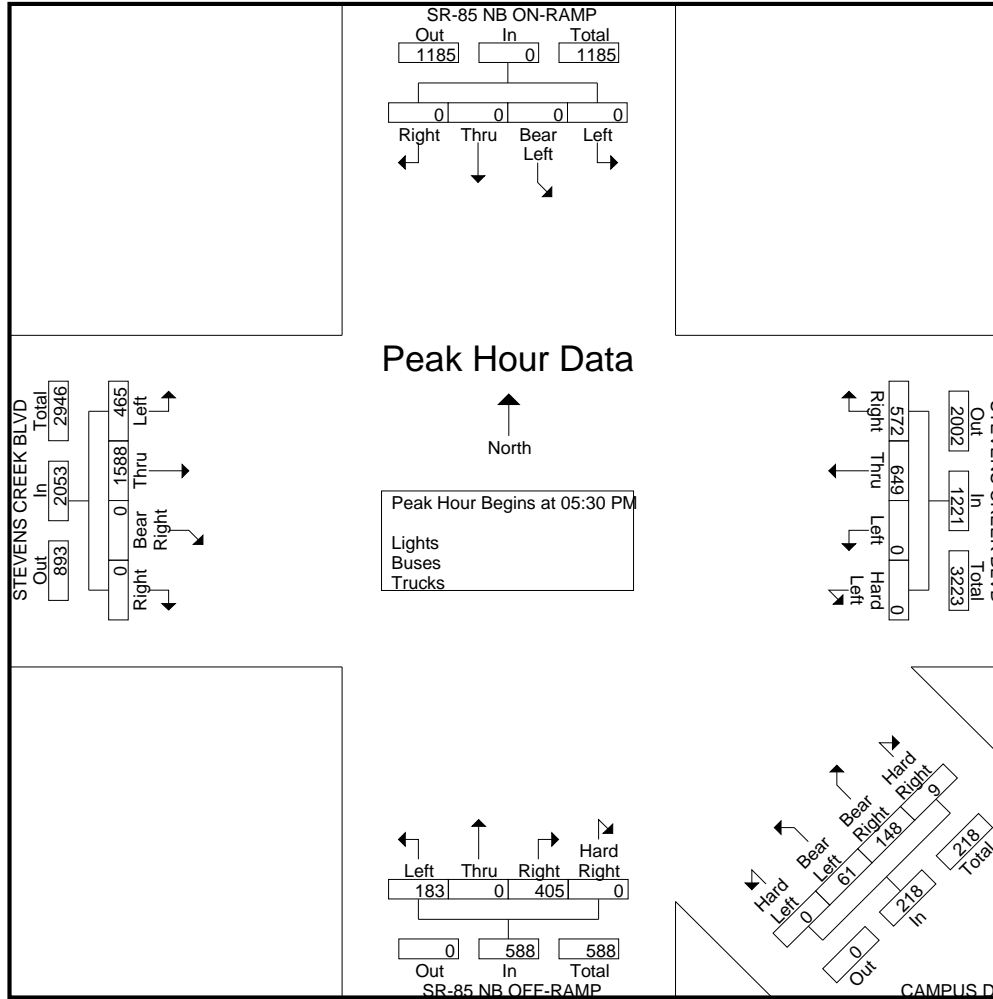
	SR-85 NB ON-RAMP Southbound					STEVENS CREEK BLVD Westbound					CAMPUS DR Northwestbound					SR-85 NB OFF-RAMP Northbound					STEVENS CREEK BLVD Eastbound					
Start Time	Right	Thru	Bear Left	Left	App. Total	Right	Thru	Left	Hard Left	App. Total	Hard Right	Bear Right	Bear Left	Hard Left	App. Total	Hard Right	Right	Thru	Left	App. Total	Right	Bear Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 06:45 PM - Peak 1 of 1																										
Peak Hour for Entire Intersection Begins at 05:30 PM																										
05:30 PM	0	0	0	0	0	<b>164</b>	<b>195</b>	0	0	<b>359</b>	1	34	9	0	44	0	90	0	39	129	0	0	412	113	525	1057
05:45 PM	0	0	0	0	0	122	145	0	0	267	3	23	9	0	35	0	104	0	<b>62</b>	<b>166</b>	0	0	344	97	441	909
06:00 PM	0	0	0	0	0	137	149	0	0	286	4	44	10	0	58	0	103	0	43	146	0	0	<b>450</b>	<b>141</b>	<b>591</b>	<b>1081</b>
06:15 PM	0	0	0	0	0	149	160	0	0	309	1	<b>47</b>	<b>33</b>	0	<b>81</b>	0	<b>108</b>	0	39	147	0	0	382	114	496	1033
Total Volume	0	0	0	0	0	572	649	0	0	1221	9	148	61	0	218	0	405	0	183	588	0	0	1588	465	2053	4080
% App. Total	0	0	0	0	0	46.8	53.2	0	0		4.1	67.9	28	0		0	68.9	0	31.1		0	0	77.4	22.6		
PHF	.000	.000	.000	.000	.000	.872	.832	.000	.000	.850	.563	.787	.462	.000	.673	.000	.938	.000	.738	.886	.000	.000	.882	.824	.868	.944



# Traffic Data Service

San Jose, CA  
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File Name : 2PM FINAL  
 Site Code : 00000002  
 Start Date : 1/10/2018  
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# Traffic Data Service

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

File Name : 2PM FINAL  
 Site Code : 00000002  
 Start Date : 1/10/2018  
 Page No : 1

Groups Printed- Bikes

Start Time	SR-85 NB ON-RAMP Southbound						STEVENS CREEK BLVD Westbound						CAMPUS DR Northwestbound						SR-85 NB OFF-RAMP Northbound						STEVENS CREEK BLVD Eastbound						Int. Total		
	Right	Thru	Bear Left	Left	Peds	App. Total	Right	Thru	Left	Hard Left	Peds	App. Total	Hard Right	Bear Right	Bear Left	Hard Left	Peds	App. Total	Hard Right	Right	Thru	Left	Peds	App. Total	Right	Bear Right	Thru	Left	Peds	App. Total			
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	2	2	
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1	1	
04:45 PM	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	3	3	
Total	0	0	0	0	0	0	0	2	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	0	0	4	6	6	
05:00 PM	0	0	0	0	0	0	1	1	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2	
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Total	0	0	0	0	0	0	1	1	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2
06:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
06:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1	1	
06:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1	1		
06:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	2	2	
Grand Total	0	0	0	0	0	0	1	3	0	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	6	0	0	6	10	10		
Apprch %	0	0	0	0	0		25	75	0	0	0		0	0	0	0	0	0	0	0	0	0	0	0	0	100	0	0					
Total %	0	0	0	0	0	0	10	30	0	0	0	40	0	0	0	0	0	0	0	0	0	0	0	0	0	60	0	0	60				

# Traffic Data Service

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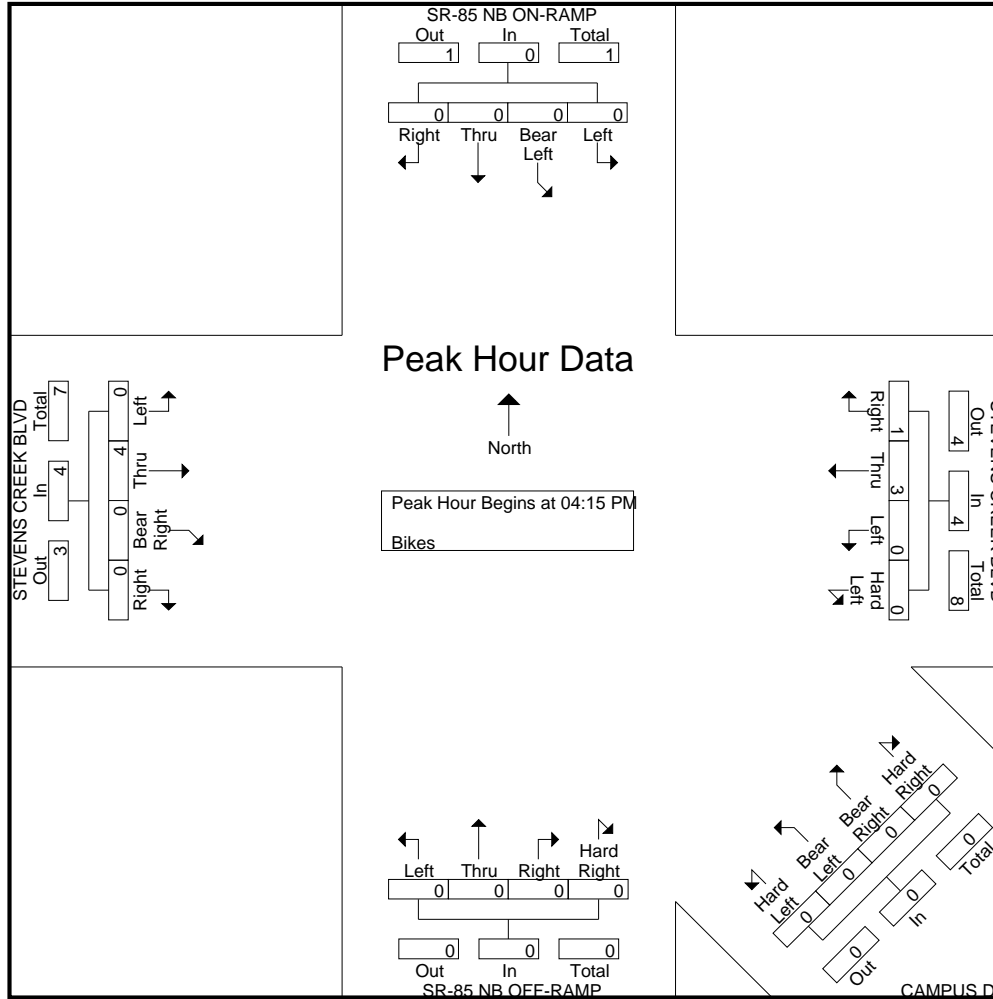
File Name : 2PM FINAL  
 Site Code : 00000002  
 Start Date : 1/10/2018  
 Page No : 2

	SR-85 NB ON-RAMP Southbound					STEVENS CREEK BLVD Westbound					CAMPUS DR Northwestbound					SR-85 NB OFF-RAMP Northbound					STEVENS CREEK BLVD Eastbound					
Start Time	Right	Thru	Bear Left	Left	App. Total	Right	Thru	Left	Hard Left	App. Total	Hard Right	Bear Right	Bear Left	Hard Left	App. Total	Hard Right	Right	Thru	Left	App. Total	Right	Bear Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 06:45 PM - Peak 1 of 1																										
Peak Hour for Entire Intersection Begins at 04:15 PM																										
04:15 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	2
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
04:45 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2	3
05:00 PM	0	0	0	0	0	1	1	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
Total Volume	0	0	0	0	0	1	3	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	4	0	4	8
% App. Total	0	0	0	0	0	25	75	0	0	100	0	0	0	0	0	0	0	0	0	0	0	100	0	0	0	100
PHF	.000	.000	.000	.000	.000	.250	.750	.000	.000	.500	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.500	.000	.500	.667

# Traffic Data Service

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

File Name : 2PM FINAL  
 Site Code : 00000002  
 Start Date : 1/10/2018  
 Page No : 3



# Traffic Data Service

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

File Name : 3AM FINAL  
 Site Code : 00000003  
 Start Date : 1/17/2018  
 Page No : 1

Groups Printed- Lights - Buses - Trucks

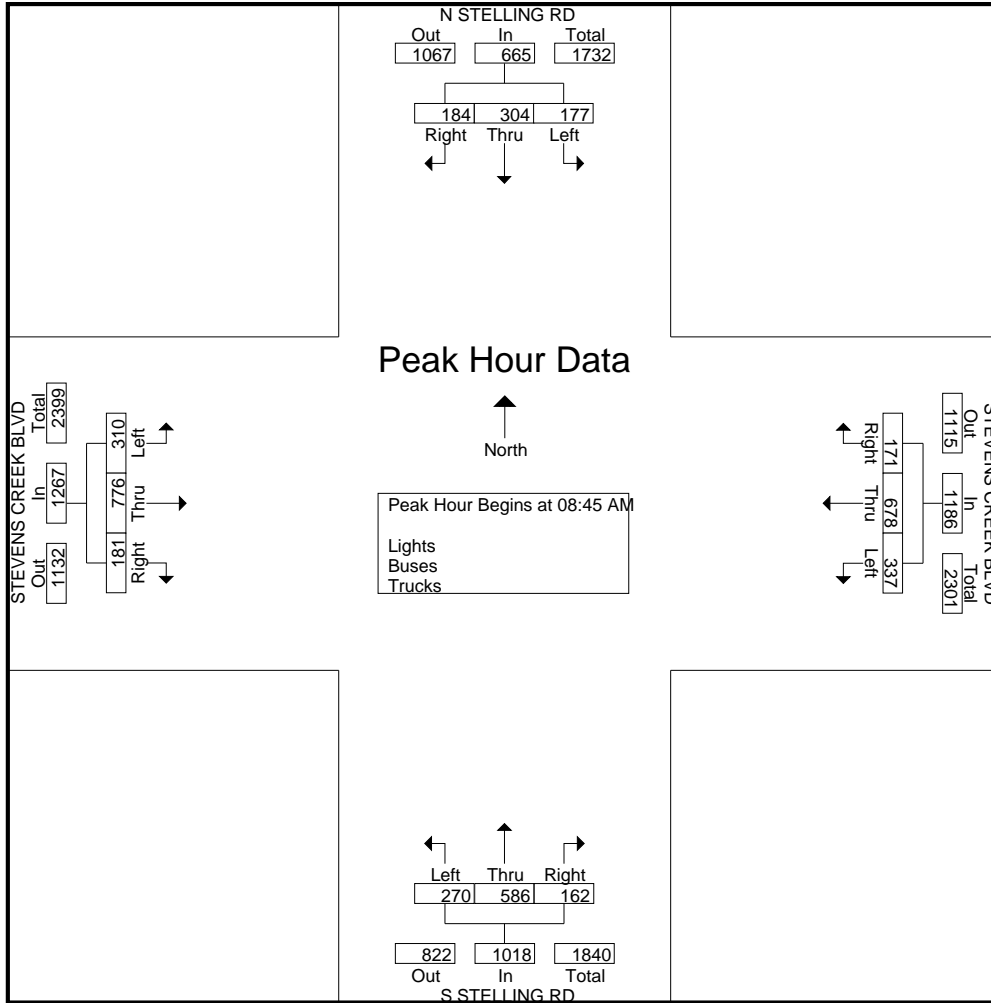
Start Time	N STELLING RD Southbound					STEVENS CREEK BLVD Westbound					S STELLING RD Northbound					STEVENS CREEK BLVD Eastbound					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
07:00 AM	24	26	4	4	58	9	96	39	1	145	6	22	36	2	66	22	42	35	17	116	385
07:15 AM	19	46	13	8	86	15	110	68	2	195	23	55	55	1	134	24	48	37	15	124	539
07:30 AM	32	35	12	4	83	17	128	37	2	184	17	58	72	3	150	15	70	39	24	148	565
07:45 AM	41	29	28	9	107	23	154	53	4	234	17	67	67	3	154	25	71	39	6	141	636
Total	116	136	57	25	334	64	488	197	9	758	63	202	230	9	504	86	231	150	62	529	2125
08:00 AM	55	99	39	12	205	22	174	90	3	289	20	65	36	4	125	30	84	60	33	207	826
08:15 AM	49	105	25	15	194	20	178	107	8	313	36	115	73	12	236	45	133	63	40	281	1024
08:30 AM	36	53	37	7	133	35	184	67	6	292	36	213	97	14	360	27	119	65	18	229	1014
08:45 AM	48	82	51	7	188	38	183	65	6	292	35	152	63	3	253	34	150	77	21	282	1015
Total	188	339	152	41	720	115	719	329	23	1186	127	545	269	33	974	136	486	265	112	999	3879
09:00 AM	46	77	39	9	171	45	150	93	9	297	31	137	62	6	236	51	166	81	20	318	1022
09:15 AM	49	94	39	20	202	52	205	112	12	381	50	137	63	10	260	60	204	76	51	391	1234
09:30 AM	41	51	48	12	152	36	140	67	6	249	46	160	82	14	302	36	256	76	30	398	1101
09:45 AM	39	53	34	10	136	20	144	69	9	242	35	113	60	6	214	31	155	55	29	270	862
Total	175	275	160	51	661	153	639	341	36	1169	162	547	267	36	1012	178	781	288	130	1377	4219
Grand Total	479	750	369	117	1715	332	1846	867	68	3113	352	1294	766	78	2490	400	1498	703	304	2905	10223
Apprch %	27.9	43.7	21.5	6.8		10.7	59.3	27.9	2.2		14.1	52	30.8	3.1		13.8	51.6	24.2	10.5		
Total %	4.7	7.3	3.6	1.1	16.8	3.2	18.1	8.5	0.7	30.5	3.4	12.7	7.5	0.8	24.4	3.9	14.7	6.9	3	28.4	
Lights	458	741	362	117	1678	323	1745	856	65	2989	338	1289	760	78	2465	388	1415	675	304	2782	9914
% Lights	95.6	98.8	98.1	100	97.8	97.3	94.5	98.7	95.6	96	96	99.6	99.2	100	99	97	94.5	96	100	95.8	97
Buses	18	6	2	0	26	3	54	10	1	68	11	4	2	0	17	7	56	16	0	79	190
% Buses	3.8	0.8	0.5	0	1.5	0.9	2.9	1.2	1.5	2.2	3.1	0.3	0.3	0	0.7	1.8	3.7	2.3	0	2.7	1.9
Trucks	3	3	5	0	11	6	47	1	2	56	3	1	4	0	8	5	27	12	0	44	119
% Trucks	0.6	0.4	1.4	0	0.6	1.8	2.5	0.1	2.9	1.8	0.9	0.1	0.5	0	0.3	1.2	1.8	1.7	0	1.5	1.2

Start Time	N STELLING RD Southbound					STEVENS CREEK BLVD Westbound					S STELLING RD Northbound					STEVENS CREEK BLVD Eastbound					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
Peak Hour Analysis From 07:00 AM to 09:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 08:45 AM																					
08:45 AM	48	82	51		181	38	183	65		286	35	152	63		250	34	150	77		261	978
09:00 AM	46	77	39		162	45	150	93		288	31	137	62		230	51	166	81		298	978
09:15 AM	49	94	39		182	52	205	112		369	50	137	63		250	60	204	76		340	1141
09:30 AM	41	51	48		140	36	140	67		243	46	160	82		288	36	256	76		368	1039
Total Volume	184	304	177		665	171	678	337		1186	162	586	270		1018	181	776	310		1267	4136
% App. Total	27.7	45.7	26.6			14.4	57.2	28.4			15.9	57.6	26.5			14.3	61.2	24.5			
PHF	.939	.809	.868		.913	.822	.827	.752		.804	.810	.916	.823		.884	.754	.758	.957		.861	.906

# Traffic Data Service

San Jose, CA  
 (408) 622-4787  
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File Name : 3AM FINAL  
 Site Code : 00000003  
 Start Date : 1/17/2018  
 Page No : 2



# Traffic Data Service

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

File Name : 3AM FINAL  
 Site Code : 00000003  
 Start Date : 1/17/2018  
 Page No : 1

Groups Printed- Bikes

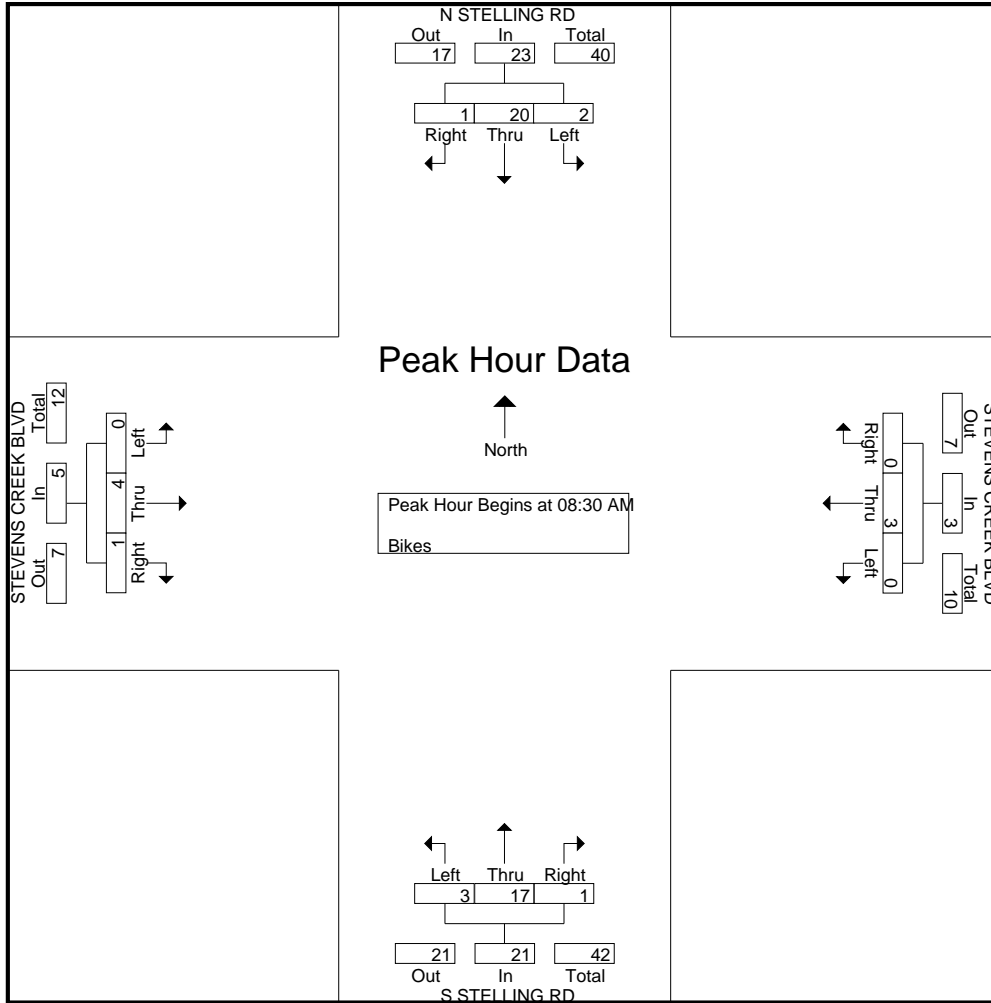
Start Time	N STELLING RD Southbound					STEVENS CREEK BLVD Westbound					S STELLING RD Northbound					STEVENS CREEK BLVD Eastbound					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
07:00 AM	0	0	0	0	0	0	1	0	0	1	0	3	0	0	3	0	1	0	0	1	5
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	1	1	0	2	0	1	0	0	1	3
07:30 AM	0	0	0	0	0	0	0	1	0	1	0	0	1	0	1	0	0	0	0	0	2
07:45 AM	0	2	0	0	2	1	0	0	0	1	1	0	0	0	1	0	0	0	0	0	4
Total	0	2	0	0	2	1	1	1	0	3	1	4	2	0	7	0	2	0	0	2	14
08:00 AM	0	2	0	0	2	0	1	0	0	1	0	0	1	0	1	0	0	0	0	0	4
08:15 AM	0	1	0	0	1	0	1	0	0	1	0	2	4	0	6	0	0	0	0	0	8
08:30 AM	1	2	0	0	3	0	1	0	0	1	1	3	2	0	6	0	2	0	0	2	12
08:45 AM	0	4	2	0	6	0	1	0	0	1	0	1	1	0	2	0	0	0	0	0	9
Total	1	9	2	0	12	0	4	0	0	4	1	6	8	0	15	0	2	0	0	2	33
09:00 AM	0	13	0	0	13	0	0	0	0	0	0	3	0	0	3	1	0	0	0	1	17
09:15 AM	0	1	0	0	1	0	1	0	0	1	0	10	0	0	10	0	2	0	0	2	14
09:30 AM	0	1	0	0	1	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	3
09:45 AM	0	1	0	0	1	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	4
Total	0	16	0	0	16	0	1	0	0	1	0	18	0	0	18	1	2	0	0	3	38
Grand Total	1	27	2	0	30	1	6	1	0	8	2	28	10	0	40	1	6	0	0	7	85
Apprch %	3.3	90	6.7	0		12.5	75	12.5	0		5	70	25	0		14.3	85.7	0	0		
Total %	1.2	31.8	2.4	0	35.3	1.2	7.1	1.2	0	9.4	2.4	32.9	11.8	0	47.1	1.2	7.1	0	0	8.2	

Start Time	N STELLING RD Southbound				STEVENS CREEK BLVD Westbound				S STELLING RD Northbound				STEVENS CREEK BLVD Eastbound				Int. Total
	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	
Peak Hour Analysis From 07:00 AM to 09:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 08:30 AM																	
08:30 AM	1	2	0	3	0	1	0	1	1	3	2	6	0	2	0	2	12
08:45 AM	0	4	2	6	0	1	0	1	0	1	1	2	0	0	0	0	9
09:00 AM	0	13	0	13	0	0	0	0	0	3	0	3	1	0	0	1	17
09:15 AM	0	1	0	1	0	1	0	1	0	10	0	10	0	2	0	2	14
Total Volume	1	20	2	23	0	3	0	3	1	17	3	21	1	4	0	5	52
% App. Total	4.3	87	8.7		0	100	0		4.8	81	14.3		20	80	0		
PHF	.250	.385	.250	.442	.000	.750	.000	.750	.250	.425	.375	.525	.250	.500	.000	.625	.765

# Traffic Data Service

San Jose, CA  
 (408) 622-4787  
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File Name : 3AM FINAL  
 Site Code : 00000003  
 Start Date : 1/17/2018  
 Page No : 2





# Traffic Data Service

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

File Name : 3PM FINAL  
Site Code : 00000003  
Start Date : 1/17/2018  
Page No : 1

## Groups Printed- Lights - Buses - Trucks

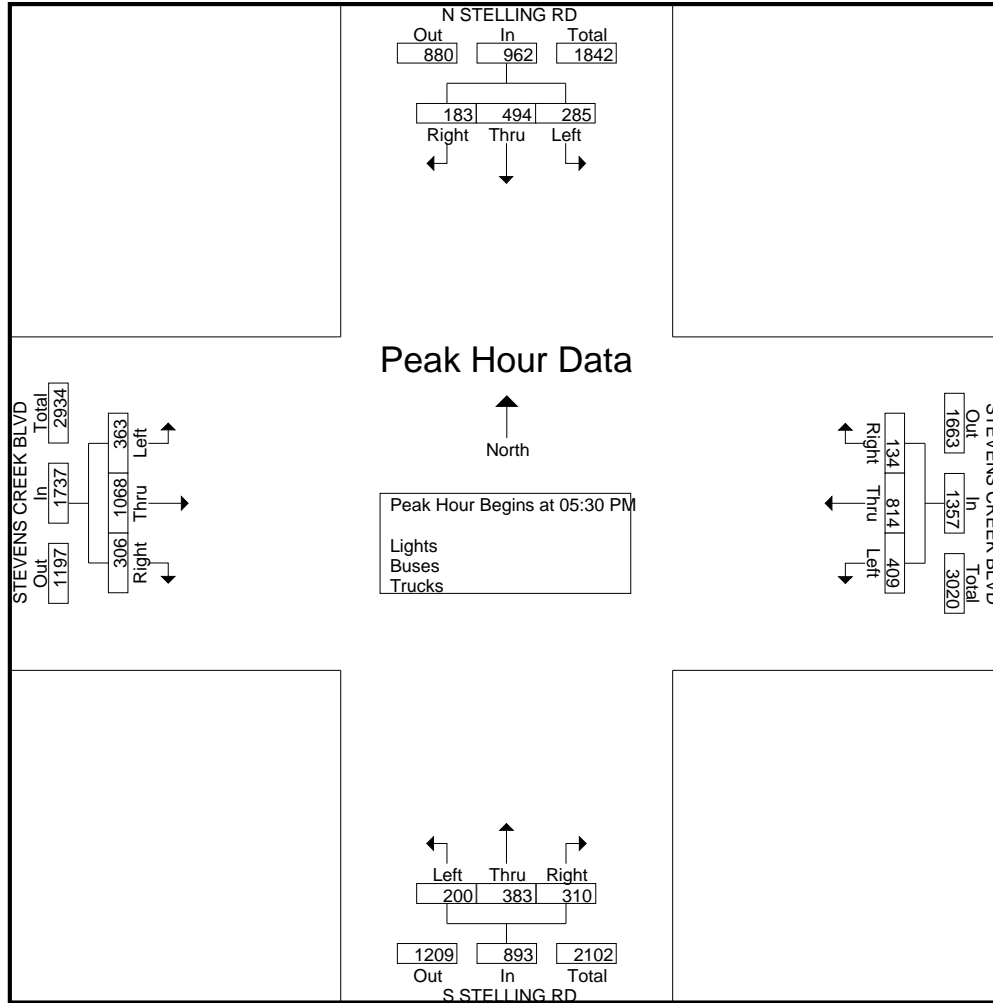
Start Time	N STELLING RD Southbound					STEVENS CREEK BLVD Westbound					S STELLING RD Northbound					STEVENS CREEK BLVD Eastbound					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
04:00 PM	34	83	66	22	205	27	170	61	11	269	47	75	47	19	188	75	246	69	17	407	1069
04:15 PM	32	79	68	24	203	19	168	69	16	272	56	53	32	20	161	90	229	78	25	422	1058
04:30 PM	29	86	62	9	186	17	132	68	7	224	48	73	48	16	185	110	288	66	18	482	1077
04:45 PM	36	87	63	10	196	39	148	91	12	290	46	47	26	16	135	86	274	68	7	435	1056
Total	131	335	259	65	790	102	618	289	46	1055	197	248	153	71	669	361	1037	281	67	1746	4260
05:00 PM	44	93	63	12	212	35	155	80	9	279	48	72	40	17	177	110	250	77	13	450	1118
05:15 PM	37	158	59	15	269	29	177	108	7	321	52	89	47	16	204	101	264	79	16	460	1254
05:30 PM	49	110	62	20	241	41	194	84	9	328	73	108	54	14	249	89	300	97	17	503	1321
05:45 PM	49	106	56	8	219	31	209	103	4	347	56	78	45	17	196	62	279	101	7	449	1211
Total	179	467	240	55	941	136	735	375	29	1275	229	347	186	64	826	362	1093	354	53	1862	4904
06:00 PM	38	141	82	30	291	27	201	106	8	342	85	90	46	18	239	68	244	88	22	422	1294
06:15 PM	47	137	85	12	281	35	210	116	21	382	96	107	55	31	289	87	245	77	11	420	1372
06:30 PM	40	129	68	17	254	36	172	110	2	320	50	73	47	6	176	89	178	75	17	359	1109
06:45 PM	50	79	60	11	200	26	167	88	3	284	59	89	44	14	206	61	168	75	14	318	1008
Total	175	486	295	70	1026	124	750	420	34	1328	290	359	192	69	910	305	835	315	64	1519	4783
Grand Total	485	1288	794	190	2757	362	2103	1084	109	3658	716	954	531	204	2405	1028	2965	950	184	5127	13947
Apprch %	17.6	46.7	28.8	6.9		9.9	57.5	29.6	3		29.8	39.7	22.1	8.5		20.1	57.8	18.5	3.6		
Total %	3.5	9.2	5.7	1.4	19.8	2.6	15.1	7.8	0.8	26.2	5.1	6.8	3.8	1.5	17.2	7.4	21.3	6.8	1.3	36.8	
Lights	473	1284	791	190	2738	360	2018	1075	109	3562	706	948	530	204	2388	1022	2907	938	184	5051	13739
% Lights	97.5	99.7	99.6	100	99.3	99.4	96	99.2	100	97.4	98.6	99.4	99.8	100	99.3	99.4	98	98.7	100	98.5	98.5
Buses	12	4	1	0	17	0	64	8	0	72	8	5	0	0	13	5	44	11	0	60	162
% Buses	2.5	0.3	0.1	0	0.6	0	3	0.7	0	2	1.1	0.5	0	0	0.5	0.5	1.5	1.2	0	1.2	1.2
Trucks	0	0	2	0	2	2	21	1	0	24	2	1	1	0	4	1	14	1	0	16	46
% Trucks	0	0	0.3	0	0.1	0.6	1	0.1	0	0.7	0.3	0.1	0.2	0	0.2	0.1	0.5	0.1	0	0.3	0.3

Start Time	N STELLING RD Southbound					STEVENS CREEK BLVD Westbound					S STELLING RD Northbound					STEVENS CREEK BLVD Eastbound					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
Peak Hour Analysis From 04:00 PM to 06:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 05:30 PM																					
05:30 PM	<b>49</b>	110	62		221	<b>41</b>	194	84		319	73	<b>108</b>	54		235	<b>89</b>	<b>300</b>	97		<b>486</b>	1261
05:45 PM	49	106	56		211	31	209	103		343	56	78	45		179	62	279	<b>101</b>		442	1175
06:00 PM	38	<b>141</b>	82		261	27	201	106		334	85	90	46		221	68	244	88		400	1216
06:15 PM	47	137	<b>85</b>		<b>269</b>	35	<b>210</b>	<b>116</b>		<b>361</b>	<b>96</b>	107	<b>55</b>		<b>258</b>	87	245	77		409	<b>1297</b>
Total Volume	183	494	285		962	134	814	409		1357	310	383	200		893	306	1068	363		1737	4949
% App. Total	19	51.4	29.6			9.9	60	30.1			34.7	42.9	22.4			17.6	61.5	20.9			
PHF	.934	.876	.838		.894	.817	.969	.881		.940	.807	.887	.909		.865	.860	.890	.899		.894	.954

# Traffic Data Service

San Jose, CA  
 (408) 622-4787  
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File Name : 3PM FINAL  
 Site Code : 00000003  
 Start Date : 1/17/2018  
 Page No : 2



# Traffic Data Service

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

File Name : 3PM FINAL  
 Site Code : 00000003  
 Start Date : 1/17/2018  
 Page No : 1

Groups Printed- Bikes

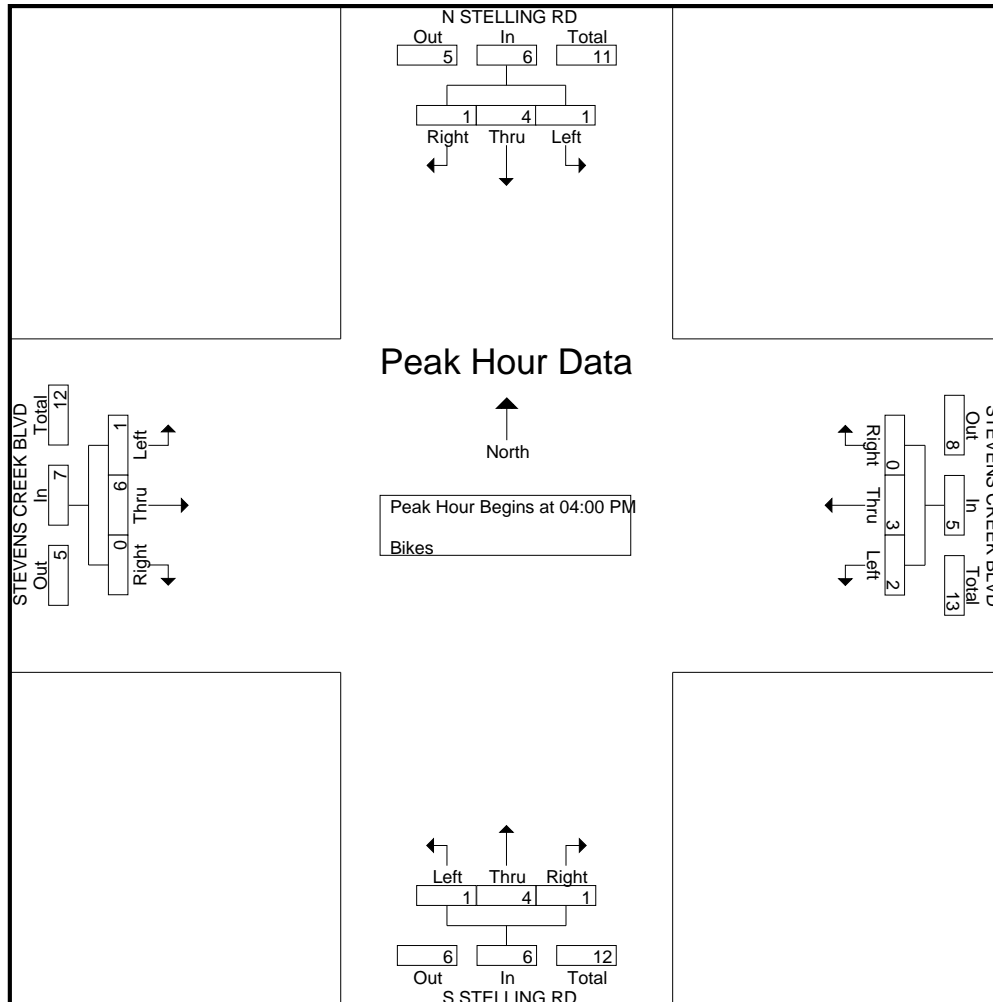
Start Time	N STELLING RD Southbound					STEVENS CREEK BLVD Westbound					S STELLING RD Northbound					STEVENS CREEK BLVD Eastbound					Int. Total	
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total		
04:00 PM	0	0	0	0	0	0	0	1	0	1	0	1	0	0	1	0	2	0	0	2	0	2
04:15 PM	0	1	0	0	1	0	0	0	0	0	1	2	1	0	4	0	0	1	0	1	0	1
04:30 PM	0	2	0	0	2	0	2	0	0	2	0	1	0	0	1	0	3	0	0	3	0	3
04:45 PM	1	1	1	0	3	0	1	1	0	2	0	0	0	0	0	0	1	0	0	1	0	1
<b>Total</b>	<b>1</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>6</b>	<b>0</b>	<b>3</b>	<b>2</b>	<b>0</b>	<b>5</b>	<b>1</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>6</b>	<b>0</b>	<b>6</b>	<b>1</b>	<b>0</b>	<b>7</b>	<b>24</b>	
05:00 PM	0	1	0	0	1	0	1	0	0	1	0	1	0	0	1	0	1	0	0	1	0	1
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0
05:30 PM	0	0	0	0	0	0	1	0	0	1	0	1	0	0	1	0	0	0	0	0	0	0
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	1
<b>Total</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>8</b>	
06:00 PM	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	4	0	0	4	0	4
06:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	1
06:30 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0
06:45 PM	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	0	1	0	0	1	0	1
<b>Total</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>11</b>	
Grand Total	1	8	1	0	10	0	5	2	0	7	1	9	1	0	11	0	14	1	0	15	43	
Apprch %	10	80	10	0		0	71.4	28.6	0		9.1	81.8	9.1	0		0	93.3	6.7	0			
Total %	2.3	18.6	2.3	0	23.3	0	11.6	4.7	0	16.3	2.3	20.9	2.3	0	25.6	0	32.6	2.3	0	34.9		

Start Time	N STELLING RD Southbound				STEVENS CREEK BLVD Westbound				S STELLING RD Northbound				STEVENS CREEK BLVD Eastbound				Int. Total		
	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total			
Peak Hour Analysis From 04:00 PM to 06:45 PM - Peak 1 of 1																			
Peak Hour for Entire Intersection Begins at 04:00 PM																			
04:00 PM	0	0	0	0	0	0	0	1	1	0	1	0	1	0	2	0	2	0	2
04:15 PM	0	1	0	1	0	0	0	0	0	1	2	1	4	0	0	1	1	0	1
04:30 PM	0	2	0	2	0	2	0	2	0	1	0	1	0	3	0	3	0	3	
04:45 PM	1	1	1	3	0	1	1	2	0	0	0	0	0	1	0	1	0	1	
<b>Total Volume</b>	<b>1</b>	<b>4</b>	<b>1</b>	<b>6</b>	<b>0</b>	<b>3</b>	<b>2</b>	<b>5</b>	<b>1</b>	<b>4</b>	<b>1</b>	<b>6</b>	<b>0</b>	<b>6</b>	<b>1</b>	<b>7</b>	<b>0</b>	<b>7</b>	
% App. Total	16.7	66.7	16.7		0	60	40		16.7	66.7	16.7		0	85.7	14.3				
PHF	.250	.500	.250	.500	.000	.375	.500	.625	.250	.500	.250	.375	.000	.500	.250	.583		.750	

# Traffic Data Service

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

File Name : 3PM FINAL  
 Site Code : 00000003  
 Start Date : 1/17/2018  
 Page No : 2



# Traffic Data Service

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

File Name : 5AM FINAL  
 Site Code : 00000005  
 Start Date : 1/10/2018  
 Page No : 1

Groups Printed- Lights - Buses - Trucks

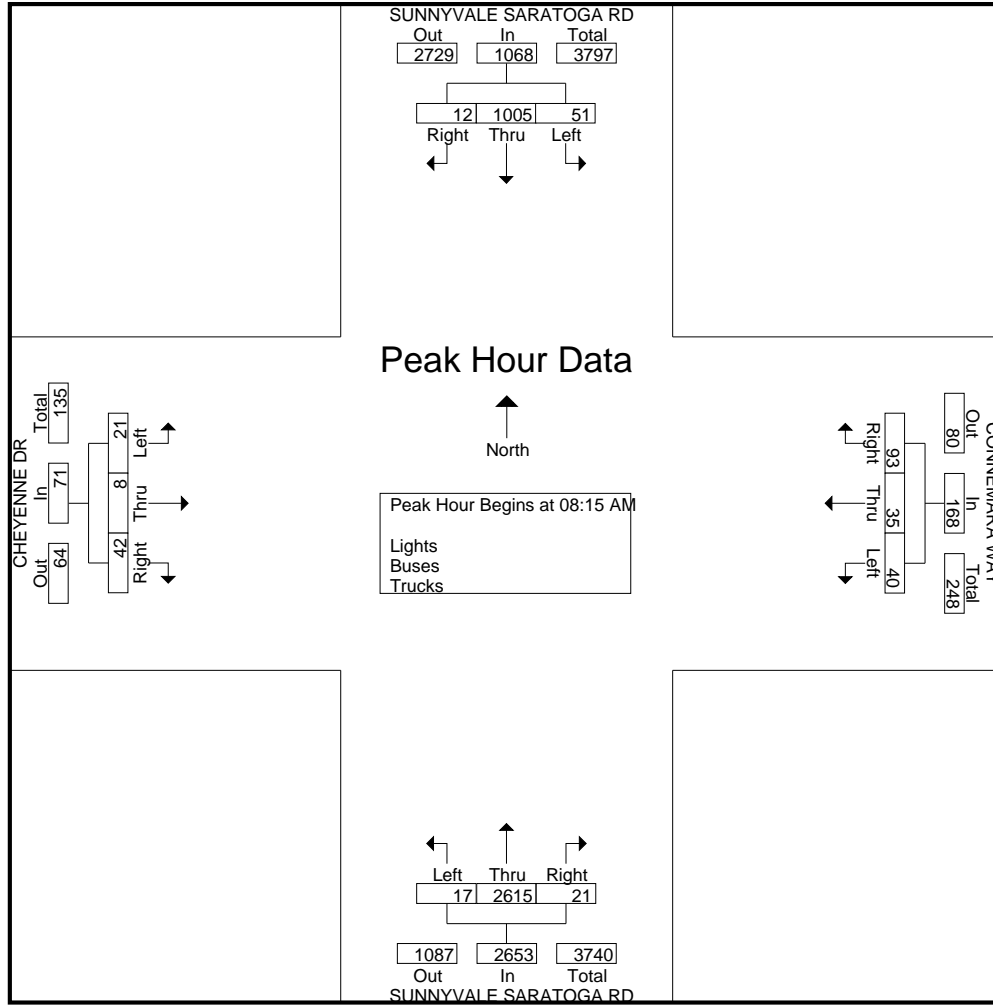
Start Time	SUNNYVALE SARATOGA RD Southbound					CONNEMARA WAY Westbound					SUNNYVALE SARATOGA RD Northbound					CHEYENNE DR Eastbound					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
07:00 AM	2	126	1	0	129	4	1	2	4	11	1	268	1	0	270	3	0	1	0	4	414
07:15 AM	2	160	0	0	162	7	1	8	1	17	0	288	8	0	296	4	0	2	0	6	481
07:30 AM	1	175	1	0	177	10	6	3	0	19	1	451	0	0	452	7	0	5	0	12	660
07:45 AM	2	199	0	2	203	9	10	6	0	25	1	551	18	0	570	15	0	6	0	21	819
Total	7	660	2	2	671	30	18	19	5	72	3	1558	27	0	1588	29	0	14	0	43	2374
08:00 AM	1	224	8	0	233	16	7	20	1	44	1	579	5	1	586	28	3	11	0	42	905
08:15 AM	1	280	5	0	286	25	4	7	1	37	5	634	2	0	641	11	3	5	0	19	983
08:30 AM	2	243	6	0	251	29	3	14	1	47	2	658	4	0	664	7	1	3	2	13	975
08:45 AM	7	227	6	0	240	15	7	9	1	32	9	705	4	1	719	13	1	7	3	24	1015
Total	11	974	25	0	1010	85	21	50	4	160	17	2576	15	2	2610	59	8	26	5	98	3878
09:00 AM	2	255	34	2	293	24	21	10	7	62	5	618	7	0	630	11	3	6	0	20	1005
09:15 AM	5	286	23	1	315	14	17	12	4	47	3	586	5	0	594	14	7	5	0	26	982
09:30 AM	3	260	8	0	271	9	5	5	0	19	5	464	3	0	472	10	3	5	0	18	780
09:45 AM	2	236	1	0	239	7	3	10	0	20	2	301	3	0	306	12	2	3	1	18	583
Total	12	1037	66	3	1118	54	46	37	11	148	15	1969	18	0	2002	47	15	19	1	82	3350
Grand Total	30	2671	93	5	2799	169	85	106	20	380	35	6103	60	2	6200	135	23	59	6	223	9602
Apprch %	1.1	95.4	3.3	0.2		44.5	22.4	27.9	5.3		0.6	98.4	1	0		60.5	10.3	26.5	2.7		
Total %	0.3	27.8	1	0.1	29.2	1.8	0.9	1.1	0.2	4	0.4	63.6	0.6	0	64.6	1.4	0.2	0.6	0.1	2.3	
Lights	30	2609	93	4	2736	169	85	105	20	379	34	6012	60	2	6108	135	23	59	6	223	9446
% Lights	100	97.7	100	80	97.7	100	100	99.1	100	99.7	97.1	98.5	100	100	98.5	100	100	100	100	100	98.4
Buses	0	32	0	0	32	0	0	1	0	1	0	44	0	0	44	0	0	0	0	0	77
% Buses	0	1.2	0	0	1.1	0	0	0.9	0	0.3	0	0.7	0	0	0.7	0	0	0	0	0	0.8
Trucks	0	30	0	1	31	0	0	0	0	0	1	47	0	0	48	0	0	0	0	0	79
% Trucks	0	1.1	0	20	1.1	0	0	0	0	0	2.9	0.8	0	0	0.8	0	0	0	0	0	0.8

Start Time	SUNNYVALE SARATOGA RD Southbound				CONNEMARA WAY Westbound				SUNNYVALE SARATOGA RD Northbound				CHEYENNE DR Eastbound				Int. Total
	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	
Peak Hour Analysis From 07:00 AM to 09:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 08:15 AM																	
08:15 AM	1	<b>280</b>	5	286	25	4	7	36	5	634	2	641	11	<b>3</b>	5	19	982
08:30 AM	2	243	6	251	<b>29</b>	3	<b>14</b>	46	2	658	4	664	7	1	3	11	972
08:45 AM	<b>7</b>	227	6	240	15	7	9	31	<b>9</b>	<b>705</b>	4	<b>718</b>	<b>13</b>	1	<b>7</b>	<b>21</b>	<b>1010</b>
09:00 AM	2	255	<b>34</b>	<b>291</b>	24	<b>21</b>	10	<b>55</b>	5	618	<b>7</b>	630	11	3	6	20	996
Total Volume	12	1005	51	1068	93	35	40	168	21	2615	17	2653	42	8	21	71	3960
% App. Total	1.1	94.1	4.8		55.4	20.8	23.8		0.8	98.6	0.6		59.2	11.3	29.6		
PHF	.429	.897	.375	.918	.802	.417	.714	.764	.583	.927	.607	.924	.808	.667	.750	.845	.980

# Traffic Data Service

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

File Name : 5AM FINAL  
 Site Code : 00000005  
 Start Date : 1/10/2018  
 Page No : 2



# Traffic Data Service

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

File Name : 5AM FINAL  
Site Code : 00000005  
Start Date : 1/10/2018  
Page No : 1

Groups Printed- Bikes

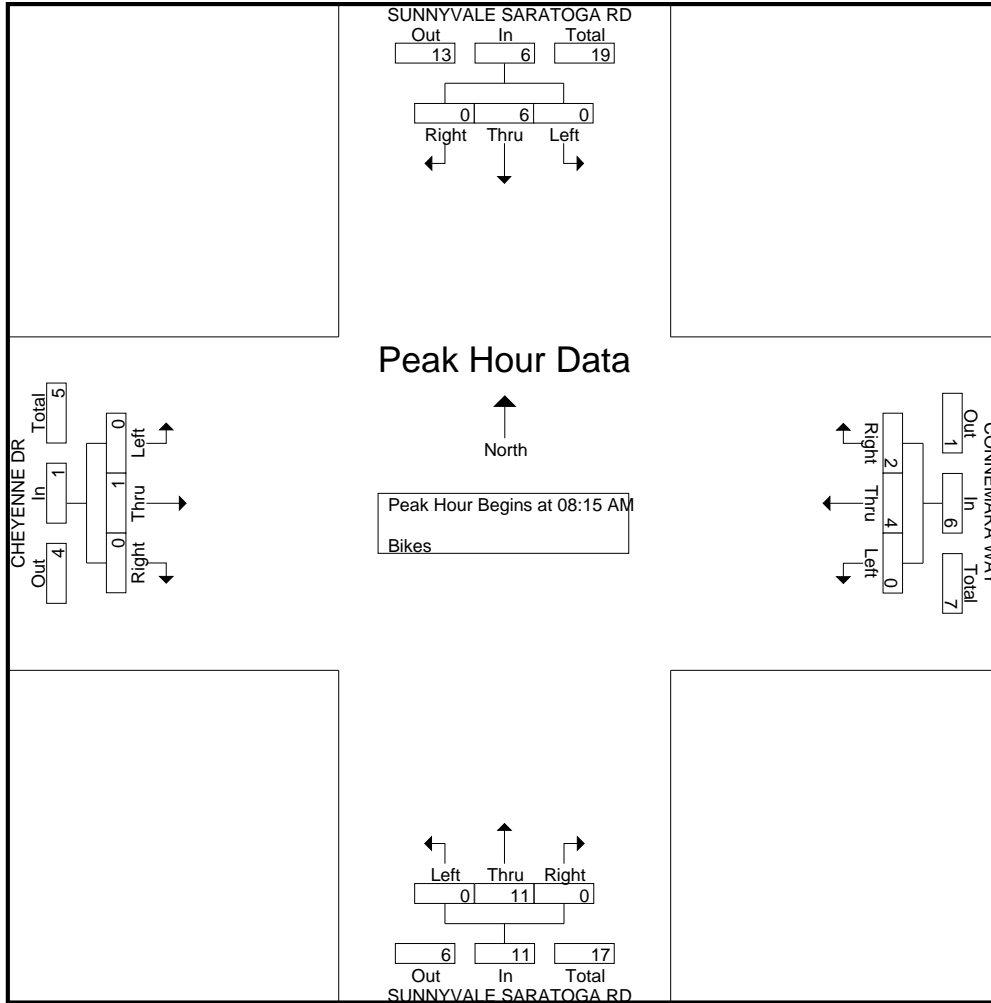
Start Time	SUNNYVALE SARATOGA RD Southbound					CONNEMARA WAY Westbound					SUNNYVALE SARATOGA RD Northbound					CHEYENNE DR Eastbound					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	2
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	3
07:30 AM	0	0	0	0	0	0	1	0	0	1	0	4	0	0	4	0	0	0	0	0	5
07:45 AM	0	2	0	0	2	0	2	0	0	2	0	2	0	0	2	0	0	0	0	0	6
<b>Total</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>11</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>16</b>
08:00 AM	0	1	0	0	1	0	0	0	0	0	0	4	0	0	4	1	1	0	0	2	7
08:15 AM	0	1	0	0	1	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	3
08:30 AM	0	2	0	0	2	0	0	0	0	0	0	5	0	0	5	0	0	0	0	0	7
08:45 AM	0	1	0	0	1	1	1	0	0	2	0	3	0	0	3	0	0	0	0	0	6
<b>Total</b>	<b>0</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>14</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>23</b>
09:00 AM	0	2	0	0	2	1	3	0	0	4	0	1	0	0	1	0	1	0	0	1	8
09:15 AM	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
09:30 AM	0	3	0	0	3	0	1	0	0	1	0	1	0	0	1	0	0	0	0	0	5
09:45 AM	0	1	0	0	1	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	3
<b>Total</b>	<b>0</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>1</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>0</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>18</b>
Grand Total	0	15	0	0	15	2	8	0	0	10	0	29	0	0	29	1	2	0	0	3	57
Apprch %	0	100	0	0		20	80	0	0		0	100	0	0		33.3	66.7	0	0		
Total %	0	26.3	0	0	26.3	3.5	14	0	0	17.5	0	50.9	0	0	50.9	1.8	3.5	0	0	5.3	

Start Time	SUNNYVALE SARATOGA RD Southbound					CONNEMARA WAY Westbound					SUNNYVALE SARATOGA RD Northbound					CHEYENNE DR Eastbound					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
Peak Hour Analysis From 07:00 AM to 09:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 08:15 AM																					
08:15 AM	0	1	0	0	1	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	3
08:30 AM	0	2	0	0	2	0	0	0	0	0	0	5	0	0	5	0	0	0	0	0	7
08:45 AM	0	1	0	0	1	1	1	0	0	2	0	3	0	0	3	0	0	0	0	0	6
09:00 AM	0	2	0	0	2	1	3	0	0	4	0	1	0	0	1	0	1	0	0	1	8
Total Volume	0	6	0	0	6	2	4	0	0	6	0	11	0	0	11	0	1	0	0	1	24
% App. Total	0	100	0	0		33.3	66.7	0	0		0	100	0	0		0	100	0	0		
PHF	.000	.750	.000	.000	.750	.500	.333	.000	.000	.375	.000	.550	.000	.000	.550	.000	.250	.000	.000	.250	.750

# Traffic Data Service

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

File Name : 5AM FINAL  
 Site Code : 00000005  
 Start Date : 1/10/2018  
 Page No : 2





# Traffic Data Service

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

File Name : 5PM FINAL  
Site Code : 00000005  
Start Date : 1/10/2018  
Page No : 1

Groups Printed- Lights - Buses - Trucks

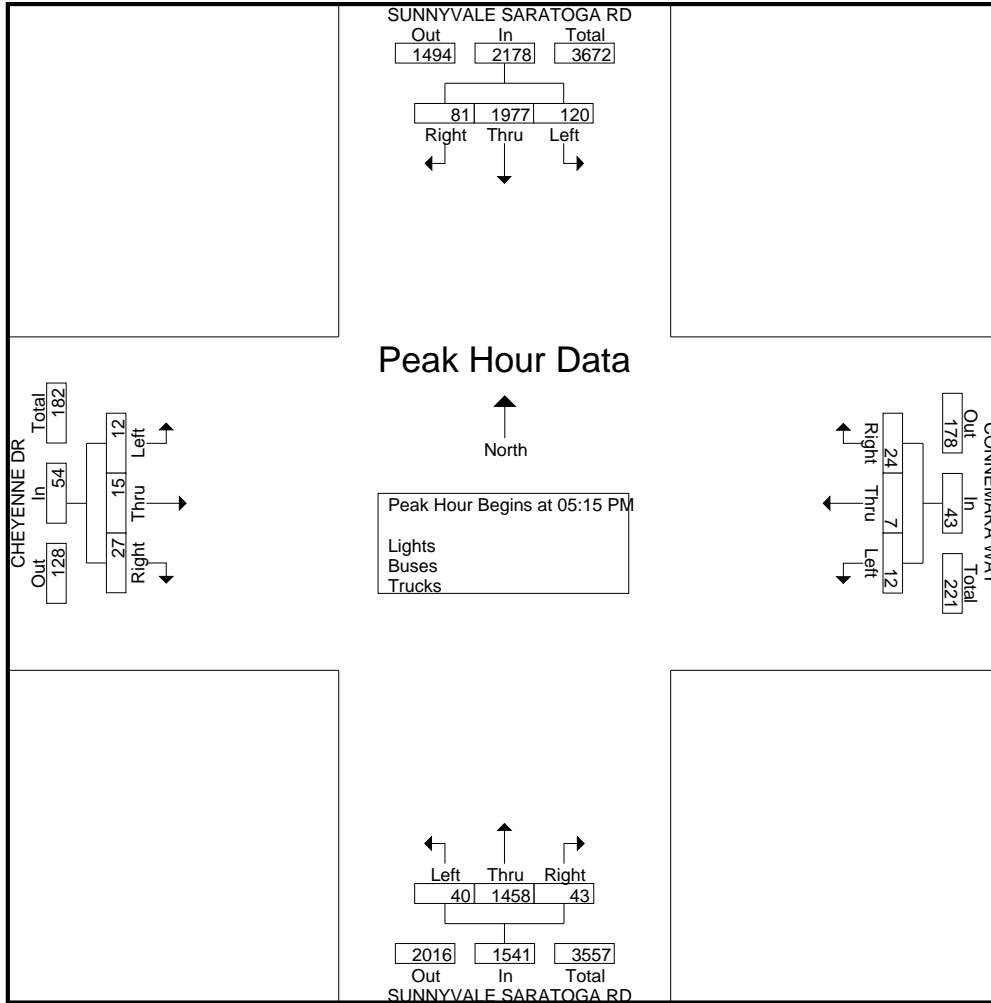
Start Time	SUNNYVALE SARATOGA RD Southbound					CONNEMARA WAY Westbound					SUNNYVALE SARATOGA RD Northbound					CHEYENNE DR Eastbound					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
04:00 PM	3	362	10	1	376	9	3	1	1	14	6	274	5	0	285	8	4	1	0	13	688
04:15 PM	6	414	6	0	426	4	2	7	1	14	7	245	5	4	261	4	3	1	0	8	709
04:30 PM	8	376	12	4	400	7	0	2	3	12	8	285	9	0	302	2	3	6	0	11	725
04:45 PM	33	328	25	0	386	7	3	3	0	13	10	275	7	0	292	0	4	1	1	6	697
Total	50	1480	53	5	1588	27	8	13	5	53	31	1079	26	4	1140	14	14	9	1	38	2819
05:00 PM	44	375	36	0	455	4	5	2	0	11	4	285	7	0	296	2	5	3	0	10	772
05:15 PM	29	415	41	0	485	7	4	3	0	14	6	391	6	2	405	6	7	3	2	18	922
05:30 PM	20	548	29	0	597	7	2	1	0	10	5	357	13	0	375	4	5	5	1	15	997
05:45 PM	13	482	24	0	519	4	0	4	0	8	12	363	13	0	388	12	1	3	0	16	931
Total	106	1820	130	0	2056	22	11	10	0	43	27	1396	39	2	1464	24	18	14	3	59	3622
06:00 PM	19	532	26	1	578	6	1	4	0	11	20	347	8	1	376	5	2	1	2	10	975
06:15 PM	13	485	15	0	513	3	2	6	1	12	11	359	3	0	373	3	1	3	0	7	905
06:30 PM	4	449	10	3	466	5	2	5	0	12	17	336	5	0	358	3	6	4	0	13	849
06:45 PM	11	478	17	0	506	3	2	3	0	8	17	336	6	0	359	9	4	3	0	16	889
Total	47	1944	68	4	2063	17	7	18	1	43	65	1378	22	1	1466	20	13	11	2	46	3618
Grand Total	203	5244	251	9	5707	66	26	41	6	139	123	3853	87	7	4070	58	45	34	6	143	10059
Apprch %	3.6	91.9	4.4	0.2		47.5	18.7	29.5	4.3		3	94.7	2.1	0.2		40.6	31.5	23.8	4.2		
Total %	2	52.1	2.5	0.1	56.7	0.7	0.3	0.4	0.1	1.4	1.2	38.3	0.9	0.1	40.5	0.6	0.4	0.3	0.1	1.4	
Lights	202	5203	251	9	5665	65	26	41	6	138	122	3826	87	7	4042	58	44	33	6	141	9986
% Lights	99.5	99.2	100	100	99.3	98.5	100	100	100	99.3	99.2	99.3	100	100	99.3	100	97.8	97.1	100	98.6	99.3
Buses	0	24	0	0	24	1	0	0	0	1	0	18	0	0	18	0	1	0	0	1	44
% Buses	0	0.5	0	0	0.4	1.5	0	0	0	0.7	0	0.5	0	0	0.4	0	2.2	0	0	0.7	0.4
Trucks	1	17	0	0	18	0	0	0	0	0	1	9	0	0	10	0	0	1	0	1	29
% Trucks	0.5	0.3	0	0	0.3	0	0	0	0	0	0.8	0.2	0	0	0.2	0	0	2.9	0	0.7	0.3

Start Time	SUNNYVALE SARATOGA RD Southbound				CONNEMARA WAY Westbound				SUNNYVALE SARATOGA RD Northbound				CHEYENNE DR Eastbound				Int. Total
	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	
Peak Hour Analysis From 04:00 PM to 06:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 05:15 PM																	
05:15 PM	29	415	41	485	7	4	3	14	6	391	6	403	6	7	3	16	918
05:30 PM	20	548	29	597	7	2	1	10	5	357	13	375	4	5	5	14	996
05:45 PM	13	482	24	519	4	0	4	8	12	363	13	388	12	1	3	16	931
06:00 PM	19	532	26	577	6	1	4	11	20	347	8	375	5	2	1	8	971
Total Volume	81	1977	120	2178	24	7	12	43	43	1458	40	1541	27	15	12	54	3816
% App. Total	3.7	90.8	5.5		55.8	16.3	27.9		2.8	94.6	2.6		50	27.8	22.2		
PHF	.698	.902	.732	.912	.857	.438	.750	.768	.538	.932	.769	.956	.563	.536	.600	.844	.958

# Traffic Data Service

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

File Name : 5PM FINAL  
 Site Code : 00000005  
 Start Date : 1/10/2018  
 Page No : 2



# Traffic Data Service

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

File Name : 5PM FINAL  
 Site Code : 00000005  
 Start Date : 1/10/2018  
 Page No : 1

Groups Printed- Bikes

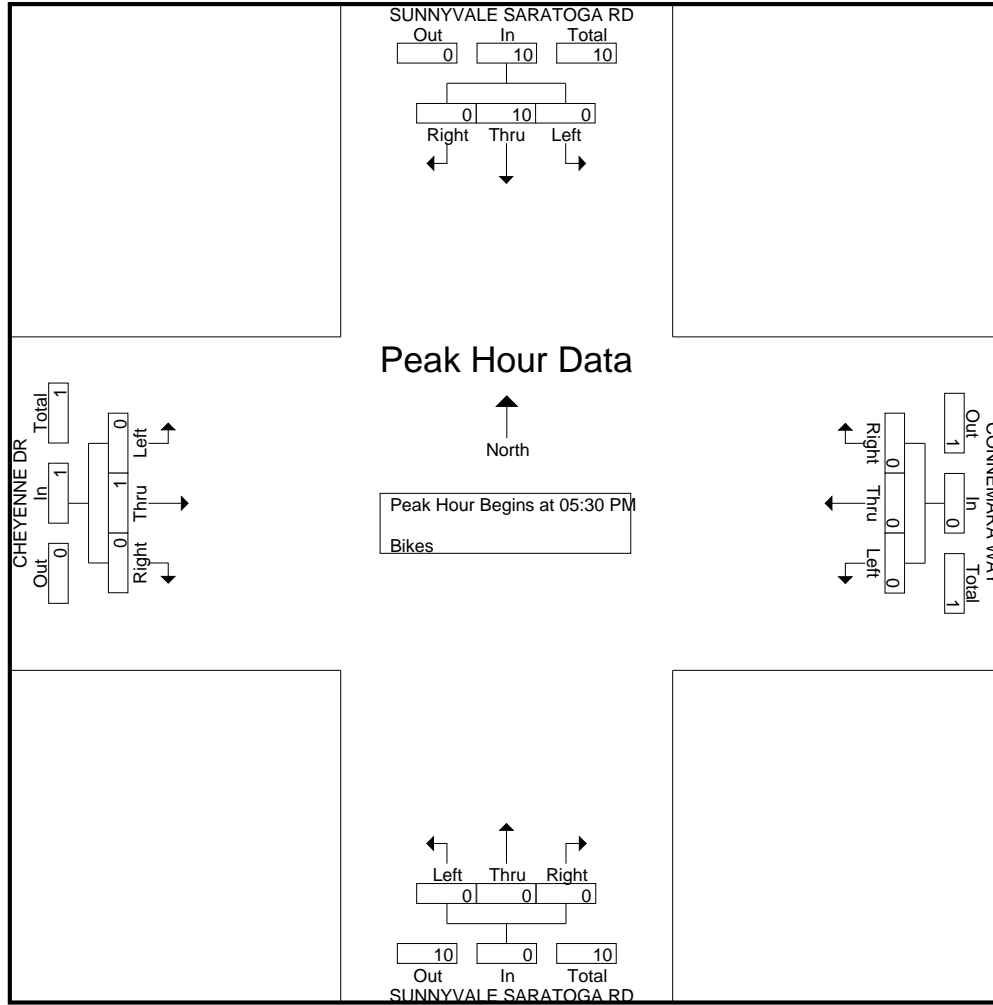
Start Time	SUNNYVALE SARATOGA RD Southbound					CONNEMARA WAY Westbound					SUNNYVALE SARATOGA RD Northbound					CHEYENNE DR Eastbound					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	0	1	0	0	1	3
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	2
Total	0	1	0	0	1	0	0	0	0	0	0	4	0	0	4	0	1	0	0	1	6
05:00 PM	1	2	0	1	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4
05:15 PM	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
05:30 PM	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
05:45 PM	0	3	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
Total	1	9	0	1	11	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	11
06:00 PM	0	3	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
06:15 PM	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	3
06:30 PM	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
06:45 PM	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
Total	0	9	0	0	9	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	10
Grand Total	1	19	0	1	21	0	0	0	0	0	0	4	0	0	4	0	2	0	0	2	27
Apprch %	4.8	90.5	0	4.8		0	0	0	0		0	100	0	0		0	100	0	0		
Total %	3.7	70.4	0	3.7	77.8	0	0	0	0	0	0	14.8	0	0	14.8	0	7.4	0	0	7.4	

Start Time	SUNNYVALE SARATOGA RD Southbound					CONNEMARA WAY Westbound					SUNNYVALE SARATOGA RD Northbound					CHEYENNE DR Eastbound					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
Peak Hour Analysis From 04:00 PM to 06:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 05:30 PM																					
05:30 PM	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
05:45 PM	0	3	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
06:00 PM	0	3	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
06:15 PM	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	3
Total Volume	0	10	0	0	10	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	11
% App. Total	0	100	0	0		0	0	0	0		0	0	0	0		0	100	0	0		
PHF	.000	.833	.000	.000	.833	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.250	.000	.000	.250	.917

# Traffic Data Service

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

File Name : 5PM FINAL  
 Site Code : 00000005  
 Start Date : 1/10/2018  
 Page No : 2



# Traffic Data Service

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

File Name : 6AM FINAL  
Site Code : 00000006  
Start Date : 1/10/2018  
Page No : 1

Groups Printed- Lights - Buses - Trucks

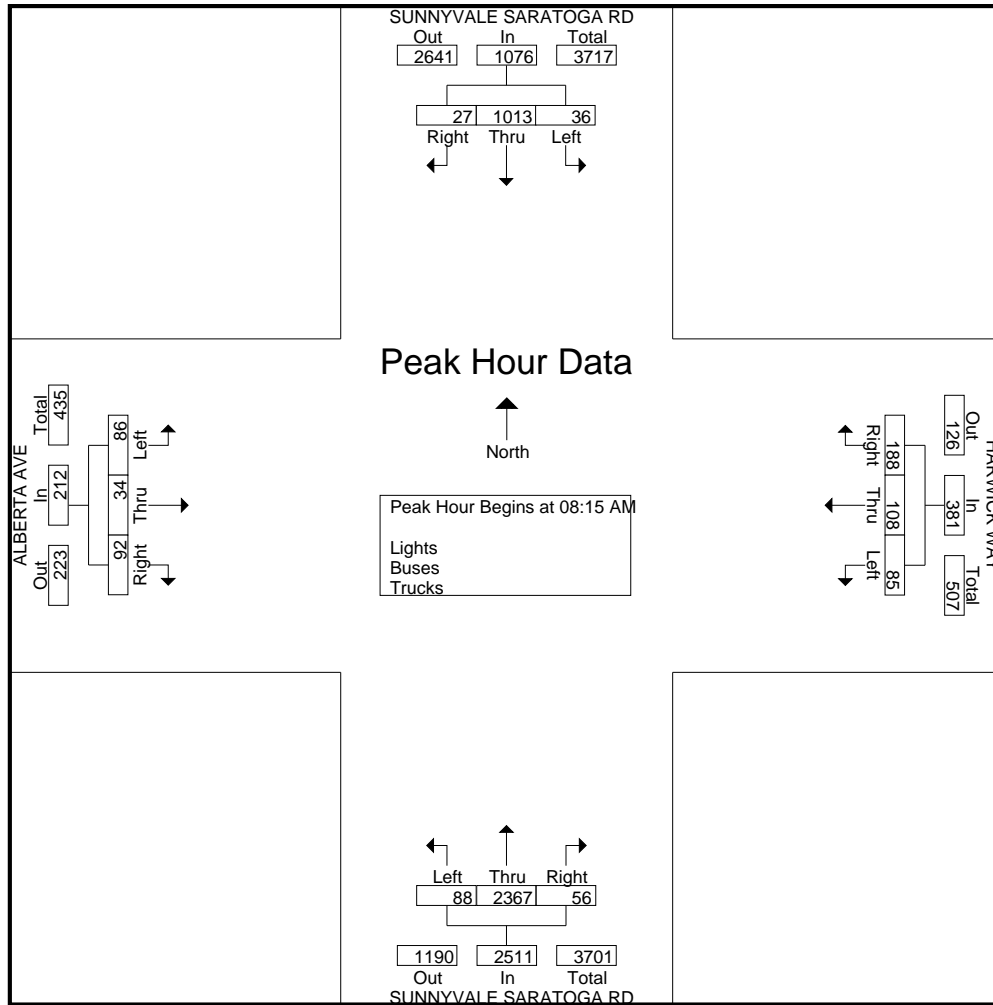
Start Time	SUNNYVALE SARATOGA RD Southbound					HARWICK WAY Westbound					SUNNYVALE SARATOGA RD Northbound					ALBERTA AVE Eastbound					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
07:00 AM	7	117	3	0	127	14	3	7	2	26	5	238	12	2	257	11	2	13	0	26	436
07:15 AM	10	167	0	0	177	12	2	7	3	24	5	287	15	1	308	19	1	10	1	31	540
07:30 AM	4	174	4	0	182	32	6	10	0	48	8	433	11	0	452	19	0	15	0	34	716
07:45 AM	5	209	3	3	220	38	40	15	0	93	15	537	29	1	582	35	1	17	0	53	948
<b>Total</b>	<b>26</b>	<b>667</b>	<b>10</b>	<b>3</b>	<b>706</b>	<b>96</b>	<b>51</b>	<b>39</b>	<b>5</b>	<b>191</b>	<b>33</b>	<b>1495</b>	<b>67</b>	<b>4</b>	<b>1599</b>	<b>84</b>	<b>4</b>	<b>55</b>	<b>1</b>	<b>144</b>	<b>2640</b>
08:00 AM	8	244	8	0	260	31	20	20	0	71	16	509	14	0	539	49	16	26	0	91	961
08:15 AM	5	282	17	1	305	40	18	16	1	75	23	586	16	1	626	21	10	21	0	52	1058
08:30 AM	6	258	4	1	269	51	15	33	0	99	8	565	22	0	595	26	9	20	3	58	1021
08:45 AM	9	217	4	2	232	46	28	21	1	96	15	647	24	1	687	25	7	24	1	57	1072
<b>Total</b>	<b>28</b>	<b>1001</b>	<b>33</b>	<b>4</b>	<b>1066</b>	<b>168</b>	<b>81</b>	<b>90</b>	<b>2</b>	<b>341</b>	<b>62</b>	<b>2307</b>	<b>76</b>	<b>2</b>	<b>2447</b>	<b>121</b>	<b>42</b>	<b>91</b>	<b>4</b>	<b>258</b>	<b>4112</b>
09:00 AM	7	256	11	4	278	51	47	15	1	114	10	569	26	3	608	20	8	21	2	51	1051
09:15 AM	23	300	14	0	337	28	24	20	1	73	8	532	27	2	569	27	12	20	0	59	1038
09:30 AM	5	250	7	0	262	27	8	11	0	46	17	439	11	0	467	22	8	22	0	52	827
09:45 AM	14	207	14	0	235	36	13	20	0	69	5	223	15	3	246	18	12	34	1	65	615
<b>Total</b>	<b>49</b>	<b>1013</b>	<b>46</b>	<b>4</b>	<b>1112</b>	<b>142</b>	<b>92</b>	<b>66</b>	<b>2</b>	<b>302</b>	<b>40</b>	<b>1763</b>	<b>79</b>	<b>8</b>	<b>1890</b>	<b>87</b>	<b>40</b>	<b>97</b>	<b>3</b>	<b>227</b>	<b>3531</b>
Grand Total	103	2681	89	11	2884	406	224	195	9	834	135	5565	222	14	5936	292	86	243	8	629	10283
Apprch %	3.6	93	3.1	0.4		48.7	26.9	23.4	1.1		2.3	93.8	3.7	0.2		46.4	13.7	38.6	1.3		
Total %	1	26.1	0.9	0.1	28	3.9	2.2	1.9	0.1	8.1	1.3	54.1	2.2	0.1	57.7	2.8	0.8	2.4	0.1	6.1	
Lights	102	2623	89	11	2825	405	221	193	9	828	131	5467	219	13	5830	291	85	242	8	626	10109
% Lights	99	97.8	100	100	98	99.8	98.7	99	100	99.3	97	98.2	98.6	92.9	98.2	99.7	98.8	99.6	100	99.5	98.3
Buses	1	30	0	0	31	1	2	2	0	5	2	49	2	0	53	0	1	0	0	1	90
% Buses	1	1.1	0	0	1.1	0.2	0.9	1	0	0.6	1.5	0.9	0.9	0	0.9	0	1.2	0	0	0.2	0.9
Trucks	0	28	0	0	28	0	1	0	0	1	2	49	1	1	53	1	0	1	0	2	84
% Trucks	0	1	0	0	1	0	0.4	0	0	0.1	1.5	0.9	0.5	7.1	0.9	0.3	0	0.4	0	0.3	0.8

Start Time	SUNNYVALE SARATOGA RD Southbound				HARWICK WAY Westbound				SUNNYVALE SARATOGA RD Northbound				ALBERTA AVE Eastbound				Int. Total
	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	
Peak Hour Analysis From 07:00 AM to 09:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 08:15 AM																	
08:15 AM	5	<b>282</b>	<b>17</b>	<b>304</b>	40	18	16	74	<b>23</b>	586	16	625	21	<b>10</b>	21	52	1055
08:30 AM	6	258	4	268	<b>51</b>	15	<b>33</b>	99	8	565	22	595	<b>26</b>	9	20	55	1017
08:45 AM	<b>9</b>	217	4	230	46	28	21	95	15	<b>647</b>	24	<b>686</b>	25	7	<b>24</b>	<b>56</b>	<b>1067</b>
09:00 AM	7	256	11	274	51	<b>47</b>	15	<b>113</b>	10	569	<b>26</b>	605	20	8	21	49	1041
Total Volume	27	1013	36	1076	188	108	85	381	56	2367	88	2511	92	34	86	212	4180
% App. Total	2.5	94.1	3.3		49.3	28.3	22.3		2.2	94.3	3.5		43.4	16	40.6		
PHF	.750	.898	.529	.885	.922	.574	.644	.843	.609	.915	.846	.915	.885	.850	.896	.946	.979

# Traffic Data Service

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

File Name : 6AM FINAL  
 Site Code : 00000006  
 Start Date : 1/10/2018  
 Page No : 2



# Traffic Data Service

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

File Name : 6AM FINAL  
 Site Code : 00000006  
 Start Date : 1/10/2018  
 Page No : 1

Groups Printed- Bikes

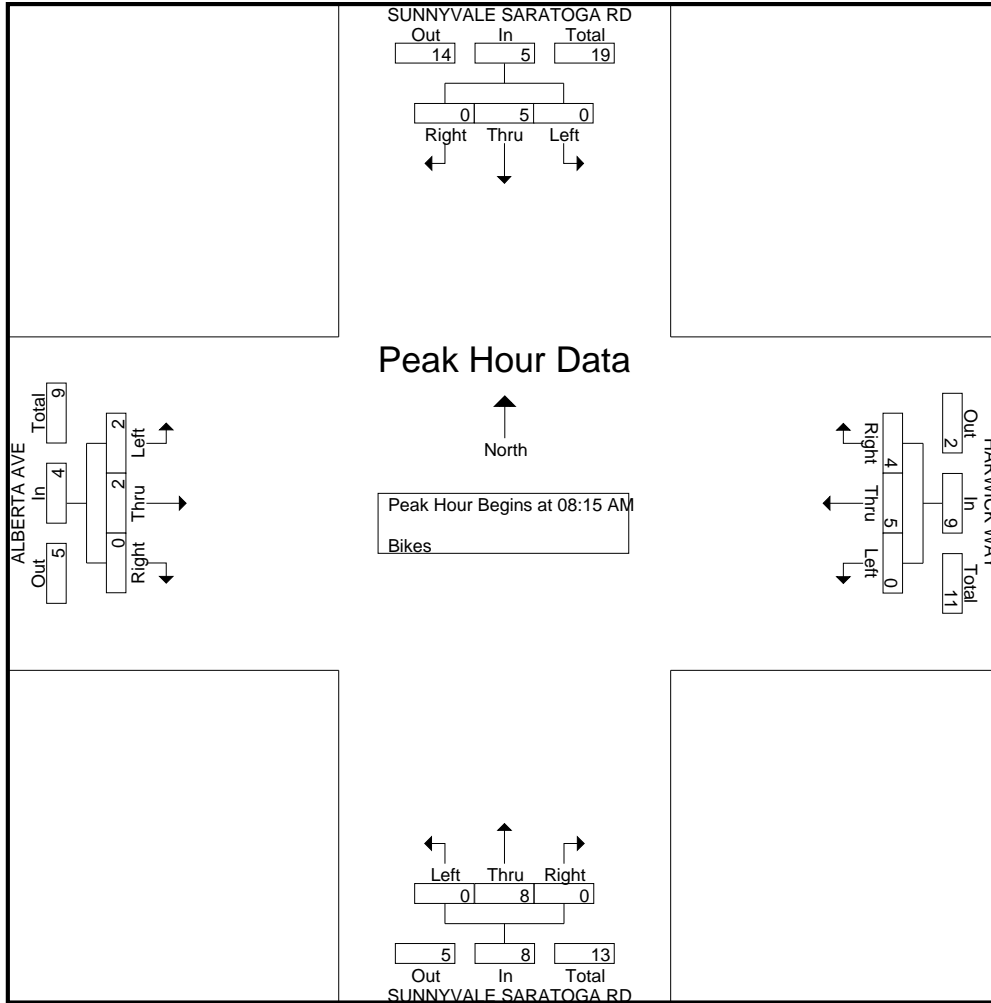
Start Time	SUNNYVALE SARATOGA RD Southbound					HARWICK WAY Westbound					SUNNYVALE SARATOGA RD Northbound					ALBERTA AVE Eastbound					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	1	0	1	2
07:15 AM	0	0	0	0	0	1	0	0	0	1	0	1	0	0	1	0	0	0	0	0	2
07:30 AM	0	0	0	0	0	1	1	1	0	3	1	1	0	0	2	0	0	1	0	1	6
07:45 AM	0	2	0	0	2	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	5
<b>Total</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>2</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>4</b>	<b>1</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>2</b>	<b>15</b>
08:00 AM	0	2	0	0	2	2	1	0	0	3	1	2	0	0	3	0	0	0	0	0	8
08:15 AM	0	1	0	0	1	0	0	0	0	0	0	2	0	0	2	0	2	1	0	3	6
08:30 AM	0	1	0	0	1	1	0	0	0	1	0	3	0	0	3	0	0	1	0	1	6
08:45 AM	0	1	0	0	1	1	2	0	0	3	0	1	0	0	1	0	0	0	0	0	5
<b>Total</b>	<b>0</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>4</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>1</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>0</b>	<b>2</b>	<b>2</b>	<b>0</b>	<b>4</b>	<b>25</b>
09:00 AM	0	2	0	0	2	2	3	0	0	5	0	2	0	0	2	0	0	0	0	0	9
09:15 AM	0	2	0	0	2	0	1	0	0	1	0	2	0	0	2	0	0	0	0	0	5
09:30 AM	0	3	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
09:45 AM	0	1	0	0	1	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	4
<b>Total</b>	<b>0</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>2</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>0</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>21</b>
Grand Total	0	15	0	0	15	8	8	1	0	17	2	21	0	0	23	0	2	4	0	6	61
Apprch %	0	100	0	0		47.1	47.1	5.9	0		8.7	91.3	0	0		0	33.3	66.7	0		
Total %	0	24.6	0	0	24.6	13.1	13.1	1.6	0	27.9	3.3	34.4	0	0	37.7	0	3.3	6.6	0	9.8	

Start Time	SUNNYVALE SARATOGA RD Southbound					HARWICK WAY Westbound					SUNNYVALE SARATOGA RD Northbound					ALBERTA AVE Eastbound					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
Peak Hour Analysis From 07:00 AM to 09:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 08:15 AM																					
08:15 AM	0	1	0	0	1	0	0	0	0	0	0	2	0	0	2	0	2	1	0	3	6
08:30 AM	0	1	0	0	1	1	0	0	0	1	0	3	0	0	3	0	0	1	0	1	6
08:45 AM	0	1	0	0	1	1	2	0	0	3	0	1	0	0	1	0	0	0	0	0	5
09:00 AM	0	2	0	0	2	2	3	0	0	5	0	2	0	0	2	0	0	0	0	0	9
Total Volume	0	5	0	0	5	4	5	0	0	9	0	8	0	0	8	0	2	2	0	4	26
% App. Total	0	100	0	0		44.4	55.6	0	0		0	100	0	0		0	50	50	0		
PHF	.000	.625	.000	.000	.625	.500	.417	.000	.000	.450	.000	.667	.000	.000	.667	.000	.250	.500	.000	.333	.722

# Traffic Data Service

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

File Name : 6AM FINAL  
 Site Code : 00000006  
 Start Date : 1/10/2018  
 Page No : 2





# Traffic Data Service

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

File Name : 6PM FINAL  
 Site Code : 00000006  
 Start Date : 1/10/2018  
 Page No : 1

Groups Printed- Lights - Buses - Trucks

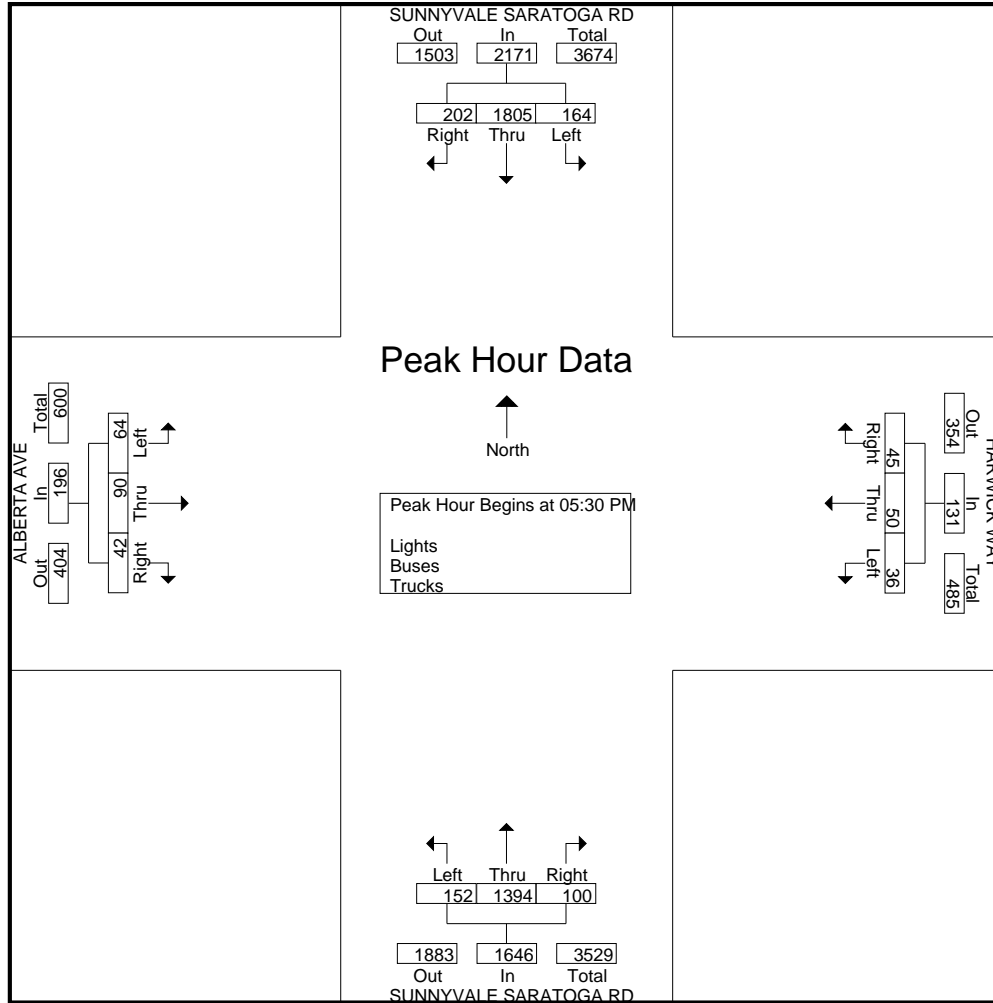
Start Time	SUNNYVALE SARATOGA RD Southbound					HARWICK WAY Westbound					SUNNYVALE SARATOGA RD Northbound					ALBERTA AVE Eastbound					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
04:00 PM	30	312	28	0	370	15	14	3	0	32	16	235	21	7	279	18	17	13	1	49	730
04:15 PM	35	300	37	0	372	12	12	5	1	30	18	264	28	1	311	9	26	11	0	46	759
04:30 PM	41	302	47	1	391	9	21	3	1	34	11	272	30	1	314	9	18	9	1	37	776
04:45 PM	37	305	38	0	380	14	22	4	1	41	21	266	26	2	315	11	23	12	3	49	785
Total	143	1219	150	1	1513	50	69	15	3	137	66	1037	105	11	1219	47	84	45	5	181	3050
05:00 PM	50	248	49	2	349	26	12	5	0	43	15	273	34	4	326	19	37	15	3	74	792
05:15 PM	34	334	31	0	399	19	21	6	0	46	21	367	36	2	426	7	43	17	1	68	939
05:30 PM	58	469	36	0	563	12	10	12	0	34	23	340	30	1	394	8	24	19	0	51	1042
05:45 PM	39	429	44	0	512	15	18	11	0	44	22	336	46	1	405	14	34	21	0	69	1030
Total	181	1480	160	2	1823	72	61	34	0	167	81	1316	146	8	1551	48	138	72	4	262	3803
06:00 PM	57	474	41	1	573	9	15	4	0	28	29	350	36	1	416	12	17	10	1	40	1057
06:15 PM	48	433	43	1	525	9	7	9	0	25	26	368	40	0	434	8	15	14	0	37	1021
06:30 PM	40	405	43	2	490	16	6	8	0	30	13	319	36	1	369	13	23	12	0	48	937
06:45 PM	42	422	28	0	492	19	9	7	2	37	14	309	34	0	357	18	11	16	1	46	932
Total	187	1734	155	4	2080	53	37	28	2	120	82	1346	146	2	1576	51	66	52	2	171	3947
Grand Total	511	4433	465	7	5416	175	167	77	5	424	229	3699	397	21	4346	146	288	169	11	614	10800
Apprch %	9.4	81.9	8.6	0.1		41.3	39.4	18.2	1.2		5.3	85.1	9.1	0.5		23.8	46.9	27.5	1.8		
Total %	4.7	41	4.3	0.1	50.1	1.6	1.5	0.7	0	3.9	2.1	34.2	3.7	0.2	40.2	1.4	2.7	1.6	0.1	5.7	
Lights	511	4383	465	7	5366	174	165	77	5	421	227	3675	396	21	4319	146	287	169	11	613	10719
% Lights	100	98.9	100	100	99.1	99.4	98.8	100	100	99.3	99.1	99.4	99.7	100	99.4	100	99.7	100	100	99.8	99.2
Buses	0	30	0	0	30	0	0	0	0	0	0	17	0	0	17	0	0	0	0	0	47
% Buses	0	0.7	0	0	0.6	0	0	0	0	0	0	0.5	0	0	0.4	0	0	0	0	0	0.4
Trucks	0	20	0	0	20	1	2	0	0	3	2	7	1	0	10	0	1	0	0	1	34
% Trucks	0	0.5	0	0	0.4	0.6	1.2	0	0	0.7	0.9	0.2	0.3	0	0.2	0	0.3	0	0	0.2	0.3

Start Time	SUNNYVALE SARATOGA RD Southbound				HARWICK WAY Westbound				SUNNYVALE SARATOGA RD Northbound				ALBERTA AVE Eastbound				Int. Total
	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	
Peak Hour Analysis From 04:00 PM to 06:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 05:30 PM																	
05:30 PM	58	469	36	563	12	10	12	34	23	340	30	393	8	24	19	51	1041
05:45 PM	39	429	44	512	15	18	11	44	22	336	46	404	14	34	21	69	1029
06:00 PM	57	474	41	572	9	15	4	28	29	350	36	415	12	17	10	39	1054
06:15 PM	48	433	43	524	9	7	9	25	26	368	40	434	8	15	14	37	1020
Total Volume	202	1805	164	2171	45	50	36	131	100	1394	152	1646	42	90	64	196	4144
% App. Total	9.3	83.1	7.6		34.4	38.2	27.5		6.1	84.7	9.2		21.4	45.9	32.7		
PHF	.871	.952	.932	.949	.750	.694	.750	.744	.862	.947	.826	.948	.750	.662	.762	.710	.983

# Traffic Data Service

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

File Name : 6PM FINAL  
 Site Code : 00000006  
 Start Date : 1/10/2018  
 Page No : 2



# Traffic Data Service

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

File Name : 6PM FINAL  
 Site Code : 00000006  
 Start Date : 1/10/2018  
 Page No : 1

Groups Printed- Bikes

Start Time	SUNNYVALE SARATOGA RD Southbound					HARWICK WAY Westbound					SUNNYVALE SARATOGA RD Northbound					ALBERTA AVE Eastbound					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
04:00 PM	0	0	0	0	0	1	1	0	0	2	0	2	0	0	2	0	0	0	0	0	4
04:15 PM	0	0	0	0	0	1	1	0	0	2	0	0	0	0	0	0	0	0	0	0	2
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1
<b>Total</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>7</b>
05:00 PM	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	3
05:15 PM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
05:30 PM	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
05:45 PM	0	3	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
<b>Total</b>	<b>0</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>9</b>
06:00 PM	2	1	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
06:15 PM	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
06:30 PM	0	3	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
06:45 PM	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
<b>Total</b>	<b>2</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>10</b>
Grand Total	2	16	0	0	18	2	2	0	0	4	0	3	0	0	3	0	1	0	0	1	26
Apprch %	11.1	88.9	0	0		50	50	0	0		0	100	0	0		0	100	0	0		
Total %	7.7	61.5	0	0	69.2	7.7	7.7	0	0	15.4	0	11.5	0	0	11.5	0	3.8	0	0	3.8	

Start Time	SUNNYVALE SARATOGA RD Southbound					HARWICK WAY Westbound					SUNNYVALE SARATOGA RD Northbound					ALBERTA AVE Eastbound					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
05:45 PM	0	3	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
06:00 PM	2	1	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
06:15 PM	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
06:30 PM	0	3	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
<b>Total Volume</b>	<b>2</b>	<b>9</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>11</b>
% App. Total	18.2	81.8	0	0		0	0	0	0		0	0	0	0		0	0	0	0		
PHF	.250	.750	.000	.000	.917	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.917

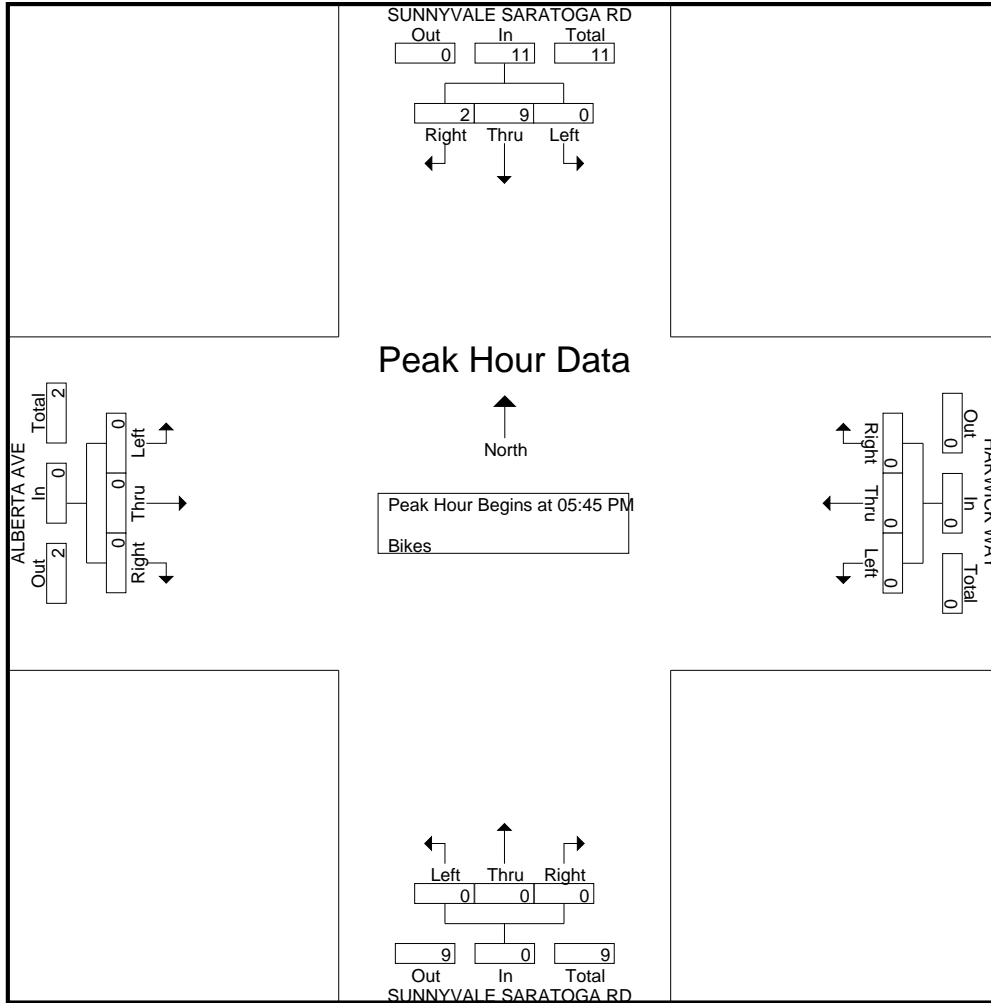
Peak Hour Analysis From 04:00 PM to 06:45 PM - Peak 1 of 1

Peak Hour for Entire Intersection Begins at 05:45 PM

# Traffic Data Service

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

File Name : 6PM FINAL  
 Site Code : 00000006  
 Start Date : 1/10/2018  
 Page No : 2



# Traffic Data Service

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

File Name : 2AM FINAL  
 Site Code : 00000002  
 Start Date : 5/11/2017  
 Page No : 1

Groups Printed- Lights - Buses - Trucks

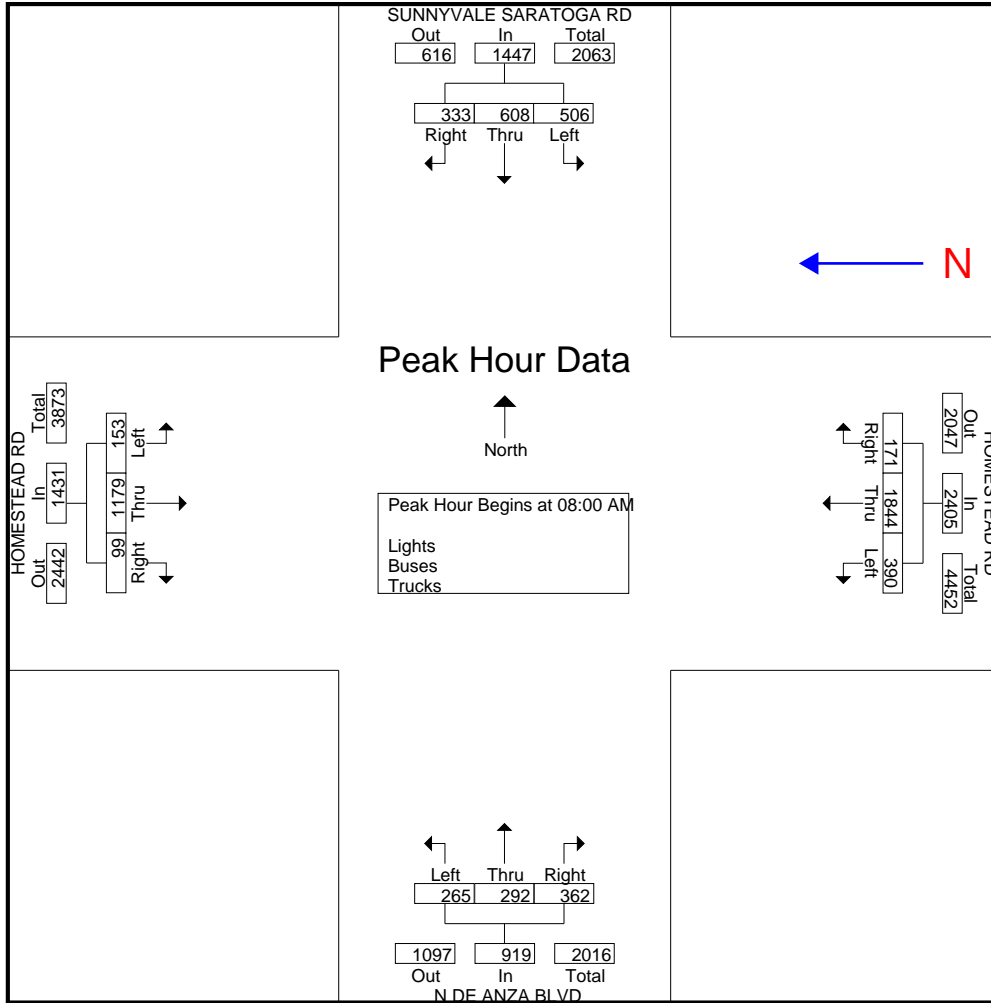
Start Time	SUNNYVALE SARATOGA RD Southbound					HOMESTEAD RD Westbound					N DE ANZA BLVD Northbound					HOMESTEAD RD Eastbound					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
07:00 AM	27	69	52	1	149	17	210	68	0	295	30	20	17	1	68	13	145	12	0	170	682
07:15 AM	59	107	84	3	253	15	275	90	3	383	52	36	31	3	122	11	171	22	1	205	963
07:30 AM	68	121	97	1	287	39	387	85	1	512	81	63	58	3	205	22	259	41	1	323	1327
07:45 AM	97	164	146	0	407	18	419	89	3	529	58	71	91	1	221	31	171	24	1	227	1384
Total	251	461	379	5	1096	89	1291	332	7	1719	221	190	197	8	616	77	746	99	3	925	4356
08:00 AM	73	133	133	6	345	40	481	122	3	646	89	67	63	1	220	23	337	36	2	398	1609
08:15 AM	63	173	126	3	365	45	448	94	6	593	85	89	67	1	242	24	322	50	1	397	1597
08:30 AM	100	158	128	1	387	54	447	101	6	608	90	71	68	2	231	28	245	31	2	306	1532
08:45 AM	97	144	119	1	361	32	468	73	2	575	98	65	67	4	234	24	275	36	1	336	1506
Total	333	608	506	11	1458	171	1844	390	17	2422	362	292	265	8	927	99	1179	153	6	1437	6244
09:00 AM	96	159	138	6	399	49	415	78	7	549	79	79	75	1	234	21	267	40	1	329	1511
09:15 AM	90	121	143	4	358	53	461	105	2	621	80	84	48	4	216	17	255	34	2	308	1503
09:30 AM	70	88	105	9	272	31	391	75	11	508	98	79	54	2	233	18	285	34	5	342	1355
09:45 AM	58	91	119	0	268	41	333	98	6	478	86	76	49	3	214	17	245	31	1	294	1254
Total	314	459	505	19	1297	174	1600	356	26	2156	343	318	226	10	897	73	1052	139	9	1273	5623
Grand Total	898	1528	1390	35	3851	434	4735	1078	50	6297	926	800	688	26	2440	249	2977	391	18	3635	16223
Apprch %	23.3	39.7	36.1	0.9		6.9	75.2	17.1	0.8		38	32.8	28.2	1.1		6.9	81.9	10.8	0.5		
Total %	5.5	9.4	8.6	0.2	23.7	2.7	29.2	6.6	0.3	38.8	5.7	4.9	4.2	0.2	15	1.5	18.4	2.4	0.1	22.4	
Lights	890	1498	1361	35	3784	421	4653	1056	49	6179	915	786	680	25	2406	243	2917	386	18	3564	15933
% Lights	99.1	98	97.9	100	98.3	97	98.3	98	98	98.1	98.8	98.2	98.8	96.2	98.6	97.6	98	98.7	100	98	98.2
Buses	2	9	2	0	13	3	39	4	0	46	4	10	2	0	16	2	27	3	0	32	107
% Buses	0.2	0.6	0.1	0	0.3	0.7	0.8	0.4	0	0.7	0.4	1.2	0.3	0	0.7	0.8	0.9	0.8	0	0.9	0.7
Trucks	6	21	27	0	54	10	43	18	1	72	7	4	6	1	18	4	33	2	0	39	183
% Trucks	0.7	1.4	1.9	0	1.4	2.3	0.9	1.7	2	1.1	0.8	0.5	0.9	3.8	0.7	1.6	1.1	0.5	0	1.1	1.1

Start Time	SUNNYVALE SARATOGA RD Southbound				HOMESTEAD RD Westbound				N DE ANZA BLVD Northbound				HOMESTEAD RD Eastbound				Int. Total
	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	
Peak Hour Analysis From 07:00 AM to 09:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 08:00 AM																	
08:00 AM	73	133	133	339	40	481	122	643	89	67	63	219	23	337	36	396	1597
08:15 AM	63	173	126	362	45	448	94	587	85	89	67	241	24	322	50	396	1586
08:30 AM	100	158	128	386	54	447	101	602	90	71	68	229	28	245	31	304	1521
08:45 AM	97	144	119	360	32	468	73	573	98	65	67	230	24	275	36	335	1498
Total Volume	333	608	506	1447	171	1844	390	2405	362	292	265	919	99	1179	153	1431	6202
% App. Total	23	42	35		7.1	76.7	16.2		39.4	31.8	28.8		6.9	82.4	10.7		
PHF	.833	.879	.951	.937	.792	.958	.799	.935	.923	.820	.974	.953	.884	.875	.765	.903	.971

# Traffic Data Service

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

File Name : 2AM FINAL  
 Site Code : 00000002  
 Start Date : 5/11/2017  
 Page No : 2



# Traffic Data Service

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

File Name : 2AM FINAL  
 Site Code : 00000002  
 Start Date : 5/11/2017  
 Page No : 1

Groups Printed- Bikes

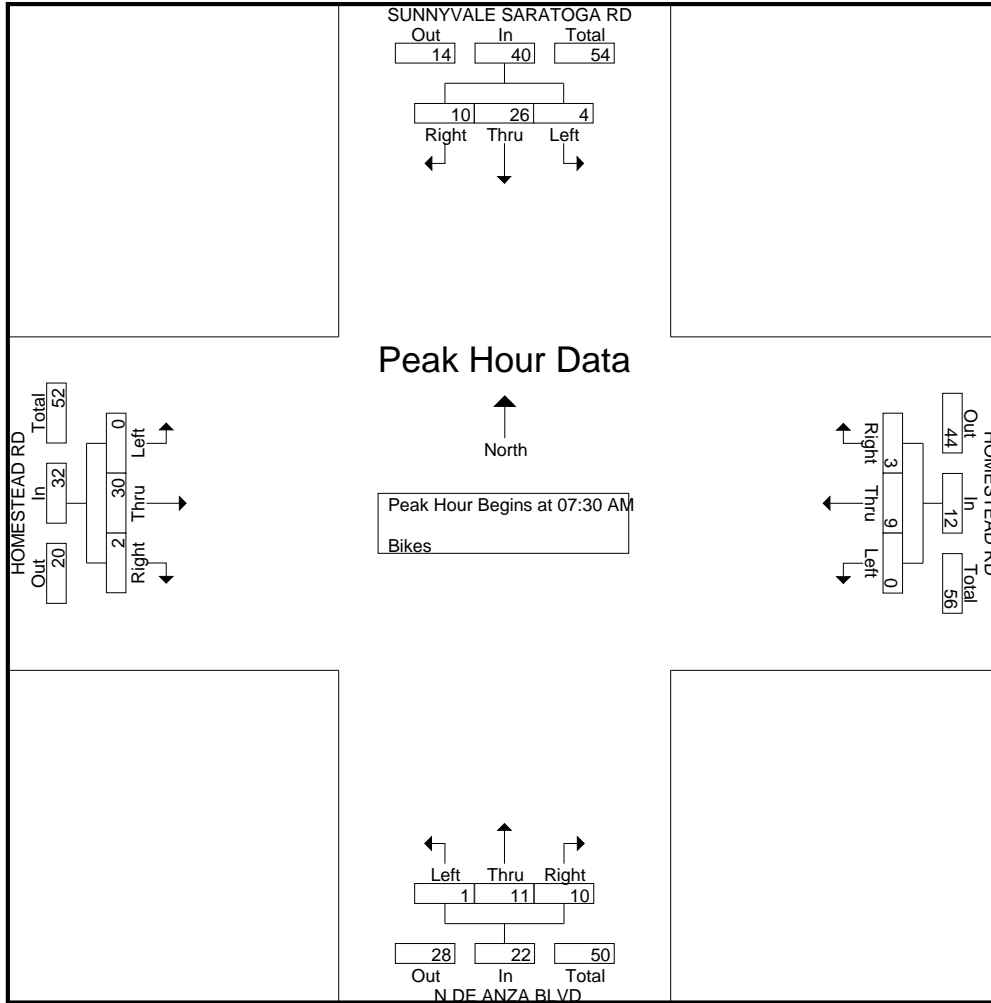
Start Time	SUNNYVALE SARATOGA RD Southbound					HOMESTEAD RD Westbound					N DE ANZA BLVD Northbound					HOMESTEAD RD Eastbound					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
07:00 AM	0	3	0	0	3	1	5	1	0	7	1	3	1	0	5	0	5	0	0	5	20
07:15 AM	2	6	0	0	8	0	7	0	0	7	0	3	1	0	4	1	2	0	0	3	22
07:30 AM	1	8	1	0	10	1	6	0	0	7	4	0	0	0	4	0	5	0	0	5	26
07:45 AM	0	8	3	0	11	1	3	0	0	4	6	5	1	0	12	0	3	0	0	3	30
<b>Total</b>	<b>3</b>	<b>25</b>	<b>4</b>	<b>0</b>	<b>32</b>	<b>3</b>	<b>21</b>	<b>1</b>	<b>0</b>	<b>25</b>	<b>11</b>	<b>11</b>	<b>3</b>	<b>0</b>	<b>25</b>	<b>1</b>	<b>15</b>	<b>0</b>	<b>0</b>	<b>16</b>	<b>98</b>
08:00 AM	7	4	0	0	11	0	0	0	0	0	0	2	0	0	2	1	12	0	0	13	26
08:15 AM	2	6	0	0	8	1	0	0	0	1	0	4	0	0	4	1	10	0	0	11	24
08:30 AM	1	4	1	0	6	2	0	0	0	2	0	3	0	0	3	2	6	0	0	8	19
08:45 AM	0	2	1	0	3	3	0	0	0	3	2	3	5	0	10	0	8	0	0	8	24
<b>Total</b>	<b>10</b>	<b>16</b>	<b>2</b>	<b>0</b>	<b>28</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>2</b>	<b>12</b>	<b>5</b>	<b>0</b>	<b>19</b>	<b>4</b>	<b>36</b>	<b>0</b>	<b>0</b>	<b>40</b>	<b>93</b>
09:00 AM	1	5	6	0	12	0	0	1	0	1	1	5	0	0	6	0	3	0	0	3	22
09:15 AM	0	4	0	0	4	1	0	0	0	1	7	2	1	0	10	0	7	0	0	7	22
09:30 AM	1	2	2	0	5	1	1	0	0	2	1	3	0	0	4	0	13	1	0	14	25
09:45 AM	1	2	2	0	5	0	0	0	0	0	0	4	0	0	4	0	18	0	0	18	27
<b>Total</b>	<b>3</b>	<b>13</b>	<b>10</b>	<b>0</b>	<b>26</b>	<b>2</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>4</b>	<b>9</b>	<b>14</b>	<b>1</b>	<b>0</b>	<b>24</b>	<b>0</b>	<b>41</b>	<b>1</b>	<b>0</b>	<b>42</b>	<b>96</b>
Grand Total	16	54	16	0	86	11	22	2	0	35	22	37	9	0	68	5	92	1	0	98	287
Apprch %	18.6	62.8	18.6	0		31.4	62.9	5.7	0		32.4	54.4	13.2	0		5.1	93.9	1	0		
Total %	5.6	18.8	5.6	0	30	3.8	7.7	0.7	0	12.2	7.7	12.9	3.1	0	23.7	1.7	32.1	0.3	0	34.1	

Start Time	SUNNYVALE SARATOGA RD Southbound					HOMESTEAD RD Westbound					N DE ANZA BLVD Northbound					HOMESTEAD RD Eastbound					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
Peak Hour Analysis From 07:00 AM to 09:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:30 AM																					
07:30 AM	1	8	1	0	10	1	6	0	0	7	4	0	0	0	4	0	5	0	0	5	26
07:45 AM	0	8	3	0	11	1	3	0	0	4	6	5	1	0	12	0	3	0	0	3	30
08:00 AM	7	4	0	0	11	0	0	0	0	0	0	2	0	0	2	1	12	0	0	13	26
08:15 AM	2	6	0	0	8	1	0	0	0	1	0	4	0	0	4	1	10	0	0	11	24
Total Volume	10	26	4	0	40	3	9	0	0	12	10	11	1	0	22	2	30	0	0	32	106
% App. Total	25	65	10	0		25	75	0	0		45.5	50	4.5	0		6.2	93.8	0	0		
PHF	.357	.813	.333	.000	.909	.750	.375	.000	.000	.429	.417	.550	.250	.000	.458	.500	.625	.000	.000	.615	.883

# Traffic Data Service

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

File Name : 2AM FINAL  
 Site Code : 00000002  
 Start Date : 5/11/2017  
 Page No : 2





# Traffic Data Service

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

File Name : 2PM FINAL  
 Site Code : 00000002  
 Start Date : 5/11/2017  
 Page No : 1

Groups Printed- Lights - Buses - Trucks

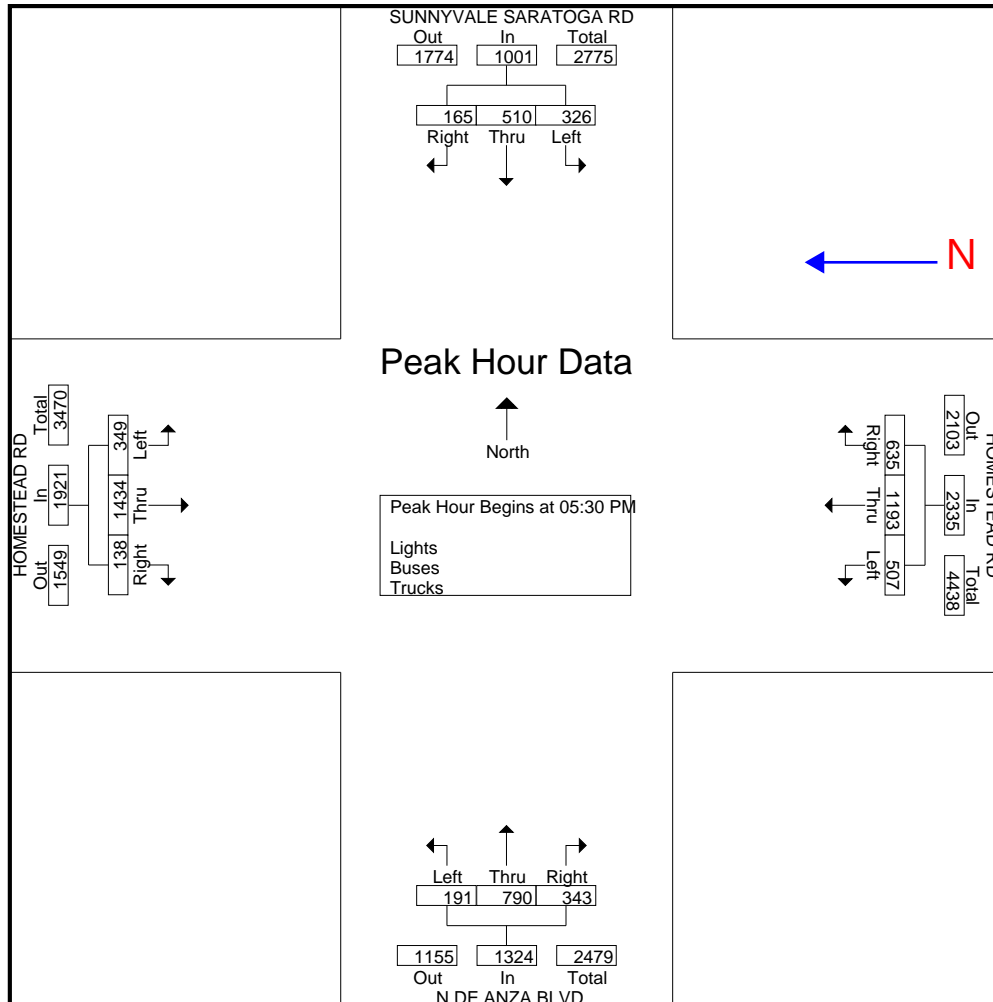
Start Time	SUNNYVALE SARATOGA RD Southbound					HOMESTEAD RD Westbound					N DE ANZA BLVD Northbound					HOMESTEAD RD Eastbound					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
04:00 PM	37	65	51	0	153	134	239	109	0	482	66	160	48	5	279	43	368	61	4	476	1390
04:15 PM	28	106	75	0	209	110	222	102	5	439	70	172	54	9	305	40	372	65	3	480	1433
04:30 PM	23	88	70	3	184	131	258	127	3	519	80	195	56	6	337	40	383	66	2	491	1531
04:45 PM	42	107	82	2	233	137	250	110	7	504	72	196	43	2	313	44	393	84	8	529	1579
Total	130	366	278	5	779	512	969	448	15	1944	288	723	201	22	1234	167	1516	276	17	1976	5933
05:00 PM	31	115	61	1	208	122	284	136	3	545	67	226	58	4	355	43	346	73	2	464	1572
05:15 PM	48	105	73	1	227	131	290	117	5	543	84	186	56	2	328	39	417	82	5	543	1641
05:30 PM	51	123	83	0	257	163	283	111	9	566	94	218	51	2	365	28	345	81	5	459	1647
05:45 PM	32	122	69	0	223	161	343	141	4	649	83	197	50	11	341	39	377	98	3	517	1730
Total	162	465	286	2	915	577	1200	505	21	2303	328	827	215	19	1389	149	1485	334	15	1983	6590
06:00 PM	36	138	88	0	262	147	268	120	5	540	69	204	50	6	329	36	345	82	3	466	1597
06:15 PM	46	127	86	0	259	164	299	135	11	609	97	171	40	4	312	35	367	88	0	490	1670
06:30 PM	35	123	72	0	230	140	222	122	4	488	119	170	68	4	361	53	372	78	1	504	1583
06:45 PM	30	86	60	2	178	158	288	141	11	598	79	185	49	4	317	59	335	74	1	469	1562
Total	147	474	306	2	929	609	1077	518	31	2235	364	730	207	18	1319	183	1419	322	5	1929	6412
Grand Total	439	1305	870	9	2623	1698	3246	1471	67	6482	980	2280	623	59	3942	499	4420	932	37	5888	18935
Apprch %	16.7	49.8	33.2	0.3		26.2	50.1	22.7	1		24.9	57.8	15.8	1.5		8.5	75.1	15.8	0.6		
Total %	2.3	6.9	4.6	0	13.9	9	17.1	7.8	0.4	34.2	5.2	12	3.3	0.3	20.8	2.6	23.3	4.9	0.2	31.1	
Lights	437	1297	861	9	2604	1686	3219	1468	66	6439	974	2262	622	59	3917	497	4371	927	37	5832	18792
% Lights	99.5	99.4	99	100	99.3	99.3	99.2	99.8	98.5	99.3	99.4	99.2	99.8	100	99.4	99.6	98.9	99.5	100	99	99.2
Buses	0	6	0	0	6	5	15	0	0	20	3	7	0	0	10	1	36	1	0	38	74
% Buses	0	0.5	0	0	0.2	0.3	0.5	0	0	0.3	0.3	0.3	0	0	0.3	0.2	0.8	0.1	0	0.6	0.4
Trucks	2	2	9	0	13	7	12	3	1	23	3	11	1	0	15	1	13	4	0	18	69
% Trucks	0.5	0.2	1	0	0.5	0.4	0.4	0.2	1.5	0.4	0.3	0.5	0.2	0	0.4	0.2	0.3	0.4	0	0.3	0.4

Start Time	SUNNYVALE SARATOGA RD Southbound				HOMESTEAD RD Westbound				N DE ANZA BLVD Northbound				HOMESTEAD RD Eastbound				Int. Total
	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	
Peak Hour Analysis From 04:00 PM to 06:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 05:30 PM																	
05:30 PM	51	123	83	257	163	283	111	557	94	218	51	363	28	345	81	454	1631
05:45 PM	32	122	69	223	161	343	141	645	83	197	50	330	39	377	98	514	1712
06:00 PM	36	138	88	262	147	268	120	535	69	204	50	323	36	345	82	463	1583
06:15 PM	46	127	86	259	164	299	135	598	97	171	40	308	35	367	88	490	1655
Total Volume	165	510	326	1001	635	1193	507	2335	343	790	191	1324	138	1434	349	1921	6581
% App. Total	16.5	50.9	32.6		27.2	51.1	21.7		25.9	59.7	14.4		7.2	74.6	18.2		
PHF	.809	.924	.926	.955	.968	.870	.899	.905	.884	.906	.936	.912	.885	.951	.890	.934	.961

# Traffic Data Service

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

File Name : 2PM FINAL  
 Site Code : 00000002  
 Start Date : 5/11/2017  
 Page No : 2



# Traffic Data Service

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

File Name : 2PM FINAL  
 Site Code : 00000002  
 Start Date : 5/11/2017  
 Page No : 1

Groups Printed- Bikes

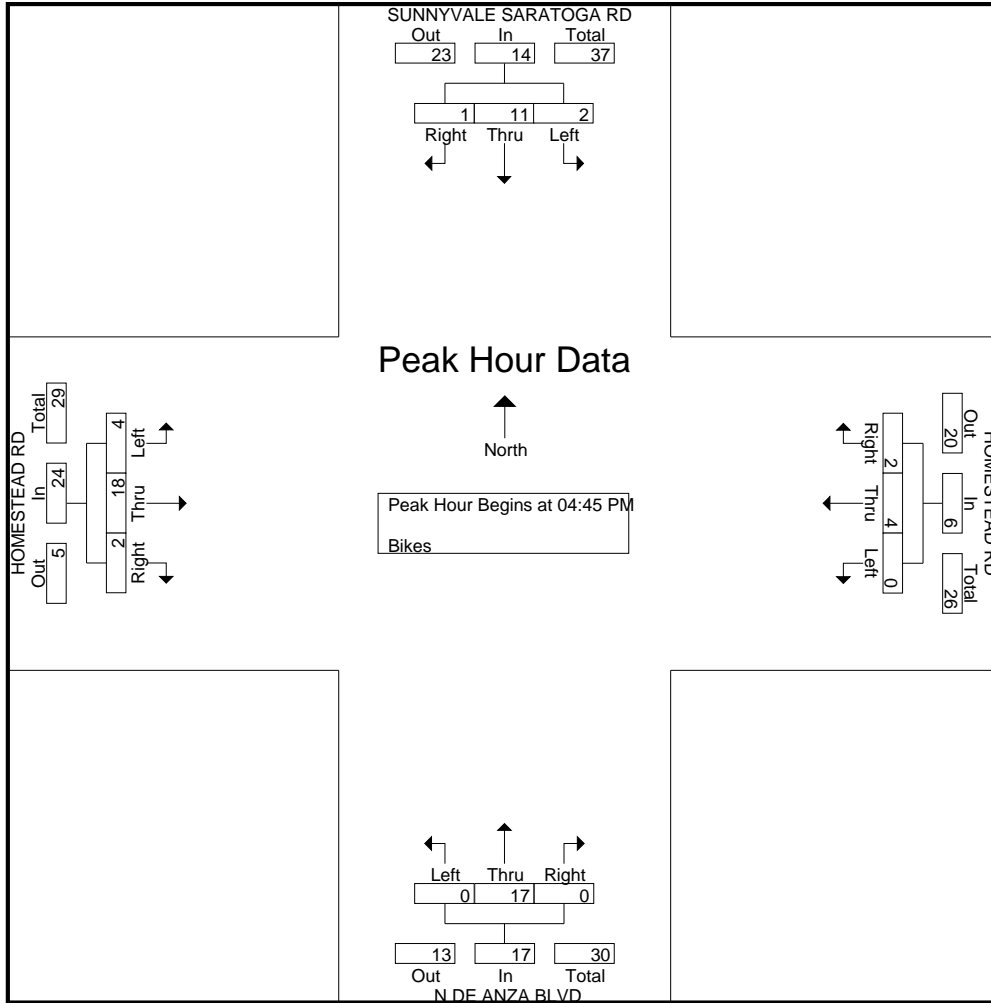
Start Time	SUNNYVALE SARATOGA RD Southbound					HOMESTEAD RD Westbound					N DE ANZA BLVD Northbound					HOMESTEAD RD Eastbound					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
04:00 PM	0	2	1	0	3	0	0	0	0	0	0	1	0	0	1	1	1	0	0	2	6
04:15 PM	3	3	1	0	7	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	11
04:30 PM	0	3	0	0	3	0	0	0	0	0	0	3	0	0	3	0	4	0	0	4	10
04:45 PM	1	0	0	0	1	0	0	0	0	0	0	5	0	0	5	2	5	1	0	8	14
<b>Total</b>	<b>4</b>	<b>8</b>	<b>2</b>	<b>0</b>	<b>14</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>3</b>	<b>10</b>	<b>1</b>	<b>0</b>	<b>14</b>	<b>41</b>
05:00 PM	0	1	2	0	3	1	1	0	0	2	0	3	0	0	3	0	6	2	0	8	16
05:15 PM	0	2	0	0	2	0	2	0	0	2	0	3	0	0	3	0	1	1	0	2	9
05:30 PM	0	8	0	0	8	1	1	0	0	2	0	6	0	0	6	0	6	0	0	6	22
05:45 PM	0	4	1	0	5	0	0	0	0	0	0	4	0	0	4	0	2	1	0	3	12
<b>Total</b>	<b>0</b>	<b>15</b>	<b>3</b>	<b>0</b>	<b>18</b>	<b>2</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>0</b>	<b>16</b>	<b>0</b>	<b>0</b>	<b>16</b>	<b>0</b>	<b>15</b>	<b>4</b>	<b>0</b>	<b>19</b>	<b>59</b>
06:00 PM	0	1	1	0	2	0	0	0	0	0	0	4	0	0	4	0	2	0	0	2	8
06:15 PM	0	3	0	0	3	0	0	0	0	0	1	6	0	0	7	0	3	0	0	3	13
06:30 PM	0	2	0	0	2	0	0	0	0	0	0	4	0	0	4	0	1	1	0	2	8
06:45 PM	1	1	1	0	3	0	0	0	0	0	1	8	1	0	10	0	2	0	0	2	15
<b>Total</b>	<b>1</b>	<b>7</b>	<b>2</b>	<b>0</b>	<b>10</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>22</b>	<b>1</b>	<b>0</b>	<b>25</b>	<b>0</b>	<b>8</b>	<b>1</b>	<b>0</b>	<b>9</b>	<b>44</b>
<b>Grand Total</b>	<b>5</b>	<b>30</b>	<b>7</b>	<b>0</b>	<b>42</b>	<b>2</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>2</b>	<b>51</b>	<b>1</b>	<b>0</b>	<b>54</b>	<b>3</b>	<b>33</b>	<b>6</b>	<b>0</b>	<b>42</b>	<b>144</b>
Apprch %	11.9	71.4	16.7	0		33.3	66.7	0	0		3.7	94.4	1.9	0		7.1	78.6	14.3	0		
Total %	3.5	20.8	4.9	0	29.2	1.4	2.8	0	0	4.2	1.4	35.4	0.7	0	37.5	2.1	22.9	4.2	0	29.2	

Start Time	SUNNYVALE SARATOGA RD Southbound					HOMESTEAD RD Westbound					N DE ANZA BLVD Northbound					HOMESTEAD RD Eastbound					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
Peak Hour Analysis From 04:00 PM to 06:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 04:45 PM																					
04:45 PM	1	0	0	0	1	0	0	0	0	0	0	5	0	0	5	2	5	1	0	8	14
05:00 PM	0	1	2	0	3	1	1	0	0	2	0	3	0	0	3	0	6	2	0	8	16
05:15 PM	0	2	0	0	2	0	2	0	0	2	0	3	0	0	3	0	1	1	0	2	9
05:30 PM	0	8	0	0	8	1	1	0	0	2	0	6	0	0	6	0	6	0	0	6	22
<b>Total Volume</b>	<b>1</b>	<b>11</b>	<b>2</b>	<b>0</b>	<b>14</b>	<b>2</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>0</b>	<b>17</b>	<b>0</b>	<b>0</b>	<b>17</b>	<b>2</b>	<b>18</b>	<b>4</b>	<b>0</b>	<b>24</b>	<b>61</b>
% App. Total	7.1	78.6	14.3	0		33.3	66.7	0	0		0	100	0	0		8.3	75	16.7	0		
PHF	.250	.344	.250	.438		.500	.500	.000	.750		.000	.708	.000	.708		.250	.750	.500	.750		.693

# Traffic Data Service

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

File Name : 2PM FINAL  
 Site Code : 00000002  
 Start Date : 5/11/2017  
 Page No : 2



# Traffic Data Service

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

File Name : 13AM FINAL  
Site Code : 00000013  
Start Date : 12/7/2017  
Page No : 1

## Groups Printed- Lights - Buses - Trucks

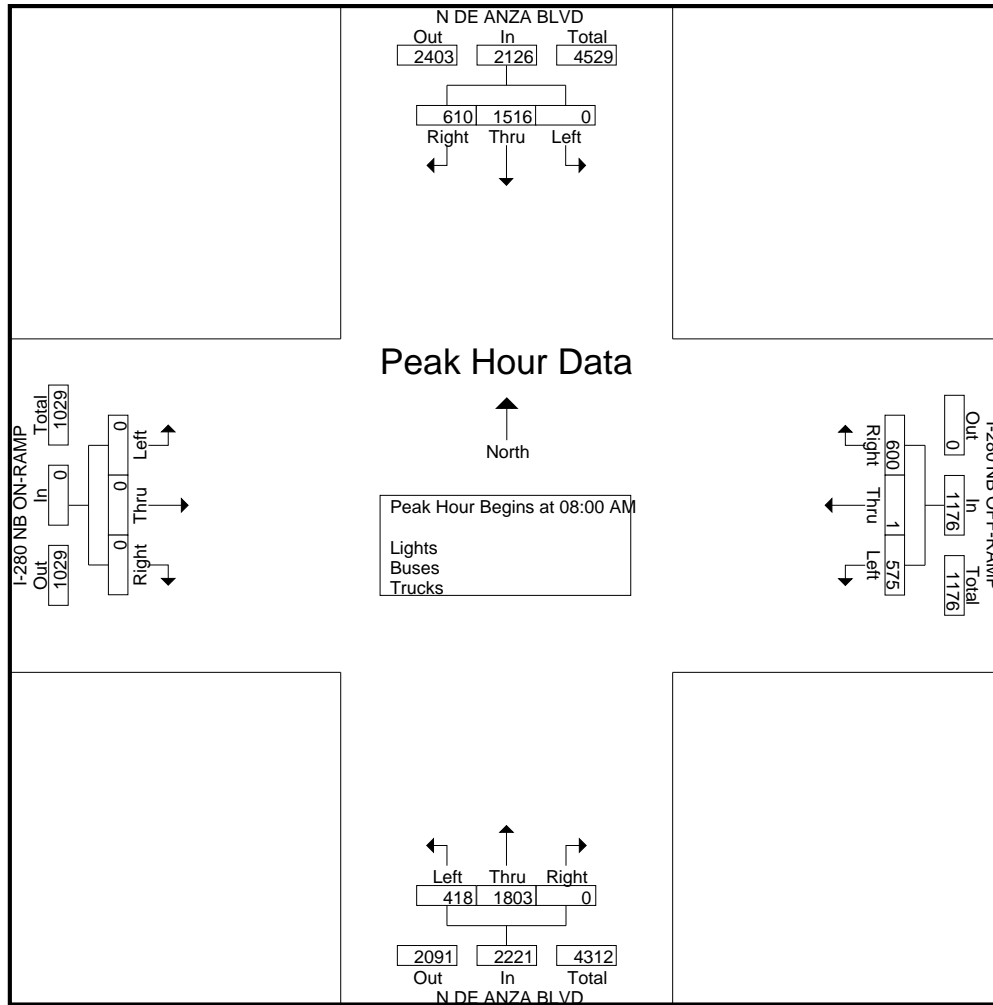
Start Time	N DE ANZA BLVD Southbound					I-280 NB OFF-RAMP Westbound					N DE ANZA BLVD Northbound					I-280 NB ON-RAMP Eastbound					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
07:00 AM	95	113	0	0	208	143	0	103	0	246	0	155	55	0	210	0	0	0	3	3	667
07:15 AM	125	189	0	0	314	115	0	86	2	203	0	239	101	0	340	0	0	0	0	0	857
07:30 AM	161	274	0	0	435	119	0	91	0	210	0	347	135	0	482	0	0	0	1	1	1128
07:45 AM	166	296	0	0	462	168	0	94	0	262	0	350	102	0	452	0	0	0	1	1	1177
Total	547	872	0	0	1419	545	0	374	2	921	0	1091	393	0	1484	0	0	0	5	5	3829
08:00 AM	159	373	0	1	533	143	0	100	9	252	0	478	114	0	592	0	0	0	5	5	1382
08:15 AM	162	378	0	0	540	163	0	121	6	290	0	451	109	0	560	0	0	0	4	4	1394
08:30 AM	160	389	0	0	549	131	1	139	6	277	0	448	101	0	549	0	0	0	4	4	1379
08:45 AM	129	376	0	0	505	163	0	215	2	380	0	426	94	0	520	0	0	0	4	4	1409
Total	610	1516	0	1	2127	600	1	575	23	1199	0	1803	418	0	2221	0	0	0	17	17	5564
Grand Total	1157	2388	0	1	3546	1145	1	949	25	2120	0	2894	811	0	3705	0	0	0	22	22	9393
Apprch %	32.6	67.3	0	0		54	0	44.8	1.2		0	78.1	21.9	0		0	0	0	100		
Total %	12.3	25.4	0	0	37.8	12.2	0	10.1	0.3	22.6	0	30.8	8.6	0	39.4	0	0	0	0.2	0.2	
Lights	1143	2327	0	1	3471	1124	1	918	25	2068	0	2830	783	0	3613	0	0	0	22	22	9174
% Lights	98.8	97.4	0	100	97.9	98.2	100	96.7	100	97.5	0	97.8	96.5	0	97.5	0	0	0	100	100	97.7
Buses	1	20	0	0	21	3	0	15	0	18	0	40	18	0	58	0	0	0	0	0	97
% Buses	0.1	0.8	0	0	0.6	0.3	0	1.6	0	0.8	0	1.4	2.2	0	1.6	0	0	0	0	0	1
Trucks	13	41	0	0	54	18	0	16	0	34	0	24	10	0	34	0	0	0	0	0	122
% Trucks	1.1	1.7	0	0	1.5	1.6	0	1.7	0	1.6	0	0.8	1.2	0	0.9	0	0	0	0	0	1.3

Start Time	N DE ANZA BLVD Southbound				I-280 NB OFF-RAMP Westbound				N DE ANZA BLVD Northbound				I-280 NB ON-RAMP Eastbound				Int. Total
	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 08:00 AM																	
08:00 AM	159	373	0	532	143	0	100	243	0	<b>478</b>	<b>114</b>	<b>592</b>	0	0	0	0	1367
08:15 AM	<b>162</b>	378	0	540	<b>163</b>	0	121	284	0	451	109	560	0	0	0	0	1384
08:30 AM	160	<b>389</b>	0	<b>549</b>	131	<b>1</b>	139	271	0	448	101	549	0	0	0	0	1369
08:45 AM	129	376	0	505	163	0	<b>215</b>	<b>378</b>	0	426	94	520	0	0	0	0	<b>1403</b>
Total Volume	610	1516	0	2126	600	1	575	1176	0	1803	418	2221	0	0	0	0	5523
% App. Total	28.7	71.3	0		51	0.1	48.9		0	81.2	18.8		0	0	0		
PHF	.941	.974	.000	.968	.920	.250	.669	.778	.000	.943	.917	.938	.000	.000	.000	.000	.984

# Traffic Data Service

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

File Name : 13AM FINAL  
 Site Code : 00000013  
 Start Date : 12/7/2017  
 Page No : 2



# Traffic Data Service

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

File Name : 13AM FINAL  
 Site Code : 00000013  
 Start Date : 12/7/2017  
 Page No : 1

Groups Printed- Bikes

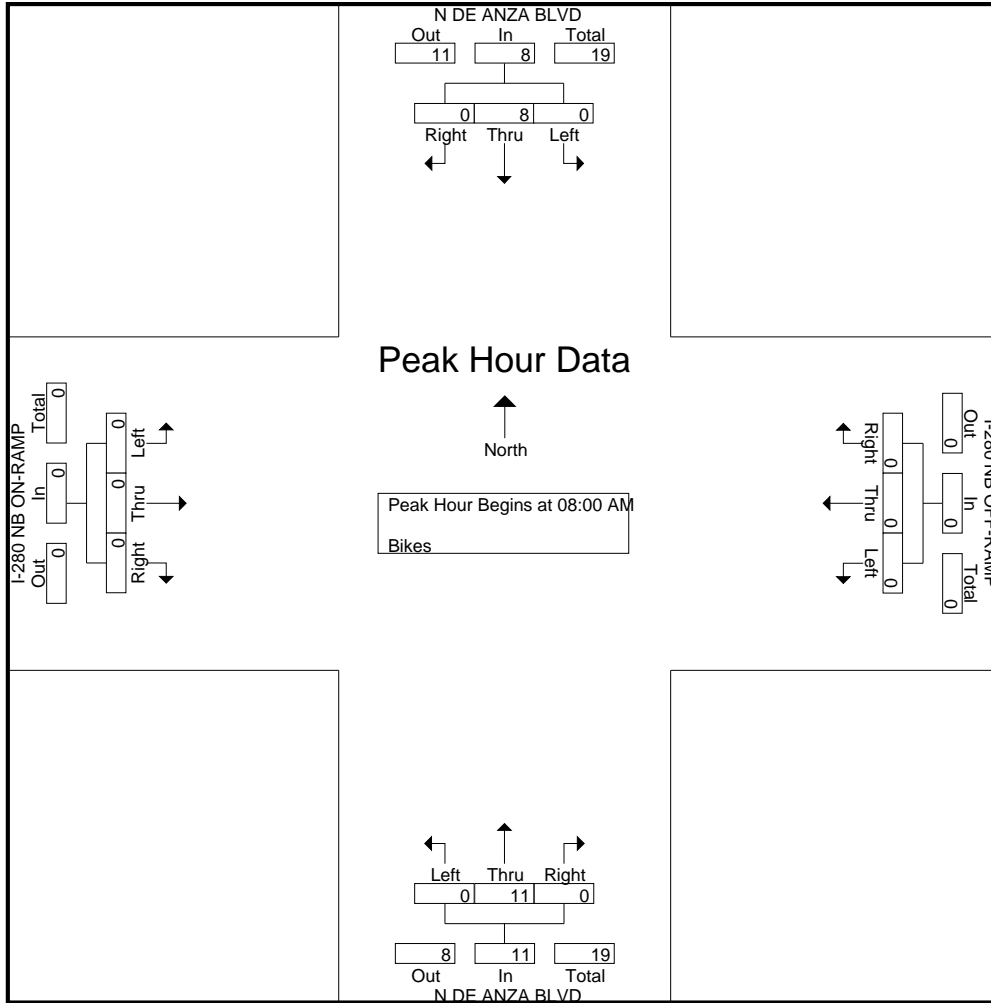
Start Time	N DE ANZA BLVD Southbound					I-280 NB OFF-RAMP Westbound					N DE ANZA BLVD Northbound					I-280 NB ON-RAMP Eastbound					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30 AM	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
07:45 AM	0	2	0	0	2	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	4
<b>Total</b>	0	2	0	0	2	1	0	0	0	1	0	3	0	0	3	0	0	0	0	0	6
08:00 AM	0	4	0	0	4	0	0	0	0	0	0	5	0	0	5	0	0	0	0	0	9
08:15 AM	0	0	0	0	0	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	3
08:30 AM	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	2
08:45 AM	0	4	0	0	4	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	5
<b>Total</b>	0	8	0	0	8	0	0	0	0	0	0	11	0	0	11	0	0	0	0	0	19
Grand Total	0	10	0	0	10	1	0	0	0	1	0	14	0	0	14	0	0	0	0	0	25
Apprch %	0	100	0	0		100	0	0	0		0	100	0	0		0	0	0	0		
Total %	0	40	0	0	40	4	0	0	0	4	0	56	0	0	56	0	0	0	0	0	

Start Time	N DE ANZA BLVD Southbound				I-280 NB OFF-RAMP Westbound				N DE ANZA BLVD Northbound				I-280 NB ON-RAMP Eastbound				Int. Total
	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 08:00 AM																	
08:00 AM	0	4	0	4	0	0	0	0	0	5	0	5	0	0	0	0	9
08:15 AM	0	0	0	0	0	0	0	0	0	3	0	3	0	0	0	0	3
08:30 AM	0	0	0	0	0	0	0	0	0	2	0	2	0	0	0	0	2
08:45 AM	0	4	0	4	0	0	0	0	0	1	0	1	0	0	0	0	5
Total Volume	0	8	0	8	0	0	0	0	0	11	0	11	0	0	0	0	19
% App. Total	0	100	0		0	0	0		0	100	0		0	0	0		
PHF	.000	.500	.000	.500	.000	.000	.000	.000	.000	.550	.000	.550	.000	.000	.000	.000	.528

# Traffic Data Service

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

File Name : 13AM FINAL  
 Site Code : 00000013  
 Start Date : 12/7/2017  
 Page No : 2





# Traffic Data Service

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

File Name : 13PM FINAL  
 Site Code : 00000013  
 Start Date : 12/7/2017  
 Page No : 1

Groups Printed- Lights - Buses - Trucks

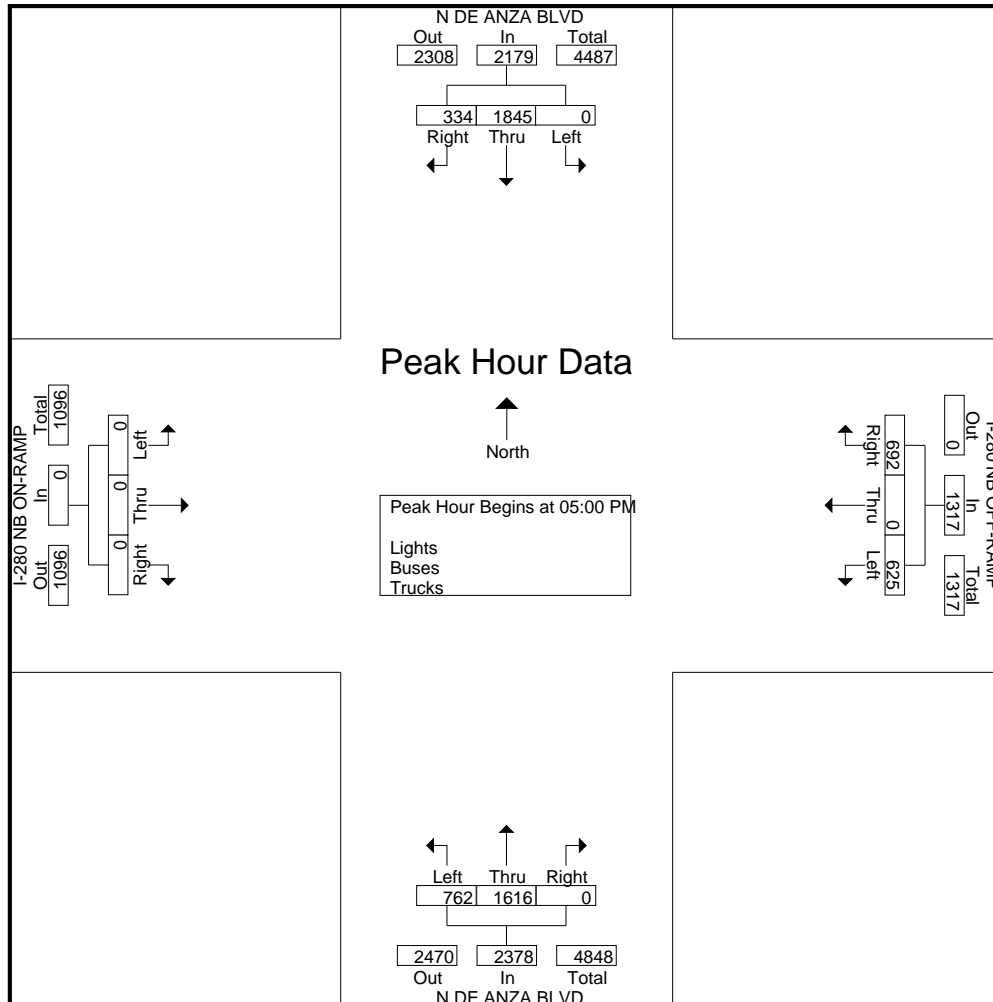
Start Time	N DE ANZA BLVD Southbound					I-280 NB OFF-RAMP Westbound					N DE ANZA BLVD Northbound					I-280 NB ON-RAMP Eastbound					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
04:00 PM	81	372	0	0	453	146	0	168	1	315	0	296	150	0	446	0	0	0	0	0	1214
04:15 PM	101	427	0	0	528	171	0	176	0	347	0	306	117	0	423	0	0	0	3	3	1301
04:30 PM	84	447	0	0	531	152	0	127	0	279	0	342	139	0	481	0	0	0	1	1	1292
04:45 PM	93	452	0	1	546	184	0	176	0	360	0	299	139	0	438	0	0	0	3	3	1347
Total	359	1698	0	1	2058	653	0	647	1	1301	0	1243	545	0	1788	0	0	0	7	7	5154
05:00 PM	98	493	0	0	591	160	0	133	1	294	0	366	174	1	541	0	0	0	3	3	1429
05:15 PM	100	422	0	1	523	162	0	159	1	322	0	418	217	0	635	0	0	0	4	4	1484
05:30 PM	74	467	0	1	542	180	0	171	6	357	0	416	181	0	597	0	0	0	3	3	1499
05:45 PM	62	463	0	0	525	190	0	162	0	352	0	416	190	0	606	0	0	0	5	5	1488
Total	334	1845	0	2	2181	692	0	625	8	1325	0	1616	762	1	2379	0	0	0	15	15	5900
Grand Total	693	3543	0	3	4239	1345	0	1272	9	2626	0	2859	1307	1	4167	0	0	0	22	22	11054
Apprch %	16.3	83.6	0	0.1		51.2	0	48.4	0.3		0	68.6	31.4	0		0	0	0	100		
Total %	6.3	32.1	0	0	38.3	12.2	0	11.5	0.1	23.8	0	25.9	11.8	0	37.7	0	0	0	0.2	0.2	
Lights	690	3498	0	3	4191	1335	0	1196	9	2540	0	2820	1255	1	4076	0	0	0	22	22	10829
% Lights	99.6	98.7	0	100	98.9	99.3	0	94	100	96.7	0	98.6	96	100	97.8	0	0	0	100	100	98
Buses	0	33	0	0	33	2	0	72	0	74	0	19	43	0	62	0	0	0	0	0	169
% Buses	0	0.9	0	0	0.8	0.1	0	5.7	0	2.8	0	0.7	3.3	0	1.5	0	0	0	0	0	1.5
Trucks	3	12	0	0	15	8	0	4	0	12	0	20	9	0	29	0	0	0	0	0	56
% Trucks	0.4	0.3	0	0	0.4	0.6	0	0.3	0	0.5	0	0.7	0.7	0	0.7	0	0	0	0	0	0.5

Start Time	N DE ANZA BLVD Southbound				I-280 NB OFF-RAMP Westbound				N DE ANZA BLVD Northbound				I-280 NB ON-RAMP Eastbound				Int. Total
	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 05:00 PM																	
05:00 PM	98	<b>493</b>	0	<b>591</b>	160	0	133	293	0	366	174	540	0	0	0	0	1424
05:15 PM	<b>100</b>	422	0	522	162	0	159	321	0	<b>418</b>	<b>217</b>	<b>635</b>	0	0	0	0	1478
05:30 PM	74	467	0	541	180	0	<b>171</b>	351	0	416	181	597	0	0	0	0	<b>1489</b>
05:45 PM	62	463	0	525	<b>190</b>	0	162	<b>352</b>	0	416	190	606	0	0	0	0	1483
Total Volume	334	1845	0	2179	692	0	625	1317	0	1616	762	2378	0	0	0	0	5874
% App. Total	15.3	84.7	0		52.5	0	47.5		0	68	32		0	0	0		
PHF	.835	.936	.000	.922	.911	.000	.914	.935	.000	.967	.878	.936	.000	.000	.000	.000	.986

# Traffic Data Service

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

File Name : 13PM FINAL  
 Site Code : 00000013  
 Start Date : 12/7/2017  
 Page No : 2



# Traffic Data Service

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

File Name : 13PM FINAL  
 Site Code : 00000013  
 Start Date : 12/7/2017  
 Page No : 1

Groups Printed- Bikes

Start Time	N DE ANZA BLVD Southbound					I-280 NB OFF-RAMP Westbound					N DE ANZA BLVD Northbound					I-280 NB ON-RAMP Eastbound					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	4
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	5	0	0	5	0	0	0	0	0	5
04:30 PM	0	2	0	0	2	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	4
04:45 PM	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	2
Total	0	3	0	0	3	0	0	0	0	0	0	12	0	0	12	0	0	0	0	0	15
05:00 PM	0	1	0	0	1	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	3
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	2
Total	0	1	0	0	1	0	0	0	0	0	0	6	0	0	6	0	0	0	0	0	7
Grand Total	0	4	0	0	4	0	0	0	0	0	0	18	0	0	18	0	0	0	0	0	22
Apprch %	0	100	0	0		0	0	0	0		0	100	0	0		0	0	0	0		
Total %	0	18.2	0	0	18.2	0	0	0	0	0	0	81.8	0	0	81.8	0	0	0	0	0	

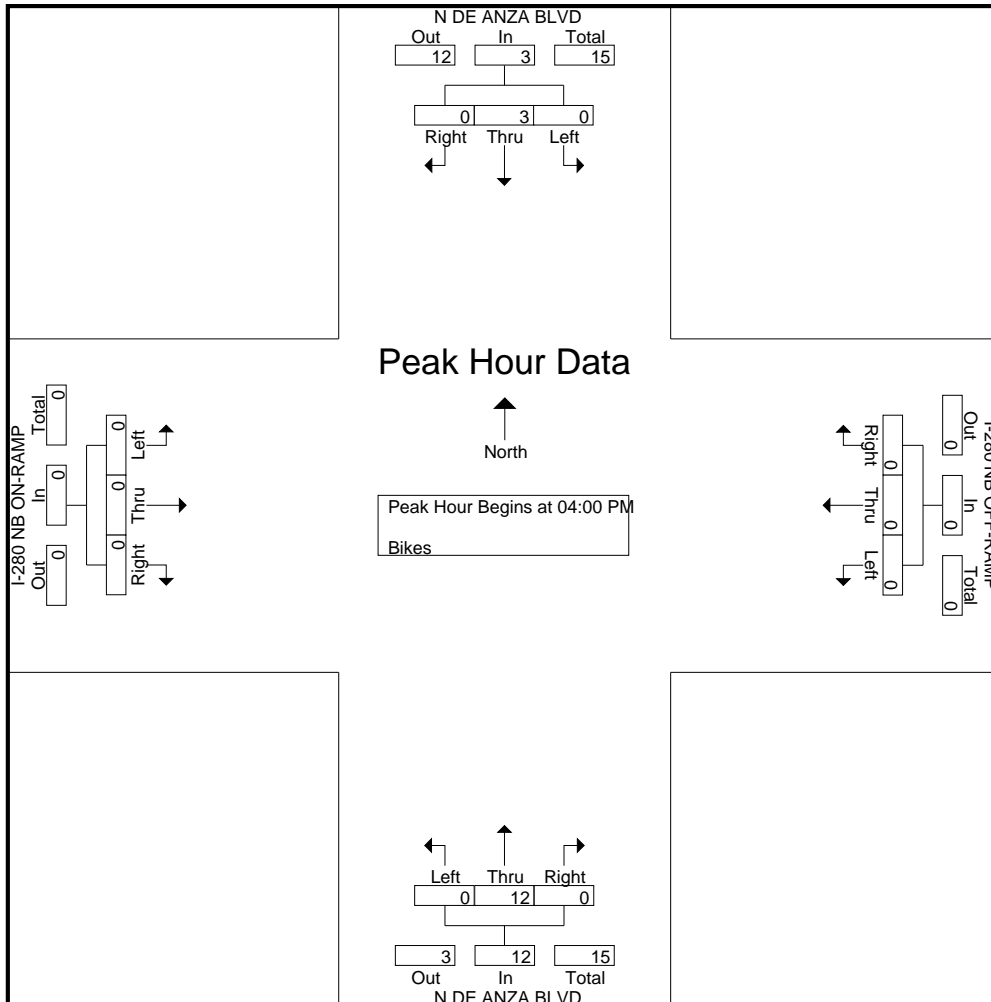
Start Time	N DE ANZA BLVD Southbound				I-280 NB OFF-RAMP Westbound				N DE ANZA BLVD Northbound				I-280 NB ON-RAMP Eastbound				Int. Total
	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	
04:00 PM	0	0	0	0	0	0	0	0	0	4	0	4	0	0	0	0	4
04:15 PM	0	0	0	0	0	0	0	0	0	5	0	5	0	0	0	0	5
04:30 PM	0	2	0	2	0	0	0	0	0	2	0	2	0	0	0	0	4
04:45 PM	0	1	0	1	0	0	0	0	0	1	0	1	0	0	0	0	2
Total Volume	0	3	0	3	0	0	0	0	0	12	0	12	0	0	0	0	15
% App. Total	0	100	0		0	0	0		0	100	0		0	0	0		
PHF	.000	.375	.000	.375	.000	.000	.000	.000	.000	.600	.000	.600	.000	.000	.000	.000	.750

Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1  
 Peak Hour for Entire Intersection Begins at 04:00 PM

# Traffic Data Service

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

File Name : 13PM FINAL  
 Site Code : 00000013  
 Start Date : 12/7/2017  
 Page No : 2



# Traffic Data Service

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

File Name : 12AM FINAL  
 Site Code : 00000012  
 Start Date : 12/7/2017  
 Page No : 1

Groups Printed- Lights - Buses - Trucks

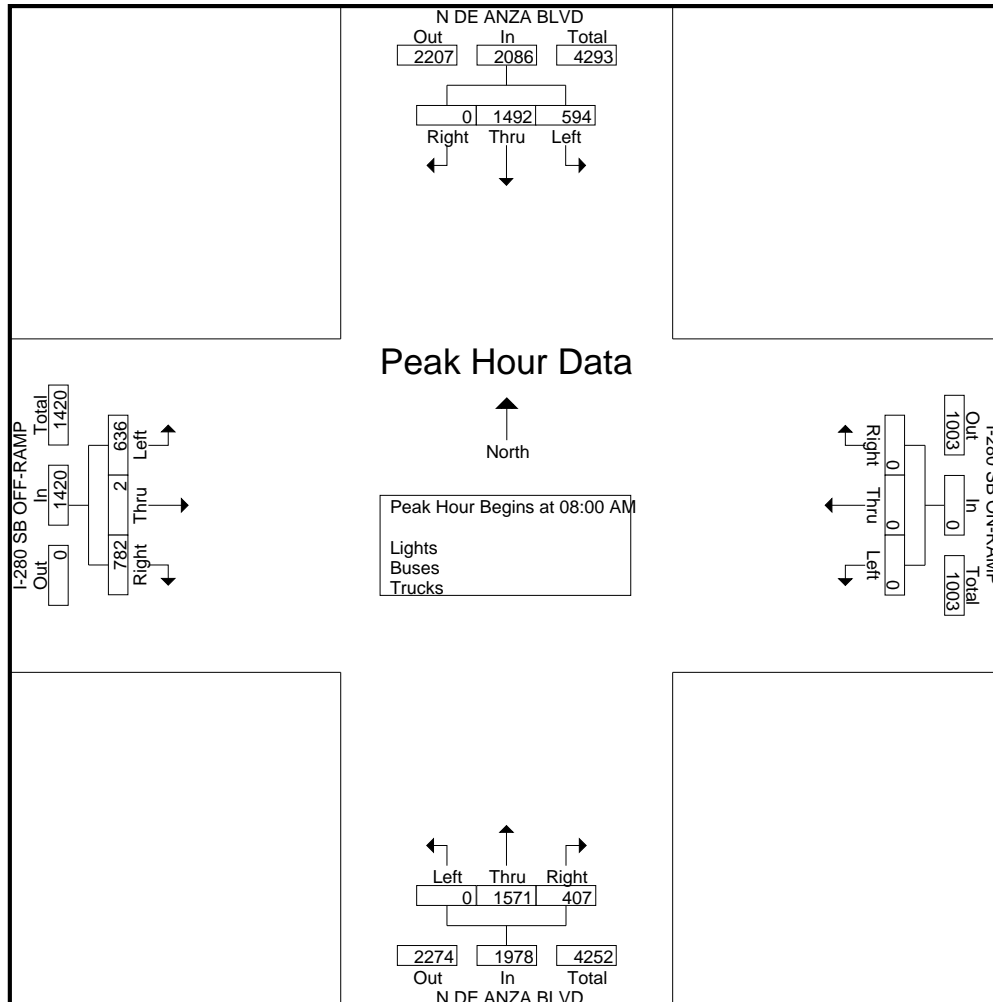
Start Time	N DE ANZA BLVD Southbound					I-280 SB ON-RAMP Westbound					N DE ANZA BLVD Northbound					I-280 SB OFF-RAMP Eastbound					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
07:00 AM	0	145	64	0	209	0	0	0	0	0	38	178	0	0	216	63	0	40	1	104	529
07:15 AM	0	170	105	0	275	0	0	0	2	2	65	251	0	0	316	87	1	56	0	144	737
07:30 AM	0	214	149	0	363	0	0	0	0	0	106	337	0	1	444	102	0	106	1	209	1016
07:45 AM	0	241	142	0	383	0	0	0	1	1	88	301	0	4	393	139	0	108	1	248	1025
Total	0	770	460	0	1230	0	0	0	3	3	297	1067	0	5	1369	391	1	310	3	705	3307
08:00 AM	0	333	135	0	468	0	0	0	6	6	93	431	0	1	525	168	1	128	3	300	1299
08:15 AM	0	341	164	0	505	0	0	0	8	8	117	372	0	7	496	194	1	191	5	391	1400
08:30 AM	0	364	169	0	533	0	0	0	6	6	109	415	0	1	525	219	0	145	3	367	1431
08:45 AM	0	454	126	0	580	0	0	0	3	3	88	353	0	9	450	201	0	172	3	376	1409
Total	0	1492	594	0	2086	0	0	0	23	23	407	1571	0	18	1996	782	2	636	14	1434	5539
Grand Total	0	2262	1054	0	3316	0	0	0	26	26	704	2638	0	23	3365	1173	3	946	17	2139	8846
Apprch %	0	68.2	31.8	0		0	0	0	100		20.9	78.4	0	0.7		54.8	0.1	44.2	0.8		
Total %	0	25.6	11.9	0	37.5	0	0	0	0.3	0.3	8	29.8	0	0.3	38	13.3	0	10.7	0.2	24.2	
Lights	0	2206	1035	0	3241	0	0	0	26	26	650	2551	0	23	3224	1122	2	933	17	2074	8565
% Lights	0	97.5	98.2	0	97.7	0	0	0	100	100	92.3	96.7	0	100	95.8	95.7	66.7	98.6	100	97	96.8
Buses	0	22	8	0	30	0	0	0	0	0	31	61	0	0	92	34	1	5	0	40	162
% Buses	0	1	0.8	0	0.9	0	0	0	0	0	4.4	2.3	0	0	2.7	2.9	33.3	0.5	0	1.9	1.8
Trucks	0	34	11	0	45	0	0	0	0	0	23	26	0	0	49	17	0	8	0	25	119
% Trucks	0	1.5	1	0	1.4	0	0	0	0	0	3.3	1	0	0	1.5	1.4	0	0.8	0	1.2	1.3

Start Time	N DE ANZA BLVD Southbound				I-280 SB ON-RAMP Westbound				N DE ANZA BLVD Northbound				I-280 SB OFF-RAMP Eastbound				Int. Total
	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 08:00 AM																	
08:00 AM	0	333	135	468	0	0	0	0	93	431	0	524	168	1	128	297	1289
08:15 AM	0	341	164	505	0	0	0	0	117	372	0	489	194	1	191	386	1380
08:30 AM	0	364	169	533	0	0	0	0	109	415	0	524	219	0	145	364	1421
08:45 AM	0	454	126	580	0	0	0	0	88	353	0	441	201	0	172	373	1394
Total Volume	0	1492	594	2086	0	0	0	0	407	1571	0	1978	782	2	636	1420	5484
% App. Total	0	71.5	28.5		0	0	0		20.6	79.4	0		55.1	0.1	44.8		
PHF	.000	.822	.879	.899	.000	.000	.000	.000	.870	.911	.000	.944	.893	.500	.832	.920	.965

# Traffic Data Service

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

File Name : 12AM FINAL  
 Site Code : 00000012  
 Start Date : 12/7/2017  
 Page No : 2



# Traffic Data Service

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

File Name : 12AM FINAL  
 Site Code : 00000012  
 Start Date : 12/7/2017  
 Page No : 1

Groups Printed- Bikes

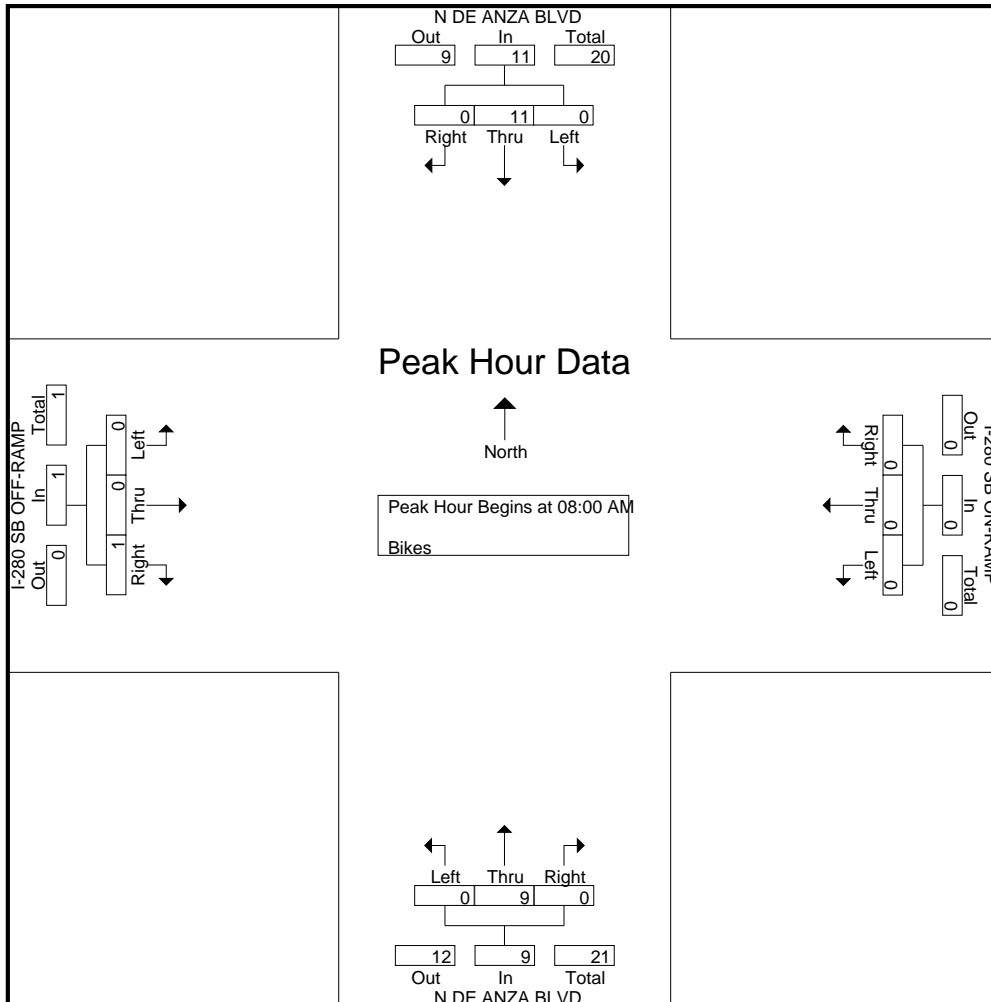
Start Time	N DE ANZA BLVD Southbound					I-280 SB ON-RAMP Westbound					N DE ANZA BLVD Northbound					I-280 SB OFF-RAMP Eastbound					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
07:00 AM	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0
07:15 AM	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30 AM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 AM	0	4	0	0	4	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0
<b>Total</b>	0	8	0	0	8	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	0
08:00 AM	0	3	0	0	3	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	0
08:15 AM	0	2	0	0	2	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	0
08:30 AM	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0
08:45 AM	0	5	0	0	5	0	0	0	0	0	0	1	0	0	1	1	0	0	0	1	7
<b>Total</b>	0	11	0	0	11	0	0	0	0	0	0	9	0	0	9	1	0	0	0	1	21
Grand Total	0	19	0	0	19	0	0	0	0	0	0	12	0	0	12	1	0	0	0	1	32
Apprch %	0	100	0	0		0	0	0	0		0	100	0	0		100	0	0	0		
Total %	0	59.4	0	0	59.4	0	0	0	0	0	0	37.5	0	0	37.5	3.1	0	0	0	3.1	

Start Time	N DE ANZA BLVD Southbound				I-280 SB ON-RAMP Westbound				N DE ANZA BLVD Northbound				I-280 SB OFF-RAMP Eastbound				Int. Total
	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 08:00 AM																	
08:00 AM	0	3	0	3	0	0	0	0	0	4	0	4	0	0	0	0	7
08:15 AM	0	2	0	2	0	0	0	0	0	3	0	3	0	0	0	0	5
08:30 AM	0	1	0	1	0	0	0	0	0	1	0	1	0	0	0	0	2
08:45 AM	0	5	0	5	0	0	0	0	0	1	0	1	1	0	0	1	7
Total Volume	0	11	0	11	0	0	0	0	0	9	0	9	1	0	0	1	21
% App. Total	0	100	0		0	0	0		0	100	0		100	0	0		
PHF	.000	.550	.000	.550	.000	.000	.000	.000	.000	.563	.000	.563	.250	.000	.000	.250	.750

# Traffic Data Service

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

File Name : 12AM FINAL  
 Site Code : 00000012  
 Start Date : 12/7/2017  
 Page No : 2





# Traffic Data Service

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

File Name : 12PM FINAL  
 Site Code : 00000012  
 Start Date : 12/7/2017  
 Page No : 1

Groups Printed- Lights - Buses - Trucks

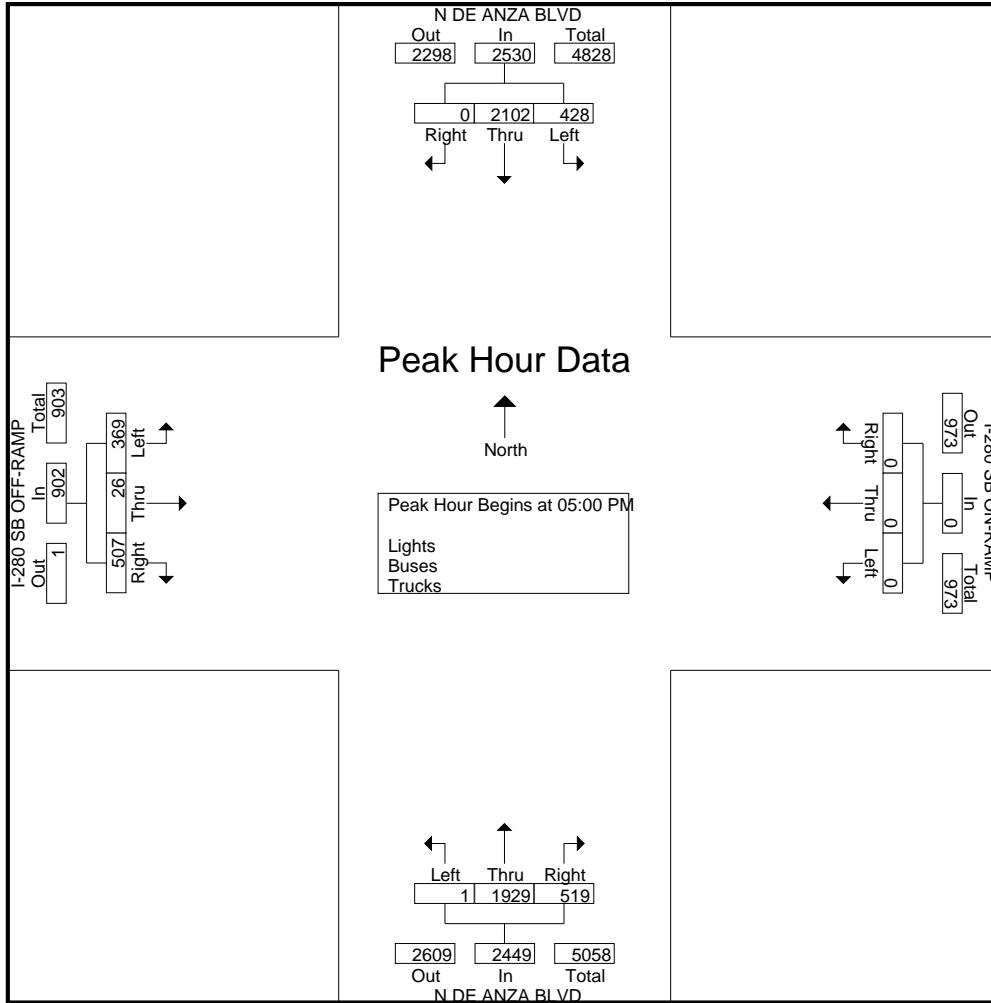
Start Time	N DE ANZA BLVD Southbound					I-280 SB ON-RAMP Westbound					N DE ANZA BLVD Northbound					I-280 SB OFF-RAMP Eastbound					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
04:00 PM	0	451	88	0	539	0	0	0	1	1	121	339	0	20	480	197	4	119	1	321	1341
04:15 PM	0	497	91	0	588	0	0	0	0	0	120	312	0	6	438	174	16	100	0	290	1316
04:30 PM	0	474	108	0	582	0	0	0	0	0	131	376	0	8	515	181	7	93	0	281	1378
04:45 PM	0	482	98	0	580	0	0	0	0	0	125	333	0	14	472	172	9	97	2	280	1332
<b>Total</b>	0	1904	385	0	2289	0	0	0	1	1	497	1360	0	48	1905	724	36	409	3	1172	5367
05:00 PM	0	531	129	0	660	0	0	0	1	1	133	478	0	23	634	132	6	77	2	217	1512
05:15 PM	0	475	105	0	580	0	0	0	2	2	120	476	1	10	607	119	8	116	7	250	1439
05:30 PM	0	546	95	0	641	0	0	0	6	6	122	502	0	11	635	121	5	76	1	203	1485
05:45 PM	0	550	99	0	649	0	0	0	1	1	144	473	0	7	624	135	7	100	2	244	1518
<b>Total</b>	0	2102	428	0	2530	0	0	0	10	10	519	1929	1	51	2500	507	26	369	12	914	5954
Grand Total	0	4006	813	0	4819	0	0	0	11	11	1016	3289	1	99	4405	1231	62	778	15	2086	11321
Apprch %	0	83.1	16.9	0		0	0	0	100		23.1	74.7	0	2.2		59	3	37.3	0.7		
Total %	0	35.4	7.2	0	42.6	0	0	0	0.1	0.1	9	29.1	0	0.9	38.9	10.9	0.5	6.9	0.1	18.4	
Lights	0	3890	802	0	4692	0	0	0	11	11	994	3196	1	99	4290	1216	61	766	15	2058	11051
% Lights	0	97.1	98.6	0	97.4	0	0	0	100	100	97.8	97.2	100	100	97.4	98.8	98.4	98.5	100	98.7	97.6
Buses	0	100	6	0	106	0	0	0	0	0	14	73	0	0	87	4	0	2	0	6	199
% Buses	0	2.5	0.7	0	2.2	0	0	0	0	0	1.4	2.2	0	0	2	0.3	0	0.3	0	0.3	1.8
Trucks	0	16	5	0	21	0	0	0	0	0	8	20	0	0	28	11	1	10	0	22	71
% Trucks	0	0.4	0.6	0	0.4	0	0	0	0	0	0.8	0.6	0	0	0.6	0.9	1.6	1.3	0	1.1	0.6

Start Time	N DE ANZA BLVD Southbound				I-280 SB ON-RAMP Westbound				N DE ANZA BLVD Northbound				I-280 SB OFF-RAMP Eastbound				Int. Total
	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 05:00 PM																	
05:00 PM	0	531	<b>129</b>	<b>660</b>	0	0	0	0	133	478	0	611	132	6	77	215	1486
05:15 PM	0	475	105	580	0	0	0	0	120	476	1	597	119	<b>8</b>	<b>116</b>	<b>243</b>	1420
05:30 PM	0	546	95	641	0	0	0	0	122	<b>502</b>	0	<b>624</b>	121	5	76	202	1467
05:45 PM	0	<b>550</b>	99	649	0	0	0	0	<b>144</b>	473	0	617	<b>135</b>	7	100	242	<b>1508</b>
Total Volume	0	2102	428	2530	0	0	0	0	519	1929	1	2449	507	26	369	902	5881
% App. Total	0	83.1	16.9		0	0	0		21.2	78.8	0		56.2	2.9	40.9		
PHF	.000	.955	.829	.958	.000	.000	.000	.000	.901	.961	.250	.981	.939	.813	.795	.928	.975

# Traffic Data Service

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

File Name : 12PM FINAL  
 Site Code : 00000012  
 Start Date : 12/7/2017  
 Page No : 2



# Traffic Data Service

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

File Name : 12PM FINAL  
 Site Code : 00000012  
 Start Date : 12/7/2017  
 Page No : 1

Groups Printed- Bikes

Start Time	N DE ANZA BLVD Southbound					I-280 SB ON-RAMP Westbound					N DE ANZA BLVD Northbound					I-280 SB OFF-RAMP Eastbound					Int. Total	
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total		
04:00 PM	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	0	0	1	0	1	1	3
04:15 PM	0	1	0	0	1	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	0	5
04:30 PM	0	2	0	0	2	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	4
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	4	0	0	4	0	0	0	0	0	0	7	0	0	7	0	0	1	0	1	1	12
05:00 PM	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	2
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	1
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	0	1	1	0	2	2	4
Total	0	1	0	0	1	0	0	0	0	0	0	4	0	0	4	0	1	1	0	2	2	7
Grand Total	0	5	0	0	5	0	0	0	0	0	0	11	0	0	11	0	1	2	0	3	3	19
Apprch %	0	100	0	0		0	0	0	0		0	100	0	0		0	33.3	66.7	0			
Total %	0	26.3	0	0	26.3	0	0	0	0	0	0	57.9	0	0	57.9	0	5.3	10.5	0	15.8		

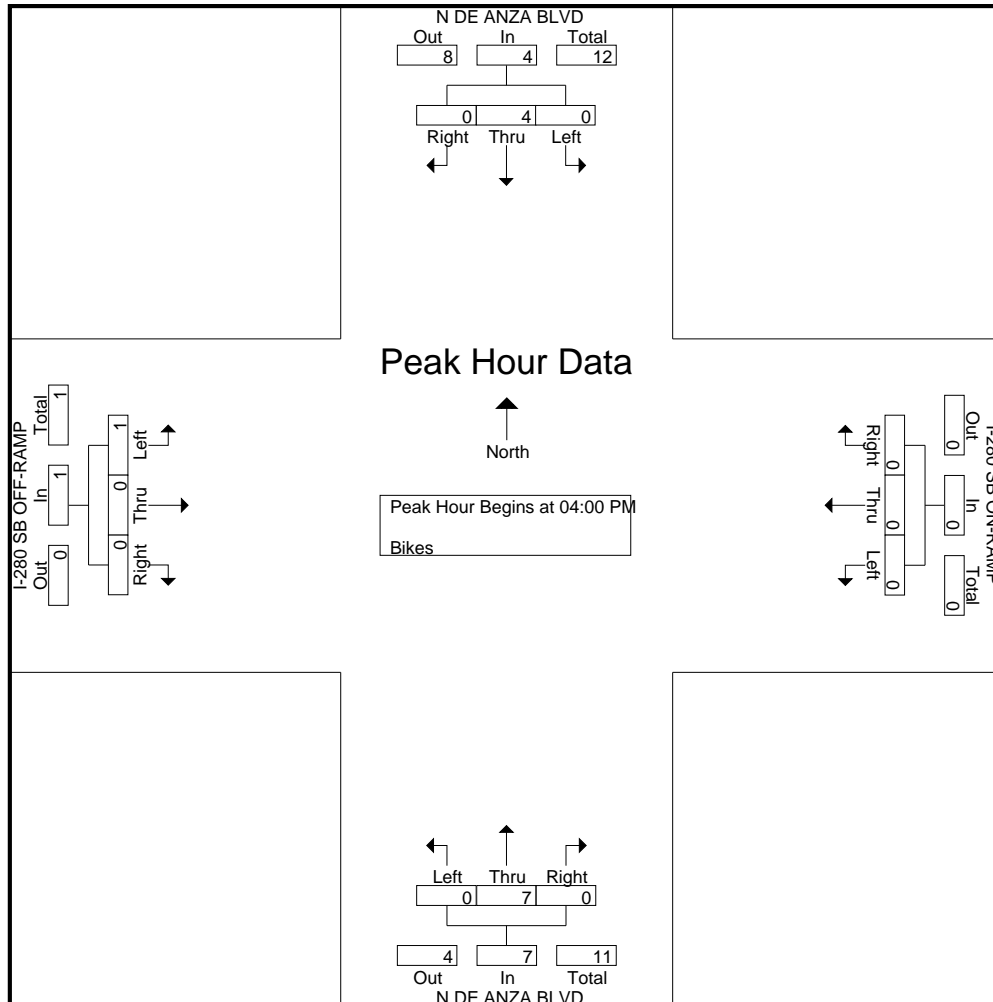
Start Time	N DE ANZA BLVD Southbound				I-280 SB ON-RAMP Westbound				N DE ANZA BLVD Northbound				I-280 SB OFF-RAMP Eastbound				Int. Total
	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	
04:00 PM	0	1	0	1	0	0	0	0	0	1	0	1	0	0	1	1	3
04:15 PM	0	1	0	1	0	0	0	0	0	4	0	4	0	0	0	0	5
04:30 PM	0	2	0	2	0	0	0	0	0	2	0	2	0	0	0	0	4
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	4	0	4	0	0	0	0	0	7	0	7	0	0	1	1	12
% App. Total	0	100	0		0	0	0		0	100	0		0	0	100		
PHF	.000	.500	.000	.500	.000	.000	.000	.000	.000	.438	.000	.438	.000	.000	.250	.250	.600

Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1  
 Peak Hour for Entire Intersection Begins at 04:00 PM

# Traffic Data Service

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

File Name : 12PM FINAL  
Site Code : 00000012  
Start Date : 12/7/2017  
Page No : 2



# Traffic Data Service

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

File Name : 10AM FINAL  
Site Code : 00000010  
Start Date : 1/10/2018  
Page No : 1

Groups Printed- Lights - Buses - Trucks

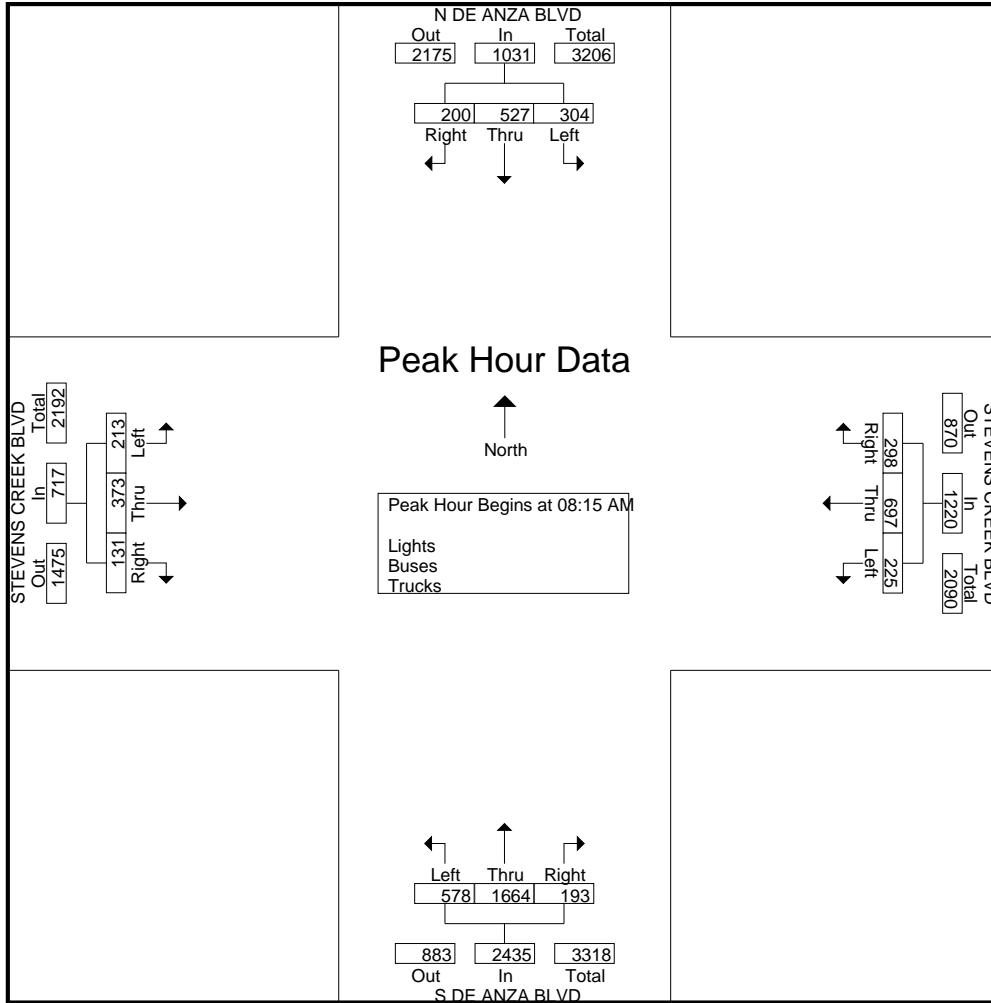
Start Time	N DE ANZA BLVD Southbound					STEVENS CREEK BLVD Westbound					S DE ANZA BLVD Northbound					STEVENS CREEK BLVD Eastbound					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
07:00 AM	31	65	25	1	122	18	79	24	0	121	16	170	62	6	254	8	22	21	4	55	552
07:15 AM	33	85	33	2	153	31	111	22	4	168	13	241	58	8	320	13	51	24	5	93	734
07:30 AM	38	78	37	5	158	48	114	22	6	190	28	344	104	10	486	15	48	29	3	95	929
07:45 AM	31	102	67	4	204	46	120	36	8	210	29	393	108	2	532	18	44	30	2	94	1040
<b>Total</b>	<b>133</b>	<b>330</b>	<b>162</b>	<b>12</b>	<b>637</b>	<b>143</b>	<b>424</b>	<b>104</b>	<b>18</b>	<b>689</b>	<b>86</b>	<b>1148</b>	<b>332</b>	<b>26</b>	<b>1592</b>	<b>54</b>	<b>165</b>	<b>104</b>	<b>14</b>	<b>337</b>	<b>3255</b>
08:00 AM	54	167	82	6	309	54	220	80	13	367	19	327	94	11	451	18	65	27	5	115	1242
08:15 AM	54	185	76	5	320	60	188	87	11	346	57	445	134	19	655	29	82	56	5	172	1493
08:30 AM	58	111	88	14	271	83	183	35	12	313	48	423	141	11	623	24	86	47	4	161	1368
08:45 AM	46	127	70	7	250	77	146	54	12	289	52	418	148	12	630	45	108	55	11	219	1388
<b>Total</b>	<b>212</b>	<b>590</b>	<b>316</b>	<b>32</b>	<b>1150</b>	<b>274</b>	<b>737</b>	<b>256</b>	<b>48</b>	<b>1315</b>	<b>176</b>	<b>1613</b>	<b>517</b>	<b>53</b>	<b>2359</b>	<b>116</b>	<b>341</b>	<b>185</b>	<b>25</b>	<b>667</b>	<b>5491</b>
09:00 AM	42	104	70	11	227	78	180	49	10	317	36	378	155	11	580	33	97	55	8	193	1317
09:15 AM	75	133	92	16	316	89	209	40	11	349	41	321	86	15	463	29	121	67	6	223	1351
09:30 AM	44	118	89	11	262	95	164	51	9	319	47	338	118	13	516	36	109	77	6	228	1325
09:45 AM	48	137	112	15	312	66	109	43	13	231	47	303	120	16	486	49	112	37	3	201	1230
<b>Total</b>	<b>209</b>	<b>492</b>	<b>363</b>	<b>53</b>	<b>1117</b>	<b>328</b>	<b>662</b>	<b>183</b>	<b>43</b>	<b>1216</b>	<b>171</b>	<b>1340</b>	<b>479</b>	<b>55</b>	<b>2045</b>	<b>147</b>	<b>439</b>	<b>236</b>	<b>23</b>	<b>845</b>	<b>5223</b>
Grand Total	554	1412	841	97	2904	745	1823	543	109	3220	433	4101	1328	134	5996	317	945	525	62	1849	13969
Apprch %	19.1	48.6	29	3.3		23.1	56.6	16.9	3.4		7.2	68.4	22.1	2.2		17.1	51.1	28.4	3.4		
Total %	4	10.1	6	0.7	20.8	5.3	13.1	3.9	0.8	23.1	3.1	29.4	9.5	1	42.9	2.3	6.8	3.8	0.4	13.2	
Lights	525	1371	818	96	2810	729	1739	535	109	3112	421	4040	1315	132	5908	300	885	508	62	1755	13585
% Lights	94.8	97.1	97.3	99	96.8	97.9	95.4	98.5	100	96.6	97.2	98.5	99	98.5	98.5	94.6	93.7	96.8	100	94.9	97.3
Buses	5	10	8	0	23	5	52	3	0	60	0	22	6	0	28	6	42	8	0	56	167
% Buses	0.9	0.7	1	0	0.8	0.7	2.9	0.6	0	1.9	0	0.5	0.5	0	0.5	1.9	4.4	1.5	0	3	1.2
Trucks	24	31	15	1	71	11	32	5	0	48	12	39	7	2	60	11	18	9	0	38	217
% Trucks	4.3	2.2	1.8	1	2.4	1.5	1.8	0.9	0	1.5	2.8	1	0.5	1.5	1	3.5	1.9	1.7	0	2.1	1.6

Start Time	N DE ANZA BLVD Southbound				STEVENS CREEK BLVD Westbound				S DE ANZA BLVD Northbound				STEVENS CREEK BLVD Eastbound				Int. Total
	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	
Peak Hour Analysis From 07:00 AM to 09:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 08:15 AM																	
08:15 AM	54	<b>185</b>	76	<b>315</b>	60	<b>188</b>	<b>87</b>	<b>335</b>	<b>57</b>	<b>445</b>	134	<b>636</b>	29	82	<b>56</b>	167	<b>1453</b>
08:30 AM	<b>58</b>	111	<b>88</b>	257	<b>83</b>	183	35	301	48	423	141	612	24	86	47	157	1327
08:45 AM	46	127	70	243	77	146	54	277	52	418	148	618	<b>45</b>	<b>108</b>	55	<b>208</b>	1346
09:00 AM	42	104	70	216	78	180	49	307	36	378	<b>155</b>	569	33	97	55	185	1277
Total Volume	200	527	304	1031	298	697	225	1220	193	1664	578	2435	131	373	213	717	5403
% App. Total	19.4	51.1	29.5		24.4	57.1	18.4		7.9	68.3	23.7		18.3	52	29.7		
PHF	.862	.712	.864	.818	.898	.927	.647	.910	.846	.935	.932	.957	.728	.863	.951	.862	.930

# Traffic Data Service

San Jose, CA  
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File Name : 10AM FINAL  
 Site Code : 00000010  
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# Traffic Data Service

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File Name : 10AM FINAL  
 Site Code : 00000010  
 Start Date : 1/10/2018  
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Groups Printed- Bikes

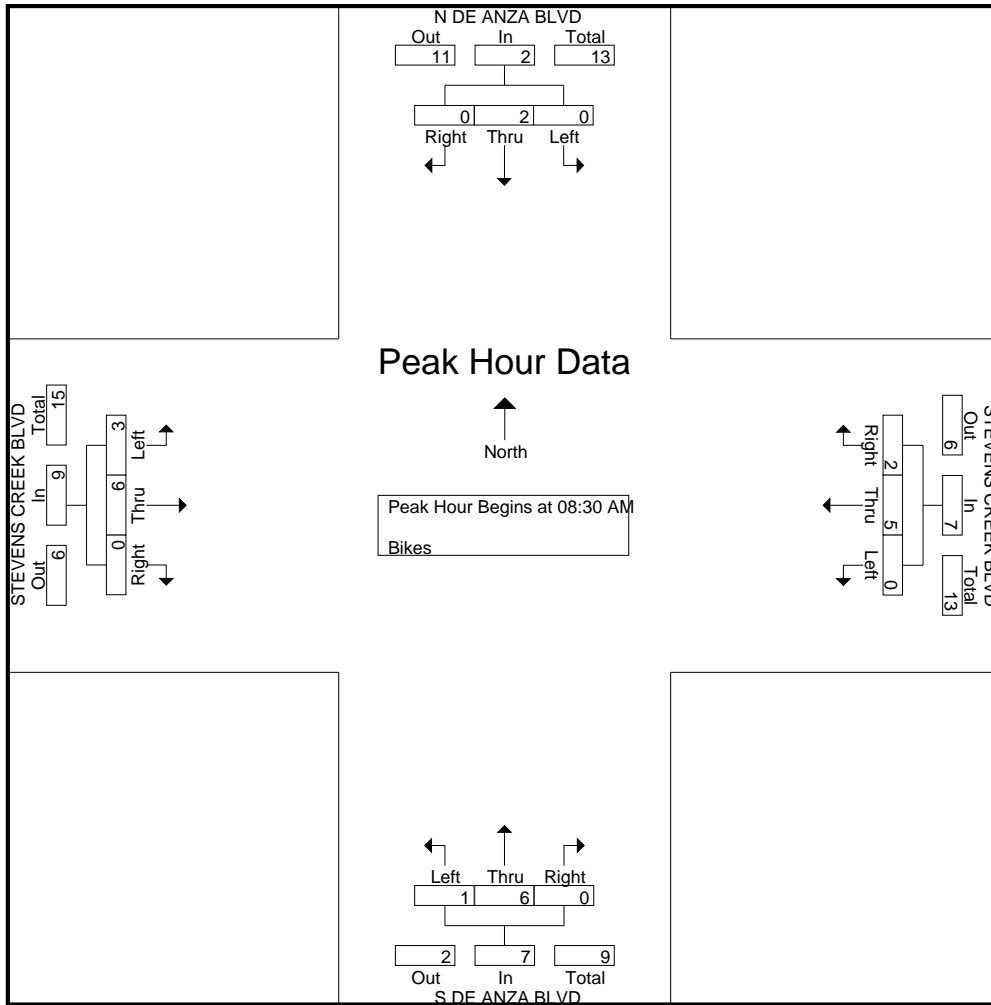
Start Time	N DE ANZA BLVD Southbound					STEVENS CREEK BLVD Westbound					S DE ANZA BLVD Northbound					STEVENS CREEK BLVD Eastbound					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30 AM	0	0	0	0	0	0	2	0	0	2	0	2	0	0	2	0	0	1	0	1	5
07:45 AM	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	3
<b>Total</b>	0	2	0	0	2	0	2	0	0	2	0	2	0	0	2	0	1	1	0	2	8
08:00 AM	0	1	0	0	1	0	0	0	0	0	0	2	0	0	2	0	0	1	0	1	4
08:15 AM	0	0	0	0	0	1	1	0	0	2	1	1	0	0	2	0	0	0	0	0	4
08:30 AM	0	0	0	0	0	0	3	0	0	3	0	2	0	0	2	0	1	0	0	1	6
08:45 AM	0	1	0	0	1	2	0	0	0	2	0	1	0	0	1	0	0	1	0	1	5
<b>Total</b>	0	2	0	0	2	3	4	0	0	7	1	6	0	0	7	0	1	2	0	3	19
09:00 AM	0	1	0	0	1	0	0	0	0	0	0	2	1	0	3	0	3	2	0	5	9
09:15 AM	0	0	0	0	0	0	2	0	0	2	0	1	0	0	1	0	2	0	0	2	5
09:30 AM	0	0	1	0	1	0	2	0	0	2	0	1	0	0	1	1	0	0	0	1	5
09:45 AM	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
<b>Total</b>	0	1	1	0	2	1	4	0	0	5	0	4	1	0	5	1	5	2	0	8	20
Grand Total	0	5	1	0	6	4	10	0	0	14	1	12	1	0	14	1	7	5	0	13	47
Apprch %	0	83.3	16.7	0		28.6	71.4	0	0		7.1	85.7	7.1	0		7.7	53.8	38.5	0		
Total %	0	10.6	2.1	0	12.8	8.5	21.3	0	0	29.8	2.1	25.5	2.1	0	29.8	2.1	14.9	10.6	0	27.7	

Start Time	N DE ANZA BLVD Southbound				STEVENS CREEK BLVD Westbound				S DE ANZA BLVD Northbound				STEVENS CREEK BLVD Eastbound				Int. Total
	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	
Peak Hour Analysis From 07:00 AM to 09:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 08:30 AM																	
08:30 AM	0	0	0	0	0	3	0	3	0	2	0	2	0	1	0	1	6
08:45 AM	0	1	0	1	2	0	0	2	0	1	0	1	0	0	1	1	5
09:00 AM	0	1	0	1	0	0	0	0	0	2	1	3	0	3	2	5	9
09:15 AM	0	0	0	0	0	2	0	2	0	1	0	1	0	2	0	2	5
Total Volume	0	2	0	2	2	5	0	7	0	6	1	7	0	6	3	9	25
% App. Total	0	100	0		28.6	71.4	0		0	85.7	14.3		0	66.7	33.3		
PHF	.000	.500	.000	.500	.250	.417	.000	.583	.000	.750	.250	.583	.000	.500	.375	.450	.694

# Traffic Data Service

San Jose, CA  
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File Name : 10AM FINAL  
 Site Code : 00000010  
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# Traffic Data Service

San Jose, CA  
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File Name : 10PM FINAL  
 Site Code : 00000010  
 Start Date : 1/10/2018  
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Groups Printed- Lights - Buses - Trucks

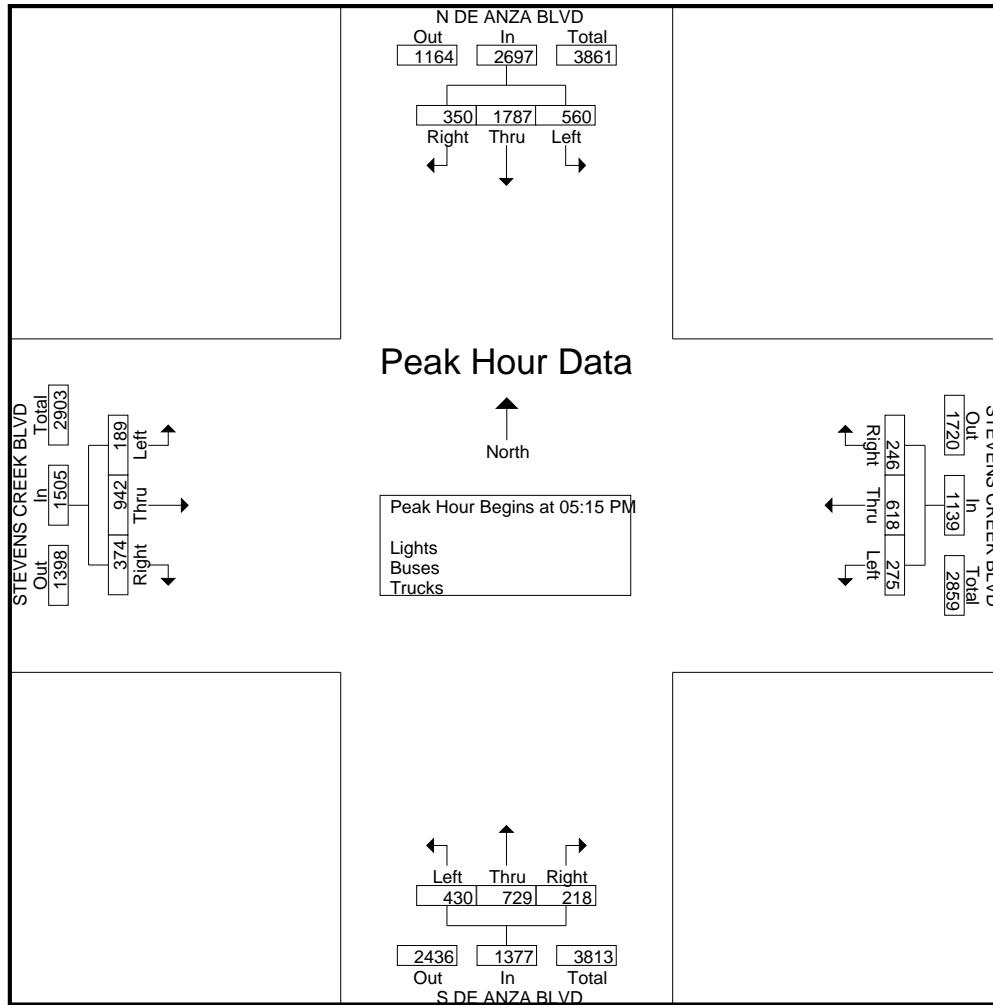
Start Time	N DE ANZA BLVD Southbound					STEVENS CREEK BLVD Westbound					S DE ANZA BLVD Northbound					STEVENS CREEK BLVD Eastbound					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
04:00 PM	55	326	128	2	511	46	131	66	10	253	41	148	123	14	326	93	235	53	5	386	1476
04:15 PM	69	419	128	6	622	50	131	71	16	268	54	134	84	18	290	95	165	54	7	321	1501
04:30 PM	58	361	120	6	545	69	137	61	6	273	50	145	84	9	288	115	216	63	7	401	1507
04:45 PM	66	377	135	12	590	57	122	64	12	255	47	165	97	16	325	114	179	37	18	348	1518
Total	248	1483	511	26	2268	222	521	262	44	1049	192	592	388	57	1229	417	795	207	37	1456	6002
05:00 PM	54	386	133	11	584	56	170	75	6	307	48	167	87	13	315	100	281	46	9	436	1642
05:15 PM	78	448	169	4	699	58	141	70	14	283	55	185	116	7	363	118	234	39	2	393	1738
05:30 PM	102	460	118	3	683	79	152	73	6	310	52	170	108	23	353	79	262	51	5	397	1743
05:45 PM	78	430	138	5	651	46	184	63	6	299	51	178	117	14	360	80	246	49	3	378	1688
Total	312	1724	558	23	2617	239	647	281	32	1199	206	700	428	57	1391	377	1023	185	19	1604	6811
06:00 PM	92	449	135	6	682	63	141	69	6	279	60	196	89	18	363	97	200	50	7	354	1678
06:15 PM	95	382	129	8	614	48	179	62	4	293	39	158	75	20	292	89	214	72	7	382	1581
06:30 PM	60	431	129	4	624	46	119	65	1	231	62	161	91	12	326	77	200	58	5	340	1521
06:45 PM	57	342	112	9	520	65	108	75	5	253	47	141	73	11	272	90	184	53	4	331	1376
Total	304	1604	505	27	2440	222	547	271	16	1056	208	656	328	61	1253	353	798	233	23	1407	6156
Grand Total	864	4811	1574	76	7325	683	1715	814	92	3304	606	1948	1144	175	3873	1147	2616	625	79	4467	18969
Apprch %	11.8	65.7	21.5	1		20.7	51.9	24.6	2.8		15.6	50.3	29.5	4.5		25.7	58.6	14	1.8		
Total %	4.6	25.4	8.3	0.4	38.6	3.6	9	4.3	0.5	17.4	3.2	10.3	6	0.9	20.4	6	13.8	3.3	0.4	23.5	
Lights	853	4784	1559	76	7272	677	1655	809	92	3233	600	1931	1139	174	3844	1141	2584	614	79	4418	18767
% Lights	98.7	99.4	99	100	99.3	99.1	96.5	99.4	100	97.9	99	99.1	99.6	99.4	99.3	99.5	98.8	98.2	100	98.9	98.9
Buses	9	6	10	0	25	4	52	1	0	57	0	7	0	0	7	3	26	9	0	38	127
% Buses	1	0.1	0.6	0	0.3	0.6	3	0.1	0	1.7	0	0.4	0	0	0.2	0.3	1	1.4	0	0.9	0.7
Trucks	2	21	5	0	28	2	8	4	0	14	6	10	5	1	22	3	6	2	0	11	75
% Trucks	0.2	0.4	0.3	0	0.4	0.3	0.5	0.5	0	0.4	1	0.5	0.4	0.6	0.6	0.3	0.2	0.3	0	0.2	0.4

Start Time	N DE ANZA BLVD Southbound				STEVENS CREEK BLVD Westbound				S DE ANZA BLVD Northbound				STEVENS CREEK BLVD Eastbound				Int. Total
	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	
Peak Hour Analysis From 04:00 PM to 06:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 05:15 PM																	
05:15 PM	78	448	169	695	58	141	70	269	55	185	116	356	118	234	39	391	1711
05:30 PM	102	460	118	680	79	152	73	304	52	170	108	330	79	262	51	392	1706
05:45 PM	78	430	138	646	46	184	63	293	51	178	117	346	80	246	49	375	1660
06:00 PM	92	449	135	676	63	141	69	273	60	196	89	345	97	200	50	347	1641
Total Volume	350	1787	560	2697	246	618	275	1139	218	729	430	1377	374	942	189	1505	6718
% App. Total	13	66.3	20.8		21.6	54.3	24.1		15.8	52.9	31.2		24.9	62.6	12.6		
PHF	.858	.971	.828	.970	.778	.840	.942	.937	.908	.930	.919	.967	.792	.899	.926	.960	.982

# Traffic Data Service

San Jose, CA  
 (408) 622-4787  
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File Name : 10PM FINAL  
 Site Code : 00000010  
 Start Date : 1/10/2018  
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# Traffic Data Service

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

File Name : 10PM FINAL  
 Site Code : 00000010  
 Start Date : 1/10/2018  
 Page No : 1

Groups Printed- Bikes

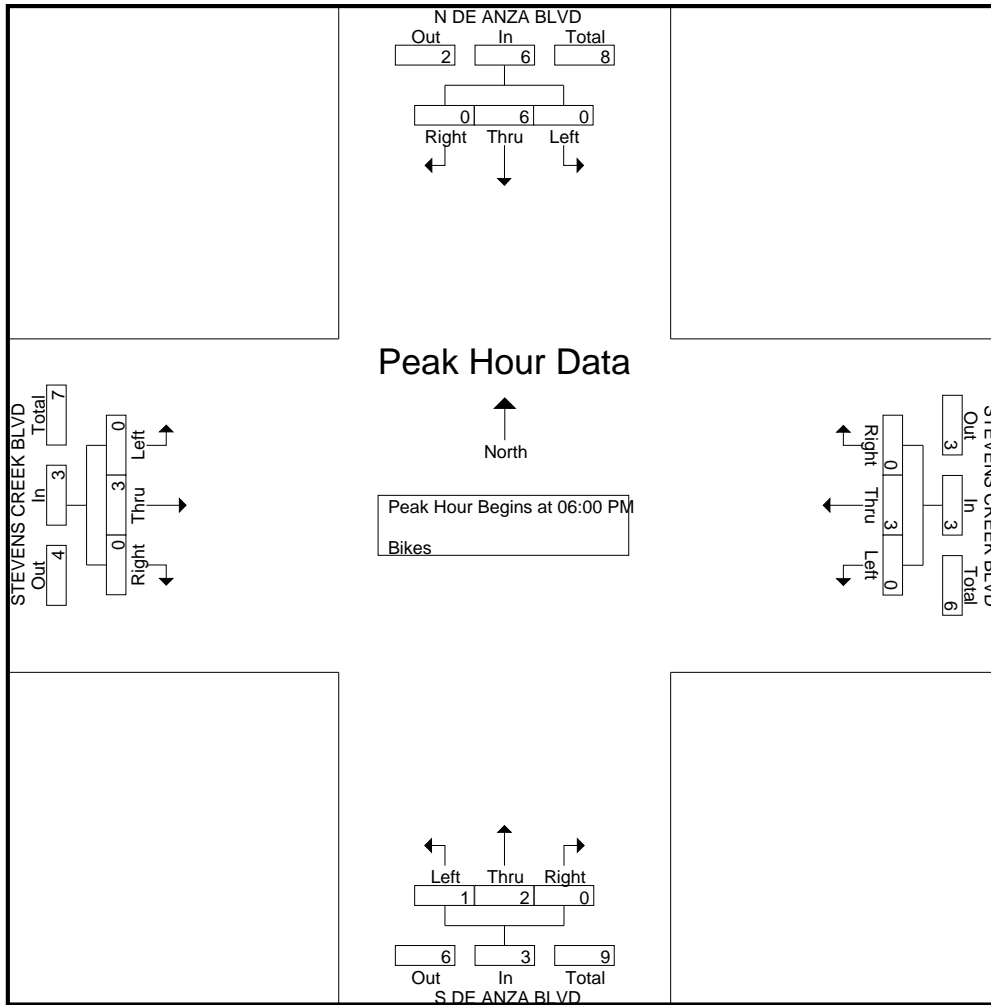
Start Time	N DE ANZA BLVD Southbound					STEVENS CREEK BLVD Westbound					S DE ANZA BLVD Northbound					STEVENS CREEK BLVD Eastbound					Int. Total	
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total		
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	2	0	0	0	0	2	3
04:15 PM	0	1	0	0	1	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	3
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	2	2
04:45 PM	0	1	0	0	1	0	1	0	0	1	0	0	0	0	0	0	1	0	0	0	1	3
Total	0	2	0	0	2	0	3	0	0	3	0	1	0	0	1	2	2	1	0	0	5	11
05:00 PM	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	2
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	1	0	0	0	1	2
05:30 PM	1	3	0	0	4	0	1	0	0	1	0	0	0	0	0	0	1	0	0	0	1	6
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	1	1	0	2	0	0	0	0	0	0	2
Total	1	4	0	0	5	0	1	0	0	1	0	3	1	0	4	0	2	0	0	0	2	12
06:00 PM	0	1	0	0	1	0	1	0	0	1	0	1	0	0	1	0	1	0	0	0	1	4
06:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	1
06:30 PM	0	2	0	0	2	0	2	0	0	2	0	1	1	0	2	0	1	0	0	0	1	7
06:45 PM	0	3	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
Total	0	6	0	0	6	0	3	0	0	3	0	2	1	0	3	0	3	0	0	0	3	15
Grand Total	1	12	0	0	13	0	7	0	0	7	0	6	2	0	8	2	7	1	0	10	38	
Apprch %	7.7	92.3	0	0		0	100	0	0		0	75	25	0		20	70	10	0			
Total %	2.6	31.6	0	0	34.2	0	18.4	0	0	18.4	0	15.8	5.3	0	21.1	5.3	18.4	2.6	0	26.3		

Start Time	N DE ANZA BLVD Southbound				STEVENS CREEK BLVD Westbound				S DE ANZA BLVD Northbound				STEVENS CREEK BLVD Eastbound				Int. Total
	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	
Peak Hour Analysis From 04:00 PM to 06:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 06:00 PM																	
06:00 PM	0	1	0	1	0	1	0	1	0	1	0	1	0	1	0	1	4
06:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
06:30 PM	0	2	0	2	0	2	0	2	0	1	1	2	0	1	0	1	7
06:45 PM	0	3	0	3	0	0	0	0	0	0	0	0	0	0	0	0	3
Total Volume	0	6	0	6	0	3	0	3	0	2	1	3	0	3	0	3	15
% App. Total	0	100	0		0	100	0		0	66.7	33.3		0	100	0		
PHF	.000	.500	.000	.500	.000	.375	.000	.375	.000	.500	.250	.375	.000	.750	.000	.750	.536

# Traffic Data Service

San Jose, CA  
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File Name : 10PM FINAL  
 Site Code : 00000010  
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# Traffic Data Service

San Jose, CA  
 (408) 622-4787  
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File Name : 11AM FINAL  
 Site Code : 00000011  
 Start Date : 1/10/2018  
 Page No : 1

Groups Printed- Lights - Buses - Trucks

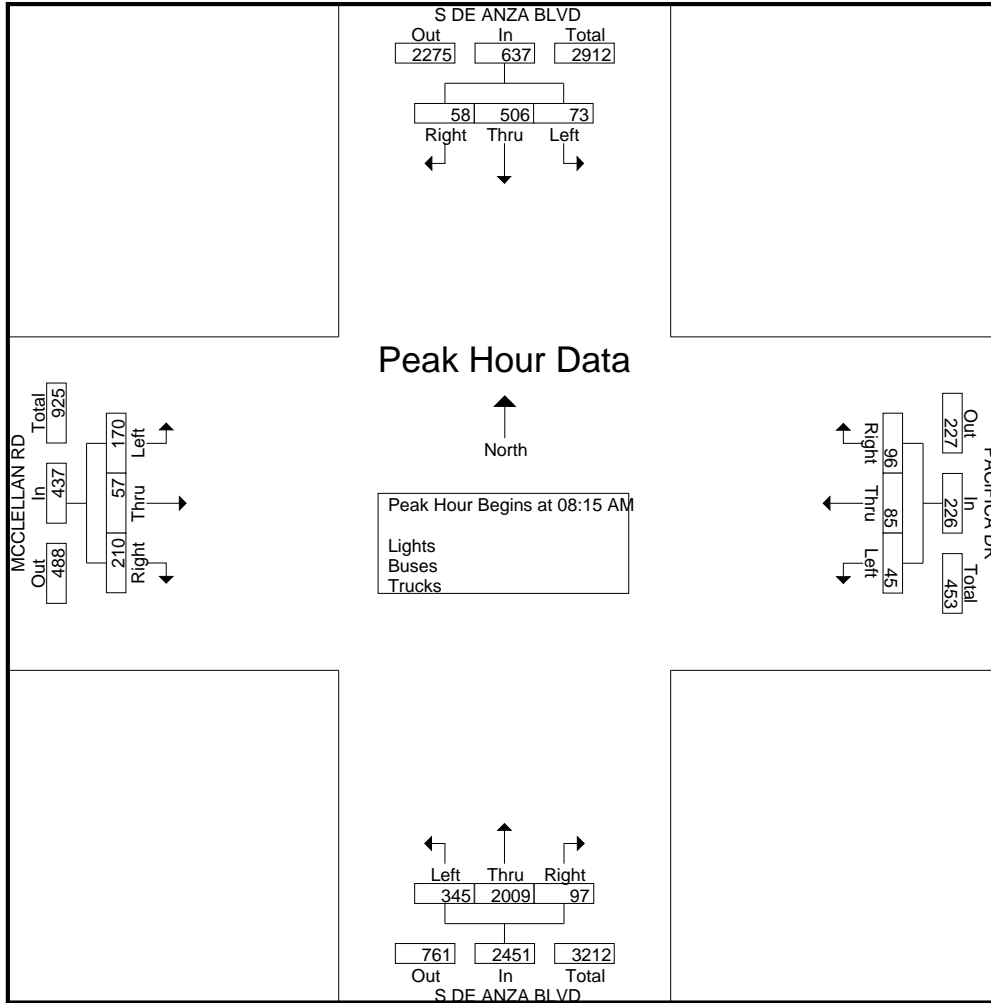
Start Time	S DE ANZA BLVD Southbound					PACIFICA DR Westbound					S DE ANZA BLVD Northbound					MCCLELLAN RD Eastbound					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
07:00 AM	8	54	7	2	71	9	7	1	1	18	9	208	45	0	262	10	5	8	0	23	374
07:15 AM	17	73	14	0	104	11	11	3	1	26	9	302	75	0	386	13	5	9	0	27	543
07:30 AM	6	74	11	0	91	16	6	9	3	34	20	365	55	0	440	14	12	27	0	53	618
07:45 AM	15	88	8	0	111	20	6	9	1	36	31	392	62	1	486	20	14	22	1	57	690
Total	46	289	40	2	377	56	30	22	6	114	69	1267	237	1	1574	57	36	66	1	160	2225
08:00 AM	15	78	8	3	104	18	18	6	2	44	12	447	128	0	587	23	12	30	0	65	800
08:15 AM	15	164	11	1	191	17	25	10	2	54	16	496	94	0	606	38	8	33	0	79	930
08:30 AM	17	111	19	4	151	23	16	10	3	52	29	568	79	0	676	41	13	40	2	96	975
08:45 AM	16	132	30	2	180	24	25	13	2	64	24	474	84	0	582	60	21	56	0	137	963
Total	63	485	68	10	626	82	84	39	9	214	81	1985	385	0	2451	162	54	159	2	377	3668
09:00 AM	10	99	13	2	124	32	19	12	0	63	28	471	88	0	587	71	15	41	2	129	903
09:15 AM	18	120	15	3	156	19	14	9	5	47	22	448	121	0	591	58	15	44	5	122	916
09:30 AM	16	133	19	3	171	26	17	13	1	57	26	349	63	0	438	59	19	56	1	135	801
09:45 AM	23	159	22	3	207	21	14	12	4	51	41	429	70	0	540	40	23	22	5	90	888
Total	67	511	69	11	658	98	64	46	10	218	117	1697	342	0	2156	228	72	163	13	476	3508
Grand Total	176	1285	177	23	1661	236	178	107	25	546	267	4949	964	1	6181	447	162	388	16	1013	9401
Apprch %	10.6	77.4	10.7	1.4		43.2	32.6	19.6	4.6		4.3	80.1	15.6	0		44.1	16	38.3	1.6		
Total %	1.9	13.7	1.9	0.2	17.7	2.5	1.9	1.1	0.3	5.8	2.8	52.6	10.3	0	65.7	4.8	1.7	4.1	0.2	10.8	
Lights	168	1230	176	23	1597	235	173	105	25	538	261	4898	946	0	6105	435	159	371	16	981	9221
% Lights	95.5	95.7	99.4	100	96.1	99.6	97.2	98.1	100	98.5	97.8	99	98.1	0	98.8	97.3	98.1	95.6	100	96.8	98.1
Buses	3	13	0	0	16	0	2	0	0	2	2	12	13	0	27	10	2	15	0	27	72
% Buses	1.7	1	0	0	1	0	1.1	0	0	0.4	0.7	0.2	1.3	0	0.4	2.2	1.2	3.9	0	2.7	0.8
Trucks	5	42	1	0	48	1	3	2	0	6	4	39	5	1	49	2	1	2	0	5	108
% Trucks	2.8	3.3	0.6	0	2.9	0.4	1.7	1.9	0	1.1	1.5	0.8	0.5	100	0.8	0.4	0.6	0.5	0	0.5	1.1

Start Time	S DE ANZA BLVD Southbound				PACIFICA DR Westbound				S DE ANZA BLVD Northbound				MCCLELLAN RD Eastbound				Int. Total
	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	
Peak Hour Analysis From 07:00 AM to 09:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 08:15 AM																	
08:15 AM	15	<b>164</b>	11	<b>190</b>	17	<b>25</b>	10	52	16	496	<b>94</b>	606	38	8	33	79	927
08:30 AM	17	111	19	147	23	16	10	49	29	<b>568</b>	79	<b>676</b>	41	13	40	94	<b>966</b>
08:45 AM	16	132	<b>30</b>	178	24	25	<b>13</b>	62	24	474	84	582	60	<b>21</b>	<b>56</b>	<b>137</b>	959
09:00 AM	10	99	13	122	<b>32</b>	19	12	<b>63</b>	28	471	88	587	<b>71</b>	15	41	127	899
Total Volume	58	506	73	637	96	85	45	226	97	2009	345	2451	210	57	170	437	3751
% App. Total	9.1	79.4	11.5		42.5	37.6	19.9		4	82	14.1		48.1	13	38.9		
PHF	.853	.771	.608	.838	.750	.850	.865	.897	.836	.884	.918	.906	.739	.679	.759	.797	.971

# Traffic Data Service

San Jose, CA  
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File Name : 11AM FINAL  
 Site Code : 00000011  
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# Traffic Data Service

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 tdsbay@cs.com

File Name : 11AM FINAL  
 Site Code : 00000011  
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Groups Printed- Bikes

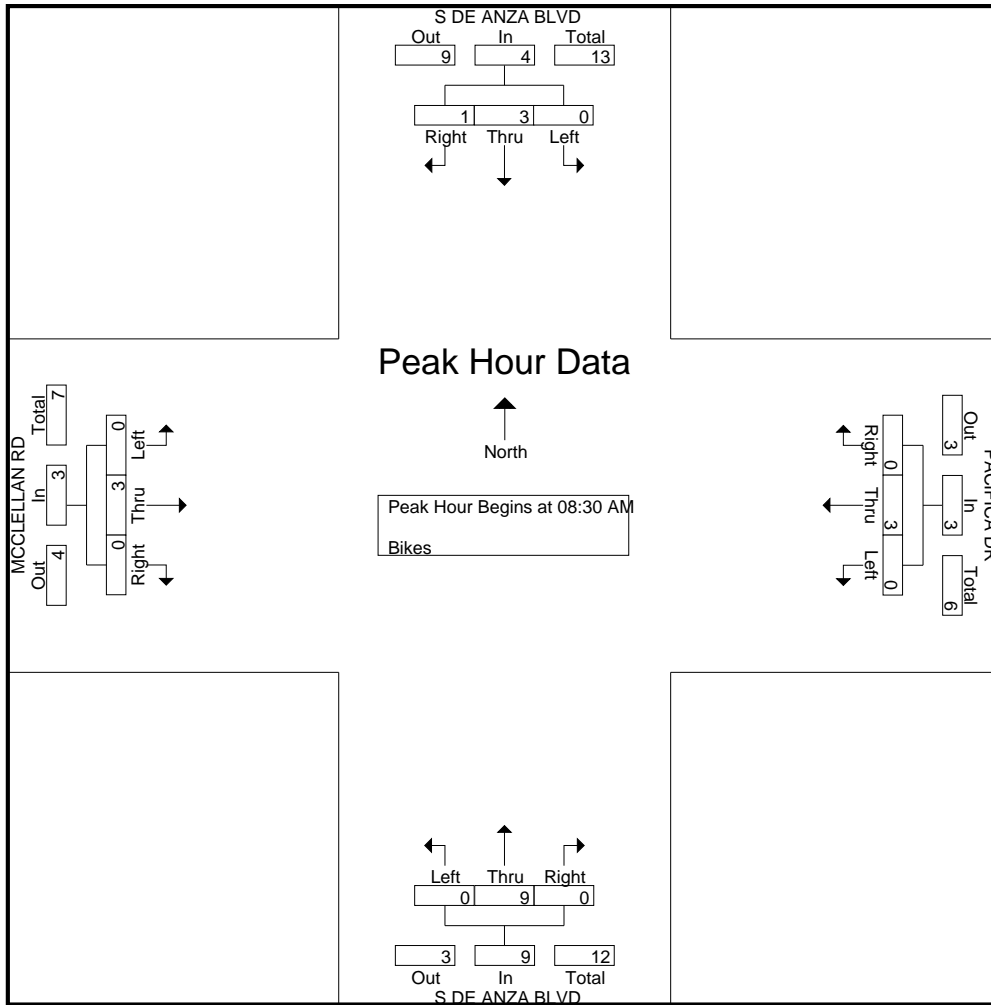
Start Time	S DE ANZA BLVD Southbound					PACIFICA DR Westbound					S DE ANZA BLVD Northbound					MCCLELLAN RD Eastbound					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0
07:30 AM	0	0	0	0	0	1	0	0	0	1	0	1	0	0	1	0	0	0	0	0	0
07:45 AM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0
<b>Total</b>	0	0	0	0	0	1	1	0	0	2	0	4	0	0	4	0	0	0	0	0	0
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0
08:15 AM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30 AM	1	0	0	0	1	0	1	0	0	1	0	2	0	0	2	0	1	0	0	1	5
08:45 AM	0	1	0	0	1	0	1	0	0	1	0	3	0	0	3	0	1	0	0	1	6
<b>Total</b>	1	2	0	0	3	0	2	0	0	2	0	6	0	0	6	0	2	0	0	2	13
09:00 AM	0	1	0	0	1	0	0	0	0	0	0	3	0	0	3	0	1	0	0	1	5
09:15 AM	0	1	0	0	1	0	1	0	0	1	0	1	0	0	1	0	0	0	0	0	3
09:30 AM	0	1	0	0	1	0	1	0	0	1	0	1	0	0	1	0	1	0	0	1	4
09:45 AM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	2
<b>Total</b>	0	3	0	0	3	0	3	0	0	3	0	5	0	0	5	0	3	0	0	3	14
Grand Total	1	5	0	0	6	1	6	0	0	7	0	15	0	0	15	0	5	0	0	5	33
Apprch %	16.7	83.3	0	0		14.3	85.7	0	0		0	100	0	0		0	100	0	0		
Total %	3	15.2	0	0	18.2	3	18.2	0	0	21.2	0	45.5	0	0	45.5	0	15.2	0	0	15.2	

Start Time	S DE ANZA BLVD Southbound				PACIFICA DR Westbound				S DE ANZA BLVD Northbound				MCCLELLAN RD Eastbound				Int. Total
	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	
Peak Hour Analysis From 07:00 AM to 09:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 08:30 AM																	
08:30 AM	1	0	0	1	0	1	0	1	0	2	0	2	0	1	0	1	5
08:45 AM	0	1	0	1	0	1	0	1	0	3	0	3	0	1	0	1	6
09:00 AM	0	1	0	1	0	0	0	0	0	3	0	3	0	1	0	1	5
09:15 AM	0	1	0	1	0	1	0	1	0	1	0	1	0	0	0	0	3
Total Volume	1	3	0	4	0	3	0	3	0	9	0	9	0	3	0	3	19
% App. Total	25	75	0		0	100	0		0	100	0		0	100	0		
PHF	.250	.750	.000	1.00	.000	.750	.000	.750	.000	.750	.000	.750	.000	.750	.000	.750	.792

# Traffic Data Service

San Jose, CA  
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File Name : 11AM FINAL  
 Site Code : 00000011  
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# Traffic Data Service

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File Name : 11PM FINAL  
Site Code : 00000011  
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Groups Printed- Lights - Buses - Trucks

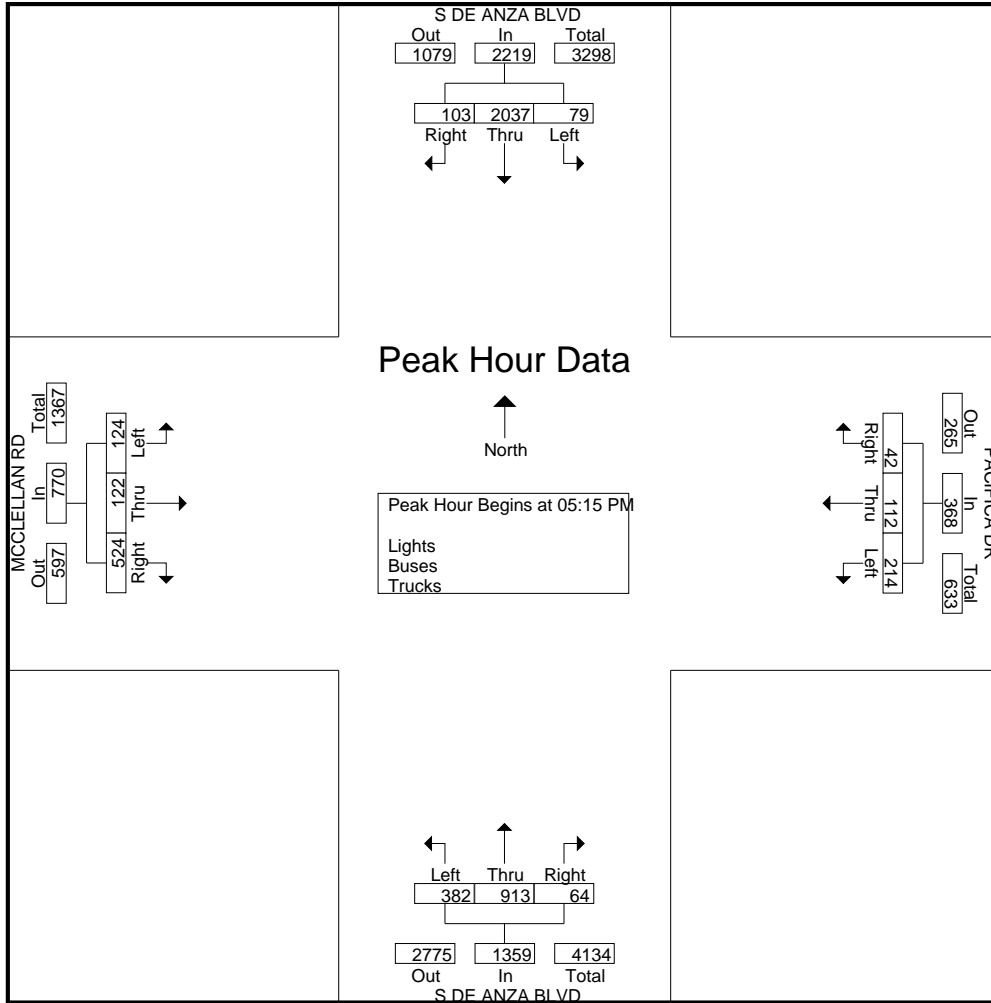
Start Time	S DE ANZA BLVD Southbound					PACIFICA DR Westbound					S DE ANZA BLVD Northbound					MCCLELLAN RD Eastbound					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
04:00 PM	32	463	31	2	528	6	22	35	4	67	21	183	57	0	261	123	21	40	6	190	1046
04:15 PM	28	453	25	3	509	12	27	34	3	76	11	164	83	0	258	126	16	38	5	185	1028
04:30 PM	27	563	16	4	610	15	21	28	1	65	13	184	59	0	256	135	16	30	4	185	1116
04:45 PM	24	455	22	8	509	8	17	32	5	62	13	168	70	0	251	124	18	40	1	183	1005
Total	111	1934	94	17	2156	41	87	129	13	270	58	699	269	0	1026	508	71	148	16	743	4195
05:00 PM	38	519	38	4	599	7	28	41	3	79	18	177	82	0	277	125	14	30	3	172	1127
05:15 PM	33	497	16	4	550	13	29	75	3	120	12	206	74	0	292	134	35	41	4	214	1176
05:30 PM	26	516	21	1	564	11	24	48	2	85	12	220	96	0	328	135	27	35	3	200	1177
05:45 PM	26	554	14	2	596	13	29	49	0	91	12	259	89	0	360	129	38	26	2	195	1242
Total	123	2086	89	11	2309	44	110	213	8	375	54	862	341	0	1257	523	114	132	12	781	4722
06:00 PM	18	470	28	2	518	5	30	42	3	80	28	228	123	0	379	126	22	22	1	171	1148
06:15 PM	39	607	21	0	667	5	22	30	3	60	15	174	84	0	273	103	31	33	1	168	1168
06:30 PM	31	446	29	0	506	6	29	42	1	78	22	192	67	0	281	122	20	38	3	183	1048
06:45 PM	39	511	22	2	574	10	22	26	1	59	11	176	75	0	262	83	17	27	1	128	1023
Total	127	2034	100	4	2265	26	103	140	8	277	76	770	349	0	1195	434	90	120	6	650	4387
Grand Total	361	6054	283	32	6730	111	300	482	29	922	188	2331	959	0	3478	1465	275	400	34	2174	13304
Apprch %	5.4	90	4.2	0.5		12	32.5	52.3	3.1		5.4	67	27.6	0		67.4	12.6	18.4	1.6		
Total %	2.7	45.5	2.1	0.2	50.6	0.8	2.3	3.6	0.2	6.9	1.4	17.5	7.2	0	26.1	11	2.1	3	0.3	16.3	
Lights	360	6032	282	32	6706	111	295	482	29	917	187	2320	949	0	3456	1453	274	392	34	2153	13232
% Lights	99.7	99.6	99.6	100	99.6	100	98.3	100	100	99.5	99.5	99.5	99	0	99.4	99.2	99.6	98	100	99	99.5
Buses	1	8	0	0	9	0	3	0	0	3	0	3	9	0	12	11	0	6	0	17	41
% Buses	0.3	0.1	0	0	0.1	0	1	0	0	0.3	0	0.1	0.9	0	0.3	0.8	0	1.5	0	0.8	0.3
Trucks	0	14	1	0	15	0	2	0	0	2	1	8	1	0	10	1	1	2	0	4	31
% Trucks	0	0.2	0.4	0	0.2	0	0.7	0	0	0.2	0.5	0.3	0.1	0	0.3	0.1	0.4	0.5	0	0.2	0.2

Start Time	S DE ANZA BLVD Southbound				PACIFICA DR Westbound				S DE ANZA BLVD Northbound				MCCLELLAN RD Eastbound				Int. Total
	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	
Peak Hour Analysis From 04:00 PM to 06:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 05:15 PM																	
05:15 PM	33	497	16	546	13	29	75	117	12	206	74	292	134	35	41	210	1165
05:30 PM	26	516	21	563	11	24	48	83	12	220	96	328	135	27	35	197	1171
05:45 PM	26	554	14	594	13	29	49	91	12	259	89	360	129	38	26	193	1238
06:00 PM	18	470	28	516	5	30	42	77	28	228	123	379	126	22	22	170	1142
Total Volume	103	2037	79	2219	42	112	214	368	64	913	382	1359	524	122	124	770	4716
% App. Total	4.6	91.8	3.6		11.4	30.4	58.2		4.7	67.2	28.1		68.1	15.8	16.1		
PHF	.780	.919	.705	.934	.808	.933	.713	.786	.571	.881	.776	.896	.970	.803	.756	.917	.952

# Traffic Data Service

San Jose, CA  
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File Name : 11PM FINAL  
 Site Code : 00000011  
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# Traffic Data Service

San Jose, CA  
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File Name : 11PM FINAL  
 Site Code : 00000011  
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Groups Printed- Bikes

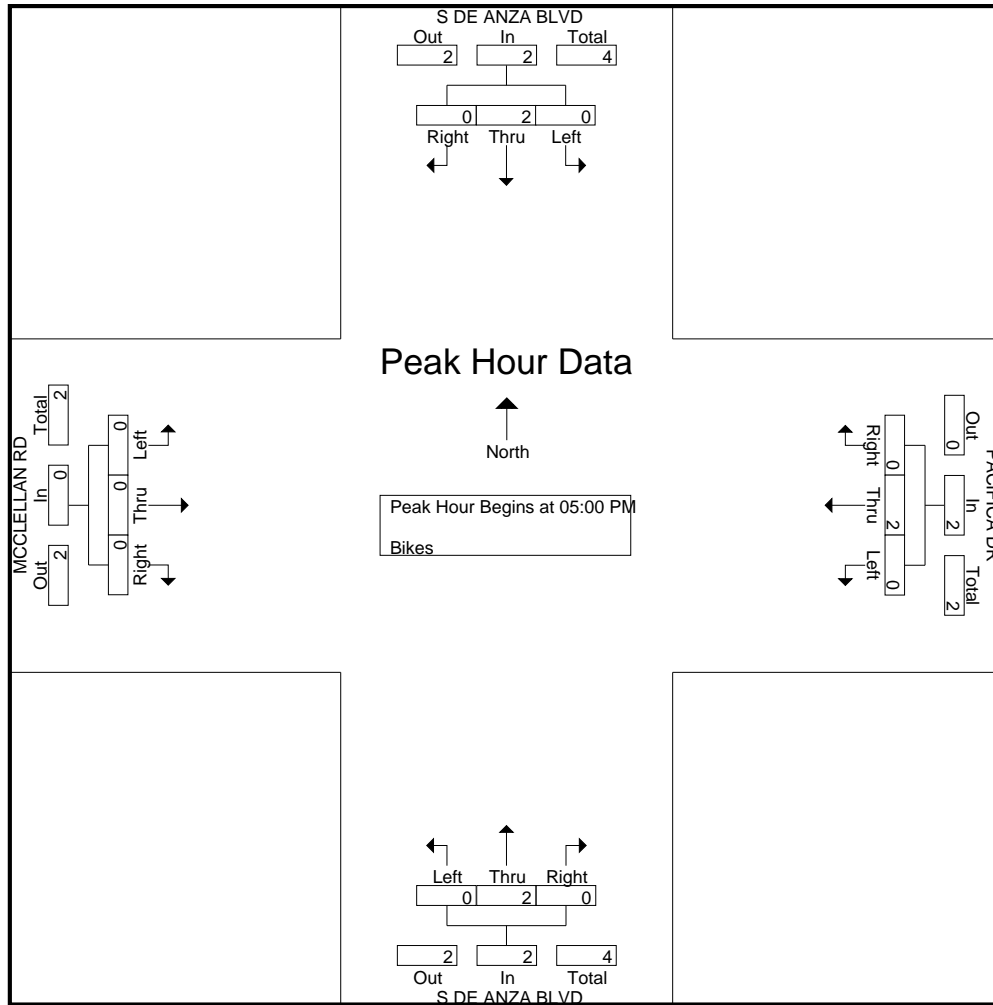
Start Time	S DE ANZA BLVD Southbound					PACIFICA DR Westbound					S DE ANZA BLVD Northbound					MCCLELLAN RD Eastbound					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
04:00 PM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	3	0	0	3	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0
05:00 PM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0
05:30 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0
05:45 PM	0	0	0	0	0	0	1	0	0	1	0	1	0	0	1	0	0	0	0	0	0
Total	0	2	0	0	2	0	2	0	0	2	0	2	0	0	2	0	0	0	0	0	0
06:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:15 PM	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0
06:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0
Grand Total	0	6	0	0	6	0	2	0	0	2	0	4	0	0	4	0	0	0	0	0	0
Apprch %	0	100	0	0		0	100	0	0		0	100	0	0		0	0	0	0		
Total %	0	50	0	0	50	0	16.7	0	0	16.7	0	33.3	0	0	33.3	0	0	0	0	0	

Start Time	S DE ANZA BLVD Southbound				PACIFICA DR Westbound				S DE ANZA BLVD Northbound				MCCLELLAN RD Eastbound				Int. Total	
	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total		
Peak Hour Analysis From 04:00 PM to 06:45 PM - Peak 1 of 1																		
Peak Hour for Entire Intersection Begins at 05:00 PM																		
05:00 PM	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	1	0	1	0	0	0	0	0	1	0	1	0	0	0	0	0	0
05:30 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0
05:45 PM	0	0	0	0	0	1	0	1	0	1	0	1	0	0	0	0	0	0
Total Volume	0	2	0	2	0	2	0	2	0	2	0	2	0	0	0	0	0	0
% App. Total	0	100	0		0	100	0		0	100	0		0	0	0		0	0
PHF	.000	.500	.000	.500	.000	.500	.000	.500	.000	.500	.000	.500	.000	.000	.000	.000	.000	.750

# Traffic Data Service

San Jose, CA  
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# Traffic Data Service

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

File Name : 12AM FINAL  
 Site Code : 00000012  
 Start Date : 1/11/2018  
 Page No : 1

Groups Printed- Lights - Buses - Trucks

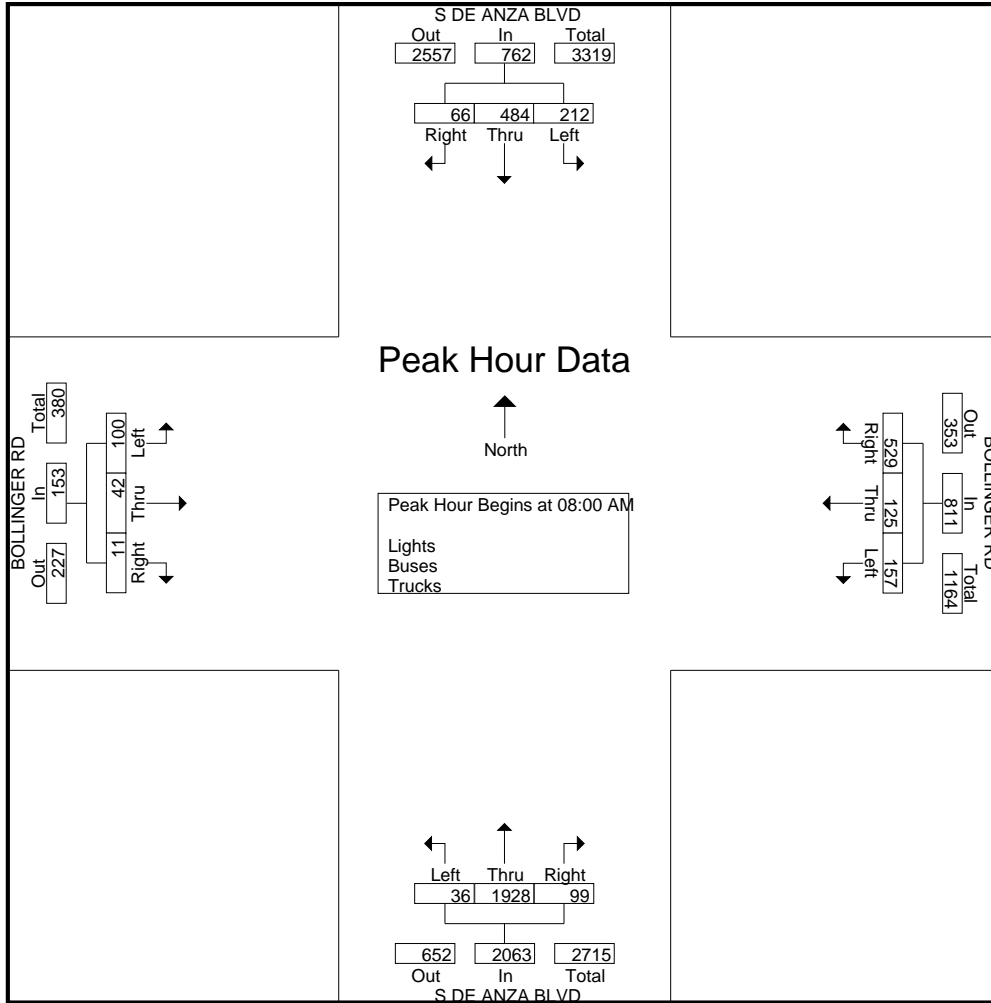
Start Time	S DE ANZA BLVD Southbound					BOLLINGER RD Westbound					S DE ANZA BLVD Northbound					BOLLINGER RD Eastbound					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
07:00 AM	16	42	14	0	72	56	8	15	0	79	18	208	2	0	228	6	7	15	0	28	407
07:15 AM	17	54	22	2	95	66	7	21	4	98	34	310	6	2	352	5	6	14	2	27	572
07:30 AM	21	72	27	0	120	112	6	27	1	146	41	405	7	0	453	2	5	12	1	20	739
07:45 AM	14	89	37	0	140	135	23	49	5	212	17	383	5	3	408	2	8	25	1	36	796
<b>Total</b>	<b>68</b>	<b>257</b>	<b>100</b>	<b>2</b>	<b>427</b>	<b>369</b>	<b>44</b>	<b>112</b>	<b>10</b>	<b>535</b>	<b>110</b>	<b>1306</b>	<b>20</b>	<b>5</b>	<b>1441</b>	<b>15</b>	<b>26</b>	<b>66</b>	<b>4</b>	<b>111</b>	<b>2514</b>
08:00 AM	17	97	38	3	155	136	31	29	0	196	23	494	8	1	526	5	11	28	3	47	924
08:15 AM	15	149	83	1	248	137	40	40	0	217	22	458	8	1	489	4	10	29	1	44	998
08:30 AM	16	106	46	1	169	133	31	51	0	215	25	480	7	4	516	2	10	26	3	41	941
08:45 AM	18	132	45	1	196	123	23	37	8	191	29	496	13	6	544	0	11	17	2	30	961
<b>Total</b>	<b>66</b>	<b>484</b>	<b>212</b>	<b>6</b>	<b>768</b>	<b>529</b>	<b>125</b>	<b>157</b>	<b>8</b>	<b>819</b>	<b>99</b>	<b>1928</b>	<b>36</b>	<b>12</b>	<b>2075</b>	<b>11</b>	<b>42</b>	<b>100</b>	<b>9</b>	<b>162</b>	<b>3824</b>
09:00 AM	22	105	42	0	169	114	30	50	0	194	27	375	10	1	413	3	13	32	1	49	825
09:15 AM	18	122	39	1	180	109	18	36	3	166	31	402	15	2	450	7	19	26	3	55	851
09:30 AM	21	131	58	0	210	78	20	42	5	145	28	341	7	2	378	5	8	23	4	40	773
09:45 AM	18	114	37	2	171	65	23	38	3	129	26	314	19	4	363	5	20	24	4	53	716
<b>Total</b>	<b>79</b>	<b>472</b>	<b>176</b>	<b>3</b>	<b>730</b>	<b>366</b>	<b>91</b>	<b>166</b>	<b>11</b>	<b>634</b>	<b>112</b>	<b>1432</b>	<b>51</b>	<b>9</b>	<b>1604</b>	<b>20</b>	<b>60</b>	<b>105</b>	<b>12</b>	<b>197</b>	<b>3165</b>
Grand Total	213	1213	488	11	1925	1264	260	435	29	1988	321	4666	107	26	5120	46	128	271	25	470	9503
Apprch %	11.1	63	25.4	0.6		63.6	13.1	21.9	1.5		6.3	91.1	2.1	0.5		9.8	27.2	57.7	5.3		
Total %	2.2	12.8	5.1	0.1	20.3	13.3	2.7	4.6	0.3	20.9	3.4	49.1	1.1	0.3	53.9	0.5	1.3	2.9	0.3	4.9	
Lights	210	1171	471	10	1862	1248	259	425	29	1961	316	4611	105	26	5058	43	126	256	25	450	9331
% Lights	98.6	96.5	96.5	90.9	96.7	98.7	99.6	97.7	100	98.6	98.4	98.8	98.1	100	98.8	93.5	98.4	94.5	100	95.7	98.2
Buses	0	13	12	1	26	11	1	1	0	13	2	18	0	0	20	0	0	2	0	2	61
% Buses	0	1.1	2.5	9.1	1.4	0.9	0.4	0.2	0	0.7	0.6	0.4	0	0	0.4	0	0	0.7	0	0.4	0.6
Trucks	3	29	5	0	37	5	0	9	0	14	3	37	2	0	42	3	2	13	0	18	111
% Trucks	1.4	2.4	1	0	1.9	0.4	0	2.1	0	0.7	0.9	0.8	1.9	0	0.8	6.5	1.6	4.8	0	3.8	1.2

Start Time	S DE ANZA BLVD Southbound				BOLLINGER RD Westbound				S DE ANZA BLVD Northbound				BOLLINGER RD Eastbound				Int. Total
	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	
Peak Hour Analysis From 07:00 AM to 09:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 08:00 AM																	
08:00 AM	17	97	38	152	136	31	29	196	23	494	8	525	5	11	28	44	917
08:15 AM	15	149	83	247	137	40	40	217	22	458	8	488	4	10	29	43	995
08:30 AM	16	106	46	168	133	31	51	215	25	480	7	512	2	10	26	38	933
08:45 AM	18	132	45	195	123	23	37	183	29	496	13	538	0	11	17	28	944
Total Volume	66	484	212	762	529	125	157	811	99	1928	36	2063	11	42	100	153	3789
% App. Total	8.7	63.5	27.8		65.2	15.4	19.4		4.8	93.5	1.7		7.2	27.5	65.4		
PHF	.917	.812	.639	.771	.965	.781	.770	.934	.853	.972	.692	.959	.550	.955	.862	.869	.952

# Traffic Data Service

San Jose, CA  
 (408) 622-4787  
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File Name : 12AM FINAL  
 Site Code : 00000012  
 Start Date : 1/11/2018  
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# Traffic Data Service

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

File Name : 12AM FINAL  
 Site Code : 00000012  
 Start Date : 1/11/2018  
 Page No : 1

Groups Printed- Bikes

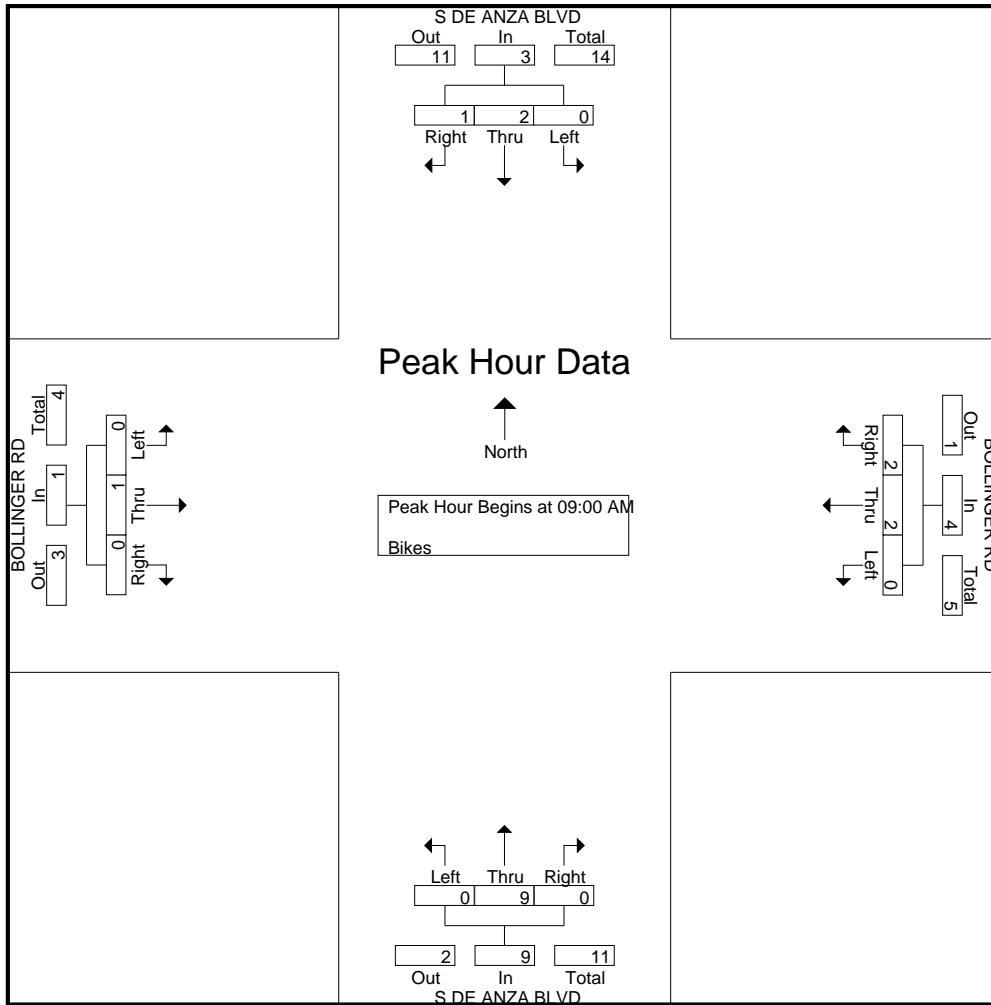
Start Time	S DE ANZA BLVD Southbound					BOLLINGER RD Westbound					S DE ANZA BLVD Northbound					BOLLINGER RD Eastbound					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0
07:15 AM	0	0	0	0	0	0	1	0	0	1	0	1	0	0	1	0	0	0	0	0	0
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 AM	1	0	0	0	1	0	0	0	0	0	0	2	0	0	2	0	1	0	0	1	4
<b>Total</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>7</b>
08:00 AM	0	0	0	0	0	1	1	0	0	2	0	0	0	0	0	0	0	0	0	0	2
08:15 AM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1
08:30 AM	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	2
08:45 AM	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	2
<b>Total</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>1</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>7</b>
09:00 AM	0	1	0	0	1	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	4
09:15 AM	0	1	0	0	1	2	0	0	0	2	0	1	0	0	1	0	0	0	0	0	4
09:30 AM	1	0	0	0	1	0	2	0	0	2	0	1	0	0	1	0	1	0	0	1	5
09:45 AM	0	0	0	0	0	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	4
<b>Total</b>	<b>1</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>2</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>0</b>	<b>9</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>17</b>
Grand Total	2	3	0	0	5	3	5	0	0	8	0	16	0	0	16	0	2	0	0	2	31
Apprch %	40	60	0	0		37.5	62.5	0	0		0	100	0	0		0	100	0	0		
Total %	6.5	9.7	0	0	16.1	9.7	16.1	0	0	25.8	0	51.6	0	0	51.6	0	6.5	0	0	6.5	

Start Time	S DE ANZA BLVD Southbound				BOLLINGER RD Westbound				S DE ANZA BLVD Northbound				BOLLINGER RD Eastbound				Int. Total
	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	
Peak Hour Analysis From 07:00 AM to 09:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 09:00 AM																	
09:00 AM	0	1	0	1	0	0	0	0	0	3	0	3	0	0	0	0	4
09:15 AM	0	1	0	1	2	0	0	2	0	1	0	1	0	0	0	0	4
09:30 AM	1	0	0	1	0	2	0	2	0	1	0	1	0	1	0	1	5
09:45 AM	0	0	0	0	0	0	0	0	0	4	0	4	0	0	0	0	4
Total Volume	1	2	0	3	2	2	0	4	0	9	0	9	0	1	0	1	17
% App. Total	33.3	66.7	0		50	50	0		0	100	0		0	100	0		
PHF	.250	.500	.000	.750	.250	.250	.000	.500	.000	.563	.000	.563	.000	.250	.000	.250	.850

# Traffic Data Service

San Jose, CA  
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File Name : 12AM FINAL  
 Site Code : 00000012  
 Start Date : 1/11/2018  
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# Traffic Data Service

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

File Name : 12PM FINAL  
 Site Code : 00000012  
 Start Date : 1/11/2018  
 Page No : 1

## Groups Printed- Lights - Buses - Trucks

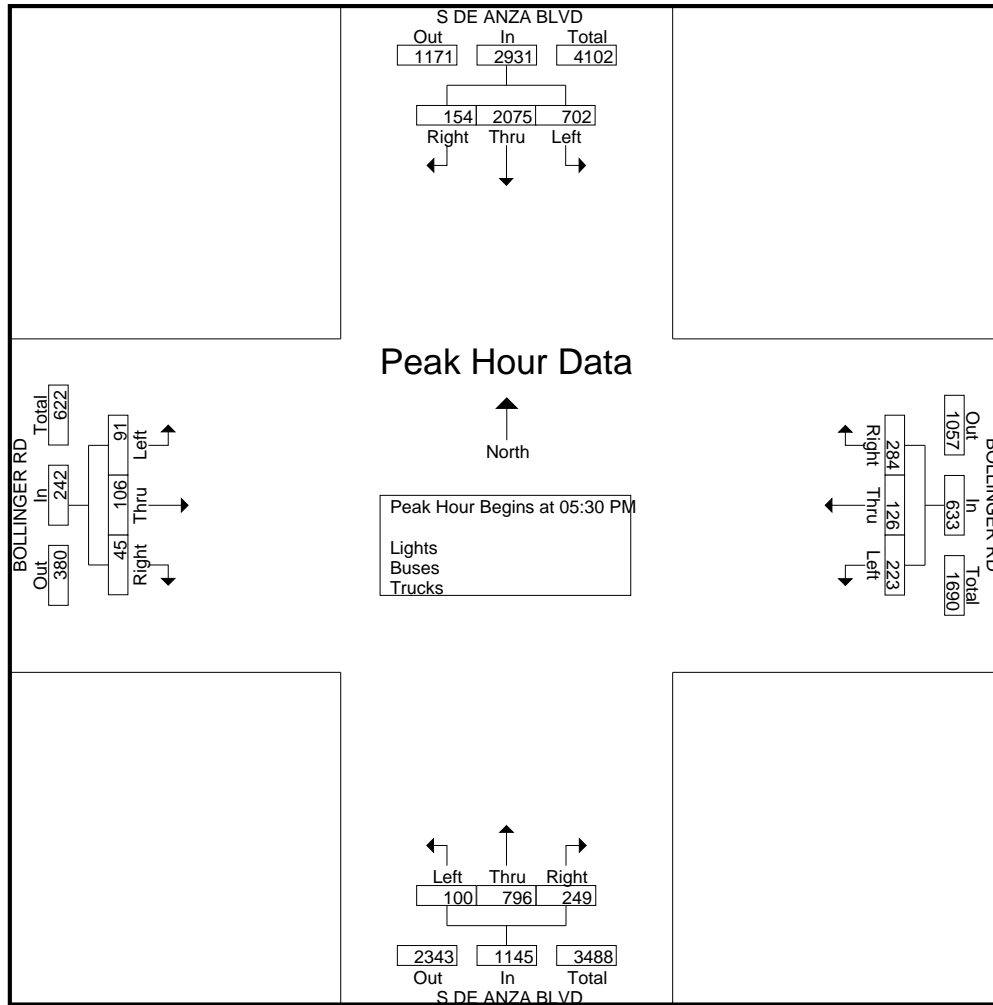
Start Time	S DE ANZA BLVD Southbound					BOLLINGER RD Westbound					S DE ANZA BLVD Northbound					BOLLINGER RD Eastbound					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
04:00 PM	38	519	170	4	731	51	22	42	7	122	39	179	12	11	241	11	13	27	0	51	1145
04:15 PM	37	474	155	3	669	58	20	57	5	140	40	149	20	6	215	11	16	22	1	50	1074
04:30 PM	47	473	160	0	680	51	13	46	4	114	42	181	17	5	245	7	17	13	2	39	1078
04:45 PM	35	535	171	0	741	54	28	64	3	149	49	160	30	4	243	13	25	25	2	65	1198
Total	157	2001	656	7	2821	214	83	209	19	525	170	669	79	26	944	42	71	87	5	205	4495
05:00 PM	42	519	144	3	708	72	24	58	6	160	58	202	21	12	293	11	31	17	6	65	1226
05:15 PM	40	517	187	1	745	65	33	60	0	158	44	181	17	12	254	7	21	26	8	62	1219
05:30 PM	36	496	161	1	694	69	38	60	2	169	57	225	18	9	309	15	28	24	6	73	1245
05:45 PM	44	549	194	0	787	77	31	55	2	165	68	180	29	7	284	9	42	27	1	79	1315
Total	162	2081	686	5	2934	283	126	233	10	652	227	788	85	40	1140	42	122	94	21	279	5005
06:00 PM	40	465	158	0	663	78	35	60	2	175	67	204	35	4	310	12	23	18	2	55	1203
06:15 PM	34	565	189	0	788	60	22	48	0	130	57	187	18	1	263	9	13	22	2	46	1227
06:30 PM	46	488	193	0	727	50	30	57	1	138	44	179	13	2	238	7	27	29	2	65	1168
06:45 PM	34	362	136	0	532	40	22	49	2	113	36	188	20	1	245	11	28	12	3	54	944
Total	154	1880	676	0	2710	228	109	214	5	556	204	758	86	8	1056	39	91	81	9	220	4542
Grand Total	473	5962	2018	12	8465	725	318	656	34	1733	601	2215	250	74	3140	123	284	262	35	704	14042
Apprch %	5.6	70.4	23.8	0.1		41.8	18.3	37.9	2		19.1	70.5	8	2.4		17.5	40.3	37.2	5		
Total %	3.4	42.5	14.4	0.1	60.3	5.2	2.3	4.7	0.2	12.3	4.3	15.8	1.8	0.5	22.4	0.9	2	1.9	0.2	5	
Lights	469	5944	2005	10	8428	716	315	653	34	1718	599	2194	250	73	3116	123	281	260	35	699	13961
% Lights	99.2	99.7	99.4	83.3	99.6	98.8	99.1	99.5	100	99.1	99.7	99.1	100	98.6	99.2	100	98.9	99.2	100	99.3	99.4
Buses	0	9	8	0	17	7	0	1	0	8	0	4	0	0	4	0	0	0	0	0	29
% Buses	0	0.2	0.4	0	0.2	1	0	0.2	0	0.5	0	0.2	0	0	0.1	0	0	0	0	0	0.2
Trucks	4	9	5	2	20	2	3	2	0	7	2	17	0	1	20	0	3	2	0	5	52
% Trucks	0.8	0.2	0.2	16.7	0.2	0.3	0.9	0.3	0	0.4	0.3	0.8	0	1.4	0.6	0	1.1	0.8	0	0.7	0.4

Start Time	S DE ANZA BLVD Southbound				BOLLINGER RD Westbound				S DE ANZA BLVD Northbound				BOLLINGER RD Eastbound				Int. Total
	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	
Peak Hour Analysis From 04:00 PM to 06:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 05:30 PM																	
05:30 PM	36	496	161	693	69	<b>38</b>	<b>60</b>	167	57	<b>225</b>	18	300	<b>15</b>	28	24	67	1227
05:45 PM	<b>44</b>	549	<b>194</b>	787	77	31	55	163	<b>68</b>	180	29	277	9	<b>42</b>	<b>27</b>	<b>78</b>	<b>1305</b>
06:00 PM	40	465	158	663	<b>78</b>	35	60	<b>173</b>	67	204	<b>35</b>	<b>306</b>	12	23	18	53	1195
06:15 PM	34	<b>565</b>	189	<b>788</b>	60	22	48	130	57	187	18	262	9	13	22	44	1224
Total Volume	154	2075	702	2931	284	126	223	633	249	796	100	1145	45	106	91	242	4951
% App. Total	5.3	70.8	24		44.9	19.9	35.2		21.7	69.5	8.7		18.6	43.8	37.6		
PHF	.875	.918	.905	.930	.910	.829	.929	.915	.915	.884	.714	.935	.750	.631	.843	.776	.948

# Traffic Data Service

San Jose, CA  
 (408) 622-4787  
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File Name : 12PM FINAL  
 Site Code : 00000012  
 Start Date : 1/11/2018  
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# Traffic Data Service

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

File Name : 12PM FINAL  
 Site Code : 00000012  
 Start Date : 1/11/2018  
 Page No : 1

Groups Printed- Bikes

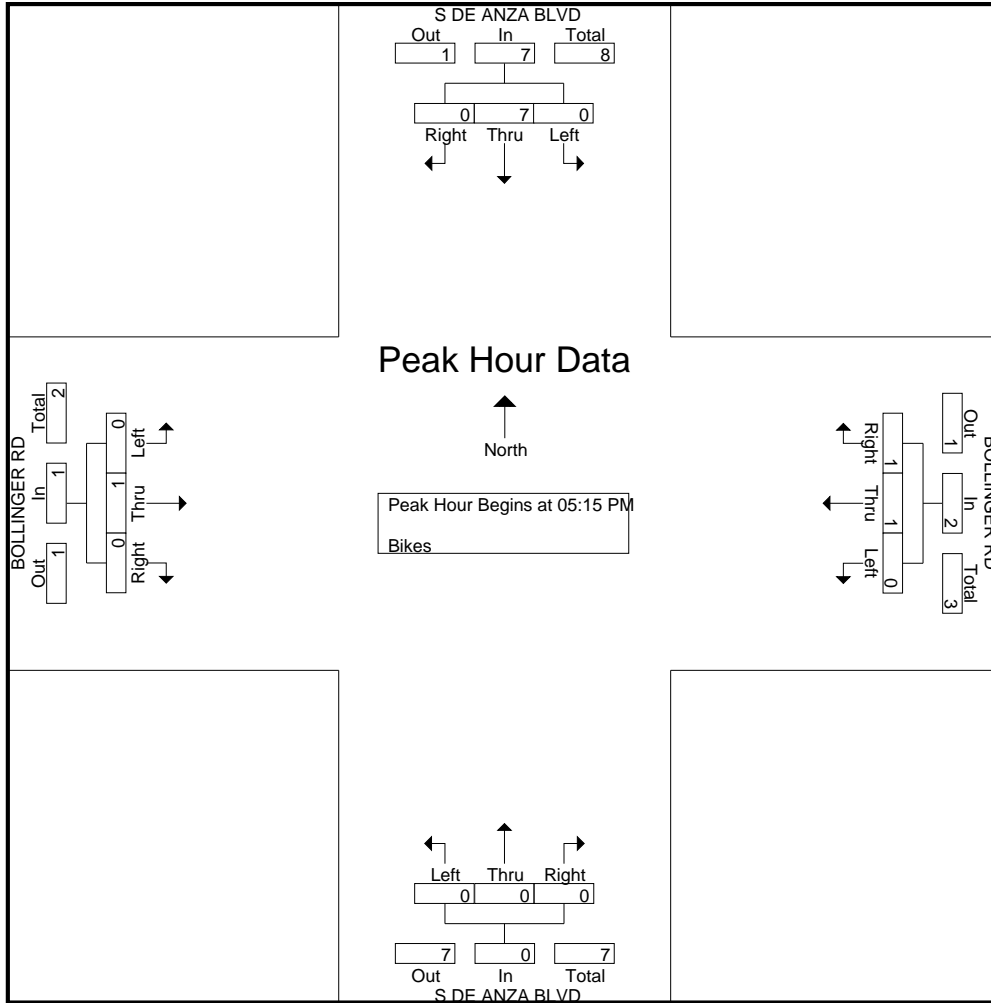
Start Time	S DE ANZA BLVD Southbound					BOLLINGER RD Westbound					S DE ANZA BLVD Northbound					BOLLINGER RD Eastbound					Int. Total	
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total		
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	1	0	0	1	0	1
04:45 PM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	1	0	0	1	0	0	0	0	0	0	2	0	0	2	0	1	0	0	1	0	1
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	3	0	0	3	1	0	0	0	1	0	0	0	0	0	0	1	0	0	1	0	1
05:30 PM	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45 PM	0	1	0	0	1	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	6	0	0	6	1	1	0	0	2	0	0	0	0	0	0	1	0	0	1	0	1
06:00 PM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:15 PM	0	3	0	0	3	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	1
06:30 PM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	1
06:45 PM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	6	0	0	6	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	0	2
Grand Total	0	13	0	0	13	1	1	0	0	2	0	2	0	0	2	0	4	0	0	4	0	21
Apprch %	0	100	0	0		50	50	0	0		0	100	0	0		0	100	0	0			
Total %	0	61.9	0	0	61.9	4.8	4.8	0	0	9.5	0	9.5	0	0	9.5	0	19	0	0	19		

Start Time	S DE ANZA BLVD Southbound				BOLLINGER RD Westbound				S DE ANZA BLVD Northbound				BOLLINGER RD Eastbound				Int. Total
	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	
Peak Hour Analysis From 04:00 PM to 06:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 05:15 PM																	
05:15 PM	0	3	0	3	1	0	0	1	0	0	0	0	0	1	0	1	5
05:30 PM	0	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2
05:45 PM	0	1	0	1	0	1	0	1	0	0	0	0	0	0	0	0	2
06:00 PM	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
Total Volume	0	7	0	7	1	1	0	2	0	0	0	0	0	1	0	1	10
% App. Total	0	100	0		50	50	0		0	0	0		0	100	0		
PHF	.000	.583	.000	.583	.250	.250	.000	.500	.000	.000	.000	.000	.000	.250	.000	.250	.500

# Traffic Data Service

San Jose, CA  
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File Name : 12PM FINAL  
 Site Code : 00000012  
 Start Date : 1/11/2018  
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# Traffic Data Service

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

File Name : 13AM FINAL  
 Site Code : 00000013  
 Start Date : 1/17/2018  
 Page No : 1

Groups Printed- Lights - Buses - Trucks

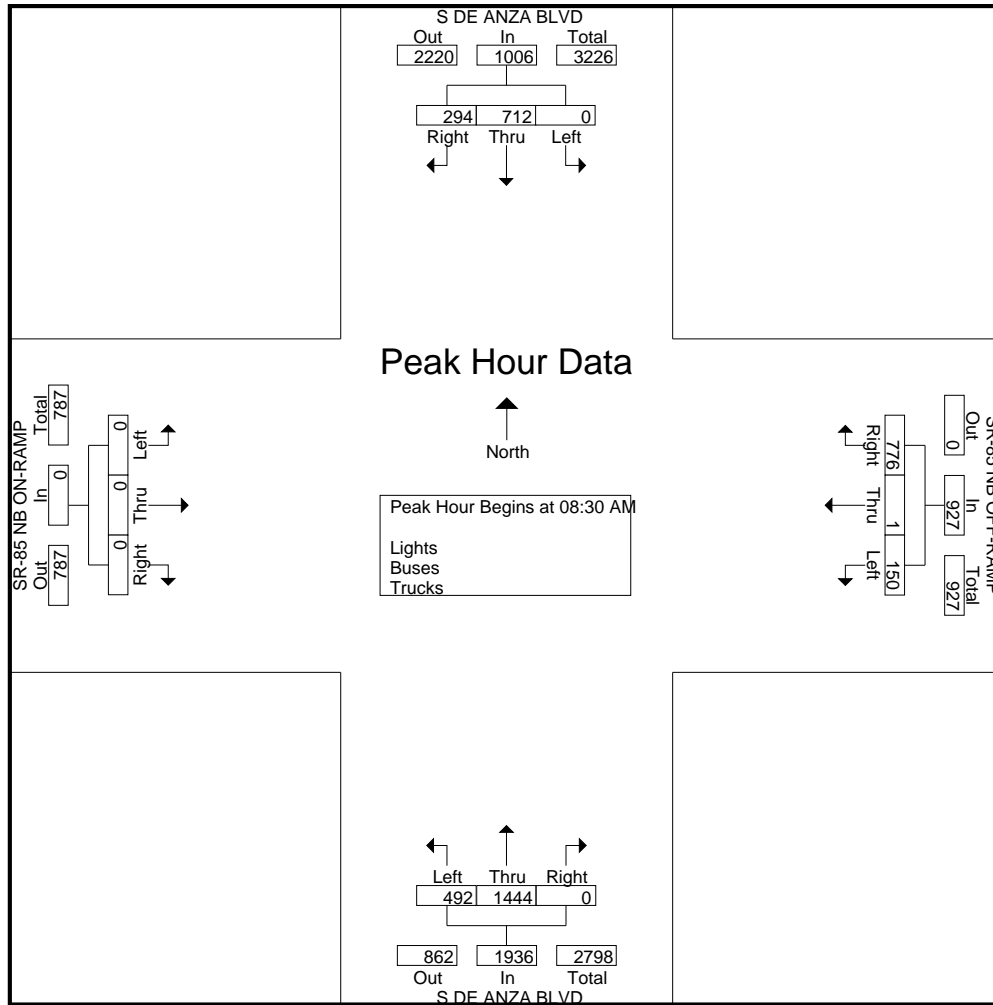
Start Time	S DE ANZA BLVD Southbound					SR-85 NB OFF-RAMP Westbound					S DE ANZA BLVD Northbound					SR-85 NB ON-RAMP Eastbound					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
07:00 AM	52	50	0	0	102	72	0	8	0	80	0	185	174	0	359	0	0	0	0	0	541
07:15 AM	68	67	0	0	135	74	0	13	1	88	0	269	153	0	422	0	0	0	0	0	645
07:30 AM	50	86	0	0	136	96	0	12	0	108	0	360	169	0	529	0	0	0	0	0	773
07:45 AM	46	108	0	0	154	135	0	22	0	157	0	400	136	0	536	0	0	0	0	0	847
Total	216	311	0	0	527	377	0	55	1	433	0	1214	632	0	1846	0	0	0	0	0	2806
08:00 AM	55	122	0	0	177	153	0	22	1	176	0	391	129	0	520	0	0	0	1	1	874
08:15 AM	59	125	0	0	184	160	0	17	1	178	0	428	130	0	558	0	0	0	2	2	922
08:30 AM	96	192	0	0	288	152	1	32	6	191	0	438	102	0	540	0	0	0	0	0	1019
08:45 AM	57	171	0	0	228	196	0	30	10	236	0	385	133	0	518	0	0	0	1	1	983
Total	267	610	0	0	877	661	1	101	18	781	0	1642	494	0	2136	0	0	0	4	4	3798
09:00 AM	60	175	0	0	235	221	0	47	2	270	0	291	127	0	418	0	0	0	2	2	925
09:15 AM	81	174	0	0	255	207	0	41	3	251	0	330	130	0	460	0	0	0	4	4	970
09:30 AM	86	153	0	0	239	214	0	51	4	269	0	279	148	0	427	0	0	0	0	0	935
09:45 AM	91	171	0	0	262	191	0	48	4	243	0	238	148	0	386	0	0	0	2	2	893
Total	318	673	0	0	991	833	0	187	13	1033	0	1138	553	0	1691	0	0	0	8	8	3723
Grand Total	801	1594	0	0	2395	1871	1	343	32	2247	0	3994	1679	0	5673	0	0	0	12	12	10327
Apprch %	33.4	66.6	0	0		83.3	0	15.3	1.4		0	70.4	29.6	0		0	0	0	100		
Total %	7.8	15.4	0	0	23.2	18.1	0	3.3	0.3	21.8	0	38.7	16.3	0	54.9	0	0	0	0.1	0.1	
Lights	792	1535	0	0	2327	1855	1	337	32	2225	0	3932	1671	0	5603	0	0	0	12	12	10167
% Lights	98.9	96.3	0	0	97.2	99.1	100	98.3	100	99	0	98.4	99.5	0	98.8	0	0	0	100	100	98.5
Buses	4	20	0	0	24	4	0	1	0	5	0	20	3	0	23	0	0	0	0	0	52
% Buses	0.5	1.3	0	0	1	0.2	0	0.3	0	0.2	0	0.5	0.2	0	0.4	0	0	0	0	0	0.5
Trucks	5	39	0	0	44	12	0	5	0	17	0	42	5	0	47	0	0	0	0	0	108
% Trucks	0.6	2.4	0	0	1.8	0.6	0	1.5	0	0.8	0	1.1	0.3	0	0.8	0	0	0	0	0	1

Start Time	S DE ANZA BLVD Southbound				SR-85 NB OFF-RAMP Westbound				S DE ANZA BLVD Northbound				SR-85 NB ON-RAMP Eastbound				Int. Total
	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	
Peak Hour Analysis From 07:00 AM to 09:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 08:30 AM																	
08:30 AM	96	192	0	288	152	1	32	185	0	438	102	540	0	0	0	0	1013
08:45 AM	57	171	0	228	196	0	30	226	0	385	133	518	0	0	0	0	972
09:00 AM	60	175	0	235	221	0	47	268	0	291	127	418	0	0	0	0	921
09:15 AM	81	174	0	255	207	0	41	248	0	330	130	460	0	0	0	0	963
Total Volume	294	712	0	1006	776	1	150	927	0	1444	492	1936	0	0	0	0	3869
% App. Total	29.2	70.8	0		83.7	0.1	16.2		0	74.6	25.4		0	0	0		
PHF	.766	.927	.000	.873	.878	.250	.798	.865	.000	.824	.925	.896	.000	.000	.000	.000	.955

# Traffic Data Service

San Jose, CA  
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File Name : 13AM FINAL  
 Site Code : 00000013  
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# Traffic Data Service

San Jose, CA  
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File Name : 13AM FINAL  
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Groups Printed- Bikes

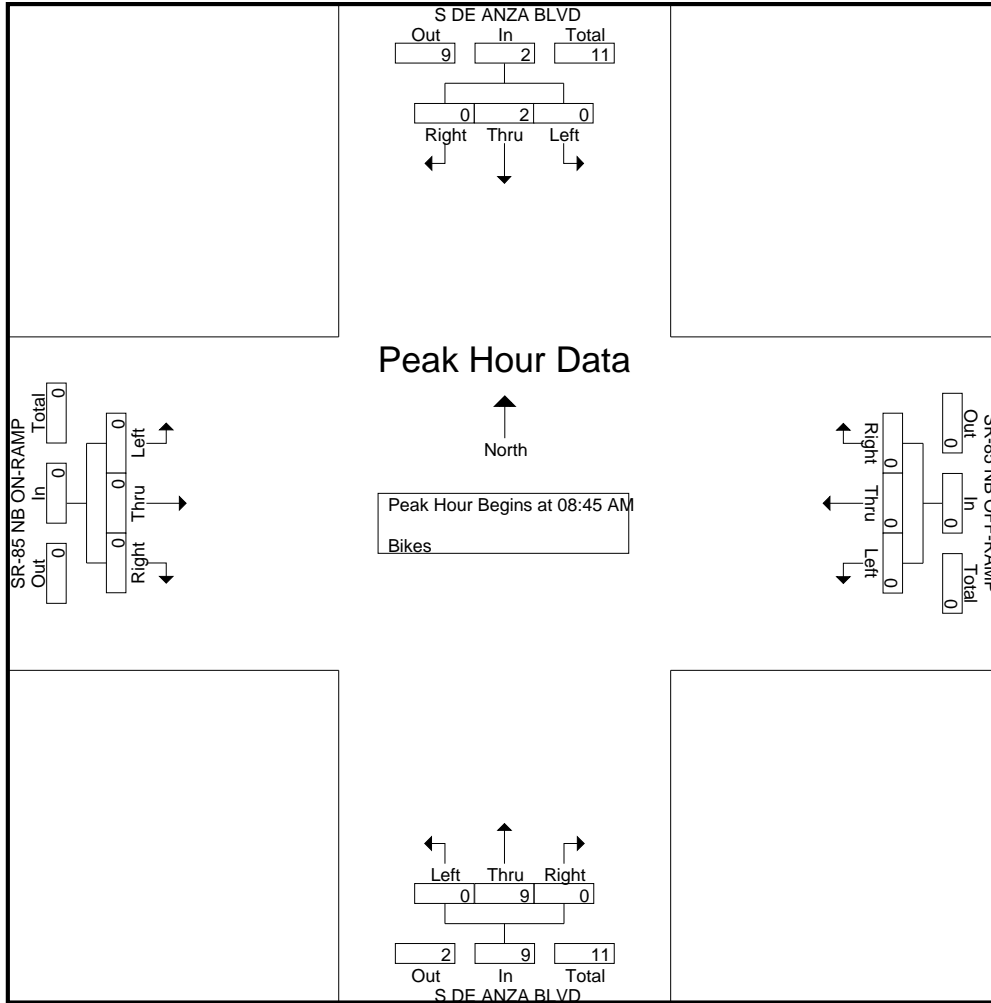
Start Time	S DE ANZA BLVD Southbound					SR-85 NB OFF-RAMP Westbound					S DE ANZA BLVD Northbound					SR-85 NB ON-RAMP Eastbound					Int. Total	
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total		
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	0
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	0	0
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0
08:15 AM	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	0
08:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:45 AM	0	0	0	0	0	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	7	0	0	7	0	0	0	0	0	0	0
09:00 AM	0	1	0	0	1	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	0
09:15 AM	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	0
09:30 AM	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0
09:45 AM	0	2	0	0	2	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0
Total	0	4	0	0	4	0	0	0	0	0	0	6	0	0	6	0	0	0	0	0	0	0
Grand Total	0	4	0	0	4	0	0	0	0	0	0	17	0	0	17	0	0	0	0	0	0	21
Apprch %	0	100	0	0		0	0	0	0		0	100	0	0		0	0	0	0			
Total %	0	19	0	0	19	0	0	0	0	0	0	81	0	0	81	0	0	0	0	0		

Start Time	S DE ANZA BLVD Southbound				SR-85 NB OFF-RAMP Westbound				S DE ANZA BLVD Northbound				SR-85 NB ON-RAMP Eastbound				Int. Total
	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	
Peak Hour Analysis From 07:00 AM to 09:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 08:45 AM																	
08:45 AM	0	0	0	0	0	0	0	0	0	4	0	4	0	0	0	0	4
09:00 AM	0	1	0	1	0	0	0	0	0	2	0	2	0	0	0	0	3
09:15 AM	0	0	0	0	0	0	0	0	0	2	0	2	0	0	0	0	2
09:30 AM	0	1	0	1	0	0	0	0	0	1	0	1	0	0	0	0	2
Total Volume	0	2	0	2	0	0	0	0	0	9	0	9	0	0	0	0	11
% App. Total	0	100	0		0	0	0		0	100	0		0	0	0		
PHF	.000	.500	.000	.500	.000	.000	.000	.000	.000	.563	.000	.563	.000	.000	.000	.000	.688

# Traffic Data Service

San Jose, CA  
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File Name : 13AM FINAL  
 Site Code : 00000013  
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# Traffic Data Service

San Jose, CA  
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File Name : 13PM FINAL  
Site Code : 00000013  
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Groups Printed- Lights - Buses - Trucks

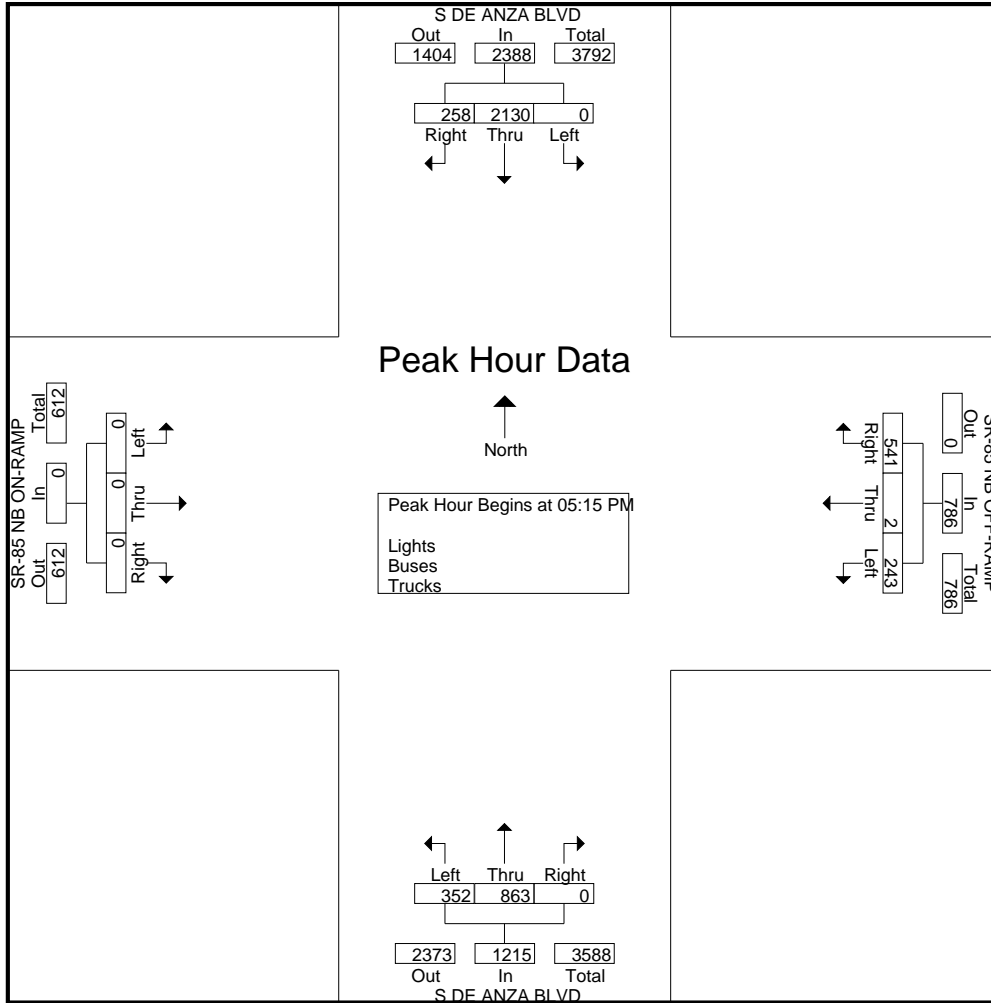
Start Time	S DE ANZA BLVD Southbound					SR-85 NB OFF-RAMP Westbound					S DE ANZA BLVD Northbound					SR-85 NB ON-RAMP Eastbound					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
04:00 PM	60	432	0	0	492	94	0	42	5	141	0	184	85	0	269	0	0	0	2	2	904
04:15 PM	69	498	0	0	567	95	3	35	2	135	0	184	74	0	258	0	0	0	1	1	961
04:30 PM	69	436	0	0	505	87	0	54	1	142	0	160	73	0	233	0	0	0	0	0	880
04:45 PM	81	497	0	0	578	96	1	40	3	140	0	204	58	0	262	0	0	0	3	3	983
Total	279	1863	0	0	2142	372	4	171	11	558	0	732	290	0	1022	0	0	0	6	6	3728
05:00 PM	49	536	0	0	585	88	0	49	6	143	0	218	65	0	283	0	0	0	0	0	1011
05:15 PM	62	550	0	0	612	141	0	51	3	195	0	240	94	0	334	0	0	0	2	2	1143
05:30 PM	66	542	0	0	608	130	1	48	5	184	0	190	69	0	259	0	0	0	3	3	1054
05:45 PM	64	474	0	0	538	148	0	82	3	233	0	231	106	0	337	0	0	0	0	0	1108
Total	241	2102	0	0	2343	507	1	230	17	755	0	879	334	0	1213	0	0	0	5	5	4316
06:00 PM	66	564	0	0	630	122	1	62	1	186	0	202	83	0	285	0	0	0	0	0	1101
06:15 PM	75	436	0	0	511	132	0	53	0	185	0	207	84	0	291	0	0	0	1	1	988
06:30 PM	70	495	0	0	565	97	0	40	2	139	0	222	61	0	283	0	0	0	1	1	988
06:45 PM	53	430	0	0	483	87	1	54	1	143	0	201	77	0	278	0	0	0	0	0	904
Total	264	1925	0	0	2189	438	2	209	4	653	0	832	305	0	1137	0	0	0	2	2	3981
Grand Total	784	5890	0	0	6674	1317	7	610	32	1966	0	2443	929	0	3372	0	0	0	13	13	12025
Apprch %	11.7	88.3	0	0		67	0.4	31	1.6		0	72.4	27.6	0		0	0	0	100		
Total %	6.5	49	0	0	55.5	11	0.1	5.1	0.3	16.3	0	20.3	7.7	0	28	0	0	0	0.1	0.1	
Lights	780	5864	0	0	6644	1312	7	607	32	1958	0	2429	922	0	3351	0	0	0	13	13	11966
% Lights	99.5	99.6	0	0	99.6	99.6	100	99.5	100	99.6	0	99.4	99.2	0	99.4	0	0	0	100	100	99.5
Buses	2	10	0	0	12	1	0	0	0	1	0	4	1	0	5	0	0	0	0	0	18
% Buses	0.3	0.2	0	0	0.2	0.1	0	0	0	0.1	0	0.2	0.1	0	0.1	0	0	0	0	0	0.1
Trucks	2	16	0	0	18	4	0	3	0	7	0	10	6	0	16	0	0	0	0	0	41
% Trucks	0.3	0.3	0	0	0.3	0.3	0	0.5	0	0.4	0	0.4	0.6	0	0.5	0	0	0	0	0	0.3

Start Time	S DE ANZA BLVD Southbound				SR-85 NB OFF-RAMP Westbound				S DE ANZA BLVD Northbound				SR-85 NB ON-RAMP Eastbound				Int. Total
	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	
Peak Hour Analysis From 04:00 PM to 06:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 05:15 PM																	
05:15 PM	62	550	0	612	141	0	51	192	0	<b>240</b>	94	334	0	0	0	0	<b>1138</b>
05:30 PM	<b>66</b>	542	0	608	130	<b>1</b>	48	179	0	190	69	259	0	0	0	0	1046
05:45 PM	64	474	0	538	<b>148</b>	0	<b>82</b>	<b>230</b>	0	231	<b>106</b>	<b>337</b>	0	0	0	0	1105
06:00 PM	66	<b>564</b>	0	<b>630</b>	122	1	62	185	0	202	83	285	0	0	0	0	1100
Total Volume	258	2130	0	2388	541	2	243	786	0	863	352	1215	0	0	0	0	4389
% App. Total	10.8	89.2	0		68.8	0.3	30.9		0	71	29		0	0	0		
PHF	.977	.944	.000	.948	.914	.500	.741	.854	.000	.899	.830	.901	.000	.000	.000	.000	.964

# Traffic Data Service

San Jose, CA  
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File Name : 13PM FINAL  
 Site Code : 00000013  
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# Traffic Data Service

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File Name : 13PM FINAL  
 Site Code : 00000013  
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Groups Printed- Bikes

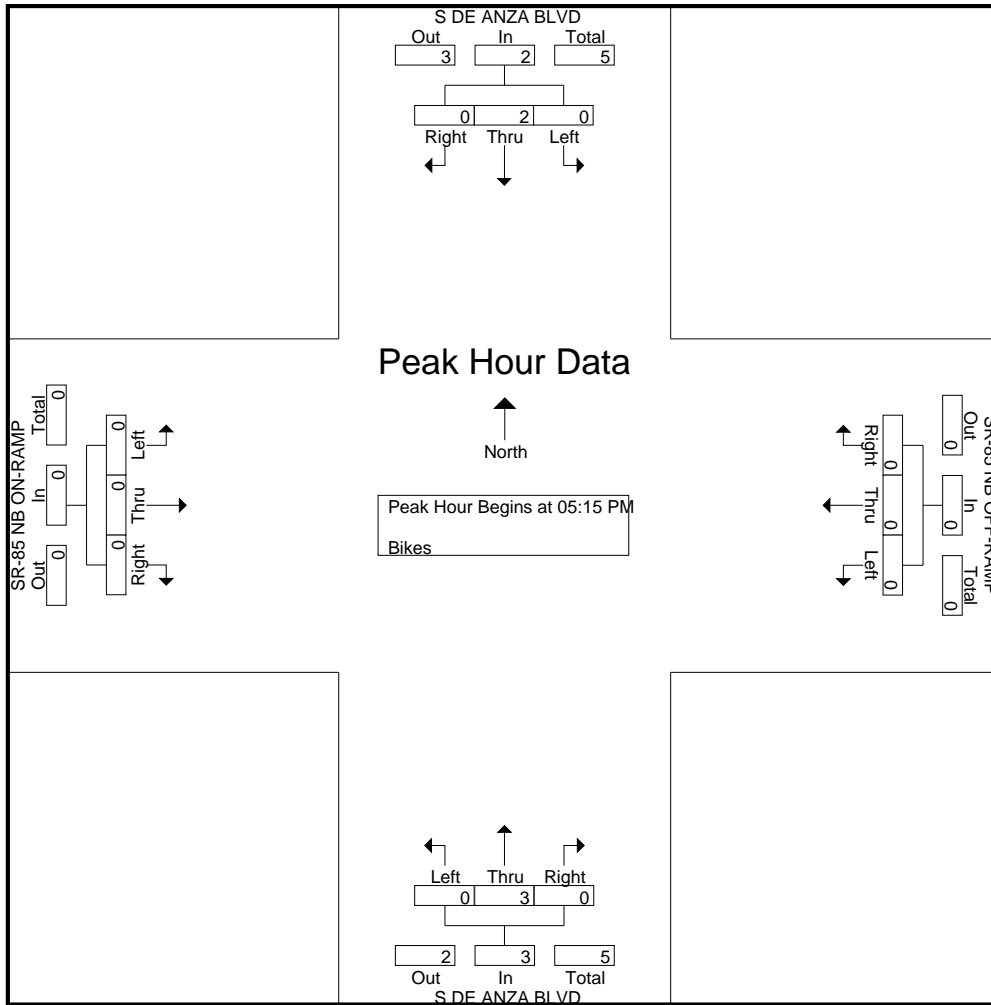
Start Time	S DE ANZA BLVD Southbound					SR-85 NB OFF-RAMP Westbound					S DE ANZA BLVD Northbound					SR-85 NB ON-RAMP Eastbound					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0
04:15 PM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	1	0	0	1	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	0
06:00 PM	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:45 PM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	3	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Grand Total	0	4	0	0	4	0	0	0	0	0	0	6	0	0	6	0	0	0	0	0	10
Apprch %	0	100	0	0		0	0	0	0		0	100	0	0		0	0	0	0		
Total %	0	40	0	0	40	0	0	0	0	0	0	60	0	0	60	0	0	0	0	0	

Start Time	S DE ANZA BLVD Southbound				SR-85 NB OFF-RAMP Westbound				S DE ANZA BLVD Northbound				SR-85 NB ON-RAMP Eastbound				Int. Total
	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	
Peak Hour Analysis From 04:00 PM to 06:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 05:15 PM																	
05:15 PM	0	0	0	0	0	0	0	0	0	2	0	2	0	0	0	0	2
05:30 PM	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	1
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:00 PM	0	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2
Total Volume	0	2	0	2	0	0	0	0	0	3	0	3	0	0	0	0	5
% App. Total	0	100	0		0	0	0		0	100	0		0	0	0		
PHF	.000	.250	.000	.250	.000	.000	.000	.000	.000	.375	.000	.375	.000	.000	.000	.000	.625

# Traffic Data Service

San Jose, CA  
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# Traffic Data Service

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

File Name : 14AM FINAL  
 Site Code : 00000014  
 Start Date : 1/17/2018  
 Page No : 1

Groups Printed- Lights - Buses - Trucks

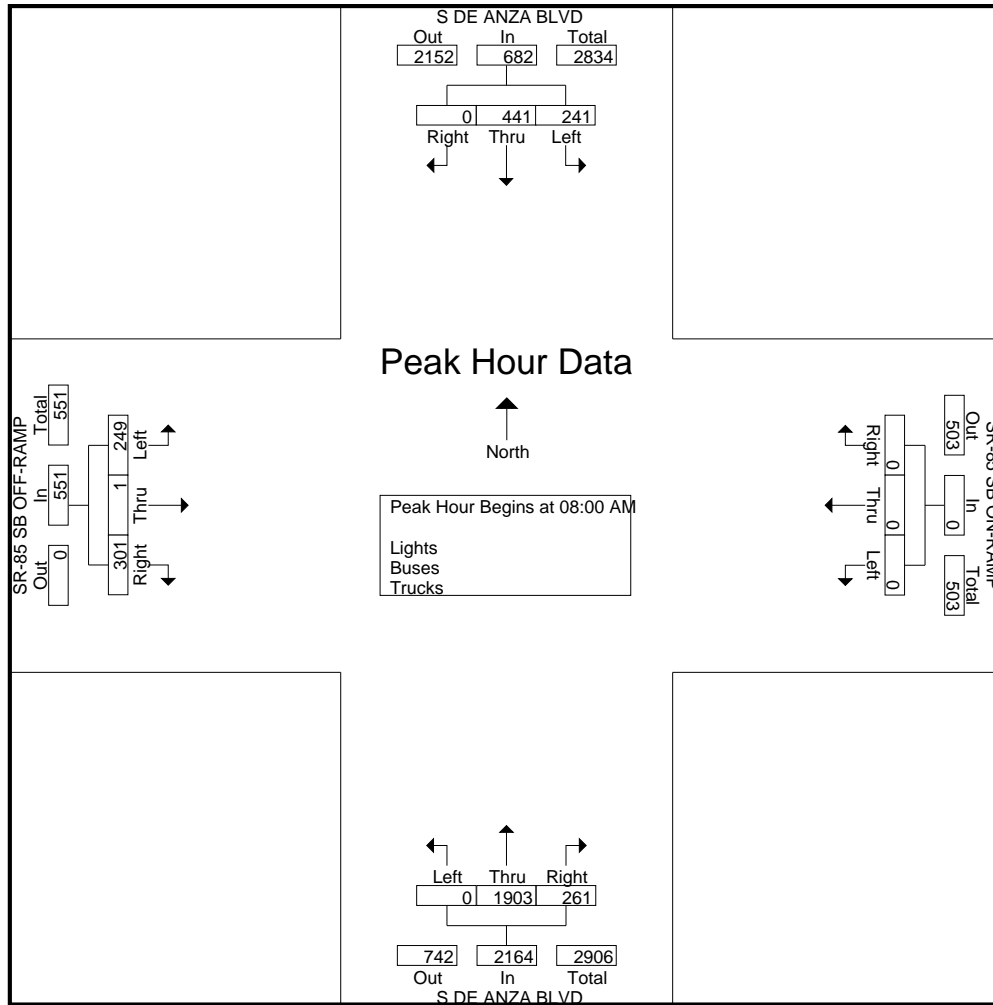
Start Time	S DE ANZA BLVD Southbound					SR-85 SB ON-RAMP Westbound					S DE ANZA BLVD Northbound					SR-85 SB OFF-RAMP Eastbound					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
07:00 AM	0	30	22	0	52	0	0	0	2	2	25	326	0	0	351	34	0	18	0	52	457
07:15 AM	0	41	32	0	73	0	0	0	0	0	28	408	0	0	436	49	0	35	0	84	593
07:30 AM	0	48	46	0	94	0	0	0	0	0	46	466	0	0	512	55	0	44	0	99	705
07:45 AM	0	80	41	0	121	0	0	0	0	0	47	461	0	0	508	72	0	46	0	118	747
Total	0	199	141	0	340	0	0	0	2	2	146	1661	0	0	1807	210	0	143	0	353	2502
08:00 AM	0	92	48	0	140	0	0	0	1	1	58	485	0	0	543	73	0	65	1	139	823
08:15 AM	0	91	56	0	147	0	0	0	4	4	63	479	0	0	542	98	0	70	2	170	863
08:30 AM	0	131	61	0	192	0	0	0	4	4	69	501	0	1	571	63	1	47	1	112	879
08:45 AM	0	127	76	0	203	0	0	0	10	10	71	438	0	0	509	67	0	67	1	135	857
Total	0	441	241	0	682	0	0	0	19	19	261	1903	0	1	2165	301	1	249	5	556	3422
09:00 AM	0	158	66	0	224	0	0	0	4	4	72	355	0	0	427	84	0	34	2	120	775
09:15 AM	0	139	54	0	193	0	0	0	2	2	83	426	0	0	509	78	0	53	4	135	839
09:30 AM	0	144	58	0	202	0	0	0	4	4	72	356	0	0	428	90	0	53	0	143	777
09:45 AM	0	144	64	0	208	0	0	0	5	5	52	336	0	0	388	68	0	42	1	111	712
Total	0	585	242	0	827	0	0	0	15	15	279	1473	0	0	1752	320	0	182	7	509	3103
Grand Total	0	1225	624	0	1849	0	0	0	36	36	686	5037	0	1	5724	831	1	574	12	1418	9027
Apprch %	0	66.3	33.7	0		0	0	0	100		12	88	0	0		58.6	0.1	40.5	0.8		
Total %	0	13.6	6.9	0	20.5	0	0	0	0.4	0.4	7.6	55.8	0	0	63.4	9.2	0	6.4	0.1	15.7	
Lights	0	1175	614	0	1789	0	0	0	36	36	676	4986	0	0	5662	803	1	557	12	1373	8860
% Lights	0	95.9	98.4	0	96.8	0	0	0	100	100	98.5	99	0	0	98.9	96.6	100	97	100	96.8	98.1
Buses	0	10	5	0	15	0	0	0	0	0	1	16	0	0	17	14	0	9	0	23	55
% Buses	0	0.8	0.8	0	0.8	0	0	0	0	0	0.1	0.3	0	0	0.3	1.7	0	1.6	0	1.6	0.6
Trucks	0	40	5	0	45	0	0	0	0	0	9	35	0	1	45	14	0	8	0	22	112
% Trucks	0	3.3	0.8	0	2.4	0	0	0	0	0	1.3	0.7	0	100	0.8	1.7	0	1.4	0	1.6	1.2

Start Time	S DE ANZA BLVD Southbound				SR-85 SB ON-RAMP Westbound				S DE ANZA BLVD Northbound				SR-85 SB OFF-RAMP Eastbound				Int. Total
	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	
Peak Hour Analysis From 07:00 AM to 09:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 08:00 AM																	
08:00 AM	0	92	48	140	0	0	0	0	58	485	0	543	73	0	65	138	821
08:15 AM	0	91	56	147	0	0	0	0	63	479	0	542	<b>98</b>	0	<b>70</b>	<b>168</b>	857
08:30 AM	0	<b>131</b>	61	192	0	0	0	0	69	<b>501</b>	0	<b>570</b>	63	<b>1</b>	47	111	<b>873</b>
08:45 AM	0	127	<b>76</b>	<b>203</b>	0	0	0	0	<b>71</b>	438	0	509	67	0	67	134	846
Total Volume	0	441	241	682	0	0	0	0	261	1903	0	2164	301	1	249	551	3397
% App. Total	0	64.7	35.3		0	0	0		12.1	87.9	0		54.6	0.2	45.2		
PHF	.000	.842	.793	.840	.000	.000	.000	.000	.919	.950	.000	.949	.768	.250	.889	.820	.973

# Traffic Data Service

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

File Name : 14AM FINAL  
 Site Code : 00000014  
 Start Date : 1/17/2018  
 Page No : 2



# Traffic Data Service

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

File Name : 14AM FINAL  
 Site Code : 00000014  
 Start Date : 1/17/2018  
 Page No : 1

Groups Printed- Bikes

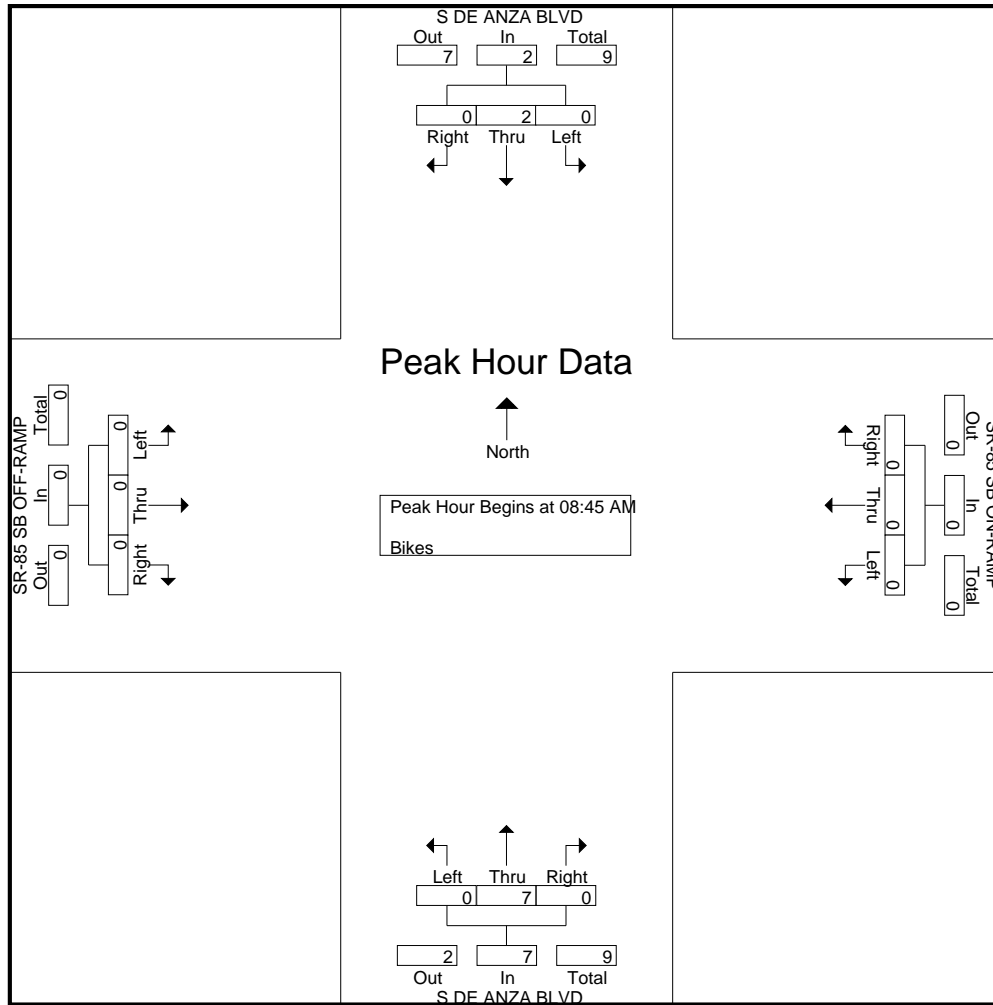
Start Time	S DE ANZA BLVD Southbound					SR-85 SB ON-RAMP Westbound					S DE ANZA BLVD Northbound					SR-85 SB OFF-RAMP Eastbound					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	0
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0
08:15 AM	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0
08:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:45 AM	0	0	0	0	0	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	6	0	0	6	0	0	0	0	0	0
09:00 AM	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0
09:15 AM	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0
09:30 AM	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0
09:45 AM	0	2	0	0	2	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0
Total	0	4	0	0	4	0	0	0	0	0	0	5	0	0	5	0	0	0	0	0	0
Grand Total	0	4	0	0	4	0	0	0	0	0	0	15	0	0	15	0	0	0	0	0	19
Apprch %	0	100	0	0		0	0	0	0		0	100	0	0		0	0	0	0		
Total %	0	21.1	0	0	21.1	0	0	0	0	0	0	78.9	0	0	78.9	0	0	0	0	0	

Start Time	S DE ANZA BLVD Southbound				SR-85 SB ON-RAMP Westbound				S DE ANZA BLVD Northbound				SR-85 SB OFF-RAMP Eastbound				Int. Total
	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	
Peak Hour Analysis From 07:00 AM to 09:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 08:45 AM																	
08:45 AM	0	0	0	0	0	0	0	0	0	3	0	3	0	0	0	0	3
09:00 AM	0	1	0	1	0	0	0	0	0	1	0	1	0	0	0	0	2
09:15 AM	0	0	0	0	0	0	0	0	0	2	0	2	0	0	0	0	2
09:30 AM	0	1	0	1	0	0	0	0	0	1	0	1	0	0	0	0	2
Total Volume	0	2	0	2	0	0	0	0	0	7	0	7	0	0	0	0	9
% App. Total	0	100	0		0	0	0		0	100	0		0	0	0		
PHF	.000	.500	.000	.500	.000	.000	.000	.000	.000	.583	.000	.583	.000	.000	.000	.000	.750

# Traffic Data Service

San Jose, CA  
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 tdsbay@cs.com

File Name : 14AM FINAL  
 Site Code : 00000014  
 Start Date : 1/17/2018  
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# Traffic Data Service

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

File Name : 14PM FINAL  
 Site Code : 00000014  
 Start Date : 1/17/2018  
 Page No : 1

Groups Printed- Lights - Buses - Trucks

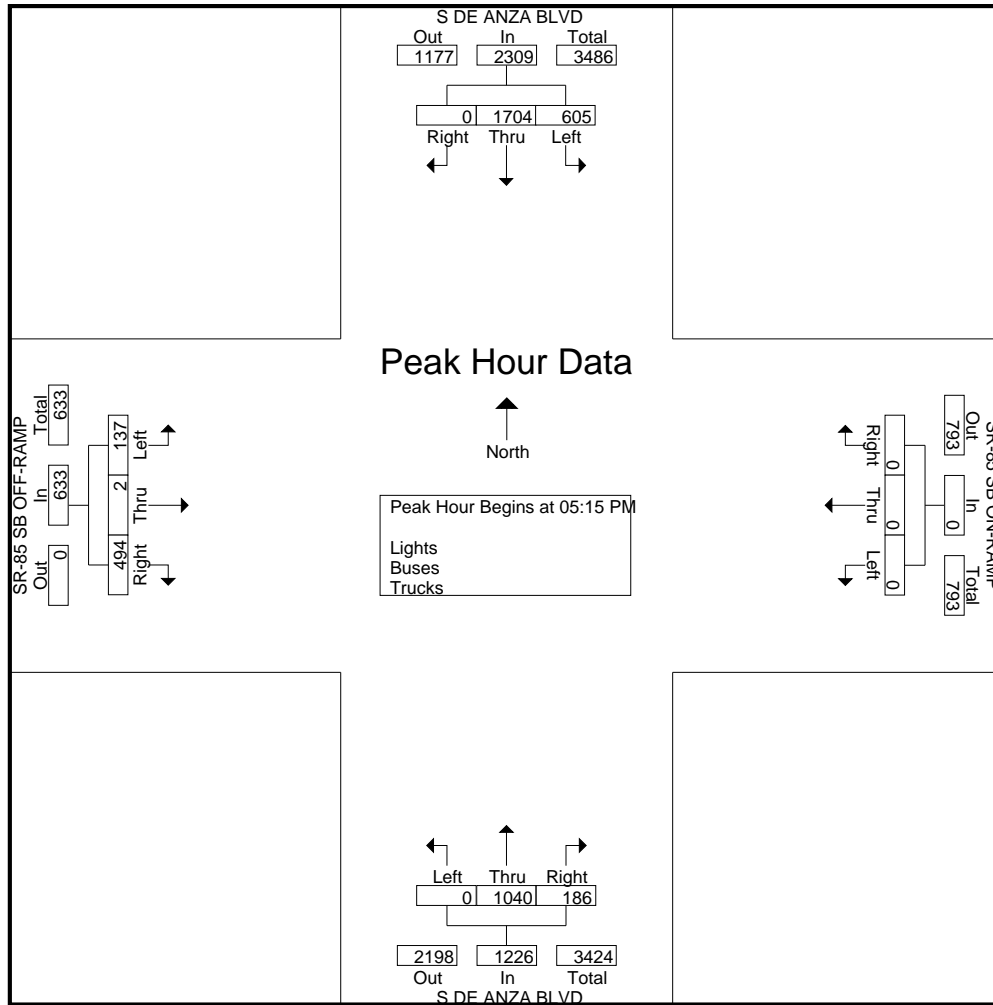
Start Time	S DE ANZA BLVD Southbound					SR-85 SB ON-RAMP Westbound					S DE ANZA BLVD Northbound					SR-85 SB OFF-RAMP Eastbound					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
04:00 PM	0	307	162	0	469	0	0	0	6	6	53	218	0	0	271	90	0	37	2	129	875
04:15 PM	0	332	169	0	501	0	0	0	1	1	47	229	0	0	276	92	0	20	1	113	891
04:30 PM	0	327	159	0	486	0	0	0	2	2	50	207	0	0	257	98	0	22	0	120	865
04:45 PM	0	379	146	0	525	0	0	0	3	3	45	236	0	0	281	121	0	19	3	143	952
Total	0	1345	636	0	1981	0	0	0	12	12	195	890	0	0	1085	401	0	98	6	505	3583
05:00 PM	0	415	184	0	599	0	0	0	5	5	55	256	0	0	311	109	0	34	0	143	1058
05:15 PM	0	426	150	0	576	0	0	0	5	5	47	294	0	0	341	126	1	29	3	159	1081
05:30 PM	0	435	160	0	595	0	0	0	4	4	43	237	0	0	280	125	0	21	2	148	1027
05:45 PM	0	386	134	0	520	0	0	0	2	2	50	257	0	0	307	114	0	53	0	167	996
Total	0	1662	628	0	2290	0	0	0	16	16	195	1044	0	0	1239	474	1	137	5	617	4162
06:00 PM	0	457	161	0	618	0	0	0	2	2	46	252	0	0	298	129	1	34	0	164	1082
06:15 PM	0	362	123	0	485	0	0	0	0	0	29	216	0	0	245	175	0	67	0	242	972
06:30 PM	0	395	123	1	519	0	0	0	1	1	39	224	0	0	263	167	0	61	1	229	1012
06:45 PM	0	335	146	0	481	0	0	0	1	1	23	194	0	0	217	169	0	77	0	246	945
Total	0	1549	553	1	2103	0	0	0	4	4	137	886	0	0	1023	640	1	239	1	881	4011
Grand Total	0	4556	1817	1	6374	0	0	0	32	32	527	2820	0	0	3347	1515	2	474	12	2003	11756
Apprch %	0	71.5	28.5	0		0	0	0	100		15.7	84.3	0	0		75.6	0.1	23.7	0.6		
Total %	0	38.8	15.5	0	54.2	0	0	0	0.3	0.3	4.5	24	0	0	28.5	12.9	0	4	0.1	17	
Lights	0	4539	1806	1	6346	0	0	0	32	32	519	2800	0	0	3319	1511	2	473	12	1998	11695
% Lights	0	99.6	99.4	100	99.6	0	0	0	100	100	98.5	99.3	0	0	99.2	99.7	100	99.8	100	99.8	99.5
Buses	0	5	6	0	11	0	0	0	0	0	1	4	0	0	5	2	0	1	0	3	19
% Buses	0	0.1	0.3	0	0.2	0	0	0	0	0	0.2	0.1	0	0	0.1	0.1	0	0.2	0	0.1	0.2
Trucks	0	12	5	0	17	0	0	0	0	0	7	16	0	0	23	2	0	0	0	2	42
% Trucks	0	0.3	0.3	0	0.3	0	0	0	0	0	1.3	0.6	0	0	0.7	0.1	0	0	0	0.1	0.4

Start Time	S DE ANZA BLVD Southbound				SR-85 SB ON-RAMP Westbound				S DE ANZA BLVD Northbound				SR-85 SB OFF-RAMP Eastbound				Int. Total
	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	
Peak Hour Analysis From 04:00 PM to 06:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 05:15 PM																	
05:15 PM	0	426	150	576	0	0	0	0	47	<b>294</b>	0	<b>341</b>	126	<b>1</b>	29	156	1073
05:30 PM	0	435	160	595	0	0	0	0	43	237	0	280	125	0	21	146	1021
05:45 PM	0	386	134	520	0	0	0	0	<b>50</b>	257	0	307	114	0	<b>53</b>	<b>167</b>	994
06:00 PM	0	<b>457</b>	<b>161</b>	<b>618</b>	0	0	0	0	46	252	0	298	<b>129</b>	1	34	164	<b>1080</b>
Total Volume	0	1704	605	2309	0	0	0	0	186	1040	0	1226	494	2	137	633	4168
% App. Total	0	73.8	26.2		0	0	0		15.2	84.8	0		78	0.3	21.6		
PHF	.000	.932	.939	.934	.000	.000	.000	.000	.930	.884	.000	.899	.957	.500	.646	.948	.965

# Traffic Data Service

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

File Name : 14PM FINAL  
 Site Code : 00000014  
 Start Date : 1/17/2018  
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# Traffic Data Service

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

File Name : 14PM FINAL  
 Site Code : 00000014  
 Start Date : 1/17/2018  
 Page No : 1

Groups Printed- Bikes

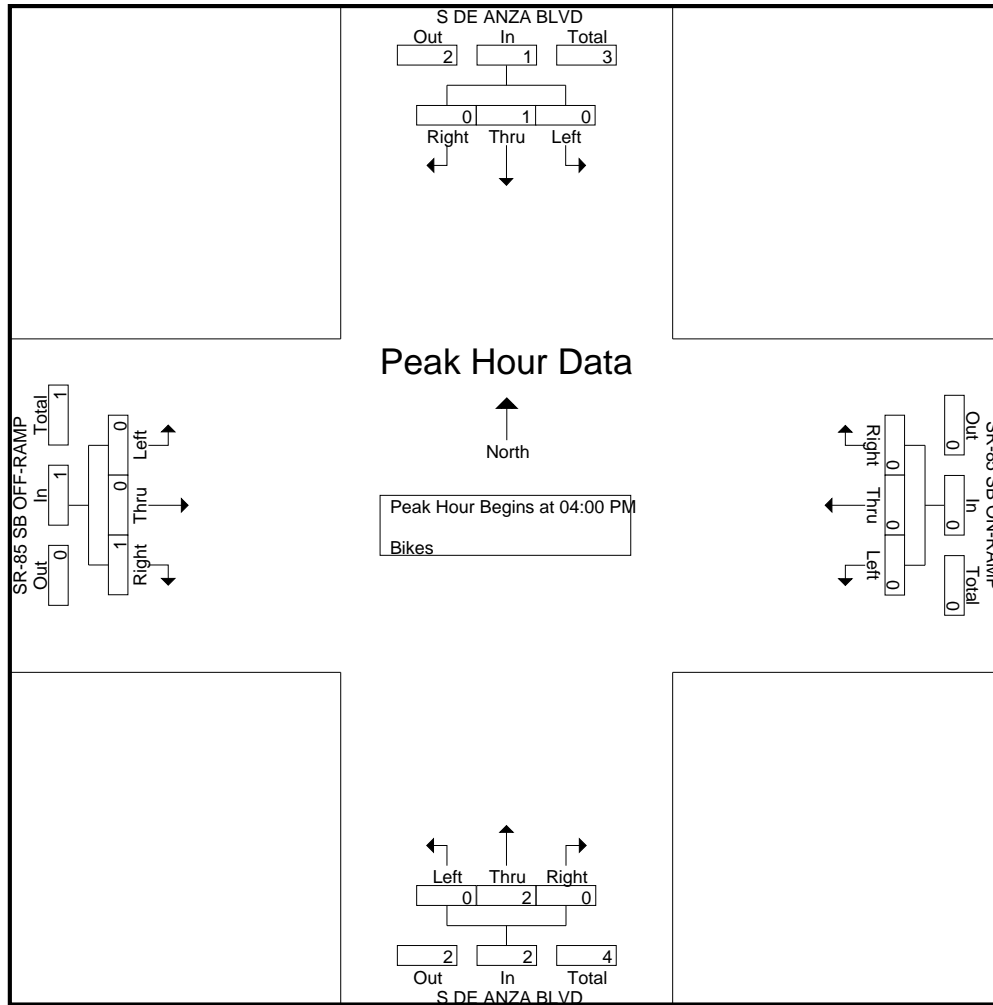
Start Time	S DE ANZA BLVD Southbound					SR-85 SB ON-RAMP Westbound					S DE ANZA BLVD Northbound					SR-85 SB OFF-RAMP Eastbound					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1	0	0	0	1	2
04:15 PM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1
<b>Total</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>4</b>
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>Total</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3</b>
06:00 PM	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
06:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:45 PM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
<b>Total</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3</b>
Grand Total	0	4	0	0	4	0	0	0	0	0	0	5	0	0	5	1	0	0	0	1	10
Apprch %	0	100	0	0		0	0	0	0		0	100	0	0		100	0	0	0		
Total %	0	40	0	0	40	0	0	0	0	0	0	50	0	0	50	10	0	0	0	10	

Start Time	S DE ANZA BLVD Southbound				SR-85 SB ON-RAMP Westbound				S DE ANZA BLVD Northbound				SR-85 SB OFF-RAMP Eastbound				Int. Total
	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	
Peak Hour Analysis From 04:00 PM to 06:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:00 PM																	
04:00 PM	0	0	0	0	0	0	0	0	0	1	0	1	1	0	0	1	2
04:15 PM	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	1
Total Volume	0	1	0	1	0	0	0	0	0	2	0	2	1	0	0	1	4
% App. Total	0	100	0		0	0	0		0	100	0		100	0	0		
PHF	.000	.250	.000	.250	.000	.000	.000	.000	.000	.500	.000	.500	.250	.000	.000	.250	.500

# Traffic Data Service

San Jose, CA  
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File Name : 14PM FINAL  
Site Code : 00000014  
Start Date : 1/17/2018  
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# Traffic Data Service

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

File Name : 15AM FINAL  
Site Code : 00000015  
Start Date : 1/10/2018  
Page No : 1

Groups Printed- Lights - Buses - Trucks

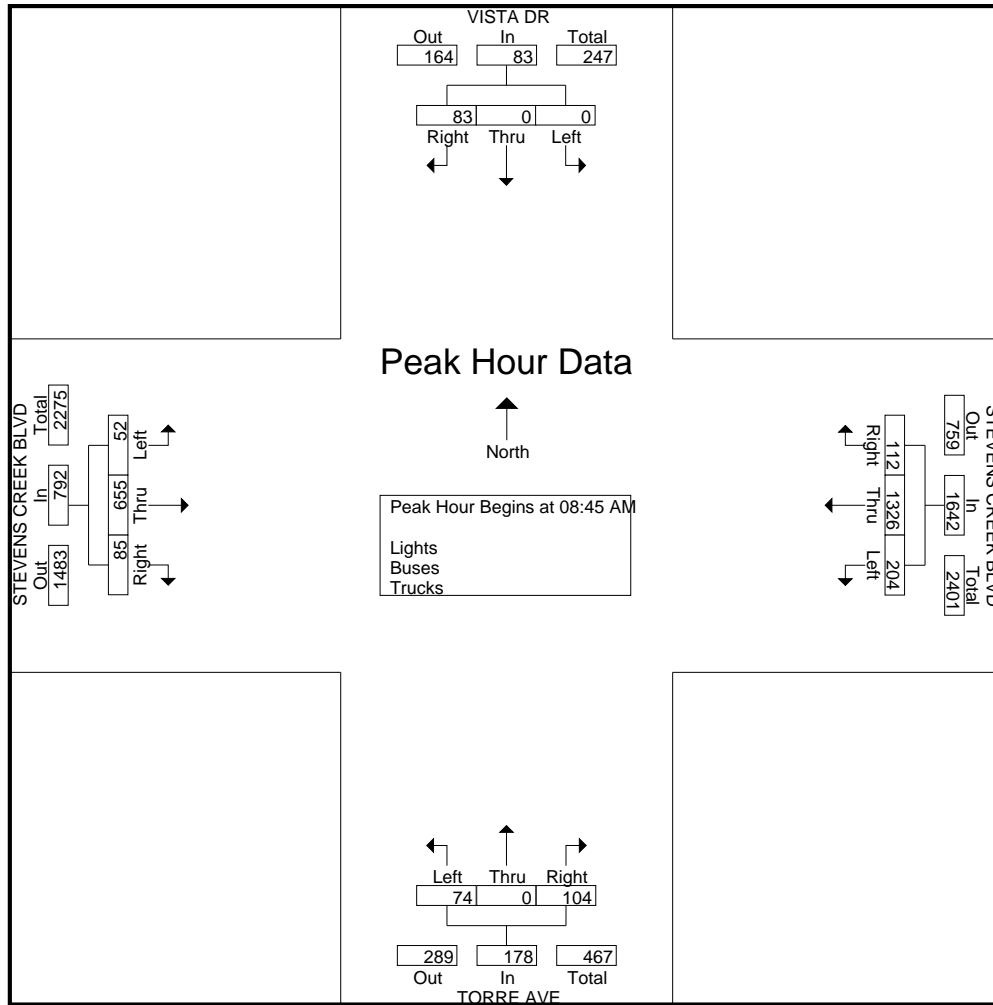
Start Time	VISTA DR Southbound					STEVENS CREEK BLVD Westbound					TORRE AVE Northbound					STEVENS CREEK BLVD Eastbound					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
07:00 AM	6	0	0	0	6	1	129	7	0	137	4	0	3	0	7	7	44	2	0	53	203
07:15 AM	9	0	0	2	11	6	157	19	1	183	3	0	9	3	15	12	57	4	3	76	285
07:30 AM	6	0	0	1	7	14	186	20	0	220	7	0	10	8	25	13	71	5	2	91	343
07:45 AM	13	0	1	1	15	15	211	22	3	251	9	0	17	7	33	16	82	8	4	110	409
Total	34	0	1	4	39	36	683	68	4	791	23	0	39	18	80	48	254	19	9	330	1240
08:00 AM	19	0	0	5	24	7	394	18	2	421	7	0	10	4	21	18	97	11	3	129	595
08:15 AM	14	0	0	6	20	15	302	24	1	342	20	0	20	15	55	29	149	17	4	199	616
08:30 AM	22	0	0	5	27	28	343	35	3	409	37	0	16	14	67	15	172	10	5	202	705
08:45 AM	30	0	0	4	34	33	271	46	5	355	26	0	19	10	55	16	158	12	9	195	639
Total	85	0	0	20	105	83	1310	123	11	1527	90	0	65	43	198	78	576	50	21	725	2555
09:00 AM	6	0	0	5	11	25	352	47	5	429	21	0	20	10	51	22	157	11	6	196	687
09:15 AM	17	0	0	3	20	25	350	53	25	453	30	0	21	16	67	21	157	15	8	201	741
09:30 AM	30	0	0	6	36	29	353	58	15	455	27	0	14	13	54	26	183	14	3	226	771
09:45 AM	16	0	0	5	21	19	257	51	11	338	17	0	18	15	50	32	176	14	6	228	637
Total	69	0	0	19	88	98	1312	209	56	1675	95	0	73	54	222	101	673	54	23	851	2836
Grand Total	188	0	1	43	232	217	3305	400	71	3993	208	0	177	115	500	227	1503	123	53	1906	6631
Apprch %	81	0	0.4	18.5		5.4	82.8	10	1.8		41.6	0	35.4	23		11.9	78.9	6.5	2.8		
Total %	2.8	0	0	0.6	3.5	3.3	49.8	6	1.1	60.2	3.1	0	2.7	1.7	7.5	3.4	22.7	1.9	0.8	28.7	
Lights	180	0	0	43	223	209	3214	394	71	3888	203	0	166	115	484	222	1422	123	51	1818	6413
% Lights	95.7	0	0	100	96.1	96.3	97.2	98.5	100	97.4	97.6	0	93.8	100	96.8	97.8	94.6	100	96.2	95.4	96.7
Buses	7	0	0	0	7	6	54	0	0	60	3	0	4	0	7	1	47	0	0	48	122
% Buses	3.7	0	0	0	3	2.8	1.6	0	0	1.5	1.4	0	2.3	0	1.4	0.4	3.1	0	0	2.5	1.8
Trucks	1	0	1	0	2	2	37	6	0	45	2	0	7	0	9	4	34	0	2	40	96
% Trucks	0.5	0	100	0	0.9	0.9	1.1	1.5	0	1.1	1	0	4	0	1.8	1.8	2.3	0	3.8	2.1	1.4

Start Time	VISTA DR Southbound				STEVENS CREEK BLVD Westbound				TORRE AVE Northbound				STEVENS CREEK BLVD Eastbound				Int. Total
	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	
Peak Hour Analysis From 07:00 AM to 09:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 08:45 AM																	
08:45 AM	<b>30</b>	0	0	<b>30</b>	<b>33</b>	271	46	350	26	0	19	45	16	158	12	186	611
09:00 AM	6	0	0	6	25	352	47	424	21	0	20	41	22	157	11	190	661
09:15 AM	17	0	0	17	25	350	53	428	<b>30</b>	0	<b>21</b>	<b>51</b>	21	157	<b>15</b>	193	689
09:30 AM	30	0	0	30	29	<b>353</b>	<b>58</b>	<b>440</b>	27	0	14	41	<b>26</b>	<b>183</b>	14	<b>223</b>	<b>734</b>
Total Volume	83	0	0	83	112	1326	204	1642	104	0	74	178	85	655	52	792	2695
% App. Total	100	0	0		6.8	80.8	12.4		58.4	0	41.6		10.7	82.7	6.6		
PHF	.692	.000	.000	.692	.848	.939	.879	.933	.867	.000	.881	.873	.817	.895	.867	.888	.918

# Traffic Data Service

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

File Name : 15AM FINAL  
 Site Code : 00000015  
 Start Date : 1/10/2018  
 Page No : 2



# Traffic Data Service

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

File Name : 15AM FINAL  
 Site Code : 00000015  
 Start Date : 1/10/2018  
 Page No : 1

Groups Printed- Bikes

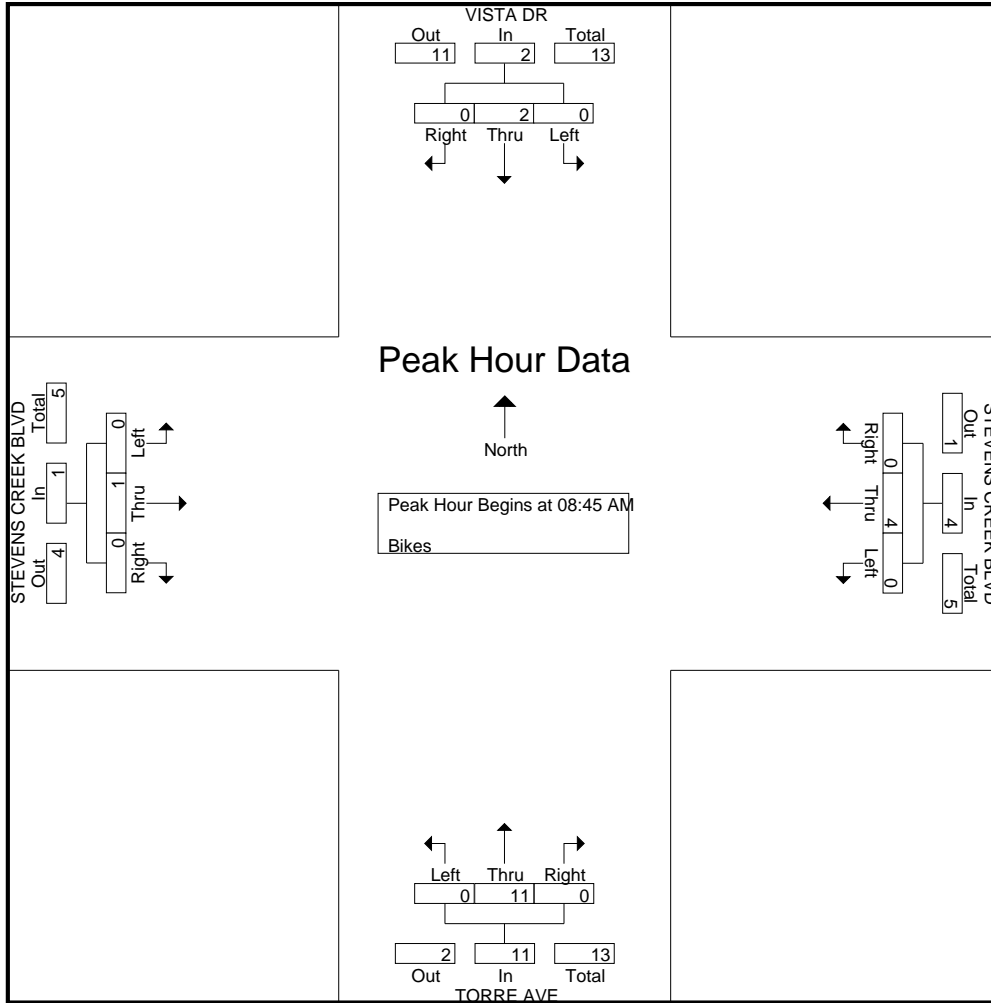
Start Time	VISTA DR Southbound					STEVENS CREEK BLVD Westbound					TORRE AVE Northbound					STEVENS CREEK BLVD Eastbound					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30 AM	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
07:45 AM	0	0	0	0	0	0	1	0	0	1	0	0	1	0	1	0	0	0	0	0	2
Total	0	0	0	0	0	1	1	0	0	2	0	0	1	0	1	0	0	0	0	0	3
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15 AM	1	0	0	0	1	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	2
08:30 AM	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	2	0	0	2	4
08:45 AM	0	1	0	0	1	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	2
Total	1	1	0	0	2	1	3	0	0	4	0	0	0	0	0	0	2	0	0	2	8
09:00 AM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1
09:15 AM	0	0	0	0	0	0	2	0	0	2	0	7	0	0	7	0	0	0	0	0	9
09:30 AM	0	1	0	0	1	0	1	0	0	1	0	3	0	0	3	0	1	0	0	1	6
09:45 AM	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	2
Total	0	1	0	0	1	0	5	0	0	5	0	11	0	0	11	0	1	0	0	1	18
Grand Total	1	2	0	0	3	2	9	0	0	11	0	11	1	0	12	0	3	0	0	3	29
Apprch %	33.3	66.7	0	0		18.2	81.8	0	0		0	91.7	8.3	0		0	100	0	0		
Total %	3.4	6.9	0	0	10.3	6.9	31	0	0	37.9	0	37.9	3.4	0	41.4	0	10.3	0	0	10.3	

Start Time	VISTA DR Southbound				STEVENS CREEK BLVD Westbound				TORRE AVE Northbound				STEVENS CREEK BLVD Eastbound				Int. Total
	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	
Peak Hour Analysis From 07:00 AM to 09:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 08:45 AM																	
08:45 AM	0	1	0	1	0	1	0	1	0	0	0	0	0	0	0	0	2
09:00 AM	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	1
09:15 AM	0	0	0	0	0	2	0	2	0	7	0	7	0	0	0	0	9
09:30 AM	0	1	0	1	0	1	0	1	0	3	0	3	0	1	0	1	6
Total Volume	0	2	0	2	0	4	0	4	0	11	0	11	0	1	0	1	18
% App. Total	0	100	0		0	100	0		0	100	0		0	100	0		
PHF	.000	.500	.000	.500	.000	.500	.000	.500	.000	.393	.000	.393	.000	.250	.000	.250	.500

# Traffic Data Service

San Jose, CA  
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File Name : 15AM FINAL  
 Site Code : 00000015  
 Start Date : 1/10/2018  
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# Traffic Data Service

San Jose, CA  
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File Name : 15PM FINAL  
Site Code : 00000015  
Start Date : 1/10/2018  
Page No : 1

## Groups Printed- Lights - Buses - Trucks

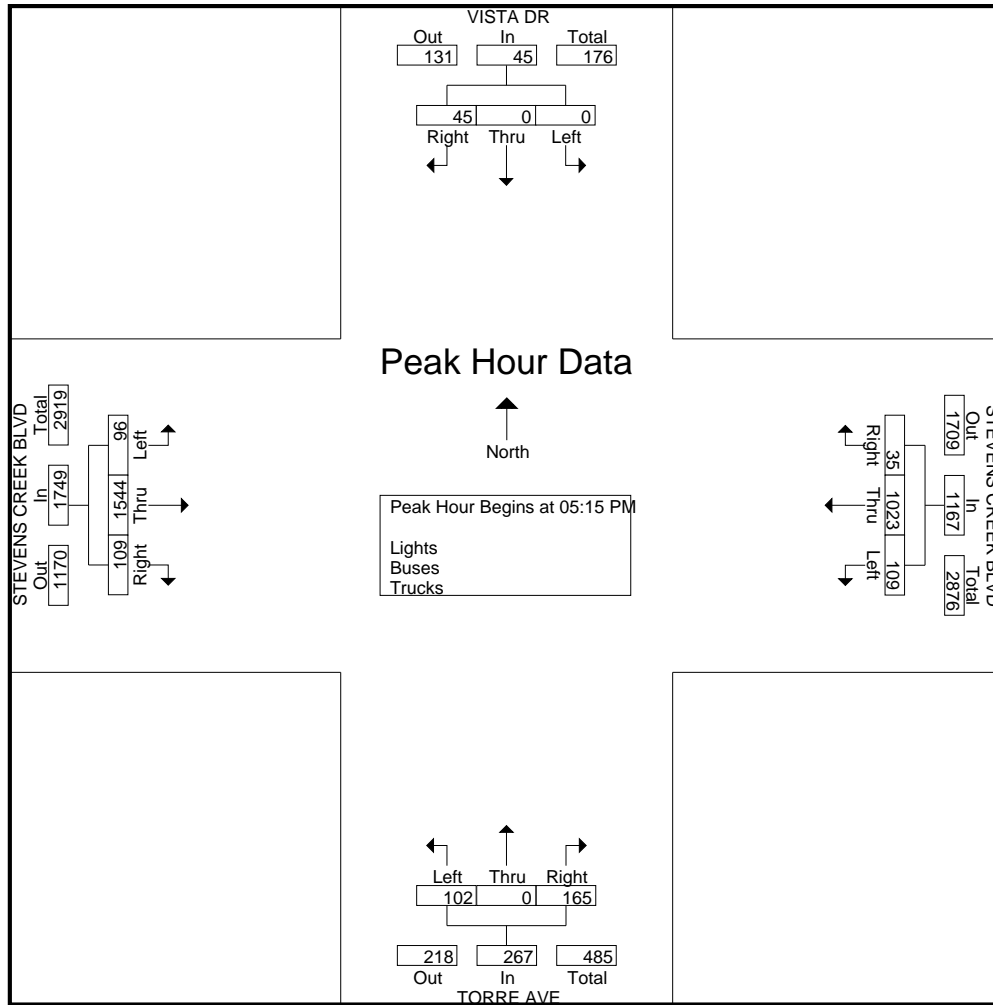
Start Time	VISTA DR Southbound					STEVENS CREEK BLVD Westbound					TORRE AVE Northbound					STEVENS CREEK BLVD Eastbound					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
04:00 PM	17	0	0	6	23	7	196	25	8	236	25	0	11	5	41	37	346	15	18	416	716
04:15 PM	10	0	0	2	12	9	220	19	5	253	24	0	15	5	44	20	352	13	5	390	699
04:30 PM	13	0	0	2	15	10	217	19	10	256	40	0	23	4	67	24	352	19	5	400	738
04:45 PM	10	0	0	8	18	5	212	24	6	247	37	0	17	4	58	19	354	18	11	402	725
Total	50	0	0	18	68	31	845	87	29	992	126	0	66	18	210	100	1404	65	39	1608	2878
05:00 PM	11	0	0	7	18	7	252	25	2	286	53	0	20	4	77	26	356	32	30	444	825
05:15 PM	11	0	0	5	16	3	233	27	2	265	57	0	28	1	86	31	366	37	8	442	809
05:30 PM	7	0	0	3	10	12	293	27	0	332	39	0	23	0	62	28	418	20	6	472	876
05:45 PM	15	0	0	2	17	11	226	28	3	268	30	0	22	0	52	25	353	18	10	406	743
Total	44	0	0	17	61	33	1004	107	7	1151	179	0	93	5	277	110	1493	107	54	1764	3253
06:00 PM	12	0	0	5	17	9	271	27	0	307	39	0	29	1	69	25	407	21	13	466	859
06:15 PM	14	0	0	0	14	6	220	27	0	253	37	2	23	1	63	26	358	32	3	419	749
06:30 PM	10	0	0	4	14	5	237	22	2	266	39	0	15	1	55	30	322	15	6	373	708
06:45 PM	9	0	0	3	12	10	220	34	1	265	24	0	14	2	40	31	290	26	8	355	672
Total	45	0	0	12	57	30	948	110	3	1091	139	2	81	5	227	112	1377	94	30	1613	2988
Grand Total	139	0	0	47	186	94	2797	304	39	3234	444	2	240	28	714	322	4274	266	123	4985	9119
Apprch %	74.7	0	0	25.3		2.9	86.5	9.4	1.2		62.2	0.3	33.6	3.9		6.5	85.7	5.3	2.5		
Total %	1.5	0	0	0.5	2	1	30.7	3.3	0.4	35.5	4.9	0	2.6	0.3	7.8	3.5	46.9	2.9	1.3	54.7	
Lights	138	0	0	47	185	90	2740	301	39	3170	441	2	236	28	707	322	4220	266	123	4931	8993
% Lights	99.3	0	0	100	99.5	95.7	98	99	100	98	99.3	100	98.3	100	99	100	98.7	100	100	98.9	98.6
Buses	0	0	0	0	0	4	45	3	0	52	1	0	4	0	5	0	36	0	0	36	93
% Buses	0	0	0	0	0	4.3	1.6	1	0	1.6	0.2	0	1.7	0	0.7	0	0.8	0	0	0.7	1
Trucks	1	0	0	0	1	0	12	0	0	12	2	0	0	0	2	0	18	0	0	18	33
% Trucks	0.7	0	0	0	0.5	0	0.4	0	0	0.4	0.5	0	0	0	0.3	0	0.4	0	0	0.4	0.4

Start Time	VISTA DR Southbound					STEVENS CREEK BLVD Westbound					TORRE AVE Northbound					STEVENS CREEK BLVD Eastbound					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
Peak Hour Analysis From 04:00 PM to 06:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 05:15 PM																					
05:15 PM	11	0	0		11	3	233	27		263	57	0	28		85	31	366	37		434	793
05:30 PM	7	0	0		7	12	293	27		332	39	0	23		62	28	418	20		466	867
05:45 PM	15	0	0		15	11	226	28		265	30	0	22		52	25	353	18		396	728
06:00 PM	12	0	0		12	9	271	27		307	39	0	29		68	25	407	21		453	840
Total Volume	45	0	0		45	35	1023	109		1167	165	0	102		267	109	1544	96		1749	3228
% App. Total	100	0	0			3	87.7	9.3			61.8	0	38.2			6.2	88.3	5.5			
PHF	.750	.000	.000		.750	.729	.873	.973		.879	.724	.000	.879		.785	.879	.923	.649		.938	.931

# Traffic Data Service

San Jose, CA  
 (408) 622-4787  
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File Name : 15PM FINAL  
 Site Code : 00000015  
 Start Date : 1/10/2018  
 Page No : 2



# Traffic Data Service

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

File Name : 15PM FINAL  
 Site Code : 00000015  
 Start Date : 1/10/2018  
 Page No : 1

Groups Printed- Bikes

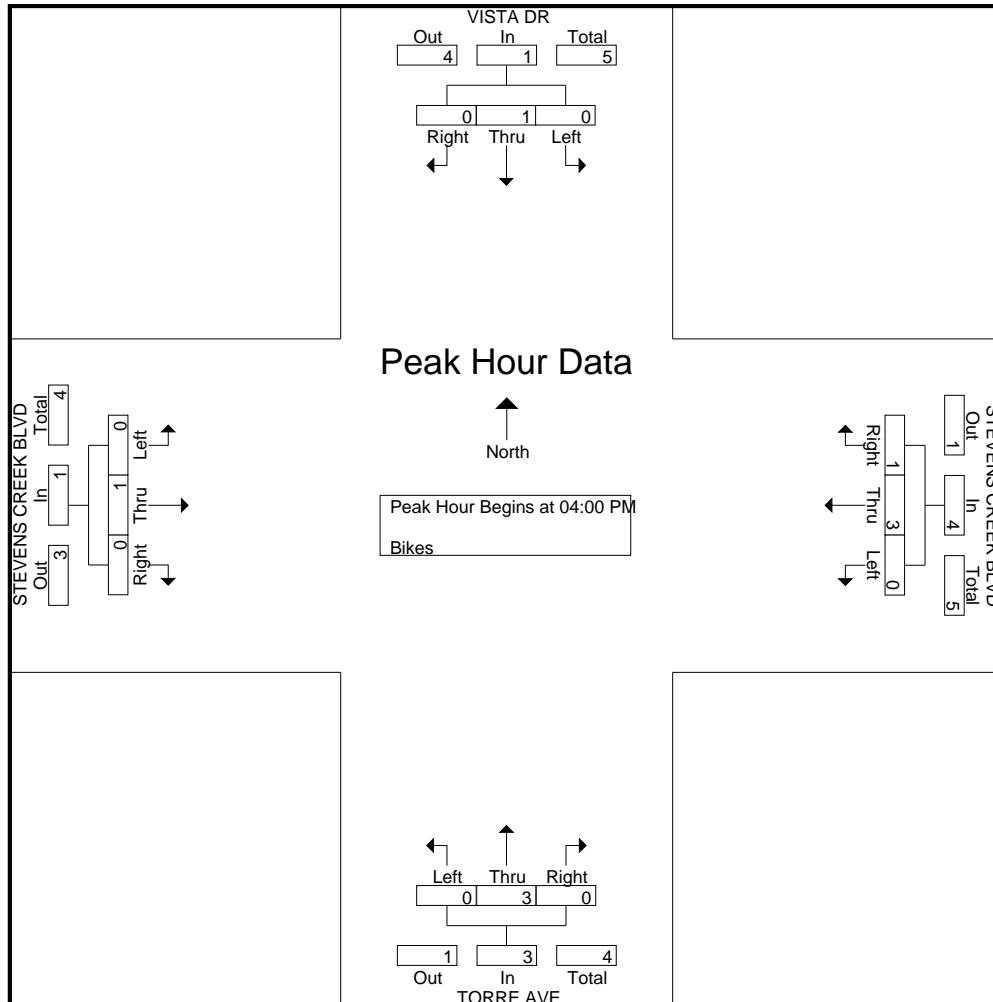
Start Time	VISTA DR Southbound					STEVENS CREEK BLVD Westbound					TORRE AVE Northbound					STEVENS CREEK BLVD Eastbound					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
04:00 PM	0	1	0	0	1	0	1	0	0	1	0	3	0	0	3	0	0	0	0	0	0
04:15 PM	0	0	0	0	0	1	1	0	0	2	0	0	0	0	0	0	1	0	0	1	3
04:30 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	1	0	0	1	1	3	0	0	4	0	3	0	0	3	0	1	0	0	1	9
05:00 PM	0	0	0	0	0	0	1	0	0	1	0	1	0	0	1	0	0	0	0	0	2
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1
Total	0	0	0	0	0	0	2	0	0	2	0	2	0	0	2	0	0	0	0	0	4
06:00 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1
06:15 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1
06:30 PM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	1
06:45 PM	0	0	0	0	0	0	0	0	0	0	1	1	0	0	2	0	0	0	0	0	2
Total	0	0	0	0	0	0	1	0	0	1	2	2	0	0	4	0	0	0	0	0	5
Grand Total	0	1	0	0	1	1	6	0	0	7	2	7	0	0	9	0	1	0	0	1	18
Apprch %	0	100	0	0		14.3	85.7	0	0		22.2	77.8	0	0		0	100	0	0		
Total %	0	5.6	0	0	5.6	5.6	33.3	0	0	38.9	11.1	38.9	0	0	50	0	5.6	0	0	5.6	

Start Time	VISTA DR Southbound				STEVENS CREEK BLVD Westbound				TORRE AVE Northbound				STEVENS CREEK BLVD Eastbound				Int. Total
	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	
Peak Hour Analysis From 04:00 PM to 06:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:00 PM																	
04:00 PM	0	1	0	1	0	1	0	1	0	3	0	3	0	0	0	0	5
04:15 PM	0	0	0	0	1	1	0	2	0	0	0	0	0	1	0	1	3
04:30 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	1
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	1	0	1	1	3	0	4	0	3	0	3	0	1	0	1	9
% App. Total	0	100	0		25	75	0		0	100	0		0	100	0		
PHF	.000	.250	.000	.250	.250	.750	.000	.500	.000	.250	.000	.250	.000	.250	.000	.250	.450

# Traffic Data Service

San Jose, CA  
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File Name : 15PM FINAL  
Site Code : 00000015  
Start Date : 1/10/2018  
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# Traffic Data Service

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

File Name : 16AM FINAL  
Site Code : 00000016  
Start Date : 1/10/2018  
Page No : 1

Groups Printed- Lights - Buses - Trucks

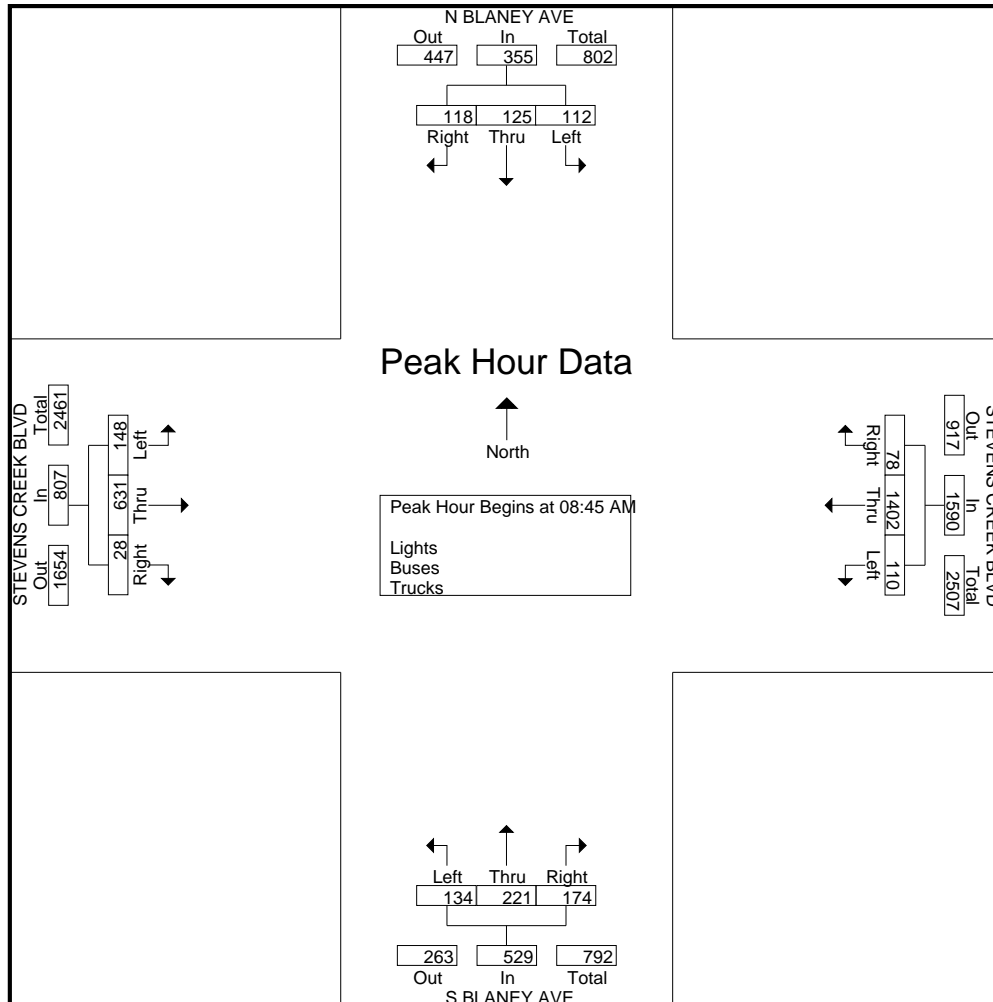
Start Time	N BLANEY AVE Southbound					STEVENS CREEK BLVD Westbound					S BLANEY AVE Northbound					STEVENS CREEK BLVD Eastbound					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
07:00 AM	2	4	7	0	13	6	140	5	0	151	13	7	5	0	25	2	40	4	1	47	236
07:15 AM	10	2	3	1	16	4	160	7	0	171	16	11	11	3	41	1	53	6	1	61	289
07:30 AM	13	15	10	2	40	10	200	13	1	224	15	15	16	4	50	4	64	16	3	87	401
07:45 AM	13	14	14	0	41	5	245	12	0	262	30	31	21	2	84	6	71	21	1	99	486
Total	38	35	34	3	110	25	745	37	1	808	74	64	53	9	200	13	228	47	6	294	1412
08:00 AM	17	21	14	3	55	6	383	14	2	405	21	19	25	0	65	5	91	13	2	111	636
08:15 AM	17	22	10	1	50	28	317	25	8	378	48	37	19	9	113	6	129	32	2	169	710
08:30 AM	18	10	34	1	63	13	357	35	3	408	67	26	36	10	139	3	187	30	4	224	834
08:45 AM	29	35	42	2	108	15	304	36	5	360	67	39	28	6	140	6	141	34	4	185	793
Total	81	88	100	7	276	62	1361	110	18	1551	203	121	108	25	457	20	548	109	12	689	2973
09:00 AM	30	12	21	0	63	25	382	24	0	431	43	41	33	4	121	5	151	33	1	190	805
09:15 AM	30	31	19	7	87	13	356	31	11	411	27	72	37	14	150	9	158	38	17	222	870
09:30 AM	29	47	30	3	109	25	360	19	4	408	37	69	36	3	145	8	181	43	3	235	897
09:45 AM	33	30	28	8	99	14	258	21	6	299	24	32	27	5	88	12	149	30	4	195	681
Total	122	120	98	18	358	77	1356	95	21	1549	131	214	133	26	504	34	639	144	25	842	3253
Grand Total	241	243	232	28	744	164	3462	242	40	3908	408	399	294	60	1161	67	1415	300	43	1825	7638
Apprch %	32.4	32.7	31.2	3.8		4.2	88.6	6.2	1		35.1	34.4	25.3	5.2		3.7	77.5	16.4	2.4		
Total %	3.2	3.2	3	0.4	9.7	2.1	45.3	3.2	0.5	51.2	5.3	5.2	3.8	0.8	15.2	0.9	18.5	3.9	0.6	23.9	
Lights	238	240	227	28	733	159	3365	239	40	3803	404	394	288	60	1146	64	1334	300	41	1739	7421
% Lights	98.8	98.8	97.8	100	98.5	97	97.2	98.8	100	97.3	99	98.7	98	100	98.7	95.5	94.3	100	95.3	95.3	97.2
Buses	1	0	1	0	2	2	53	1	0	56	3	3	3	0	9	0	47	0	0	47	114
% Buses	0.4	0	0.4	0	0.3	1.2	1.5	0.4	0	1.4	0.7	0.8	1	0	0.8	0	3.3	0	0	2.6	1.5
Trucks	2	3	4	0	9	3	44	2	0	49	1	2	3	0	6	3	34	0	2	39	103
% Trucks	0.8	1.2	1.7	0	1.2	1.8	1.3	0.8	0	1.3	0.2	0.5	1	0	0.5	4.5	2.4	0	4.7	2.1	1.3

Start Time	N BLANEY AVE Southbound					STEVENS CREEK BLVD Westbound					S BLANEY AVE Northbound					STEVENS CREEK BLVD Eastbound					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
Peak Hour Analysis From 07:00 AM to 09:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 08:45 AM																					
08:45 AM	29	35	42		106	15	304	36		355	67	39	28		134	6	141	34		181	776
09:00 AM	30	12	21		63	25	382	24		431	43	41	33		117	5	151	33		189	800
09:15 AM	30	31	19		80	13	356	31		400	27	72	37		136	9	158	38		205	821
09:30 AM	29	47	30		106	25	360	19		404	37	69	36		142	8	181	43		232	884
Total Volume	118	125	112		355	78	1402	110		1590	174	221	134		529	28	631	148		807	3281
% App. Total	33.2	35.2	31.5			4.9	88.2	6.9			32.9	41.8	25.3			3.5	78.2	18.3			
PHF	.983	.665	.667		.837	.780	.918	.764		.922	.649	.767	.905		.931	.778	.872	.860		.870	.928

# Traffic Data Service

San Jose, CA  
 (408) 622-4787  
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File Name : 16AM FINAL  
 Site Code : 00000016  
 Start Date : 1/10/2018  
 Page No : 2



# Traffic Data Service

San Jose, CA  
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File Name : 16AM FINAL  
 Site Code : 00000016  
 Start Date : 1/10/2018  
 Page No : 1

Groups Printed- Bikes

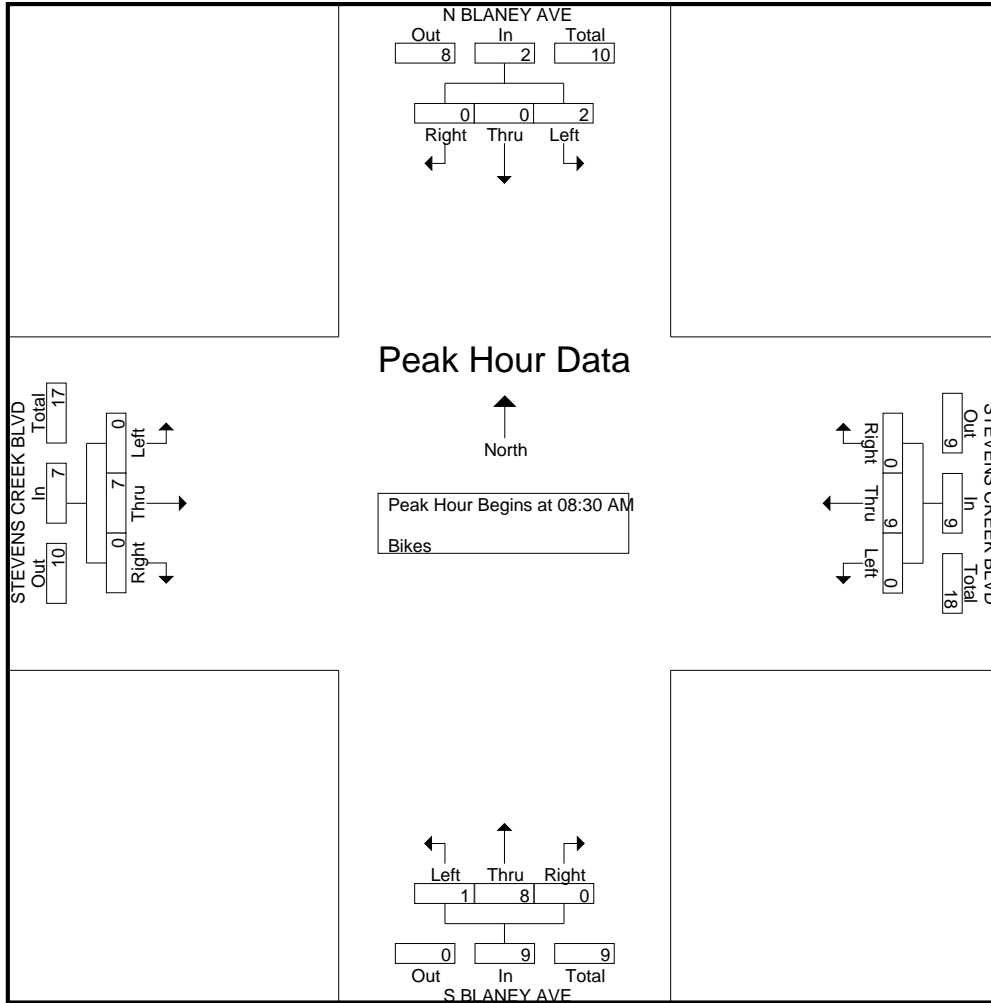
Start Time	N BLANEY AVE Southbound					STEVENS CREEK BLVD Westbound					S BLANEY AVE Northbound					STEVENS CREEK BLVD Eastbound					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30 AM	0	1	0	0	1	0	3	0	0	3	0	1	0	0	1	0	0	0	0	0	5
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1
Total	0	1	0	0	1	0	3	0	0	3	0	2	0	0	2	0	1	0	0	1	7
08:00 AM	0	0	0	0	0	0	2	0	0	2	0	1	0	0	1	0	0	0	0	0	3
08:15 AM	0	1	0	0	1	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	2
08:30 AM	0	0	1	0	1	0	3	0	0	3	0	3	1	0	4	0	2	0	0	2	10
08:45 AM	0	0	1	0	1	0	1	0	0	1	0	2	0	0	2	0	5	0	0	5	9
Total	0	1	2	0	3	0	7	0	0	7	0	6	1	0	7	0	7	0	0	7	24
09:00 AM	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	2
09:15 AM	0	0	0	0	0	0	3	0	0	3	0	3	0	0	3	0	0	0	0	0	6
09:30 AM	0	0	0	0	0	1	1	0	0	2	0	2	0	0	2	0	1	0	0	1	5
09:45 AM	2	0	0	0	2	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	3
Total	2	0	0	0	2	1	7	0	0	8	0	5	0	0	5	0	1	0	0	1	16
Grand Total	2	2	2	0	6	1	17	0	0	18	0	13	1	0	14	0	9	0	0	9	47
Apprch %	33.3	33.3	33.3	0		5.6	94.4	0	0		0	92.9	7.1	0		0	100	0	0		
Total %	4.3	4.3	4.3	0	12.8	2.1	36.2	0	0	38.3	0	27.7	2.1	0	29.8	0	19.1	0	0	19.1	

Start Time	N BLANEY AVE Southbound				STEVENS CREEK BLVD Westbound				S BLANEY AVE Northbound				STEVENS CREEK BLVD Eastbound				Int. Total
	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	
Peak Hour Analysis From 07:00 AM to 09:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 08:30 AM																	
08:30 AM	0	0	1	1	0	3	0	3	0	3	1	4	0	2	0	2	10
08:45 AM	0	0	1	1	0	1	0	1	0	2	0	2	0	5	0	5	9
09:00 AM	0	0	0	0	0	2	0	2	0	0	0	0	0	0	0	0	2
09:15 AM	0	0	0	0	0	3	0	3	0	3	0	3	0	0	0	0	6
Total Volume	0	0	2	2	0	9	0	9	0	8	1	9	0	7	0	7	27
% App. Total	0	0	100		0	100	0		0	88.9	11.1		0	100	0		
PHF	.000	.000	.500	.500	.000	.750	.000	.750	.000	.667	.250	.563	.000	.350	.000	.350	.675

# Traffic Data Service

San Jose, CA  
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File Name : 16AM FINAL  
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# Traffic Data Service

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File Name : 16PM FINAL  
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## Groups Printed- Lights - Buses - Trucks

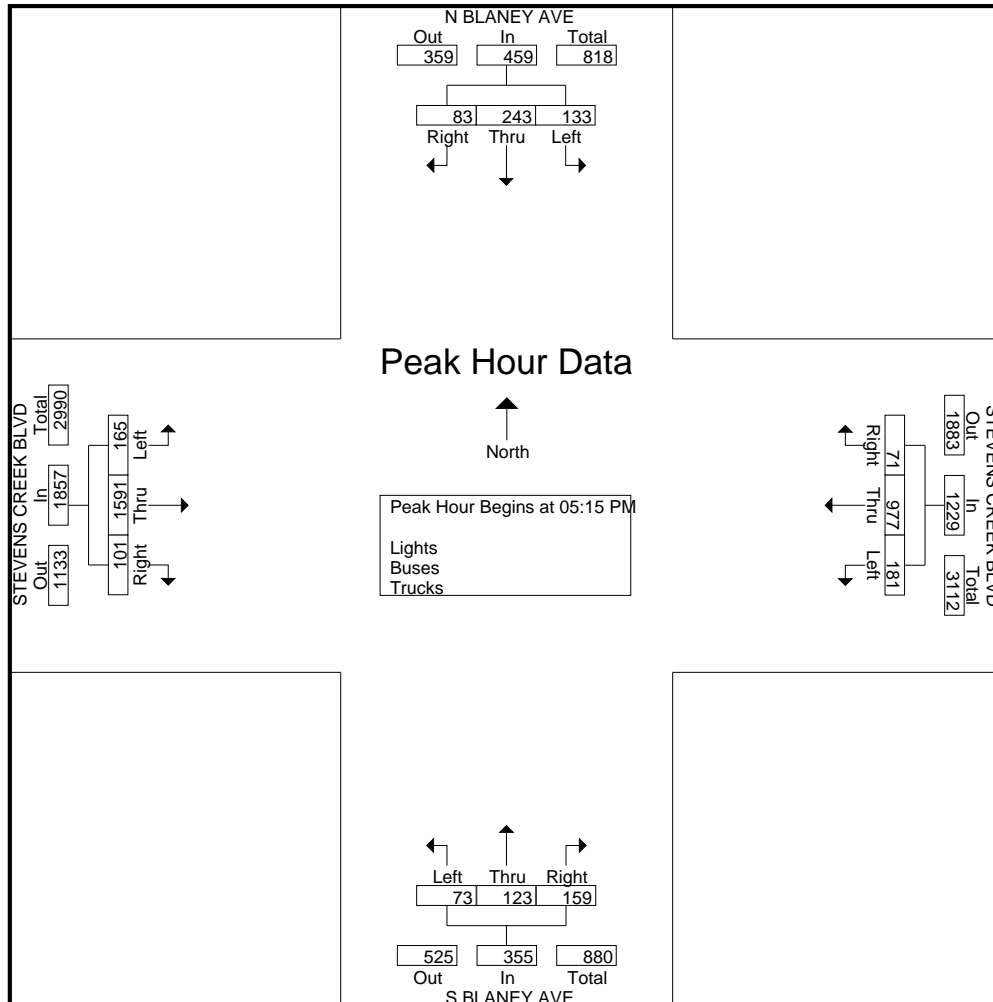
Start Time	N BLANEY AVE Southbound					STEVENS CREEK BLVD Westbound					S BLANEY AVE Northbound					STEVENS CREEK BLVD Eastbound					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
04:00 PM	17	45	17	2	81	20	198	37	2	257	31	20	12	5	68	13	378	40	0	431	837
04:15 PM	15	43	23	3	84	16	205	47	3	271	30	28	16	2	76	9	313	20	1	343	774
04:30 PM	16	34	22	5	77	13	173	37	0	223	24	24	13	2	63	7	344	45	3	399	762
04:45 PM	11	42	22	10	85	11	182	48	4	245	30	28	12	9	79	16	323	28	8	375	784
Total	59	164	84	20	327	60	758	169	9	996	115	100	53	18	286	45	1358	133	12	1548	3157
05:00 PM	16	42	19	10	87	13	239	43	11	306	35	30	14	5	84	31	391	48	3	473	950
05:15 PM	25	65	30	7	127	19	241	58	1	319	35	31	15	9	90	22	391	42	4	459	995
05:30 PM	22	55	29	2	108	23	263	45	3	334	36	39	21	9	105	24	458	44	1	527	1074
05:45 PM	16	74	42	3	135	12	249	43	0	304	46	28	17	2	93	28	346	37	4	415	947
Total	79	236	120	22	457	67	992	189	15	1263	152	128	67	25	372	105	1586	171	12	1874	3966
06:00 PM	20	49	32	3	104	17	224	35	1	277	42	25	20	5	92	27	396	42	4	469	942
06:15 PM	13	60	39	0	112	17	202	48	4	271	33	25	22	4	84	14	358	31	3	406	873
06:30 PM	19	49	24	3	95	22	222	54	2	300	40	20	10	2	72	26	317	42	0	385	852
06:45 PM	16	52	28	2	98	13	232	48	0	293	35	22	9	0	66	17	295	25	2	339	796
Total	68	210	123	8	409	69	880	185	7	1141	150	92	61	11	314	84	1366	140	9	1599	3463
Grand Total	206	610	327	50	1193	196	2630	543	31	3400	417	320	181	54	972	234	4310	444	33	5021	10586
Apprch %	17.3	51.1	27.4	4.2		5.8	77.4	16	0.9		42.9	32.9	18.6	5.6		4.7	85.8	8.8	0.7		
Total %	1.9	5.8	3.1	0.5	11.3	1.9	24.8	5.1	0.3	32.1	3.9	3	1.7	0.5	9.2	2.2	40.7	4.2	0.3	47.4	
Lights	204	608	326	50	1188	195	2561	540	31	3327	416	319	179	54	968	234	4268	442	31	4975	10458
% Lights	99	99.7	99.7	100	99.6	99.5	97.4	99.4	100	97.9	99.8	99.7	98.9	100	99.6	100	99	99.5	93.9	99.1	98.8
Buses	1	0	0	0	1	0	63	3	0	66	0	0	0	0	0	0	29	1	0	30	97
% Buses	0.5	0	0	0	0.1	0	2.4	0.6	0	1.9	0	0	0	0	0	0	0.7	0.2	0	0.6	0.9
Trucks	1	2	1	0	4	1	6	0	0	7	1	1	2	0	4	0	13	1	2	16	31
% Trucks	0.5	0.3	0.3	0	0.3	0.5	0.2	0	0	0.2	0.2	0.3	1.1	0	0.4	0	0.3	0.2	6.1	0.3	0.3

Start Time	N BLANEY AVE Southbound				STEVENS CREEK BLVD Westbound				S BLANEY AVE Northbound				STEVENS CREEK BLVD Eastbound				Int. Total
	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	
Peak Hour Analysis From 04:00 PM to 06:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 05:15 PM																	
05:15 PM	25	65	30	120	19	241	58	318	35	31	15	81	22	391	42	455	974
05:30 PM	22	55	29	106	23	263	45	331	36	39	21	96	24	458	44	526	1059
05:45 PM	16	74	42	132	12	249	43	304	46	28	17	91	28	346	37	411	938
06:00 PM	20	49	32	101	17	224	35	276	42	25	20	87	27	396	42	465	929
Total Volume	83	243	133	459	71	977	181	1229	159	123	73	355	101	1591	165	1857	3900
% App. Total	18.1	52.9	29		5.8	79.5	14.7		44.8	34.6	20.6		5.4	85.7	8.9		
PHF	.830	.821	.792	.869	.772	.929	.780	.928	.864	.788	.869	.924	.902	.868	.938	.883	.921

# Traffic Data Service

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File Name : 16PM FINAL  
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# Traffic Data Service

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File Name : 16PM FINAL  
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Groups Printed- Bikes

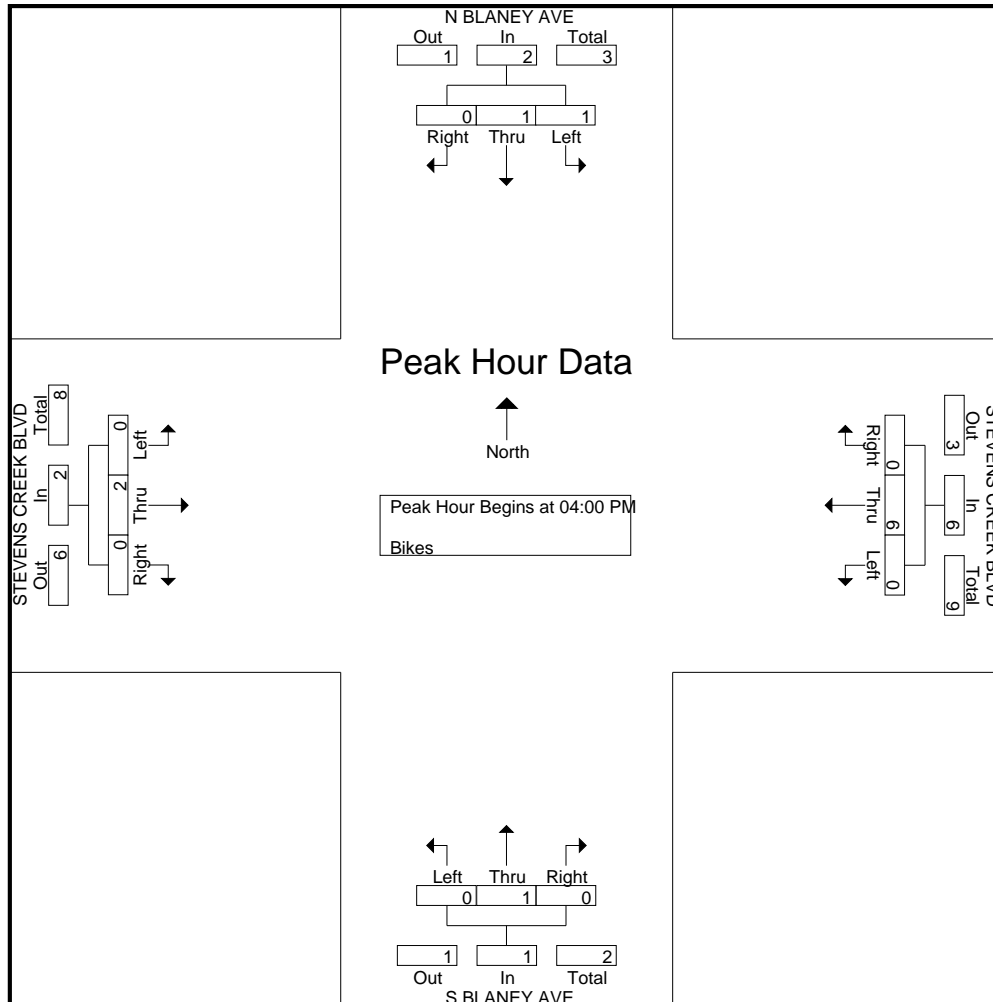
Start Time	N BLANEY AVE Southbound					STEVENS CREEK BLVD Westbound					S BLANEY AVE Northbound					STEVENS CREEK BLVD Eastbound					Int. Total	
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total		
04:00 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	0	2
04:15 PM	0	1	0	0	1	0	2	0	0	2	0	1	0	0	1	0	0	0	0	0	0	4
04:30 PM	0	0	1	0	1	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	3
04:45 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	0	2
Total	0	1	1	0	2	0	6	0	0	6	0	1	0	0	1	0	2	0	0	2	0	11
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
05:30 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1
05:45 PM	0	1	0	0	1	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	3
Total	0	2	0	0	2	0	3	0	0	3	0	0	0	0	0	0	0	0	0	0	0	5
06:00 PM	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	3	0	0	3	0	4
06:15 PM	1	1	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
06:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	0	2
06:45 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	0	2
Total	1	1	1	0	3	0	1	0	0	1	0	0	0	0	0	0	6	0	0	6	0	10
Grand Total	1	4	2	0	7	0	10	0	0	10	0	1	0	0	1	0	8	0	0	8	0	26
Apprch %	14.3	57.1	28.6	0		0	100	0	0		0	100	0	0		0	100	0	0			
Total %	3.8	15.4	7.7	0	26.9	0	38.5	0	0	38.5	0	3.8	0	0	3.8	0	30.8	0	0	30.8		

Start Time	N BLANEY AVE Southbound				STEVENS CREEK BLVD Westbound				S BLANEY AVE Northbound				STEVENS CREEK BLVD Eastbound				Int. Total	
	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total		
Peak Hour Analysis From 04:00 PM to 06:45 PM - Peak 1 of 1																		
Peak Hour for Entire Intersection Begins at 04:00 PM																		
04:00 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	1	0	1	0	2
04:15 PM	0	1	0	1	0	2	0	2	0	1	0	1	0	0	0	0	0	4
04:30 PM	0	0	1	1	0	2	0	2	0	0	0	0	0	0	0	0	0	3
04:45 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	1	0	1	0	2
Total Volume	0	1	1	2	0	6	0	6	0	1	0	1	0	2	0	2	0	11
% App. Total	0	50	50		0	100	0		0	100	0		0	100	0			
PHF	.000	.250	.250	.500	.000	.750	.000	.750	.000	.250	.000	.250	.000	.500	.000	.500		.688

# Traffic Data Service

San Jose, CA  
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File Name : 16PM FINAL  
Site Code : 00000016  
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# Traffic Data Service

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

File Name : 17AM FINAL  
Site Code : 00000017  
Start Date : 1/10/2018  
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Groups Printed- Lights - Buses - Trucks

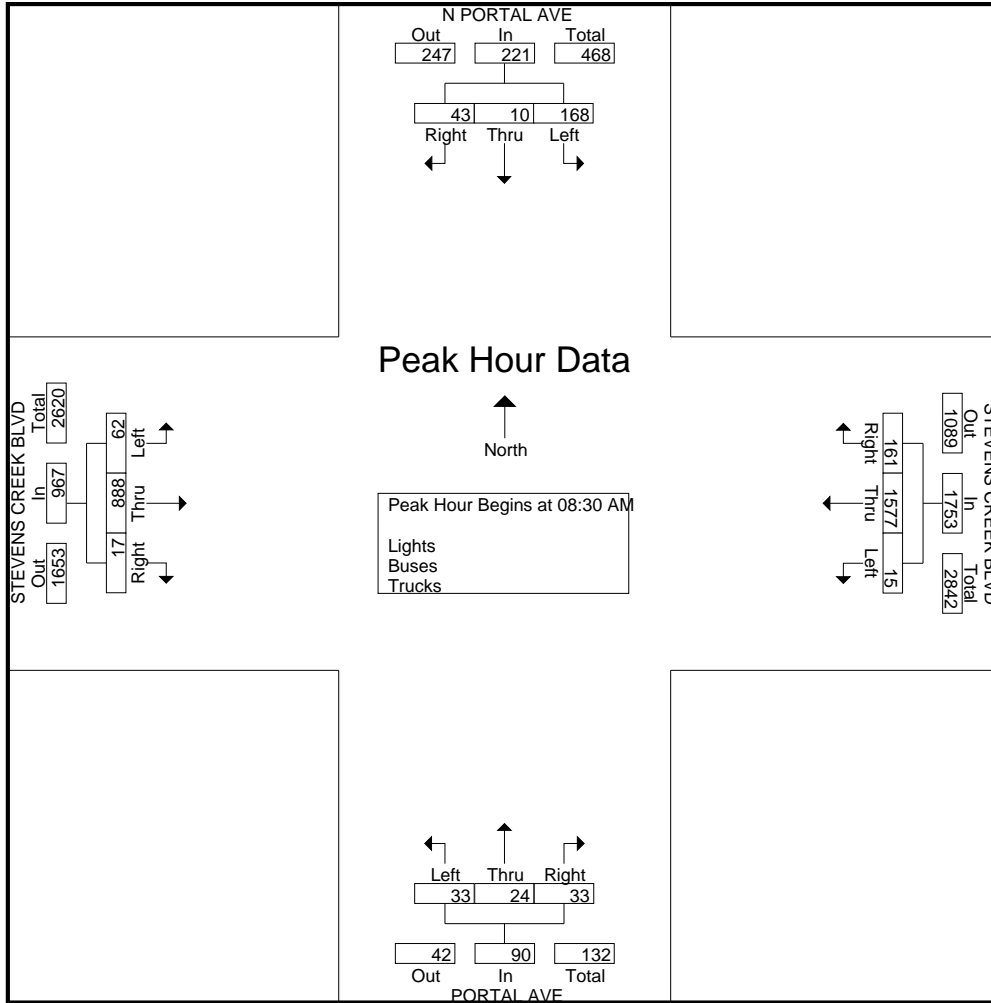
Start Time	N PORTAL AVE Southbound					STEVENS CREEK BLVD Westbound					PORTAL AVE Northbound					STEVENS CREEK BLVD Eastbound					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
07:00 AM	1	0	5	0	6	5	142	1	0	148	1	1	2	0	4	1	58	2	0	61	219
07:15 AM	1	0	11	1	13	9	173	2	0	184	4	2	5	3	14	1	69	1	0	71	282
07:30 AM	6	0	5	1	12	11	204	1	1	217	1	1	1	4	7	0	73	4	1	78	314
07:45 AM	7	1	12	0	20	26	254	2	0	282	7	2	8	2	19	2	106	6	1	115	436
Total	15	1	33	2	51	51	773	6	1	831	13	6	16	9	44	4	306	13	2	325	1251
08:00 AM	12	0	15	2	29	13	446	1	0	460	8	4	3	0	15	0	115	8	1	124	628
08:15 AM	9	0	25	0	34	32	426	6	0	464	6	3	8	2	19	5	162	5	0	172	689
08:30 AM	20	3	52	1	76	40	370	3	0	413	4	6	11	10	31	2	231	20	3	256	776
08:45 AM	11	3	81	2	97	30	366	3	2	401	11	1	5	12	29	6	252	13	2	273	800
Total	52	6	173	5	236	115	1608	13	2	1738	29	14	27	24	94	13	760	46	6	825	2893
09:00 AM	5	2	22	3	32	61	415	5	0	481	4	3	5	4	16	6	192	19	0	217	746
09:15 AM	7	2	13	3	25	30	426	4	1	461	14	14	12	1	41	3	213	10	0	226	753
09:30 AM	8	3	18	3	32	25	373	5	3	406	5	10	14	3	32	7	205	23	0	235	705
09:45 AM	13	1	22	2	38	18	281	8	5	312	13	6	12	1	32	6	204	15	0	225	607
Total	33	8	75	11	127	134	1495	22	9	1660	36	33	43	9	121	22	814	67	0	903	2811
Grand Total	100	15	281	18	414	300	3876	41	12	4229	78	53	86	42	259	39	1880	126	8	2053	6955
Apprch %	24.2	3.6	67.9	4.3		7.1	91.7	1	0.3		30.1	20.5	33.2	16.2		1.9	91.6	6.1	0.4		
Total %	1.4	0.2	4	0.3	6	4.3	55.7	0.6	0.2	60.8	1.1	0.8	1.2	0.6	3.7	0.6	27	1.8	0.1	29.5	
Lights	99	14	278	18	409	290	3769	33	12	4104	74	52	80	42	248	35	1801	126	8	1970	6731
% Lights	99	93.3	98.9	100	98.8	96.7	97.2	80.5	100	97	94.9	98.1	93	100	95.8	89.7	95.8	100	100	96	96.8
Buses	1	0	1	0	2	3	57	0	0	60	0	0	2	0	2	0	46	0	0	46	110
% Buses	1	0	0.4	0	0.5	1	1.5	0	0	1.4	0	0	2.3	0	0.8	0	2.4	0	0	2.2	1.6
Trucks	0	1	2	0	3	7	50	8	0	65	4	1	4	0	9	4	33	0	0	37	114
% Trucks	0	6.7	0.7	0	0.7	2.3	1.3	19.5	0	1.5	5.1	1.9	4.7	0	3.5	10.3	1.8	0	0	1.8	1.6

Start Time	N PORTAL AVE Southbound				STEVENS CREEK BLVD Westbound				PORTAL AVE Northbound				STEVENS CREEK BLVD Eastbound				Int. Total
	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	
Peak Hour Analysis From 07:00 AM to 09:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 08:30 AM																	
08:30 AM	<b>20</b>	<b>3</b>	52	75	40	370	3	413	4	6	11	21	2	231	<b>20</b>	253	762
08:45 AM	11	3	<b>81</b>	<b>95</b>	30	366	3	399	11	1	5	17	<b>6</b>	<b>252</b>	13	<b>271</b>	<b>782</b>
09:00 AM	5	2	22	29	<b>61</b>	415	<b>5</b>	<b>481</b>	4	3	5	12	6	192	19	217	739
09:15 AM	7	2	13	22	30	<b>426</b>	4	460	<b>14</b>	<b>14</b>	<b>12</b>	<b>40</b>	3	213	10	226	748
Total Volume	43	10	168	221	161	1577	15	1753	33	24	33	90	17	888	62	967	3031
% App. Total	19.5	4.5	76		9.2	90	0.9		36.7	26.7	36.7		1.8	91.8	6.4		
PHF	.538	.833	.519	.582	.660	.925	.750	.911	.589	.429	.688	.563	.708	.881	.775	.892	.969

# Traffic Data Service

San Jose, CA  
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File Name : 17AM FINAL  
 Site Code : 00000017  
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# Traffic Data Service

San Jose, CA  
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File Name : 17AM FINAL  
 Site Code : 00000017  
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Groups Printed- Bikes

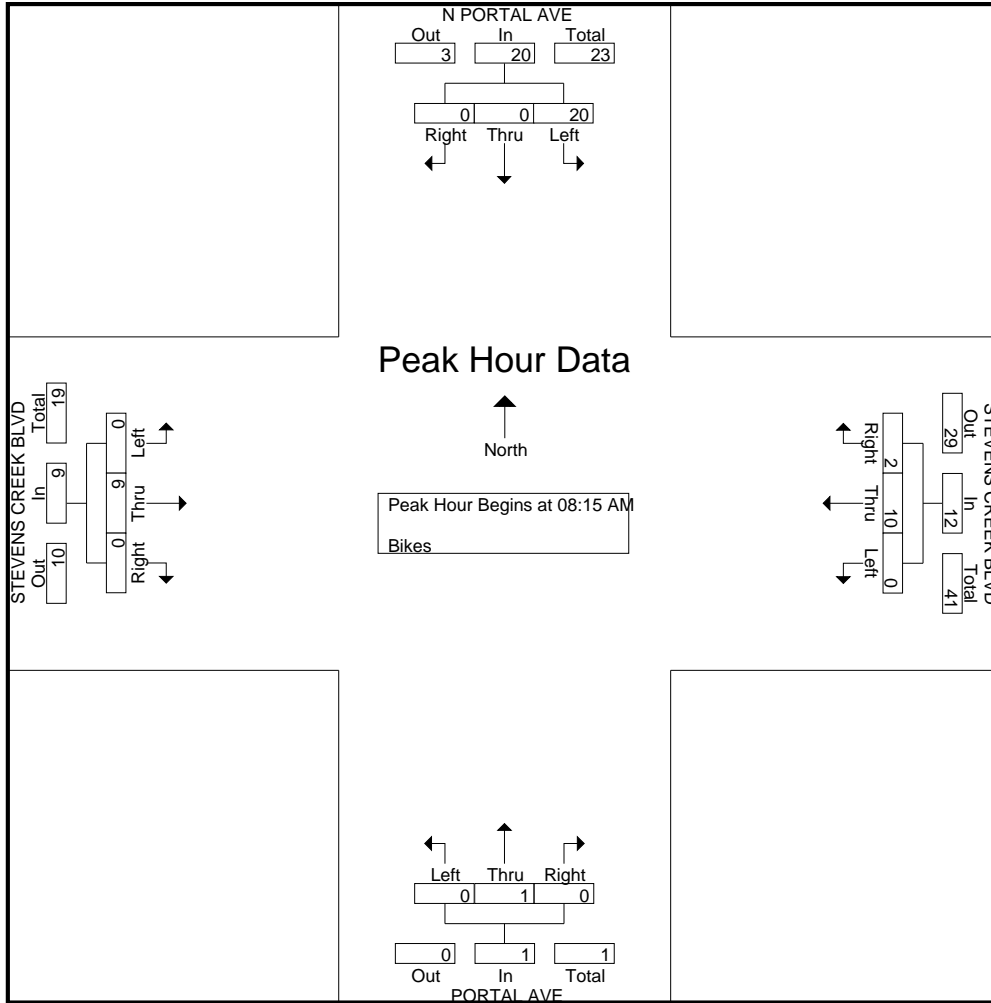
Start Time	N PORTAL AVE Southbound					STEVENS CREEK BLVD Westbound					PORTAL AVE Northbound					STEVENS CREEK BLVD Eastbound					Int. Total					
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total						
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	1	0	0	1	0	1	0	0	1	2
07:15 AM	0	0	0	0	0	0	1	0	0	1	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	2
07:30 AM	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
07:45 AM	0	0	0	0	0	0	1	0	0	1	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	2
Total	0	0	0	0	0	0	5	0	0	5	0	3	0	0	3	0	1	0	0	1	0	1	0	0	1	9
08:00 AM	0	0	1	0	1	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
08:15 AM	0	0	0	0	0	1	2	0	0	3	0	0	0	0	0	0	1	0	0	1	0	1	0	0	1	4
08:30 AM	0	0	1	0	1	1	2	0	0	3	0	0	0	0	0	0	2	0	0	2	0	2	0	0	2	6
08:45 AM	0	0	18	0	18	0	4	0	0	4	0	1	0	0	1	0	4	0	0	4	0	4	0	0	4	27
Total	0	0	20	0	20	2	10	0	0	12	0	1	0	0	1	0	7	0	0	7	0	7	0	0	7	40
09:00 AM	0	0	1	0	1	0	2	0	0	2	0	0	0	0	0	0	2	0	0	2	0	2	0	0	2	5
09:15 AM	0	0	0	0	0	1	2	0	0	3	0	0	0	0	0	0	1	0	0	1	0	1	0	0	1	4
09:30 AM	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	1	0	0	1	0	1	0	0	1	3
09:45 AM	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
Total	0	0	1	0	1	1	8	0	0	9	0	0	0	0	0	0	4	0	0	4	0	4	0	0	4	14
Grand Total	0	0	21	0	21	3	23	0	0	26	0	4	0	0	4	0	12	0	0	12	0	12	0	0	12	63
Apprch %	0	0	100	0		11.5	88.5	0	0		0	100	0	0		0	100	0	0		0	100	0	0		
Total %	0	0	33.3	0	33.3	4.8	36.5	0	0	41.3	0	6.3	0	0	6.3	0	19	0	0	19	0	19	0	0	19	

Start Time	N PORTAL AVE Southbound				STEVENS CREEK BLVD Westbound				PORTAL AVE Northbound				STEVENS CREEK BLVD Eastbound				Int. Total
	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	
Peak Hour Analysis From 07:00 AM to 09:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 08:15 AM																	
08:15 AM	0	0	0	0	1	2	0	3	0	0	0	0	0	1	0	1	4
08:30 AM	0	0	1	1	1	2	0	3	0	0	0	0	0	2	0	2	6
08:45 AM	0	0	18	18	0	4	0	4	0	1	0	1	0	4	0	4	27
09:00 AM	0	0	1	1	0	2	0	2	0	0	0	0	0	2	0	2	5
Total Volume	0	0	20	20	2	10	0	12	0	1	0	1	0	9	0	9	42
% App. Total	0	0	100		16.7	83.3	0		0	100	0		0	100	0		
PHF	.000	.000	.278	.278	.500	.625	.000	.750	.000	.250	.000	.250	.000	.563	.000	.563	.389

# Traffic Data Service

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

File Name : 17AM FINAL  
 Site Code : 00000017  
 Start Date : 1/10/2018  
 Page No : 2





# Traffic Data Service

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

File Name : 17PM FINAL  
Site Code : 00000017  
Start Date : 1/10/2018  
Page No : 1

## Groups Printed- Lights - Buses - Trucks

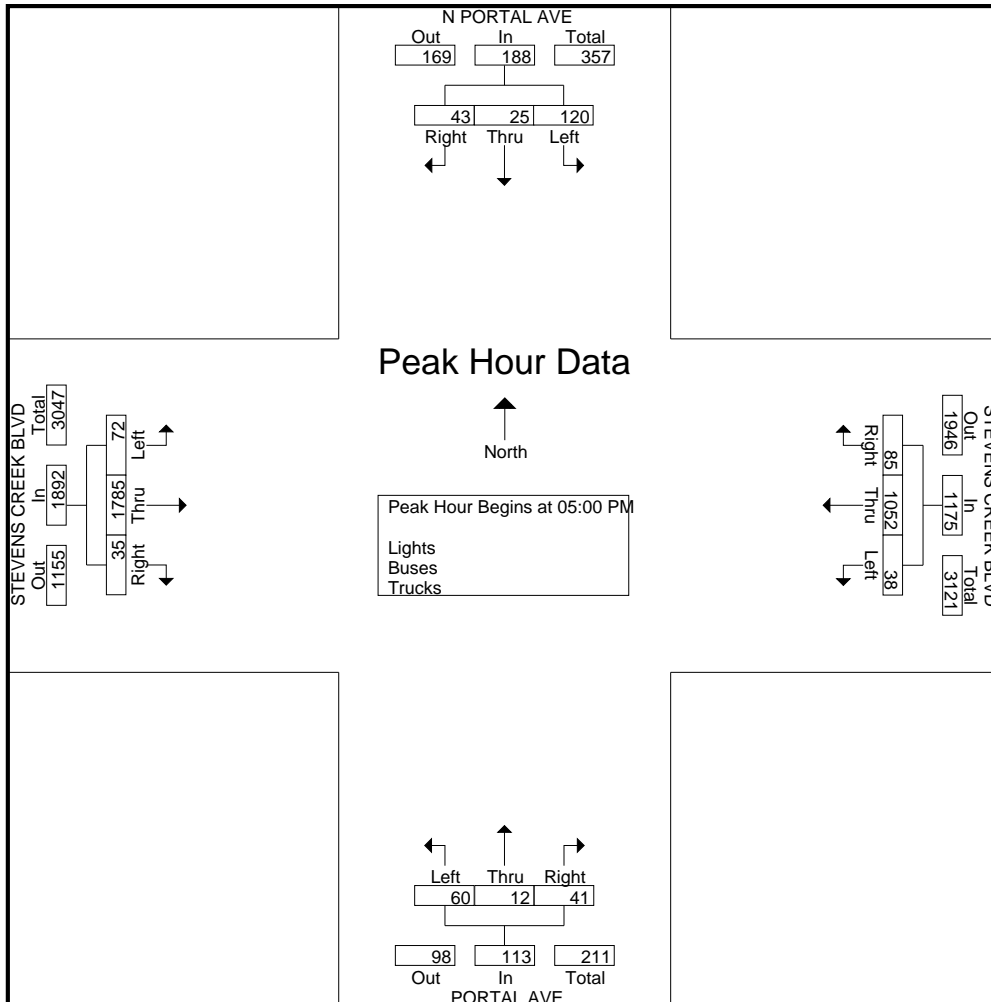
Start Time	N PORTAL AVE Southbound					STEVENS CREEK BLVD Westbound					PORTAL AVE Northbound					STEVENS CREEK BLVD Eastbound					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
04:00 PM	5	3	31	2	41	20	215	11	5	251	5	6	19	4	34	12	322	18	6	358	684
04:15 PM	12	2	11	2	27	14	237	7	2	260	2	2	18	4	26	9	351	20	4	384	697
04:30 PM	9	2	18	7	36	24	194	16	4	238	8	3	16	3	30	14	367	16	1	398	702
04:45 PM	12	4	24	7	47	20	243	8	5	276	7	2	19	2	30	9	346	17	1	373	726
<b>Total</b>	<b>38</b>	<b>11</b>	<b>84</b>	<b>18</b>	<b>151</b>	<b>78</b>	<b>889</b>	<b>42</b>	<b>16</b>	<b>1025</b>	<b>22</b>	<b>13</b>	<b>72</b>	<b>13</b>	<b>120</b>	<b>44</b>	<b>1386</b>	<b>71</b>	<b>12</b>	<b>1513</b>	<b>2809</b>
05:00 PM	10	6	28	4	48	15	230	9	0	254	13	6	15	2	36	8	392	20	0	420	758
05:15 PM	13	4	28	5	50	21	276	11	2	310	6	3	17	0	26	10	486	19	0	515	901
05:30 PM	13	7	30	4	54	21	268	6	0	295	13	3	18	0	34	8	449	13	7	477	860
05:45 PM	7	8	34	3	52	28	278	12	3	321	9	0	10	0	19	9	458	20	3	490	882
<b>Total</b>	<b>43</b>	<b>25</b>	<b>120</b>	<b>16</b>	<b>204</b>	<b>85</b>	<b>1052</b>	<b>38</b>	<b>5</b>	<b>1180</b>	<b>41</b>	<b>12</b>	<b>60</b>	<b>2</b>	<b>115</b>	<b>35</b>	<b>1785</b>	<b>72</b>	<b>10</b>	<b>1902</b>	<b>3401</b>
06:00 PM	11	4	35	5	55	26	237	12	1	276	8	2	15	2	27	9	371	13	1	394	752
06:15 PM	5	9	29	2	45	31	267	10	0	308	9	5	12	1	27	2	461	16	0	479	859
06:30 PM	10	3	40	1	54	12	241	14	0	267	1	6	10	1	18	4	345	15	0	364	703
06:45 PM	9	2	23	4	38	23	271	5	1	300	7	0	9	1	17	7	354	11	0	372	727
<b>Total</b>	<b>35</b>	<b>18</b>	<b>127</b>	<b>12</b>	<b>192</b>	<b>92</b>	<b>1016</b>	<b>41</b>	<b>2</b>	<b>1151</b>	<b>25</b>	<b>13</b>	<b>46</b>	<b>5</b>	<b>89</b>	<b>22</b>	<b>1531</b>	<b>55</b>	<b>1</b>	<b>1609</b>	<b>3041</b>
Grand Total	116	54	331	46	547	255	2957	121	23	3356	88	38	178	20	324	101	4702	198	23	5024	9251
Apprch %	21.2	9.9	60.5	8.4		7.6	88.1	3.6	0.7		27.2	11.7	54.9	6.2		2	93.6	3.9	0.5		
Total %	1.3	0.6	3.6	0.5	5.9	2.8	32	1.3	0.2	36.3	1	0.4	1.9	0.2	3.5	1.1	50.8	2.1	0.2	54.3	
Lights	116	54	327	46	543	255	2884	121	22	3282	87	38	178	20	323	99	4655	197	23	4974	9122
% Lights	100	100	98.8	100	99.3	100	97.5	100	95.7	97.8	98.9	100	100	100	99.7	98	99	99.5	100	99	98.6
Buses	0	0	1	0	1	0	67	0	0	67	0	0	0	0	0	0	32	0	0	32	100
% Buses	0	0	0.3	0	0.2	0	2.3	0	0	2	0	0	0	0	0	0	0.7	0	0	0.6	1.1
Trucks	0	0	3	0	3	0	6	0	1	7	1	0	0	0	1	2	15	1	0	18	29
% Trucks	0	0	0.9	0	0.5	0	0.2	0	4.3	0.2	1.1	0	0	0	0.3	2	0.3	0.5	0	0.4	0.3

Start Time	N PORTAL AVE Southbound				STEVENS CREEK BLVD Westbound				PORTAL AVE Northbound				STEVENS CREEK BLVD Eastbound				Int. Total
	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	
Peak Hour Analysis From 04:00 PM to 06:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 05:00 PM																	
05:00 PM	10	6	28	44	15	230	9	254	13	6	15	34	8	392	20	420	752
05:15 PM	13	4	28	45	21	276	11	308	6	3	17	26	10	486	19	515	894
05:30 PM	13	7	30	50	21	268	6	295	13	3	18	34	8	449	13	470	849
05:45 PM	7	8	34	49	28	278	12	318	9	0	10	19	9	458	20	487	873
Total Volume	43	25	120	188	85	1052	38	1175	41	12	60	113	35	1785	72	1892	3368
% App. Total	22.9	13.3	63.8		7.2	89.5	3.2		36.3	10.6	53.1		1.8	94.3	3.8		
PHF	.827	.781	.882	.940	.759	.946	.792	.924	.788	.500	.833	.831	.875	.918	.900	.918	.942

# Traffic Data Service

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

File Name : 17PM FINAL  
 Site Code : 00000017  
 Start Date : 1/10/2018  
 Page No : 2



# Traffic Data Service

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

File Name : 17PM FINAL  
 Site Code : 00000017  
 Start Date : 1/10/2018  
 Page No : 1

Groups Printed- Bikes

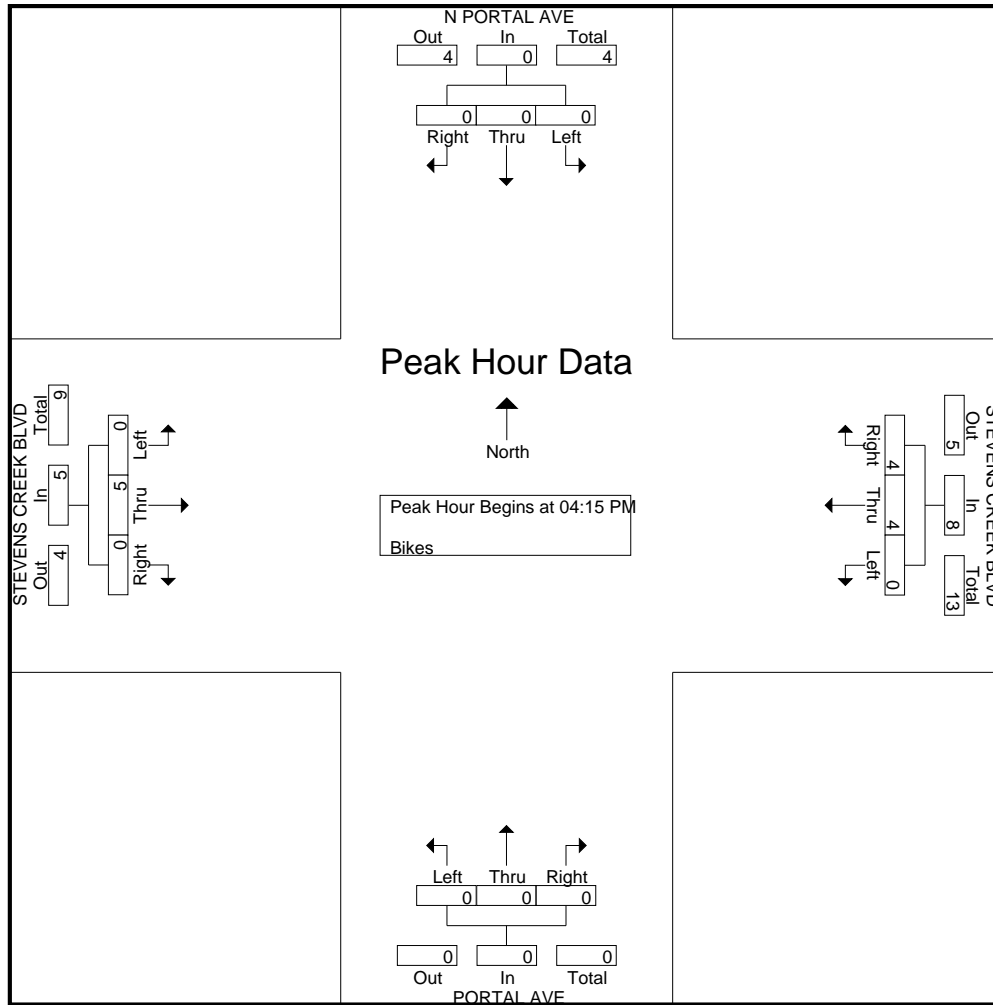
Start Time	N PORTAL AVE Southbound					STEVENS CREEK BLVD Westbound					PORTAL AVE Northbound					STEVENS CREEK BLVD Eastbound					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
04:00 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	2
04:15 PM	0	0	0	0	0	2	2	0	0	4	0	0	0	0	0	0	0	0	0	0	4
04:30 PM	0	0	0	0	0	1	1	0	0	2	0	0	0	0	0	0	1	0	0	1	3
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	3	3
Total	0	0	0	0	0	3	4	0	0	7	0	0	0	0	0	0	5	0	0	5	12
05:00 PM	0	0	0	0	0	1	1	0	0	2	0	0	0	0	0	0	1	0	0	1	3
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	1	1	0	0	2	0	0	0	0	0	0	1	0	0	1	3
06:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:30 PM	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
06:45 PM	0	0	3	0	3	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	4
Total	0	0	3	0	3	1	1	0	0	2	0	0	0	0	0	0	0	0	0	0	5
Grand Total	0	0	3	0	3	5	6	0	0	11	0	0	0	0	0	0	6	0	0	6	20
Apprch %	0	0	100	0		45.5	54.5	0	0		0	0	0	0		0	100	0	0		
Total %	0	0	15	0	15	25	30	0	0	55	0	0	0	0	0	0	30	0	0	30	

Start Time	N PORTAL AVE Southbound				STEVENS CREEK BLVD Westbound				PORTAL AVE Northbound				STEVENS CREEK BLVD Eastbound				Int. Total
	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	
Peak Hour Analysis From 04:00 PM to 06:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:15 PM																	
04:15 PM	0	0	0	0	2	2	0	4	0	0	0	0	0	0	0	0	4
04:30 PM	0	0	0	0	1	1	0	2	0	0	0	0	0	1	0	1	3
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	3	3
05:00 PM	0	0	0	0	1	1	0	2	0	0	0	0	0	1	0	1	3
Total Volume	0	0	0	0	4	4	0	8	0	0	0	0	0	5	0	5	13
% App. Total	0	0	0		50	50	0		0	0	0		0	100	0		
PHF	.000	.000	.000	.000	.500	.500	.000	.500	.000	.000	.000	.000	.000	.417	.000	.417	.813

# Traffic Data Service

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

File Name : 17PM FINAL  
 Site Code : 00000017  
 Start Date : 1/10/2018  
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# Traffic Data Service

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

File Name : 18AM FINAL  
Site Code : 00000018  
Start Date : 1/10/2018  
Page No : 1

Groups Printed- Lights - Buses - Trucks

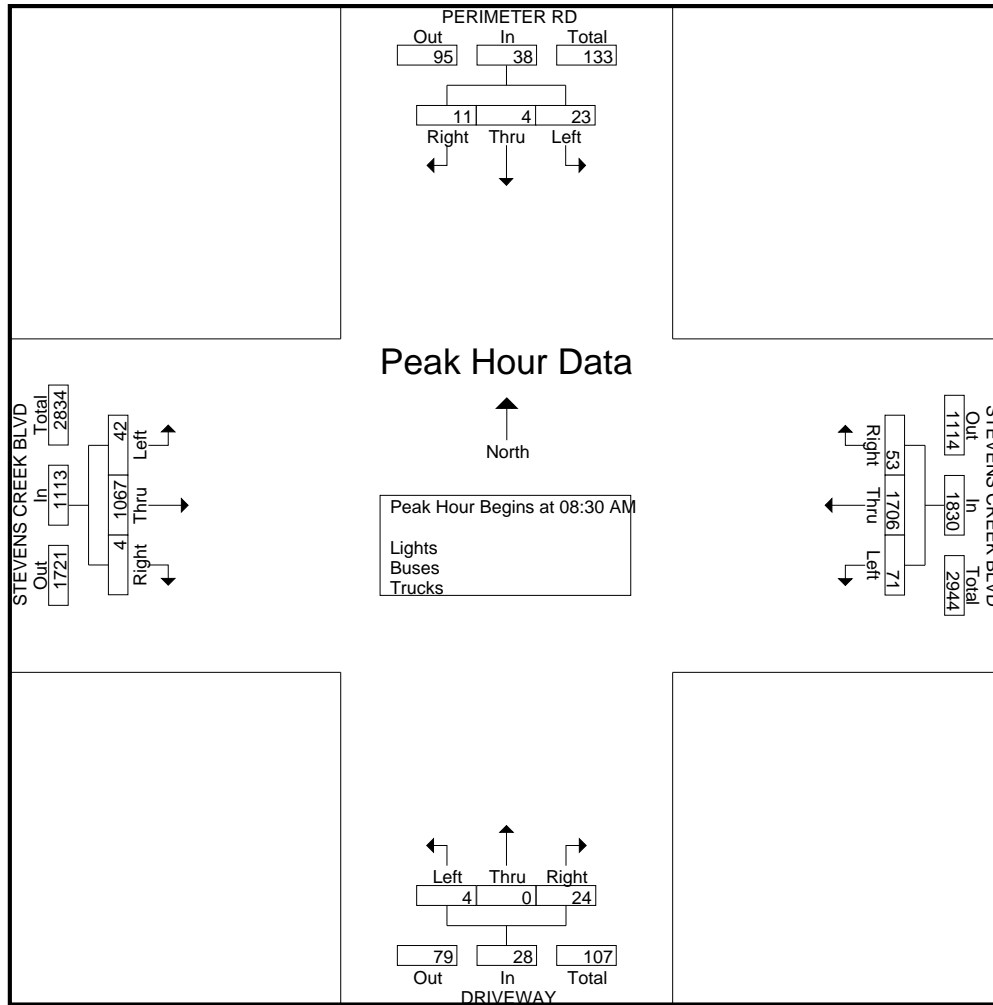
Start Time	PERIMETER RD Southbound					STEVENS CREEK BLVD Westbound					DRIVEWAY Northbound					STEVENS CREEK BLVD Eastbound					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
07:00 AM	2	0	0	0	2	5	158	0	0	163	0	0	3	2	5	0	65	0	0	65	235
07:15 AM	1	1	0	1	3	3	182	5	0	190	2	0	0	3	5	1	91	1	0	93	291
07:30 AM	1	0	4	3	8	3	235	6	0	244	2	0	0	3	5	1	86	0	0	87	344
07:45 AM	2	0	2	2	6	8	300	10	1	319	1	0	1	0	2	3	134	4	1	142	469
<b>Total</b>	<b>6</b>	<b>1</b>	<b>6</b>	<b>6</b>	<b>19</b>	<b>19</b>	<b>875</b>	<b>21</b>	<b>1</b>	<b>916</b>	<b>5</b>	<b>0</b>	<b>4</b>	<b>8</b>	<b>17</b>	<b>5</b>	<b>376</b>	<b>5</b>	<b>1</b>	<b>387</b>	<b>1339</b>
08:00 AM	5	0	2	0	7	3	409	11	0	423	4	0	0	2	6	1	133	5	0	139	575
08:15 AM	0	0	1	2	3	9	407	11	0	427	2	0	0	2	4	0	195	6	1	202	636
08:30 AM	3	1	9	12	25	12	346	18	2	378	5	0	0	12	17	2	317	9	0	328	748
08:45 AM	2	0	3	13	18	16	436	8	3	463	4	0	1	15	20	2	321	11	1	335	836
<b>Total</b>	<b>10</b>	<b>1</b>	<b>15</b>	<b>27</b>	<b>53</b>	<b>40</b>	<b>1598</b>	<b>48</b>	<b>5</b>	<b>1691</b>	<b>15</b>	<b>0</b>	<b>1</b>	<b>31</b>	<b>47</b>	<b>5</b>	<b>966</b>	<b>31</b>	<b>2</b>	<b>1004</b>	<b>2795</b>
09:00 AM	1	1	3	4	9	15	454	30	3	502	3	0	2	4	9	0	210	11	2	223	743
09:15 AM	5	2	8	3	18	10	470	15	1	496	12	0	1	2	15	0	219	11	1	231	760
09:30 AM	3	1	7	3	14	7	372	20	0	399	2	0	5	2	9	3	222	6	3	234	656
09:45 AM	4	1	4	5	14	10	322	11	1	344	9	0	1	1	11	1	228	10	0	239	608
<b>Total</b>	<b>13</b>	<b>5</b>	<b>22</b>	<b>15</b>	<b>55</b>	<b>42</b>	<b>1618</b>	<b>76</b>	<b>5</b>	<b>1741</b>	<b>26</b>	<b>0</b>	<b>9</b>	<b>9</b>	<b>44</b>	<b>4</b>	<b>879</b>	<b>38</b>	<b>6</b>	<b>927</b>	<b>2767</b>
Grand Total	29	7	43	48	127	101	4091	145	11	4348	46	0	14	48	108	14	2221	74	9	2318	6901
Apprch %	22.8	5.5	33.9	37.8		2.3	94.1	3.3	0.3		42.6	0	13	44.4		0.6	95.8	3.2	0.4		
Total %	0.4	0.1	0.6	0.7	1.8	1.5	59.3	2.1	0.2	63	0.7	0	0.2	0.7	1.6	0.2	32.2	1.1	0.1	33.6	
Lights	28	7	40	48	123	92	3965	144	10	4211	44	0	14	48	106	14	2133	72	9	2228	6668
% Lights	96.6	100	93	100	96.9	91.1	96.9	99.3	90.9	96.8	95.7	0	100	100	98.1	100	96	97.3	100	96.1	96.6
Buses	1	0	1	0	2	7	59	0	0	66	0	0	0	0	0	0	49	2	0	51	119
% Buses	3.4	0	2.3	0	1.6	6.9	1.4	0	0	1.5	0	0	0	0	0	0	2.2	2.7	0	2.2	1.7
Trucks	0	0	2	0	2	2	67	1	1	71	2	0	0	0	2	0	39	0	0	39	114
% Trucks	0	0	4.7	0	1.6	2	1.6	0.7	9.1	1.6	4.3	0	0	0	1.9	0	1.8	0	0	1.7	1.7

Start Time	PERIMETER RD Southbound				STEVENS CREEK BLVD Westbound				DRIVEWAY Northbound				STEVENS CREEK BLVD Eastbound				Int. Total
	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	
Peak Hour Analysis From 07:00 AM to 09:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 08:30 AM																	
08:30 AM	3	1	9	13	12	346	18	376	5	0	0	5	2	317	9	328	722
08:45 AM	2	0	3	5	16	436	8	460	4	0	1	5	2	321	11	334	804
09:00 AM	1	1	3	5	15	454	30	499	3	0	2	5	0	210	11	221	730
09:15 AM	5	2	8	15	10	470	15	495	12	0	1	13	0	219	11	230	753
Total Volume	11	4	23	38	53	1706	71	1830	24	0	4	28	4	1067	42	1113	3009
% App. Total	28.9	10.5	60.5		2.9	93.2	3.9		85.7	0	14.3		0.4	95.9	3.8		
PHF	.550	.500	.639	.633	.828	.907	.592	.917	.500	.000	.500	.538	.500	.831	.955	.833	.936

# Traffic Data Service

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

File Name : 18AM FINAL  
 Site Code : 00000018  
 Start Date : 1/10/2018  
 Page No : 2



# Traffic Data Service

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

File Name : 18AM FINAL  
 Site Code : 00000018  
 Start Date : 1/10/2018  
 Page No : 1

Groups Printed- Bikes

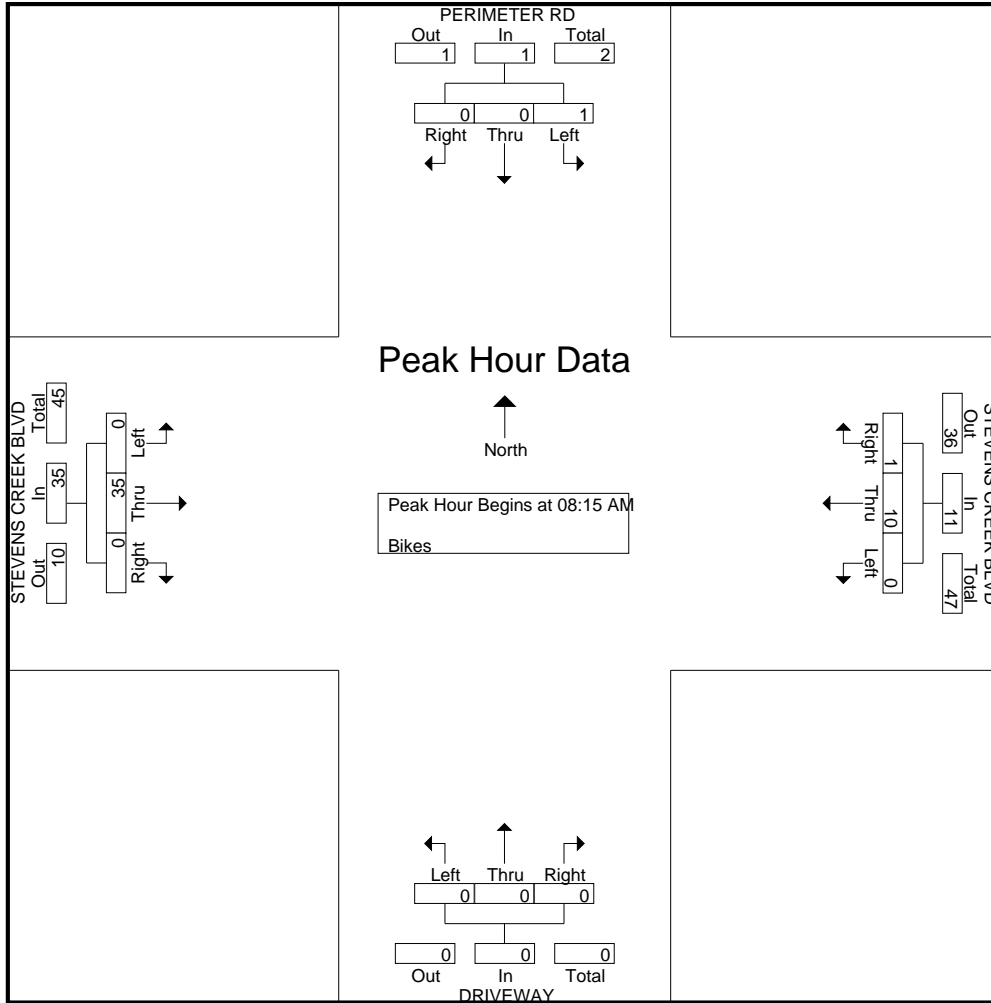
Start Time	PERIMETER RD Southbound					STEVENS CREEK BLVD Westbound					DRIVEWAY Northbound					STEVENS CREEK BLVD Eastbound					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15 AM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0
07:30 AM	0	0	0	0	0	1	3	0	0	4	0	0	0	0	0	0	0	0	0	0	0
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	1	4	0	0	5	0	0	0	0	0	0	0	0	0	0	0
08:00 AM	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	0	0	0	0	0	0
08:15 AM	0	0	1	0	1	1	2	0	0	3	0	0	0	0	0	0	2	0	0	0	2
08:30 AM	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	0	5	0	0	0	5
08:45 AM	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	25	0	0	25	27
Total	0	0	1	0	1	1	11	0	0	12	0	0	0	0	0	0	32	0	0	32	45
09:00 AM	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	3	0	0	3	5
09:15 AM	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	0	1	0	0	1	5
09:30 AM	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	2
09:45 AM	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	2
Total	0	0	0	0	0	0	10	0	0	10	0	0	0	0	0	0	4	0	0	4	14
Grand Total	0	0	1	0	1	2	25	0	0	27	0	0	0	0	0	0	36	0	0	36	64
Apprch %	0	0	100	0		7.4	92.6	0	0		0	0	0	0		0	100	0	0		
Total %	0	0	1.6	0	1.6	3.1	39.1	0	0	42.2	0	0	0	0	0	0	56.2	0	0	56.2	

Start Time	PERIMETER RD Southbound				STEVENS CREEK BLVD Westbound				DRIVEWAY Northbound				STEVENS CREEK BLVD Eastbound				Int. Total
	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	
Peak Hour Analysis From 07:00 AM to 09:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 08:15 AM																	
08:15 AM	0	0	1	1	1	2	0	3	0	0	0	0	0	2	0	2	6
08:30 AM	0	0	0	0	0	4	0	4	0	0	0	0	0	5	0	5	9
08:45 AM	0	0	0	0	0	2	0	2	0	0	0	0	0	25	0	25	27
09:00 AM	0	0	0	0	0	2	0	2	0	0	0	0	0	3	0	3	5
Total Volume	0	0	1	1	1	10	0	11	0	0	0	0	0	35	0	35	47
% App. Total	0	0	100		9.1	90.9	0		0	0	0		0	100	0		
PHF	.000	.000	.250	.250	.250	.625	.000	.688	.000	.000	.000	.000	.000	.350	.000	.350	.435

# Traffic Data Service

San Jose, CA  
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File Name : 18AM FINAL  
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# Traffic Data Service

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File Name : 18PM FINAL  
Site Code : 00000018  
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## Groups Printed- Lights - Buses - Trucks

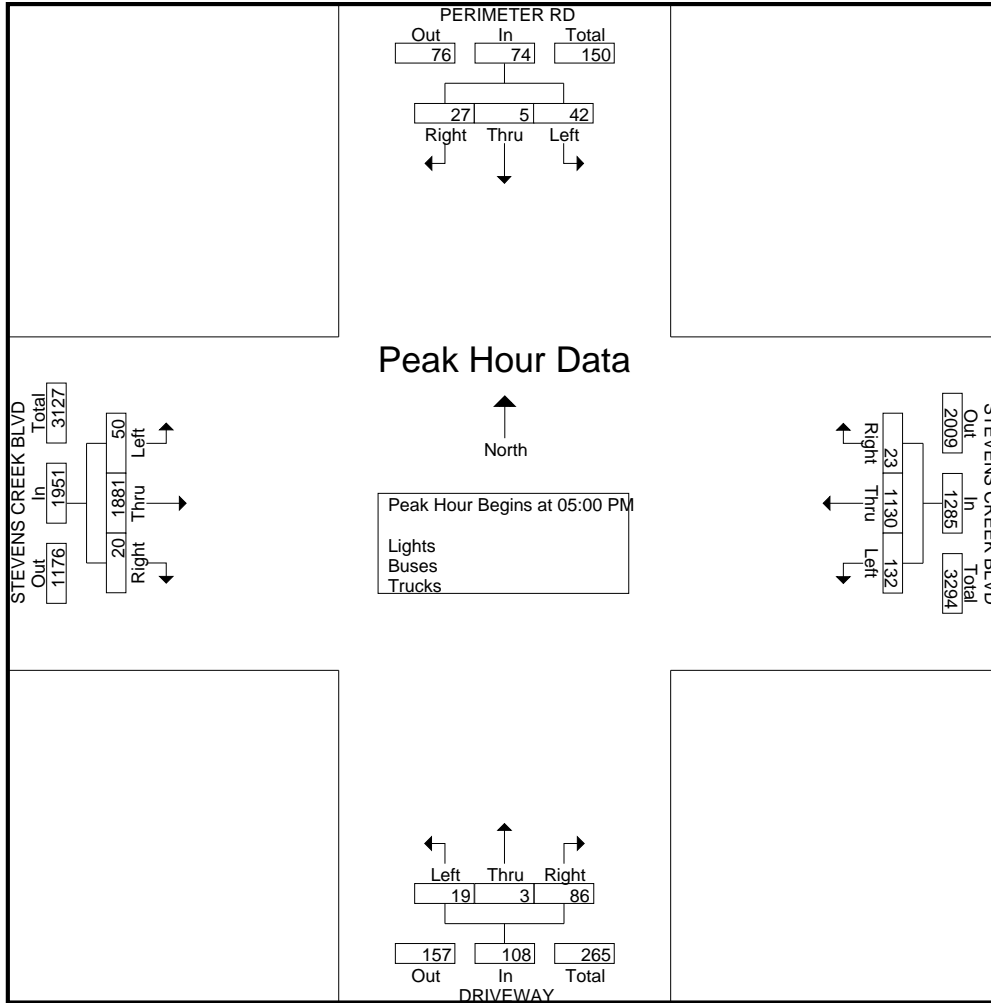
Start Time	PERIMETER RD Southbound					STEVENS CREEK BLVD Westbound					DRIVEWAY Northbound					STEVENS CREEK BLVD Eastbound					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
04:00 PM	4	2	11	1	18	8	262	33	1	304	18	1	7	4	30	5	397	13	1	416	768
04:15 PM	4	1	14	4	23	6	232	20	1	259	22	0	2	4	28	1	361	14	3	379	689
04:30 PM	6	2	10	8	26	7	219	36	2	264	25	0	8	6	39	2	387	15	0	404	733
04:45 PM	3	0	12	4	19	5	244	36	1	286	21	2	5	6	34	8	352	20	2	382	721
Total	17	5	47	17	86	26	957	125	5	1113	86	3	22	20	131	16	1497	62	6	1581	2911
05:00 PM	4	0	9	6	19	7	285	30	0	322	24	1	6	5	36	5	459	9	0	473	850
05:15 PM	10	1	13	9	33	7	271	32	1	311	20	0	6	4	30	6	466	9	0	481	855
05:30 PM	7	0	9	7	23	4	300	36	1	341	24	1	4	4	33	2	511	14	0	527	924
05:45 PM	6	4	11	10	31	5	274	34	0	313	18	1	3	4	26	7	445	18	0	470	840
Total	27	5	42	32	106	23	1130	132	2	1287	86	3	19	17	125	20	1881	50	0	1951	3469
06:00 PM	10	0	7	4	21	3	278	34	2	317	21	1	3	0	25	3	425	17	1	446	809
06:15 PM	4	0	11	3	18	4	296	53	5	358	30	1	4	1	36	11	399	20	1	431	843
06:30 PM	6	4	12	1	23	10	277	29	0	316	32	0	7	1	40	3	362	8	1	374	753
06:45 PM	4	0	15	4	23	3	300	41	6	350	26	0	5	3	34	9	334	16	0	359	766
Total	24	4	45	12	85	20	1151	157	13	1341	109	2	19	5	135	26	1520	61	3	1610	3171
Grand Total	68	14	134	61	277	69	3238	414	20	3741	281	8	60	42	391	62	4898	173	9	5142	9551
Apprch %	24.5	5.1	48.4	22		1.8	86.6	11.1	0.5		71.9	2	15.3	10.7		1.2	95.3	3.4	0.2		
Total %	0.7	0.1	1.4	0.6	2.9	0.7	33.9	4.3	0.2	39.2	2.9	0.1	0.6	0.4	4.1	0.6	51.3	1.8	0.1	53.8	
Lights	67	14	127	61	269	69	3168	413	19	3669	280	8	60	42	390	62	4845	173	9	5089	9417
% Lights	98.5	100	94.8	100	97.1	100	97.8	99.8	95	98.1	99.6	100	100	100	99.7	100	98.9	100	100	99	98.6
Buses	1	0	7	0	8	0	64	1	0	65	1	0	0	0	1	0	39	0	0	39	113
% Buses	1.5	0	5.2	0	2.9	0	2	0.2	0	1.7	0.4	0	0	0	0.3	0	0.8	0	0	0.8	1.2
Trucks	0	0	0	0	0	0	6	0	1	7	0	0	0	0	0	0	14	0	0	14	21
% Trucks	0	0	0	0	0	0	0.2	0	5	0.2	0	0	0	0	0	0	0.3	0	0	0.3	0.2

Start Time	PERIMETER RD Southbound				STEVENS CREEK BLVD Westbound				DRIVEWAY Northbound				STEVENS CREEK BLVD Eastbound				Int. Total
	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	
Peak Hour Analysis From 04:00 PM to 06:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 05:00 PM																	
05:00 PM	4	0	9	13	7	285	30	322	24	1	6	31	5	459	9	473	839
05:15 PM	10	1	13	24	7	271	32	310	20	0	6	26	6	466	9	481	841
05:30 PM	7	0	9	16	4	300	36	340	24	1	4	29	2	511	14	527	912
05:45 PM	6	4	11	21	5	274	34	313	18	1	3	22	7	445	18	470	826
Total Volume	27	5	42	74	23	1130	132	1285	86	3	19	108	20	1881	50	1951	3418
% App. Total	36.5	6.8	56.8		1.8	87.9	10.3		79.6	2.8	17.6		1	96.4	2.6		
PHF	.675	.313	.808	.771	.821	.942	.917	.945	.896	.750	.792	.871	.714	.920	.694	.926	.937

# Traffic Data Service

San Jose, CA  
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File Name : 18PM FINAL  
 Site Code : 00000018  
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# Traffic Data Service

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File Name : 18PM FINAL  
 Site Code : 00000018  
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Groups Printed- Bikes

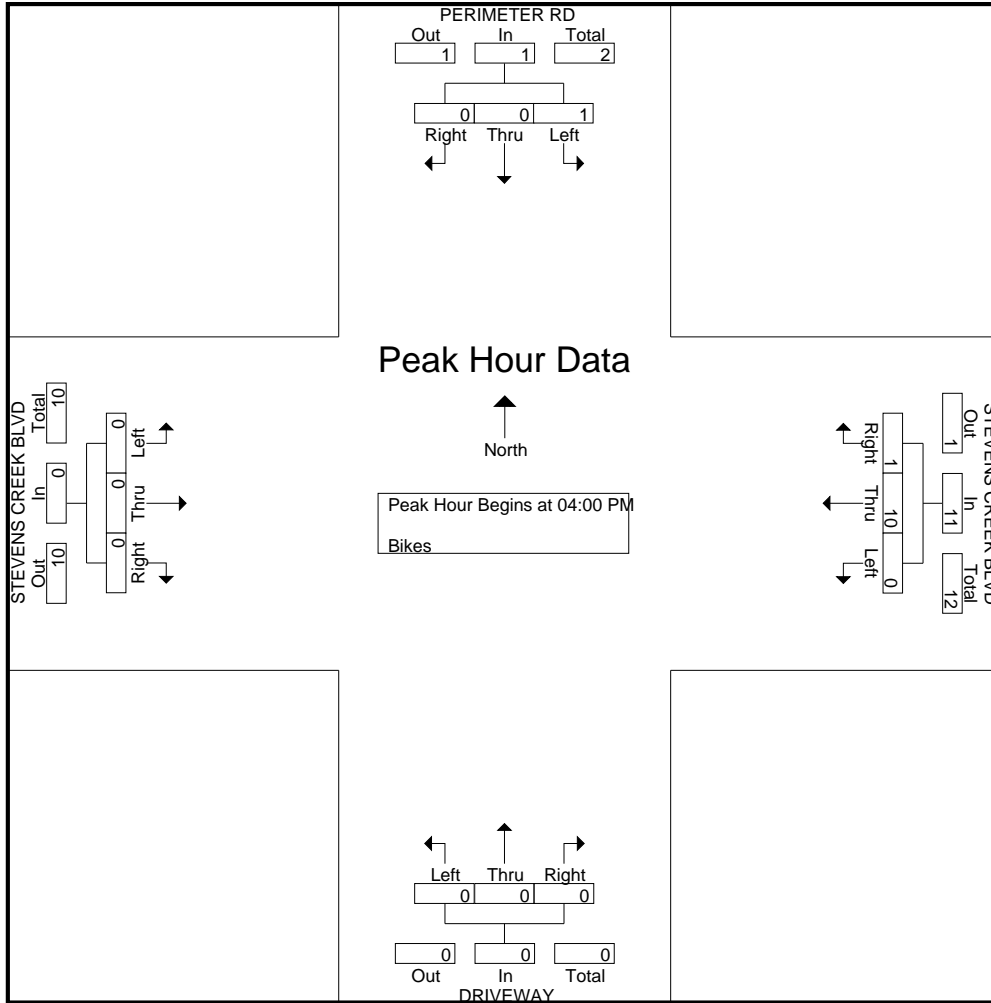
Start Time	PERIMETER RD Southbound					STEVENS CREEK BLVD Westbound					DRIVEWAY Northbound					STEVENS CREEK BLVD Eastbound					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
04:00 PM	0	0	1	0	1	0	3	0	0	3	0	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	0	0	0	0	1	4	0	0	5	0	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	1	0	1	1	10	0	0	11	0	0	0	0	0	0	0	0	0	0	12
05:00 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	2
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	2
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
Total	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	5	0	0	5	6
06:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:15 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1
06:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
06:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	2
Grand Total	0	0	1	0	1	1	12	0	0	13	0	0	0	0	0	0	6	0	0	6	20
Apprch %	0	0	100	0		7.7	92.3	0	0		0	0	0	0		0	100	0	0		
Total %	0	0	5	0	5	5	60	0	0	65	0	0	0	0	0	0	30	0	0	30	

Start Time	PERIMETER RD Southbound				STEVENS CREEK BLVD Westbound				DRIVEWAY Northbound				STEVENS CREEK BLVD Eastbound				Int. Total
	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	
Peak Hour Analysis From 04:00 PM to 06:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:00 PM																	
04:00 PM	0	0	1	1	0	3	0	3	0	0	0	0	0	0	0	0	4
04:15 PM	0	0	0	0	1	4	0	5	0	0	0	0	0	0	0	0	5
04:30 PM	0	0	0	0	0	2	0	2	0	0	0	0	0	0	0	0	2
04:45 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	1
Total Volume	0	0	1	1	1	10	0	11	0	0	0	0	0	0	0	0	12
% App. Total	0	0	100		9.1	90.9	0		0	0	0		0	0	0		
PHF	.000	.000	.250	.250	.250	.625	.000	.550	.000	.000	.000	.000	.000	.000	.000	.000	.600

# Traffic Data Service

San Jose, CA  
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File Name : 18PM FINAL  
Site Code : 00000018  
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# Traffic Data Service

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File Name : 19AM FINAL  
Site Code : 00000019  
Start Date : 1/11/2018  
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## Groups Printed- Lights - Buses - Trucks

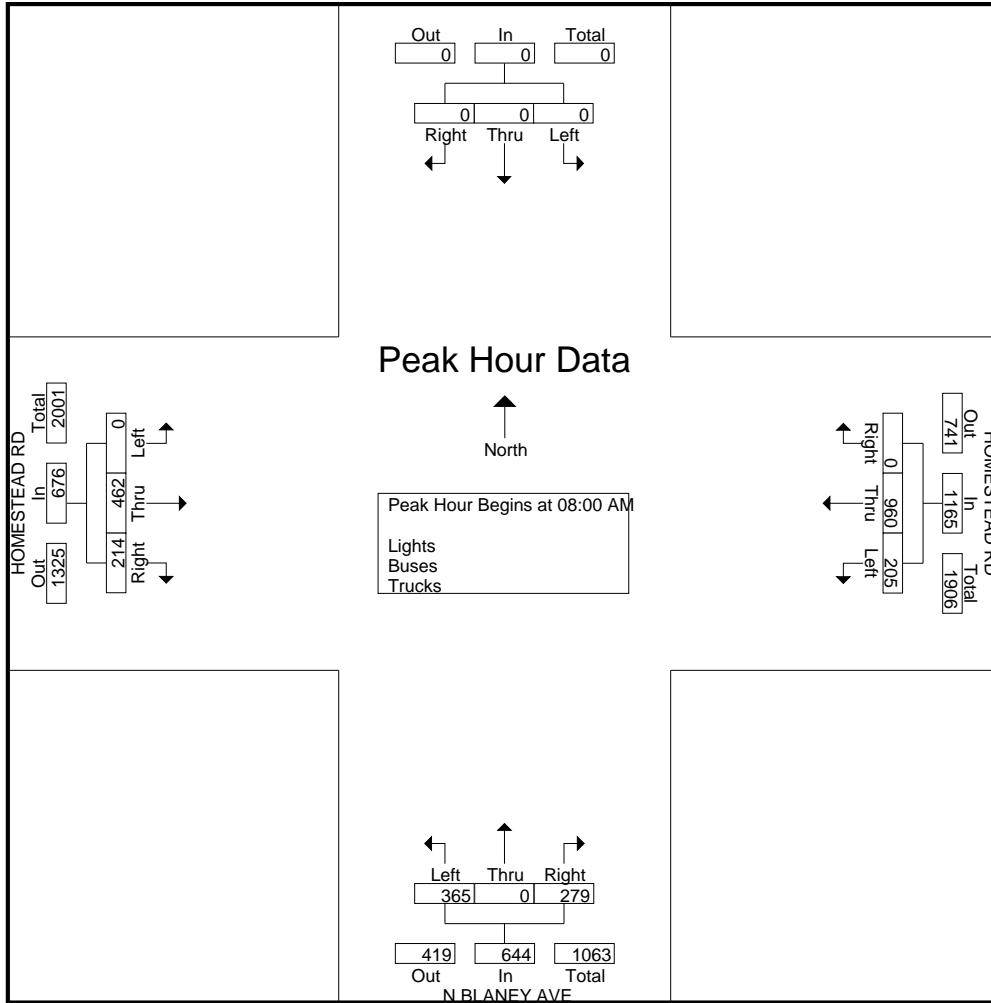
Start Time	Southbound					HOMESTEAD RD Westbound					N BLANEY AVE Northbound					HOMESTEAD RD Eastbound					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
07:00 AM	0	0	0	0	0	0	105	16	0	121	19	0	17	1	37	16	44	0	0	60	218
07:15 AM	0	0	0	0	0	0	164	19	1	184	28	0	29	0	57	20	63	0	0	83	324
07:30 AM	0	0	0	0	0	0	192	30	0	222	32	0	44	0	76	12	101	0	0	113	411
07:45 AM	0	0	0	0	0	0	241	51	1	293	37	0	63	4	104	44	90	0	0	134	531
Total	0	0	0	0	0	0	702	116	2	820	116	0	153	5	274	92	298	0	0	390	1484
08:00 AM	0	0	0	0	0	0	237	67	3	307	80	0	78	6	164	56	115	0	0	171	642
08:15 AM	0	0	0	0	0	0	245	57	0	302	57	0	88	2	147	92	112	0	0	204	653
08:30 AM	0	0	0	0	0	0	215	37	0	252	75	0	87	3	165	38	125	0	0	163	580
08:45 AM	0	0	0	0	0	0	263	44	3	310	67	0	112	3	182	28	110	0	0	138	630
Total	0	0	0	0	0	0	960	205	6	1171	279	0	365	14	658	214	462	0	0	676	2505
09:00 AM	0	0	0	0	0	0	242	46	1	289	61	0	71	5	137	28	119	0	0	147	573
09:15 AM	0	0	0	0	0	0	219	49	2	270	65	0	81	5	151	37	125	0	0	162	583
09:30 AM	0	0	0	0	0	0	183	61	0	244	54	0	57	3	114	32	116	0	0	148	506
09:45 AM	0	0	0	0	0	0	160	42	2	204	45	0	52	2	99	27	135	0	0	162	465
Total	0	0	0	0	0	0	804	198	5	1007	225	0	261	15	501	124	495	0	0	619	2127
Grand Total	0	0	0	0	0	0	2466	519	13	2998	620	0	779	34	1433	430	1255	0	0	1685	6116
Apprch %	0	0	0	0	0	0	82.3	17.3	0.4		43.3	0	54.4	2.4		25.5	74.5	0	0		
Total %	0	0	0	0	0	0	40.3	8.5	0.2	49	10.1	0	12.7	0.6	23.4	7	20.5	0	0	27.6	
Lights	0	0	0	0	0	0	2417	514	13	2944	611	0	775	34	1420	426	1221	0	0	1647	6011
% Lights	0	0	0	0	0	0	98	99	100	98.2	98.5	0	99.5	100	99.1	99.1	97.3	0	0	97.7	98.3
Buses	0	0	0	0	0	0	9	2	0	11	8	0	3	0	11	2	18	0	0	20	42
% Buses	0	0	0	0	0	0	0.4	0.4	0	0.4	1.3	0	0.4	0	0.8	0.5	1.4	0	0	1.2	0.7
Trucks	0	0	0	0	0	0	40	3	0	43	1	0	1	0	2	2	16	0	0	18	63
% Trucks	0	0	0	0	0	0	1.6	0.6	0	1.4	0.2	0	0.1	0	0.1	0.5	1.3	0	0	1.1	1

Start Time	Southbound				HOMESTEAD RD Westbound				N BLANEY AVE Northbound				HOMESTEAD RD Eastbound				Int. Total
	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	
Peak Hour Analysis From 07:00 AM to 09:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 08:00 AM																	
08:00 AM	0	0	0	0	0	237	<b>67</b>	304	<b>80</b>	0	78	158	56	115	0	171	633
08:15 AM	0	0	0	0	0	245	57	302	57	0	88	145	<b>92</b>	112	0	<b>204</b>	<b>651</b>
08:30 AM	0	0	0	0	0	215	37	252	75	0	87	162	38	<b>125</b>	0	163	577
08:45 AM	0	0	0	0	0	<b>263</b>	44	<b>307</b>	67	0	<b>112</b>	<b>179</b>	28	110	0	138	624
Total Volume	0	0	0	0	0	960	205	1165	279	0	365	644	214	462	0	676	2485
% App. Total	0	0	0	0	0	82.4	17.6		43.3	0	56.7		31.7	68.3	0		
PHF	.000	.000	.000	.000	.000	.913	.765	.949	.872	.000	.815	.899	.582	.924	.000	.828	.954

# Traffic Data Service

San Jose, CA  
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File Name : 19AM FINAL  
 Site Code : 00000019  
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# Traffic Data Service

San Jose, CA  
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File Name : 19AM FINAL  
 Site Code : 00000019  
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Groups Printed- Bikes

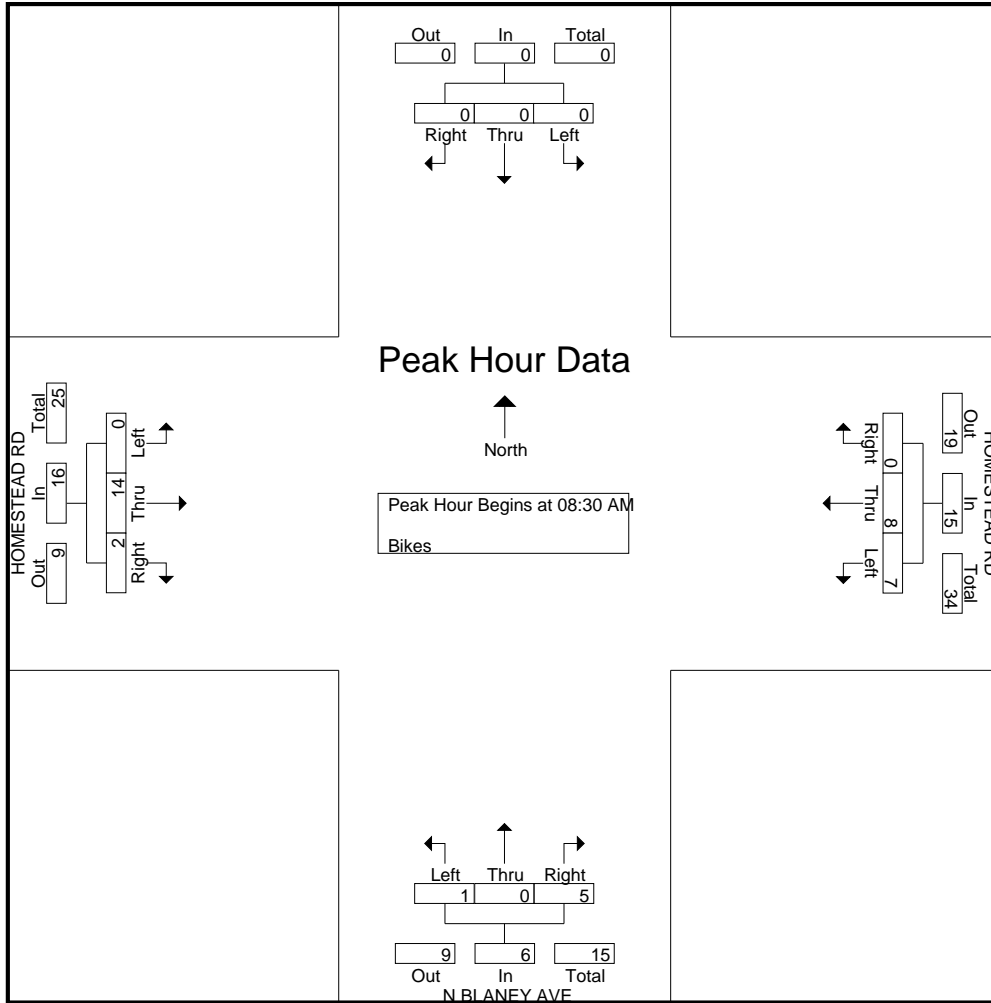
Start Time	Southbound					HOMESTEAD RD Westbound					N BLANEY AVE Northbound					HOMESTEAD RD Eastbound					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
07:00 AM	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0
07:15 AM	0	0	0	0	0	0	0	1	0	1	1	0	0	0	1	2	1	0	0	3	5
07:30 AM	0	0	0	0	0	0	1	0	0	1	1	0	0	0	1	0	1	0	0	1	3
07:45 AM	0	0	0	0	0	0	4	1	0	5	1	0	0	0	1	0	0	0	0	0	6
Total	0	0	0	0	0	0	7	2	0	9	3	0	0	0	3	2	2	0	0	4	16
08:00 AM	0	0	0	0	0	0	2	1	0	3	1	0	0	0	1	0	1	0	0	1	5
08:15 AM	0	0	0	0	0	0	1	1	0	2	0	0	0	0	0	0	3	0	0	3	5
08:30 AM	0	0	0	0	0	0	6	1	0	7	1	0	0	0	1	1	3	0	0	4	12
08:45 AM	0	0	0	0	0	0	2	2	0	4	2	0	1	0	3	1	1	0	0	2	9
Total	0	0	0	0	0	0	11	5	0	16	4	0	1	0	5	2	8	0	0	10	31
09:00 AM	0	0	0	0	0	0	0	2	0	2	0	0	0	0	0	0	8	0	0	8	10
09:15 AM	0	0	0	0	0	0	0	2	0	2	2	0	0	0	2	0	2	0	0	2	6
09:30 AM	0	0	0	0	0	0	0	2	0	2	0	0	0	0	0	0	3	0	0	3	5
09:45 AM	0	0	0	0	0	0	3	1	0	4	0	0	0	0	0	0	2	0	0	2	6
Total	0	0	0	0	0	0	3	7	0	10	2	0	0	0	2	0	15	0	0	15	27
Grand Total	0	0	0	0	0	0	21	14	0	35	9	0	1	0	10	4	25	0	0	29	74
Apprch %	0	0	0	0	0	0	60	40	0		90	0	10	0		13.8	86.2	0	0		
Total %	0	0	0	0	0	0	28.4	18.9	0	47.3	12.2	0	1.4	0	13.5	5.4	33.8	0	0	39.2	

Start Time	Southbound				HOMESTEAD RD Westbound				N BLANEY AVE Northbound				HOMESTEAD RD Eastbound				Int. Total	
	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total		
Peak Hour Analysis From 07:00 AM to 09:45 AM - Peak 1 of 1																		
Peak Hour for Entire Intersection Begins at 08:30 AM																		
08:30 AM	0	0	0	0	0	0	6	1	7	1	0	0	1	1	3	0	4	12
08:45 AM	0	0	0	0	0	0	2	2	4	2	0	1	3	1	1	0	2	9
09:00 AM	0	0	0	0	0	0	0	2	2	0	0	0	0	0	8	0	8	10
09:15 AM	0	0	0	0	0	0	0	2	2	2	0	0	2	0	2	0	2	6
Total Volume	0	0	0	0	0	0	8	7	15	5	0	1	6	2	14	0	16	37
% App. Total	0	0	0	0	0	53.3	46.7			83.3	0	16.7		12.5	87.5	0		
PHF	.000	.000	.000	.000	.000	.333	.875	.536		.625	.000	.250	.500	.500	.438	.000	.500	.771

# Traffic Data Service

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

File Name : 19AM FINAL  
 Site Code : 00000019  
 Start Date : 1/11/2018  
 Page No : 2





# Traffic Data Service

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

File Name : 19PM FINAL  
 Site Code : 00000019  
 Start Date : 1/11/2018  
 Page No : 1

## Groups Printed- Lights - Buses - Trucks

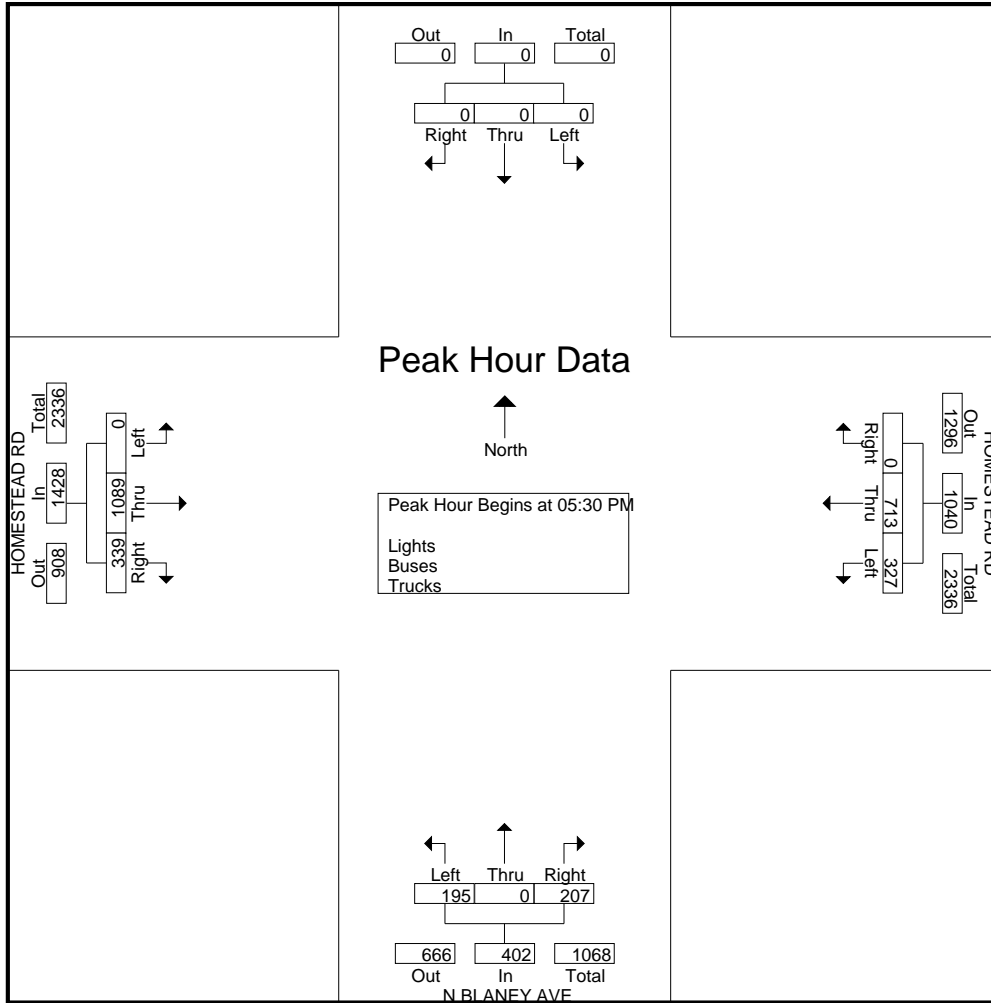
Start Time	Southbound					HOMESTEAD RD Westbound					N BLANEY AVE Northbound					HOMESTEAD RD Eastbound					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
04:00 PM	0	0	0	0	0	0	130	46	1	177	36	0	47	5	88	43	224	0	0	267	532
04:15 PM	0	0	0	0	0	0	129	44	2	175	33	0	49	2	84	66	255	0	0	321	580
04:30 PM	0	0	0	0	0	0	141	42	2	185	39	0	48	3	90	43	226	0	0	269	544
04:45 PM	0	0	0	0	0	0	153	56	1	210	34	0	30	8	72	62	230	0	0	292	574
Total	0	0	0	0	0	0	553	188	6	747	142	0	174	18	334	214	935	0	0	1149	2230
05:00 PM	0	0	0	0	0	0	151	58	3	212	61	0	48	3	112	68	258	0	0	326	650
05:15 PM	0	0	0	0	0	0	145	74	2	221	48	0	56	2	106	91	274	0	0	365	692
05:30 PM	0	0	0	0	0	0	181	92	0	273	57	0	47	5	109	82	277	0	0	359	741
05:45 PM	0	0	0	0	0	0	180	83	2	265	48	0	55	1	104	82	268	0	0	350	719
Total	0	0	0	0	0	0	657	307	7	971	214	0	206	11	431	323	1077	0	0	1400	2802
06:00 PM	0	0	0	0	0	0	174	77	4	255	53	0	49	2	104	87	256	0	0	343	702
06:15 PM	0	0	0	0	0	0	178	75	1	254	49	0	44	6	99	88	288	0	0	376	729
06:30 PM	0	0	0	0	0	0	174	75	1	250	31	0	45	0	76	85	256	0	0	341	667
06:45 PM	0	0	0	0	0	0	143	68	1	212	33	0	39	1	73	64	207	0	0	271	556
Total	0	0	0	0	0	0	669	295	7	971	166	0	177	9	352	324	1007	0	0	1331	2654
Grand Total	0	0	0	0	0	0	1879	790	20	2689	522	0	557	38	1117	861	3019	0	0	3880	7686
Apprch %	0	0	0	0	0	0	69.9	29.4	0.7		46.7	0	49.9	3.4		22.2	77.8	0	0		
Total %	0	0	0	0	0	0	24.4	10.3	0.3	35	6.8	0	7.2	0.5	14.5	11.2	39.3	0	0	50.5	
Lights	0	0	0	0	0	0	1862	789	20	2671	520	0	557	38	1115	858	2961	0	0	3819	7605
% Lights	0	0	0	0	0	0	99.1	99.9	100	99.3	99.6	0	100	100	99.8	99.7	98.1	0	0	98.4	98.9
Buses	0	0	0	0	0	0	13	0	0	13	1	0	0	0	1	1	41	0	0	42	56
% Buses	0	0	0	0	0	0	0.7	0	0	0.5	0.2	0	0	0	0.1	0.1	1.4	0	0	1.1	0.7
Trucks	0	0	0	0	0	0	4	1	0	5	1	0	0	0	1	2	17	0	0	19	25
% Trucks	0	0	0	0	0	0	0.2	0.1	0	0.2	0.2	0	0	0	0.1	0.2	0.6	0	0	0.5	0.3

Start Time	Southbound				HOMESTEAD RD Westbound				N BLANEY AVE Northbound				HOMESTEAD RD Eastbound				Int. Total
	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	
Peak Hour Analysis From 04:00 PM to 06:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 05:30 PM																	
05:30 PM	0	0	0	0	0	181	92	273	57	0	47	104	82	277	0	359	736
05:45 PM	0	0	0	0	0	180	83	263	48	0	55	103	82	268	0	350	716
06:00 PM	0	0	0	0	0	174	77	251	53	0	49	102	87	256	0	343	696
06:15 PM	0	0	0	0	0	178	75	253	49	0	44	93	88	288	0	376	722
Total Volume	0	0	0	0	0	713	327	1040	207	0	195	402	339	1089	0	1428	2870
% App. Total	0	0	0	0	0	68.6	31.4		51.5	0	48.5		23.7	76.3	0		
PHF	.000	.000	.000	.000	.000	.985	.889	.952	.908	.000	.886	.966	.963	.945	.000	.949	.975

# Traffic Data Service

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

File Name : 19PM FINAL  
 Site Code : 00000019  
 Start Date : 1/11/2018  
 Page No : 2



# Traffic Data Service

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

File Name : 19PM FINAL  
 Site Code : 00000019  
 Start Date : 1/11/2018  
 Page No : 1

Groups Printed- Bikes

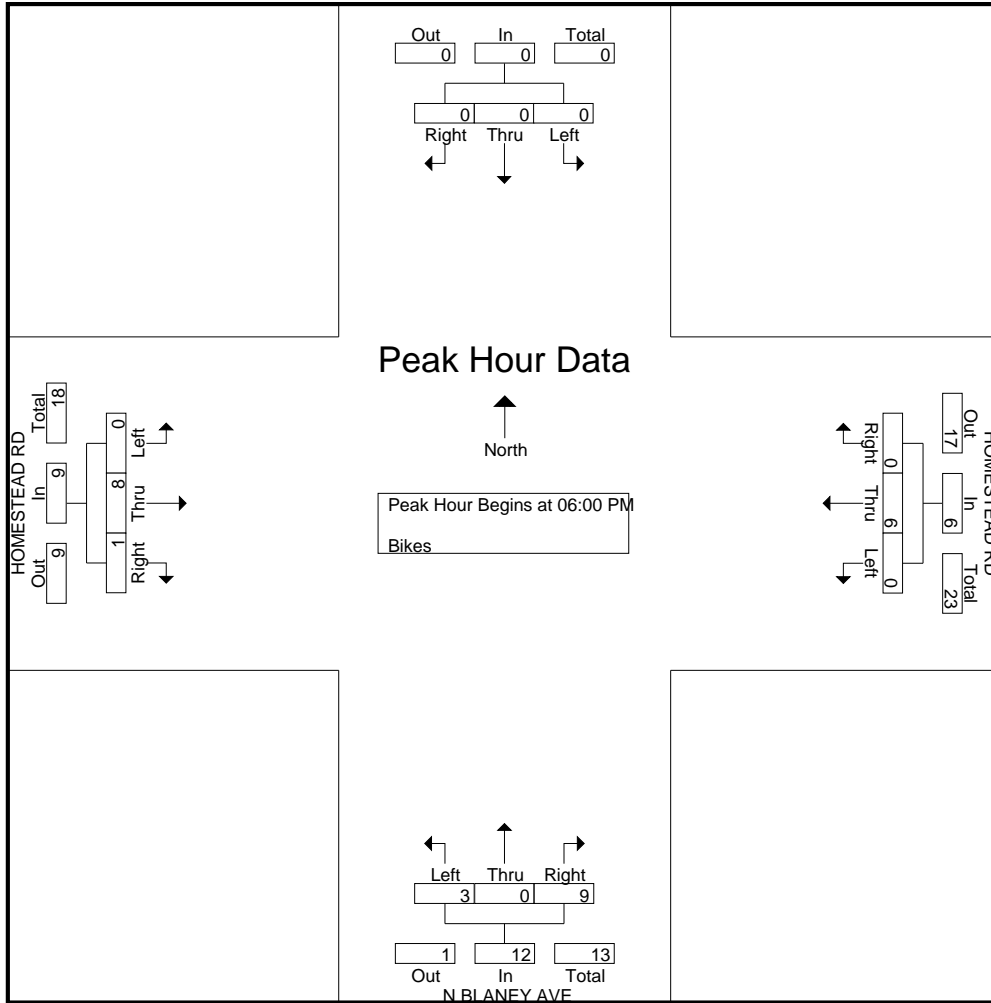
Start Time	Southbound					HOMESTEAD RD Westbound					N BLANEY AVE Northbound					HOMESTEAD RD Eastbound					Int. Total	
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total		
04:00 PM	0	0	0	0	0	0	0	0	0	0	1	0	1	0	2	0	0	0	0	0	0	2
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	2	0	0	3	0	3
04:30 PM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	3	0	0	3	0	4
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1	1	0	0	2	0	3
Total	0	0	0	0	0	0	0	0	0	0	2	0	2	0	4	2	6	0	0	8	0	12
05:00 PM	0	0	0	0	0	0	1	0	0	1	2	0	0	0	2	0	3	0	0	3	0	6
05:15 PM	0	0	0	0	0	0	2	0	0	2	3	0	0	0	3	0	1	0	0	1	0	6
05:30 PM	0	0	0	0	0	0	1	1	0	2	0	0	0	0	0	0	1	0	0	1	0	3
05:45 PM	0	0	0	0	0	0	0	1	0	1	1	0	0	0	1	0	1	0	0	1	0	3
Total	0	0	0	0	0	0	4	2	0	6	6	0	0	0	6	0	6	0	0	6	0	18
06:00 PM	0	0	0	0	0	0	2	0	0	2	1	0	0	0	1	0	2	0	0	2	0	5
06:15 PM	0	0	0	0	0	0	2	0	0	2	4	0	2	0	6	1	2	0	0	3	0	11
06:30 PM	0	0	0	0	0	0	2	0	0	2	2	0	1	0	3	0	2	0	0	2	0	7
06:45 PM	0	0	0	0	0	0	0	0	0	0	2	0	0	0	2	0	2	0	0	2	0	4
Total	0	0	0	0	0	0	6	0	0	6	9	0	3	0	12	1	8	0	0	9	0	27
Grand Total	0	0	0	0	0	0	10	2	0	12	17	0	5	0	22	3	20	0	0	23	0	57
Apprch %	0	0	0	0		0	83.3	16.7	0		77.3	0	22.7	0		13	87	0	0			
Total %	0	0	0	0		0	17.5	3.5	0	21.1	29.8	0	8.8	0	38.6	5.3	35.1	0	0	40.4		

Start Time	Southbound				HOMESTEAD RD Westbound				N BLANEY AVE Northbound				HOMESTEAD RD Eastbound				Int. Total
	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	
Peak Hour Analysis From 04:00 PM to 06:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 06:00 PM																	
06:00 PM	0	0	0	0	0	2	0	2	1	0	0	1	0	2	0	2	5
06:15 PM	0	0	0	0	0	2	0	2	4	0	2	6	1	2	0	3	11
06:30 PM	0	0	0	0	0	2	0	2	2	0	1	3	0	2	0	2	7
06:45 PM	0	0	0	0	0	0	0	0	2	0	0	2	0	2	0	2	4
Total Volume	0	0	0	0	0	6	0	6	9	0	3	12	1	8	0	9	27
% App. Total	0	0	0		0	100	0		75	0	25		11.1	88.9	0		
PHF	.000	.000	.000	.000	.000	.750	.000	.750	.563	.000	.375	.500	.250	1.00	.000	.750	.614

# Traffic Data Service

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

File Name : 19PM FINAL  
 Site Code : 00000019  
 Start Date : 1/11/2018  
 Page No : 2



# Traffic Data Service

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

File Name : 3AM FINAL  
Site Code : 00000003  
Start Date : 5/24/2017  
Page No : 1

## Groups Printed- Lights - Buses - Trucks

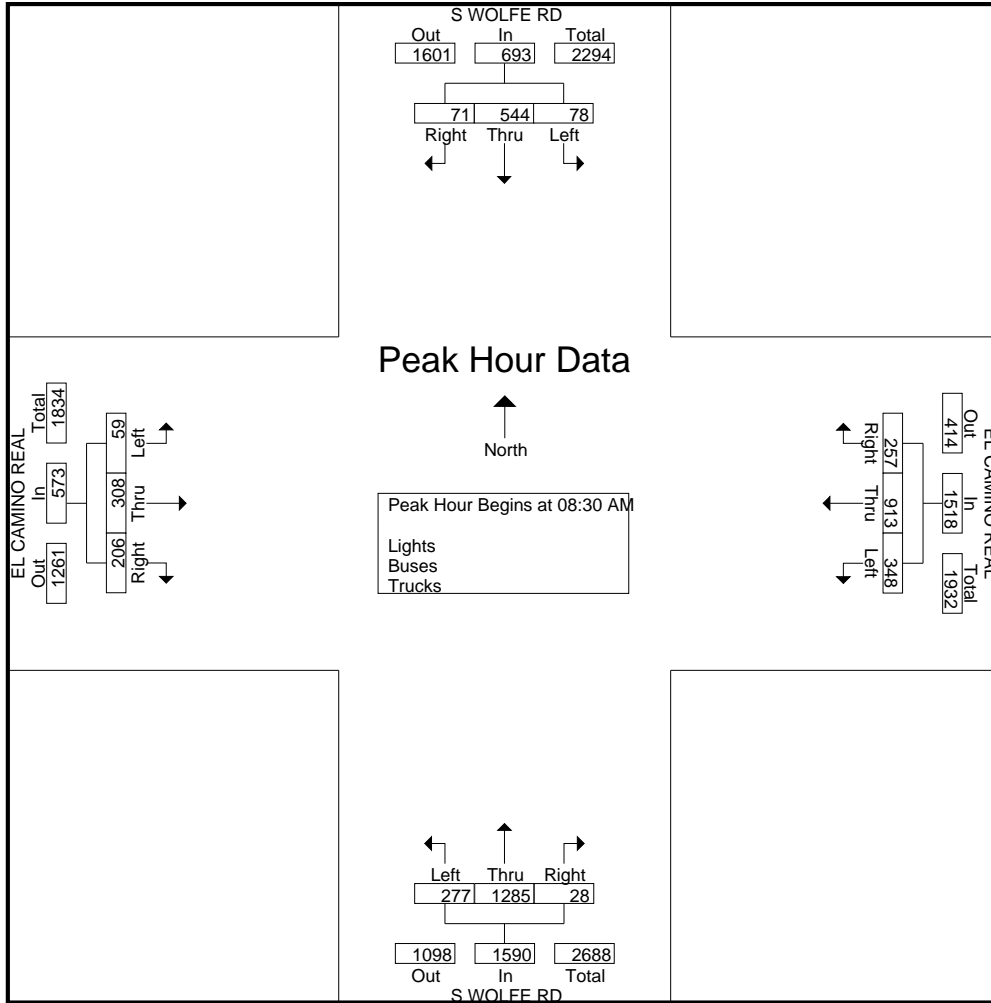
Start Time	S WOLFE RD Southbound					EL CAMINO REAL Westbound					S WOLFE RD Northbound					EL CAMINO REAL Eastbound					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
07:00 AM	2	77	7	2	88	24	109	55	0	188	3	75	37	7	122	22	49	5	10	86	484
07:15 AM	0	84	12	2	98	35	190	84	3	312	8	103	45	2	158	20	35	4	3	62	630
07:30 AM	5	114	27	6	152	49	204	107	2	362	3	128	51	7	189	40	66	11	10	127	830
07:45 AM	12	154	27	3	196	61	283	95	5	444	8	242	71	3	324	43	52	9	4	108	1072
Total	19	429	73	13	534	169	786	341	10	1306	22	548	204	19	793	125	202	29	27	383	3016
08:00 AM	10	102	15	10	137	79	269	102	7	457	3	197	73	5	278	48	69	10	5	132	1004
08:15 AM	11	173	17	2	203	66	171	98	3	338	9	255	64	3	331	59	68	14	8	149	1021
08:30 AM	21	131	21	4	177	63	274	80	1	418	4	295	58	5	362	52	82	13	4	151	1108
08:45 AM	15	137	18	5	175	66	236	93	6	401	9	321	89	6	425	54	69	16	3	142	1143
Total	57	543	71	21	692	274	950	373	17	1614	25	1068	284	19	1396	213	288	53	20	574	4276
09:00 AM	13	159	15	7	194	64	219	91	2	376	10	357	67	1	435	52	67	12	7	138	1143
09:15 AM	22	117	24	1	164	64	184	84	5	337	5	312	63	2	382	48	90	18	3	159	1042
09:30 AM	20	135	20	4	179	63	252	92	5	412	7	234	87	6	334	62	82	18	7	169	1094
09:45 AM	18	108	17	9	152	44	164	75	7	290	11	270	83	4	368	53	91	16	5	165	975
Total	73	519	76	21	689	235	819	342	19	1415	33	1173	300	13	1519	215	330	64	22	631	4254
Grand Total	149	1491	220	55	1915	678	2555	1056	46	4335	80	2789	788	51	3708	553	820	146	69	1588	11546
Apprch %	7.8	77.9	11.5	2.9		15.6	58.9	24.4	1.1		2.2	75.2	21.3	1.4		34.8	51.6	9.2	4.3		
Total %	1.3	12.9	1.9	0.5	16.6	5.9	22.1	9.1	0.4	37.5	0.7	24.2	6.8	0.4	32.1	4.8	7.1	1.3	0.6	13.8	
Lights	142	1453	215	55	1865	668	2494	1043	46	4251	80	2742	778	51	3651	545	772	141	68	1526	11293
% Lights	95.3	97.5	97.7	100	97.4	98.5	97.6	98.8	100	98.1	100	98.3	98.7	100	98.5	98.6	94.1	96.6	98.6	96.1	97.8
Buses	3	14	0	0	17	2	30	2	0	34	0	21	0	0	21	0	29	0	0	29	101
% Buses	2	0.9	0	0	0.9	0.3	1.2	0.2	0	0.8	0	0.8	0	0	0.6	0	3.5	0	0	1.8	0.9
Trucks	4	24	5	0	33	8	31	11	0	50	0	26	10	0	36	8	19	5	1	33	152
% Trucks	2.7	1.6	2.3	0	1.7	1.2	1.2	1	0	1.2	0	0.9	1.3	0	1	1.4	2.3	3.4	1.4	2.1	1.3

Start Time	S WOLFE RD Southbound				EL CAMINO REAL Westbound				S WOLFE RD Northbound				EL CAMINO REAL Eastbound				Int. Total
	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	
Peak Hour Analysis From 07:00 AM to 09:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 08:30 AM																	
08:30 AM	21	131	21	173	63	<b>274</b>	80	<b>417</b>	4	295	58	357	52	82	13	147	1094
08:45 AM	15	137	18	170	<b>66</b>	236	<b>93</b>	395	9	321	<b>89</b>	419	<b>54</b>	69	16	139	1123
09:00 AM	13	<b>159</b>	15	<b>187</b>	64	219	91	374	<b>10</b>	<b>357</b>	67	<b>434</b>	52	67	12	131	<b>1126</b>
09:15 AM	<b>22</b>	117	<b>24</b>	163	64	184	84	332	5	312	63	380	48	<b>90</b>	<b>18</b>	<b>156</b>	1031
Total Volume	71	544	78	693	257	913	348	1518	28	1285	277	1590	206	308	59	573	4374
% App. Total	10.2	78.5	11.3		16.9	60.1	22.9		1.8	80.8	17.4		36	53.8	10.3		
PHF	.807	.855	.813	.926	.973	.833	.935	.910	.700	.900	.778	.916	.954	.856	.819	.918	.971

# Traffic Data Service

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

File Name : 3AM FINAL  
 Site Code : 00000003  
 Start Date : 5/24/2017  
 Page No : 2



# Traffic Data Service

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

File Name : 3AM FINAL  
 Site Code : 00000003  
 Start Date : 5/24/2017  
 Page No : 1

Groups Printed- Bikes

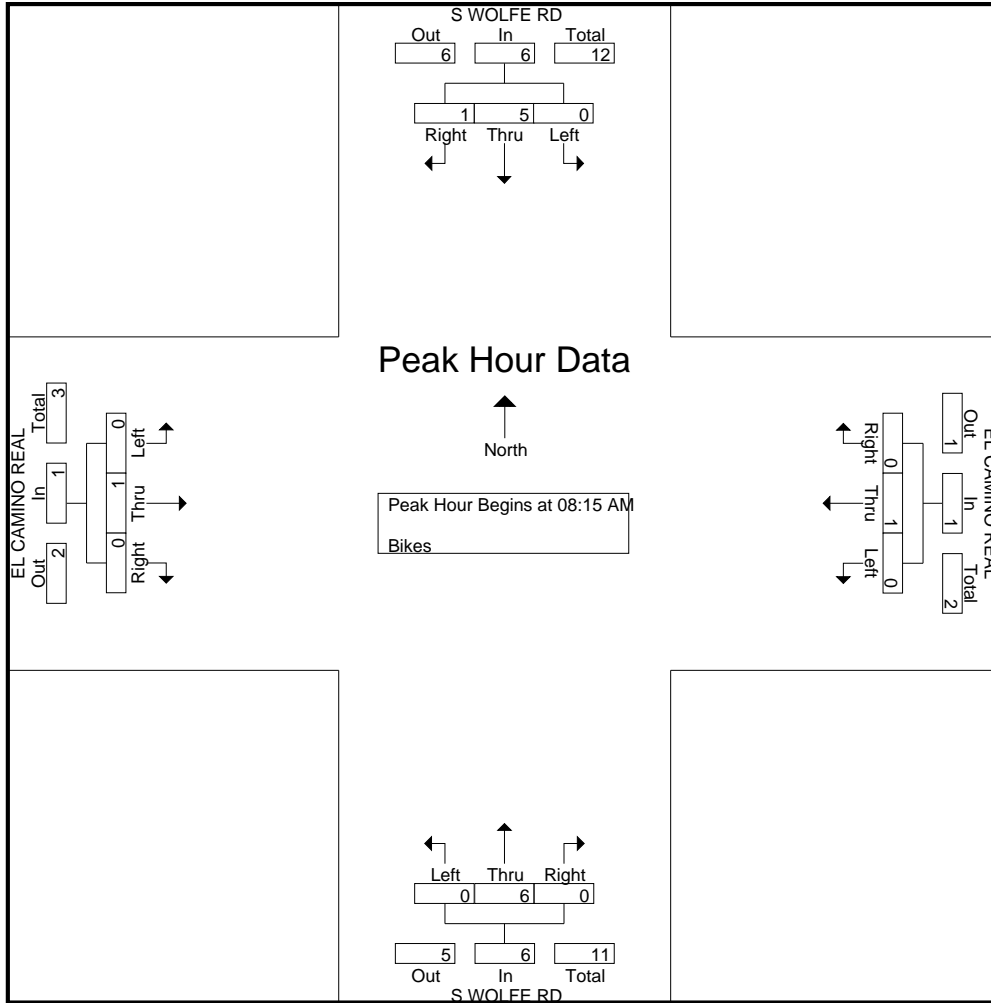
Start Time	S WOLFE RD Southbound					EL CAMINO REAL Westbound					S WOLFE RD Northbound					EL CAMINO REAL Eastbound					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
07:00 AM	0	0	0	0	0	0	1	0	0	1	0	1	0	0	1	0	0	0	0	0	0
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0
<b>Total</b>	0	0	0	0	0	0	1	0	0	1	0	3	1	0	4	0	0	0	0	0	0
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0
08:15 AM	1	0	0	0	1	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0
08:30 AM	0	3	0	0	3	0	0	0	0	0	0	1	0	0	1	0	1	0	0	1	1
08:45 AM	0	1	0	0	1	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0
<b>Total</b>	1	4	0	0	5	0	0	0	0	0	0	5	0	0	5	0	1	0	0	1	11
09:00 AM	0	1	0	0	1	0	1	0	0	1	0	2	0	0	2	0	0	0	0	0	0
09:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0
09:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:45 AM	0	0	0	0	0	0	1	0	0	1	0	1	0	0	1	0	0	0	0	0	0
<b>Total</b>	0	1	0	0	1	0	2	0	0	2	0	3	1	0	4	0	0	0	0	0	0
Grand Total	1	5	0	0	6	0	3	0	0	3	0	11	2	0	13	0	1	0	0	1	23
Apprch %	16.7	83.3	0	0		0	100	0	0		0	84.6	15.4	0		0	100	0	0		
Total %	4.3	21.7	0	0	26.1	0	13	0	0	13	0	47.8	8.7	0	56.5	0	4.3	0	0	4.3	

Start Time	S WOLFE RD Southbound				EL CAMINO REAL Westbound				S WOLFE RD Northbound				EL CAMINO REAL Eastbound				Int. Total
	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	
Peak Hour Analysis From 07:00 AM to 09:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 08:15 AM																	
08:15 AM	1	0	0	1	0	0	0	0	0	1	0	1	0	0	0	0	0
08:30 AM	0	3	0	3	0	0	0	0	0	1	0	1	0	1	0	1	5
08:45 AM	0	1	0	1	0	0	0	0	0	2	0	2	0	0	0	0	3
09:00 AM	0	1	0	1	0	1	0	1	0	2	0	2	0	0	0	0	4
Total Volume	1	5	0	6	0	1	0	1	0	6	0	6	0	1	0	1	14
% App. Total	16.7	83.3	0		0	100	0		0	100	0		0	100	0		
PHF	.250	.417	.000	.500	.000	.250	.000	.250	.000	.750	.000	.750	.000	.250	.000	.250	.700

# Traffic Data Service

San Jose, CA  
 (408) 622-4787  
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File Name : 3AM FINAL  
 Site Code : 00000003  
 Start Date : 5/24/2017  
 Page No : 2





# Traffic Data Service

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

File Name : 3PM FINAL  
Site Code : 00000003  
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## Groups Printed- Lights - Buses - Trucks

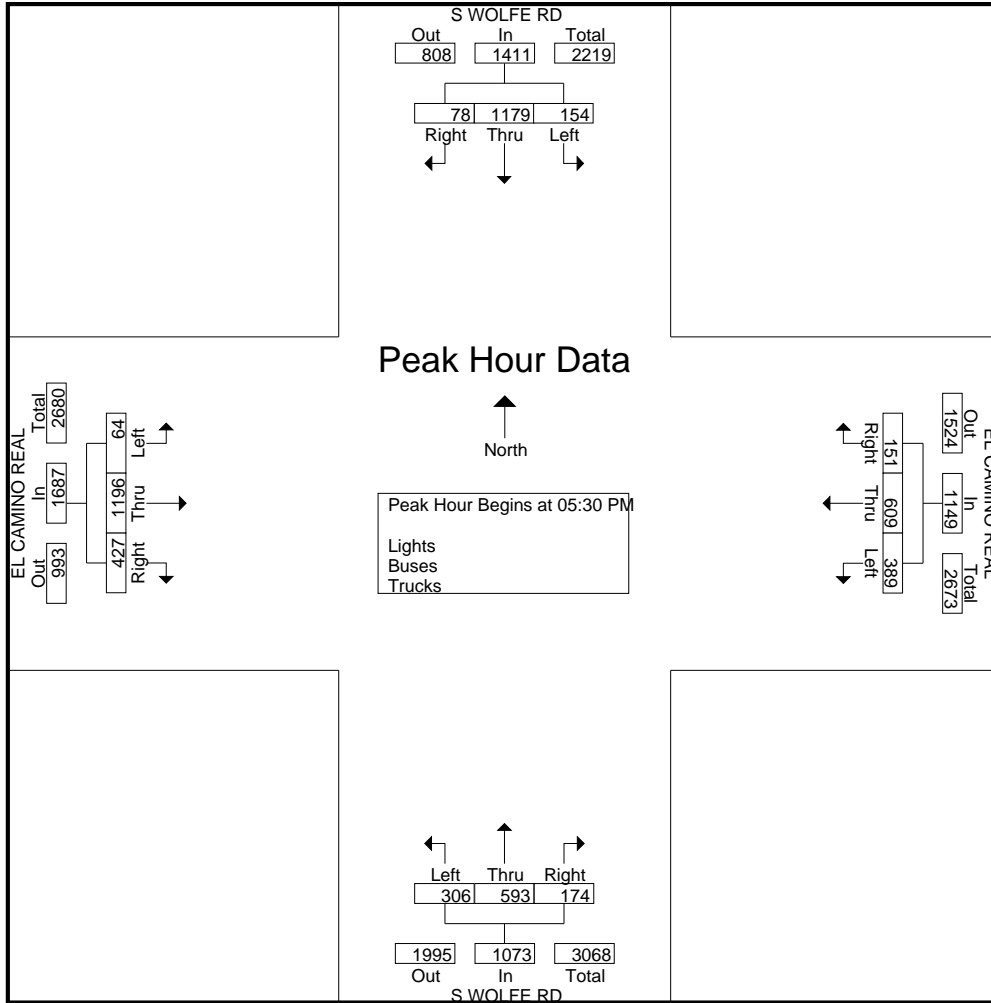
Start Time	S WOLFE RD Southbound					EL CAMINO REAL Westbound					S WOLFE RD Northbound					EL CAMINO REAL Eastbound					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
04:00 PM	11	138	30	10	189	23	166	81	4	274	24	103	48	7	182	120	247	12	2	381	1026
04:15 PM	13	206	43	6	268	24	126	73	8	231	38	94	63	3	198	105	241	14	4	364	1061
04:30 PM	21	296	39	6	362	25	135	71	4	235	36	120	67	3	226	100	241	24	0	365	1188
04:45 PM	14	271	43	4	332	35	158	82	5	280	47	115	57	4	223	89	241	21	8	359	1194
Total	59	911	155	26	1151	107	585	307	21	1020	145	432	235	17	829	414	970	71	14	1469	4469
05:00 PM	15	252	43	1	311	22	169	72	3	266	38	121	50	4	213	103	346	19	5	473	1263
05:15 PM	25	314	42	7	388	38	146	89	6	279	60	125	68	1	254	115	280	10	7	412	1333
05:30 PM	22	275	34	6	337	48	158	104	3	313	42	131	67	6	246	100	301	14	12	427	1323
05:45 PM	30	286	41	4	361	35	150	99	3	287	44	150	68	5	267	119	340	13	1	473	1388
Total	92	1127	160	18	1397	143	623	364	15	1145	184	527	253	16	980	437	1267	56	25	1785	5307
06:00 PM	10	324	34	2	370	41	126	89	4	260	43	165	89	3	300	103	250	13	9	375	1305
06:15 PM	16	294	45	3	358	27	175	97	6	305	45	147	82	3	277	105	305	24	4	438	1378
06:30 PM	21	259	46	1	327	34	142	83	5	264	30	121	62	6	219	92	302	26	7	427	1237
06:45 PM	13	251	39	5	308	31	151	77	5	264	28	138	66	1	233	108	236	18	2	364	1169
Total	60	1128	164	11	1363	133	594	346	20	1093	146	571	299	13	1029	408	1093	81	22	1604	5089
Grand Total	211	3166	479	55	3911	383	1802	1017	56	3258	475	1530	787	46	2838	1259	3330	208	61	4858	14865
Apprch %	5.4	81	12.2	1.4		11.8	55.3	31.2	1.7		16.7	53.9	27.7	1.6		25.9	68.5	4.3	1.3		
Total %	1.4	21.3	3.2	0.4	26.3	2.6	12.1	6.8	0.4	21.9	3.2	10.3	5.3	0.3	19.1	8.5	22.4	1.4	0.4	32.7	
Lights	209	3150	474	55	3888	381	1763	1015	55	3214	473	1515	785	46	2819	1253	3286	202	61	4802	14723
% Lights	99.1	99.5	99	100	99.4	99.5	97.8	99.8	98.2	98.6	99.6	99	99.7	100	99.3	99.5	98.7	97.1	100	98.8	99
Buses	2	14	0	0	16	1	30	0	0	31	0	8	0	0	8	3	28	3	0	34	89
% Buses	0.9	0.4	0	0	0.4	0.3	1.7	0	0	1	0	0.5	0	0	0.3	0.2	0.8	1.4	0	0.7	0.6
Trucks	0	2	5	0	7	1	9	2	1	13	2	7	2	0	11	3	16	3	0	22	53
% Trucks	0	0.1	1	0	0.2	0.3	0.5	0.2	1.8	0.4	0.4	0.5	0.3	0	0.4	0.2	0.5	1.4	0	0.5	0.4

Start Time	S WOLFE RD Southbound				EL CAMINO REAL Westbound				S WOLFE RD Northbound				EL CAMINO REAL Eastbound				Int. Total
	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	
Peak Hour Analysis From 04:00 PM to 06:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 05:30 PM																	
05:30 PM	22	275	34	331	<b>48</b>	158	<b>104</b>	<b>310</b>	42	131	67	240	100	301	14	415	1296
05:45 PM	<b>30</b>	286	41	357	35	150	99	284	44	150	68	262	<b>119</b>	<b>340</b>	13	<b>472</b>	<b>1375</b>
06:00 PM	10	<b>324</b>	34	<b>368</b>	41	126	89	256	43	<b>165</b>	<b>89</b>	<b>297</b>	103	250	13	366	1287
06:15 PM	16	294	<b>45</b>	355	27	<b>175</b>	97	299	<b>45</b>	147	82	274	105	305	<b>24</b>	434	1362
Total Volume	78	1179	154	1411	151	609	389	1149	174	593	306	1073	427	1196	64	1687	5320
% App. Total	5.5	83.6	10.9		13.1	53	33.9		16.2	55.3	28.5		25.3	70.9	3.8		
PHF	.650	.910	.856	.959	.786	.870	.935	.927	.967	.898	.860	.903	.897	.879	.667	.894	.967

# Traffic Data Service

San Jose, CA  
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File Name : 3PM FINAL  
 Site Code : 00000003  
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# Traffic Data Service

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File Name : 3PM FINAL  
 Site Code : 00000003  
 Start Date : 5/24/2017  
 Page No : 1

Groups Printed- Bikes

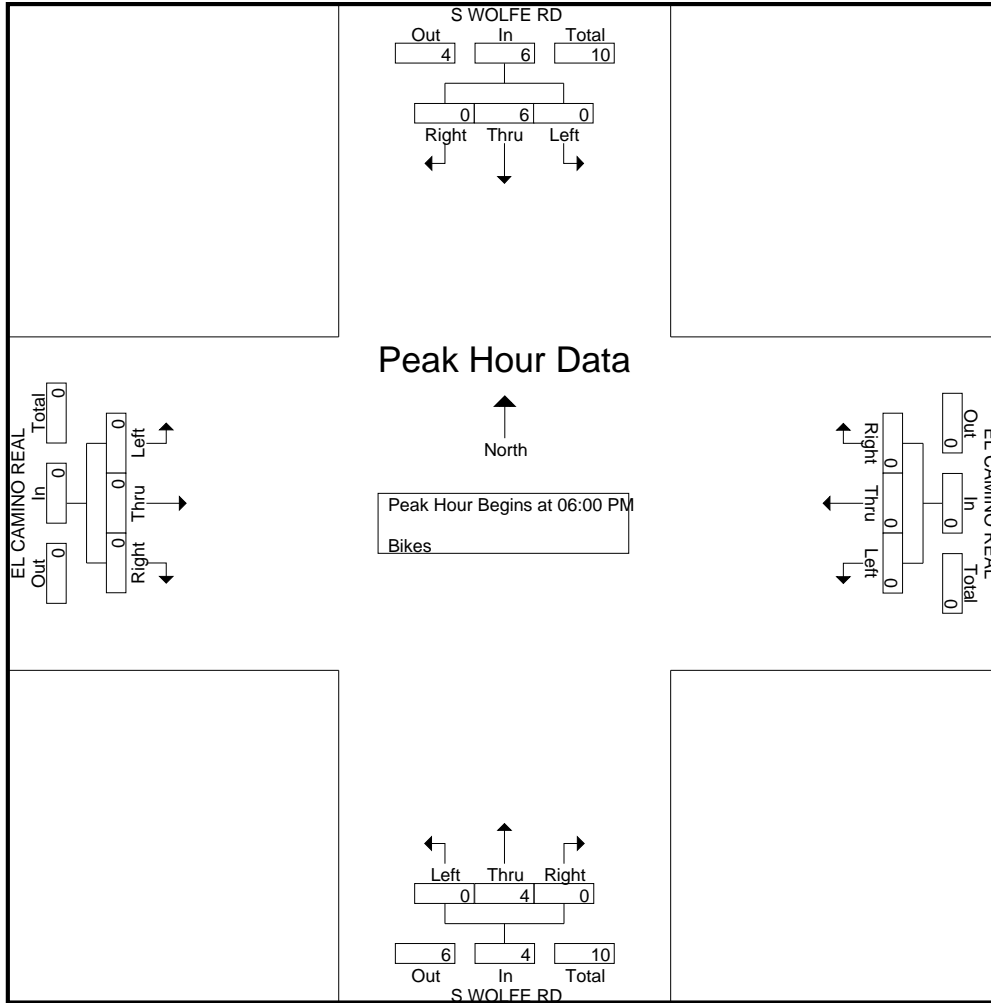
Start Time	S WOLFE RD Southbound					EL CAMINO REAL Westbound					S WOLFE RD Northbound					EL CAMINO REAL Eastbound					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
04:00 PM	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0
04:45 PM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	1	0	0	1	0	0	1	0	1	0	1	0	0	1	0	0	0	0	0	3
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	2
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	1
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	1	0	0	1	2
05:45 PM	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	1	0	0	0	1	2
Total	0	0	0	0	0	0	0	1	0	1	0	1	1	0	2	1	3	0	0	4	7
06:00 PM	0	3	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
06:15 PM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
06:30 PM	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
06:45 PM	0	0	0	0	0	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	4
Total	0	6	0	0	6	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	10
Grand Total	0	7	0	0	7	0	0	2	0	2	0	6	1	0	7	1	3	0	0	4	20
Apprch %	0	100	0	0		0	0	100	0		0	85.7	14.3	0		25	75	0	0		
Total %	0	35	0	0	35	0	0	10	0	10	0	30	5	0	35	5	15	0	0	20	

Start Time	S WOLFE RD Southbound				EL CAMINO REAL Westbound				S WOLFE RD Northbound				EL CAMINO REAL Eastbound				Int. Total
	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	
Peak Hour Analysis From 04:00 PM to 06:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 06:00 PM																	
06:00 PM	0	3	0	3	0	0	0	0	0	0	0	0	0	0	0	0	3
06:15 PM	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
06:30 PM	0	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2
06:45 PM	0	0	0	0	0	0	0	0	0	4	0	4	0	0	0	0	4
Total Volume	0	6	0	6	0	0	0	0	0	4	0	4	0	0	0	0	10
% App. Total	0	100	0		0	0	0		0	100	0		0	0	0		
PHF	.000	.500	.000	.500	.000	.000	.000	.000	.000	.250	.000	.250	.000	.000	.000	.000	.625

# Traffic Data Service

San Jose, CA  
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 Site Code : 00000003  
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# Traffic Data Service

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

File Name : 4AM FINAL  
Site Code : 00000004  
Start Date : 5/24/2017  
Page No : 1

## Groups Printed- Lights - Buses - Trucks

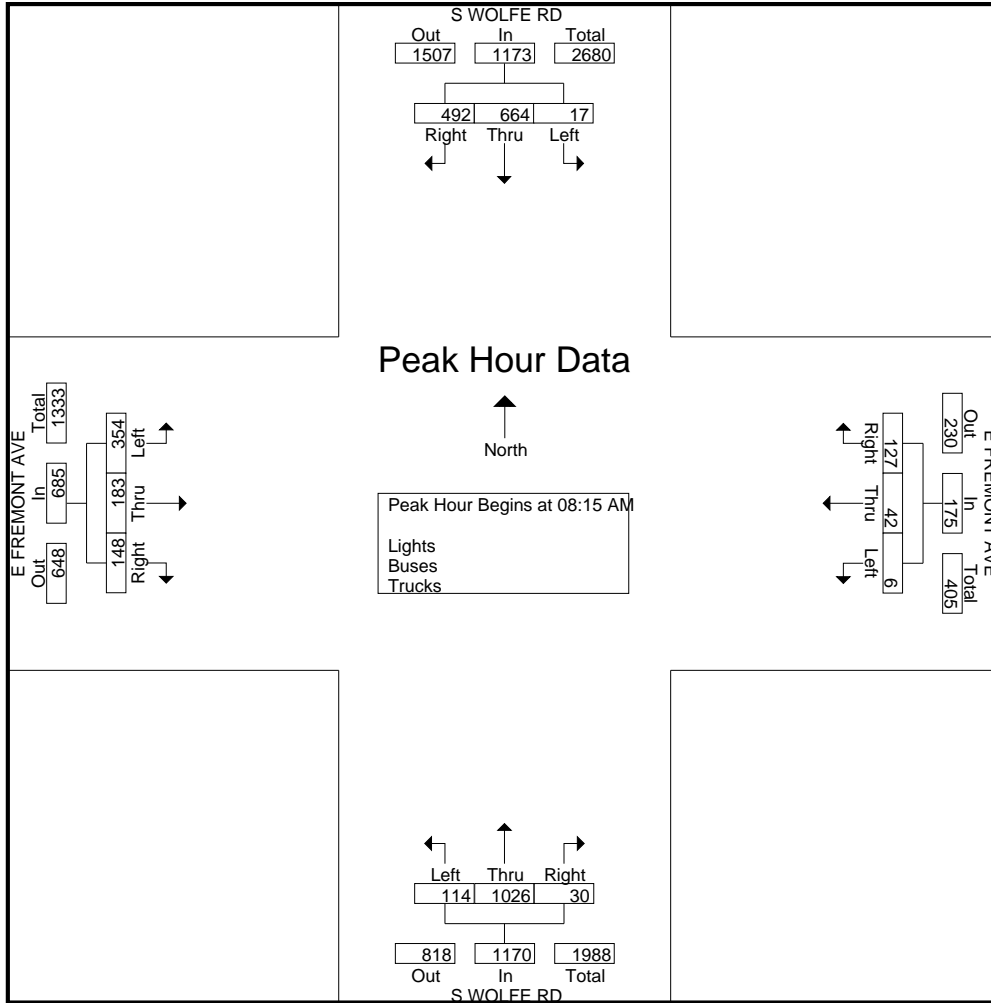
Start Time	S WOLFE RD Southbound					E FREMONT AVE Westbound					S WOLFE RD Northbound					E FREMONT AVE Eastbound					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
07:00 AM	62	84	7	0	153	4	4	0	4	12	2	85	18	4	109	20	18	27	3	68	342
07:15 AM	80	104	5	1	190	14	9	4	3	30	3	112	18	3	136	14	26	33	2	75	431
07:30 AM	87	144	15	1	247	11	7	0	2	20	2	125	26	2	155	39	28	41	2	110	532
07:45 AM	137	130	35	0	302	23	12	4	1	40	5	241	38	1	285	39	39	61	1	140	767
Total	366	462	62	2	892	52	32	8	10	102	12	563	100	10	685	112	111	162	8	393	2072
08:00 AM	128	107	8	0	243	24	12	1	0	37	2	192	20	2	216	51	57	53	1	162	658
08:15 AM	130	190	8	2	330	21	4	0	3	28	7	234	32	3	276	43	43	63	1	150	784
08:30 AM	97	157	4	0	258	25	10	2	1	38	6	237	29	6	278	41	45	94	4	184	758
08:45 AM	135	147	1	1	284	35	15	3	1	54	9	266	34	6	315	35	49	101	2	187	840
Total	490	601	21	3	1115	105	41	6	5	157	24	929	115	17	1085	170	194	311	8	683	3040
09:00 AM	130	170	4	2	306	46	13	1	1	61	8	289	19	2	318	29	46	96	1	172	857
09:15 AM	110	133	4	1	248	27	12	1	1	41	10	252	30	2	294	34	65	86	7	192	775
09:30 AM	100	180	7	1	288	12	7	4	1	24	13	222	30	3	268	36	58	89	3	186	766
09:45 AM	75	150	7	0	232	12	7	2	2	23	12	246	20	0	278	25	52	105	2	184	717
Total	415	633	22	4	1074	97	39	8	5	149	43	1009	99	7	1158	124	221	376	13	734	3115
Grand Total	1271	1696	105	9	3081	254	112	22	20	408	79	2501	314	34	2928	406	526	849	29	1810	8227
Apprch %	41.3	55	3.4	0.3		62.3	27.5	5.4	4.9		2.7	85.4	10.7	1.2		22.4	29.1	46.9	1.6		
Total %	15.4	20.6	1.3	0.1	37.4	3.1	1.4	0.3	0.2	5	1	30.4	3.8	0.4	35.6	4.9	6.4	10.3	0.4	22	
Lights	1254	1654	104	9	3021	253	112	21	20	406	75	2453	310	34	2872	399	521	843	29	1792	8091
% Lights	98.7	97.5	99	100	98.1	99.6	100	95.5	100	99.5	94.9	98.1	98.7	100	98.1	98.3	99	99.3	100	99	98.3
Buses	1	15	1	0	17	0	0	0	0	0	0	20	2	0	22	1	1	0	0	2	41
% Buses	0.1	0.9	1	0	0.6	0	0	0	0	0	0	0.8	0.6	0	0.8	0.2	0.2	0	0	0.1	0.5
Trucks	16	27	0	0	43	1	0	1	0	2	4	28	2	0	34	6	4	6	0	16	95
% Trucks	1.3	1.6	0	0	1.4	0.4	0	4.5	0	0.5	5.1	1.1	0.6	0	1.2	1.5	0.8	0.7	0	0.9	1.2

Start Time	S WOLFE RD Southbound				E FREMONT AVE Westbound				S WOLFE RD Northbound				E FREMONT AVE Eastbound				Int. Total
	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	
Peak Hour Analysis From 07:00 AM to 09:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 08:15 AM																	
08:15 AM	130	<b>190</b>	<b>8</b>	<b>328</b>	21	4	0	25	7	234	32	273	<b>43</b>	43	63	149	775
08:30 AM	97	157	4	258	25	10	2	37	6	237	29	272	41	45	94	180	747
08:45 AM	<b>135</b>	147	1	283	35	<b>15</b>	<b>3</b>	<b>53</b>	<b>9</b>	266	<b>34</b>	309	35	<b>49</b>	<b>101</b>	<b>185</b>	830
09:00 AM	130	170	4	304	<b>46</b>	13	1	<b>60</b>	8	<b>289</b>	19	<b>316</b>	29	46	96	171	<b>851</b>
Total Volume	492	664	17	1173	127	42	6	175	30	1026	114	1170	148	183	354	685	3203
% App. Total	41.9	56.6	1.4		72.6	24	3.4		2.6	87.7	9.7		21.6	26.7	51.7		
PHF	.911	.874	.531	.894	.690	.700	.500	.729	.833	.888	.838	.926	.860	.934	.876	.926	.941

# Traffic Data Service

San Jose, CA  
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 Site Code : 00000004  
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# Traffic Data Service

San Jose, CA  
 (408) 622-4787  
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File Name : 4AM FINAL  
 Site Code : 00000004  
 Start Date : 5/24/2017  
 Page No : 1

Groups Printed- Bikes

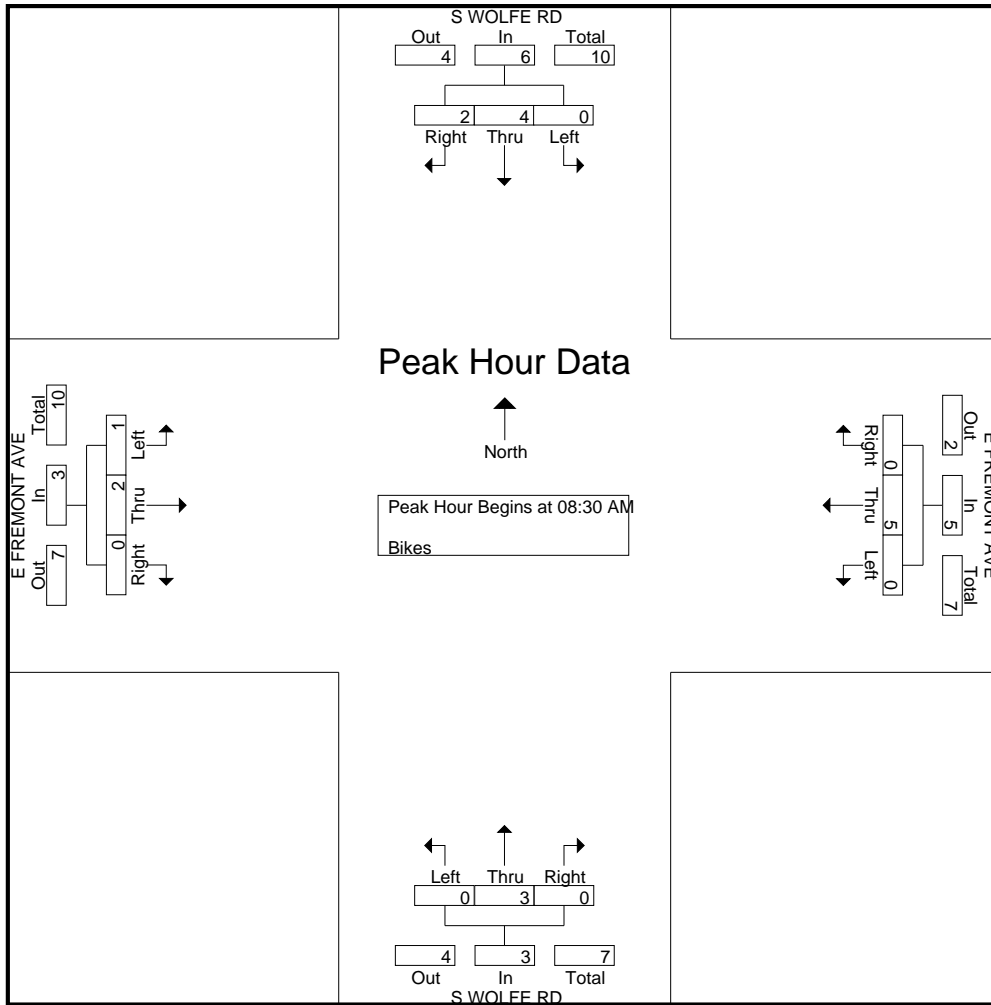
Start Time	S WOLFE RD Southbound					E FREMONT AVE Westbound					S WOLFE RD Northbound					E FREMONT AVE Eastbound					Int. Total					
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total						
07:00 AM	0	1	0	0	1	0	1	0	0	1	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	3
07:15 AM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	2	0	0	0	0	2	0	0	2	3
07:30 AM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	1	0	0	0	0	1	0	0	1	2
07:45 AM	0	0	0	0	0	0	2	0	0	2	0	1	0	0	1	1	1	0	0	0	1	1	0	0	2	5
Total	0	1	0	0	1	0	5	0	0	5	0	2	0	0	2	1	4	0	0	0	1	4	0	0	5	13
08:00 AM	1	0	0	0	1	0	2	0	0	2	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	4
08:15 AM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
08:30 AM	1	3	0	0	4	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5
08:45 AM	1	0	0	0	1	0	1	0	0	1	0	1	0	0	1	0	0	1	0	0	0	0	1	0	1	4
Total	3	4	0	0	7	0	4	0	0	4	0	2	0	0	2	0	0	1	0	0	0	0	1	0	1	14
09:00 AM	0	1	0	0	1	0	1	0	0	1	0	2	0	0	2	0	2	0	0	0	0	2	0	0	2	6
09:15 AM	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
09:30 AM	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	0	0	1	3
09:45 AM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1
Total	0	3	0	0	3	0	3	0	0	3	0	3	0	0	3	0	3	0	0	0	0	3	0	0	3	12
Grand Total	3	8	0	0	11	0	12	0	0	12	0	7	0	0	7	1	7	1	0	9	11.1	77.8	11.1	0	9	39
Apprch %	27.3	72.7	0	0		0	100	0	0		0	100	0	0		11.1	77.8	11.1	0							
Total %	7.7	20.5	0	0	28.2	0	30.8	0	0	30.8	0	17.9	0	0	17.9	2.6	17.9	2.6	0	23.1						

Start Time	S WOLFE RD Southbound				E FREMONT AVE Westbound				S WOLFE RD Northbound				E FREMONT AVE Eastbound				Int. Total				
	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total					
Peak Hour Analysis From 07:00 AM to 09:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 08:30 AM																					
08:30 AM	1	3	0	4	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	5
08:45 AM	1	0	0	1	0	1	0	1	0	1	0	1	0	0	1	1	0	0	1	1	4
09:00 AM	0	1	0	1	0	1	0	1	0	2	0	2	0	2	0	2	0	2	0	2	6
09:15 AM	0	0	0	0	0	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2
Total Volume	2	4	0	6	0	5	0	5	0	3	0	3	0	2	1	3	0	2	1	3	17
% App. Total	33.3	66.7	0		0	100	0		0	100	0		0	66.7	33.3						
PHF	.500	.333	.000	.375	.000	.625	.000	.625	.000	.375	.000	.375	.000	.250	.250	.375					.708

# Traffic Data Service

San Jose, CA  
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File Name : 4AM FINAL  
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File Name : 4PM FINAL  
 Site Code : 00000004  
 Start Date : 5/24/2017  
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Groups Printed- Lights - Buses - Trucks

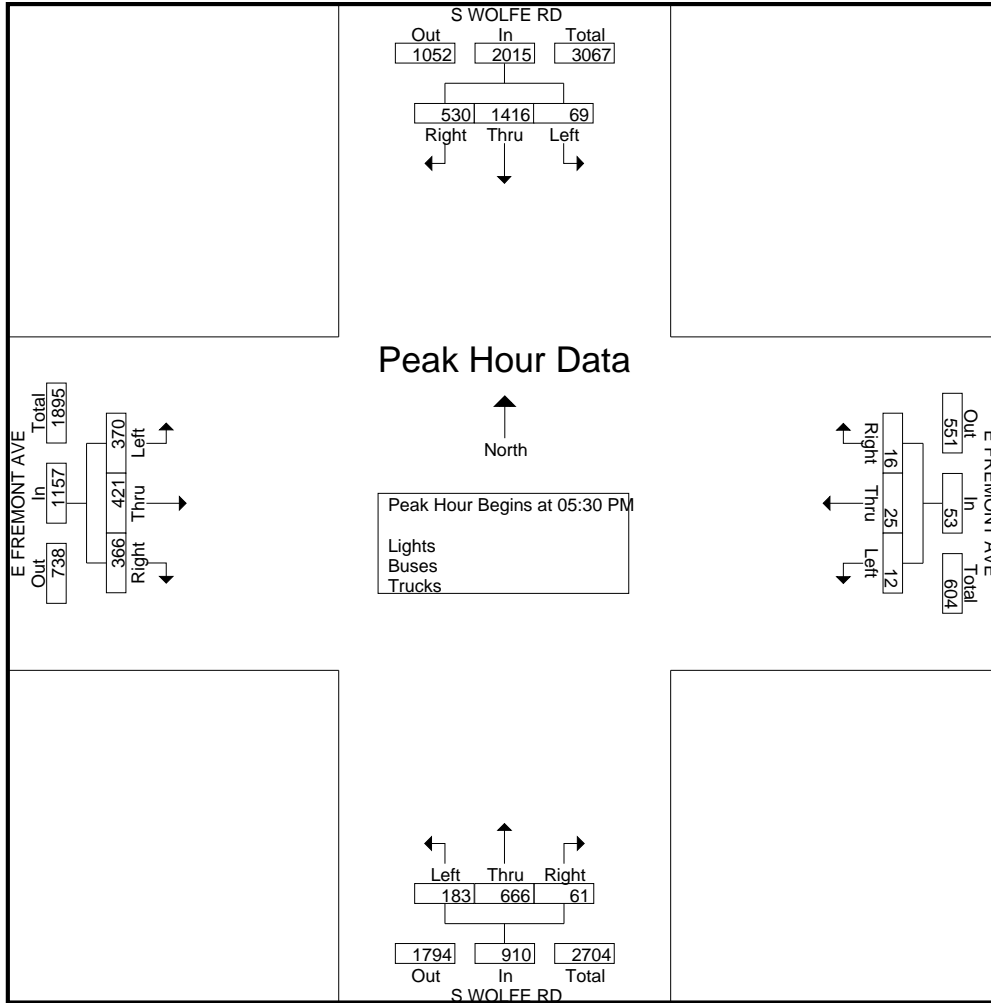
Start Time	S WOLFE RD Southbound					E FREMONT AVE Westbound					S WOLFE RD Northbound					E FREMONT AVE Eastbound					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
04:00 PM	87	233	10	1	331	9	5	1	0	15	16	90	22	4	132	59	67	66	3	195	673
04:15 PM	93	277	7	1	378	6	4	1	1	12	11	105	32	2	150	86	80	76	9	251	791
04:30 PM	100	372	24	0	496	11	3	2	4	20	12	138	37	7	194	81	95	68	4	248	958
04:45 PM	103	333	26	2	464	13	5	0	2	20	18	126	35	3	182	76	103	69	3	251	917
Total	383	1215	67	4	1669	39	17	4	7	67	57	459	126	16	658	302	345	279	19	945	3339
05:00 PM	108	305	11	2	426	11	4	2	1	18	12	120	31	3	166	80	92	77	6	255	865
05:15 PM	121	370	21	1	513	7	5	1	0	13	11	161	29	0	201	97	93	83	6	279	1006
05:30 PM	130	337	16	1	484	3	6	2	3	14	18	142	35	2	197	84	100	94	8	286	981
05:45 PM	140	363	14	4	521	11	6	3	0	20	11	158	43	1	213	118	122	94	5	339	1093
Total	499	1375	62	8	1944	32	21	8	4	65	52	581	138	6	777	379	407	348	25	1159	3945
06:00 PM	134	361	17	3	515	1	7	5	3	16	24	185	53	0	262	92	102	101	8	303	1096
06:15 PM	126	355	22	1	504	1	6	2	4	13	8	181	52	1	242	72	97	81	0	250	1009
06:30 PM	110	300	30	2	442	11	8	2	1	22	11	124	35	3	173	67	95	70	5	237	874
06:45 PM	106	298	28	0	432	11	7	0	6	24	18	136	30	0	184	61	82	67	6	216	856
Total	476	1314	97	6	1893	24	28	9	14	75	61	626	170	4	861	292	376	319	19	1006	3835
Grand Total	1358	3904	226	18	5506	95	66	21	25	207	170	1666	434	26	2296	973	1128	946	63	3110	11119
Apprch %	24.7	70.9	4.1	0.3		45.9	31.9	10.1	12.1		7.4	72.6	18.9	1.1		31.3	36.3	30.4	2		
Total %	12.2	35.1	2	0.2	49.5	0.9	0.6	0.2	0.2	1.9	1.5	15	3.9	0.2	20.6	8.8	10.1	8.5	0.6	28	
Lights	1353	3882	225	18	5478	95	66	21	25	207	168	1651	433	26	2278	972	1122	941	63	3098	11061
% Lights	99.6	99.4	99.6	100	99.5	100	100	100	100	100	98.8	99.1	99.8	100	99.2	99.9	99.5	99.5	100	99.6	99.5
Buses	2	14	1	0	17	0	0	0	0	0	0	8	0	0	8	0	1	1	0	2	27
% Buses	0.1	0.4	0.4	0	0.3	0	0	0	0	0	0	0.5	0	0	0.3	0	0.1	0.1	0	0.1	0.2
Trucks	3	8	0	0	11	0	0	0	0	0	2	7	1	0	10	1	5	4	0	10	31
% Trucks	0.2	0.2	0	0	0.2	0	0	0	0	0	1.2	0.4	0.2	0	0.4	0.1	0.4	0.4	0	0.3	0.3

Start Time	S WOLFE RD Southbound				E FREMONT AVE Westbound				S WOLFE RD Northbound				E FREMONT AVE Eastbound				Int. Total
	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	
Peak Hour Analysis From 04:00 PM to 06:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 05:30 PM																	
05:30 PM	130	337	16	483	3	6	2	11	18	142	35	195	84	100	94	278	967
05:45 PM	<b>140</b>	<b>363</b>	14	<b>517</b>	<b>11</b>	6	3	<b>20</b>	11	158	43	212	<b>118</b>	<b>122</b>	94	<b>334</b>	<b>1083</b>
06:00 PM	134	361	17	512	1	7	5	13	24	185	53	262	92	102	101	295	1082
06:15 PM	126	355	22	503	1	6	2	9	8	181	52	241	72	97	81	250	1003
Total Volume	530	1416	69	2015	16	25	12	53	61	666	183	910	366	421	370	1157	4135
% App. Total	26.3	70.3	3.4		30.2	47.2	22.6		6.7	73.2	20.1		31.6	36.4	32		
PHF	.946	.975	.784	.974	.364	.893	.600	.663	.635	.900	.863	.868	.775	.863	.916	.866	.955

# Traffic Data Service

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

File Name : 4PM FINAL  
 Site Code : 00000004  
 Start Date : 5/24/2017  
 Page No : 2



# Traffic Data Service

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

File Name : 4PM FINAL  
 Site Code : 00000004  
 Start Date : 5/24/2017  
 Page No : 1

## Groups Printed- Bikes

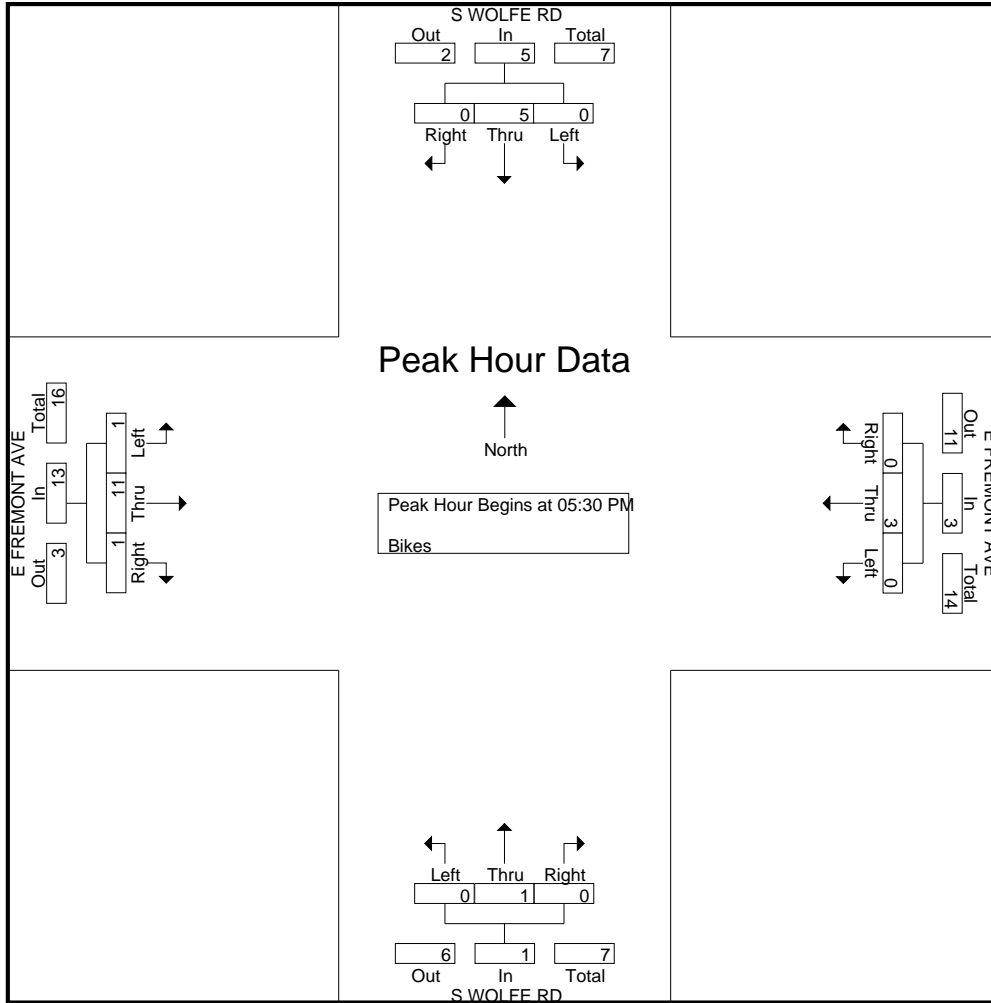
Start Time	S WOLFE RD Southbound					E FREMONT AVE Westbound					S WOLFE RD Northbound					E FREMONT AVE Eastbound					Int. Total		
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total			
04:00 PM	1	0	0	0	1	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	2
04:15 PM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	2
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	3	3
04:45 PM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
<b>Total</b>	<b>1</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>4</b>	<b>8</b>	
05:00 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
05:15 PM	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	1	0	0	0	0	1	2
05:30 PM	0	2	0	0	2	0	0	0	0	0	0	1	0	0	1	0	5	0	0	0	0	5	8
05:45 PM	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	2	0	0	0	0	2	4
<b>Total</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>1</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>8</b>	<b>15</b>	
06:00 PM	0	3	0	0	3	0	0	0	0	0	0	0	0	0	0	1	2	1	0	0	0	4	7
06:15 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	2	0	0	0	0	2	3
06:30 PM	0	3	0	0	3	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	2	5
06:45 PM	0	0	1	0	1	0	0	0	0	0	0	2	0	0	2	0	1	1	0	0	0	2	5
<b>Total</b>	<b>0</b>	<b>6</b>	<b>1</b>	<b>0</b>	<b>7</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>1</b>	<b>7</b>	<b>2</b>	<b>0</b>	<b>10</b>	<b>10</b>	<b>20</b>	
Grand Total	1	10	1	0	12	1	5	0	0	6	0	3	0	0	3	1	19	2	0	22	22	43	
Apprch %	8.3	83.3	8.3	0		16.7	83.3	0	0		0	100	0	0		4.5	86.4	9.1	0				
Total %	2.3	23.3	2.3	0	27.9	2.3	11.6	0	0	14	0	7	0	0	7	2.3	44.2	4.7	0	51.2			

Start Time	S WOLFE RD Southbound				E FREMONT AVE Westbound				S WOLFE RD Northbound				E FREMONT AVE Eastbound				Int. Total
	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	
Peak Hour Analysis From 04:00 PM to 06:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 05:30 PM																	
05:30 PM	0	2	0	2	0	0	0	0	0	1	0	1	0	5	0	5	8
05:45 PM	0	0	0	0	0	2	0	2	0	0	0	0	0	2	0	2	4
06:00 PM	0	3	0	3	0	0	0	0	0	0	0	0	1	2	1	4	7
06:15 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	2	0	2	3
Total Volume	0	5	0	5	0	3	0	3	0	1	0	1	1	11	1	13	22
% App. Total	0	100	0		0	100	0		0	100	0		7.7	84.6	7.7		
PHF	.000	.417	.000	.417	.000	.375	.000	.375	.000	.250	.000	.250	.250	.550	.250	.650	.688

# Traffic Data Service

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

File Name : 4PM FINAL  
 Site Code : 00000004  
 Start Date : 5/24/2017  
 Page No : 2



# Traffic Data Service

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

File Name : 22AM FINAL  
 Site Code : 00000022  
 Start Date : 1/10/2018  
 Page No : 1

Groups Printed- Lights - Buses - Trucks

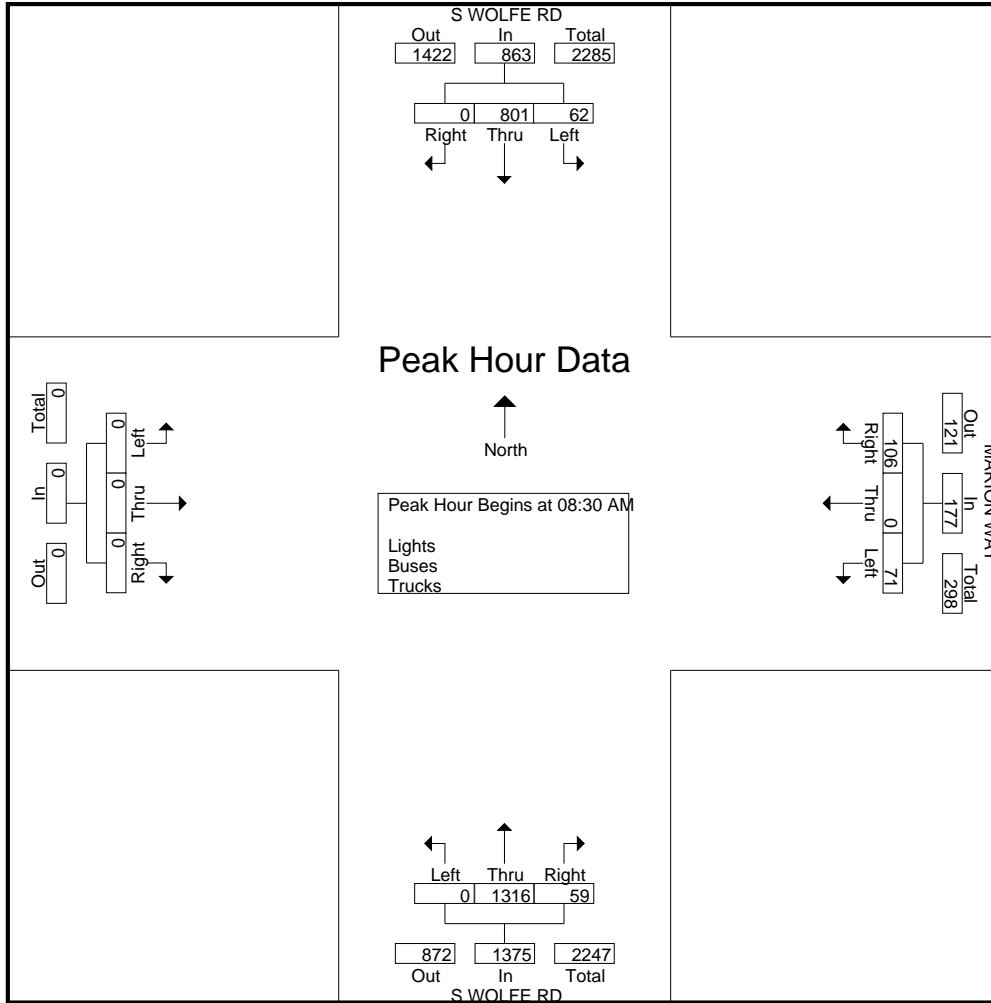
Start Time	S WOLFE RD Southbound					MARION WAY Westbound					S WOLFE RD Northbound					Eastbound					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
07:00 AM	0	121	3	0	124	7	0	6	0	13	5	95	0	0	100	0	0	0	0	0	237
07:15 AM	0	134	7	0	141	18	0	11	0	29	11	109	0	0	120	0	0	0	0	0	290
07:30 AM	0	155	27	0	182	42	0	19	1	62	15	167	0	1	183	0	0	0	0	0	427
07:45 AM	0	176	13	0	189	34	0	16	0	50	8	188	0	0	196	0	0	0	0	0	435
Total	0	586	50	0	636	101	0	52	1	154	39	559	0	1	599	0	0	0	0	0	1389
08:00 AM	0	171	12	1	184	27	0	12	0	39	13	236	0	0	249	0	0	0	0	0	472
08:15 AM	0	203	10	0	213	41	0	21	0	62	12	274	0	0	286	0	0	0	0	0	561
08:30 AM	0	198	15	0	213	35	0	14	1	50	11	294	0	0	305	0	0	0	0	0	568
08:45 AM	0	206	21	0	227	22	0	20	0	42	18	353	0	1	372	0	0	0	0	0	641
Total	0	778	58	1	837	125	0	67	1	193	54	1157	0	1	1212	0	0	0	0	0	2242
09:00 AM	0	194	15	3	212	28	0	14	1	43	13	329	0	0	342	0	0	0	0	0	597
09:15 AM	0	203	11	0	214	21	0	23	1	45	17	340	0	1	358	0	0	0	0	0	617
09:30 AM	0	177	15	0	192	30	0	13	0	43	10	313	0	0	323	0	0	0	0	0	558
09:45 AM	0	173	15	1	189	14	0	15	1	30	9	280	0	1	290	0	0	0	0	0	509
Total	0	747	56	4	807	93	0	65	3	161	49	1262	0	2	1313	0	0	0	0	0	2281
Grand Total	0	2111	164	5	2280	319	0	184	5	508	142	2978	0	4	3124	0	0	0	0	0	5912
Apprch %	0	92.6	7.2	0.2		62.8	0	36.2	1		4.5	95.3	0	0.1		0	0	0	0		
Total %	0	35.7	2.8	0.1	38.6	5.4	0	3.1	0.1	8.6	2.4	50.4	0	0.1	52.8	0	0	0	0	0	
Lights	0	2075	163	5	2243	317	0	184	5	506	140	2929	0	4	3073	0	0	0	0	0	5822
% Lights	0	98.3	99.4	100	98.4	99.4	0	100	100	99.6	98.6	98.4	0	100	98.4	0	0	0	0	0	98.5
Buses	0	13	0	0	13	0	0	0	0	0	0	21	0	0	21	0	0	0	0	0	34
% Buses	0	0.6	0	0	0.6	0	0	0	0	0	0	0.7	0	0	0.7	0	0	0	0	0	0.6
Trucks	0	23	1	0	24	2	0	0	0	2	2	28	0	0	30	0	0	0	0	0	56
% Trucks	0	1.1	0.6	0	1.1	0.6	0	0	0	0.4	1.4	0.9	0	0	1	0	0	0	0	0	0.9

Start Time	S WOLFE RD Southbound					MARION WAY Westbound					S WOLFE RD Northbound					Eastbound					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
Peak Hour Analysis From 07:00 AM to 09:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 08:30 AM																					
08:30 AM	0	198	15		213	<b>35</b>	0	14		<b>49</b>	11	294	0		305	0	0	0		0	567
08:45 AM	0	<b>206</b>	<b>21</b>		<b>227</b>	22	0	20		42	<b>18</b>	<b>353</b>	0		<b>371</b>	0	0	0		0	<b>640</b>
09:00 AM	0	194	15		209	28	0	14		42	13	329	0		342	0	0	0		0	593
09:15 AM	0	203	11		214	21	0	<b>23</b>		44	17	340	0		357	0	0	0		0	615
Total Volume	0	801	62		863	106	0	71		177	59	1316	0		1375	0	0	0		0	2415
% App. Total	0	92.8	7.2			59.9	0	40.1			4.3	95.7	0			0	0	0			
PHF	.000	.972	.738		.950	.757	.000	.772		.903	.819	.932	.000		.927	.000	.000	.000		.000	.943

# Traffic Data Service

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

File Name : 22AM FINAL  
 Site Code : 00000022  
 Start Date : 1/10/2018  
 Page No : 2



# Traffic Data Service

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

File Name : 22AM FINAL  
 Site Code : 00000022  
 Start Date : 1/10/2018  
 Page No : 1

Groups Printed- Bikes

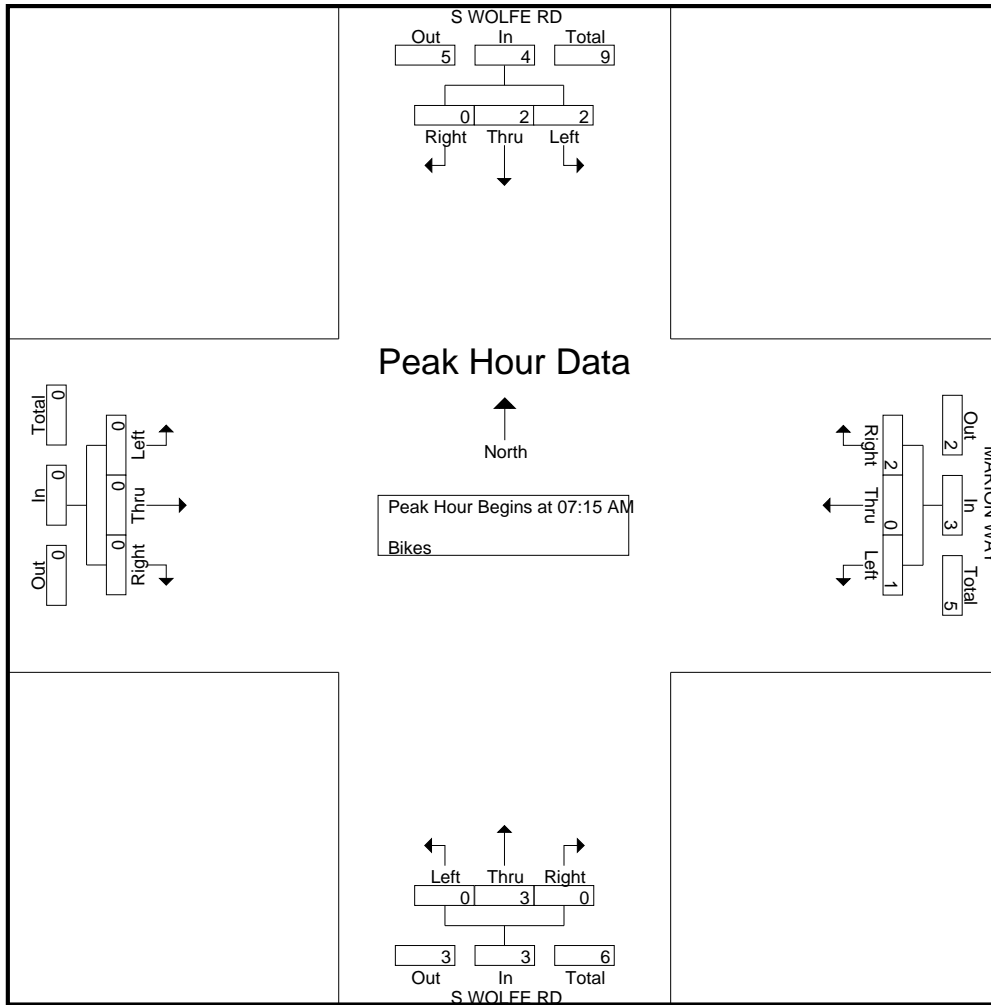
Start Time	S WOLFE RD Southbound					MARION WAY Westbound					S WOLFE RD Northbound					Eastbound					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0
07:15 AM	0	0	1	0	1	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0
07:30 AM	0	2	0	0	2	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0
07:45 AM	0	0	1	0	1	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0
<b>Total</b>	0	2	2	0	4	0	0	1	0	1	0	3	0	0	3	0	0	0	0	0	0
08:00 AM	0	0	0	0	0	2	0	0	0	2	0	1	0	0	1	0	0	0	0	0	0
08:15 AM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0
08:30 AM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0
08:45 AM	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0
<b>Total</b>	0	1	0	0	1	2	0	0	0	2	0	4	0	0	4	0	0	0	0	0	0
09:00 AM	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0
09:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:30 AM	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>Total</b>	0	3	0	0	3	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0
Grand Total	0	6	2	0	8	2	0	1	0	3	0	8	0	0	8	0	0	0	0	0	19
Apprch %	0	75	25	0		66.7	0	33.3	0		0	100	0	0		0	0	0	0		
Total %	0	31.6	10.5	0	42.1	10.5	0	5.3	0	15.8	0	42.1	0	0	42.1	0	0	0	0	0	

Start Time	S WOLFE RD Southbound				MARION WAY Westbound				S WOLFE RD Northbound				Eastbound				Int. Total
	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	
Peak Hour Analysis From 07:00 AM to 09:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:15 AM																	
07:15 AM	0	0	1	1	0	0	0	0	0	1	0	1	0	0	0	0	2
07:30 AM	0	2	0	2	0	0	0	0	0	1	0	1	0	0	0	0	3
07:45 AM	0	0	1	1	0	0	1	1	0	0	0	0	0	0	0	0	2
08:00 AM	0	0	0	0	2	0	0	2	0	1	0	1	0	0	0	0	3
Total Volume	0	2	2	4	2	0	1	3	0	3	0	3	0	0	0	0	10
% App. Total	0	50	50		66.7	0	33.3		0	100	0		0	0	0		
PHF	.000	.250	.500	.500	.250	.000	.250	.375	.000	.750	.000	.750	.000	.000	.000	.000	.833

# Traffic Data Service

San Jose, CA  
 (408) 622-4787  
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File Name : 22AM FINAL  
 Site Code : 00000022  
 Start Date : 1/10/2018  
 Page No : 2



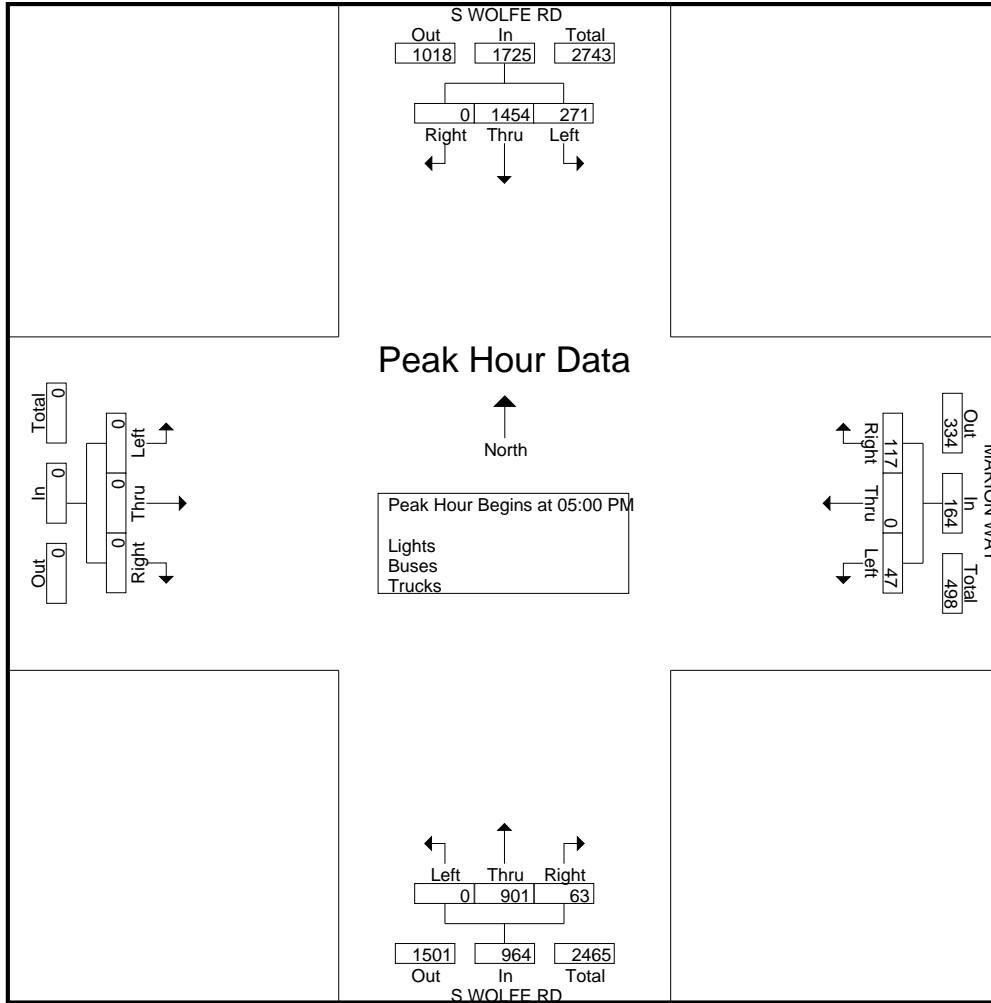




# Traffic Data Service

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

File Name : 22PM FINAL  
 Site Code : 00000022  
 Start Date : 1/10/2018  
 Page No : 2



# Traffic Data Service

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

File Name : 22PM FINAL  
 Site Code : 00000022  
 Start Date : 1/10/2018  
 Page No : 1

Groups Printed- Bikes

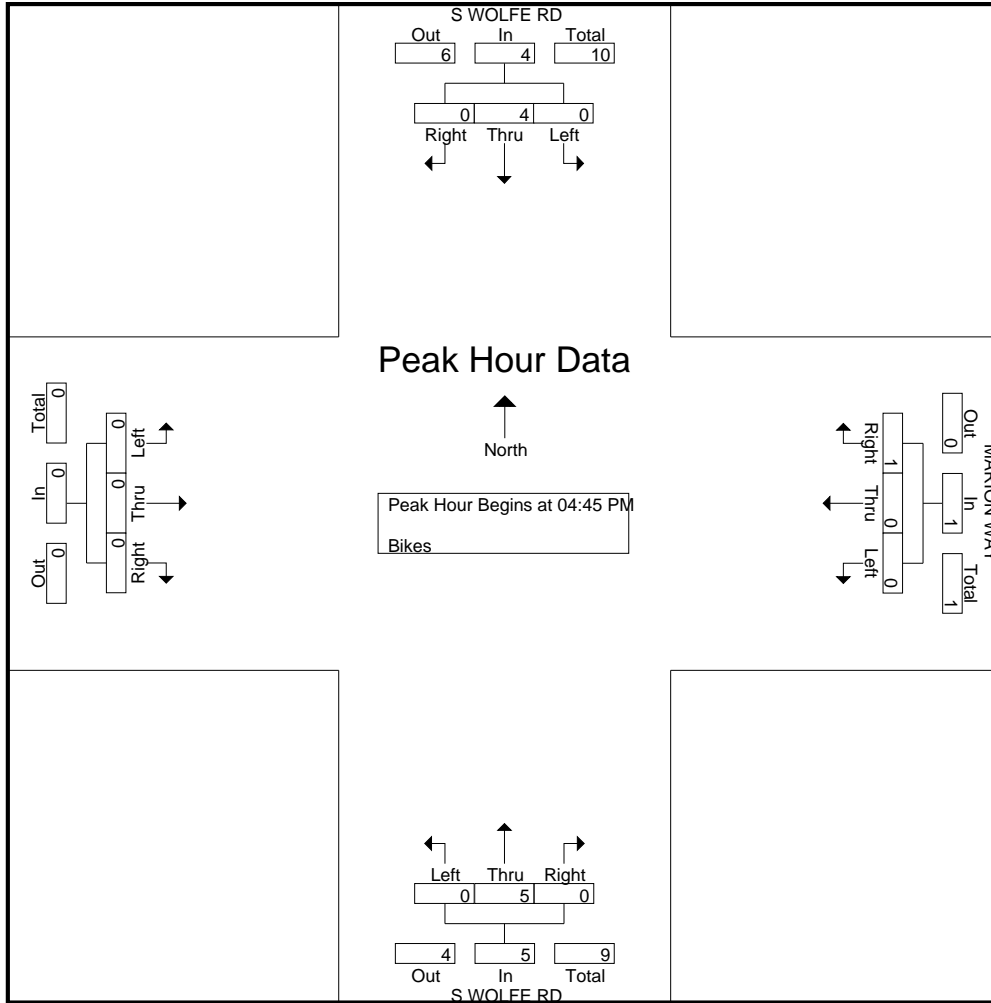
Start Time	S WOLFE RD Southbound					MARION WAY Westbound					S WOLFE RD Northbound					Eastbound					Int. Total	
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total		
04:00 PM	0	1	0	0	1	0	0	0	0	0	2	0	0	0	2	0	0	0	0	0	0	3
04:15 PM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
04:30 PM	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	0	3
<b>Total</b>	0	2	0	0	2	1	0	0	0	1	2	3	0	0	5	0	0	0	0	0	0	8
05:00 PM	0	0	0	0	0	1	0	0	0	1	0	2	0	0	2	0	0	0	0	0	0	3
05:15 PM	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
05:30 PM	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>Total</b>	0	4	0	0	4	1	0	0	0	1	0	2	0	0	2	0	0	0	0	0	0	7
06:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>Total</b>	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Grand Total	0	6	0	0	6	2	0	0	0	2	2	5	0	0	7	0	0	0	0	0	0	15
Apprch %	0	100	0	0		100	0	0	0		28.6	71.4	0	0		0	0	0	0			
Total %	0	40	0	0	40	13.3	0	0	0	13.3	13.3	33.3	0	0	46.7	0	0	0	0	0	0	

Start Time	S WOLFE RD Southbound				MARION WAY Westbound				S WOLFE RD Northbound				Eastbound				Int. Total
	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	
Peak Hour Analysis From 04:00 PM to 06:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:45 PM																	
04:45 PM	0	0	0	0	0	0	0	0	0	3	0	3	0	0	0	0	3
05:00 PM	0	0	0	0	1	0	0	1	0	2	0	2	0	0	0	0	3
05:15 PM	0	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2
05:30 PM	0	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2
Total Volume	0	4	0	4	1	0	0	1	0	5	0	5	0	0	0	0	10
% App. Total	0	100	0		100	0	0		0	100	0		0	0	0		
PHF	.000	.500	.000	.500	.250	.000	.000	.250	.000	.417	.000	.417	.000	.000	.000	.000	.833

# Traffic Data Service

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

File Name : 22PM FINAL  
 Site Code : 00000022  
 Start Date : 1/10/2018  
 Page No : 2



# Traffic Data Service

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

File Name : 23AM FINAL  
Site Code : 00000023  
Start Date : 1/10/2018  
Page No : 1

Groups Printed- Lights - Buses - Trucks

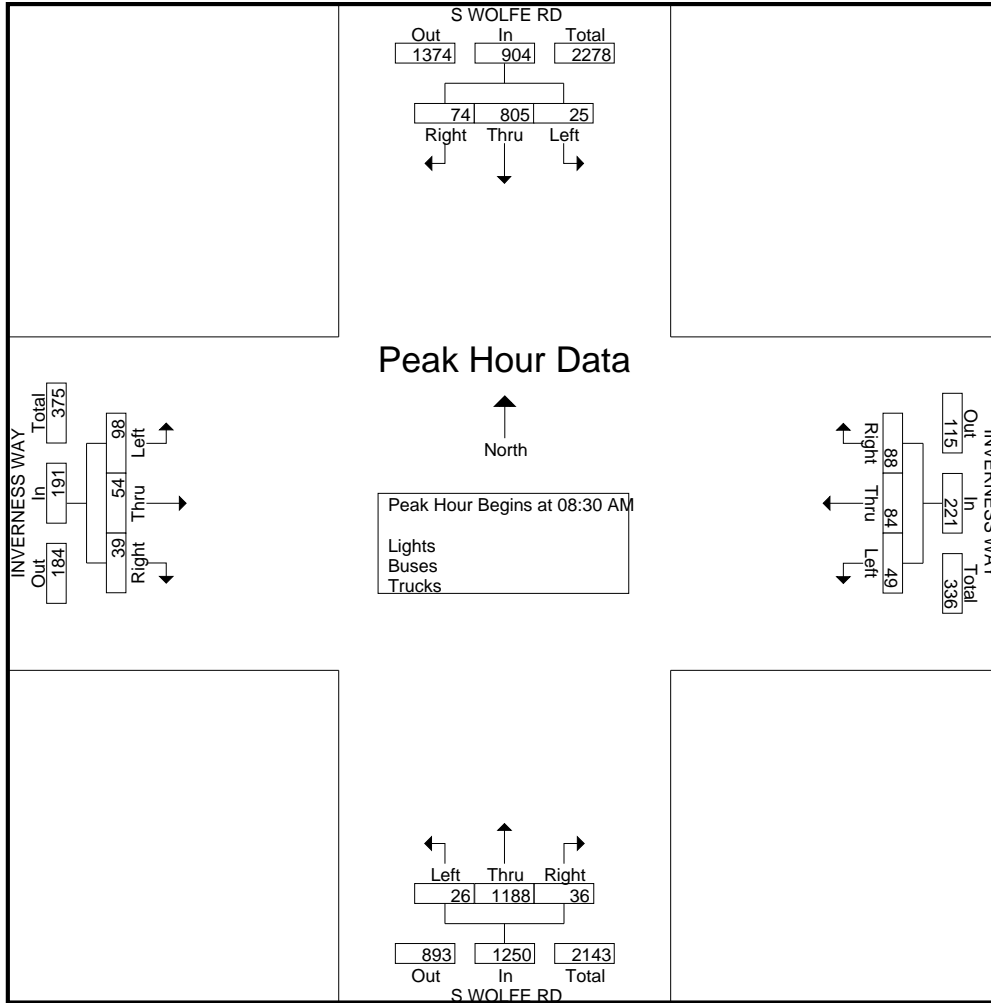
Start Time	S WOLFE RD Southbound					INVERNESS WAY Westbound					S WOLFE RD Northbound					INVERNESS WAY Eastbound					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
07:00 AM	11	117	2	0	130	6	3	9	0	18	3	86	2	1	92	3	2	5	2	12	252
07:15 AM	6	132	4	0	142	5	1	13	1	20	7	112	0	0	119	6	4	5	0	15	296
07:30 AM	7	159	2	3	171	21	16	22	1	60	8	149	2	1	160	6	9	8	1	24	415
07:45 AM	9	181	7	0	197	15	25	18	0	58	6	160	5	0	171	12	5	19	0	36	462
Total	33	589	15	3	640	47	45	62	2	156	24	507	9	2	542	27	20	37	3	87	1425
08:00 AM	16	179	5	1	201	26	11	14	0	51	10	206	3	2	221	15	7	18	2	42	515
08:15 AM	27	189	8	4	228	23	17	9	2	51	5	234	3	1	243	13	6	19	1	39	561
08:30 AM	17	213	10	0	240	26	15	7	1	49	7	246	8	2	263	11	15	34	2	62	614
08:45 AM	17	214	8	0	239	17	23	12	0	52	8	336	6	1	351	9	15	21	2	47	689
Total	77	795	31	5	908	92	66	42	3	203	30	1022	20	6	1078	48	43	92	7	190	2379
09:00 AM	25	185	4	0	214	26	30	10	0	66	10	289	6	0	305	9	14	21	0	44	629
09:15 AM	15	193	3	1	212	19	16	20	0	55	11	317	6	2	336	10	10	22	1	43	646
09:30 AM	13	179	9	2	203	22	18	9	2	51	4	273	5	1	283	3	14	29	2	48	585
09:45 AM	10	176	6	0	192	22	8	4	1	35	8	260	6	2	276	5	16	23	0	44	547
Total	63	733	22	3	821	89	72	43	3	207	33	1139	23	5	1200	27	54	95	3	179	2407
Grand Total	173	2117	68	11	2369	228	183	147	8	566	87	2668	52	13	2820	102	117	224	13	456	6211
Apprch %	7.3	89.4	2.9	0.5		40.3	32.3	26	1.4		3.1	94.6	1.8	0.5		22.4	25.7	49.1	2.9		
Total %	2.8	34.1	1.1	0.2	38.1	3.7	2.9	2.4	0.1	9.1	1.4	43	0.8	0.2	45.4	1.6	1.9	3.6	0.2	7.3	
Lights	173	2080	66	11	2330	224	180	146	8	558	86	2618	51	13	2768	100	117	224	13	454	6110
% Lights	100	98.3	97.1	100	98.4	98.2	98.4	99.3	100	98.6	98.9	98.1	98.1	100	98.2	98	100	100	100	99.6	98.4
Buses	0	16	0	0	16	2	1	1	0	4	0	22	0	0	22	2	0	0	0	2	44
% Buses	0	0.8	0	0	0.7	0.9	0.5	0.7	0	0.7	0	0.8	0	0	0.8	2	0	0	0	0.4	0.7
Trucks	0	21	2	0	23	2	2	0	0	4	1	28	1	0	30	0	0	0	0	0	57
% Trucks	0	1	2.9	0	1	0.9	1.1	0	0	0.7	1.1	1	1.9	0	1.1	0	0	0	0	0	0.9

Start Time	S WOLFE RD Southbound				INVERNESS WAY Westbound				S WOLFE RD Northbound				INVERNESS WAY Eastbound				Int. Total
	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	
Peak Hour Analysis From 07:00 AM to 09:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 08:30 AM																	
08:30 AM	17	213	10	240	26	15	7	48	7	246	8	261	11	15	34	60	609
08:45 AM	17	214	8	239	17	23	12	52	8	336	6	350	9	15	21	45	686
09:00 AM	25	185	4	214	26	30	10	66	10	289	6	305	9	14	21	44	629
09:15 AM	15	193	3	211	19	16	20	55	11	317	6	334	10	10	22	42	642
Total Volume	74	805	25	904	88	84	49	221	36	1188	26	1250	39	54	98	191	2566
% App. Total	8.2	89	2.8		39.8	38	22.2		2.9	95	2.1		20.4	28.3	51.3		
PHF	.740	.940	.625	.942	.846	.700	.613	.837	.818	.884	.813	.893	.886	.900	.721	.796	.935

# Traffic Data Service

San Jose, CA  
 (408) 622-4787  
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File Name : 23AM FINAL  
 Site Code : 00000023  
 Start Date : 1/10/2018  
 Page No : 2



# Traffic Data Service

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

File Name : 23AM FINAL  
 Site Code : 00000023  
 Start Date : 1/10/2018  
 Page No : 1

Groups Printed- Bikes

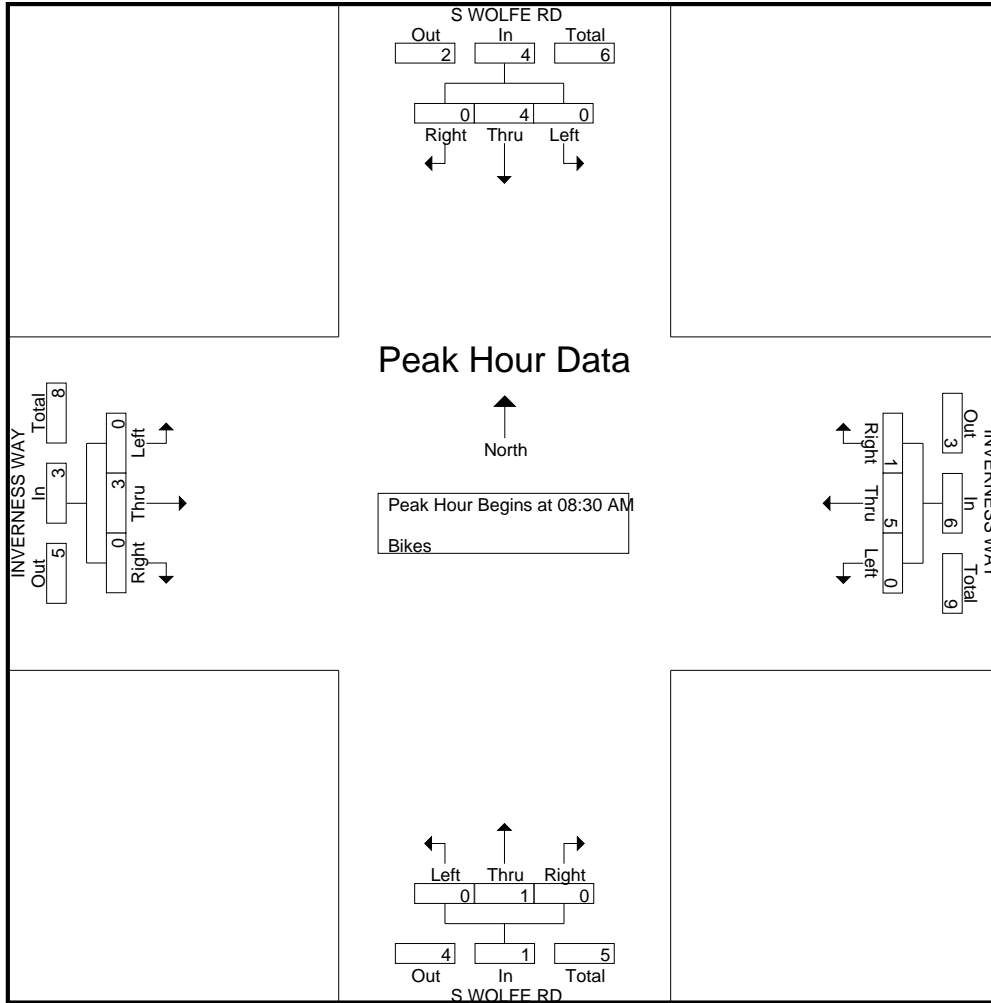
Start Time	S WOLFE RD Southbound					INVERNESS WAY Westbound					S WOLFE RD Northbound					INVERNESS WAY Eastbound					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
07:00 AM	0	0	0	0	0	0	1	0	0	1	0	1	0	0	1	0	0	0	0	0	0
07:15 AM	0	0	0	0	0	1	3	0	0	4	0	1	0	0	1	0	0	0	0	0	0
07:30 AM	0	1	0	0	1	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0
07:45 AM	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>Total</b>	0	3	0	0	3	1	6	0	0	7	0	2	0	0	2	0	0	0	0	0	0
08:00 AM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	1	0	1	2
08:15 AM	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	1	0	0	1	2
08:30 AM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	1	0	0	1	2
08:45 AM	0	2	0	0	2	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	3
<b>Total</b>	0	2	0	0	2	1	1	1	0	3	0	1	0	0	1	0	2	1	0	3	9
09:00 AM	0	1	0	0	1	0	4	0	0	4	0	0	0	0	0	0	1	0	0	1	6
09:15 AM	0	1	0	0	1	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	3
09:30 AM	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
09:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
<b>Total</b>	0	4	0	0	4	0	5	0	0	5	0	0	0	0	0	0	2	1	0	3	12
Grand Total	0	9	0	0	9	2	12	1	0	15	0	3	0	0	3	0	4	2	0	6	33
Apprch %	0	100	0	0		13.3	80	6.7	0		0	100	0	0		0	66.7	33.3	0		
Total %	0	27.3	0	0	27.3	6.1	36.4	3	0	45.5	0	9.1	0	0	9.1	0	12.1	6.1	0	18.2	

Start Time	S WOLFE RD Southbound				INVERNESS WAY Westbound				S WOLFE RD Northbound				INVERNESS WAY Eastbound				Int. Total
	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	
Peak Hour Analysis From 07:00 AM to 09:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 08:30 AM																	
08:30 AM	0	0	0	0	0	0	0	0	0	1	0	1	0	1	0	1	2
08:45 AM	0	2	0	2	1	0	0	1	0	0	0	0	0	0	0	0	3
09:00 AM	0	1	0	1	0	4	0	4	0	0	0	0	0	1	0	1	6
09:15 AM	0	1	0	1	0	1	0	1	0	0	0	0	0	1	0	1	3
Total Volume	0	4	0	4	1	5	0	6	0	1	0	1	0	3	0	3	14
% App. Total	0	100	0		16.7	83.3	0		0	100	0		0	100	0		
PHF	.000	.500	.000	.500	.250	.313	.000	.375	.000	.250	.000	.250	.000	.750	.000	.750	.583

# Traffic Data Service

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

File Name : 23AM FINAL  
 Site Code : 00000023  
 Start Date : 1/10/2018  
 Page No : 2





# Traffic Data Service

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

File Name : 23PM FINAL  
Site Code : 00000023  
Start Date : 1/10/2018  
Page No : 1

Groups Printed- Lights - Buses - Trucks

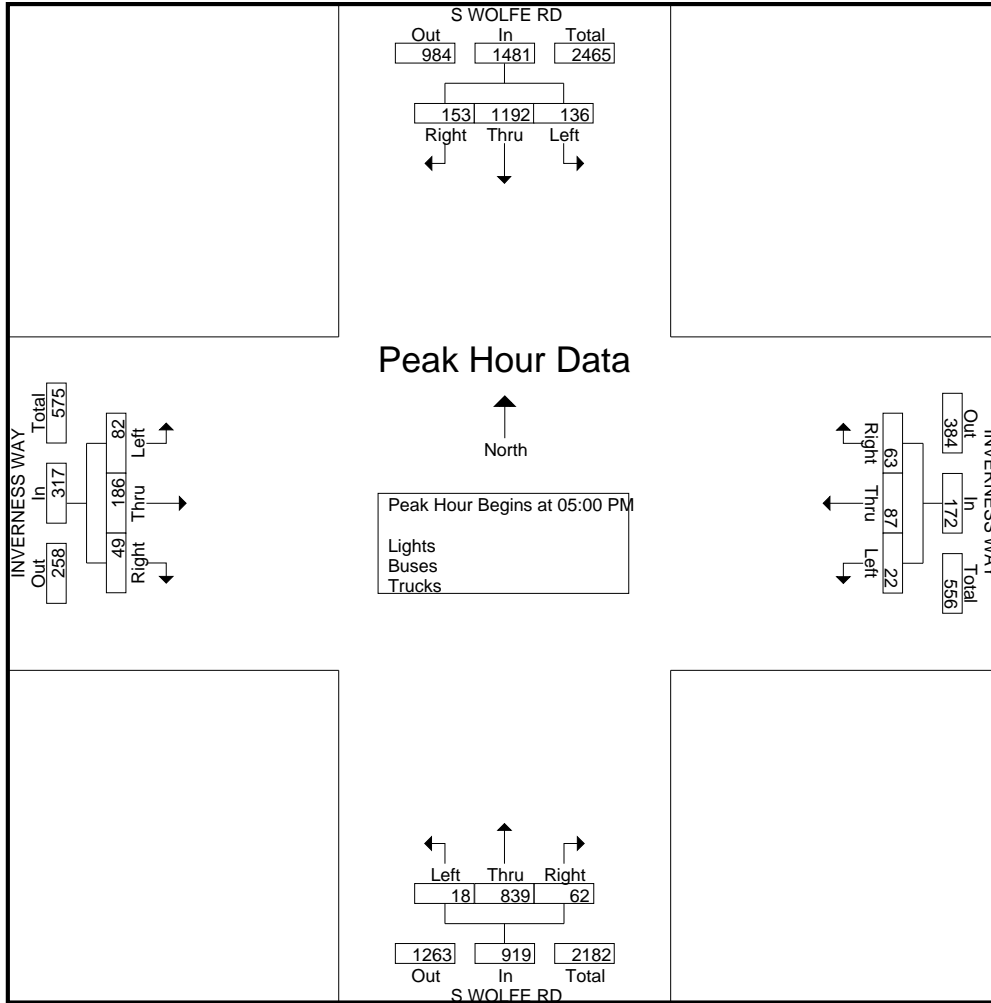
Start Time	S WOLFE RD Southbound					INVERNESS WAY Westbound					S WOLFE RD Northbound					INVERNESS WAY Eastbound					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
04:00 PM	20	263	13	2	298	7	8	6	2	23	11	169	6	1	187	10	17	8	1	36	544
04:15 PM	20	274	21	0	315	10	10	8	0	28	9	146	8	3	166	19	24	12	0	55	564
04:30 PM	24	295	16	1	336	8	11	11	1	31	15	174	6	3	198	15	24	11	1	51	616
04:45 PM	30	319	18	2	369	15	19	7	3	44	10	183	6	2	201	15	24	6	1	46	660
<b>Total</b>	94	1151	68	5	1318	40	48	32	6	126	45	672	26	9	752	59	89	37	3	188	2384
05:00 PM	33	323	28	0	384	20	19	4	1	44	11	214	3	2	230	16	39	15	1	71	729
05:15 PM	34	270	35	3	342	13	24	7	0	44	17	212	7	0	236	12	32	19	3	66	688
05:30 PM	41	314	24	0	379	15	21	4	0	40	13	187	4	1	205	10	55	22	0	87	711
05:45 PM	45	285	49	0	379	15	23	7	0	45	21	226	4	0	251	11	60	26	0	97	772
<b>Total</b>	153	1192	136	3	1484	63	87	22	1	173	62	839	18	3	922	49	186	82	4	321	2900
06:00 PM	40	273	33	0	346	12	26	5	0	43	14	202	5	1	222	13	46	19	1	79	690
06:15 PM	58	312	24	0	394	15	14	5	0	34	15	201	1	0	217	8	42	20	3	73	718
06:30 PM	40	242	25	0	307	8	10	4	0	22	13	178	11	0	202	9	40	15	2	66	597
06:45 PM	27	303	25	0	355	5	13	0	0	18	19	183	10	0	212	14	27	7	1	49	634
<b>Total</b>	165	1130	107	0	1402	40	63	14	0	117	61	764	27	1	853	44	155	61	7	267	2639
Grand Total	412	3473	311	8	4204	143	198	68	7	416	168	2275	71	13	2527	152	430	180	14	776	7923
Apprch %	9.8	82.6	7.4	0.2		34.4	47.6	16.3	1.7		6.6	90	2.8	0.5		19.6	55.4	23.2	1.8		
Total %	5.2	43.8	3.9	0.1	53.1	1.8	2.5	0.9	0.1	5.3	2.1	28.7	0.9	0.2	31.9	1.9	5.4	2.3	0.2	9.8	
Lights	411	3443	311	8	4173	142	197	68	7	414	166	2259	71	13	2509	152	427	180	14	773	7869
% Lights	99.8	99.1	100	100	99.3	99.3	99.5	100	100	99.5	98.8	99.3	100	100	99.3	100	99.3	100	100	99.6	99.3
Buses	0	14	0	0	14	0	0	0	0	0	0	7	0	0	7	0	0	0	0	0	21
% Buses	0	0.4	0	0	0.3	0	0	0	0	0	0	0.3	0	0	0.3	0	0	0	0	0	0.3
Trucks	1	16	0	0	17	1	1	0	0	2	2	9	0	0	11	0	3	0	0	3	33
% Trucks	0.2	0.5	0	0	0.4	0.7	0.5	0	0	0.5	1.2	0.4	0	0	0.4	0	0.7	0	0	0.4	0.4

Start Time	S WOLFE RD Southbound					INVERNESS WAY Westbound					S WOLFE RD Northbound					INVERNESS WAY Eastbound					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
Peak Hour Analysis From 04:00 PM to 06:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 05:00 PM																					
05:00 PM	33	<b>323</b>	28		<b>384</b>	<b>20</b>	19	4		43	11	214	3		228	<b>16</b>	39	15		70	725
05:15 PM	34	270	35		339	13	<b>24</b>	<b>7</b>		44	17	212	<b>7</b>		236	12	32	19		63	682
05:30 PM	41	314	24		379	15	21	4		40	13	187	4		204	10	55	22		87	710
05:45 PM	<b>45</b>	285	<b>49</b>		379	15	23	7		<b>45</b>	<b>21</b>	<b>226</b>	4		<b>251</b>	11	<b>60</b>	<b>26</b>		<b>97</b>	<b>772</b>
Total Volume	153	1192	136		1481	63	87	22		172	62	839	18		919	49	186	82		317	2889
% App. Total	10.3	80.5	9.2			36.6	50.6	12.8			6.7	91.3	2			15.5	58.7	25.9			
PHF	.850	.923	.694		.964	.788	.906	.786		.956	.738	.928	.643		.915	.766	.775	.788		.817	.936

# Traffic Data Service

San Jose, CA  
 (408) 622-4787  
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File Name : 23PM FINAL  
 Site Code : 00000023  
 Start Date : 1/10/2018  
 Page No : 2



# Traffic Data Service

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

File Name : 23PM FINAL  
 Site Code : 00000023  
 Start Date : 1/10/2018  
 Page No : 1

Groups Printed- Bikes

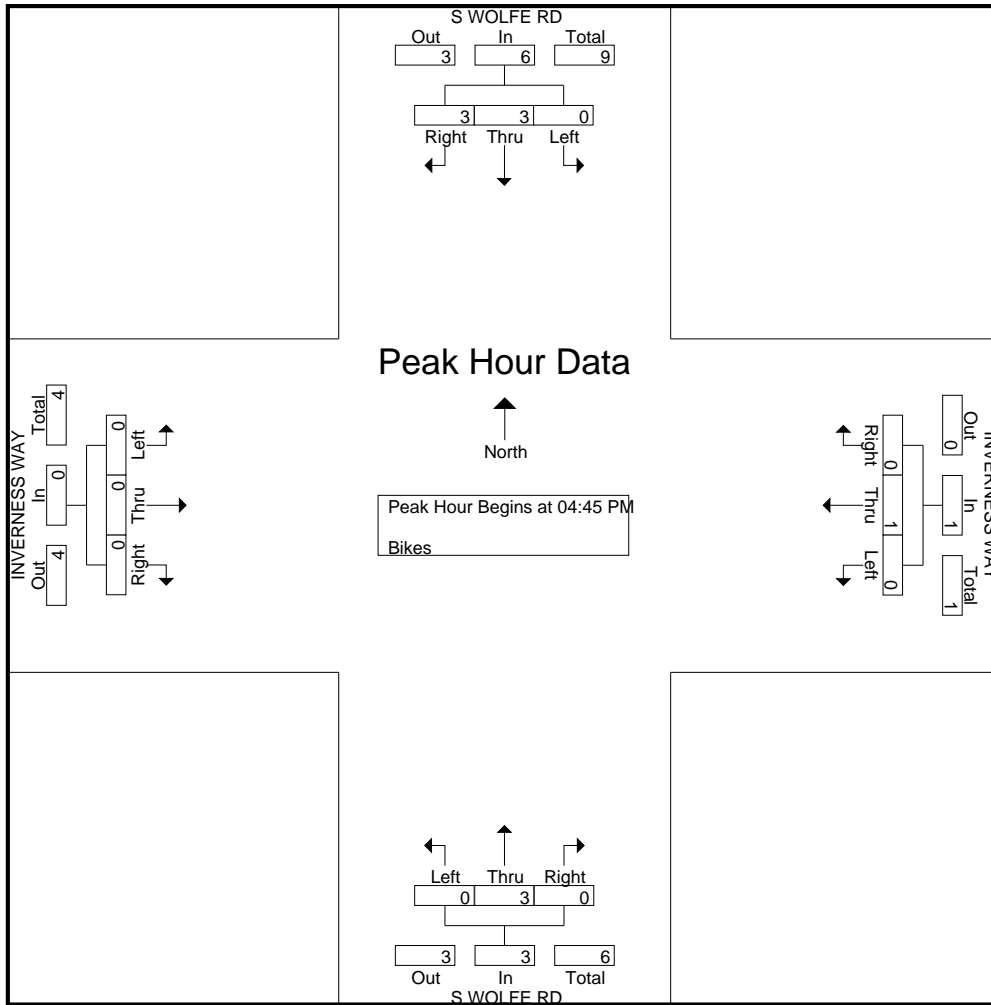
Start Time	S WOLFE RD Southbound					INVERNESS WAY Westbound					S WOLFE RD Northbound					INVERNESS WAY Eastbound					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
04:00 PM	0	0	0	0	0	2	2	0	0	4	0	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	1	0	0	1	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	2
<b>Total</b>	0	1	0	0	1	2	3	0	0	5	0	2	0	0	2	0	1	0	0	1	9
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1
05:15 PM	1	2	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
05:30 PM	2	1	0	0	3	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	4
05:45 PM	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
<b>Total</b>	4	3	0	0	7	0	1	0	0	1	0	1	0	0	1	0	0	0	0	0	9
06:00 PM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	1
06:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
06:30 PM	0	1	0	0	1	0	2	0	0	2	0	1	0	0	1	0	0	0	0	0	4
06:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
<b>Total</b>	0	1	0	0	1	0	2	0	0	2	1	1	0	0	2	0	2	0	0	2	7
Grand Total	4	5	0	0	9	2	6	0	0	8	1	4	0	0	5	0	3	0	0	3	25
Apprch %	44.4	55.6	0	0		25	75	0	0		20	80	0	0		0	100	0	0		
Total %	16	20	0	0	36	8	24	0	0	32	4	16	0	0	20	0	12	0	0	12	

Start Time	S WOLFE RD Southbound				INVERNESS WAY Westbound				S WOLFE RD Northbound				INVERNESS WAY Eastbound				Int. Total
	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	
Peak Hour Analysis From 04:00 PM to 06:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:45 PM																	
04:45 PM	0	0	0	0	0	0	0	0	0	2	0	2	0	0	0	0	2
05:00 PM	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	1
05:15 PM	1	2	0	3	0	0	0	0	0	0	0	0	0	0	0	0	3
05:30 PM	2	1	0	3	0	1	0	1	0	0	0	0	0	0	0	0	4
Total Volume	3	3	0	6	0	1	0	1	0	3	0	3	0	0	0	0	10
% App. Total	50	50	0		0	100	0		0	100	0		0	0	0		
PHF	.375	.375	.000	.500	.000	.250	.000	.250	.000	.375	.000	.375	.000	.000	.000	.000	.625

# Traffic Data Service

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

File Name : 23PM FINAL  
 Site Code : 00000023  
 Start Date : 1/10/2018  
 Page No : 2



# Traffic Data Service

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

File Name : 24AM FINAL  
Site Code : 00000024  
Start Date : 1/10/2018  
Page No : 1

Groups Printed- Lights - Buses - Trucks

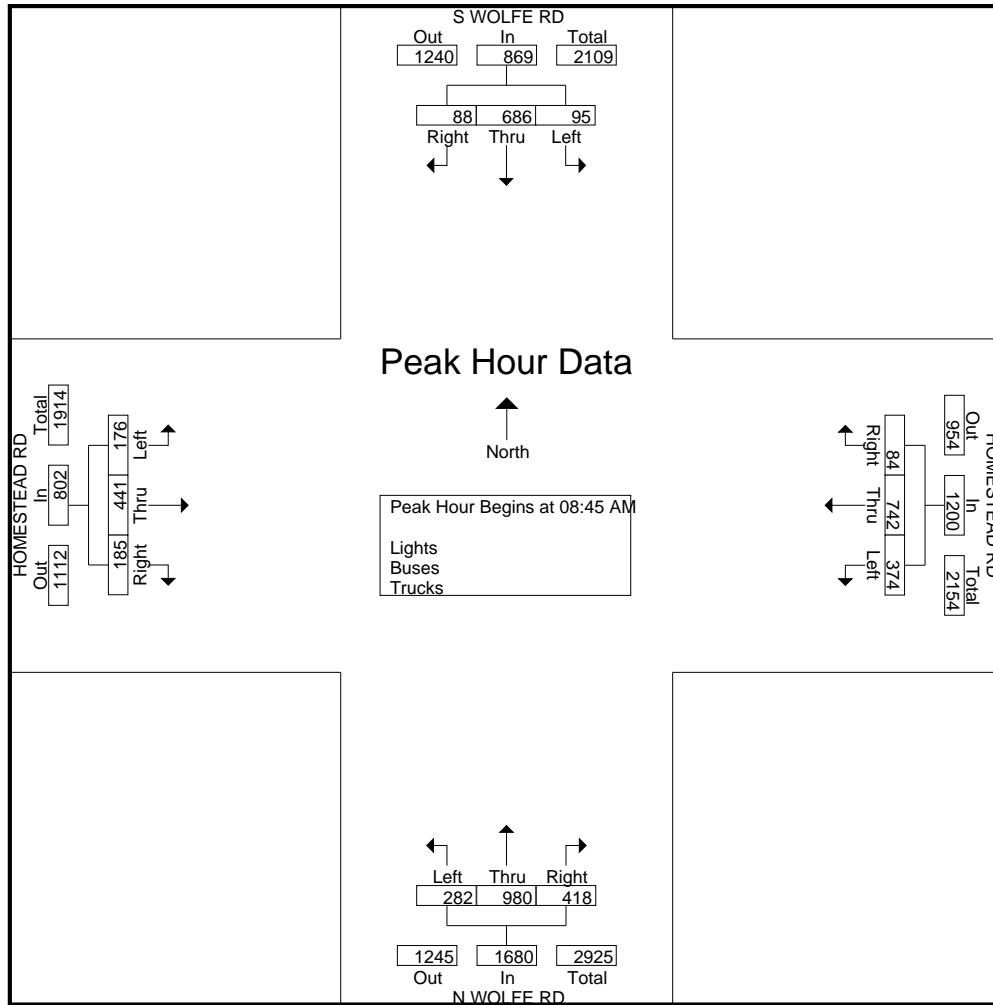
Start Time	S WOLFE RD Southbound					HOMESTEAD RD Westbound					N WOLFE RD Northbound					HOMESTEAD RD Eastbound					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
07:00 AM	6	111	5	2	124	7	72	84	0	163	48	75	35	2	160	23	46	5	1	75	522
07:15 AM	8	131	10	4	153	11	131	69	0	211	59	107	25	1	192	30	36	9	1	76	632
07:30 AM	6	152	17	0	175	14	175	108	1	298	88	122	32	1	243	42	81	16	2	141	857
07:45 AM	17	163	31	4	215	9	173	83	2	267	86	141	39	1	267	41	102	22	1	166	915
<b>Total</b>	<b>37</b>	<b>557</b>	<b>63</b>	<b>10</b>	<b>667</b>	<b>41</b>	<b>551</b>	<b>344</b>	<b>3</b>	<b>939</b>	<b>281</b>	<b>445</b>	<b>131</b>	<b>5</b>	<b>862</b>	<b>136</b>	<b>265</b>	<b>52</b>	<b>5</b>	<b>458</b>	<b>2926</b>
08:00 AM	22	176	25	0	223	16	194	84	0	294	144	188	51	4	387	35	71	17	2	125	1029
08:15 AM	20	164	25	1	210	14	172	97	0	283	120	176	47	4	347	47	101	23	0	171	1011
08:30 AM	20	174	25	1	220	19	168	66	0	253	91	206	66	0	363	47	109	38	1	195	1031
08:45 AM	22	174	25	2	223	29	206	110	1	346	122	225	80	5	432	52	94	47	3	196	1197
<b>Total</b>	<b>84</b>	<b>688</b>	<b>100</b>	<b>4</b>	<b>876</b>	<b>78</b>	<b>740</b>	<b>357</b>	<b>1</b>	<b>1176</b>	<b>477</b>	<b>795</b>	<b>244</b>	<b>13</b>	<b>1529</b>	<b>181</b>	<b>375</b>	<b>125</b>	<b>6</b>	<b>687</b>	<b>4268</b>
09:00 AM	29	180	25	3	237	22	187	94	0	303	105	282	65	3	455	39	112	36	6	193	1188
09:15 AM	17	151	22	2	192	17	201	96	2	316	90	228	81	5	404	42	121	52	3	218	1130
09:30 AM	20	181	23	8	232	16	148	74	5	243	101	245	56	7	409	52	114	41	11	218	1102
09:45 AM	11	142	22	3	178	24	158	89	4	275	121	200	55	7	383	62	102	43	2	209	1045
<b>Total</b>	<b>77</b>	<b>654</b>	<b>92</b>	<b>16</b>	<b>839</b>	<b>79</b>	<b>694</b>	<b>353</b>	<b>11</b>	<b>1137</b>	<b>417</b>	<b>955</b>	<b>257</b>	<b>22</b>	<b>1651</b>	<b>195</b>	<b>449</b>	<b>172</b>	<b>22</b>	<b>838</b>	<b>4465</b>
Grand Total	198	1899	255	30	2382	198	1985	1054	15	3252	1175	2195	632	40	4042	512	1089	349	33	1983	11659
Apprch %	8.3	79.7	10.7	1.3		6.1	61	32.4	0.5		29.1	54.3	15.6	1		25.8	54.9	17.6	1.7		
Total %	1.7	16.3	2.2	0.3	20.4	1.7	17	9	0.1	27.9	10.1	18.8	5.4	0.3	34.7	4.4	9.3	3	0.3	17	
Lights	194	1867	251	30	2342	190	1941	1026	15	3172	1073	2158	616	39	3886	488	1055	349	33	1925	11325
% Lights	98	98.3	98.4	100	98.3	96	97.8	97.3	100	97.5	91.3	98.3	97.5	97.5	96.1	95.3	96.9	100	100	97.1	97.1
Buses	1	13	4	0	18	4	5	4	0	13	65	14	9	0	88	7	17	0	0	24	143
% Buses	0.5	0.7	1.6	0	0.8	2	0.3	0.4	0	0.4	5.5	0.6	1.4	0	2.2	1.4	1.6	0	0	1.2	1.2
Trucks	3	19	0	0	22	4	39	24	0	67	37	23	7	1	68	17	17	0	0	34	191
% Trucks	1.5	1	0	0	0.9	2	2	2.3	0	2.1	3.1	1	1.1	2.5	1.7	3.3	1.6	0	0	1.7	1.6

Start Time	S WOLFE RD Southbound				HOMESTEAD RD Westbound				N WOLFE RD Northbound				HOMESTEAD RD Eastbound				Int. Total
	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	
Peak Hour Analysis From 07:00 AM to 09:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 08:45 AM																	
08:45 AM	22	174	<b>25</b>	221	<b>29</b>	<b>206</b>	<b>110</b>	<b>345</b>	<b>122</b>	225	80	427	<b>52</b>	94	47	193	<b>1186</b>
09:00 AM	<b>29</b>	180	25	<b>234</b>	22	187	94	303	105	<b>282</b>	65	<b>452</b>	39	112	36	187	1176
09:15 AM	17	151	22	190	17	201	96	314	90	228	<b>81</b>	399	42	<b>121</b>	<b>52</b>	<b>215</b>	1118
09:30 AM	20	<b>181</b>	23	224	16	148	74	238	101	245	56	402	52	114	41	207	1071
Total Volume	88	686	95	869	84	742	374	1200	418	980	282	1680	185	441	176	802	4551
% App. Total	10.1	78.9	10.9		7	61.8	31.2		24.9	58.3	16.8		23.1	55	21.9		
PHF	.759	.948	.950	.928	.724	.900	.850	.870	.857	.869	.870	.929	.889	.911	.846	.933	.959

# Traffic Data Service

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

File Name : 24AM FINAL  
 Site Code : 00000024  
 Start Date : 1/10/2018  
 Page No : 2



# Traffic Data Service

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

File Name : 24AM FINAL  
 Site Code : 00000024  
 Start Date : 1/10/2018  
 Page No : 1

Groups Printed- Bikes

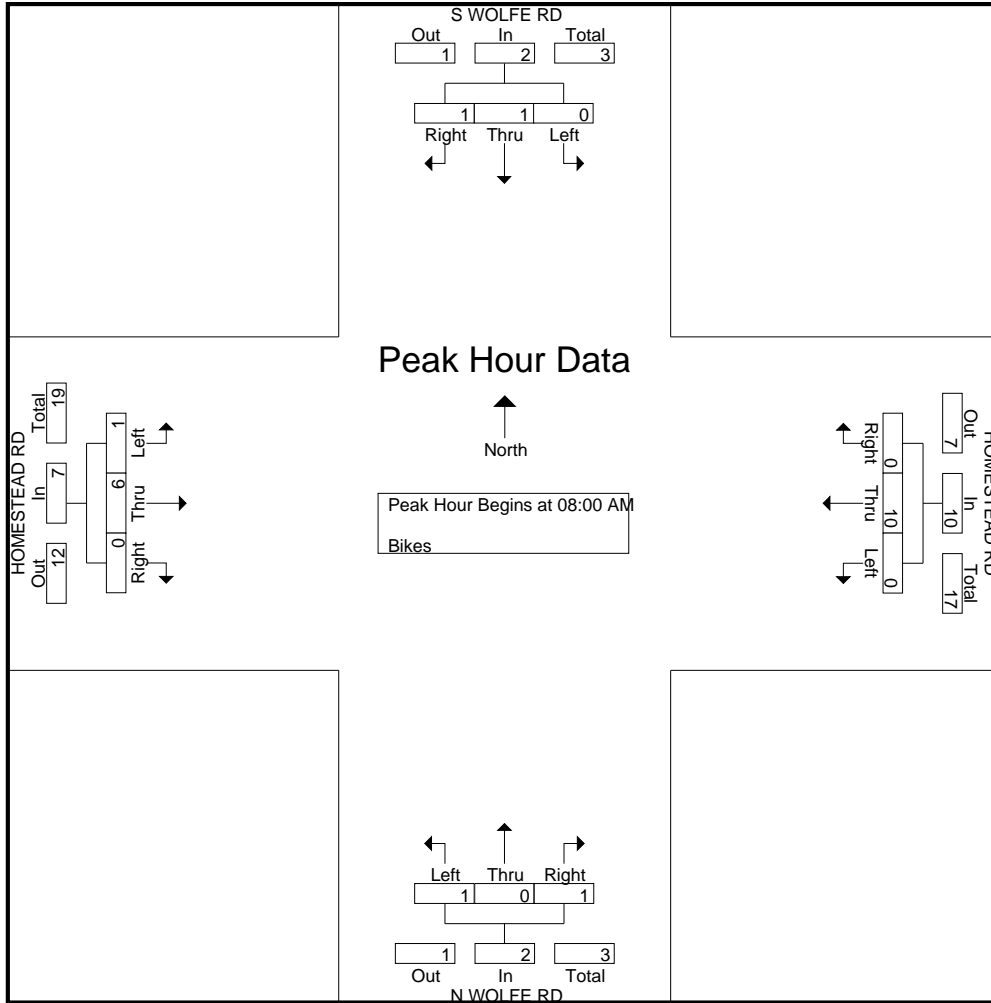
Start Time	S WOLFE RD Southbound					HOMESTEAD RD Westbound					N WOLFE RD Northbound					HOMESTEAD RD Eastbound					Int. Total	
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total		
07:00 AM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	2
07:15 AM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	1	0	0	0	1	2
07:30 AM	0	1	0	0	1	0	0	0	0	0	0	0	1	0	1	0	2	0	0	0	2	4
07:45 AM	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	2	3
<b>Total</b>	<b>1</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>11</b>	
08:00 AM	1	0	0	0	1	0	3	0	0	3	0	0	0	0	0	0	0	0	0	0	0	4
08:15 AM	0	1	0	0	1	0	1	0	0	1	1	0	1	0	2	0	0	1	0	0	1	5
08:30 AM	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	4	0	0	0	4	6
08:45 AM	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	0	2	0	0	0	2	6
<b>Total</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>10</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>1</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>6</b>	<b>1</b>	<b>0</b>	<b>7</b>	<b>21</b>	
09:00 AM	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	1	0	0	0	1	3
09:15 AM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	2	0	0	0	2	3
09:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	2	2
09:45 AM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	1	0	0	0	1	2
<b>Total</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>1</b>	<b>0</b>	<b>6</b>	<b>10</b>	
Grand Total	2	3	0	0	5	0	14	0	0	14	2	0	2	0	4	0	17	2	0	19	42	
Apprch %	40	60	0	0		0	100	0	0		50	0	50	0		0	89.5	10.5	0			
Total %	4.8	7.1	0	0	11.9	0	33.3	0	0	33.3	4.8	0	4.8	0	9.5	0	40.5	4.8	0	45.2		

Start Time	S WOLFE RD Southbound				HOMESTEAD RD Westbound				N WOLFE RD Northbound				HOMESTEAD RD Eastbound				Int. Total
	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	
Peak Hour Analysis From 07:00 AM to 09:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 08:00 AM																	
08:00 AM	1	0	0	1	0	3	0	3	0	0	0	0	0	0	0	0	4
08:15 AM	0	1	0	1	0	1	0	1	1	0	1	2	0	0	1	1	5
08:30 AM	0	0	0	0	0	2	0	2	0	0	0	0	0	4	0	4	6
08:45 AM	0	0	0	0	0	4	0	4	0	0	0	0	0	2	0	2	6
Total Volume	1	1	0	2	0	10	0	10	1	0	1	2	0	6	1	7	21
% App. Total	50	50	0		0	100	0		50	0	50		0	85.7	14.3		
PHF	.250	.250	.000	.500	.000	.625	.000	.625	.250	.000	.250	.250	.000	.375	.250	.438	.875

# Traffic Data Service

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

File Name : 24AM FINAL  
 Site Code : 00000024  
 Start Date : 1/10/2018  
 Page No : 2





# Traffic Data Service

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

File Name : 24PM FINAL  
Site Code : 00000024  
Start Date : 1/10/2018  
Page No : 1

Groups Printed- Lights - Buses - Trucks

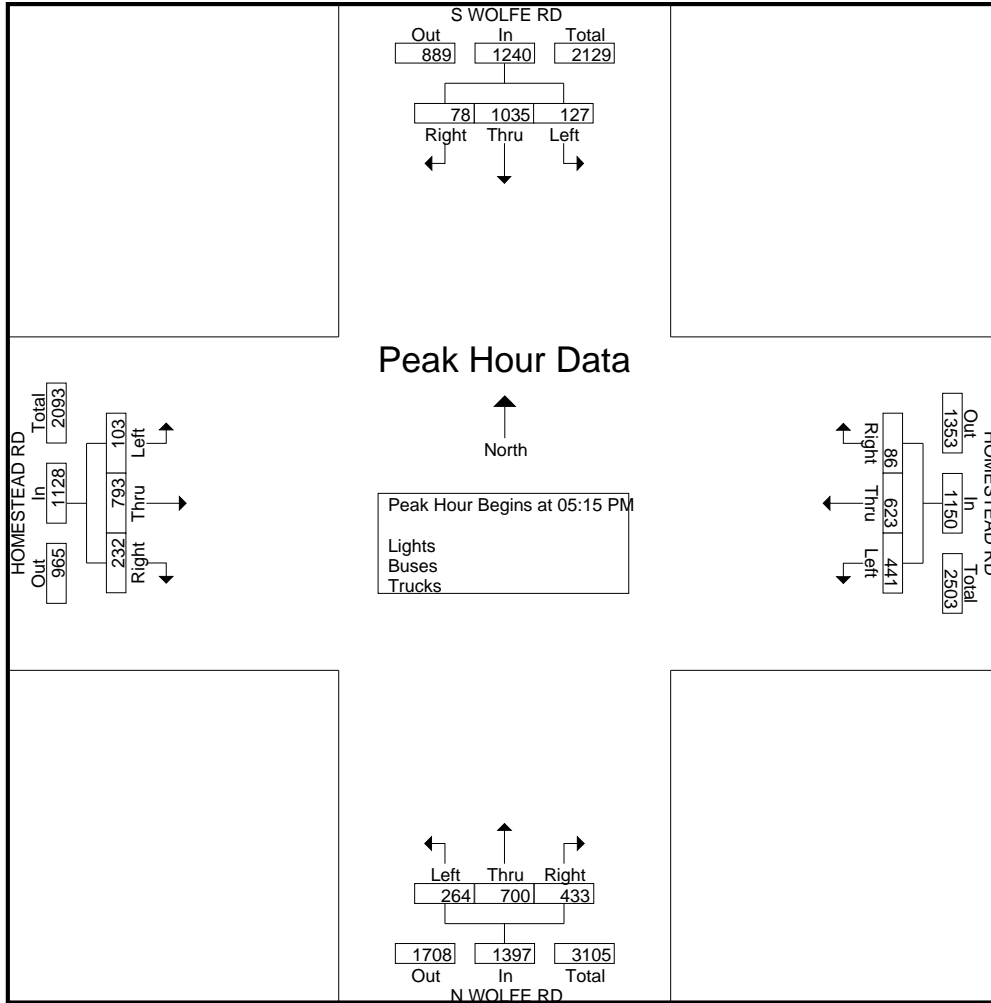
Start Time	S WOLFE RD Southbound					HOMESTEAD RD Westbound					N WOLFE RD Northbound					HOMESTEAD RD Eastbound					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
04:00 PM	18	227	23	2	270	26	96	76	1	199	97	130	56	4	287	45	163	29	2	239	995
04:15 PM	20	235	31	2	288	25	127	88	0	240	77	111	42	5	235	47	200	25	5	277	1040
04:30 PM	20	233	33	2	288	39	137	102	1	279	83	124	38	6	251	44	204	28	2	278	1096
04:45 PM	24	263	48	4	339	20	124	91	2	237	81	144	50	3	278	44	173	34	5	256	1110
Total	82	958	135	10	1185	110	484	357	4	955	338	509	186	18	1051	180	740	116	14	1050	4241
05:00 PM	23	251	37	5	316	25	146	116	1	288	89	152	49	2	292	57	156	40	2	255	1151
05:15 PM	19	277	29	3	328	20	148	117	3	288	107	199	60	5	371	64	185	30	5	284	1271
05:30 PM	9	274	39	2	324	22	157	105	0	284	74	153	59	18	304	68	199	16	3	286	1198
05:45 PM	17	220	32	2	271	25	184	102	0	311	103	181	85	3	372	48	228	22	3	301	1255
Total	68	1022	137	12	1239	92	635	440	4	1171	373	685	253	28	1339	237	768	108	13	1126	4875
06:00 PM	33	264	27	0	324	19	134	117	2	272	149	167	60	2	378	52	181	35	0	268	1242
06:15 PM	30	267	41	1	339	24	150	84	0	258	123	173	57	5	358	51	199	22	1	273	1228
06:30 PM	26	207	35	5	273	30	127	99	0	256	110	144	65	7	326	37	178	25	5	245	1100
06:45 PM	26	249	37	2	314	19	126	90	0	235	134	138	44	2	318	54	128	34	4	220	1087
Total	115	987	140	8	1250	92	537	390	2	1021	516	622	226	16	1380	194	686	116	10	1006	4657
Grand Total	265	2967	412	30	3674	294	1656	1187	10	3147	1227	1816	665	62	3770	611	2194	340	37	3182	13773
Apprch %	7.2	80.8	11.2	0.8		9.3	52.6	37.7	0.3		32.5	48.2	17.6	1.6		19.2	69	10.7	1.2		
Total %	1.9	21.5	3	0.2	26.7	2.1	12	8.6	0.1	22.8	8.9	13.2	4.8	0.5	27.4	4.4	15.9	2.5	0.3	23.1	
Lights	265	2940	408	30	3643	290	1644	1170	10	3114	1153	1801	654	62	3670	600	2156	339	37	3132	13559
% Lights	100	99.1	99	100	99.2	98.6	99.3	98.6	100	99	94	99.2	98.3	100	97.3	98.2	98.3	99.7	100	98.4	98.4
Buses	0	16	2	0	18	0	6	12	0	18	68	9	7	0	84	5	30	0	0	35	155
% Buses	0	0.5	0.5	0	0.5	0	0.4	1	0	0.6	5.5	0.5	1.1	0	2.2	0.8	1.4	0	0	1.1	1.1
Trucks	0	11	2	0	13	4	6	5	0	15	6	6	4	0	16	6	8	1	0	15	59
% Trucks	0	0.4	0.5	0	0.4	1.4	0.4	0.4	0	0.5	0.5	0.3	0.6	0	0.4	1	0.4	0.3	0	0.5	0.4

Start Time	S WOLFE RD Southbound				HOMESTEAD RD Westbound				N WOLFE RD Northbound				HOMESTEAD RD Eastbound				Int. Total
	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	
Peak Hour Analysis From 04:00 PM to 06:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 05:15 PM																	
05:15 PM	19	<b>277</b>	29	<b>325</b>	20	148	<b>117</b>	285	107	<b>199</b>	60	366	64	185	30	279	<b>1255</b>
05:30 PM	9	274	<b>39</b>	322	22	157	105	284	74	153	59	286	<b>68</b>	199	16	283	1175
05:45 PM	17	220	32	269	<b>25</b>	<b>184</b>	102	<b>311</b>	103	181	<b>85</b>	369	48	<b>228</b>	22	<b>298</b>	1247
06:00 PM	<b>33</b>	264	27	324	19	134	117	270	<b>149</b>	167	60	<b>376</b>	52	181	<b>35</b>	268	1238
Total Volume	78	1035	127	1240	86	623	441	1150	433	700	264	1397	232	793	103	1128	4915
% App. Total	6.3	83.5	10.2		7.5	54.2	38.3		31	50.1	18.9		20.6	70.3	9.1		
PHF	.591	.934	.814	.954	.860	.846	.942	.924	.727	.879	.776	.929	.853	.870	.736	.946	.979

# Traffic Data Service

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

File Name : 24PM FINAL  
 Site Code : 00000024  
 Start Date : 1/10/2018  
 Page No : 2



# Traffic Data Service

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

File Name : 24PM FINAL  
 Site Code : 00000024  
 Start Date : 1/10/2018  
 Page No : 1

Groups Printed- Bikes

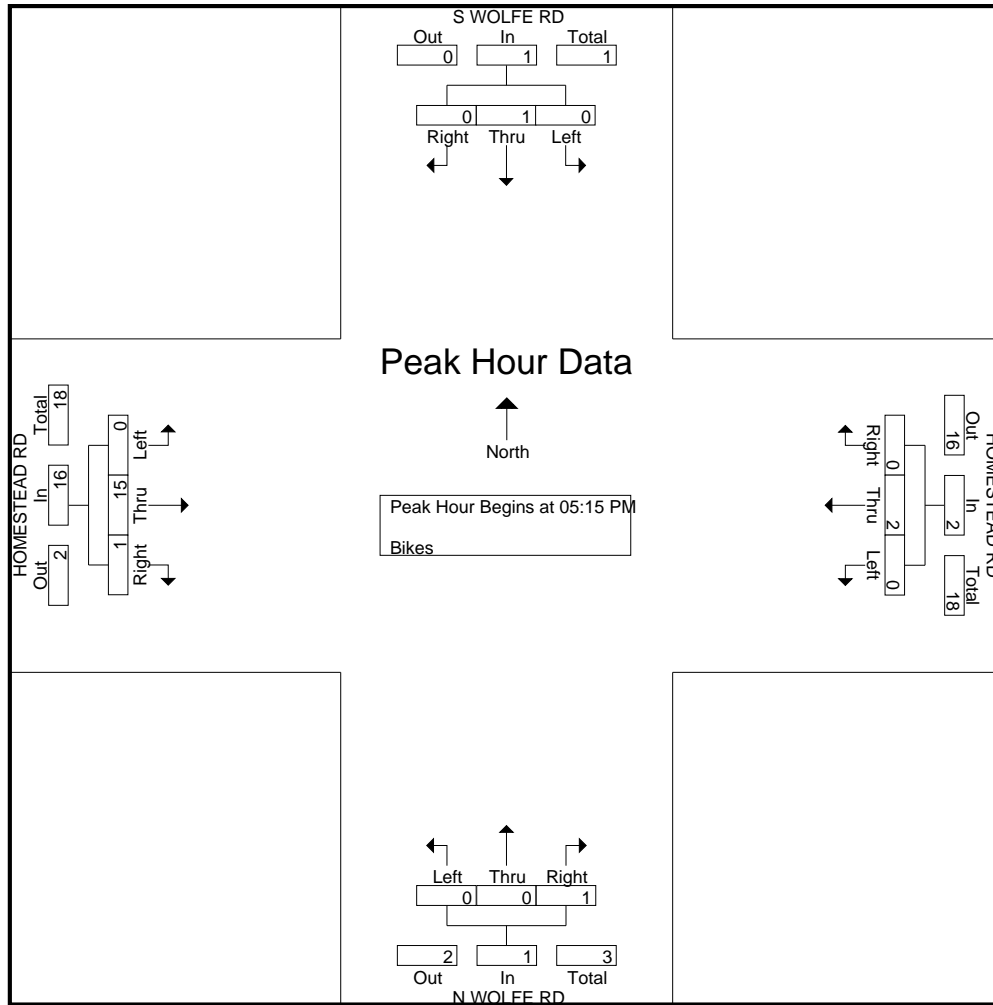
Start Time	S WOLFE RD Southbound					HOMESTEAD RD Westbound					N WOLFE RD Northbound					HOMESTEAD RD Eastbound					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
04:00 PM	0	1	0	0	1	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	0	0	0	0	0	1	1	0	2	1	0	0	0	1	0	2	0	0	2	5
04:30 PM	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	2	0	0	2	4
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	1	0	0	1	2
Total	0	1	0	0	1	0	3	2	0	5	1	1	0	0	2	0	5	0	0	5	13
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	1	1	0	2	3
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	3	3
05:30 PM	0	1	0	0	1	0	1	0	0	1	0	0	0	0	0	0	5	0	0	5	7
05:45 PM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	2	0	0	2	3
Total	0	1	0	0	1	0	1	0	0	1	1	0	1	0	2	0	11	1	0	12	16
06:00 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1	5	0	0	6	7
06:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:30 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	3	0	0	3	4
06:45 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1
Total	0	0	0	0	0	0	2	0	0	2	0	1	0	0	1	1	8	0	0	9	12
Grand Total	0	2	0	0	2	0	6	2	0	8	2	2	1	0	5	1	24	1	0	26	41
Apprch %	0	100	0	0		0	75	25	0		40	40	20	0		3.8	92.3	3.8	0		
Total %	0	4.9	0	0	4.9	0	14.6	4.9	0	19.5	4.9	4.9	2.4	0	12.2	2.4	58.5	2.4	0	63.4	

Start Time	S WOLFE RD Southbound				HOMESTEAD RD Westbound				N WOLFE RD Northbound				HOMESTEAD RD Eastbound				Int. Total
	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	
Peak Hour Analysis From 04:00 PM to 06:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 05:15 PM																	
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	3	3
05:30 PM	0	1	0	1	0	1	0	1	0	0	0	0	0	5	0	5	7
05:45 PM	0	0	0	0	0	0	0	0	1	0	0	1	0	2	0	2	3
06:00 PM	0	0	0	0	0	1	0	1	0	0	0	0	1	5	0	6	7
Total Volume	0	1	0	1	0	2	0	2	1	0	0	1	1	15	0	16	20
% App. Total	0	100	0		0	100	0		100	0	0		6.2	93.8	0		
PHF	.000	.250	.000	.250	.000	.500	.000	.500	.250	.000	.000	.250	.250	.750	.000	.667	.714

# Traffic Data Service

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

File Name : 24PM FINAL  
 Site Code : 00000024  
 Start Date : 1/10/2018  
 Page No : 2



# Traffic Data Service

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

File Name : 25AM FINAL  
 Site Code : 00000025  
 Start Date : 1/10/2018  
 Page No : 1

Groups Printed- Lights - Buses - Trucks

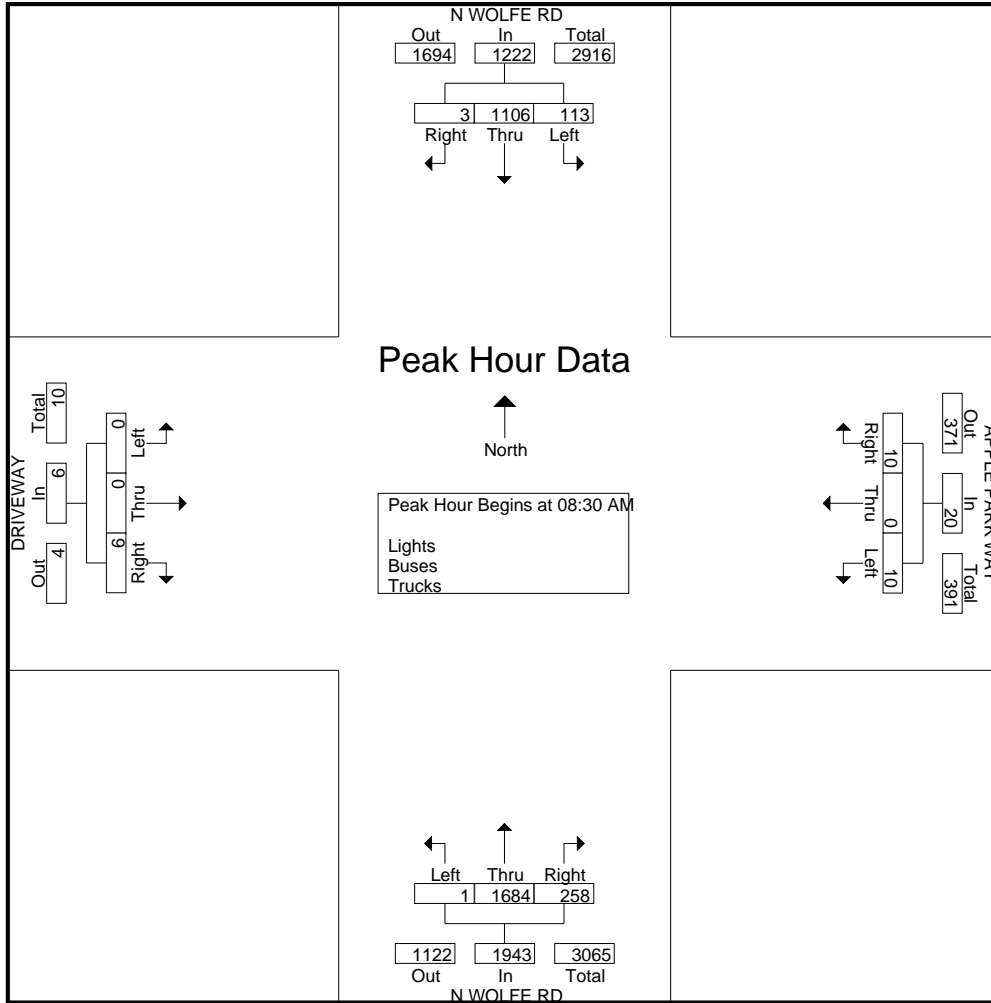
Start Time	N WOLFE RD Southbound					APPLE PARK WAY Westbound					N WOLFE RD Northbound					DRIVEWAY Eastbound					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
07:00 AM	1	213	13	1	228	1	0	1	1	3	15	161	0	0	176	1	0	0	0	1	408
07:15 AM	0	214	3	1	218	1	0	1	3	5	22	183	0	0	205	1	0	0	0	1	429
07:30 AM	0	293	13	0	306	2	0	2	2	6	23	240	0	0	263	0	0	0	0	0	575
07:45 AM	0	249	26	3	278	0	0	2	1	3	49	260	0	0	309	0	0	0	0	0	590
Total	1	969	55	5	1030	4	0	6	7	17	109	844	0	0	953	2	0	0	0	2	2002
08:00 AM	1	280	20	2	303	2	0	1	3	6	41	369	1	0	411	1	0	0	0	1	721
08:15 AM	1	297	40	0	338	1	0	1	5	7	66	370	0	0	436	1	0	0	0	1	782
08:30 AM	1	238	27	0	266	3	0	2	6	11	76	401	1	0	478	1	0	0	0	1	756
08:45 AM	1	326	39	1	367	3	0	0	7	10	71	426	0	0	497	2	0	0	0	2	876
Total	4	1141	126	3	1274	9	0	4	21	34	254	1566	2	0	1822	5	0	0	0	5	3135
09:00 AM	1	252	25	2	280	2	0	5	5	12	57	447	0	0	504	2	0	0	0	2	798
09:15 AM	0	290	22	3	315	2	0	3	1	6	54	410	0	0	464	1	0	0	0	1	786
09:30 AM	1	272	8	3	284	5	0	6	5	16	61	349	0	0	410	0	0	0	0	0	710
09:45 AM	0	279	8	0	287	3	0	3	2	8	46	385	0	0	431	0	0	0	0	0	726
Total	2	1093	63	8	1166	12	0	17	13	42	218	1591	0	0	1809	3	0	0	0	3	3020
Grand Total	7	3203	244	16	3470	25	0	27	41	93	581	4001	2	0	4584	10	0	0	0	10	8157
Apprch %	0.2	92.3	7	0.5		26.9	0	29	44.1		12.7	87.3	0	0		100	0	0	0		
Total %	0.1	39.3	3	0.2	42.5	0.3	0	0.3	0.5	1.1	7.1	49	0	0	56.2	0.1	0	0	0	0.1	
Lights	5	3128	242	15	3390	24	0	27	41	92	578	3837	2	0	4417	9	0	0	0	9	7908
% Lights	71.4	97.7	99.2	93.8	97.7	96	0	100	100	98.9	99.5	95.9	100	0	96.4	90	0	0	0	90	96.9
Buses	0	22	1	0	23	0	0	0	0	0	1	99	0	0	100	0	0	0	0	0	123
% Buses	0	0.7	0.4	0	0.7	0	0	0	0	0	0.2	2.5	0	0	2.2	0	0	0	0	0	1.5
Trucks	2	53	1	1	57	1	0	0	0	1	2	65	0	0	67	1	0	0	0	1	126
% Trucks	28.6	1.7	0.4	6.2	1.6	4	0	0	0	1.1	0.3	1.6	0	0	1.5	10	0	0	0	10	1.5

Start Time	N WOLFE RD Southbound					APPLE PARK WAY Westbound					N WOLFE RD Northbound					DRIVEWAY Eastbound					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
Peak Hour Analysis From 07:00 AM to 09:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 08:30 AM																					
08:30 AM	1	238	27		266	3	0	2		5	76	401	1		478	1	0	0		1	750
08:45 AM	1	326	39		366	3	0	0		3	71	426	0		497	2	0	0		2	868
09:00 AM	1	252	25		278	2	0	5		7	57	447	0		504	2	0	0		2	791
09:15 AM	0	290	22		312	2	0	3		5	54	410	0		464	1	0	0		1	782
Total Volume	3	1106	113		1222	10	0	10		20	258	1684	1		1943	6	0	0		6	3191
% App. Total	0.2	90.5	9.2			50	0	50			13.3	86.7	0.1			100	0	0			
PHF	.750	.848	.724		.835	.833	.000	.500		.714	.849	.942	.250		.964	.750	.000	.000		.750	.919

# Traffic Data Service

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

File Name : 25AM FINAL  
 Site Code : 00000025  
 Start Date : 1/10/2018  
 Page No : 2



# Traffic Data Service

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

File Name : 25AM FINAL  
 Site Code : 00000025  
 Start Date : 1/10/2018  
 Page No : 1

Groups Printed- Bikes

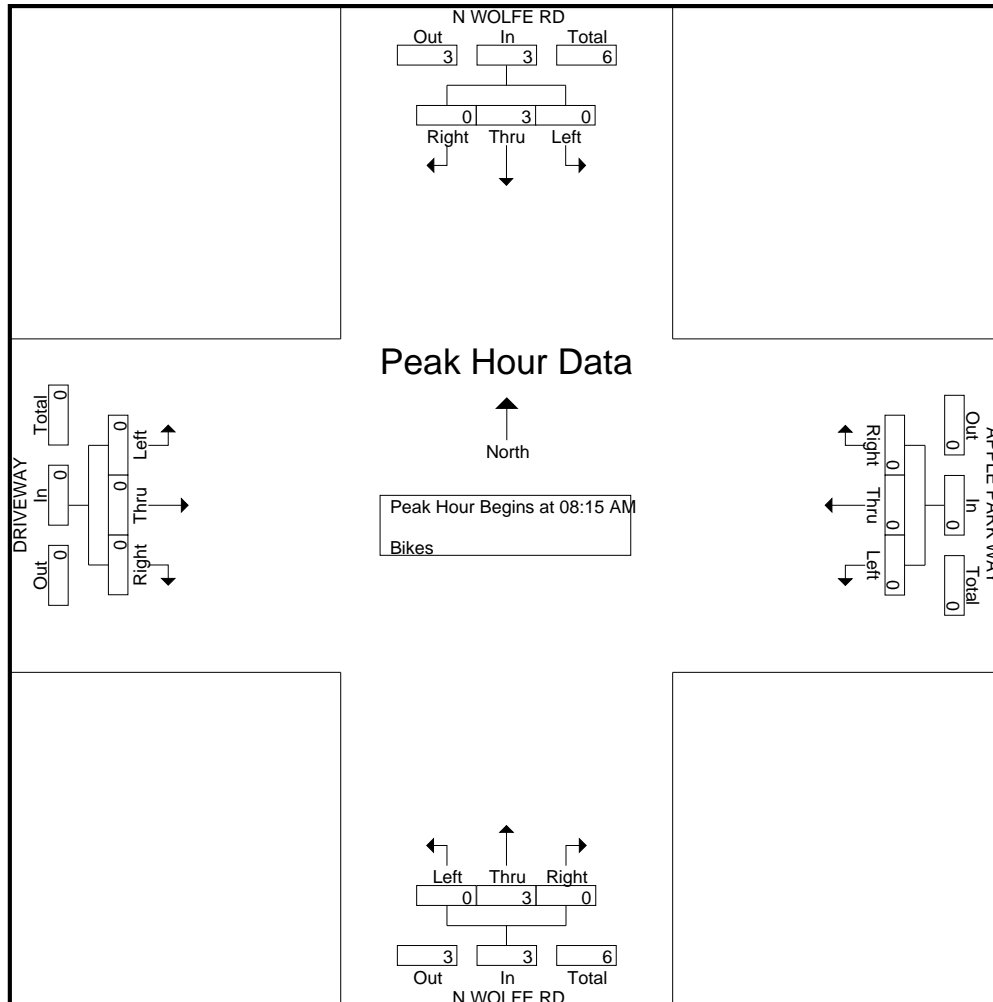
Start Time	N WOLFE RD Southbound					APPLE PARK WAY Westbound					N WOLFE RD Northbound					DRIVEWAY Eastbound					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15 AM	0	0	0	0	0	0	0	0	0	0	1	1	0	0	2	0	0	0	0	0	2
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	1	2	0	0	3	0	0	0	0	0	3
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15 AM	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	2
08:30 AM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1
08:45 AM	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	2
Total	0	2	0	0	2	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	5
09:00 AM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
09:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Grand Total	0	3	0	0	3	0	0	0	0	0	1	5	0	0	6	0	0	0	0	0	9
Apprch %	0	100	0	0		0	0	0	0		16.7	83.3	0	0		0	0	0	0		
Total %	0	33.3	0	0	33.3	0	0	0	0	0	11.1	55.6	0	0	66.7	0	0	0	0	0	

Start Time	N WOLFE RD Southbound				APPLE PARK WAY Westbound				N WOLFE RD Northbound				DRIVEWAY Eastbound				Int. Total
	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	
Peak Hour Analysis From 07:00 AM to 09:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 08:15 AM																	
08:15 AM	0	1	0	1	0	0	0	0	0	1	0	1	0	0	0	0	2
08:30 AM	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	1
08:45 AM	0	1	0	1	0	0	0	0	0	1	0	1	0	0	0	0	2
09:00 AM	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
Total Volume	0	3	0	3	0	0	0	0	0	3	0	3	0	0	0	0	6
% App. Total	0	100	0		0	0	0		0	100	0		0	0	0		
PHF	.000	.750	.000	.750	.000	.000	.000	.000	.000	.750	.000	.750	.000	.000	.000	.000	.750

# Traffic Data Service

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

File Name : 25AM FINAL  
Site Code : 00000025  
Start Date : 1/10/2018  
Page No : 2





# Traffic Data Service

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

File Name : 25PM FINAL  
Site Code : 00000025  
Start Date : 1/10/2018  
Page No : 1

Groups Printed- Lights - Buses - Trucks

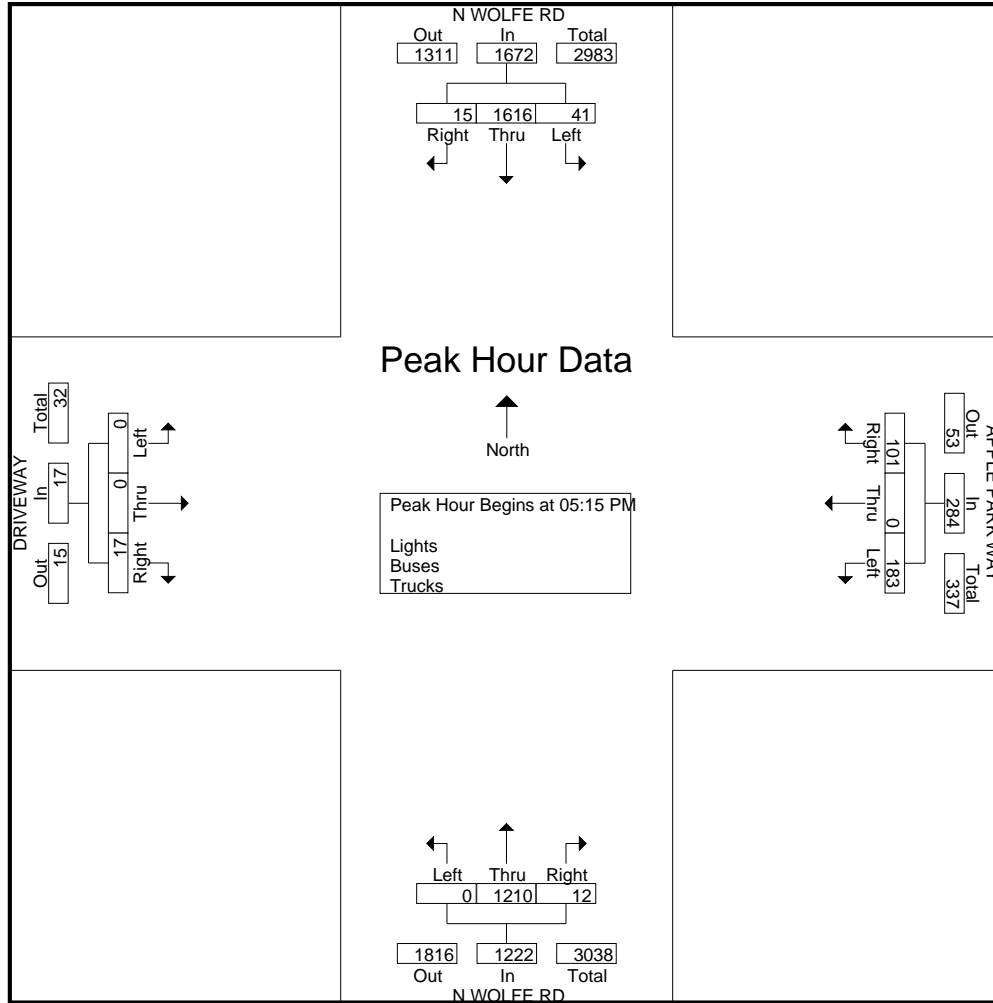
Start Time	N WOLFE RD Southbound					APPLE PARK WAY Westbound					N WOLFE RD Northbound					DRIVEWAY Eastbound					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
04:00 PM	5	345	8	2	360	10	0	30	1	41	5	263	0	0	268	5	0	0	0	5	674
04:15 PM	2	386	8	2	398	4	0	19	3	26	7	204	0	0	211	4	0	0	0	4	639
04:30 PM	4	363	6	2	375	10	0	30	1	41	4	214	0	0	218	7	0	0	0	7	641
04:45 PM	3	372	13	0	388	8	0	19	1	28	5	258	0	0	263	2	0	0	0	2	681
Total	14	1466	35	6	1521	32	0	98	6	136	21	939	0	0	960	18	0	0	0	18	2635
05:00 PM	0	425	10	1	436	19	0	37	1	57	1	273	0	0	274	3	0	0	0	3	770
05:15 PM	4	435	10	0	449	24	0	52	0	76	3	318	0	0	321	4	0	0	0	4	850
05:30 PM	2	435	6	1	444	22	0	41	8	71	1	260	0	0	261	2	0	0	0	2	778
05:45 PM	6	379	13	2	400	21	0	40	3	64	3	321	0	0	324	4	0	0	0	4	792
Total	12	1674	39	4	1729	86	0	170	12	268	8	1172	0	0	1180	13	0	0	0	13	3190
06:00 PM	3	367	12	3	385	34	0	50	5	89	5	311	0	0	316	7	0	0	0	7	797
06:15 PM	2	406	3	1	412	18	0	45	0	63	3	347	0	0	350	8	0	0	0	8	833
06:30 PM	4	327	8	1	340	15	0	61	1	77	1	273	0	0	274	0	0	0	0	0	691
06:45 PM	5	389	3	0	397	13	0	38	0	51	2	308	0	0	310	4	0	0	0	4	762
Total	14	1489	26	5	1534	80	0	194	6	280	11	1239	0	0	1250	19	0	0	0	19	3083
Grand Total	40	4629	100	15	4784	198	0	462	24	684	40	3350	0	0	3390	50	0	0	0	50	8908
Apprch %	0.8	96.8	2.1	0.3		28.9	0	67.5	3.5		1.2	98.8	0	0		100	0	0	0		
Total %	0.4	52	1.1	0.2	53.7	2.2	0	5.2	0.3	7.7	0.4	37.6	0	0	38.1	0.6	0	0	0	0.6	
Lights	39	4580	100	15	4734	198	0	462	24	684	40	3255	0	0	3295	50	0	0	0	50	8763
% Lights	97.5	98.9	100	100	99	100	0	100	100	100	100	97.2	0	0	97.2	100	0	0	0	100	98.4
Buses	0	28	0	0	28	0	0	0	0	0	0	82	0	0	82	0	0	0	0	0	110
% Buses	0	0.6	0	0	0.6	0	0	0	0	0	0	2.4	0	0	2.4	0	0	0	0	0	1.2
Trucks	1	21	0	0	22	0	0	0	0	0	0	13	0	0	13	0	0	0	0	0	35
% Trucks	2.5	0.5	0	0	0.5	0	0	0	0	0	0	0.4	0	0	0.4	0	0	0	0	0	0.4

Start Time	N WOLFE RD Southbound				APPLE PARK WAY Westbound				N WOLFE RD Northbound				DRIVEWAY Eastbound				Int. Total
	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	
Peak Hour Analysis From 04:00 PM to 06:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 05:15 PM																	
05:15 PM	4	<b>435</b>	10	<b>449</b>	24	0	<b>52</b>	76	3	318	0	321	4	0	0	4	<b>850</b>
05:30 PM	2	435	6	443	22	0	41	63	1	260	0	261	2	0	0	2	769
05:45 PM	<b>6</b>	379	<b>13</b>	398	21	0	40	61	3	<b>321</b>	0	<b>324</b>	4	0	0	4	787
06:00 PM	3	367	12	382	<b>34</b>	0	50	<b>84</b>	<b>5</b>	311	0	316	<b>7</b>	0	0	<b>7</b>	789
Total Volume	15	1616	41	1672	101	0	183	284	12	1210	0	1222	17	0	0	17	3195
% App. Total	0.9	96.7	2.5		35.6	0	64.4		1	99	0		100	0	0		
PHF	.625	.929	.788	.931	.743	.000	.880	.845	.600	.942	.000	.943	.607	.000	.000	.607	.940

# Traffic Data Service

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

File Name : 25PM FINAL  
 Site Code : 00000025  
 Start Date : 1/10/2018  
 Page No : 2



# Traffic Data Service

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

File Name : 25PM FINAL  
 Site Code : 00000025  
 Start Date : 1/10/2018  
 Page No : 1

Groups Printed- Bikes

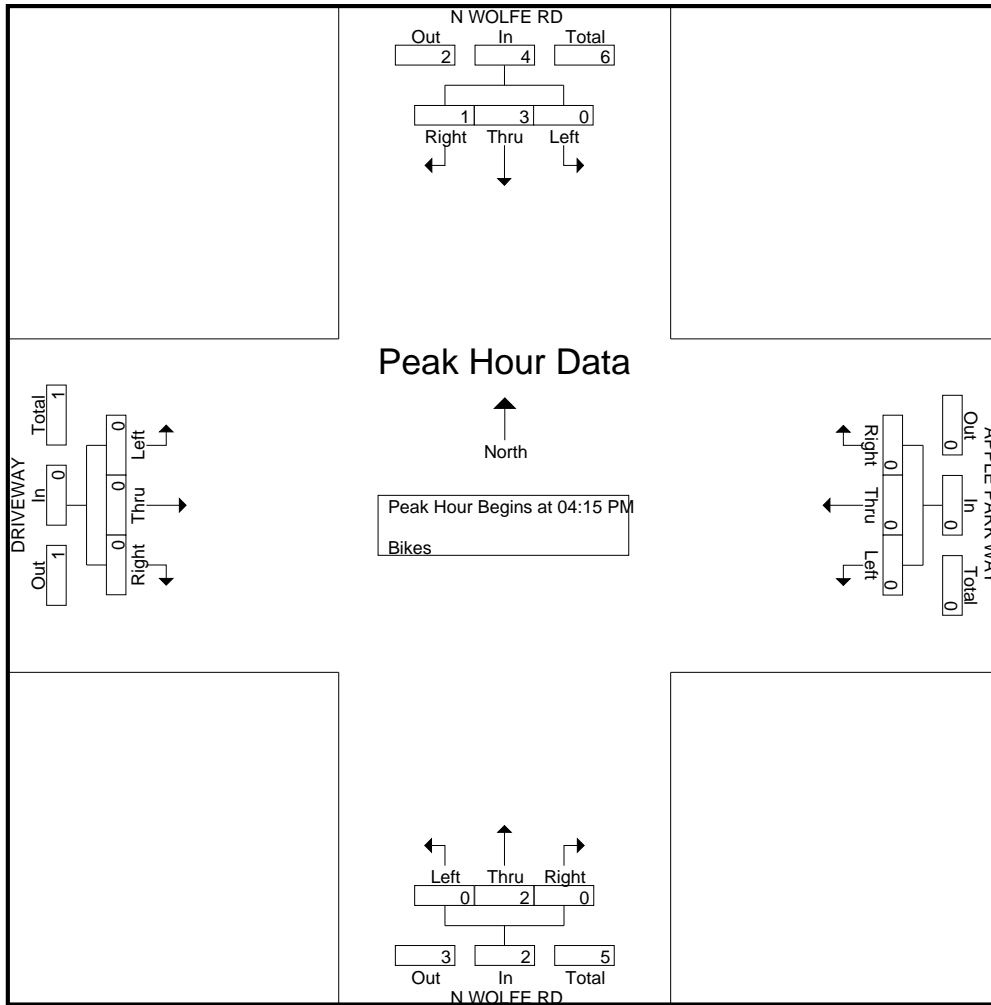
Start Time	N WOLFE RD Southbound					APPLE PARK WAY Westbound					N WOLFE RD Northbound					DRIVEWAY Eastbound					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30 PM	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
04:45 PM	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	2
<b>Total</b>	<b>1</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>5</b>
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30 PM	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	2
05:45 PM	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
<b>Total</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>4</b>
06:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:45 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1
<b>Total</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>
Grand Total	1	4	0	0	5	1	0	0	0	1	0	4	0	0	4	0	0	0	0	0	10
Apprch %	20	80	0	0		100	0	0	0		0	100	0	0		0	0	0	0		
Total %	10	40	0	0	50	10	0	0	0	10	0	40	0	0	40	0	0	0	0	0	

Start Time	N WOLFE RD Southbound				APPLE PARK WAY Westbound				N WOLFE RD Northbound				DRIVEWAY Eastbound				Int. Total
	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	
Peak Hour Analysis From 04:00 PM to 06:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:15 PM																	
04:15 PM	0	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2
04:30 PM	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
04:45 PM	0	1	0	1	0	0	0	0	0	1	0	1	0	0	0	0	2
05:00 PM	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	1
Total Volume	1	3	0	4	0	0	0	0	0	2	0	2	0	0	0	0	6
% App. Total	25	75	0		0	0	0		0	100	0		0	0	0		
PHF	.250	.375	.000	.500	.000	.000	.000	.000	.000	.500	.000	.500	.000	.000	.000	.000	.750

# Traffic Data Service

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

File Name : 25PM FINAL  
 Site Code : 00000025  
 Start Date : 1/10/2018  
 Page No : 2



# Traffic Data Service

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

File Name : 26AM FINAL  
 Site Code : 00000026  
 Start Date : 1/10/2018  
 Page No : 1

Groups Printed- Lights - Buses - Trucks

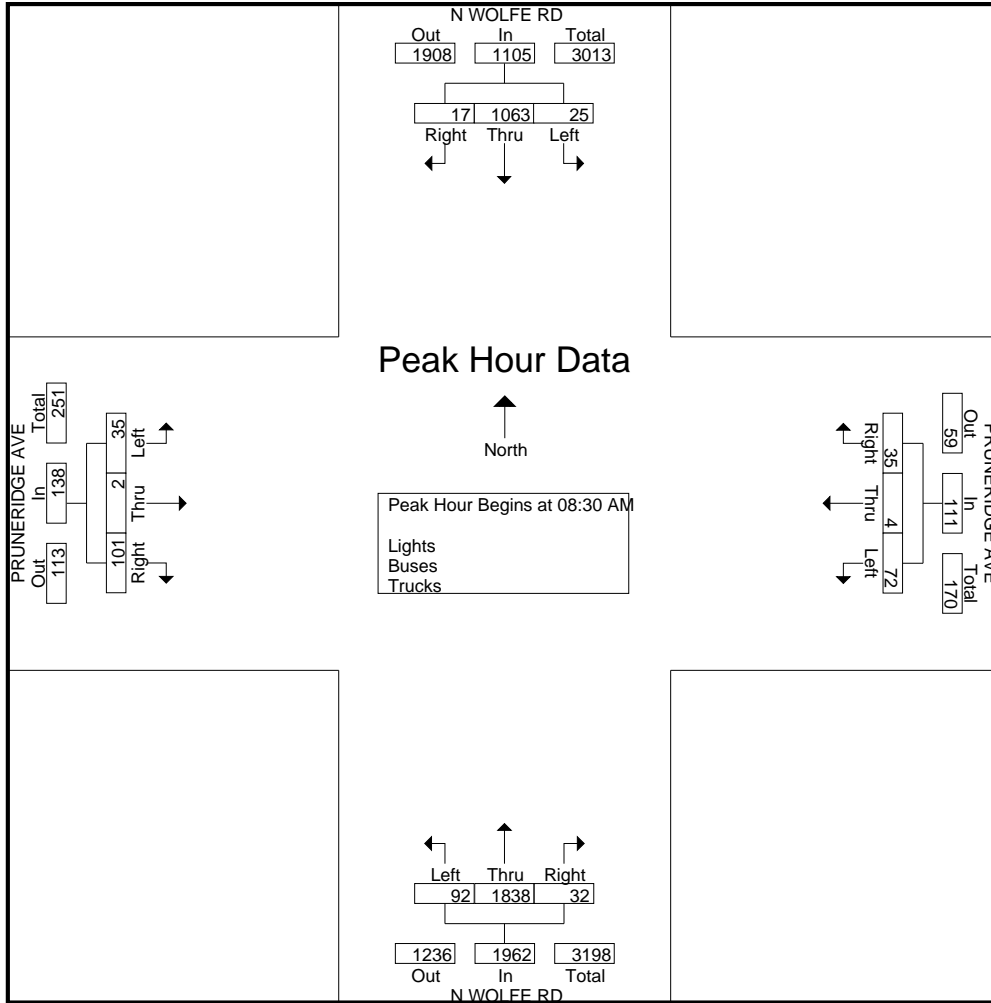
Start Time	N WOLFE RD Southbound					PRUNERIDGE AVE Westbound					N WOLFE RD Northbound					PRUNERIDGE AVE Eastbound					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
07:00 AM	3	215	1	1	220	0	0	2	2	4	1	171	7	0	179	14	2	7	3	26	429
07:15 AM	2	205	1	1	209	7	0	9	3	19	2	195	8	0	205	18	0	5	1	24	457
07:30 AM	9	289	3	0	301	12	0	17	1	30	2	243	16	1	262	25	0	4	2	31	624
07:45 AM	7	235	3	1	246	16	0	16	1	33	6	312	19	0	337	20	0	4	0	24	640
<b>Total</b>	21	944	8	3	976	35	0	44	7	86	11	921	50	1	983	77	2	20	6	105	2150
08:00 AM	5	262	7	0	274	21	2	25	3	51	5	367	13	0	385	37	1	15	1	54	764
08:15 AM	6	284	10	0	300	11	0	16	4	31	1	389	19	0	409	44	0	14	1	59	799
08:30 AM	4	215	4	3	226	9	2	28	4	43	9	460	18	0	487	33	0	10	0	43	799
08:45 AM	4	306	6	3	319	13	0	15	7	35	12	455	34	0	501	21	1	6	1	29	884
<b>Total</b>	19	1067	27	6	1119	54	4	84	18	160	27	1671	84	0	1782	135	2	45	3	185	3246
09:00 AM	6	261	5	2	274	5	0	16	1	22	6	491	19	0	516	21	0	12	1	34	846
09:15 AM	3	281	10	3	297	8	2	13	2	25	5	432	21	0	458	26	1	7	3	37	817
09:30 AM	4	263	6	0	273	14	2	26	2	44	6	367	17	0	390	21	1	6	1	29	736
09:45 AM	4	273	5	2	284	8	0	12	2	22	1	416	23	0	440	12	0	2	2	16	762
<b>Total</b>	17	1078	26	7	1128	35	4	67	7	113	18	1706	80	0	1804	80	2	27	7	116	3161
Grand Total	57	3089	61	16	3223	124	8	195	32	359	56	4298	214	1	4569	292	6	92	16	406	8557
Apprch %	1.8	95.8	1.9	0.5		34.5	2.2	54.3	8.9		1.2	94.1	4.7	0		71.9	1.5	22.7	3.9		
Total %	0.7	36.1	0.7	0.2	37.7	1.4	0.1	2.3	0.4	4.2	0.7	50.2	2.5	0	53.4	3.4	0.1	1.1	0.2	4.7	
Lights	55	3020	59	16	3150	117	7	192	32	348	55	4147	210	0	4412	290	4	90	15	399	8309
% Lights	96.5	97.8	96.7	100	97.7	94.4	87.5	98.5	100	96.9	98.2	96.5	98.1	0	96.6	99.3	66.7	97.8	93.8	98.3	97.1
Buses	0	20	0	0	20	0	0	0	0	0	0	87	0	0	87	0	0	0	0	0	107
% Buses	0	0.6	0	0	0.6	0	0	0	0	0	0	2	0	0	1.9	0	0	0	0	0	1.3
Trucks	2	49	2	0	53	7	1	3	0	11	1	64	4	1	70	2	2	2	1	7	141
% Trucks	3.5	1.6	3.3	0	1.6	5.6	12.5	1.5	0	3.1	1.8	1.5	1.9	100	1.5	0.7	33.3	2.2	6.2	1.7	1.6

Start Time	N WOLFE RD Southbound				PRUNERIDGE AVE Westbound				N WOLFE RD Northbound				PRUNERIDGE AVE Eastbound				Int. Total
	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	
Peak Hour Analysis From 07:00 AM to 09:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 08:30 AM																	
08:30 AM	4	215	4	223	9	2	28	39	9	460	18	487	33	0	10	43	792
08:45 AM	4	306	6	316	13	0	15	28	12	455	34	501	21	1	6	28	873
09:00 AM	6	261	5	272	5	0	16	21	6	491	19	516	21	0	12	33	842
09:15 AM	3	281	10	294	8	2	13	23	5	432	21	458	26	1	7	34	809
Total Volume	17	1063	25	1105	35	4	72	111	32	1838	92	1962	101	2	35	138	3316
% App. Total	1.5	96.2	2.3		31.5	3.6	64.9		1.6	93.7	4.7		73.2	1.4	25.4		
PHF	.708	.868	.625	.874	.673	.500	.643	.712	.667	.936	.676	.951	.765	.500	.729	.802	.950

# Traffic Data Service

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

File Name : 26AM FINAL  
 Site Code : 00000026  
 Start Date : 1/10/2018  
 Page No : 2



# Traffic Data Service

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

File Name : 26AM FINAL  
 Site Code : 00000026  
 Start Date : 1/10/2018  
 Page No : 1

Groups Printed- Bikes

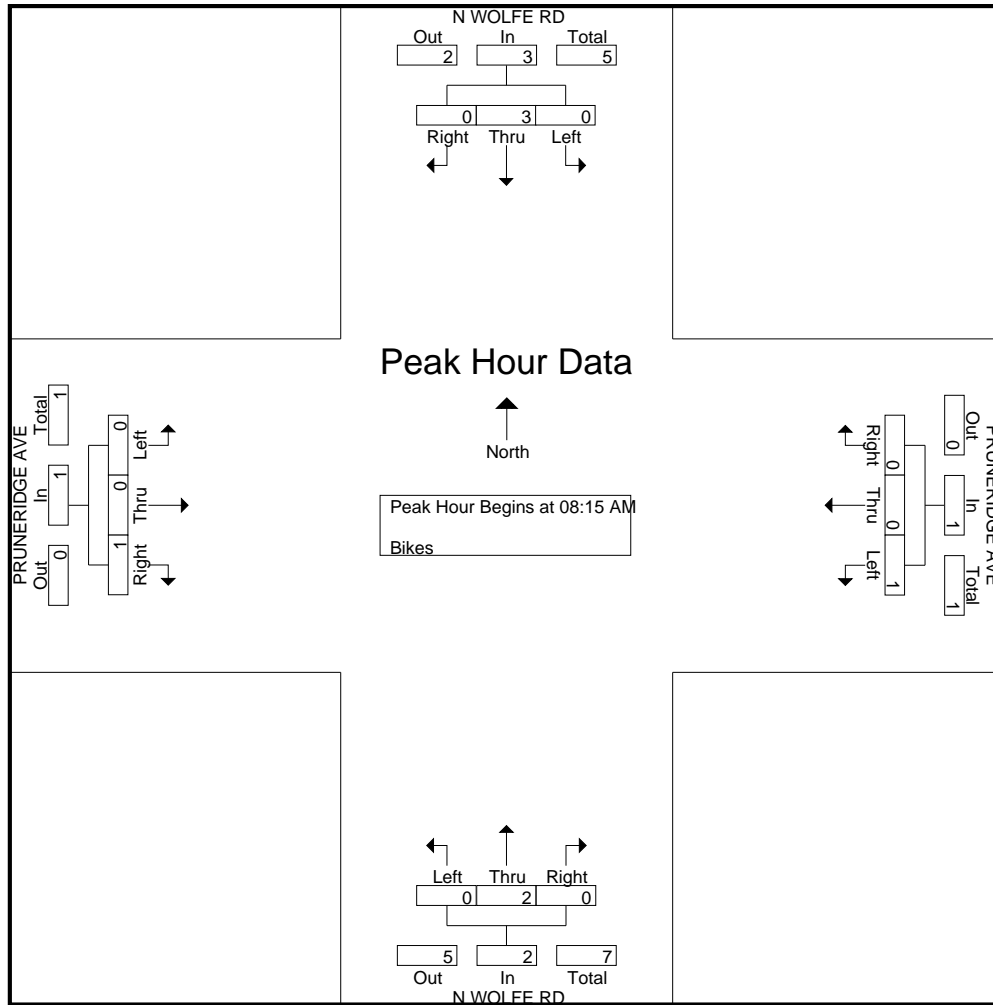
Start Time	N WOLFE RD Southbound					PRUNERIDGE AVE Westbound					N WOLFE RD Northbound					PRUNERIDGE AVE Eastbound					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30 AM	0	1	0	0	1	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	2
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	1	0	0	1	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	2
08:00 AM	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	1
08:15 AM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	2
08:30 AM	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	1
08:45 AM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Total	0	2	0	0	2	0	0	2	0	2	0	0	0	0	0	1	0	0	0	1	5
09:00 AM	0	1	0	0	1	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	3
09:15 AM	0	0	0	0	0	0	0	1	0	1	0	1	0	0	1	0	0	0	0	0	2
09:30 AM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1
09:45 AM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1
Total	0	1	0	0	1	0	0	1	0	1	0	5	0	0	5	0	0	0	0	0	7
Grand Total	0	4	0	0	4	0	0	4	0	4	0	5	0	0	5	1	0	0	0	1	14
Apprch %	0	100	0	0		0	0	100	0		0	100	0	0		100	0	0	0		
Total %	0	28.6	0	0	28.6	0	0	28.6	0	28.6	0	35.7	0	0	35.7	7.1	0	0	0	7.1	

Start Time	N WOLFE RD Southbound				PRUNERIDGE AVE Westbound				N WOLFE RD Northbound				PRUNERIDGE AVE Eastbound				Int. Total
	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	
Peak Hour Analysis From 07:00 AM to 09:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 08:15 AM																	
08:15 AM	0	1	0	1	0	0	0	0	0	0	0	0	1	0	0	1	2
08:30 AM	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	1
08:45 AM	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
09:00 AM	0	1	0	1	0	0	0	0	0	2	0	2	0	0	0	0	3
Total Volume	0	3	0	3	0	0	1	1	0	2	0	2	1	0	0	1	7
% App. Total	0	100	0		0	0	100		0	100	0		100	0	0		
PHF	.000	.750	.000	.750	.000	.000	.250	.250	.000	.250	.000	.250	.250	.000	.000	.250	.583

# Traffic Data Service

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

File Name : 26AM FINAL  
 Site Code : 00000026  
 Start Date : 1/10/2018  
 Page No : 2





# Traffic Data Service

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

File Name : 26PM FINAL  
 Site Code : 00000026  
 Start Date : 1/10/2018  
 Page No : 1

## Groups Printed- Lights - Buses - Trucks

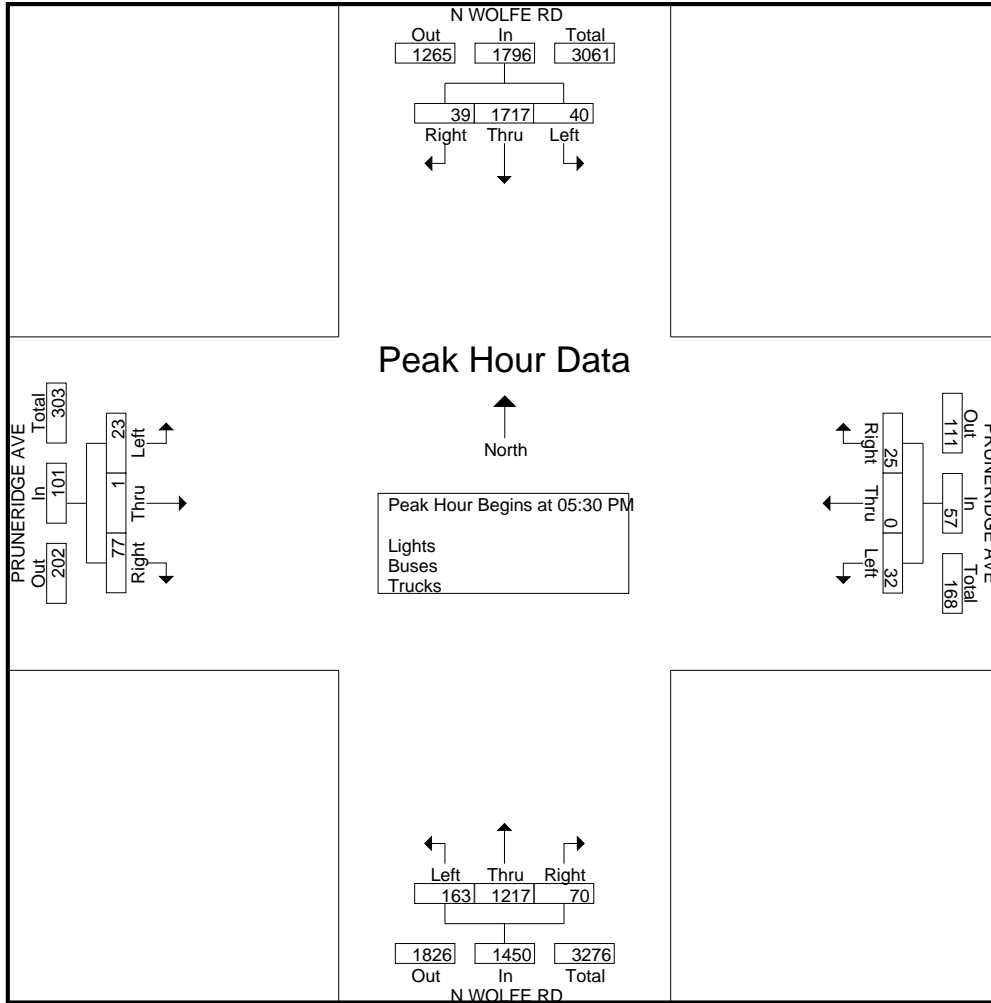
Start Time	N WOLFE RD Southbound					PRUNERIDGE AVE Westbound					N WOLFE RD Northbound					PRUNERIDGE AVE Eastbound					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
04:00 PM	4	366	10	1	381	11	0	2	2	15	4	253	33	1	291	30	0	10	1	41	728
04:15 PM	6	400	5	4	415	6	0	9	3	18	5	200	28	0	233	24	0	5	2	31	697
04:30 PM	5	393	5	0	403	6	0	6	1	13	10	224	46	0	280	23	0	10	2	35	731
04:45 PM	10	383	2	2	397	3	1	7	2	13	11	256	22	0	289	33	0	8	0	41	740
<b>Total</b>	<b>25</b>	<b>1542</b>	<b>22</b>	<b>7</b>	<b>1596</b>	<b>26</b>	<b>1</b>	<b>24</b>	<b>8</b>	<b>59</b>	<b>30</b>	<b>933</b>	<b>129</b>	<b>1</b>	<b>1093</b>	<b>110</b>	<b>0</b>	<b>33</b>	<b>5</b>	<b>148</b>	<b>2896</b>
05:00 PM	8	446	5	1	460	11	0	3	0	14	7	255	40	0	302	34	1	9	0	44	820
05:15 PM	8	472	8	4	492	5	0	9	0	14	9	311	26	0	346	21	0	7	4	32	884
05:30 PM	13	456	7	0	476	4	0	8	0	12	13	257	34	0	304	16	1	9	0	26	818
05:45 PM	9	424	7	0	440	7	0	8	0	15	22	325	48	0	395	20	0	6	0	26	876
<b>Total</b>	<b>38</b>	<b>1798</b>	<b>27</b>	<b>5</b>	<b>1868</b>	<b>27</b>	<b>0</b>	<b>28</b>	<b>0</b>	<b>55</b>	<b>51</b>	<b>1148</b>	<b>148</b>	<b>0</b>	<b>1347</b>	<b>91</b>	<b>2</b>	<b>31</b>	<b>4</b>	<b>128</b>	<b>3398</b>
06:00 PM	11	392	15	2	420	9	0	11	0	20	17	305	41	0	363	24	0	5	0	29	832
06:15 PM	6	445	11	3	465	5	0	5	0	10	18	330	40	0	388	17	0	3	0	20	883
06:30 PM	5	354	14	5	378	8	0	10	0	18	16	248	46	0	310	27	2	8	1	38	744
06:45 PM	15	422	10	1	448	7	4	4	0	15	14	285	54	0	353	15	1	8	0	24	840
<b>Total</b>	<b>37</b>	<b>1613</b>	<b>50</b>	<b>11</b>	<b>1711</b>	<b>29</b>	<b>4</b>	<b>30</b>	<b>0</b>	<b>63</b>	<b>65</b>	<b>1168</b>	<b>181</b>	<b>0</b>	<b>1414</b>	<b>83</b>	<b>3</b>	<b>24</b>	<b>1</b>	<b>111</b>	<b>3299</b>
Grand Total	100	4953	99	23	5175	82	5	82	8	177	146	3249	458	1	3854	284	5	88	10	387	9593
Apprch %	1.9	95.7	1.9	0.4		46.3	2.8	46.3	4.5		3.8	84.3	11.9	0		73.4	1.3	22.7	2.6		
Total %	1	51.6	1	0.2	53.9	0.9	0.1	0.9	0.1	1.8	1.5	33.9	4.8	0	40.2	3	0.1	0.9	0.1	4	
Lights	100	4908	99	23	5130	82	5	80	8	175	146	3160	456	0	3762	281	5	87	10	383	9450
% Lights	100	99.1	100	100	99.1	100	100	97.6	100	98.9	100	97.3	99.6	0	97.6	98.9	100	98.9	100	99	98.5
Buses	0	26	0	0	26	0	0	0	0	0	0	80	1	0	81	0	0	0	0	0	107
% Buses	0	0.5	0	0	0.5	0	0	0	0	0	0	2.5	0.2	0	2.1	0	0	0	0	0	1.1
Trucks	0	19	0	0	19	0	0	2	0	2	0	9	1	1	11	3	0	1	0	4	36
% Trucks	0	0.4	0	0	0.4	0	0	2.4	0	1.1	0	0.3	0.2	100	0.3	1.1	0	1.1	0	1	0.4

Start Time	N WOLFE RD Southbound				PRUNERIDGE AVE Westbound				N WOLFE RD Northbound				PRUNERIDGE AVE Eastbound				Int. Total
	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	
Peak Hour Analysis From 04:00 PM to 06:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 05:30 PM																	
05:30 PM	<b>13</b>	<b>456</b>	<b>7</b>	<b>476</b>	<b>4</b>	<b>0</b>	<b>8</b>	<b>12</b>	<b>13</b>	<b>257</b>	<b>34</b>	<b>304</b>	<b>16</b>	<b>1</b>	<b>9</b>	<b>26</b>	<b>818</b>
05:45 PM	9	424	7	440	7	0	8	15	22	325	48	395	20	0	6	26	876
06:00 PM	11	392	15	418	9	0	11	20	17	305	41	363	24	0	5	29	830
06:15 PM	6	445	11	462	5	0	5	10	18	330	40	388	17	0	3	20	<b>880</b>
Total Volume	39	1717	40	1796	25	0	32	57	70	1217	163	1450	77	1	23	101	3404
% App. Total	2.2	95.6	2.2		43.9	0	56.1		4.8	83.9	11.2		76.2	1	22.8		
PHF	.750	.941	.667	.943	.694	.000	.727	.713	.795	.922	.849	.918	.802	.250	.639	.871	.967

# Traffic Data Service

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

File Name : 26PM FINAL  
 Site Code : 00000026  
 Start Date : 1/10/2018  
 Page No : 2



# Traffic Data Service

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

File Name : 26PM FINAL  
 Site Code : 00000026  
 Start Date : 1/10/2018  
 Page No : 1

Groups Printed- Bikes

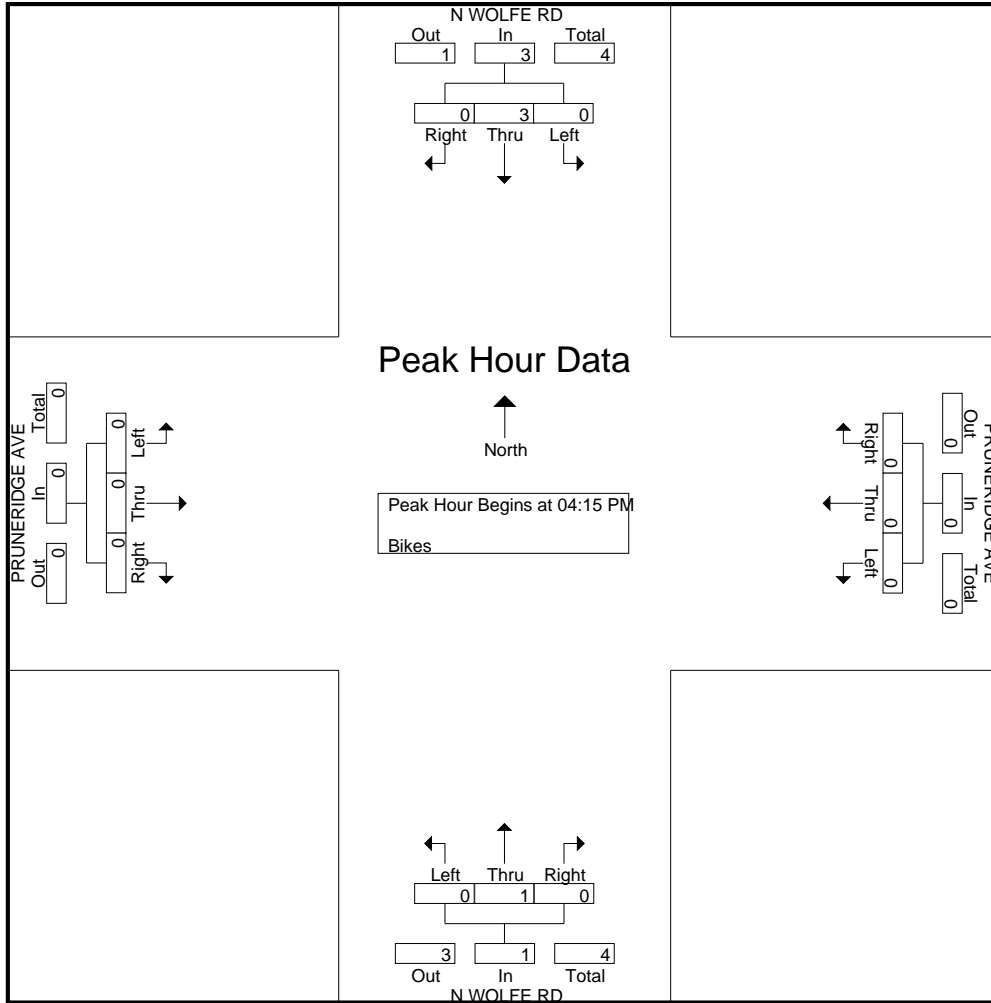
Start Time	N WOLFE RD Southbound					PRUNERIDGE AVE Westbound					N WOLFE RD Northbound					PRUNERIDGE AVE Eastbound					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	3	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1
05:15 PM	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	2
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	1	0	0	1	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	3
06:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Grand Total	0	4	0	0	4	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	6
Apprch %	0	100	0	0		0	0	0	0		0	100	0	0		0	0	0	0		
Total %	0	66.7	0	0	66.7	0	0	0	0	0	0	33.3	0	0	33.3	0	0	0	0	0	

Start Time	N WOLFE RD Southbound				PRUNERIDGE AVE Westbound				N WOLFE RD Northbound				PRUNERIDGE AVE Eastbound				Int. Total
	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	
Peak Hour Analysis From 04:00 PM to 06:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:15 PM																	
04:15 PM	0	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2
04:30 PM	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00 PM	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	1
Total Volume	0	3	0	3	0	0	0	0	0	1	0	1	0	0	0	0	4
% App. Total	0	100	0		0	0	0		0	100	0		0	0	0		
PHF	.000	.375	.000	.375	.000	.000	.000	.000	.000	.250	.000	.250	.000	.000	.000	.000	.500

# Traffic Data Service

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

File Name : 26PM FINAL  
 Site Code : 00000026  
 Start Date : 1/10/2018  
 Page No : 2



# Traffic Data Service

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

File Name : 27AM FINAL  
 Site Code : 00000027  
 Start Date : 1/11/2018  
 Page No : 1

## Groups Printed- Lights - Buses - Trucks

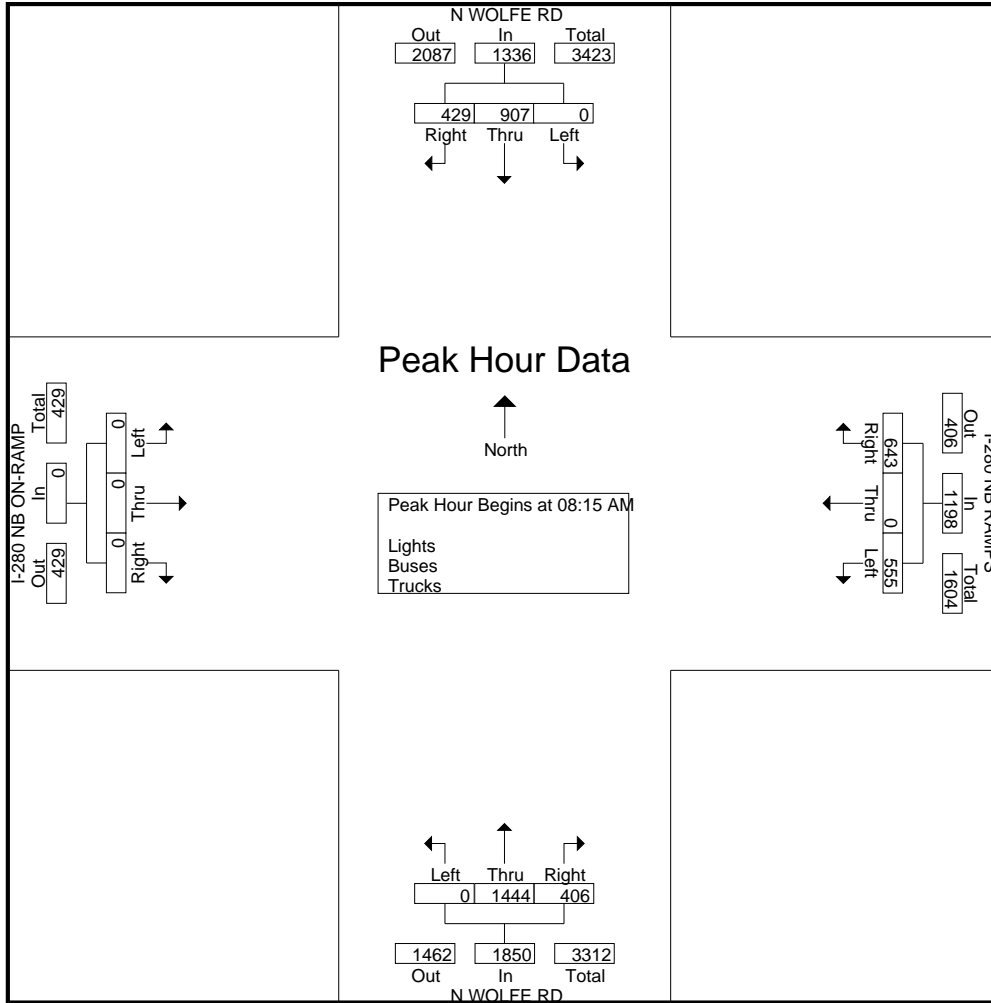
Start Time	N WOLFE RD Southbound					I-280 NB RAMPS Westbound					N WOLFE RD Northbound					I-280 NB ON-RAMP Eastbound					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
07:00 AM	90	98	0	0	188	75	0	60	0	135	55	99	0	0	154	0	0	0	0	0	477
07:15 AM	129	136	0	0	265	83	0	56	2	141	79	141	0	0	220	0	0	0	0	0	626
07:30 AM	128	178	0	0	306	92	0	69	4	165	124	226	0	0	350	0	0	0	0	0	821
07:45 AM	120	208	0	0	328	110	0	69	0	179	125	266	0	0	391	0	0	0	0	0	898
Total	467	620	0	0	1087	360	0	254	6	620	383	732	0	0	1115	0	0	0	0	0	2822
08:00 AM	98	229	0	0	327	102	0	75	2	179	93	268	0	0	361	0	0	0	0	0	867
08:15 AM	112	240	0	0	352	129	0	89	3	221	104	307	0	0	411	0	0	0	2	2	986
08:30 AM	106	253	0	0	359	137	0	118	8	263	112	408	0	0	520	0	0	0	2	2	1144
08:45 AM	94	248	0	0	342	187	0	162	1	350	89	392	0	0	481	0	0	0	2	2	1175
Total	410	970	0	0	1380	555	0	444	14	1013	398	1375	0	0	1773	0	0	0	6	6	4172
09:00 AM	117	166	0	0	283	190	0	186	1	377	101	337	0	0	438	0	0	0	0	0	1098
09:15 AM	122	182	0	0	304	171	0	178	1	350	76	207	0	0	283	0	0	0	0	0	937
09:30 AM	112	181	0	0	293	147	0	150	0	297	73	232	0	0	305	0	0	0	0	0	895
09:45 AM	96	209	0	0	305	92	0	106	1	199	69	198	0	0	267	0	0	0	0	0	771
Total	447	738	0	0	1185	600	0	620	3	1223	319	974	0	0	1293	0	0	0	0	0	3701
Grand Total	1324	2328	0	0	3652	1515	0	1318	23	2856	1100	3081	0	0	4181	0	0	0	6	6	10695
Apprch %	36.3	63.7	0	0		53	0	46.1	0.8		26.3	73.7	0	0		0	0	0	100		
Total %	12.4	21.8	0	0	34.1	14.2	0	12.3	0.2	26.7	10.3	28.8	0	0	39.1	0	0	0	0.1	0.1	
Lights	1304	2273	0	0	3577	1468	0	1287	23	2778	1050	2966	0	0	4016	0	0	0	6	6	10377
% Lights	98.5	97.6	0	0	97.9	96.9	0	97.6	100	97.3	95.5	96.3	0	0	96.1	0	0	0	100	100	97
Buses	2	20	0	0	22	10	0	9	0	19	35	89	0	0	124	0	0	0	0	0	165
% Buses	0.2	0.9	0	0	0.6	0.7	0	0.7	0	0.7	3.2	2.9	0	0	3	0	0	0	0	0	1.5
Trucks	18	35	0	0	53	37	0	22	0	59	15	26	0	0	41	0	0	0	0	0	153
% Trucks	1.4	1.5	0	0	1.5	2.4	0	1.7	0	2.1	1.4	0.8	0	0	1	0	0	0	0	0	1.4

Start Time	N WOLFE RD Southbound				I-280 NB RAMPS Westbound				N WOLFE RD Northbound				I-280 NB ON-RAMP Eastbound				Int. Total
	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	
Peak Hour Analysis From 07:00 AM to 09:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 08:15 AM																	
08:15 AM	112	240	0	352	129	0	89	218	104	307	0	411	0	0	0	0	981
08:30 AM	106	<b>253</b>	0	<b>359</b>	137	0	118	255	<b>112</b>	<b>408</b>	0	<b>520</b>	0	0	0	0	1134
08:45 AM	94	248	0	342	187	0	162	349	89	392	0	481	0	0	0	0	<b>1172</b>
09:00 AM	<b>117</b>	166	0	283	<b>190</b>	0	<b>186</b>	<b>376</b>	101	337	0	438	0	0	0	0	1097
Total Volume	429	907	0	1336	643	0	555	1198	406	1444	0	1850	0	0	0	0	4384
% App. Total	32.1	67.9	0		53.7	0	46.3		21.9	78.1	0		0	0	0		
PHF	.917	.896	.000	.930	.846	.000	.746	.797	.906	.885	.000	.889	.000	.000	.000	.000	.935

# Traffic Data Service

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

File Name : 27AM FINAL  
 Site Code : 00000027  
 Start Date : 1/11/2018  
 Page No : 2



# Traffic Data Service

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

File Name : 27AM FINAL  
 Site Code : 00000027  
 Start Date : 1/11/2018  
 Page No : 1

Groups Printed- Bikes

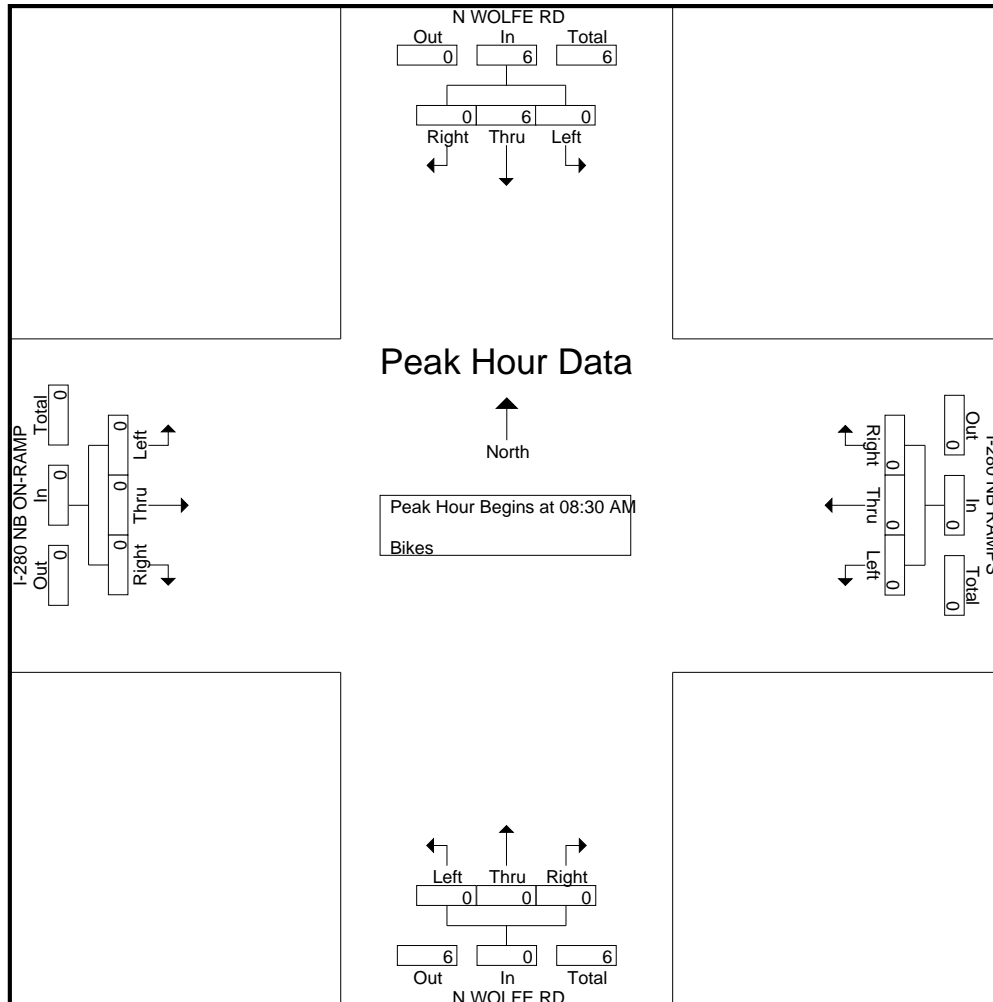
Start Time	N WOLFE RD Southbound					I-280 NB RAMPS Westbound					N WOLFE RD Northbound					I-280 NB ON-RAMP Eastbound					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00 AM	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	2
08:15 AM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
08:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	2	0	0	2	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	3
09:00 AM	0	4	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4
09:15 AM	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
09:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	6	0	0	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6
Grand Total	0	8	0	0	8	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	9
Apprch %	0	100	0	0		0	0	0	0		0	100	0	0		0	0	0	0		
Total %	0	88.9	0	0	88.9	0	0	0	0	0	0	11.1	0	0	11.1	0	0	0	0	0	

Start Time	N WOLFE RD Southbound				I-280 NB RAMPS Westbound				N WOLFE RD Northbound				I-280 NB ON-RAMP Eastbound				Int. Total
	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	
Peak Hour Analysis From 07:00 AM to 09:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 08:30 AM																	
08:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:00 AM	0	4	0	4	0	0	0	0	0	0	0	0	0	0	0	0	4
09:15 AM	0	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2
Total Volume	0	6	0	6	0	0	0	0	0	0	0	0	0	0	0	0	6
% App. Total	0	100	0		0	0	0		0	0	0		0	0	0		
PHF	.000	.375	.000	.375	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.375

# Traffic Data Service

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

File Name : 27AM FINAL  
Site Code : 00000027  
Start Date : 1/11/2018  
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# Traffic Data Service

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

File Name : 27PM FINAL  
Site Code : 00000027  
Start Date : 1/11/2018  
Page No : 1

Groups Printed- Lights - Buses - Trucks

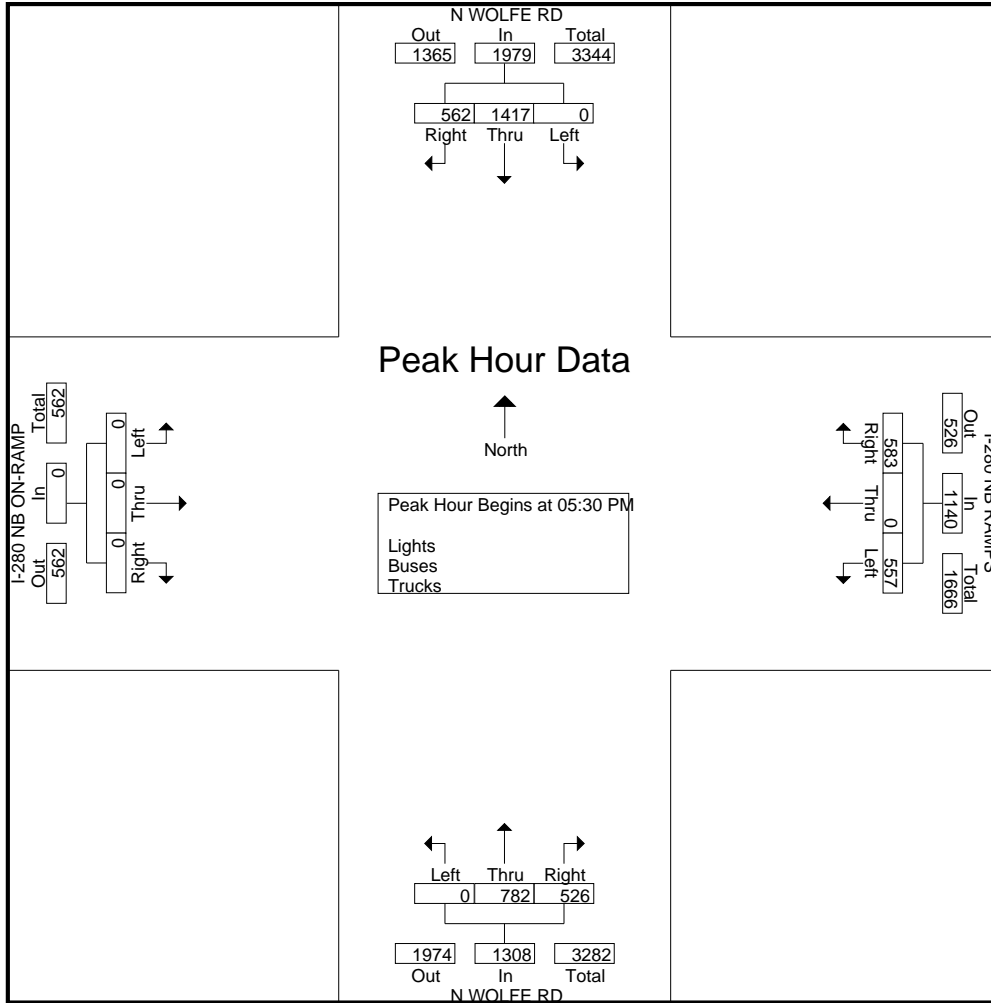
Start Time	N WOLFE RD Southbound					I-280 NB RAMPS Westbound					N WOLFE RD Northbound					I-280 NB ON-RAMP Eastbound					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
04:00 PM	92	231	0	0	323	98	0	105	1	204	121	141	0	0	262	0	0	0	0	0	789
04:15 PM	111	297	0	0	408	133	0	91	1	225	90	121	0	0	211	0	0	0	0	0	844
04:30 PM	107	292	0	0	399	127	0	109	1	237	91	137	0	0	228	0	0	0	0	0	864
04:45 PM	123	331	0	0	454	155	0	121	0	276	92	118	0	0	210	0	0	0	0	0	940
<b>Total</b>	433	1151	0	0	1584	513	0	426	3	942	394	517	0	0	911	0	0	0	0	0	3437
05:00 PM	114	328	0	0	442	129	0	130	0	259	129	145	0	0	274	0	0	0	1	1	976
05:15 PM	127	320	0	0	447	177	0	118	2	297	132	183	0	0	315	0	0	0	3	3	1062
05:30 PM	140	388	0	0	528	141	0	118	1	260	147	175	0	0	322	0	0	0	0	0	1110
05:45 PM	149	346	0	0	495	174	0	142	2	318	136	189	0	0	325	0	0	0	0	0	1138
<b>Total</b>	530	1382	0	0	1912	621	0	508	5	1134	544	692	0	0	1236	0	0	0	4	4	4286
06:00 PM	131	338	0	0	469	135	0	141	3	279	120	201	0	0	321	0	0	0	1	1	1070
06:15 PM	142	345	0	0	487	133	0	156	0	289	123	217	0	0	340	0	0	0	0	0	1116
06:30 PM	112	305	0	0	417	139	0	142	1	282	112	197	0	0	309	0	0	0	1	1	1009
06:45 PM	116	275	0	0	391	145	0	148	0	293	117	177	0	0	294	0	0	0	0	0	978
<b>Total</b>	501	1263	0	0	1764	552	0	587	4	1143	472	792	0	0	1264	0	0	0	2	2	4173
Grand Total	1464	3796	0	0	5260	1686	0	1521	12	3219	1410	2001	0	0	3411	0	0	0	6	6	11896
Apprch %	27.8	72.2	0	0		52.4	0	47.3	0.4		41.3	58.7	0	0		0	0	0	100		
Total %	12.3	31.9	0	0	44.2	14.2	0	12.8	0.1	27.1	11.9	16.8	0	0	28.7	0	0	0	0.1	0.1	
Lights	1454	3766	0	0	5220	1621	0	1499	12	3132	1319	1968	0	0	3287	0	0	0	6	6	11645
% Lights	99.3	99.2	0	0	99.2	96.1	0	98.6	100	97.3	93.5	98.4	0	0	96.4	0	0	0	100	100	97.9
Buses	7	10	0	0	17	56	0	15	0	71	85	23	0	0	108	0	0	0	0	0	196
% Buses	0.5	0.3	0	0	0.3	3.3	0	1	0	2.2	6	1.1	0	0	3.2	0	0	0	0	0	1.6
Trucks	3	20	0	0	23	9	0	7	0	16	6	10	0	0	16	0	0	0	0	0	55
% Trucks	0.2	0.5	0	0	0.4	0.5	0	0.5	0	0.5	0.4	0.5	0	0	0.5	0	0	0	0	0	0.5

Start Time	N WOLFE RD Southbound					I-280 NB RAMPS Westbound					N WOLFE RD Northbound					I-280 NB ON-RAMP Eastbound					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
Peak Hour Analysis From 04:00 PM to 06:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 05:30 PM																					
05:30 PM	140	<b>388</b>	0	0	<b>528</b>	141	0	118	259	<b>147</b>	175	0	0	322	0	0	0	0	0	1109	
05:45 PM	<b>149</b>	346	0	0	495	<b>174</b>	0	142	<b>316</b>	136	189	0	0	325	0	0	0	0	0	<b>1136</b>	
06:00 PM	131	338	0	0	469	135	0	141	276	120	201	0	0	321	0	0	0	0	0	1066	
06:15 PM	142	345	0	0	487	133	0	<b>156</b>	289	123	<b>217</b>	0	0	<b>340</b>	0	0	0	0	0	1116	
Total Volume	562	1417	0	0	1979	583	0	557	1140	526	782	0	0	1308	0	0	0	0	0	4427	
% App. Total	28.4	71.6	0	0		51.1	0	48.9		40.2	59.8	0	0		0	0	0	0			
PHF	.943	.913	.000	.937	.838	.000	.893	.902	.895	.901	.000	.962	.000	.000	.000	.000	.000	.000	.974		

# Traffic Data Service

San Jose, CA  
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File Name : 27PM FINAL  
 Site Code : 00000027  
 Start Date : 1/11/2018  
 Page No : 2

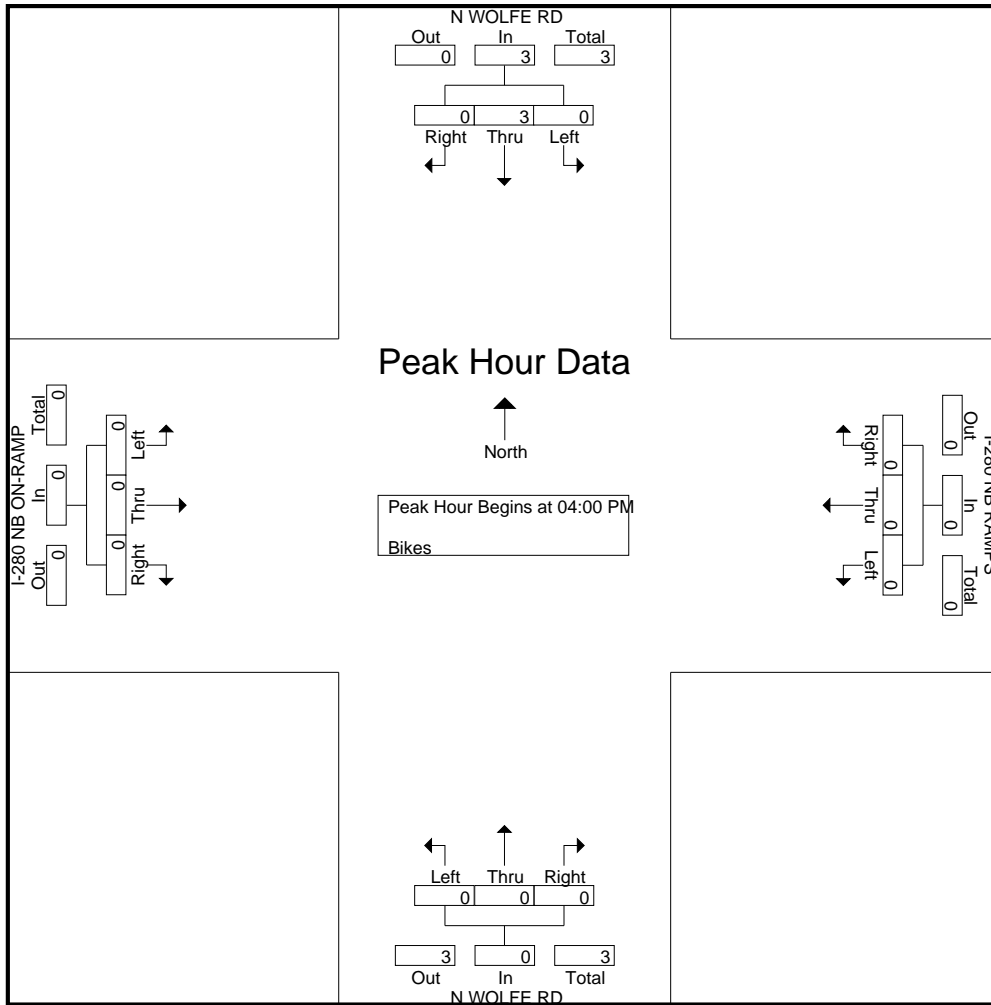




# Traffic Data Service

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

File Name : 27PM FINAL  
 Site Code : 00000027  
 Start Date : 1/11/2018  
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# Traffic Data Service

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

File Name : 28AM FINAL  
 Site Code : 00000028  
 Start Date : 1/11/2018  
 Page No : 1

Groups Printed- Lights - Buses - Trucks

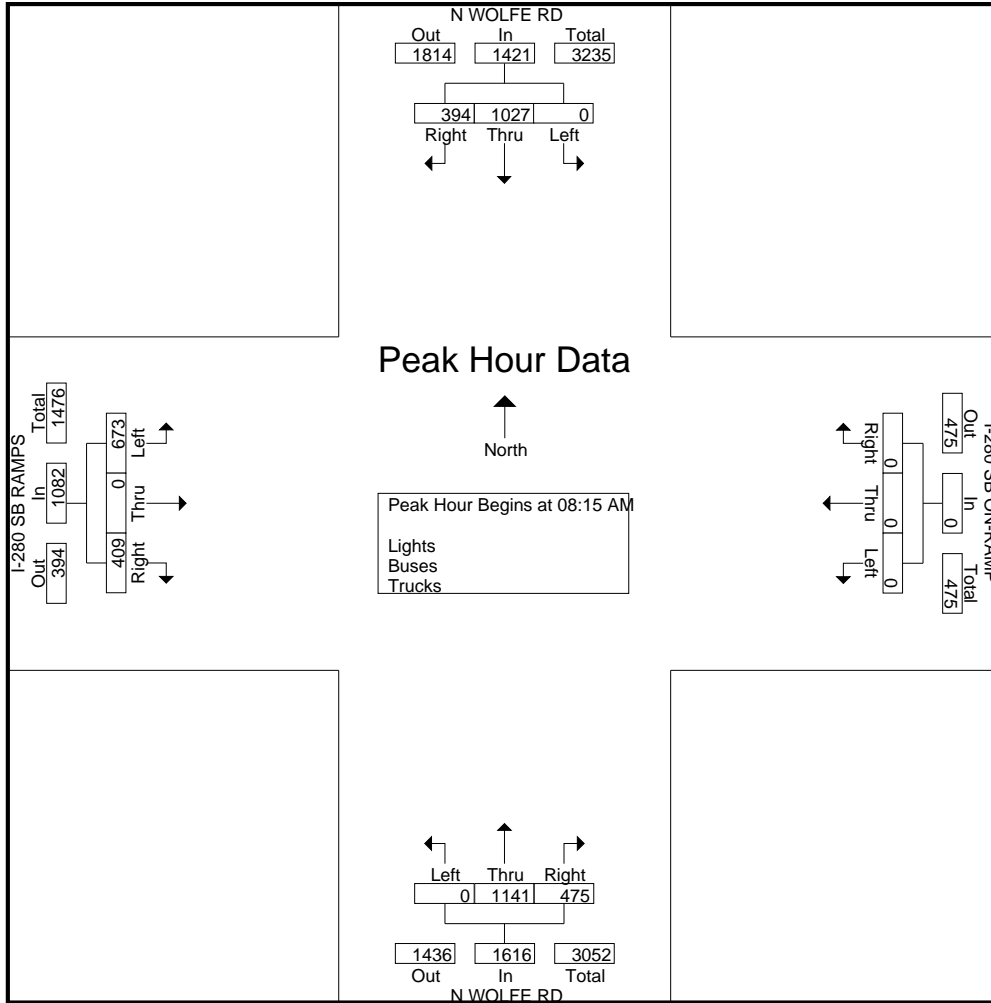
Start Time	N WOLFE RD Southbound					I-280 SB ON-RAMP Westbound					N WOLFE RD Northbound					I-280 SB RAMPS Eastbound					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
07:00 AM	72	94	0	0	166	0	0	0	0	0	57	96	0	0	153	38	0	50	1	89	408
07:15 AM	72	120	0	0	192	0	0	0	0	0	73	150	0	0	223	63	0	77	1	141	556
07:30 AM	101	135	0	0	236	0	0	0	4	4	93	247	0	0	340	64	0	101	1	166	746
07:45 AM	111	167	0	0	278	0	0	0	0	0	80	238	0	0	318	66	0	130	0	196	792
Total	356	516	0	0	872	0	0	0	4	4	303	731	0	0	1034	231	0	358	3	592	2502
08:00 AM	102	192	0	0	294	0	0	0	2	2	83	231	1	0	315	74	0	133	0	207	818
08:15 AM	84	227	0	0	311	0	0	0	1	1	98	251	0	0	349	74	0	153	3	230	891
08:30 AM	119	230	0	0	349	0	0	0	8	8	151	330	0	0	481	107	0	197	1	305	1143
08:45 AM	109	288	0	0	397	0	0	0	3	3	104	276	0	0	380	130	0	179	2	311	1091
Total	414	937	0	0	1351	0	0	0	14	14	436	1088	1	0	1525	385	0	662	6	1053	3943
09:00 AM	82	282	0	0	364	0	0	0	1	1	122	284	0	0	406	98	0	144	1	243	1014
09:15 AM	88	270	0	0	358	0	0	0	1	1	112	169	0	0	281	101	0	118	1	220	860
09:30 AM	101	227	0	0	328	0	0	0	0	0	105	215	0	0	320	115	0	110	0	225	873
09:45 AM	108	194	0	0	302	0	0	0	0	0	79	155	0	0	234	113	0	99	0	212	748
Total	379	973	0	0	1352	0	0	0	2	2	418	823	0	0	1241	427	0	471	2	900	3495
Grand Total	1149	2426	0	0	3575	0	0	0	20	20	1157	2642	1	0	3800	1043	0	1491	11	2545	9940
Apprch %	32.1	67.9	0	0		0	0	0	100		30.4	69.5	0	0		41	0	58.6	0.4		
Total %	11.6	24.4	0	0	36	0	0	0	0.2	0.2	11.6	26.6	0	0	38.2	10.5	0	15	0.1	25.6	
Lights	1119	2373	0	0	3492	0	0	0	20	20	1067	2556	1	0	3624	1000	0	1409	11	2420	9556
% Lights	97.4	97.8	0	0	97.7	0	0	0	100	100	92.2	96.7	100	0	95.4	95.9	0	94.5	100	95.1	96.1
Buses	3	22	0	0	25	0	0	0	0	0	55	59	0	0	114	13	0	70	0	83	222
% Buses	0.3	0.9	0	0	0.7	0	0	0	0	0	4.8	2.2	0	0	3	1.2	0	4.7	0	3.3	2.2
Trucks	27	31	0	0	58	0	0	0	0	0	35	27	0	0	62	30	0	12	0	42	162
% Trucks	2.3	1.3	0	0	1.6	0	0	0	0	0	3	1	0	0	1.6	2.9	0	0.8	0	1.7	1.6

Start Time	N WOLFE RD Southbound				I-280 SB ON-RAMP Westbound				N WOLFE RD Northbound				I-280 SB RAMPS Eastbound				Int. Total
	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	
Peak Hour Analysis From 07:00 AM to 09:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 08:15 AM																	
08:15 AM	84	227	0	311	0	0	0	0	98	251	0	349	74	0	153	227	887
08:30 AM	119	230	0	349	0	0	0	0	151	330	0	481	107	0	197	304	1134
08:45 AM	109	288	0	397	0	0	0	0	104	276	0	380	130	0	179	309	1086
09:00 AM	82	282	0	364	0	0	0	0	122	284	0	406	98	0	144	242	1012
Total Volume	394	1027	0	1421	0	0	0	0	475	1141	0	1616	409	0	673	1082	4119
% App. Total	27.7	72.3	0		0	0	0		29.4	70.6	0		37.8	0	62.2		
PHF	.828	.891	.000	.895	.000	.000	.000	.000	.786	.864	.000	.840	.787	.000	.854	.875	.908

# Traffic Data Service

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

File Name : 28AM FINAL  
 Site Code : 00000028  
 Start Date : 1/11/2018  
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# Traffic Data Service

San Jose, CA  
 (408) 622-4787  
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File Name : 28AM FINAL  
 Site Code : 00000028  
 Start Date : 1/11/2018  
 Page No : 1

Groups Printed- Bikes

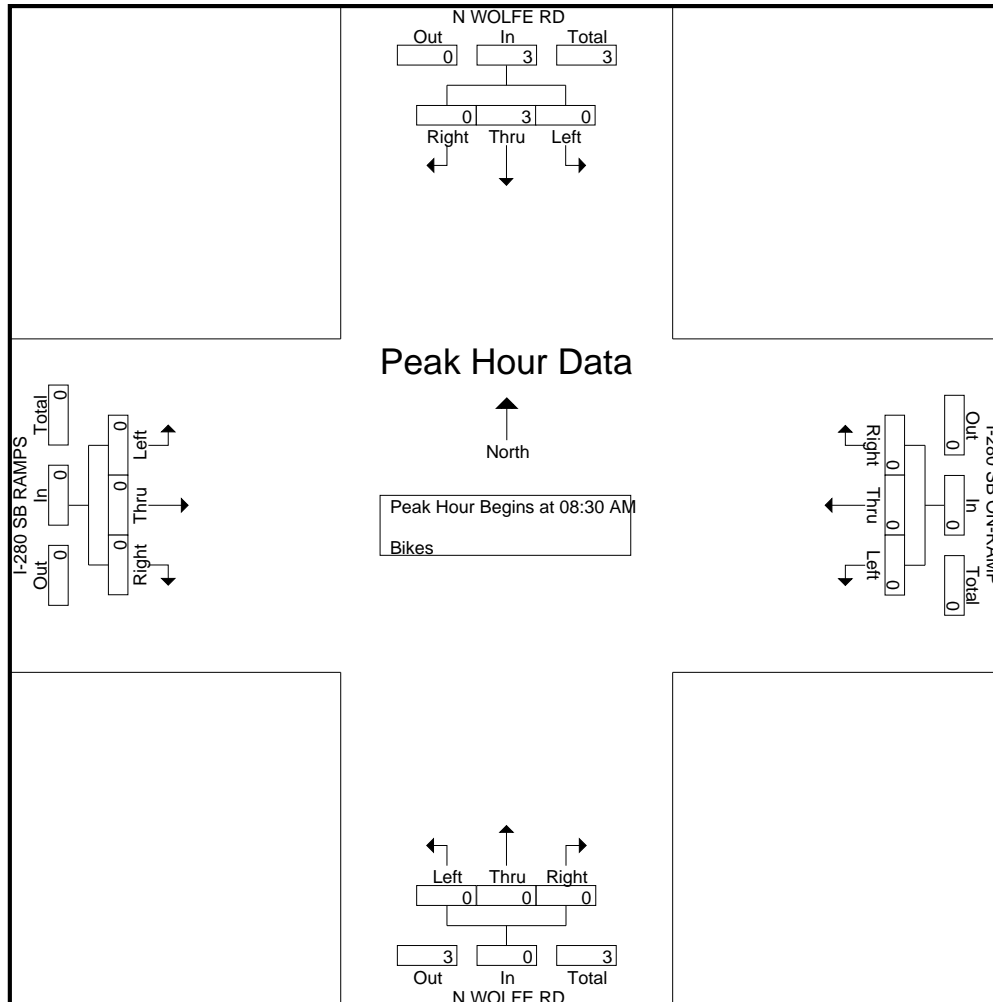
Start Time	N WOLFE RD Southbound					I-280 SB ON-RAMP Westbound					N WOLFE RD Northbound					I-280 SB RAMPS Eastbound					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>Total</b>	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0
08:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>Total</b>	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0
09:00 AM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
09:15 AM	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
09:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>Total</b>	0	3	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
Grand Total	0	3	0	0	3	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	7
Apprch %	0	100	0	0		0	0	0	0		0	100	0	0		0	0	0	0		
Total %	0	42.9	0	0	42.9	0	0	0	0	0	0	57.1	0	0	57.1	0	0	0	0	0	

Start Time	N WOLFE RD Southbound				I-280 SB ON-RAMP Westbound				N WOLFE RD Northbound				I-280 SB RAMPS Eastbound				Int. Total
	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	
Peak Hour Analysis From 07:00 AM to 09:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 08:30 AM																	
08:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:00 AM	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
09:15 AM	0	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2
Total Volume	0	3	0	3	0	0	0	0	0	0	0	0	0	0	0	0	3
% App. Total	0	100	0		0	0	0		0	0	0		0	0	0		
PHF	.000	.375	.000	.375	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.375

# Traffic Data Service

San Jose, CA  
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File Name : 28AM FINAL  
 Site Code : 00000028  
 Start Date : 1/11/2018  
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# Traffic Data Service

San Jose, CA  
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File Name : 28PM FINAL  
Site Code : 00000028  
Start Date : 1/11/2018  
Page No : 1

## Groups Printed- Lights - Buses - Trucks

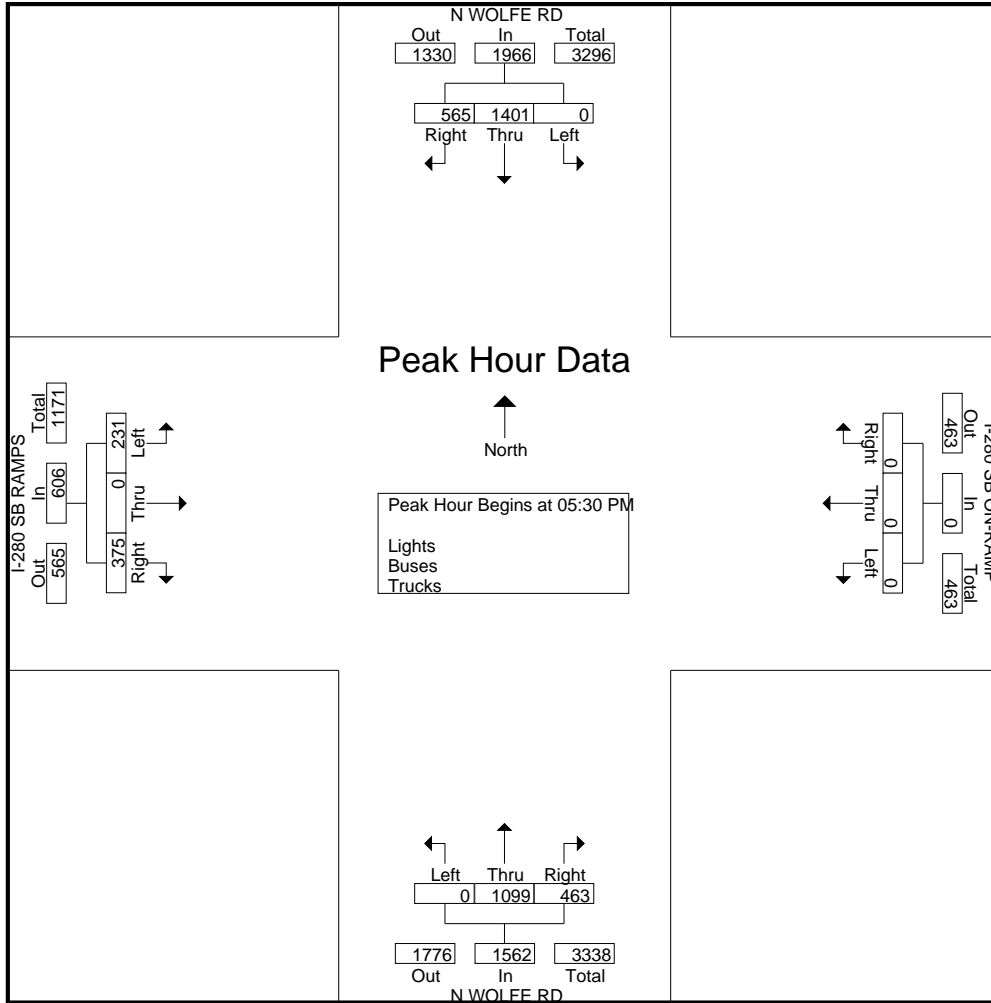
Start Time	N WOLFE RD Southbound					I-280 SB ON-RAMP Westbound					N WOLFE RD Northbound					I-280 SB RAMPS Eastbound					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
04:00 PM	109	210	0	0	319	0	0	0	1	1	129	209	0	0	338	55	0	49	0	104	762
04:15 PM	132	236	0	0	368	0	0	0	0	0	113	164	0	0	277	67	0	46	1	114	759
04:30 PM	152	234	0	0	386	0	0	0	1	1	145	201	0	0	346	66	0	33	0	99	832
04:45 PM	156	264	0	0	420	0	0	0	0	0	106	167	0	0	273	64	0	37	0	101	794
Total	549	944	0	0	1493	0	0	0	2	2	493	741	0	0	1234	252	0	165	1	418	3147
05:00 PM	161	316	0	0	477	0	0	0	0	0	117	233	0	0	350	76	0	39	0	115	942
05:15 PM	158	270	0	0	428	0	0	0	2	2	137	296	0	0	433	80	0	36	2	118	981
05:30 PM	174	323	0	0	497	0	0	0	0	0	120	290	0	0	410	86	0	39	0	125	1032
05:45 PM	148	344	0	0	492	0	0	0	0	0	120	288	0	0	408	87	0	43	0	130	1030
Total	641	1253	0	0	1894	0	0	0	2	2	494	1107	0	0	1601	329	0	157	2	488	3985
06:00 PM	117	359	0	0	476	0	0	0	3	3	109	259	0	0	368	94	0	72	0	166	1013
06:15 PM	126	375	0	0	501	0	0	0	1	1	114	262	0	0	376	108	0	77	0	185	1063
06:30 PM	111	354	0	0	465	0	0	0	1	1	119	231	0	0	350	97	0	71	0	168	984
06:45 PM	108	303	0	0	411	0	0	0	0	0	114	213	0	0	327	98	0	69	0	167	905
Total	462	1391	0	0	1853	0	0	0	5	5	456	965	0	0	1421	397	0	289	0	686	3965
Grand Total	1652	3588	0	0	5240	0	0	0	9	9	1443	2813	0	0	4256	978	0	611	3	1592	11097
Apprch %	31.5	68.5	0	0		0	0	0	100		33.9	66.1	0	0		61.4	0	38.4	0.2		
Total %	14.9	32.3	0	0	47.2	0	0	0	0.1	0.1	13	25.3	0	0	38.4	8.8	0	5.5	0	14.3	
Lights	1639	3561	0	0	5200	0	0	0	9	9	1422	2696	0	0	4118	955	0	606	3	1564	10891
% Lights	99.2	99.2	0	0	99.2	0	0	0	100	100	98.5	95.8	0	0	96.8	97.6	0	99.2	100	98.2	98.1
Buses	3	18	0	0	21	0	0	0	0	0	13	106	0	0	119	20	0	3	0	23	163
% Buses	0.2	0.5	0	0	0.4	0	0	0	0	0	0.9	3.8	0	0	2.8	2	0	0.5	0	1.4	1.5
Trucks	10	9	0	0	19	0	0	0	0	0	8	11	0	0	19	3	0	2	0	5	43
% Trucks	0.6	0.3	0	0	0.4	0	0	0	0	0	0.6	0.4	0	0	0.4	0.3	0	0.3	0	0.3	0.4

Start Time	N WOLFE RD Southbound					I-280 SB ON-RAMP Westbound					N WOLFE RD Northbound					I-280 SB RAMPS Eastbound					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
Peak Hour Analysis From 04:00 PM to 06:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 05:30 PM																					
05:30 PM	174	323	0	0	497	0	0	0	0	0	120	290	0	0	410	86	0	39	0	125	1032
05:45 PM	148	344	0	0	492	0	0	0	0	0	120	288	0	0	408	87	0	43	0	130	1030
06:00 PM	117	359	0	0	476	0	0	0	0	0	109	259	0	0	368	94	0	72	0	166	1010
06:15 PM	126	375	0	0	501	0	0	0	0	0	114	262	0	0	376	108	0	77	0	185	1062
Total Volume	565	1401	0	0	1966	0	0	0	0	0	463	1099	0	0	1562	375	0	231	0	606	4134
% App. Total	28.7	71.3	0	0		0	0	0	0	0	29.6	70.4	0	0		61.9	0	38.1	0		
PHF	.812	.934	.000	.000	.981	.000	.000	.000	.000	.000	.965	.947	.000	.952	.868	.000	.750	.819	.000	.973	

# Traffic Data Service

San Jose, CA  
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File Name : 28PM FINAL  
 Site Code : 00000028  
 Start Date : 1/11/2018  
 Page No : 2



# Traffic Data Service

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

File Name : 28PM FINAL  
 Site Code : 00000028  
 Start Date : 1/11/2018  
 Page No : 1

Groups Printed- Bikes

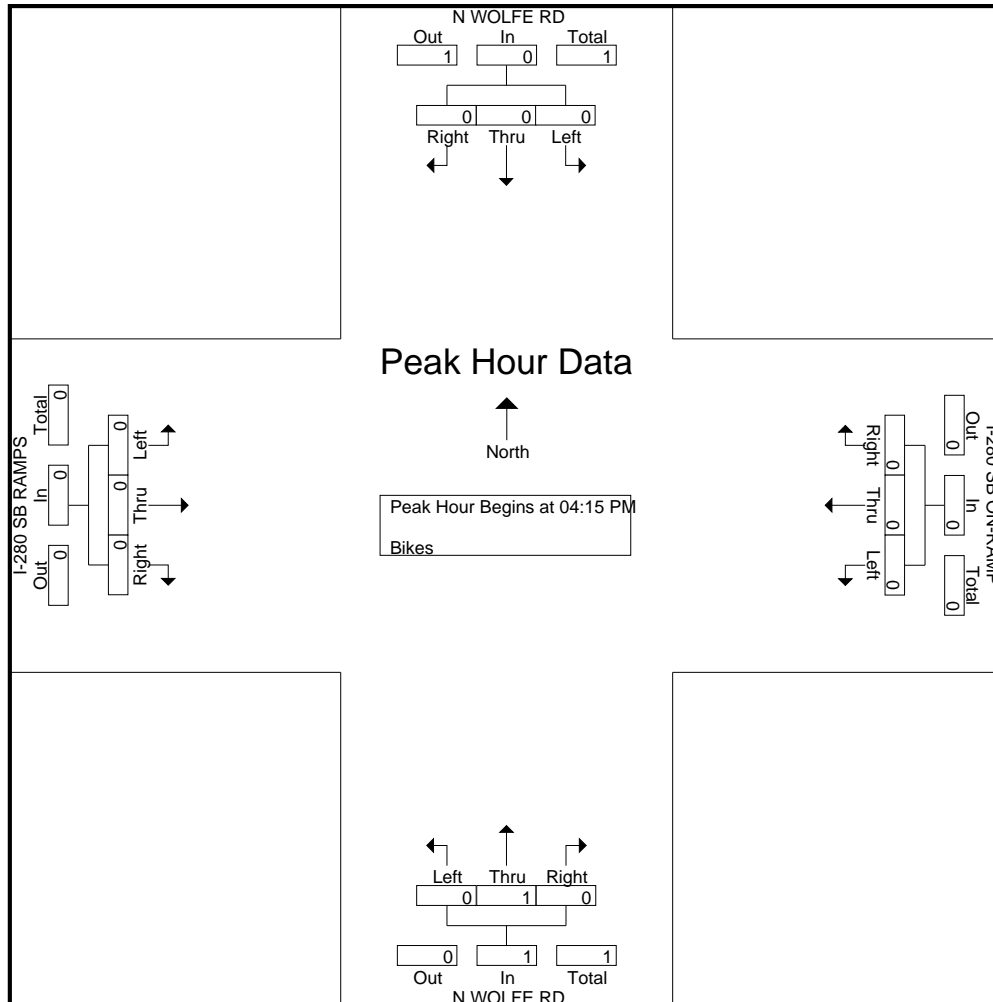
Start Time	N WOLFE RD Southbound					I-280 SB ON-RAMP Westbound					N WOLFE RD Northbound					I-280 SB RAMPS Eastbound					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>Total</b>	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>Total</b>	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1
06:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:45 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1
<b>Total</b>	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1
Grand Total	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	2
Apprch %	0	0	0	0		0	0	0	0		0	100	0	0		0	0	0	0		
Total %	0	0	0	0		0	0	0	0		0	100	0	0	100	0	0	0	0		

Start Time	N WOLFE RD Southbound				I-280 SB ON-RAMP Westbound				N WOLFE RD Northbound				I-280 SB RAMPS Eastbound				Int. Total
	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	
Peak Hour Analysis From 04:00 PM to 06:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:15 PM																	
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00 PM	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	1
Total Volume	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	1
% App. Total	0	0	0		0	0	0		0	100	0		0	0	0		
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.250	.000	.250	.000	.000	.000	.000	.250

# Traffic Data Service

San Jose, CA  
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File Name : 28PM FINAL  
Site Code : 00000028  
Start Date : 1/11/2018  
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# Traffic Data Service

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

File Name : 7AM FINAL  
Site Code : 00000007  
Start Date : 5/23/2017  
Page No : 1

## Groups Printed- Lights - Buses - Trucks

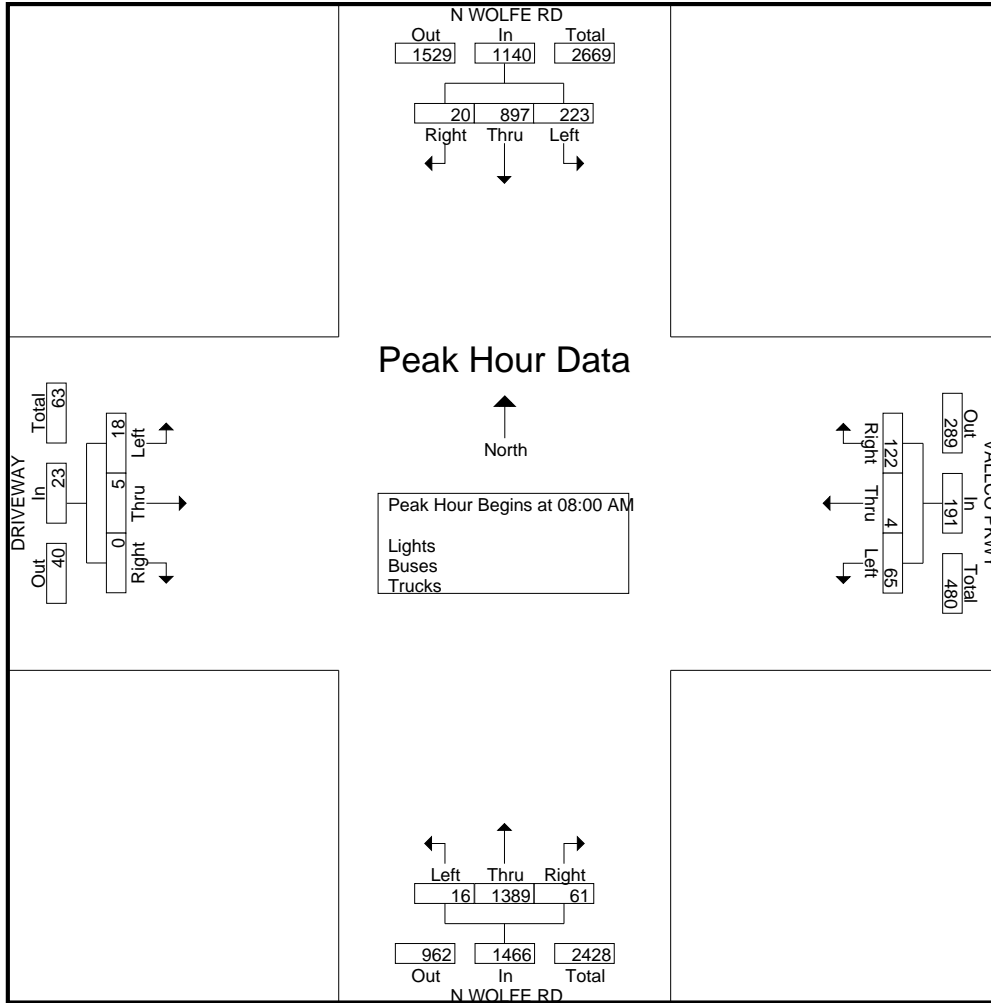
Start Time	N WOLFE RD Southbound					VALLCO PKWY Westbound					N WOLFE RD Northbound					DRIVEWAY Eastbound					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
06:00 AM	1	47	61	0	109	6	0	2	0	8	6	51	1	0	58	0	0	0	1	1	176
06:15 AM	0	45	62	0	107	8	0	0	0	8	5	55	0	0	60	0	0	1	0	1	176
06:30 AM	1	62	65	1	129	11	0	4	5	20	7	83	0	1	91	0	0	3	1	4	244
06:45 AM	2	76	65	1	144	13	0	12	3	28	8	105	0	2	115	1	1	2	4	8	295
Total	4	230	253	2	489	38	0	18	8	64	26	294	1	3	324	1	1	6	6	14	891
07:00 AM	0	99	41	1	141	7	0	4	0	11	4	142	2	0	148	0	0	3	0	3	303
07:15 AM	0	114	36	3	153	24	1	6	2	33	14	199	4	0	217	0	0	1	0	1	404
07:30 AM	2	135	50	1	188	37	0	8	3	48	27	279	4	2	312	1	0	2	4	7	555
07:45 AM	3	179	41	5	228	29	1	7	2	39	14	336	5	2	357	0	0	2	2	4	628
Total	5	527	168	10	710	97	2	25	7	131	59	956	15	4	1034	1	0	8	6	15	1890
08:00 AM	5	205	40	3	253	29	1	14	0	44	7	244	6	2	259	0	0	1	5	6	562
08:15 AM	4	265	59	4	332	23	2	21	3	49	14	339	3	5	361	0	3	7	3	13	755
08:30 AM	6	179	47	2	234	36	1	13	0	50	22	385	4	0	411	0	1	4	4	9	704
08:45 AM	5	248	77	1	331	34	0	17	2	53	18	421	3	2	444	0	1	6	4	11	839
Total	20	897	223	10	1150	122	4	65	5	196	61	1389	16	9	1475	0	5	18	16	39	2860
Grand Total	29	1654	644	22	2349	257	6	108	20	391	146	2639	32	16	2833	2	6	32	28	68	5641
Apprch %	1.2	70.4	27.4	0.9		65.7	1.5	27.6	5.1		5.2	93.2	1.1	0.6		2.9	8.8	47.1	41.2		
Total %	0.5	29.3	11.4	0.4	41.6	4.6	0.1	1.9	0.4	6.9	2.6	46.8	0.6	0.3	50.2	0	0.1	0.6	0.5	1.2	
Lights	29	1597	590	17	2233	214	6	105	20	345	134	2598	32	16	2780	1	6	32	28	67	5425
% Lights	100	96.6	91.6	77.3	95.1	83.3	100	97.2	100	88.2	91.8	98.4	100	100	98.1	50	100	100	100	98.5	96.2
Buses	0	23	25	3	51	22	0	0	0	22	4	19	0	0	23	0	0	0	0	0	96
% Buses	0	1.4	3.9	13.6	2.2	8.6	0	0	0	5.6	2.7	0.7	0	0	0.8	0	0	0	0	0	1.7
Trucks	0	34	29	2	65	21	0	3	0	24	8	22	0	0	30	1	0	0	0	1	120
% Trucks	0	2.1	4.5	9.1	2.8	8.2	0	2.8	0	6.1	5.5	0.8	0	0	1.1	50	0	0	0	1.5	2.1

Start Time	N WOLFE RD Southbound				VALLCO PKWY Westbound				N WOLFE RD Northbound				DRIVEWAY Eastbound				Int. Total
	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	
Peak Hour Analysis From 06:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 08:00 AM																	
08:00 AM	5	205	40	250	29	1	14	44	7	244	6	257	0	0	1	1	552
08:15 AM	4	<b>265</b>	59	328	23	<b>2</b>	<b>21</b>	46	14	339	3	356	0	<b>3</b>	<b>7</b>	<b>10</b>	740
08:30 AM	<b>6</b>	179	47	232	<b>36</b>	1	13	50	<b>22</b>	385	4	411	0	1	4	5	698
08:45 AM	5	248	<b>77</b>	<b>330</b>	34	0	17	51	18	<b>421</b>	3	<b>442</b>	0	1	6	7	<b>830</b>
Total Volume	20	897	223	1140	122	4	65	191	61	1389	16	1466	0	5	18	23	2820
% App. Total	1.8	78.7	19.6		63.9	2.1	34		4.2	94.7	1.1		0	21.7	78.3		
PHF	.833	.846	.724	.864	.847	.500	.774	.936	.693	.825	.667	.829	.000	.417	.643	.575	.849

# Traffic Data Service

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

File Name : 7AM FINAL  
 Site Code : 00000007  
 Start Date : 5/23/2017  
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# Traffic Data Service

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

File Name : 7AM FINAL  
 Site Code : 00000007  
 Start Date : 5/23/2017  
 Page No : 1

Groups Printed- Bikes

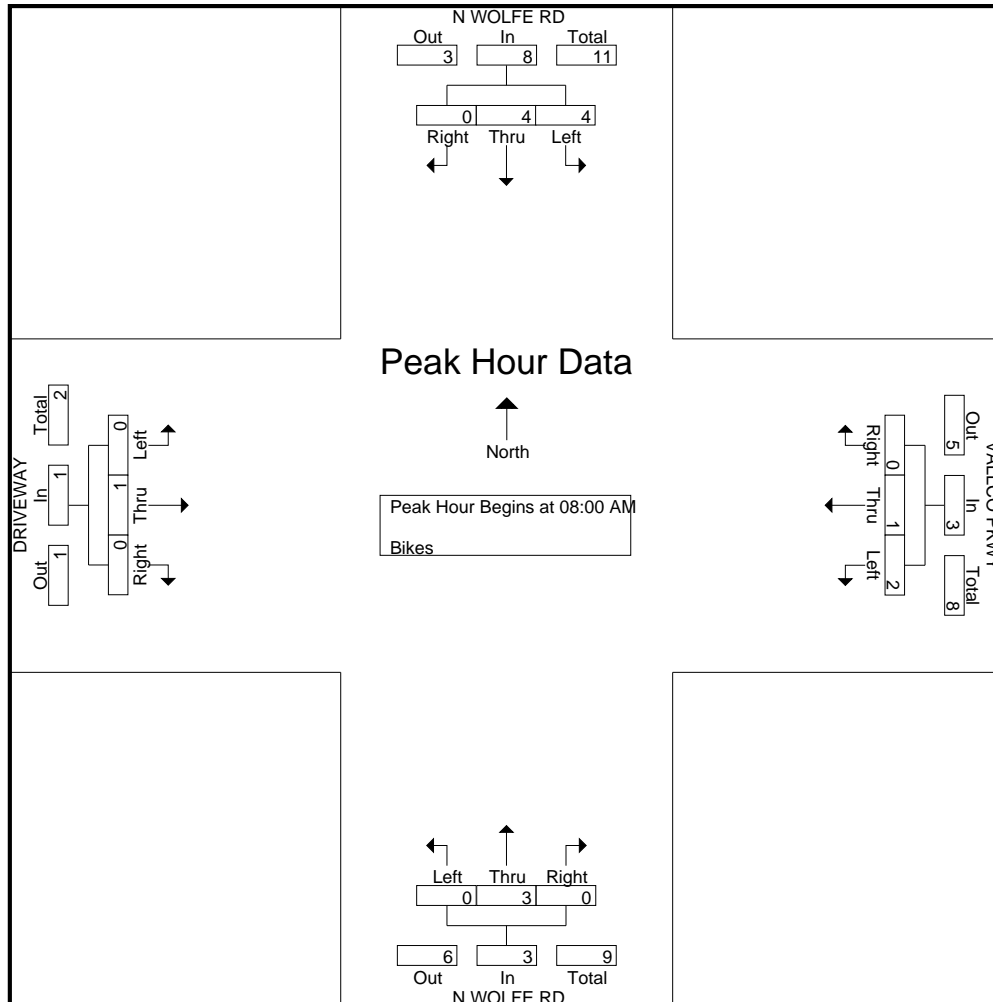
Start Time	N WOLFE RD Southbound					VALLCO PKWY Westbound					N WOLFE RD Northbound					DRIVEWAY Eastbound					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
06:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:00 AM	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	2
07:15 AM	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	1
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	1	0	0	1	0	0	1	0	1	0	1	0	0	1	0	0	0	0	0	3
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15 AM	0	1	0	0	1	0	1	0	0	1	0	3	0	0	3	0	1	0	0	1	6
08:30 AM	0	0	2	0	2	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	3
08:45 AM	0	3	2	0	5	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	6
Total	0	4	4	0	8	0	1	2	0	3	0	3	0	0	3	0	1	0	0	1	15
Grand Total	0	5	4	0	9	0	1	3	0	4	0	4	0	0	4	0	1	0	0	1	18
Apprch %	0	55.6	44.4	0		0	25	75	0		0	100	0	0		0	100	0	0		
Total %	0	27.8	22.2	0	50	0	5.6	16.7	0	22.2	0	22.2	0	0	22.2	0	5.6	0	0	5.6	

Start Time	N WOLFE RD Southbound				VALLCO PKWY Westbound				N WOLFE RD Northbound				DRIVEWAY Eastbound				Int. Total
	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	
Peak Hour Analysis From 06:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 08:00 AM																	
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15 AM	0	1	0	1	0	1	0	1	0	3	0	3	0	1	0	1	6
08:30 AM	0	0	2	2	0	0	1	1	0	0	0	0	0	0	0	0	3
08:45 AM	0	3	2	5	0	0	1	1	0	0	0	0	0	0	0	0	6
Total Volume	0	4	4	8	0	1	2	3	0	3	0	3	0	1	0	1	15
% App. Total	0	50	50		0	33.3	66.7		0	100	0		0	100	0		
PHF	.000	.333	.500	.400	.000	.250	.500	.750	.000	.250	.000	.250	.000	.250	.000	.250	.625

# Traffic Data Service

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

File Name : 7AM FINAL  
 Site Code : 00000007  
 Start Date : 5/23/2017  
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# Traffic Data Service

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

File Name : 7PM FINAL  
Site Code : 00000007  
Start Date : 5/23/2017  
Page No : 1

Groups Printed- Lights - Buses - Trucks

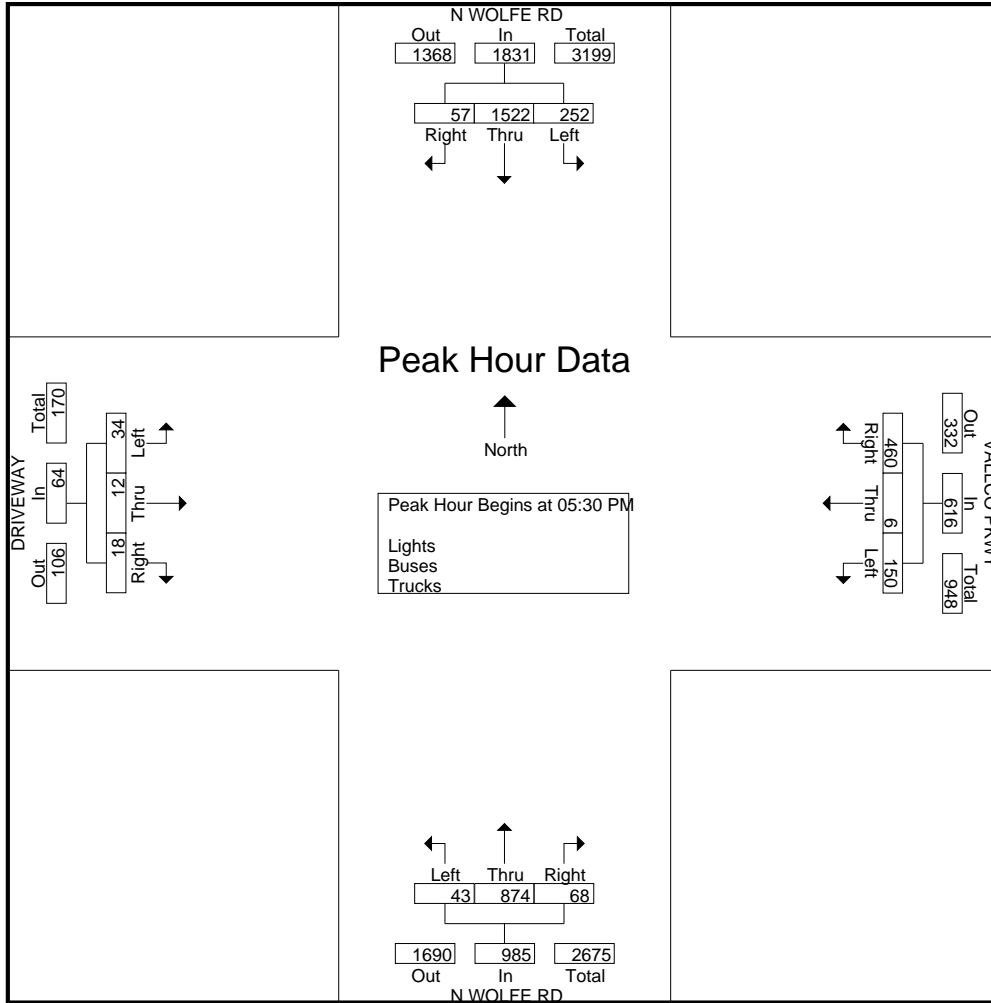
Start Time	N WOLFE RD Southbound					VALLCO PKWY Westbound					N WOLFE RD Northbound					DRIVEWAY Eastbound					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
04:00 PM	12	255	42	0	309	139	0	35	0	174	19	231	10	3	263	7	3	6	7	23	769
04:15 PM	9	218	55	0	282	140	1	27	4	172	22	168	6	1	197	0	1	2	1	4	655
04:30 PM	14	236	41	2	293	150	2	20	1	173	13	168	4	3	188	3	4	6	6	19	673
04:45 PM	6	306	59	2	373	125	3	23	0	151	22	175	11	5	213	2	3	3	6	14	751
Total	41	1015	197	4	1257	554	6	105	5	670	76	742	31	12	861	12	11	17	20	60	2848
05:00 PM	2	305	51	3	361	108	0	27	1	136	15	207	5	4	231	2	2	6	4	14	742
05:15 PM	6	320	49	1	376	103	1	32	0	136	26	189	10	4	229	1	1	10	1	13	754
05:30 PM	4	390	56	1	451	129	0	32	4	165	19	248	11	2	280	2	3	11	3	19	915
05:45 PM	12	394	57	2	465	104	2	40	0	146	13	184	8	1	206	9	3	8	4	24	841
Total	24	1409	213	7	1653	444	3	131	5	583	73	828	34	11	946	14	9	35	12	70	3252
06:00 PM	11	363	78	1	453	95	2	30	0	127	16	231	13	1	261	3	1	8	0	12	853
06:15 PM	30	375	61	6	472	132	2	48	2	184	20	211	11	9	251	4	5	7	9	25	932
06:30 PM	49	347	58	2	456	92	4	26	0	122	18	206	10	5	239	6	4	16	2	28	845
06:45 PM	38	320	62	4	424	88	3	32	2	125	9	167	14	10	200	2	2	7	6	17	766
Total	128	1405	259	13	1805	407	11	136	4	558	63	815	48	25	951	15	12	38	17	82	3396
Grand Total	193	3829	669	24	4715	1405	20	372	14	1811	212	2385	113	48	2758	41	32	90	49	212	9496
Apprch %	4.1	81.2	14.2	0.5		77.6	1.1	20.5	0.8		7.7	86.5	4.1	1.7		19.3	15.1	42.5	23.1		
Total %	2	40.3	7	0.3	49.7	14.8	0.2	3.9	0.1	19.1	2.2	25.1	1.2	0.5	29	0.4	0.3	0.9	0.5	2.2	
Lights	193	3801	629	22	4645	1313	19	355	14	1701	210	2357	113	48	2728	41	32	90	49	212	9286
% Lights	100	99.3	94	91.7	98.5	93.5	95	95.4	100	93.9	99.1	98.8	100	100	98.9	100	100	100	100	100	97.8
Buses	0	16	39	2	57	87	1	17	0	105	0	19	0	0	19	0	0	0	0	0	181
% Buses	0	0.4	5.8	8.3	1.2	6.2	5	4.6	0	5.8	0	0.8	0	0	0.7	0	0	0	0	0	1.9
Trucks	0	12	1	0	13	5	0	0	0	5	2	9	0	0	11	0	0	0	0	0	29
% Trucks	0	0.3	0.1	0	0.3	0.4	0	0	0	0.3	0.9	0.4	0	0	0.4	0	0	0	0	0	0.3

Start Time	N WOLFE RD Southbound				VALLCO PKWY Westbound				N WOLFE RD Northbound				DRIVEWAY Eastbound				Int. Total
	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	
Peak Hour Analysis From 04:00 PM to 06:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 05:30 PM																	
05:30 PM	4	390	56	450	129	0	32	161	19	<b>248</b>	11	<b>278</b>	2	3	<b>11</b>	16	905
05:45 PM	12	<b>394</b>	57	463	104	2	40	146	13	184	8	205	<b>9</b>	3	8	<b>20</b>	834
06:00 PM	11	363	<b>78</b>	452	95	2	30	127	16	231	<b>13</b>	260	3	1	8	12	851
06:15 PM	<b>30</b>	375	61	<b>466</b>	<b>132</b>	2	<b>48</b>	<b>182</b>	<b>20</b>	211	11	242	4	<b>5</b>	7	16	<b>906</b>
Total Volume	57	1522	252	1831	460	6	150	616	68	874	43	985	18	12	34	64	3496
% App. Total	3.1	83.1	13.8		74.7	1	24.4		6.9	88.7	4.4		28.1	18.8	53.1		
PHF	.475	.966	.808	.982	.871	.750	.781	.846	.850	.881	.827	.886	.500	.600	.773	.800	.965

# Traffic Data Service

San Jose, CA  
 (408) 622-4787  
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File Name : 7PM FINAL  
 Site Code : 00000007  
 Start Date : 5/23/2017  
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# Traffic Data Service

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

File Name : 7PM FINAL  
 Site Code : 00000007  
 Start Date : 5/23/2017  
 Page No : 1

Groups Printed- Bikes

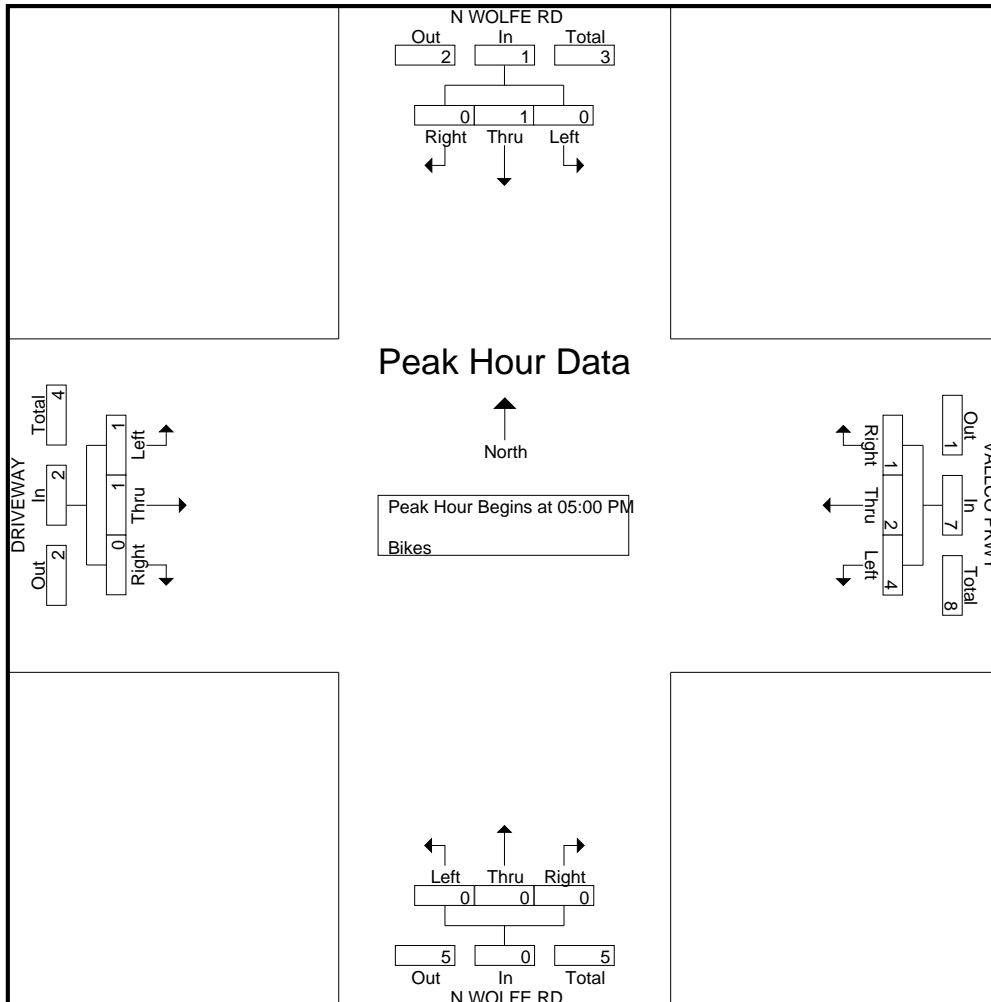
Start Time	N WOLFE RD Southbound					VALLCO PKWY Westbound					N WOLFE RD Northbound					DRIVEWAY Eastbound					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
04:00 PM	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	3	0	0	3	0	2	1	0	3	0	0	0	0	0	0	0	0	0	0	0
05:00 PM	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	0	0	0	0	1	0	1	0	2	0	0	0	0	0	0	0	1	0	1	3
05:30 PM	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	1	0	0	1	2
05:45 PM	0	1	0	0	1	0	0	2	0	2	0	0	0	0	0	0	0	0	0	0	3
Total	0	1	0	0	1	1	2	4	0	7	0	0	0	0	0	0	1	1	0	2	10
06:00 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1
06:15 PM	0	0	0	0	0	1	0	1	0	2	0	0	0	0	0	0	0	0	0	0	2
06:30 PM	0	1	0	0	1	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	2
06:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	1	0	0	1	2	1	1	0	4	0	0	0	0	0	0	0	0	0	0	5
Grand Total	0	5	0	0	5	3	5	6	0	14	0	0	0	0	0	0	1	1	0	2	21
Apprch %	0	100	0	0		21.4	35.7	42.9	0		0	0	0	0		0	50	50	0		
Total %	0	23.8	0	0	23.8	14.3	23.8	28.6	0	66.7	0	0	0	0	0	0	4.8	4.8	0	9.5	

Start Time	N WOLFE RD Southbound				VALLCO PKWY Westbound				N WOLFE RD Northbound				DRIVEWAY Eastbound				Int. Total
	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	
Peak Hour Analysis From 04:00 PM to 06:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 05:00 PM																	
05:00 PM	0	0	0	0	0	2	0	2	0	0	0	0	0	0	0	0	2
05:15 PM	0	0	0	0	1	0	1	2	0	0	0	0	0	0	1	1	3
05:30 PM	0	0	0	0	0	0	1	1	0	0	0	0	0	1	0	1	2
05:45 PM	0	1	0	1	0	0	2	2	0	0	0	0	0	0	0	0	3
Total Volume	0	1	0	1	1	2	4	7	0	0	0	0	0	1	1	2	10
% App. Total	0	100	0		14.3	28.6	57.1		0	0	0		0	50	50		
PHF	.000	.250	.000	.250	.250	.250	.500	.875	.000	.000	.000	.000	.000	.250	.250	.500	.833

# Traffic Data Service

San Jose, CA  
(408) 622-4787  
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File Name : 7PM FINAL  
Site Code : 00000007  
Start Date : 5/23/2017  
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# Traffic Data Service

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

File Name : 8AM FINAL  
 Site Code : 00000008  
 Start Date : 5/23/2017  
 Page No : 1

Groups Printed- Lights - Buses - Trucks

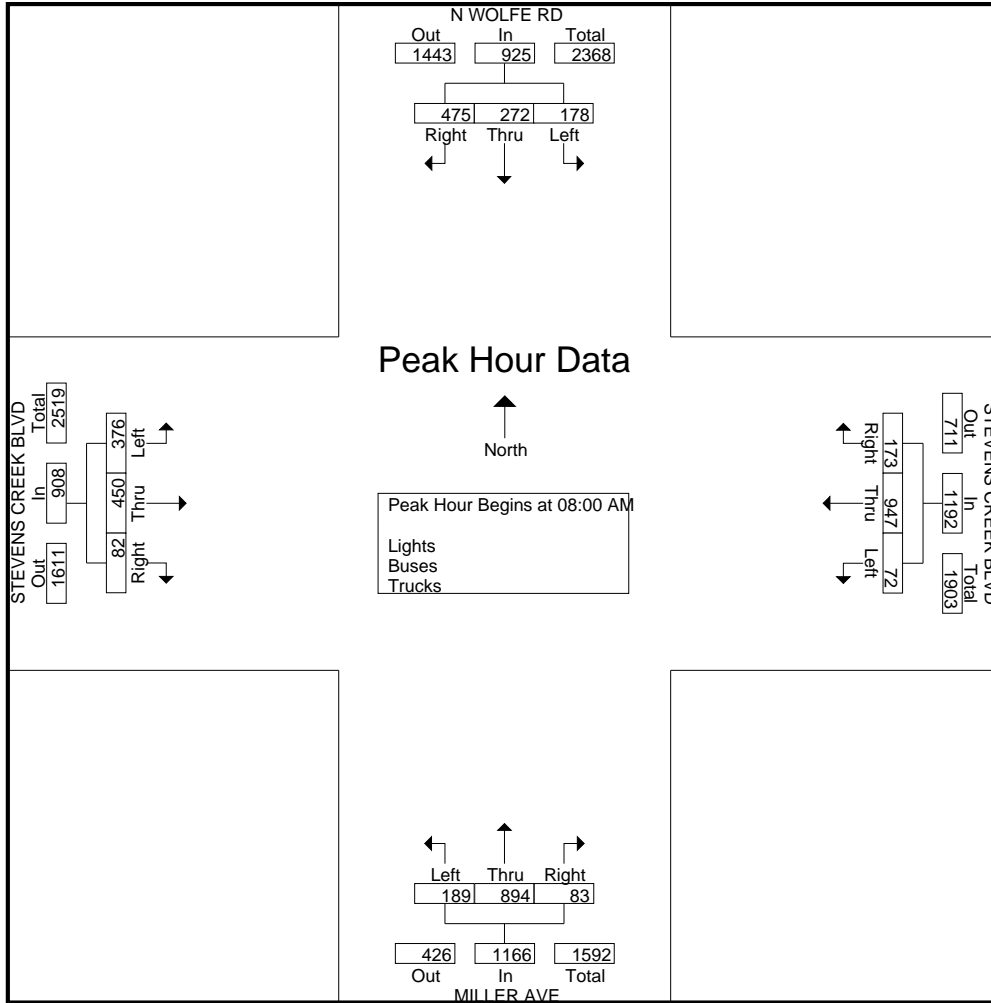
Start Time	N WOLFE RD Southbound					STEVENS CREEK BLVD Westbound					MILLER AVE Northbound					STEVENS CREEK BLVD Eastbound					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
06:00 AM	18	6	8	1	33	16	26	1	1	44	1	24	4	1	30	0	10	18	1	29	136
06:15 AM	21	10	11	1	43	8	27	2	0	37	4	31	5	0	40	1	14	16	1	32	152
06:30 AM	24	15	16	2	57	13	41	5	3	62	4	52	14	1	71	2	22	16	3	43	233
06:45 AM	27	26	25	8	86	26	74	5	0	105	6	64	7	0	77	3	26	23	4	56	324
Total	90	57	60	12	219	63	168	13	4	248	15	171	30	2	218	6	72	73	9	160	845
07:00 AM	36	32	34	3	105	28	104	6	3	141	8	73	15	3	99	7	62	26	2	97	442
07:15 AM	45	34	34	4	117	63	158	17	3	241	16	108	30	14	168	16	163	40	3	222	748
07:30 AM	60	63	33	6	162	52	205	25	1	283	38	190	44	6	278	14	91	44	4	153	876
07:45 AM	71	67	35	6	179	55	255	10	2	322	24	210	59	6	299	21	66	64	9	160	960
Total	212	196	136	19	563	198	722	58	9	987	86	581	148	29	844	58	382	174	18	632	3026
08:00 AM	109	67	34	3	213	29	228	16	2	275	12	182	56	1	251	32	48	64	2	146	885
08:15 AM	117	107	53	6	283	40	267	17	0	324	24	220	32	5	281	23	91	78	4	196	1084
08:30 AM	120	35	38	3	196	46	198	19	0	263	22	276	41	5	344	16	171	114	7	308	1111
08:45 AM	129	63	53	2	247	58	254	20	4	336	25	216	60	3	304	11	140	120	5	276	1163
Total	475	272	178	14	939	173	947	72	6	1198	83	894	189	14	1180	82	450	376	18	926	4243
Grand Total	777	525	374	45	1721	434	1837	143	19	2433	184	1646	367	45	2242	146	904	623	45	1718	8114
Apprch %	45.1	30.5	21.7	2.6		17.8	75.5	5.9	0.8		8.2	73.4	16.4	2		8.5	52.6	36.3	2.6		
Total %	9.6	6.5	4.6	0.6	21.2	5.3	22.6	1.8	0.2	30	2.3	20.3	4.5	0.6	27.6	1.8	11.1	7.7	0.6	21.2	
Lights	761	501	354	44	1660	407	1773	139	18	2337	183	1630	356	45	2214	144	859	608	45	1656	7867
% Lights	97.9	95.4	94.7	97.8	96.5	93.8	96.5	97.2	94.7	96.1	99.5	99	97	100	98.8	98.6	95	97.6	100	96.4	97
Buses	5	10	8	0	23	6	35	1	0	42	0	9	5	0	14	1	29	9	0	39	118
% Buses	0.6	1.9	2.1	0	1.3	1.4	1.9	0.7	0	1.7	0	0.5	1.4	0	0.6	0.7	3.2	1.4	0	2.3	1.5
Trucks	11	14	12	1	38	21	29	3	1	54	1	7	6	0	14	1	16	6	0	23	129
% Trucks	1.4	2.7	3.2	2.2	2.2	4.8	1.6	2.1	5.3	2.2	0.5	0.4	1.6	0	0.6	0.7	1.8	1	0	1.3	1.6

Start Time	N WOLFE RD Southbound				STEVENS CREEK BLVD Westbound				MILLER AVE Northbound				STEVENS CREEK BLVD Eastbound				Int. Total
	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	
Peak Hour Analysis From 06:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 08:00 AM																	
08:00 AM	109	67	34	210	29	228	16	273	12	182	56	250	32	48	64	144	877
08:15 AM	117	107	53	277	40	267	17	324	24	220	32	276	23	91	78	192	1069
08:30 AM	120	35	38	193	46	198	19	263	22	276	41	339	16	171	114	301	1096
08:45 AM	129	63	53	245	58	254	20	332	25	216	60	301	11	140	120	271	1149
Total Volume	475	272	178	925	173	947	72	1192	83	894	189	1166	82	450	376	908	4191
% App. Total	51.4	29.4	19.2		14.5	79.4	6		7.1	76.7	16.2		9	49.6	41.4		
PHF	.921	.636	.840	.835	.746	.887	.900	.898	.830	.810	.788	.860	.641	.658	.783	.754	.912

# Traffic Data Service

San Jose, CA  
 (408) 622-4787  
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File Name : 8AM FINAL  
 Site Code : 00000008  
 Start Date : 5/23/2017  
 Page No : 2



# Traffic Data Service

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

File Name : 8AM FINAL  
 Site Code : 00000008  
 Start Date : 5/23/2017  
 Page No : 1

Groups Printed- Bikes

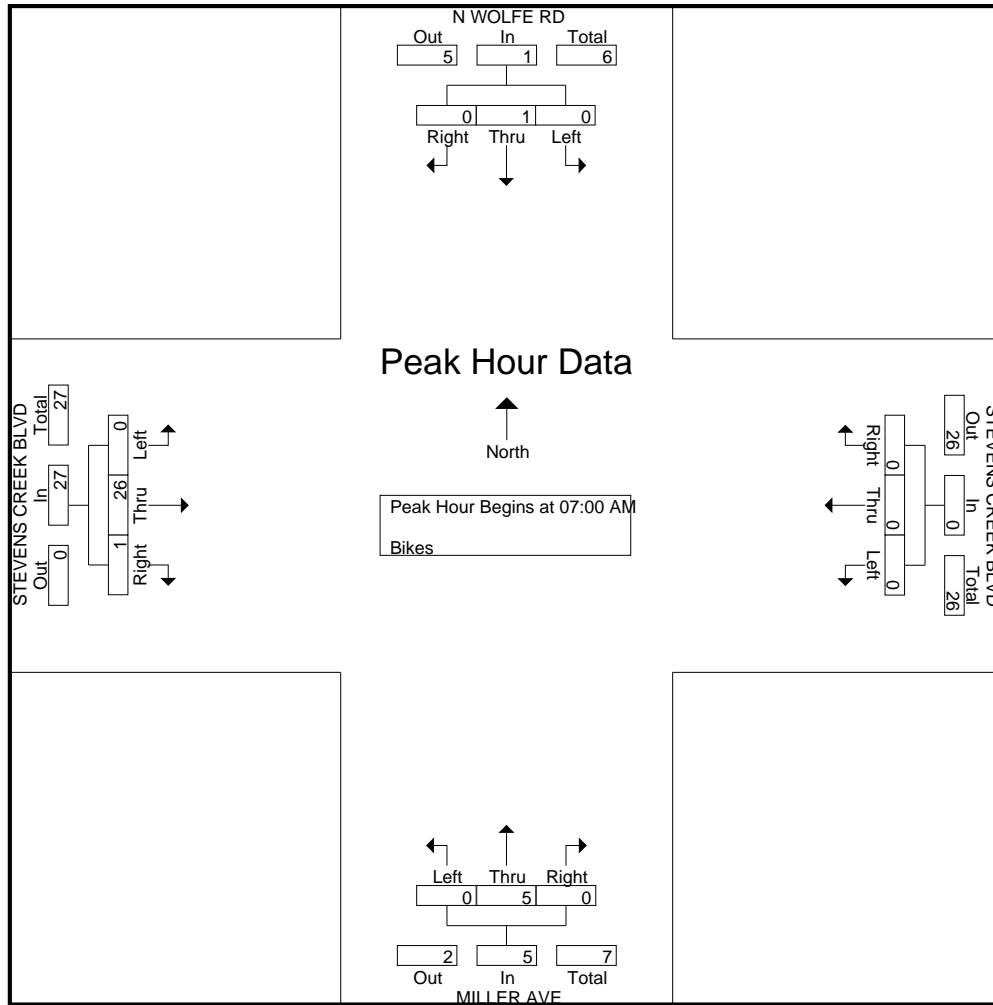
Start Time	N WOLFE RD Southbound					STEVENS CREEK BLVD Westbound					MILLER AVE Northbound					STEVENS CREEK BLVD Eastbound					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
06:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:15 AM	0	0	0	0	0	0	1	0	0	1	0	0	1	0	1	0	1	0	0	0	1
06:30 AM	0	0	0	0	0	0	1	0	0	1	0	2	0	0	2	0	0	0	0	0	0
06:45 AM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	3	0	0	3	0	2	1	0	3	0	1	0	0	0	1
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	1	0	0	0	1
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	20	0	0	0	20
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	3	0	0	3	0	4	0	0	0	4
07:45 AM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	2
Total	0	1	0	0	1	0	0	0	0	0	0	5	0	0	5	1	26	0	0	0	27
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	1	0	0	0	1
08:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	2
08:30 AM	0	0	0	0	0	1	0	0	0	1	0	0	1	0	1	0	0	0	0	0	0
08:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1
Total	0	0	0	0	0	1	0	0	0	1	0	1	1	0	2	0	4	0	0	0	4
Grand Total	0	1	0	0	1	1	3	0	0	4	0	8	2	0	10	1	31	0	0	0	32
Apprch %	0	100	0	0		25	75	0	0		0	80	20	0		3.1	96.9	0	0		
Total %	0	2.1	0	0	2.1	2.1	6.4	0	0	8.5	0	17	4.3	0	21.3	2.1	66	0	0	68.1	

Start Time	N WOLFE RD Southbound				STEVENS CREEK BLVD Westbound				MILLER AVE Northbound				STEVENS CREEK BLVD Eastbound				Int. Total
	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	
Peak Hour Analysis From 06:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:00 AM																	
07:00 AM	0	0	0	0	0	0	0	0	0	1	0	1	0	1	0	1	2
07:15 AM	0	0	0	0	0	0	0	0	0	1	0	1	0	20	0	20	21
07:30 AM	0	0	0	0	0	0	0	0	0	3	0	3	0	4	0	4	7
07:45 AM	0	1	0	1	0	0	0	0	0	0	0	0	1	1	0	2	3
Total Volume	0	1	0	1	0	0	0	0	0	5	0	5	1	26	0	27	33
% App. Total	0	100	0		0	0	0		0	100	0		3.7	96.3	0		
PHF	.000	.250	.000	.250	.000	.000	.000	.000	.000	.417	.000	.417	.250	.325	.000	.338	.393

# Traffic Data Service

San Jose, CA  
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File Name : 8AM FINAL  
Site Code : 00000008  
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# Traffic Data Service

San Jose, CA  
(408) 622-4787  
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File Name : 8PM FINAL  
Site Code : 00000008  
Start Date : 5/23/2017  
Page No : 1

## Groups Printed- Lights - Buses - Trucks

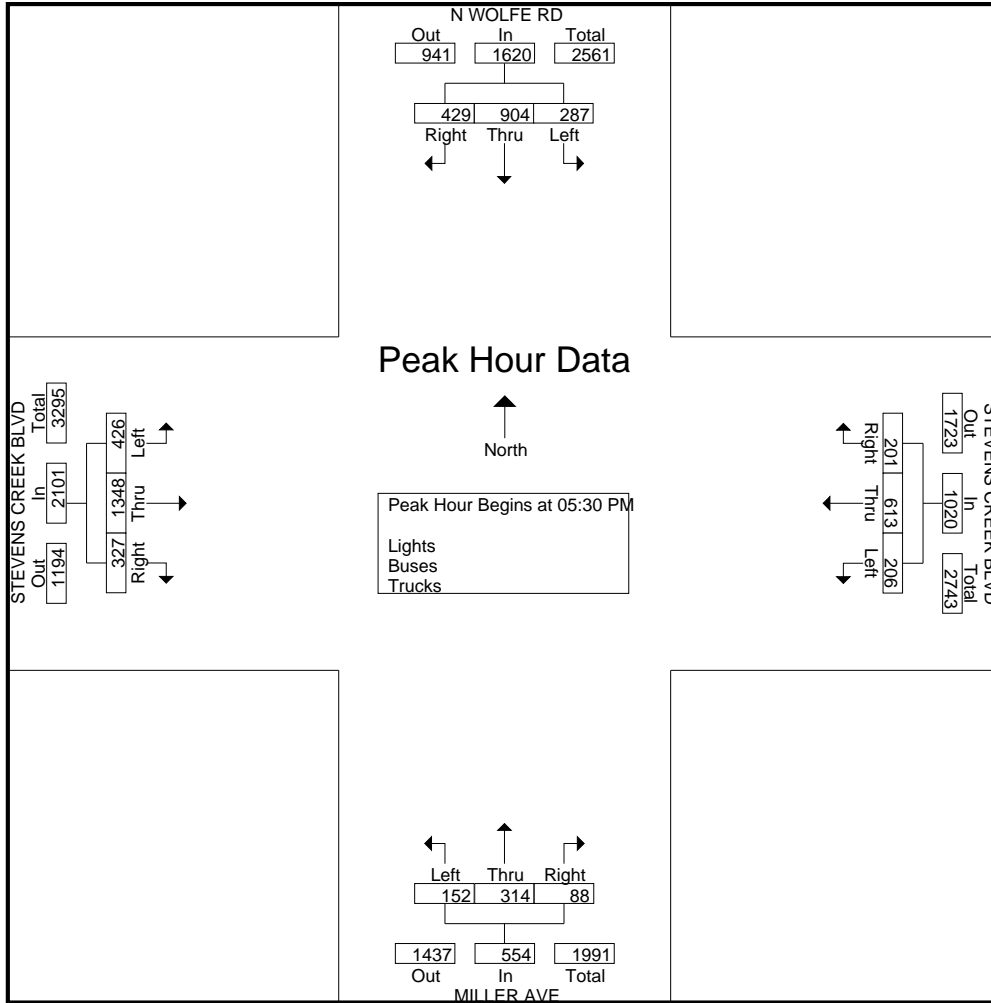
Start Time	N WOLFE RD Southbound					STEVENS CREEK BLVD Westbound					MILLER AVE Northbound					STEVENS CREEK BLVD Eastbound					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
04:00 PM	94	121	70	10	295	60	123	30	2	215	22	49	44	11	126	53	310	121	1	485	1121
04:15 PM	88	89	54	12	243	45	118	29	12	204	8	47	36	10	101	33	306	83	2	424	972
04:30 PM	102	129	62	10	303	51	128	19	4	202	16	39	21	10	86	49	307	71	8	435	1026
04:45 PM	78	123	73	7	281	39	129	35	0	203	16	61	31	2	110	68	331	98	4	501	1095
Total	362	462	259	39	1122	195	498	113	18	824	62	196	132	33	423	203	1254	373	15	1845	4214
05:00 PM	99	198	63	12	372	47	129	42	9	227	26	61	32	6	125	74	297	90	9	470	1194
05:15 PM	98	183	66	8	355	54	142	50	10	256	18	58	38	15	129	68	388	114	2	572	1312
05:30 PM	103	232	74	5	414	48	125	51	4	228	24	95	33	9	161	79	302	113	8	502	1305
05:45 PM	110	227	69	6	412	41	154	50	9	254	29	79	43	13	164	81	355	95	2	533	1363
Total	410	840	272	31	1553	190	550	193	32	965	97	293	146	43	579	302	1342	412	21	2077	5174
06:00 PM	95	255	81	5	436	53	157	57	4	271	16	90	38	4	148	87	314	101	6	508	1363
06:15 PM	121	190	63	5	379	59	177	48	6	290	19	50	38	8	115	80	377	117	7	581	1365
06:30 PM	118	238	76	2	434	47	150	41	6	244	12	65	39	6	122	70	270	96	3	439	1239
06:45 PM	103	188	59	3	353	35	163	34	8	240	6	58	43	7	114	51	211	102	0	364	1071
Total	437	871	279	15	1602	194	647	180	24	1045	53	263	158	25	499	288	1172	416	16	1892	5038
Grand Total	1209	2173	810	85	4277	579	1695	486	74	2834	212	752	436	101	1501	793	3768	1201	52	5814	14426
Apprch %	28.3	50.8	18.9	2		20.4	59.8	17.1	2.6		14.1	50.1	29	6.7		13.6	64.8	20.7	0.9		
Total %	8.4	15.1	5.6	0.6	29.6	4	11.7	3.4	0.5	19.6	1.5	5.2	3	0.7	10.4	5.5	26.1	8.3	0.4	40.3	
Lights	1187	2161	800	85	4233	571	1666	484	73	2794	210	742	433	101	1486	789	3728	1181	52	5750	14263
% Lights	98.2	99.4	98.8	100	99	98.6	98.3	99.6	98.6	98.6	99.1	98.7	99.3	100	99	99.5	98.9	98.3	100	98.9	98.9
Buses	20	6	8	0	34	6	27	0	0	33	0	7	0	0	7	1	28	8	0	37	111
% Buses	1.7	0.3	1	0	0.8	1	1.6	0	0	1.2	0	0.9	0	0	0.5	0.1	0.7	0.7	0	0.6	0.8
Trucks	2	6	2	0	10	2	2	2	1	7	2	3	3	0	8	3	12	12	0	27	52
% Trucks	0.2	0.3	0.2	0	0.2	0.3	0.1	0.4	1.4	0.2	0.9	0.4	0.7	0	0.5	0.4	0.3	1	0	0.5	0.4

Start Time	N WOLFE RD Southbound				STEVENS CREEK BLVD Westbound				MILLER AVE Northbound				STEVENS CREEK BLVD Eastbound				Int. Total
	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	
Peak Hour Analysis From 04:00 PM to 06:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 05:30 PM																	
05:30 PM	103	232	74	409	48	125	51	224	24	<b>95</b>	33	<b>152</b>	79	302	113	494	1279
05:45 PM	110	227	69	406	41	154	50	245	<b>29</b>	79	<b>43</b>	151	81	355	95	531	1333
06:00 PM	95	<b>255</b>	<b>81</b>	<b>431</b>	53	157	<b>57</b>	267	16	90	38	144	<b>87</b>	314	101	502	<b>1344</b>
06:15 PM	<b>121</b>	190	63	374	<b>59</b>	<b>177</b>	48	<b>284</b>	19	50	38	107	80	<b>377</b>	<b>117</b>	<b>574</b>	1339
Total Volume	429	904	287	1620	201	613	206	1020	88	314	152	554	327	1348	426	2101	5295
% App. Total	26.5	55.8	17.7		19.7	60.1	20.2		15.9	56.7	27.4		15.6	64.2	20.3		
PHF	.886	.886	.886	.940	.852	.866	.904	.898	.759	.826	.884	.911	.940	.894	.910	.915	.985

# Traffic Data Service

San Jose, CA  
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File Name : 8PM FINAL  
 Site Code : 00000008  
 Start Date : 5/23/2017  
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# Traffic Data Service

San Jose, CA  
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 tdsbay@cs.com

File Name : 8PM FINAL  
 Site Code : 00000008  
 Start Date : 5/23/2017  
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Groups Printed- Bikes

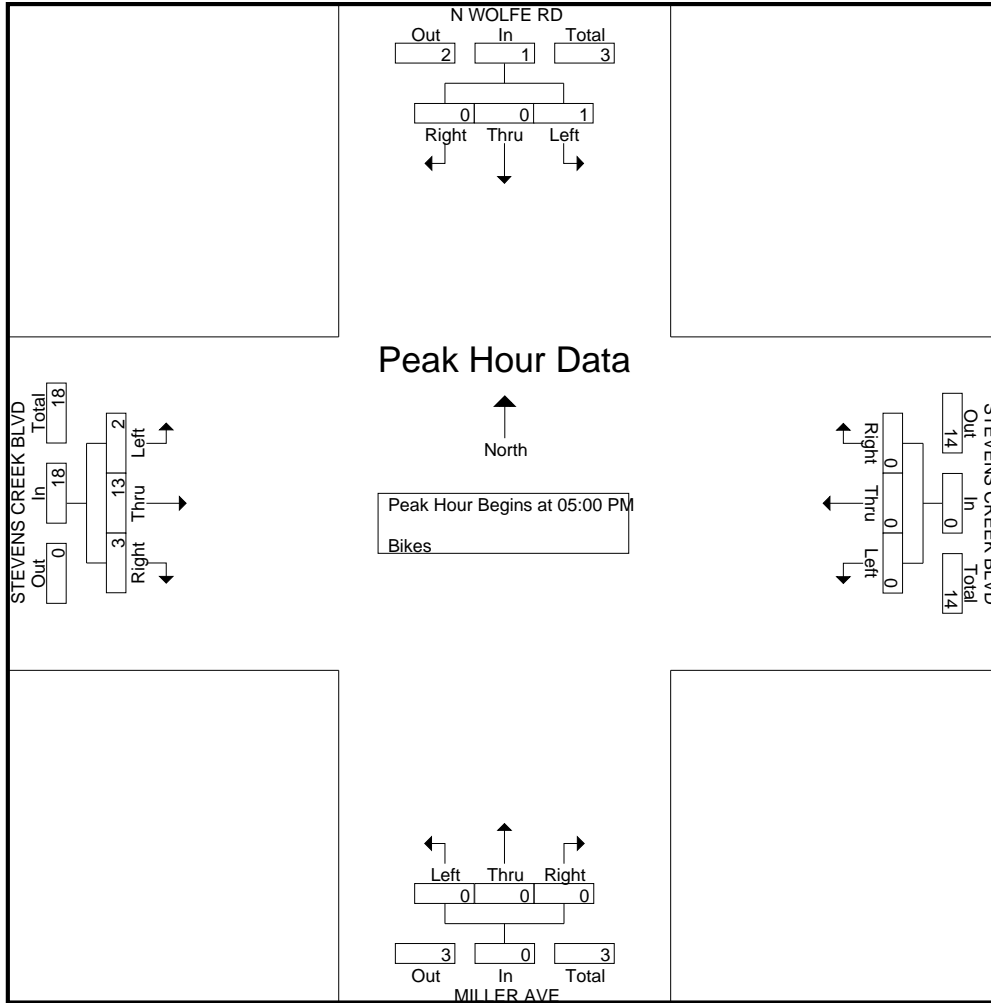
Start Time	N WOLFE RD Southbound					STEVENS CREEK BLVD Westbound					MILLER AVE Northbound					STEVENS CREEK BLVD Eastbound					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	2
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	0	3	0	0	0	3
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1
Total	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	1	6	0	0	0	7
05:00 PM	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	5	0	0	0	5
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	3	0	0	0	4
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	5	2	0	0	8
Total	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	3	13	2	0	0	18
06:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	2
06:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	2	0	0	0	3
06:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	2
06:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	3
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	9	0	0	0	10
Grand Total	0	0	1	0	1	0	0	0	0	0	0	2	0	0	2	5	28	2	0	0	35
Apprch %	0	0	100	0		0	0	0	0		0	100	0	0		14.3	80	5.7	0		
Total %	0	0	2.6	0	2.6	0	0	0	0	0	0	5.3	0	0	5.3	13.2	73.7	5.3	0	92.1	

Start Time	N WOLFE RD Southbound				STEVENS CREEK BLVD Westbound				MILLER AVE Northbound				STEVENS CREEK BLVD Eastbound				Int. Total
	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	
Peak Hour Analysis From 04:00 PM to 06:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 05:00 PM																	
05:00 PM	0	0	1	1	0	0	0	0	0	0	0	0	0	5	0	5	6
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	1	3	0	4	4
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	1	5	2	8	8
Total Volume	0	0	1	1	0	0	0	0	0	0	0	0	3	13	2	18	19
% App. Total	0	0	100		0	0	0		0	0	0		16.7	72.2	11.1		
PHF	.000	.000	.250	.250	.000	.000	.000	.000	.000	.000	.000	.000	.750	.650	.250	.563	.594

# Traffic Data Service

San Jose, CA  
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File Name : 8PM FINAL  
Site Code : 00000008  
Start Date : 5/23/2017  
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# Traffic Data Service

San Jose, CA  
 (408) 622-4787  
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File Name : 31AM FINAL  
 Site Code : 00000031  
 Start Date : 1/10/2018  
 Page No : 1

Groups Printed- Lights - Buses - Trucks

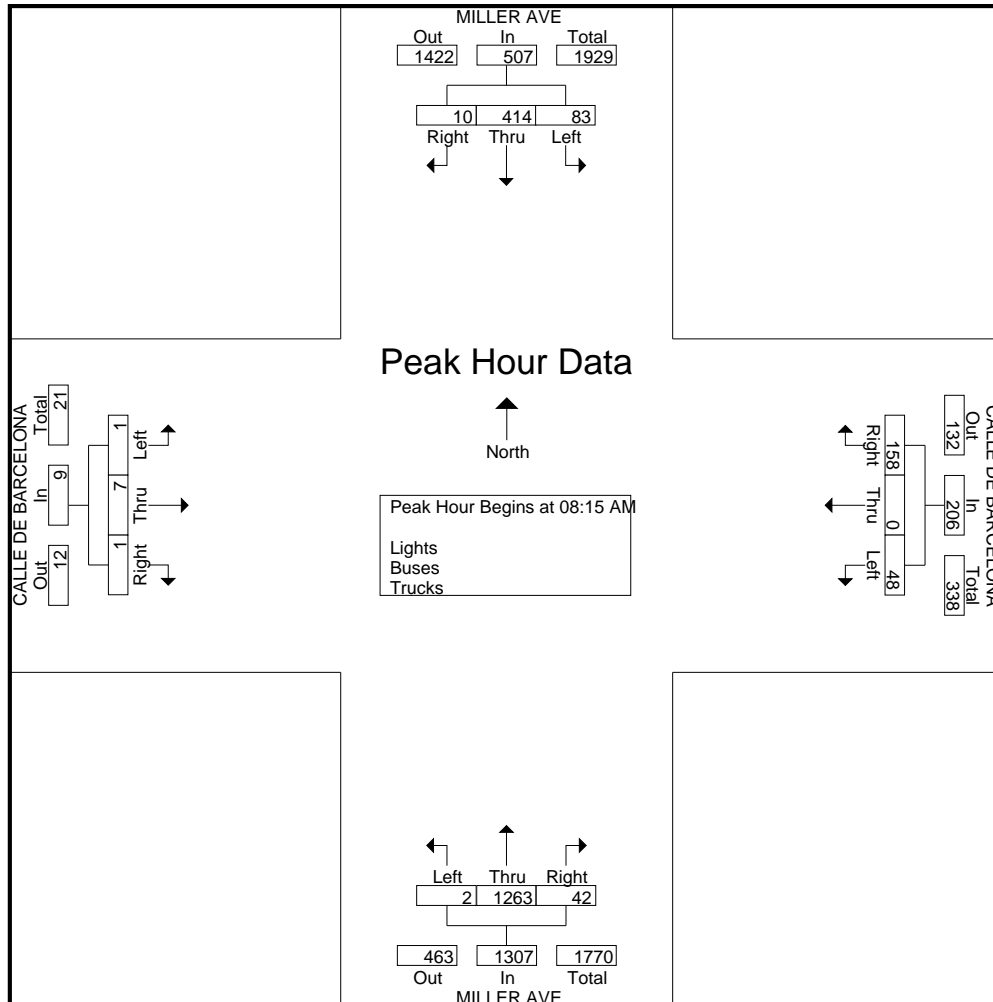
Start Time	MILLER AVE Southbound					CALLE DE BARCELONA Westbound					MILLER AVE Northbound					CALLE DE BARCELONA Eastbound					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
07:00 AM	0	31	1	1	33	3	0	0	1	4	1	81	0	0	82	2	0	0	0	2	121
07:15 AM	0	41	3	0	44	6	0	0	0	6	1	99	1	0	101	0	0	0	0	0	151
07:30 AM	0	47	2	2	51	8	0	1	0	9	0	160	0	0	160	0	0	0	0	0	220
07:45 AM	0	79	7	2	88	10	0	3	1	14	0	156	0	0	156	0	0	0	0	0	258
<b>Total</b>	<b>0</b>	<b>198</b>	<b>13</b>	<b>5</b>	<b>216</b>	<b>27</b>	<b>0</b>	<b>4</b>	<b>2</b>	<b>33</b>	<b>2</b>	<b>496</b>	<b>1</b>	<b>0</b>	<b>499</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>750</b>
08:00 AM	0	108	3	0	111	17	0	0	3	20	2	201	0	1	204	0	0	0	0	0	335
08:15 AM	0	104	6	4	114	5	0	6	5	16	6	265	0	0	271	1	0	0	0	1	402
08:30 AM	4	90	27	6	127	29	0	7	10	46	11	322	0	11	344	0	3	0	1	4	521
08:45 AM	6	132	39	9	186	71	0	21	7	99	19	293	1	30	343	0	4	1	6	11	639
<b>Total</b>	<b>10</b>	<b>434</b>	<b>75</b>	<b>19</b>	<b>538</b>	<b>122</b>	<b>0</b>	<b>34</b>	<b>25</b>	<b>181</b>	<b>38</b>	<b>1081</b>	<b>1</b>	<b>42</b>	<b>1162</b>	<b>1</b>	<b>7</b>	<b>1</b>	<b>7</b>	<b>16</b>	<b>1897</b>
09:00 AM	0	88	11	3	102	53	0	14	12	79	6	383	1	2	392	0	0	0	0	0	573
09:15 AM	0	54	3	8	65	10	0	2	0	12	6	263	0	1	270	0	0	0	0	0	347
09:30 AM	0	65	3	3	71	8	0	1	3	12	3	163	0	3	169	0	0	1	2	3	255
09:45 AM	0	65	6	4	75	11	0	1	1	13	0	166	0	0	166	0	0	0	0	0	254
<b>Total</b>	<b>0</b>	<b>272</b>	<b>23</b>	<b>18</b>	<b>313</b>	<b>82</b>	<b>0</b>	<b>18</b>	<b>16</b>	<b>116</b>	<b>15</b>	<b>975</b>	<b>1</b>	<b>6</b>	<b>997</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>2</b>	<b>3</b>	<b>1429</b>
Grand Total	10	904	111	42	1067	231	0	56	43	330	55	2552	3	48	2658	3	7	2	9	21	4076
Apprch %	0.9	84.7	10.4	3.9		70	0	17	13		2.1	96	0.1	1.8		14.3	33.3	9.5	42.9		
Total %	0.2	22.2	2.7	1	26.2	5.7	0	1.4	1.1	8.1	1.3	62.6	0.1	1.2	65.2	0.1	0.2	0	0.2	0.5	
Lights	10	878	110	42	1040	230	0	56	43	329	55	2522	3	48	2628	3	7	2	9	21	4018
% Lights	100	97.1	99.1	100	97.5	99.6	0	100	100	99.7	100	98.8	100	100	98.9	100	100	100	100	100	98.6
Buses	0	14	0	0	14	1	0	0	0	1	0	23	0	0	23	0	0	0	0	0	38
% Buses	0	1.5	0	0	1.3	0.4	0	0	0	0.3	0	0.9	0	0	0.9	0	0	0	0	0	0.9
Trucks	0	12	1	0	13	0	0	0	0	0	0	7	0	0	7	0	0	0	0	0	20
% Trucks	0	1.3	0.9	0	1.2	0	0	0	0	0	0	0.3	0	0	0.3	0	0	0	0	0	0.5

Start Time	MILLER AVE Southbound				CALLE DE BARCELONA Westbound				MILLER AVE Northbound				CALLE DE BARCELONA Eastbound				Int. Total
	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	
Peak Hour Analysis From 07:00 AM to 09:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 08:15 AM																	
08:15 AM	0	104	6	110	5	0	6	11	6	265	0	271	1	0	0	1	393
08:30 AM	4	90	27	121	29	0	7	36	11	322	0	333	0	3	0	3	493
08:45 AM	<b>6</b>	<b>132</b>	<b>39</b>	<b>177</b>	<b>71</b>	<b>0</b>	<b>21</b>	<b>92</b>	<b>19</b>	<b>293</b>	<b>1</b>	<b>313</b>	<b>0</b>	<b>4</b>	<b>1</b>	<b>5</b>	<b>587</b>
09:00 AM	0	88	11	99	53	0	14	67	6	383	1	390	0	0	0	0	556
Total Volume	10	414	83	507	158	0	48	206	42	1263	2	1307	1	7	1	9	2029
% App. Total	2	81.7	16.4		76.7	0	23.3		3.2	96.6	0.2		11.1	77.8	11.1		
PHF	.417	.784	.532	.716	.556	.000	.571	.560	.553	.824	.500	.838	.250	.438	.250	.450	.864

# Traffic Data Service

San Jose, CA  
 (408) 622-4787  
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File Name : 31AM FINAL  
 Site Code : 00000031  
 Start Date : 1/10/2018  
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# Traffic Data Service

San Jose, CA  
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File Name : 31AM FINAL  
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## Groups Printed- Bikes

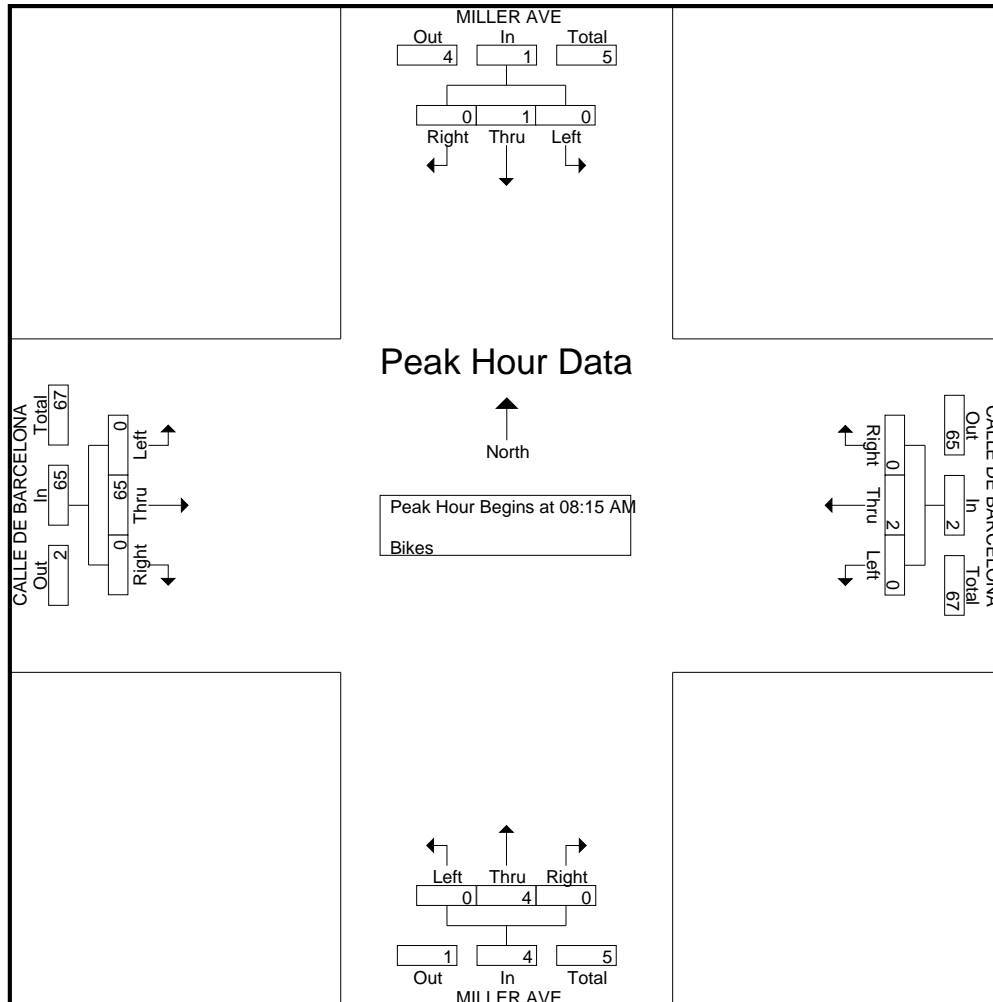
Start Time	MILLER AVE Southbound					CALLE DE BARCELONA Westbound					MILLER AVE Northbound					CALLE DE BARCELONA Eastbound					Int. Total	
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total		
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15 AM	0	0	0	0	0	0	1	0	0	1	0	1	0	0	1	0	1	0	0	1	0	3
08:30 AM	0	0	0	0	0	0	1	0	0	1	0	1	0	0	1	0	8	0	0	8	0	10
08:45 AM	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	0	50	0	0	50	0	52
Total	0	1	0	0	1	0	2	0	0	2	0	3	0	0	3	0	59	0	0	59	0	65
09:00 AM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	6	0	0	6	0	7
09:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	2	0	2
09:30 AM	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	2
09:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	1	0	0	1	0	0	0	0	0	0	2	0	0	2	1	7	0	0	8	0	11
Grand Total	0	2	0	0	2	0	2	0	0	2	0	5	0	0	5	1	66	0	0	67	0	76
Apprch %	0	100	0	0		0	100	0	0		0	100	0	0		1.5	98.5	0	0			
Total %	0	2.6	0	0	2.6	0	2.6	0	0	2.6	0	6.6	0	0	6.6	1.3	86.8	0	0	88.2		

Start Time	MILLER AVE Southbound				CALLE DE BARCELONA Westbound				MILLER AVE Northbound				CALLE DE BARCELONA Eastbound				Int. Total
	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	
Peak Hour Analysis From 07:00 AM to 09:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 08:15 AM																	
08:15 AM	0	0	0	0	0	1	0	1	0	1	0	1	0	1	0	1	3
08:30 AM	0	0	0	0	0	1	0	1	0	1	0	1	0	8	0	8	10
08:45 AM	0	1	0	1	0	0	0	0	0	1	0	1	0	50	0	50	52
09:00 AM	0	0	0	0	0	0	0	0	0	1	0	1	0	6	0	6	7
Total Volume	0	1	0	1	0	2	0	2	0	4	0	4	0	65	0	65	72
% App. Total	0	100	0		0	100	0		0	100	0		0	100	0		
PHF	.000	.250	.000	.250	.000	.500	.000	.500	.000	1.00	.000	1.00	.000	.325	.000	.325	.346

# Traffic Data Service

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

File Name : 31AM FINAL  
 Site Code : 00000031  
 Start Date : 1/10/2018  
 Page No : 2





# Traffic Data Service

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

File Name : 31PM FINAL  
Site Code : 00000031  
Start Date : 1/10/2018  
Page No : 1

Groups Printed- Lights - Buses - Trucks

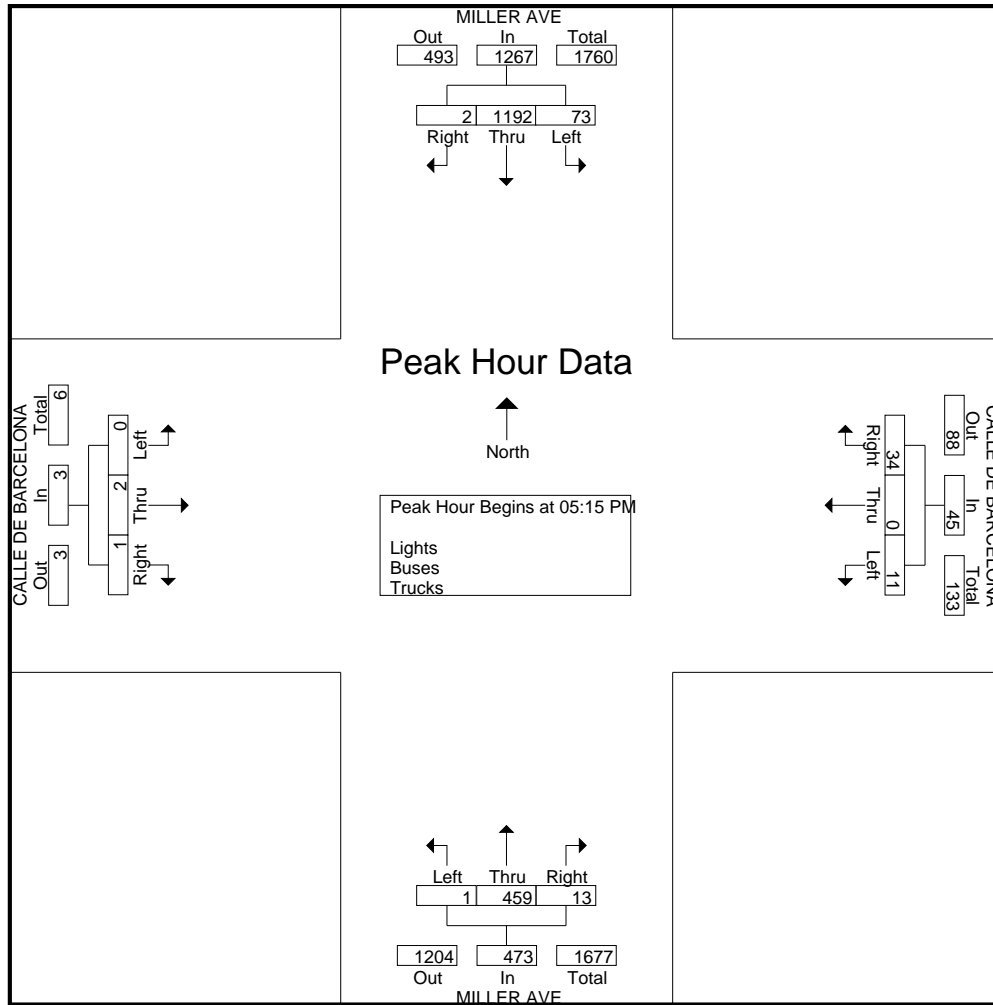
Start Time	MILLER AVE Southbound					CALLE DE BARCELONA Westbound					MILLER AVE Northbound					CALLE DE BARCELONA Eastbound					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
04:00 PM	0	197	13	4	214	14	0	3	11	28	4	98	0	2	104	0	0	0	1	1	347
04:15 PM	0	213	17	1	231	5	0	5	0	10	3	83	0	2	88	0	0	0	1	1	330
04:30 PM	0	184	5	3	192	10	0	1	3	14	4	81	0	1	86	0	0	0	0	0	292
04:45 PM	0	239	14	5	258	4	0	2	4	10	2	83	1	1	87	0	0	0	1	1	356
<b>Total</b>	<b>0</b>	<b>833</b>	<b>49</b>	<b>13</b>	<b>895</b>	<b>33</b>	<b>0</b>	<b>11</b>	<b>18</b>	<b>62</b>	<b>13</b>	<b>345</b>	<b>1</b>	<b>6</b>	<b>365</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>3</b>	<b>1325</b>
05:00 PM	0	269	15	4	288	6	0	3	2	11	4	98	0	3	105	0	0	0	1	1	405
05:15 PM	0	302	15	1	318	8	0	2	1	11	4	133	0	0	137	0	0	0	1	1	467
05:30 PM	1	297	15	2	315	7	0	4	4	15	1	124	0	0	125	0	1	0	0	1	456
05:45 PM	0	310	26	1	337	11	0	2	0	13	7	91	1	0	99	0	1	0	0	1	450
<b>Total</b>	<b>1</b>	<b>1178</b>	<b>71</b>	<b>8</b>	<b>1258</b>	<b>32</b>	<b>0</b>	<b>11</b>	<b>7</b>	<b>50</b>	<b>16</b>	<b>446</b>	<b>1</b>	<b>3</b>	<b>466</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>2</b>	<b>4</b>	<b>1778</b>
06:00 PM	1	283	17	3	304	8	0	3	0	11	1	111	0	0	112	1	0	0	0	1	428
06:15 PM	0	285	23	2	310	11	0	2	0	13	4	94	0	0	98	0	0	0	0	0	421
06:30 PM	0	286	22	0	308	6	0	3	1	10	1	67	0	1	69	0	0	0	0	0	387
06:45 PM	1	244	14	1	260	5	0	1	0	6	4	75	0	1	80	1	0	0	1	2	348
<b>Total</b>	<b>2</b>	<b>1098</b>	<b>76</b>	<b>6</b>	<b>1182</b>	<b>30</b>	<b>0</b>	<b>9</b>	<b>1</b>	<b>40</b>	<b>10</b>	<b>347</b>	<b>0</b>	<b>2</b>	<b>359</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>3</b>	<b>1584</b>
Grand Total	3	3109	196	27	3335	95	0	31	26	152	39	1138	2	11	1190	2	2	0	6	10	4687
Apprch %	0.1	93.2	5.9	0.8		62.5	0	20.4	17.1		3.3	95.6	0.2	0.9		20	20	0	60		
Total %	0.1	66.3	4.2	0.6	71.2	2	0	0.7	0.6	3.2	0.8	24.3	0	0.2	25.4	0	0	0	0.1	0.2	
Lights	3	3096	196	27	3322	94	0	31	26	151	38	1117	2	11	1168	2	2	0	6	10	4651
% Lights	100	99.6	100	100	99.6	98.9	0	100	100	99.3	97.4	98.2	100	100	98.2	100	100	0	100	100	99.2
Buses	0	9	0	0	9	0	0	0	0	0	0	9	0	0	9	0	0	0	0	0	18
% Buses	0	0.3	0	0	0.3	0	0	0	0	0	0	0.8	0	0	0.8	0	0	0	0	0	0.4
Trucks	0	4	0	0	4	1	0	0	0	1	1	12	0	0	13	0	0	0	0	0	18
% Trucks	0	0.1	0	0	0.1	1.1	0	0	0	0.7	2.6	1.1	0	0	1.1	0	0	0	0	0	0.4

Start Time	MILLER AVE Southbound					CALLE DE BARCELONA Westbound					MILLER AVE Northbound					CALLE DE BARCELONA Eastbound					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
Peak Hour Analysis From 04:00 PM to 06:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 05:15 PM																					
05:15 PM	0	302	15		317	8	0	2		10	4	<b>133</b>	0		<b>137</b>	0	0	0		0	<b>464</b>
05:30 PM	1	297	15		313	7	0	4		11	1	124	0		125	0	1	0		1	450
05:45 PM	0	<b>310</b>	<b>26</b>		<b>336</b>	<b>11</b>	0	2		<b>13</b>	<b>7</b>	91	1		99	0	1	0		1	449
06:00 PM	1	283	17		301	8	0	3		11	1	111	0		112	1	0	0		1	425
Total Volume	2	1192	73		1267	34	0	11		45	13	459	1		473	1	2	0		3	1788
% App. Total	0.2	94.1	5.8			75.6	0	24.4			2.7	97	0.2			33.3	66.7	0			
PHF	.500	.961	.702		.943	.773	.000	.688		.865	.464	.863	.250		.863	.250	.500	.000		.750	.963

# Traffic Data Service

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

File Name : 31PM FINAL  
 Site Code : 00000031  
 Start Date : 1/10/2018  
 Page No : 2



# Traffic Data Service

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

File Name : 31PM FINAL  
 Site Code : 00000031  
 Start Date : 1/10/2018  
 Page No : 1

Groups Printed- Bikes

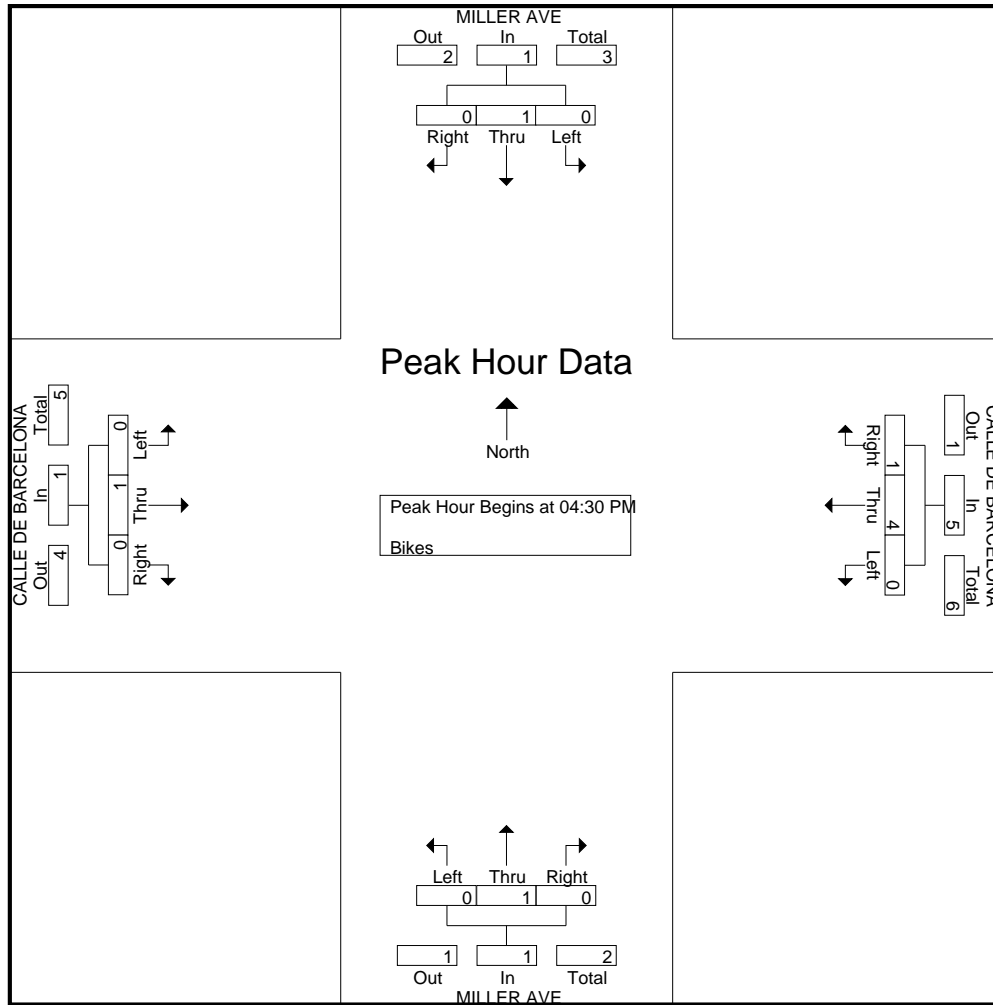
Start Time	MILLER AVE Southbound					CALLE DE BARCELONA Westbound					MILLER AVE Northbound					CALLE DE BARCELONA Eastbound					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
04:00 PM	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1
04:30 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	0	1	0	0	0	1
05:00 PM	0	0	0	0	0	1	2	0	0	3	0	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	1	0	0	1	0	1	0	0	1	0	1	0	0	1	0	1	0	0	0	1
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0
Total	0	1	0	0	1	1	4	0	0	5	0	1	0	0	1	0	1	0	0	0	1
06:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:15 PM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1
06:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1
Grand Total	0	2	0	0	2	1	8	0	0	9	0	1	0	0	1	1	2	0	0	3	15
Apprch %	0	100	0	0		11.1	88.9	0	0		0	100	0	0		33.3	66.7	0	0		
Total %	0	13.3	0	0	13.3	6.7	53.3	0	0	60	0	6.7	0	0	6.7	6.7	13.3	0	0	20	

Start Time	MILLER AVE Southbound				CALLE DE BARCELONA Westbound				MILLER AVE Northbound				CALLE DE BARCELONA Eastbound				Int. Total	
	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total		
Peak Hour Analysis From 04:00 PM to 06:45 PM - Peak 1 of 1																		
Peak Hour for Entire Intersection Begins at 04:30 PM																		
04:30 PM	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	1
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00 PM	0	0	0	0	1	2	0	3	0	0	0	0	0	0	0	0	3	
05:15 PM	0	1	0	1	0	1	0	1	0	1	0	1	0	1	0	1	4	
Total Volume	0	1	0	1	1	4	0	5	0	1	0	1	0	1	0	1	8	
% App. Total	0	100	0		20	80	0		0	100	0		0	100	0			
PHF	.000	.250	.000	.250	.250	.500	.000	.417	.000	.250	.000	.250	.000	.250	.000	.250	.500	

# Traffic Data Service

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

File Name : 31PM FINAL  
 Site Code : 00000031  
 Start Date : 1/10/2018  
 Page No : 2



# Traffic Data Service

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

File Name : 32AM FINAL  
 Site Code : 00000032  
 Start Date : 1/10/2018  
 Page No : 1

Groups Printed- Lights - Buses - Trucks

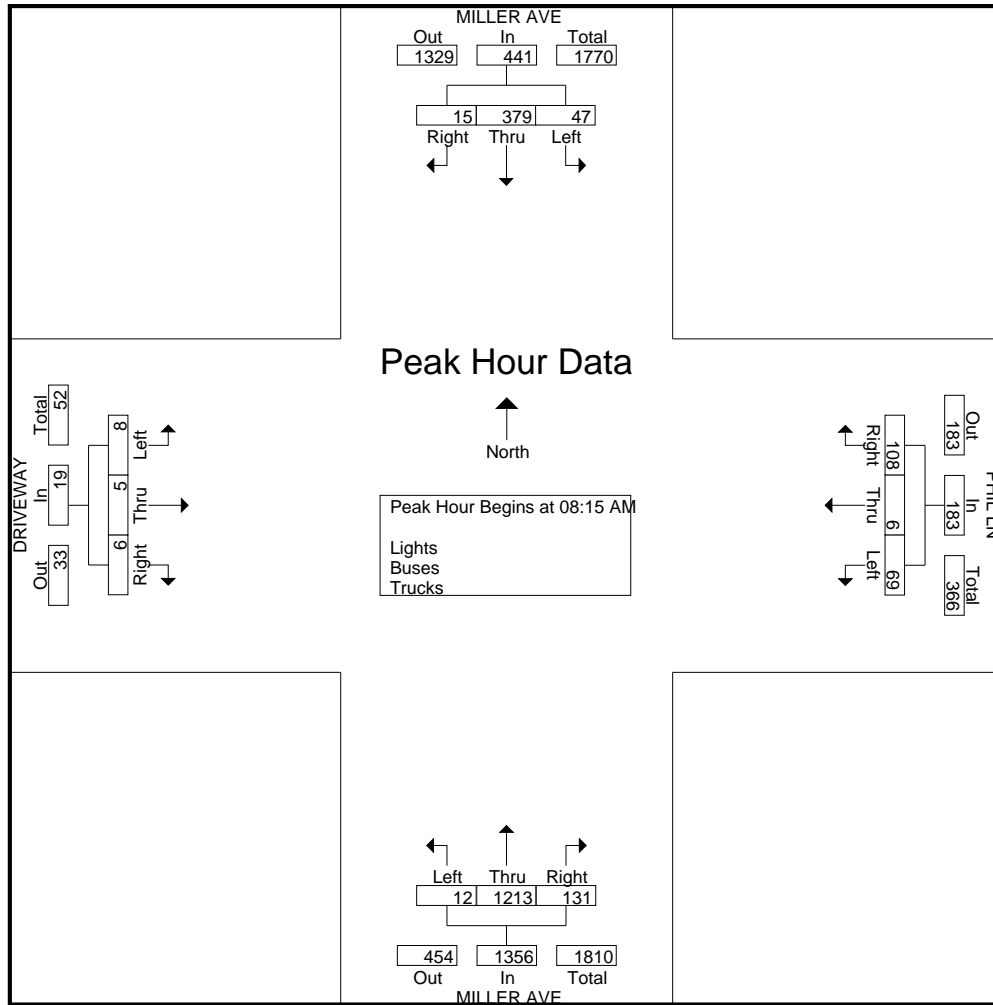
Start Time	MILLER AVE Southbound					PHIL LN Westbound					MILLER AVE Northbound					DRIVEWAY Eastbound					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
07:00 AM	0	32	0	0	32	10	0	1	1	12	1	72	1	0	74	0	0	0	0	0	118
07:15 AM	0	37	3	0	40	7	0	0	0	7	5	92	0	0	97	1	0	0	0	0	145
07:30 AM	1	44	2	0	47	7	0	1	0	8	3	153	0	0	156	1	0	0	0	0	212
07:45 AM	0	77	4	0	81	13	0	1	1	15	6	147	1	0	154	0	0	0	0	0	250
<b>Total</b>	<b>1</b>	<b>190</b>	<b>9</b>	<b>0</b>	<b>200</b>	<b>37</b>	<b>0</b>	<b>3</b>	<b>2</b>	<b>42</b>	<b>15</b>	<b>464</b>	<b>2</b>	<b>0</b>	<b>481</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>725</b>
08:00 AM	3	98	5	0	106	13	0	1	3	17	8	192	1	0	201	0	0	0	1	1	325
08:15 AM	1	100	5	0	106	16	1	15	7	39	22	256	4	0	282	0	0	1	1	2	429
08:30 AM	5	68	18	0	91	16	0	12	3	31	45	324	1	1	371	1	2	1	5	9	502
08:45 AM	7	115	18	0	140	37	3	26	11	77	45	286	4	2	337	1	2	2	13	18	572
<b>Total</b>	<b>16</b>	<b>381</b>	<b>46</b>	<b>0</b>	<b>443</b>	<b>82</b>	<b>4</b>	<b>54</b>	<b>24</b>	<b>164</b>	<b>120</b>	<b>1058</b>	<b>10</b>	<b>3</b>	<b>1191</b>	<b>2</b>	<b>4</b>	<b>4</b>	<b>20</b>	<b>30</b>	<b>1828</b>
09:00 AM	2	96	6	0	104	39	2	16	14	71	19	347	3	11	380	4	1	4	3	12	567
09:15 AM	1	52	3	0	56	18	0	5	0	23	12	249	1	5	267	0	0	2	3	5	351
09:30 AM	2	57	5	0	64	8	2	6	3	19	6	151	4	3	164	0	0	0	2	2	249
09:45 AM	3	61	1	0	65	5	0	3	0	8	6	154	0	2	162	0	1	3	2	6	241
<b>Total</b>	<b>8</b>	<b>266</b>	<b>15</b>	<b>0</b>	<b>289</b>	<b>70</b>	<b>4</b>	<b>30</b>	<b>17</b>	<b>121</b>	<b>43</b>	<b>901</b>	<b>8</b>	<b>21</b>	<b>973</b>	<b>4</b>	<b>2</b>	<b>9</b>	<b>10</b>	<b>25</b>	<b>1408</b>
Grand Total	25	837	70	0	932	189	8	87	43	327	178	2423	20	24	2645	8	6	13	30	57	3961
Apprch %	2.7	89.8	7.5	0		57.8	2.4	26.6	13.1		6.7	91.6	0.8	0.9		14	10.5	22.8	52.6		
Total %	0.6	21.1	1.8	0	23.5	4.8	0.2	2.2	1.1	8.3	4.5	61.2	0.5	0.6	66.8	0.2	0.2	0.3	0.8	1.4	
Lights	24	814	68	0	906	180	8	86	43	317	173	2404	20	24	2621	8	6	13	30	57	3901
% Lights	96	97.3	97.1	0	97.2	95.2	100	98.9	100	96.9	97.2	99.2	100	100	99.1	100	100	100	100	100	98.5
Buses	0	11	2	0	13	9	0	0	0	9	3	15	0	0	18	0	0	0	0	0	40
% Buses	0	1.3	2.9	0	1.4	4.8	0	0	0	2.8	1.7	0.6	0	0	0.7	0	0	0	0	0	1
Trucks	1	12	0	0	13	0	0	1	0	1	2	4	0	0	6	0	0	0	0	0	20
% Trucks	4	1.4	0	0	1.4	0	0	1.1	0	0.3	1.1	0.2	0	0	0.2	0	0	0	0	0	0.5

Start Time	MILLER AVE Southbound					PHIL LN Westbound					MILLER AVE Northbound					DRIVEWAY Eastbound					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
Peak Hour Analysis From 07:00 AM to 09:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 08:15 AM																					
08:15 AM	1	100	5		106	16	1	15		32	22	256	4		282	0	0	1		1	421
08:30 AM	5	68	18		91	16	0	12		28	45	324	1		370	1	2	1		4	493
08:45 AM	7	115	18		140	37	3	26		66	45	286	4		335	1	2	2		5	546
09:00 AM	2	96	6		104	39	2	16		57	19	347	3		369	4	1	4		9	539
Total Volume	15	379	47		441	108	6	69		183	131	1213	12		1356	6	5	8		19	1999
% App. Total	3.4	85.9	10.7			59	3.3	37.7			9.7	89.5	0.9			31.6	26.3	42.1			
PHF	.536	.824	.653		.788	.692	.500	.663		.693	.728	.874	.750		.916	.375	.625	.500		.528	.915

# Traffic Data Service

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

File Name : 32AM FINAL  
 Site Code : 00000032  
 Start Date : 1/10/2018  
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# Traffic Data Service

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

File Name : 32AM FINAL  
 Site Code : 00000032  
 Start Date : 1/10/2018  
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Groups Printed- Bikes

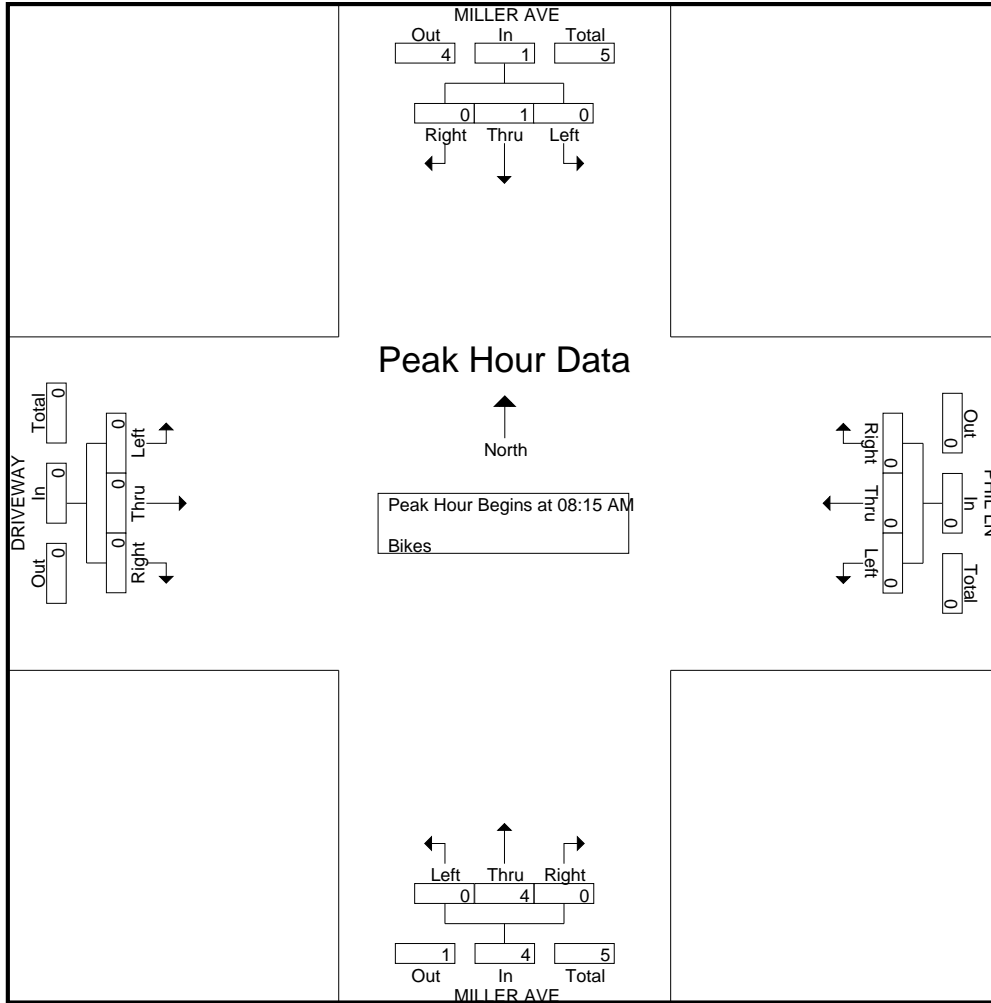
Start Time	MILLER AVE Southbound					PHIL LN Westbound					MILLER AVE Northbound					DRIVEWAY Eastbound					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
07:00 AM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0
07:15 AM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0
07:30 AM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>Total</b>	0	0	0	0	0	0	0	0	0	0	3	0	0	0	3	0	0	0	0	0	3
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15 AM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1
08:30 AM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1
08:45 AM	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	2
<b>Total</b>	0	1	0	0	1	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	4
09:00 AM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1
09:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:30 AM	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	2
09:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>Total</b>	0	1	0	0	1	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	3
Grand Total	0	2	0	0	2	0	0	0	0	0	3	5	0	0	8	0	0	0	0	0	10
Apprch %	0	100	0	0		0	0	0	0		37.5	62.5	0	0		0	0	0	0		
Total %	0	20	0	0	20	0	0	0	0	0	30	50	0	0	80	0	0	0	0	0	

Start Time	MILLER AVE Southbound				PHIL LN Westbound				MILLER AVE Northbound				DRIVEWAY Eastbound				Int. Total
	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	
Peak Hour Analysis From 07:00 AM to 09:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 08:15 AM																	
08:15 AM	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	1
08:30 AM	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	1
08:45 AM	0	1	0	1	0	0	0	0	0	1	0	1	0	0	0	0	2
09:00 AM	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	1
Total Volume	0	1	0	1	0	0	0	0	0	4	0	4	0	0	0	0	5
% App. Total	0	100	0		0	0	0		0	100	0		0	0	0		
PHF	.000	.250	.000	.250	.000	.000	.000	.000	.000	1.00	.000	1.00	.000	.000	.000	.000	.625

# Traffic Data Service

San Jose, CA  
 (408) 622-4787  
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File Name : 32AM FINAL  
 Site Code : 00000032  
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# Traffic Data Service

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

File Name : 32PM FINAL  
 Site Code : 00000032  
 Start Date : 1/10/2018  
 Page No : 1

Groups Printed- Lights - Buses - Trucks

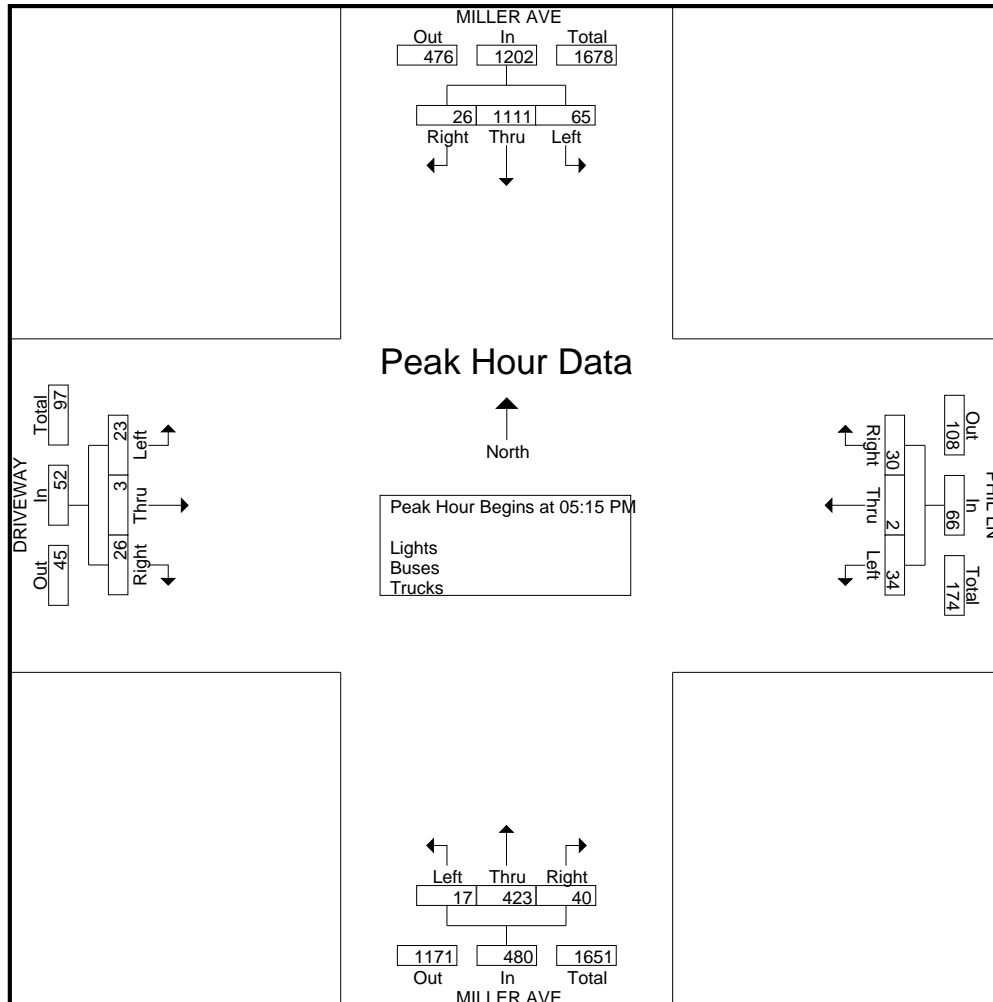
Start Time	MILLER AVE Southbound					PHIL LN Westbound					MILLER AVE Northbound					DRIVEWAY Eastbound					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
04:00 PM	4	182	17	0	203	10	1	5	9	25	5	83	4	2	94	4	0	10	2	16	338
04:15 PM	0	202	9	0	211	9	0	7	0	16	4	76	1	2	83	0	0	0	3	3	313
04:30 PM	5	173	10	0	188	9	0	6	1	16	10	75	1	2	88	0	0	3	3	6	298
04:45 PM	0	233	8	0	241	12	0	10	3	25	2	72	0	2	76	3	0	0	2	5	347
<b>Total</b>	<b>9</b>	<b>790</b>	<b>44</b>	<b>0</b>	<b>843</b>	<b>40</b>	<b>1</b>	<b>28</b>	<b>13</b>	<b>82</b>	<b>21</b>	<b>306</b>	<b>6</b>	<b>8</b>	<b>341</b>	<b>7</b>	<b>0</b>	<b>13</b>	<b>10</b>	<b>30</b>	<b>1296</b>
05:00 PM	6	257	10	0	273	7	0	4	3	14	8	95	1	2	106	2	0	1	1	4	397
05:15 PM	17	266	17	0	300	8	2	6	1	17	11	112	10	1	134	14	1	14	0	29	480
05:30 PM	9	280	18	0	307	8	0	9	9	26	13	110	6	3	132	12	2	8	0	22	487
05:45 PM	0	276	25	0	301	10	0	7	0	17	7	88	1	0	96	0	0	1	0	1	415
<b>Total</b>	<b>32</b>	<b>1079</b>	<b>70</b>	<b>0</b>	<b>1181</b>	<b>33</b>	<b>2</b>	<b>26</b>	<b>13</b>	<b>74</b>	<b>39</b>	<b>405</b>	<b>18</b>	<b>6</b>	<b>468</b>	<b>28</b>	<b>3</b>	<b>24</b>	<b>1</b>	<b>56</b>	<b>1779</b>
06:00 PM	0	289	5	0	294	4	0	12	1	17	9	113	0	0	122	0	0	0	0	0	433
06:15 PM	2	275	10	0	287	4	1	19	0	24	6	89	1	0	96	0	0	1	3	4	411
06:30 PM	12	272	15	0	299	4	0	7	2	13	8	59	4	1	72	0	0	1	1	2	386
06:45 PM	17	208	10	0	235	3	1	3	0	7	4	56	8	0	68	15	2	23	1	41	351
<b>Total</b>	<b>31</b>	<b>1044</b>	<b>40</b>	<b>0</b>	<b>1115</b>	<b>15</b>	<b>2</b>	<b>41</b>	<b>3</b>	<b>61</b>	<b>27</b>	<b>317</b>	<b>13</b>	<b>1</b>	<b>358</b>	<b>15</b>	<b>2</b>	<b>25</b>	<b>5</b>	<b>47</b>	<b>1581</b>
Grand Total	72	2913	154	0	3139	88	5	95	29	217	87	1028	37	15	1167	50	5	62	16	133	4656
Apprch %	2.3	92.8	4.9	0		40.6	2.3	43.8	13.4		7.5	88.1	3.2	1.3		37.6	3.8	46.6	12		
Total %	1.5	62.6	3.3	0	67.4	1.9	0.1	2	0.6	4.7	1.9	22.1	0.8	0.3	25.1	1.1	0.1	1.3	0.3	2.9	
Lights	72	2900	154	0	3126	86	5	95	29	215	87	1013	37	15	1152	50	5	62	16	133	4626
% Lights	100	99.6	100	0	99.6	97.7	100	100	100	99.1	100	98.5	100	100	98.7	100	100	100	100	100	99.4
Buses	0	9	0	0	9	1	0	0	0	1	0	8	0	0	8	0	0	0	0	0	18
% Buses	0	0.3	0	0	0.3	1.1	0	0	0	0.5	0	0.8	0	0	0.7	0	0	0	0	0	0.4
Trucks	0	4	0	0	4	1	0	0	0	1	0	7	0	0	7	0	0	0	0	0	12
% Trucks	0	0.1	0	0	0.1	1.1	0	0	0	0.5	0	0.7	0	0	0.6	0	0	0	0	0	0.3

Start Time	MILLER AVE Southbound				PHIL LN Westbound				MILLER AVE Northbound				DRIVEWAY Eastbound				Int. Total
	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	
Peak Hour Analysis From 04:00 PM to 06:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 05:15 PM																	
05:15 PM	17	266	17	300	8	2	6	16	11	112	10	133	14	1	14	29	478
05:30 PM	9	280	18	307	8	0	9	17	13	110	6	129	12	2	8	22	475
05:45 PM	0	276	25	301	10	0	7	17	7	88	1	96	0	0	1	1	415
06:00 PM	0	289	5	294	4	0	12	16	9	113	0	122	0	0	0	0	432
Total Volume	26	1111	65	1202	30	2	34	66	40	423	17	480	26	3	23	52	1800
% App. Total	2.2	92.4	5.4		45.5	3	51.5		8.3	88.1	3.5		50	5.8	44.2		
PHF	.382	.961	.650	.979	.750	.250	.708	.971	.769	.936	.425	.902	.464	.375	.411	.448	.941

# Traffic Data Service

San Jose, CA  
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File Name : 32PM FINAL  
 Site Code : 00000032  
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# Traffic Data Service

San Jose, CA  
 (408) 622-4787  
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File Name : 32PM FINAL  
 Site Code : 00000032  
 Start Date : 1/10/2018  
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Groups Printed- Bikes

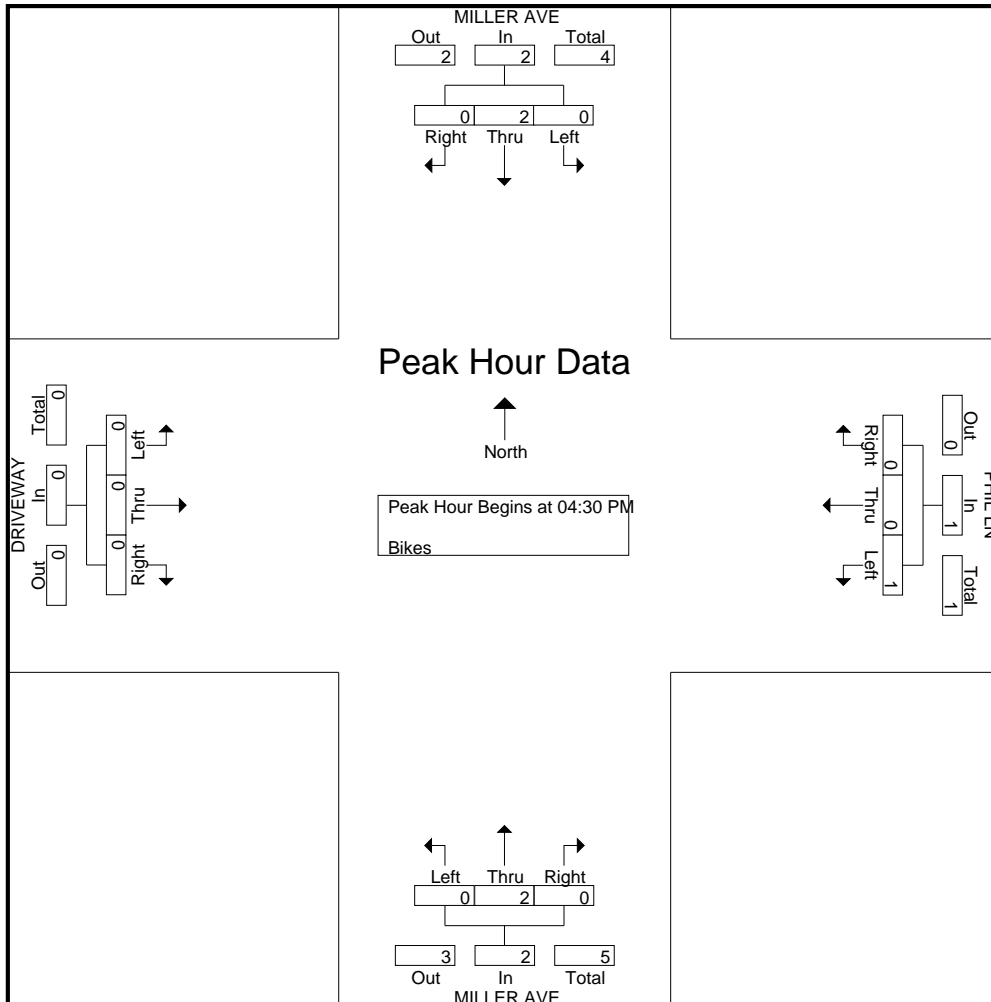
Start Time	MILLER AVE Southbound					PHIL LN Westbound					MILLER AVE Northbound					DRIVEWAY Eastbound					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
04:00 PM	0	0	1	0	1	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>Total</b>	0	0	1	0	1	0	2	0	0	2	0	1	0	0	1	0	0	0	0	0	4
05:00 PM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
05:15 PM	0	1	0	0	1	0	0	1	0	1	0	1	0	0	1	0	0	0	0	0	3
05:30 PM	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	1
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>Total</b>	0	2	0	0	2	0	0	2	0	2	0	1	0	0	1	0	0	0	0	0	5
06:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:15 PM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	2
06:30 PM	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	1	0	0	0	1	2
06:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>Total</b>	0	1	0	0	1	0	0	1	0	1	0	0	0	0	0	1	1	0	0	2	4
Grand Total	0	3	1	0	4	0	2	3	0	5	0	2	0	0	2	1	1	0	0	2	13
Apprch %	0	75	25	0		0	40	60	0		0	100	0	0		50	50	0	0		
Total %	0	23.1	7.7	0	30.8	0	15.4	23.1	0	38.5	0	15.4	0	0	15.4	7.7	7.7	0	0	15.4	

Start Time	MILLER AVE Southbound					PHIL LN Westbound					MILLER AVE Northbound					DRIVEWAY Eastbound					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
Peak Hour Analysis From 04:00 PM to 06:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 04:30 PM																					
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00 PM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
05:15 PM	0	1	0	0	1	0	0	1	0	1	0	1	0	0	1	0	0	0	0	0	3
Total Volume	0	2	0	0	2	0	0	1	0	1	0	2	0	0	2	0	0	0	0	0	5
% App. Total	0	100	0	0		0	0	100	0		0	100	0	0		0	0	0	0		
PHF	.000	.500	.000	.000	.500	.000	.000	.250	.000	.250	.000	.500	.000	.000	.500	.000	.000	.000	.000	.000	.417

# Traffic Data Service

San Jose, CA  
(408) 622-4787  
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File Name : 32PM FINAL  
Site Code : 00000032  
Start Date : 1/10/2018  
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# Traffic Data Service

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

File Name : 33AM FINAL  
Site Code : 00000033  
Start Date : 1/10/2018  
Page No : 1

## Groups Printed- Lights - Buses - Trucks

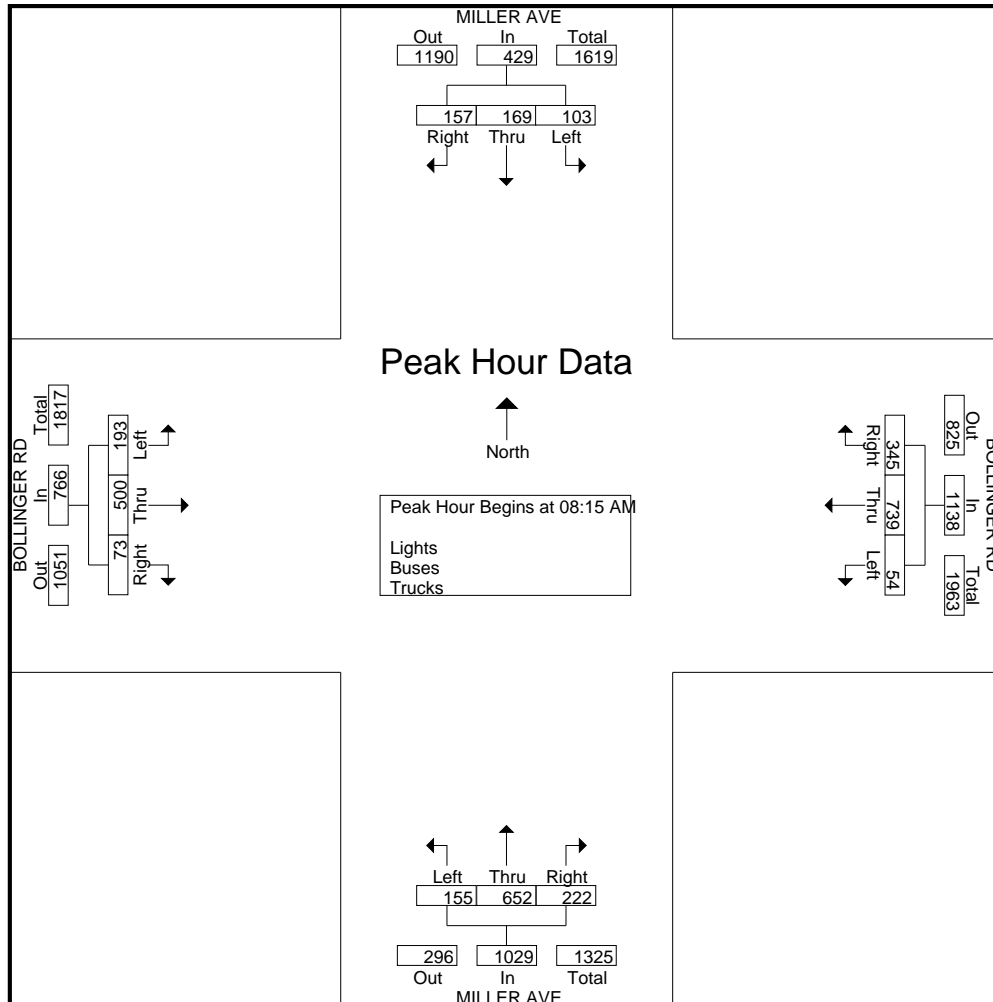
Start Time	MILLER AVE Southbound					BOLLINGER RD Westbound					MILLER AVE Northbound					BOLLINGER RD Eastbound					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
07:00 AM	8	16	9	0	33	24	61	1	1	87	17	35	11	2	65	1	43	9	1	54	239
07:15 AM	7	14	12	0	33	23	69	5	2	99	27	52	15	0	94	2	49	14	0	65	291
07:30 AM	13	14	20	4	51	29	113	6	7	155	30	88	9	0	127	4	67	17	1	89	422
07:45 AM	15	25	35	3	78	44	160	13	3	220	39	82	22	2	145	10	77	13	0	100	543
Total	43	69	76	7	195	120	403	25	13	561	113	257	57	4	431	17	236	53	2	308	1495
08:00 AM	17	33	42	1	93	54	193	18	5	270	58	93	22	1	174	10	80	26	1	117	654
08:15 AM	44	67	17	1	129	81	232	21	16	350	45	154	36	2	237	14	106	38	2	160	876
08:30 AM	24	31	21	4	80	97	154	8	24	283	70	187	31	1	289	13	147	61	0	221	873
08:45 AM	52	45	37	3	137	67	150	13	47	277	46	155	41	5	247	35	117	58	1	211	872
Total	137	176	117	9	439	299	729	60	92	1180	219	589	130	9	947	72	450	183	4	709	3275
09:00 AM	37	26	28	1	92	100	203	12	34	349	61	156	47	0	264	11	130	36	1	178	883
09:15 AM	21	26	11	0	58	82	152	14	10	258	45	112	36	1	194	5	96	28	0	129	639
09:30 AM	20	21	18	4	63	30	95	11	2	138	54	84	38	1	177	10	96	27	0	133	511
09:45 AM	18	22	20	1	61	44	130	8	12	194	39	75	18	2	134	6	93	20	1	120	509
Total	96	95	77	6	274	256	580	45	58	939	199	427	139	4	769	32	415	111	2	560	2542
Grand Total	276	340	270	22	908	675	1712	130	163	2680	531	1273	326	17	2147	121	1101	347	8	1577	7312
Apprch %	30.4	37.4	29.7	2.4		25.2	63.9	4.9	6.1		24.7	59.3	15.2	0.8		7.7	69.8	22	0.5		
Total %	3.8	4.6	3.7	0.3	12.4	9.2	23.4	1.8	2.2	36.7	7.3	17.4	4.5	0.2	29.4	1.7	15.1	4.7	0.1	21.6	
Lights	273	323	267	22	885	668	1686	129	163	2646	523	1258	323	17	2121	120	1081	345	8	1554	7206
% Lights	98.9	95	98.9	100	97.5	99	98.5	99.2	100	98.7	98.5	98.8	99.1	100	98.8	99.2	98.2	99.4	100	98.5	98.6
Buses	0	10	1	0	11	4	14	0	0	18	5	12	3	0	20	1	10	2	0	13	62
% Buses	0	2.9	0.4	0	1.2	0.6	0.8	0	0	0.7	0.9	0.9	0.9	0	0.9	0.8	0.9	0.6	0	0.8	0.8
Trucks	3	7	2	0	12	3	12	1	0	16	3	3	0	0	6	0	10	0	0	10	44
% Trucks	1.1	2.1	0.7	0	1.3	0.4	0.7	0.8	0	0.6	0.6	0.2	0	0	0.3	0	0.9	0	0	0.6	0.6

Start Time	MILLER AVE Southbound				BOLLINGER RD Westbound				MILLER AVE Northbound				BOLLINGER RD Eastbound				Int. Total
	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	
Peak Hour Analysis From 07:00 AM to 09:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 08:15 AM																	
08:15 AM	44	<b>67</b>	17	128	81	<b>232</b>	21	<b>334</b>	45	154	36	235	14	106	38	158	<b>855</b>
08:30 AM	24	31	21	76	97	154	8	259	<b>70</b>	<b>187</b>	31	<b>288</b>	13	<b>147</b>	<b>61</b>	<b>221</b>	844
08:45 AM	<b>52</b>	45	<b>37</b>	<b>134</b>	67	150	13	230	46	155	41	242	<b>35</b>	117	58	210	816
09:00 AM	37	26	28	91	<b>100</b>	203	12	315	61	156	<b>47</b>	264	11	130	36	177	847
Total Volume	157	169	103	429	345	739	54	1138	222	652	155	1029	73	500	193	766	3362
% App. Total	36.6	39.4	24		30.3	64.9	4.7		21.6	63.4	15.1		9.5	65.3	25.2		
PHF	.755	.631	.696	.800	.863	.796	.643	.852	.793	.872	.824	.893	.521	.850	.791	.867	.983

# Traffic Data Service

San Jose, CA  
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File Name : 33AM FINAL  
 Site Code : 00000033  
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# Traffic Data Service

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File Name : 33AM FINAL  
 Site Code : 00000033  
 Start Date : 1/10/2018  
 Page No : 1

Groups Printed- Bikes

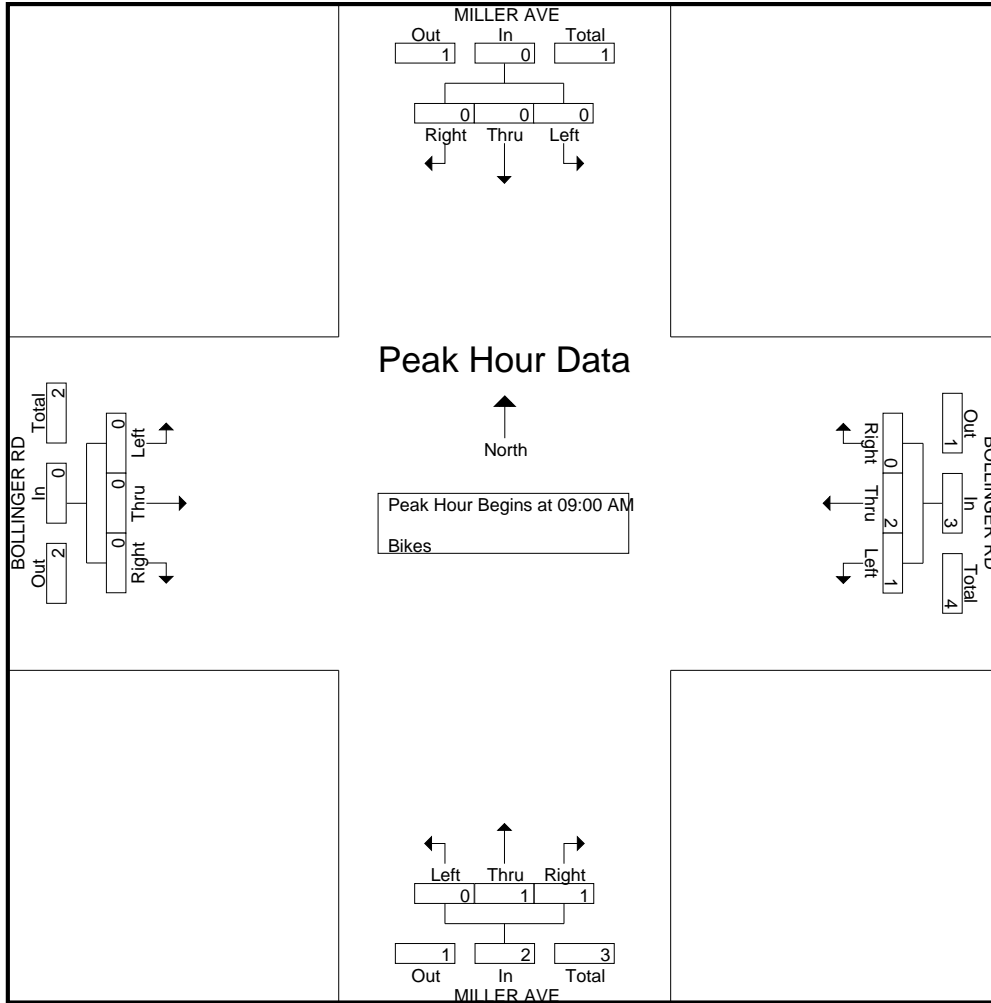
Start Time	MILLER AVE Southbound					BOLLINGER RD Westbound					MILLER AVE Northbound					BOLLINGER RD Eastbound					Int. Total	
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total		
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15 AM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0
08:00 AM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	0	1
08:15 AM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0
08:30 AM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0
08:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	2	0	0	2	0	1	0	0	1	0	1	0	0	1	0	1
09:00 AM	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0
09:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:30 AM	0	0	0	0	0	0	1	0	0	1	1	1	0	0	2	0	0	0	0	0	0	0
09:45 AM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	2	1	0	3	1	1	0	0	2	0	0	0	0	0	0	0
Grand Total	0	0	0	0	0	0	5	1	0	6	1	2	0	0	3	0	1	0	0	1	0	10
Apprch %	0	0	0	0		0	83.3	16.7	0		33.3	66.7	0	0		0	100	0	0			
Total %	0	0	0	0		0	50	10	0	60	10	20	0	0	30	0	10	0	0	10		

Start Time	MILLER AVE Southbound				BOLLINGER RD Westbound				MILLER AVE Northbound				BOLLINGER RD Eastbound				Int. Total	
	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total		
Peak Hour Analysis From 07:00 AM to 09:45 AM - Peak 1 of 1																		
Peak Hour for Entire Intersection Begins at 09:00 AM																		
09:00 AM	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0
09:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:30 AM	0	0	0	0	0	1	0	1	1	1	0	2	0	0	0	0	0	0
09:45 AM	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	2	1	3	1	1	0	2	0	0	0	0	0	0
% App. Total	0	0	0		0	66.7	33.3		50	50	0		0	0	0			
PHF	.000	.000	.000	.000	.000	.500	.250	.750	.250	.250	.000	.250	.000	.000	.000	.000	.000	.417

# Traffic Data Service

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

File Name : 33AM FINAL  
 Site Code : 00000033  
 Start Date : 1/10/2018  
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# Traffic Data Service

San Jose, CA  
(408) 622-4787  
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File Name : 33PM FINAL  
Site Code : 00000033  
Start Date : 1/10/2018  
Page No : 1

## Groups Printed- Lights - Buses - Trucks

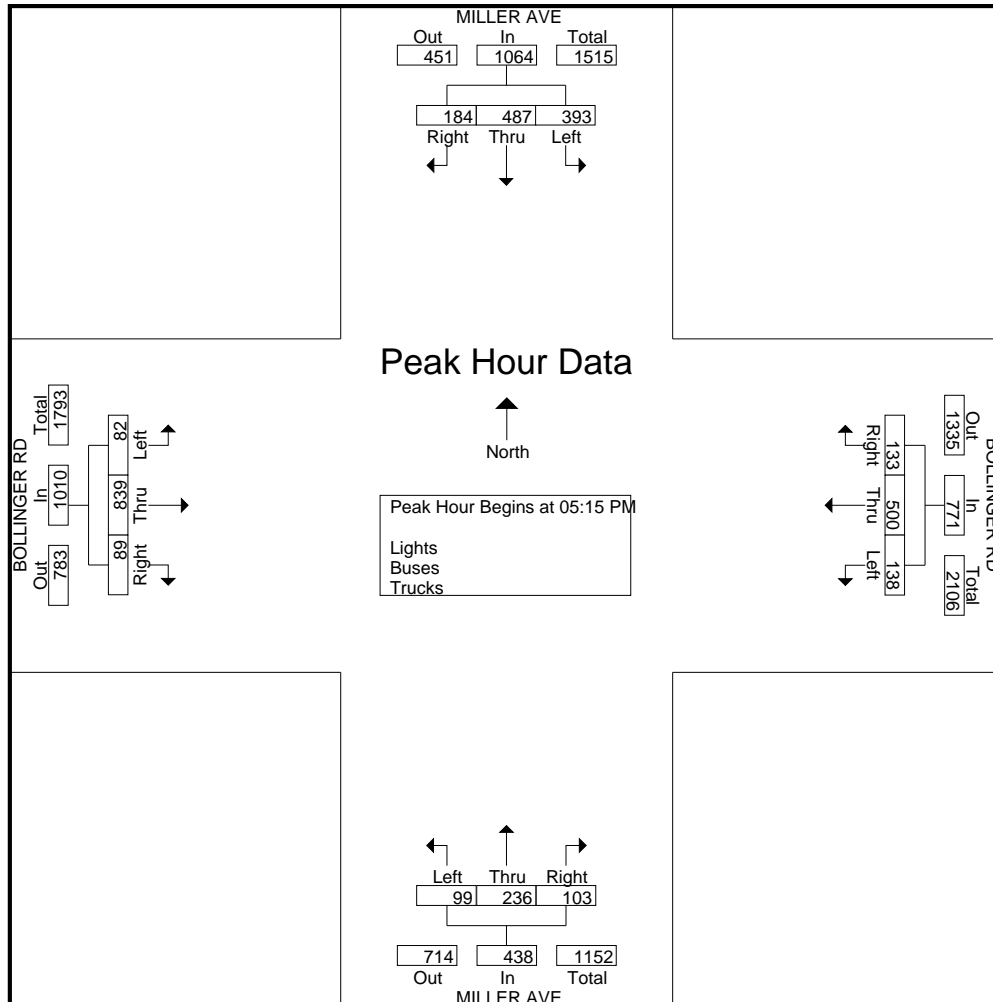
Start Time	MILLER AVE Southbound					BOLLINGER RD Westbound					MILLER AVE Northbound					BOLLINGER RD Eastbound					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
04:00 PM	31	78	60	3	172	26	75	20	13	134	23	55	27	3	108	18	181	16	0	215	629
04:15 PM	39	96	64	1	200	28	89	18	3	138	25	36	28	6	95	28	156	17	2	203	636
04:30 PM	31	77	66	0	174	27	84	11	2	124	25	36	29	0	90	20	182	21	1	224	612
04:45 PM	35	97	88	0	220	24	106	28	2	160	21	29	28	0	78	16	179	19	0	214	672
Total	136	348	278	4	766	105	354	77	20	556	94	156	112	9	371	82	698	73	3	856	2549
05:00 PM	43	124	91	0	258	19	105	17	4	145	28	52	26	1	107	15	199	19	0	233	743
05:15 PM	52	115	105	0	272	39	114	39	2	194	24	68	27	4	123	17	189	20	0	226	815
05:30 PM	44	119	95	0	258	32	116	35	4	187	23	54	20	1	98	25	237	20	1	283	826
05:45 PM	42	138	109	0	289	21	141	26	1	189	31	62	28	0	121	23	197	16	0	236	835
Total	181	496	400	0	1077	111	476	117	11	715	106	236	101	6	449	80	822	75	1	978	3219
06:00 PM	46	115	84	0	245	41	129	38	6	214	25	52	24	2	103	24	216	26	0	266	828
06:15 PM	46	125	94	0	265	20	117	30	3	170	34	46	39	2	121	26	210	15	0	251	807
06:30 PM	37	129	91	0	257	20	97	33	3	153	24	32	37	2	95	31	147	18	0	196	701
06:45 PM	33	100	88	0	221	17	105	32	2	156	17	36	19	1	73	34	170	15	0	219	669
Total	162	469	357	0	988	98	448	133	14	693	100	166	119	7	392	115	743	74	0	932	3005
Grand Total	479	1313	1035	4	2831	314	1278	327	45	1964	300	558	332	22	1212	277	2263	222	4	2766	8773
Apprch %	16.9	46.4	36.6	0.1		16	65.1	16.6	2.3		24.8	46	27.4	1.8		10	81.8	8	0.1		
Total %	5.5	15	11.8	0	32.3	3.6	14.6	3.7	0.5	22.4	3.4	6.4	3.8	0.3	13.8	3.2	25.8	2.5	0	31.5	
Lights	478	1304	1033	4	2819	313	1267	327	45	1952	297	546	332	22	1197	277	2240	220	4	2741	8709
% Lights	99.8	99.3	99.8	100	99.6	99.7	99.1	100	100	99.4	99	97.8	100	100	98.8	100	99	99.1	100	99.1	99.3
Buses	1	7	2	0	10	0	6	0	0	6	0	8	0	0	8	0	9	0	0	9	33
% Buses	0.2	0.5	0.2	0	0.4	0	0.5	0	0	0.3	0	1.4	0	0	0.7	0	0.4	0	0	0.3	0.4
Trucks	0	2	0	0	2	1	5	0	0	6	3	4	0	0	7	0	14	2	0	16	31
% Trucks	0	0.2	0	0	0.1	0.3	0.4	0	0	0.3	1	0.7	0	0	0.6	0	0.6	0.9	0	0.6	0.4

Start Time	MILLER AVE Southbound					BOLLINGER RD Westbound					MILLER AVE Northbound					BOLLINGER RD Eastbound					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
Peak Hour Analysis From 04:00 PM to 06:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 05:15 PM																					
05:15 PM	52	115	105		272	39	114	39		192	24	68	27		119	17	189	20		226	809
05:30 PM	44	119	95		258	32	116	35		183	23	54	20		97	25	237	20		282	820
05:45 PM	42	138	109		289	21	141	26		188	31	62	28		121	23	197	16		236	834
06:00 PM	46	115	84		245	41	129	38		208	25	52	24		101	24	216	26		266	820
Total Volume	184	487	393		1064	133	500	138		771	103	236	99		438	89	839	82		1010	3283
% App. Total	17.3	45.8	36.9			17.3	64.9	17.9			23.5	53.9	22.6			8.8	83.1	8.1			
PHF	.885	.882	.901		.920	.811	.887	.885		.927	.831	.868	.884		.905	.890	.885	.788		.895	.984

# Traffic Data Service

San Jose, CA  
 (408) 622-4787  
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File Name : 33PM FINAL  
 Site Code : 00000033  
 Start Date : 1/10/2018  
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# Traffic Data Service

San Jose, CA  
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File Name : 33PM FINAL  
 Site Code : 00000033  
 Start Date : 1/10/2018  
 Page No : 1

Groups Printed- Bikes

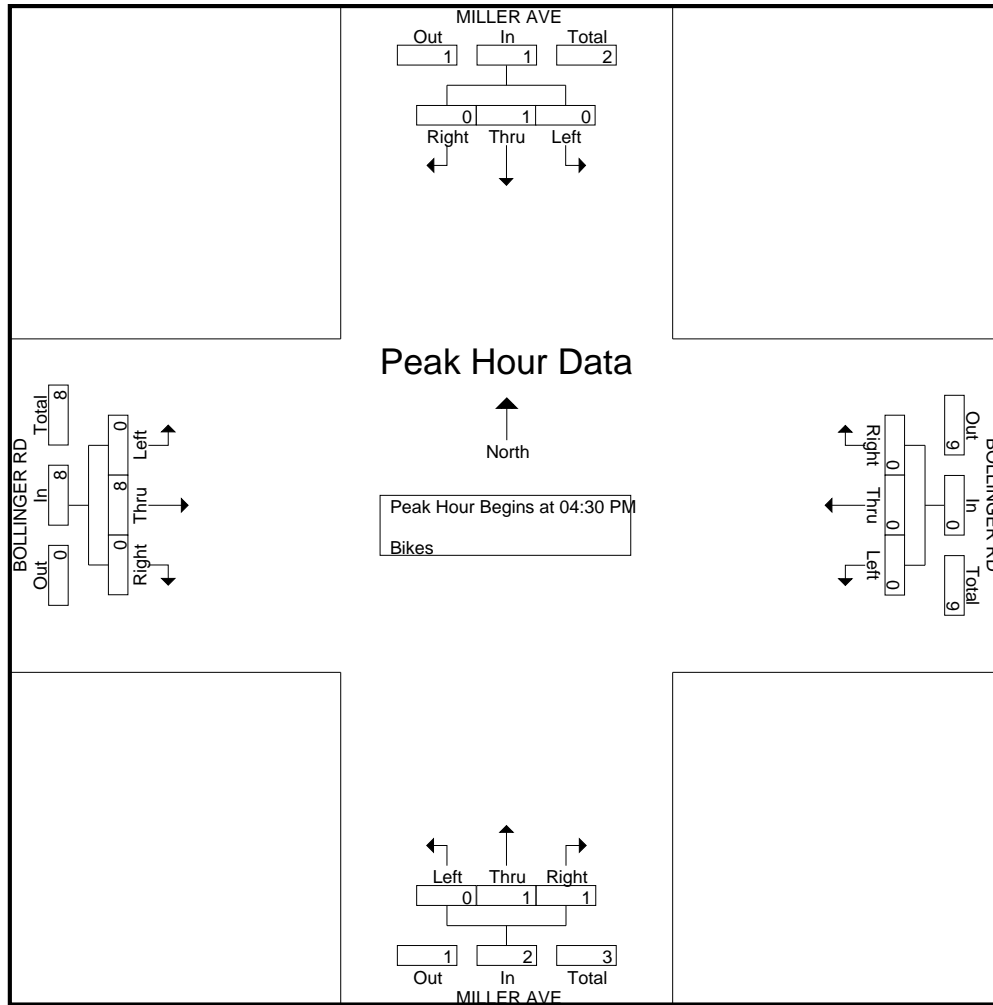
Start Time	MILLER AVE Southbound					BOLLINGER RD Westbound					MILLER AVE Northbound					BOLLINGER RD Eastbound					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	3
Total	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1	3	0	0	0	4
05:00 PM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	2	0	0	0	2
05:15 PM	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	0	3	0	0	0	3
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	1	0	0	1	0	0	0	0	0	1	1	0	0	2	0	5	0	0	0	5
06:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0
06:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1
06:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1
Total	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	2	0	0	0	2
Grand Total	0	1	0	0	1	0	0	0	0	0	1	1	2	0	4	1	10	0	0	11	16
Apprch %	0	100	0	0		0	0	0	0		25	25	50	0		9.1	90.9	0	0		
Total %	0	6.2	0	0	6.2	0	0	0	0	0	6.2	6.2	12.5	0	25	6.2	62.5	0	0	68.8	

Start Time	MILLER AVE Southbound				BOLLINGER RD Westbound				MILLER AVE Northbound				BOLLINGER RD Eastbound				Int. Total
	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	
Peak Hour Analysis From 04:00 PM to 06:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:30 PM																	
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	3	
05:00 PM	0	0	0	0	0	0	0	0	1	0	0	1	0	2	0	2	
05:15 PM	0	1	0	1	0	0	0	0	0	1	0	1	0	3	0	3	
Total Volume	0	1	0	1	0	0	0	0	1	1	0	2	0	8	0	8	
% App. Total	0	100	0		0	0	0		50	50	0		0	100	0		
PHF	.000	.250	.000	.250	.000	.000	.000	.000	.250	.250	.000	.500	.000	.667	.000	.667	

# Traffic Data Service

San Jose, CA  
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File Name : 33PM FINAL  
 Site Code : 00000033  
 Start Date : 1/10/2018  
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# Traffic Data Service

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

File Name : 34AM FINAL  
 Site Code : 00000034  
 Start Date : 1/10/2018  
 Page No : 1

## Groups Printed- Lights - Buses - Trucks

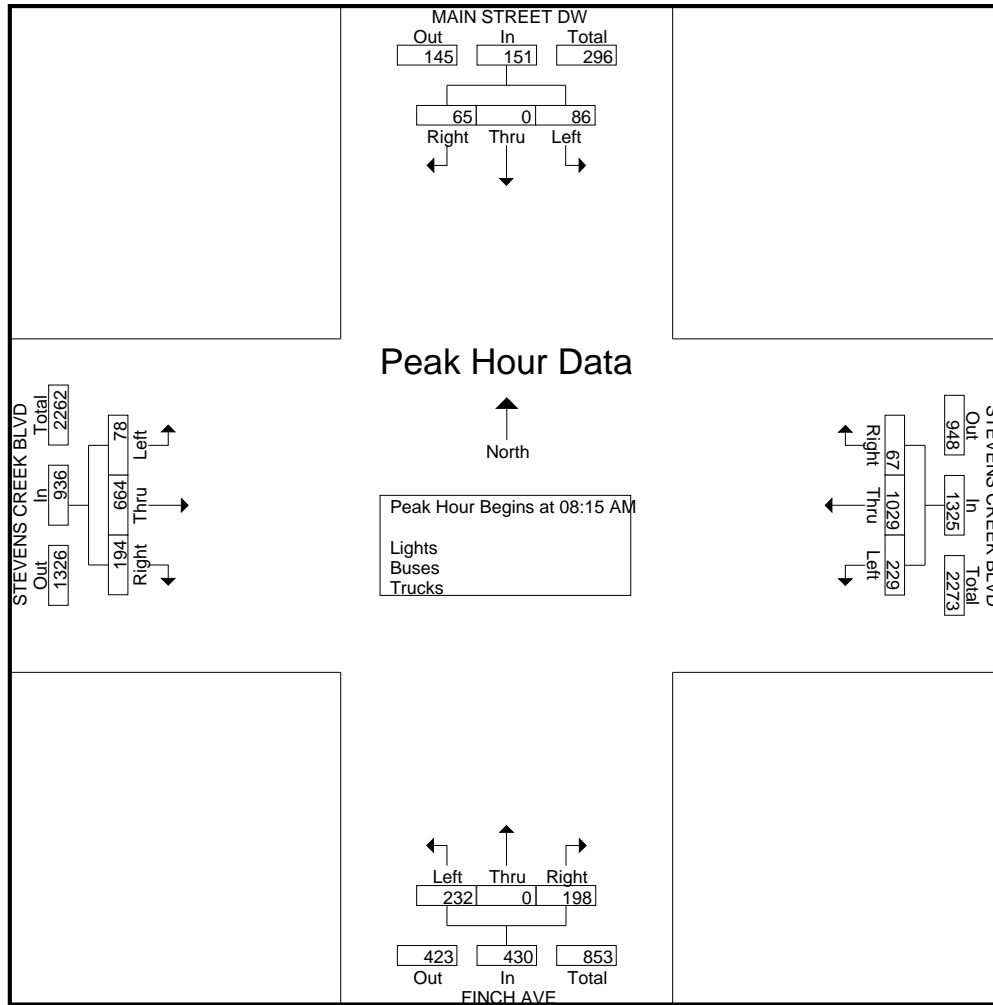
Start Time	MAIN STREET DW Southbound					STEVENS CREEK BLVD Westbound					FINCH AVE Northbound					STEVENS CREEK BLVD Eastbound					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
07:00 AM	1	0	5	0	6	6	118	20	0	144	7	0	2	1	10	8	34	5	1	48	208
07:15 AM	1	0	0	0	1	4	153	30	0	187	7	0	7	1	15	11	51	6	1	69	272
07:30 AM	4	0	6	1	11	5	187	28	0	220	5	0	6	1	12	14	61	3	0	78	321
07:45 AM	7	0	2	5	14	5	251	17	0	273	7	0	8	2	17	10	85	7	2	104	408
Total	13	0	13	6	32	20	709	95	0	824	26	0	23	5	54	43	231	21	4	299	1209
08:00 AM	5	0	5	3	13	13	276	28	0	317	13	0	12	4	29	17	87	6	12	122	481
08:15 AM	11	0	9	8	28	13	247	52	0	312	33	0	26	5	64	25	114	7	23	169	573
08:30 AM	13	0	12	3	28	17	245	82	0	344	61	0	54	11	126	67	169	16	69	321	819
08:45 AM	34	0	52	5	91	25	262	45	0	332	39	0	76	16	131	68	223	32	129	452	1006
Total	63	0	78	19	160	68	1030	207	0	1305	146	0	168	36	350	177	593	61	233	1064	2879
09:00 AM	7	0	13	4	24	12	275	50	0	337	65	0	76	2	143	34	158	23	26	241	745
09:15 AM	7	0	6	10	23	8	232	10	0	250	23	0	20	6	49	6	172	25	8	211	533
09:30 AM	8	0	3	4	15	10	200	9	0	219	14	1	20	2	37	14	149	22	5	190	461
09:45 AM	5	0	8	5	18	15	170	9	0	194	8	0	12	2	22	7	135	22	4	168	402
Total	27	0	30	23	80	45	877	78	0	1000	110	1	128	12	251	61	614	92	43	810	2141
Grand Total	103	0	121	48	272	133	2616	380	0	3129	282	1	319	53	655	281	1438	174	280	2173	6229
Apprch %	37.9	0	44.5	17.6		4.3	83.6	12.1	0		43.1	0.2	48.7	8.1		12.9	66.2	8	12.9		
Total %	1.7	0	1.9	0.8	4.4	2.1	42	6.1	0	50.2	4.5	0	5.1	0.9	10.5	4.5	23.1	2.8	4.5	34.9	
Lights	101	0	117	48	266	126	2524	376	0	3026	276	1	318	53	648	277	1379	164	280	2100	6040
% Lights	98.1	0	96.7	100	97.8	94.7	96.5	98.9	0	96.7	97.9	100	99.7	100	98.9	98.6	95.9	94.3	100	96.6	97
Buses	0	0	0	0	0	0	43	1	0	44	2	0	0	0	2	0	39	0	0	39	85
% Buses	0	0	0	0	0	0	1.6	0.3	0	1.4	0.7	0	0	0	0.3	0	2.7	0	0	1.8	1.4
Trucks	2	0	4	0	6	7	49	3	0	59	4	0	1	0	5	4	20	10	0	34	104
% Trucks	1.9	0	3.3	0	2.2	5.3	1.9	0.8	0	1.9	1.4	0	0.3	0	0.8	1.4	1.4	5.7	0	1.6	1.7

Start Time	MAIN STREET DW Southbound				STEVENS CREEK BLVD Westbound				FINCH AVE Northbound				STEVENS CREEK BLVD Eastbound				Int. Total
	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	
Peak Hour Analysis From 07:00 AM to 09:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 08:15 AM																	
08:15 AM	11	0	9	20	13	247	52	312	33	0	26	59	25	114	7	146	537
08:30 AM	13	0	12	25	17	245	82	344	61	0	54	115	67	169	16	252	736
08:45 AM	34	0	52	86	25	262	45	332	39	0	76	115	68	223	32	323	856
09:00 AM	7	0	13	20	12	275	50	337	65	0	76	141	34	158	23	215	713
Total Volume	65	0	86	151	67	1029	229	1325	198	0	232	430	194	664	78	936	2842
% App. Total	43	0	57		5.1	77.7	17.3		46	0	54		20.7	70.9	8.3		
PHF	.478	.000	.413	.439	.670	.935	.698	.963	.762	.000	.763	.762	.713	.744	.609	.724	.830

# Traffic Data Service

San Jose, CA  
 (408) 622-4787  
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File Name : 34AM FINAL  
 Site Code : 00000034  
 Start Date : 1/10/2018  
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# Traffic Data Service

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

File Name : 34AM FINAL  
 Site Code : 00000034  
 Start Date : 1/10/2018  
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Groups Printed- Bikes

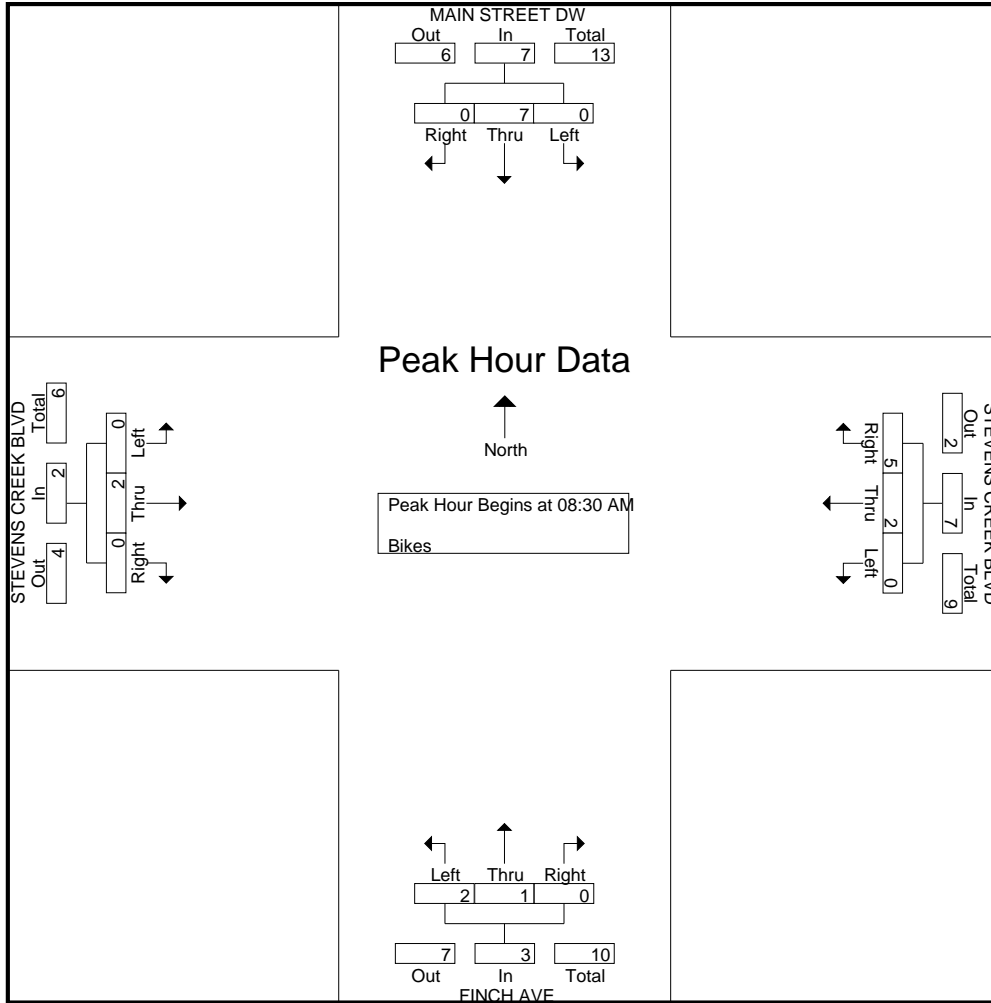
Start Time	MAIN STREET DW Southbound					STEVENS CREEK BLVD Westbound					FINCH AVE Northbound					STEVENS CREEK BLVD Eastbound					Int. Total	
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total		
07:00 AM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	2
07:15 AM	0	0	0	0	0	0	3	0	0	3	1	0	0	0	1	0	0	0	0	0	0	4
07:30 AM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1
07:45 AM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1
Total	0	1	0	0	1	0	5	0	0	5	1	0	0	0	1	0	1	0	0	1	1	8
08:00 AM	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	2
08:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30 AM	0	1	0	0	1	2	2	0	0	4	0	1	1	0	2	0	1	0	0	1	1	8
08:45 AM	0	6	0	0	6	2	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	8
Total	0	7	0	0	7	4	4	0	0	8	0	1	1	0	2	0	1	0	0	1	1	18
09:00 AM	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1
09:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	1	0	0	1	1	2
09:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1	1
09:45 AM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	1
Total	0	0	0	0	0	1	0	0	0	1	0	1	1	0	2	0	2	0	0	2	2	5
Grand Total	0	8	0	0	8	5	9	0	0	14	1	2	2	0	5	0	4	0	0	4	4	31
Apprch %	0	100	0	0		35.7	64.3	0	0		20	40	40	0		0	100	0	0			
Total %	0	25.8	0	0	25.8	16.1	29	0	0	45.2	3.2	6.5	6.5	0	16.1	0	12.9	0	0	12.9		

Start Time	MAIN STREET DW Southbound				STEVENS CREEK BLVD Westbound				FINCH AVE Northbound				STEVENS CREEK BLVD Eastbound				Int. Total
	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	
Peak Hour Analysis From 07:00 AM to 09:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 08:30 AM																	
08:30 AM	0	1	0	1	2	2	0	4	0	1	1	2	0	1	0	1	8
08:45 AM	0	6	0	6	2	0	0	2	0	0	0	0	0	0	0	0	8
09:00 AM	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	1
09:15 AM	0	0	0	0	0	0	0	0	0	0	1	1	0	1	0	1	2
Total Volume	0	7	0	7	5	2	0	7	0	1	2	3	0	2	0	2	19
% App. Total	0	100	0		71.4	28.6	0		0	33.3	66.7		0	100	0		
PHF	.000	.292	.000	.292	.625	.250	.000	.438	.000	.250	.500	.375	.000	.500	.000	.500	.594

# Traffic Data Service

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

File Name : 34AM FINAL  
 Site Code : 00000034  
 Start Date : 1/10/2018  
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# Traffic Data Service

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

File Name : 34PM FINAL  
 Site Code : 00000034  
 Start Date : 1/10/2018  
 Page No : 1

Groups Printed- Lights - Buses - Trucks

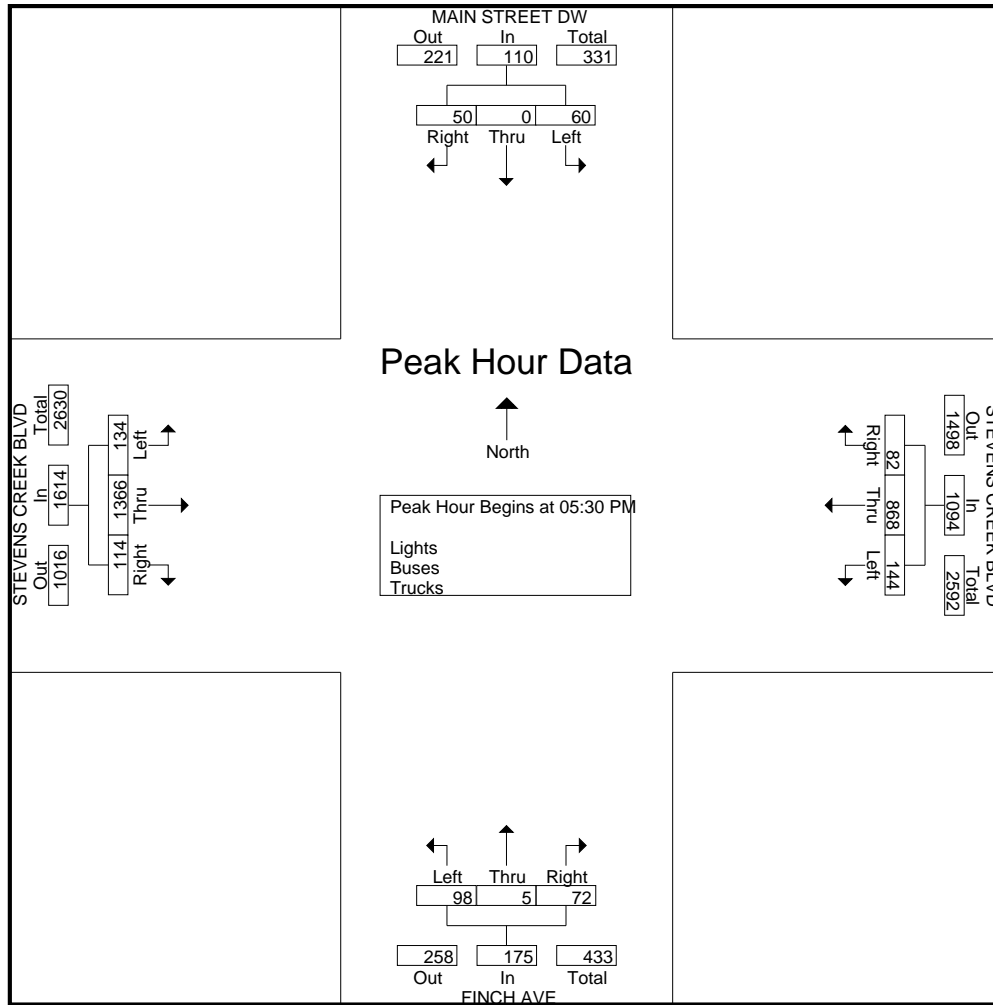
Start Time	MAIN STREET DW Southbound					STEVENS CREEK BLVD Westbound					FINCH AVE Northbound					STEVENS CREEK BLVD Eastbound					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
04:00 PM	17	0	13	1	31	14	166	14	0	194	24	0	29	0	53	22	269	31	8	330	608
04:15 PM	15	0	11	6	32	11	191	15	0	217	21	0	27	4	52	26	263	32	10	331	632
04:30 PM	13	0	14	6	33	7	167	15	0	189	17	0	23	5	45	25	298	37	18	378	645
04:45 PM	16	1	9	4	30	7	184	23	0	214	8	0	16	10	34	30	293	35	13	371	649
Total	61	1	47	17	126	39	708	67	0	814	70	0	95	19	184	103	1123	135	49	1410	2534
05:00 PM	8	0	17	3	28	6	248	29	0	283	22	0	19	6	47	28	302	33	12	375	733
05:15 PM	12	0	12	4	28	17	204	28	0	249	37	0	35	6	78	28	310	27	19	384	739
05:30 PM	16	0	15	2	33	18	228	35	0	281	18	0	34	10	62	21	351	34	10	416	792
05:45 PM	9	0	21	7	37	24	220	42	0	286	19	1	30	7	57	25	376	32	9	442	822
Total	45	0	65	16	126	65	900	134	0	1099	96	1	118	29	244	102	1339	126	50	1617	3086
06:00 PM	14	0	12	1	27	16	239	33	0	288	15	1	7	2	25	30	304	32	6	372	712
06:15 PM	11	0	12	9	32	24	181	34	0	239	20	3	27	11	61	38	335	36	11	420	752
06:30 PM	12	0	2	2	16	16	239	32	0	287	16	0	25	4	45	18	244	48	10	320	668
06:45 PM	16	0	12	1	29	17	170	53	0	240	19	0	7	5	31	17	217	53	16	303	603
Total	53	0	38	13	104	73	829	152	0	1054	70	4	66	22	162	103	1100	169	43	1415	2735
Grand Total	159	1	150	46	356	177	2437	353	0	2967	236	5	279	70	590	308	3562	430	142	4442	8355
Apprch %	44.7	0.3	42.1	12.9		6	82.1	11.9	0		40	0.8	47.3	11.9		6.9	80.2	9.7	3.2		
Total %	1.9	0	1.8	0.6	4.3	2.1	29.2	4.2	0	35.5	2.8	0.1	3.3	0.8	7.1	3.7	42.6	5.1	1.7	53.2	
Lights	159	1	150	46	356	176	2394	352	0	2922	235	5	278	70	588	308	3520	429	141	4398	8264
% Lights	100	100	100	100	100	99.4	98.2	99.7	0	98.5	99.6	100	99.6	100	99.7	100	98.8	99.8	99.3	99	98.9
Buses	0	0	0	0	0	0	33	1	0	34	1	0	0	0	1	0	33	0	0	33	68
% Buses	0	0	0	0	0	0	1.4	0.3	0	1.1	0.4	0	0	0	0.2	0	0.9	0	0	0.7	0.8
Trucks	0	0	0	0	0	1	10	0	0	11	0	0	1	0	1	0	9	1	1	11	23
% Trucks	0	0	0	0	0	0.6	0.4	0	0	0.4	0	0	0.4	0	0.2	0	0.3	0.2	0.7	0.2	0.3

Start Time	MAIN STREET DW Southbound				STEVENS CREEK BLVD Westbound				FINCH AVE Northbound				STEVENS CREEK BLVD Eastbound				Int. Total
	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	
Peak Hour Analysis From 04:00 PM to 06:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 05:30 PM																	
05:30 PM	16	0	15	31	18	228	35	281	18	0	34	52	21	351	34	406	770
05:45 PM	9	0	21	30	24	220	42	286	19	1	30	50	25	376	32	433	799
06:00 PM	14	0	12	26	16	239	33	288	15	1	7	23	30	304	32	366	703
06:15 PM	11	0	12	23	24	181	34	239	20	3	27	50	38	335	36	409	721
Total Volume	50	0	60	110	82	868	144	1094	72	5	98	175	114	1366	134	1614	2993
% App. Total	45.5	0	54.5		7.5	79.3	13.2		41.1	2.9	56		7.1	84.6	8.3		
PHF	.781	.000	.714	.887	.854	.908	.857	.950	.900	.417	.721	.841	.750	.908	.931	.932	.936

# Traffic Data Service

San Jose, CA  
 (408) 622-4787  
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File Name : 34PM FINAL  
 Site Code : 00000034  
 Start Date : 1/10/2018  
 Page No : 2



# Traffic Data Service

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

File Name : 34PM FINAL  
 Site Code : 00000034  
 Start Date : 1/10/2018  
 Page No : 1

Groups Printed- Bikes

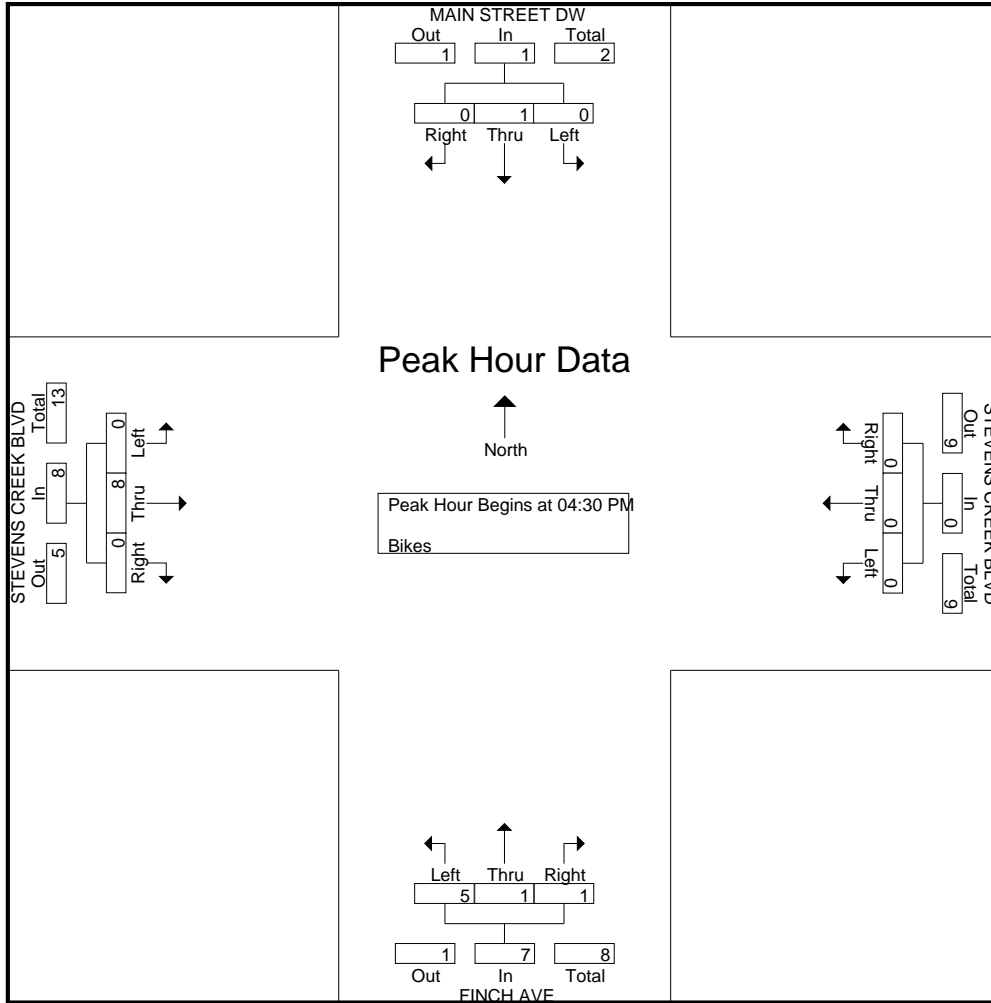
Start Time	MAIN STREET DW Southbound					STEVENS CREEK BLVD Westbound					FINCH AVE Northbound					STEVENS CREEK BLVD Eastbound					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
04:00 PM	0	0	0	0	0	0	1	0	0	1	1	0	3	0	4	0	0	1	0	1	6
04:15 PM	0	0	0	0	0	0	1	0	0	1	0	0	1	0	1	0	0	0	0	0	2
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	1	1	0	2	0	1	0	0	1	3
04:45 PM	0	1	0	0	1	0	0	0	0	0	0	0	2	0	2	0	1	0	0	1	4
Total	0	1	0	0	1	0	2	0	0	2	1	1	7	0	9	0	2	1	0	3	15
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	1	0	0	1	2
05:15 PM	0	0	0	0	0	0	0	0	0	0	1	0	1	0	2	0	5	0	0	5	7
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	3	3
05:45 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	2
Total	0	0	0	0	0	0	1	0	0	1	1	0	2	0	3	0	10	0	0	10	14
06:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
06:15 PM	0	0	0	0	0	0	0	0	0	0	0	1	1	0	2	0	3	0	0	3	5
06:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	1	0	0	1	2
06:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	3	3
Total	0	0	0	0	0	0	0	0	0	0	0	1	2	0	3	0	8	0	0	8	11
Grand Total	0	1	0	0	1	0	3	0	0	3	2	2	11	0	15	0	20	1	0	21	40
Apprch %	0	100	0	0		0	100	0	0		13.3	13.3	73.3	0		0	95.2	4.8	0		
Total %	0	2.5	0	0	2.5	0	7.5	0	0	7.5	5	5	27.5	0	37.5	0	50	2.5	0	52.5	

Start Time	MAIN STREET DW Southbound				STEVENS CREEK BLVD Westbound				FINCH AVE Northbound				STEVENS CREEK BLVD Eastbound				Int. Total
	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	
Peak Hour Analysis From 04:00 PM to 06:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:30 PM																	
04:30 PM	0	0	0	0	0	0	0	0	0	1	1	2	0	1	0	1	3
04:45 PM	0	1	0	1	0	0	0	0	0	0	2	2	0	1	0	1	4
05:00 PM	0	0	0	0	0	0	0	0	0	0	1	1	0	1	0	1	2
05:15 PM	0	0	0	0	0	0	0	0	1	0	1	2	0	5	0	5	7
Total Volume	0	1	0	1	0	0	0	0	1	1	5	7	0	8	0	8	16
% App. Total	0	100	0		0	0	0		14.3	14.3	71.4		0	100	0		
PHF	.000	.250	.000	.250	.000	.000	.000	.000	.250	.250	.625	.875	.000	.400	.000	.400	.571

# Traffic Data Service

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

File Name : 34PM FINAL  
 Site Code : 00000034  
 Start Date : 1/10/2018  
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# Traffic Data Service

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

File Name : 35AM FINAL  
Site Code : 00000035  
Start Date : 1/10/2018  
Page No : 1

Groups Printed- Lights - Buses - Trucks

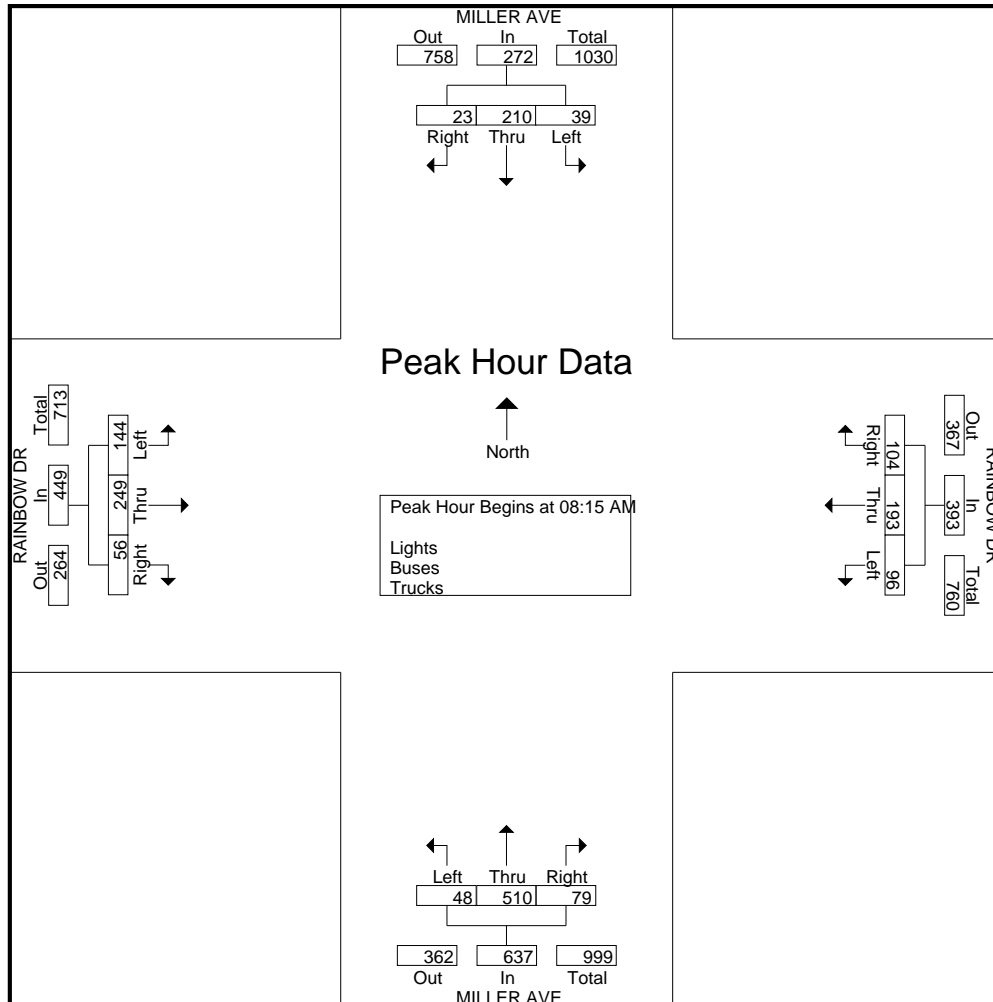
Start Time	MILLER AVE Southbound					RAINBOW DR Westbound					MILLER AVE Northbound					RAINBOW DR Eastbound					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
07:00 AM	3	26	0	0	29	3	6	3	0	12	3	32	2	0	37	2	10	9	0	21	99
07:15 AM	3	12	6	0	21	11	8	3	0	22	5	41	0	1	47	1	17	15	1	34	124
07:30 AM	9	9	6	1	25	5	14	2	0	21	7	78	2	0	87	5	22	17	0	44	177
07:45 AM	10	29	1	1	41	10	17	11	1	39	15	81	3	0	99	1	26	14	0	41	220
<b>Total</b>	<b>25</b>	<b>76</b>	<b>13</b>	<b>2</b>	<b>116</b>	<b>29</b>	<b>45</b>	<b>19</b>	<b>1</b>	<b>94</b>	<b>30</b>	<b>232</b>	<b>7</b>	<b>1</b>	<b>270</b>	<b>9</b>	<b>75</b>	<b>55</b>	<b>1</b>	<b>140</b>	<b>620</b>
08:00 AM	5	40	5	1	51	17	18	1	0	36	12	90	7	3	112	7	28	23	0	58	257
08:15 AM	17	84	1	3	105	18	44	23	0	85	8	138	8	12	166	7	27	34	2	70	426
08:30 AM	3	38	2	4	47	19	20	4	1	44	8	149	8	9	174	7	52	58	1	118	383
08:45 AM	2	43	23	18	86	27	45	34	5	111	47	116	13	12	188	20	107	32	7	166	551
<b>Total</b>	<b>27</b>	<b>205</b>	<b>31</b>	<b>26</b>	<b>289</b>	<b>81</b>	<b>127</b>	<b>62</b>	<b>6</b>	<b>276</b>	<b>75</b>	<b>493</b>	<b>36</b>	<b>36</b>	<b>640</b>	<b>41</b>	<b>214</b>	<b>147</b>	<b>10</b>	<b>412</b>	<b>1617</b>
09:00 AM	1	45	13	15	74	40	84	35	1	160	16	107	19	2	144	22	63	20	3	108	486
09:15 AM	11	35	4	5	55	15	26	6	0	47	9	87	7	1	104	4	23	24	0	51	257
09:30 AM	5	34	8	13	60	19	34	14	4	71	34	62	5	4	105	10	40	24	1	75	311
09:45 AM	12	34	4	0	50	17	16	9	1	43	5	65	2	1	73	7	11	23	0	41	207
<b>Total</b>	<b>29</b>	<b>148</b>	<b>29</b>	<b>33</b>	<b>239</b>	<b>91</b>	<b>160</b>	<b>64</b>	<b>6</b>	<b>321</b>	<b>64</b>	<b>321</b>	<b>33</b>	<b>8</b>	<b>426</b>	<b>43</b>	<b>137</b>	<b>91</b>	<b>4</b>	<b>275</b>	<b>1261</b>
Grand Total	81	429	73	61	644	201	332	145	13	691	169	1046	76	45	1336	93	426	293	15	827	3498
Apprch %	12.6	66.6	11.3	9.5		29.1	48	21	1.9		12.6	78.3	5.7	3.4		11.2	51.5	35.4	1.8		
Total %	2.3	12.3	2.1	1.7	18.4	5.7	9.5	4.1	0.4	19.8	4.8	29.9	2.2	1.3	38.2	2.7	12.2	8.4	0.4	23.6	
Lights	81	410	71	61	623	196	329	143	13	681	169	1033	76	45	1323	93	422	292	15	822	3449
% Lights	100	95.6	97.3	100	96.7	97.5	99.1	98.6	100	98.6	100	98.8	100	100	99	100	99.1	99.7	100	99.4	98.6
Buses	0	11	1	0	12	4	2	1	0	7	0	10	0	0	10	0	3	0	0	3	32
% Buses	0	2.6	1.4	0	1.9	2	0.6	0.7	0	1	0	1	0	0	0.7	0	0.7	0	0	0.4	0.9
Trucks	0	8	1	0	9	1	1	1	0	3	0	3	0	0	3	0	1	1	0	2	17
% Trucks	0	1.9	1.4	0	1.4	0.5	0.3	0.7	0	0.4	0	0.3	0	0	0.2	0	0.2	0.3	0	0.2	0.5

Start Time	MILLER AVE Southbound				RAINBOW DR Westbound				MILLER AVE Northbound				RAINBOW DR Eastbound				Int. Total
	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	
Peak Hour Analysis From 07:00 AM to 09:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 08:15 AM																	
08:15 AM	<b>17</b>	<b>84</b>	<b>1</b>	<b>102</b>	18	44	23	85	8	138	8	154	7	27	34	68	409
08:30 AM	3	38	2	43	19	20	4	43	8	<b>149</b>	8	165	7	52	<b>58</b>	117	368
08:45 AM	2	43	<b>23</b>	68	27	45	34	106	<b>47</b>	116	13	<b>176</b>	20	<b>107</b>	32	<b>159</b>	<b>509</b>
09:00 AM	1	45	13	59	<b>40</b>	<b>84</b>	<b>35</b>	<b>159</b>	16	107	<b>19</b>	142	<b>22</b>	63	20	105	465
Total Volume	23	210	39	272	104	193	96	393	79	510	48	637	56	249	144	449	1751
% App. Total	8.5	77.2	14.3		26.5	49.1	24.4		12.4	80.1	7.5		12.5	55.5	32.1		
PHF	.338	.625	.424	.667	.650	.574	.686	.618	.420	.856	.632	.905	.636	.582	.621	.706	.860

# Traffic Data Service

San Jose, CA  
 (408) 622-4787  
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File Name : 35AM FINAL  
 Site Code : 00000035  
 Start Date : 1/10/2018  
 Page No : 2



# Traffic Data Service

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

File Name : 35AM FINAL  
 Site Code : 00000035  
 Start Date : 1/10/2018  
 Page No : 1

Groups Printed- Bikes

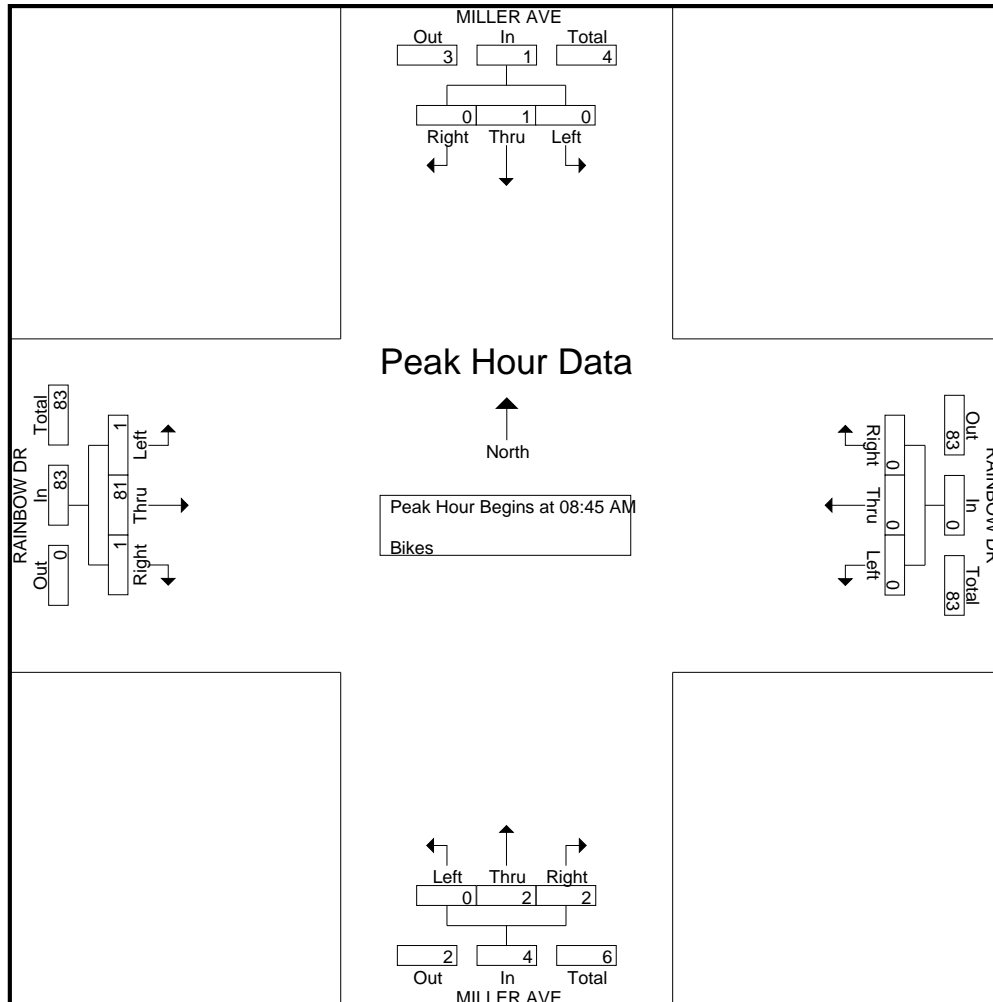
Start Time	MILLER AVE Southbound					RAINBOW DR Westbound					MILLER AVE Northbound					RAINBOW DR Eastbound					Int. Total		
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total			
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30 AM	0	0	0	0	0	0	0	0	0	0	1	0	1	0	2	0	0	0	0	0	0	0	2
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2	0	1	0	0	1	0	0	3
<b>Total</b>	0	0	0	0	0	0	0	0	0	0	1	0	3	0	4	0	1	0	0	1	0	0	5
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	2	0	0	3	0	0	3
08:15 AM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	1
08:30 AM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	5	0	0	5	0	0	6
08:45 AM	0	0	0	0	0	0	0	0	0	0	2	1	0	0	3	0	35	0	0	35	0	0	38
<b>Total</b>	0	0	0	0	0	0	1	0	0	1	2	2	0	0	4	1	42	0	0	43	0	0	48
09:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	37	0	0	38	0	0	38
09:15 AM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	3	1	0	4	0	0	5
09:30 AM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	6	0	0	6	0	0	7
09:45 AM	1	0	0	0	1	0	1	0	0	1	0	0	0	0	0	1	1	0	0	2	0	0	4
<b>Total</b>	1	1	0	0	2	0	1	0	0	1	0	1	0	0	1	2	47	1	0	50	0	0	54
Grand Total	1	1	0	0	2	0	2	0	0	2	3	3	3	0	9	3	90	1	0	94	0	0	107
Apprch %	50	50	0	0		0	100	0	0		33.3	33.3	33.3	0		3.2	95.7	1.1	0				
Total %	0.9	0.9	0	0	1.9	0	1.9	0	0	1.9	2.8	2.8	2.8	0	8.4	2.8	84.1	0.9	0	87.9			

Start Time	MILLER AVE Southbound				RAINBOW DR Westbound				MILLER AVE Northbound				RAINBOW DR Eastbound				Int. Total
	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	
Peak Hour Analysis From 07:00 AM to 09:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 08:45 AM																	
08:45 AM	0	0	0	0	0	0	0	0	2	1	0	3	0	35	0	35	38
09:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	1	37	0	38	38
09:15 AM	0	1	0	1	0	0	0	0	0	0	0	0	0	3	1	4	5
09:30 AM	0	0	0	0	0	0	0	0	0	1	0	1	0	6	0	6	7
Total Volume	0	1	0	1	0	0	0	0	2	2	0	4	1	81	1	83	88
% App. Total	0	100	0		0	0	0		50	50	0		1.2	97.6	1.2		
PHF	.000	.250	.000	.250	.000	.000	.000	.000	.250	.500	.000	.333	.250	.547	.250	.546	.579

# Traffic Data Service

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

File Name : 35AM FINAL  
Site Code : 00000035  
Start Date : 1/10/2018  
Page No : 2





# Traffic Data Service

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

File Name : 35PM FINAL  
Site Code : 00000035  
Start Date : 1/10/2018  
Page No : 1

Groups Printed- Lights - Buses - Trucks

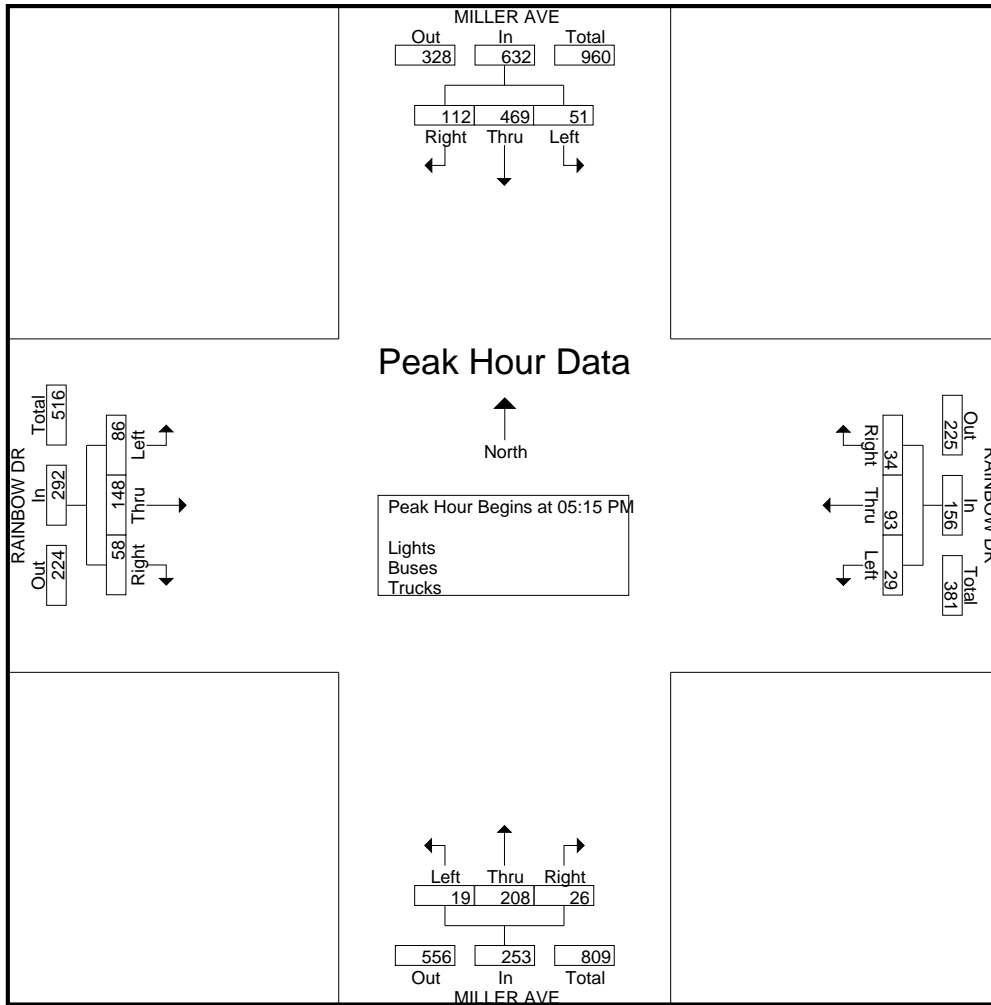
Start Time	MILLER AVE Southbound					RAINBOW DR Westbound					MILLER AVE Northbound					RAINBOW DR Eastbound					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
04:00 PM	15	77	10	4	106	6	22	12	2	42	4	55	7	2	68	9	30	17	0	56	272
04:15 PM	14	95	13	2	124	3	13	3	6	25	2	46	7	3	58	13	13	16	2	44	251
04:30 PM	10	82	8	4	104	8	14	1	2	25	3	39	5	1	48	4	15	12	3	34	211
04:45 PM	17	90	10	1	118	4	16	8	5	33	4	28	6	6	44	8	23	14	1	46	241
Total	56	344	41	11	452	21	65	24	15	125	13	168	25	12	218	34	81	59	6	180	975
05:00 PM	20	119	8	0	147	11	22	15	1	49	6	52	2	2	62	14	31	16	2	63	321
05:15 PM	25	112	11	2	150	11	31	9	1	52	7	60	2	2	71	18	33	14	2	67	340
05:30 PM	28	134	11	1	174	7	18	6	2	33	4	37	6	0	47	16	34	23	1	74	328
05:45 PM	29	112	18	1	160	7	17	6	0	30	10	60	5	2	77	11	49	21	0	81	348
Total	102	477	48	4	631	36	88	36	4	164	27	209	15	6	257	59	147	74	5	285	1337
06:00 PM	30	111	11	1	153	9	27	8	0	44	5	51	6	0	62	13	32	28	1	74	333
06:15 PM	29	120	12	0	161	7	19	7	0	33	7	42	2	0	51	17	27	20	1	65	310
06:30 PM	20	99	14	1	134	6	18	6	0	30	11	41	2	3	57	13	25	16	2	56	277
06:45 PM	23	84	12	3	122	9	14	4	1	28	6	44	3	0	53	11	33	17	2	63	266
Total	102	414	49	5	570	31	78	25	1	135	29	178	13	3	223	54	117	81	6	258	1186
Grand Total	260	1235	138	20	1653	88	231	85	20	424	69	555	53	21	698	147	345	214	17	723	3498
Apprch %	15.7	74.7	8.3	1.2		20.8	54.5	20	4.7		9.9	79.5	7.6	3		20.3	47.7	29.6	2.4		
Total %	7.4	35.3	3.9	0.6	47.3	2.5	6.6	2.4	0.6	12.1	2	15.9	1.5	0.6	20	4.2	9.9	6.1	0.5	20.7	
Lights	260	1228	138	20	1646	87	231	85	20	423	68	546	53	21	688	147	343	210	17	717	3474
% Lights	100	99.4	100	100	99.6	98.9	100	100	100	99.8	98.6	98.4	100	100	98.6	100	99.4	98.1	100	99.2	99.3
Buses	0	7	0	0	7	0	0	0	0	0	0	5	0	0	5	0	1	1	0	2	14
% Buses	0	0.6	0	0	0.4	0	0	0	0	0	0	0.9	0	0	0.7	0	0.3	0.5	0	0.3	0.4
Trucks	0	0	0	0	0	1	0	0	0	1	1	4	0	0	5	0	1	3	0	4	10
% Trucks	0	0	0	0	0	1.1	0	0	0	0.2	1.4	0.7	0	0	0.7	0	0.3	1.4	0	0.6	0.3

Start Time	MILLER AVE Southbound					RAINBOW DR Westbound					MILLER AVE Northbound					RAINBOW DR Eastbound					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
Peak Hour Analysis From 04:00 PM to 06:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 05:15 PM																					
05:15 PM	25	112	11		148	11	31	9		51	7	60	2		69	18	33	14		65	333
05:30 PM	28	134	11		173	7	18	6		31	4	37	6		47	16	34	23		73	324
05:45 PM	29	112	18		159	7	17	6		30	10	60	5		75	11	49	21		81	345
06:00 PM	30	111	11		152	9	27	8		44	5	51	6		62	13	32	28		73	331
Total Volume	112	469	51		632	34	93	29		156	26	208	19		253	58	148	86		292	1333
% App. Total	17.7	74.2	8.1			21.8	59.6	18.6			10.3	82.2	7.5			19.9	50.7	29.5			
PHF	.933	.875	.708		.913	.773	.750	.806		.765	.650	.867	.792		.843	.806	.755	.768		.901	.966

# Traffic Data Service

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

File Name : 35PM FINAL  
 Site Code : 00000035  
 Start Date : 1/10/2018  
 Page No : 2



# Traffic Data Service

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

File Name : 35PM FINAL  
 Site Code : 00000035  
 Start Date : 1/10/2018  
 Page No : 1

Groups Printed- Bikes

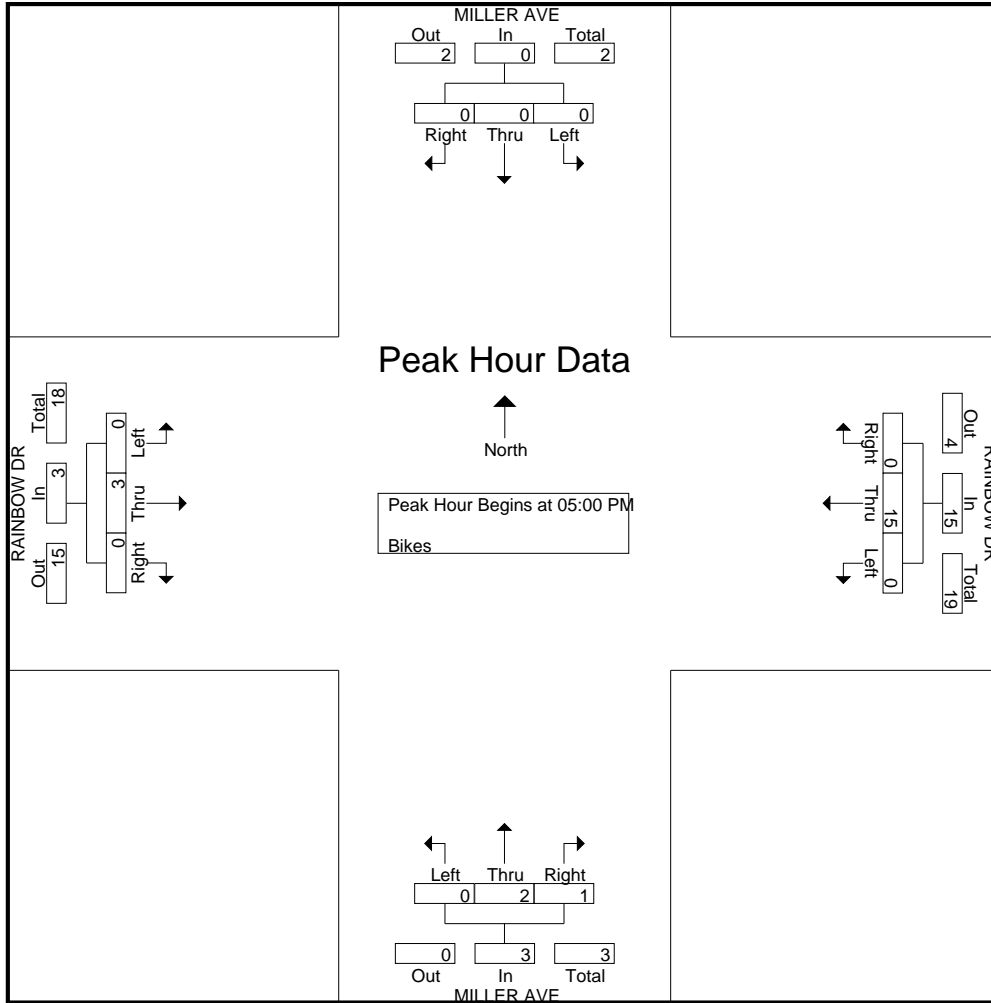
Start Time	MILLER AVE Southbound					RAINBOW DR Westbound					MILLER AVE Northbound					RAINBOW DR Eastbound					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
04:00 PM	0	0	0	0	0	0	7	1	0	8	0	0	0	0	0	1	1	0	0	2	10
04:15 PM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
04:30 PM	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	2
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	1	0	0	1	0	9	1	0	10	0	0	0	0	0	1	1	0	0	2	13
05:00 PM	0	0	0	0	0	0	6	0	0	6	1	0	0	0	1	0	1	0	0	1	8
05:15 PM	0	0	0	0	0	0	8	0	0	8	0	1	0	0	1	0	0	0	0	0	9
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45 PM	0	0	0	0	0	0	1	0	0	1	0	1	0	0	1	0	2	0	0	2	4
Total	0	0	0	0	0	0	15	0	0	15	1	2	0	0	3	0	3	0	0	3	21
06:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
06:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:30 PM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
06:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
Total	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	3
Grand Total	0	2	0	0	2	0	24	1	0	25	1	2	0	0	3	1	6	0	0	7	37
Apprch %	0	100	0	0		0	96	4	0		33.3	66.7	0	0		14.3	85.7	0	0		
Total %	0	5.4	0	0	5.4	0	64.9	2.7	0	67.6	2.7	5.4	0	0	8.1	2.7	16.2	0	0	18.9	

Start Time	MILLER AVE Southbound				RAINBOW DR Westbound				MILLER AVE Northbound				RAINBOW DR Eastbound				Int. Total
	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	
Peak Hour Analysis From 04:00 PM to 06:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 05:00 PM																	
05:00 PM	0	0	0	0	0	6	0	6	1	0	0	1	0	1	0	1	8
05:15 PM	0	0	0	0	0	8	0	8	0	1	0	1	0	0	0	0	9
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45 PM	0	0	0	0	0	1	0	1	0	1	0	1	0	2	0	2	4
Total Volume	0	0	0	0	0	15	0	15	1	2	0	3	0	3	0	3	21
% App. Total	0	0	0		0	100	0		33.3	66.7	0		0	100	0		
PHF	.000	.000	.000	.000	.000	.469	.000	.469	.250	.500	.000	.750	.000	.375	.000	.375	.583

# Traffic Data Service

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

File Name : 35PM FINAL  
 Site Code : 00000035  
 Start Date : 1/10/2018  
 Page No : 2



# Traffic Data Service

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

File Name : 36AM FINAL  
 Site Code : 00000036  
 Start Date : 1/10/2018  
 Page No : 1

Groups Printed- Lights - Buses - Trucks

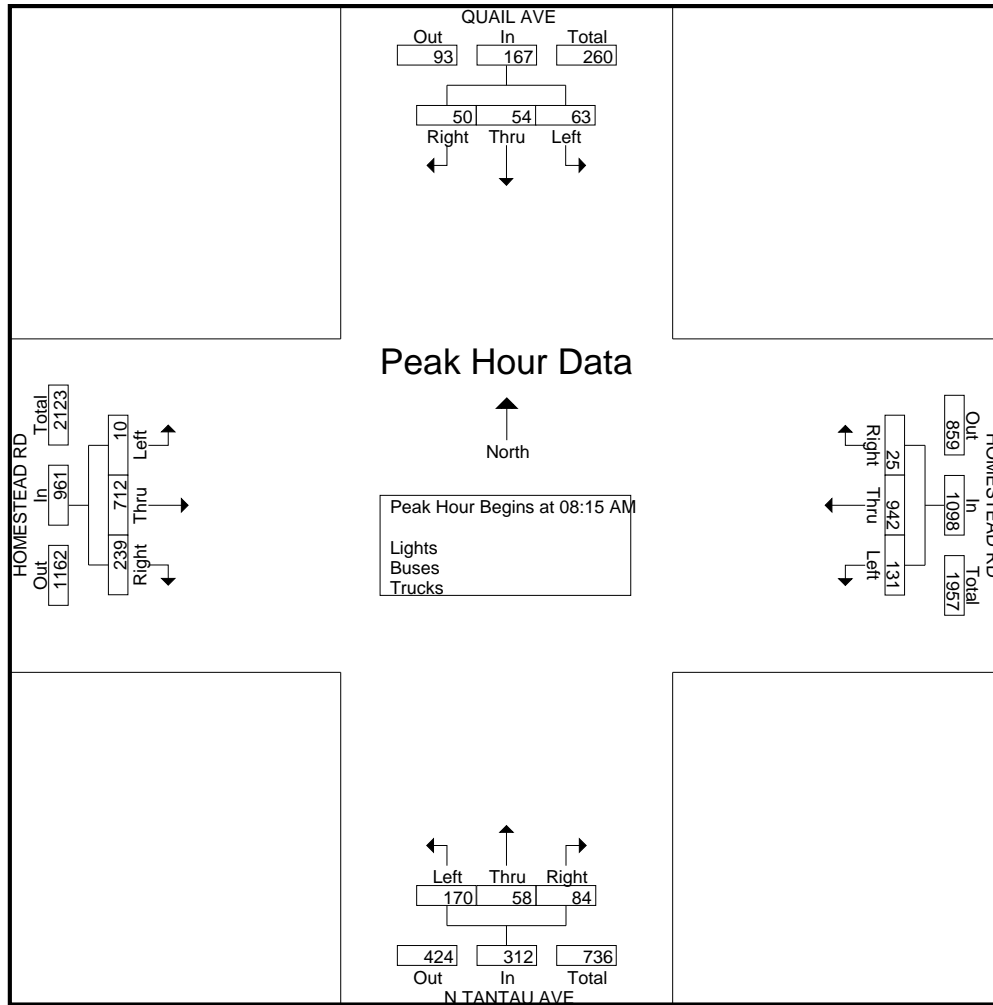
Start Time	QUAIL AVE Southbound					HOMESTEAD RD Westbound					N TANTAU AVE Northbound					HOMESTEAD RD Eastbound					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
07:00 AM	7	2	4	0	13	2	124	8	0	134	4	2	13	0	19	28	64	0	1	93	259
07:15 AM	5	8	7	0	20	11	199	18	0	228	11	0	15	0	26	19	94	0	0	113	387
07:30 AM	18	4	17	1	40	17	251	18	0	286	6	11	29	1	47	29	132	1	0	162	535
07:45 AM	13	5	12	0	30	10	242	21	0	273	15	9	31	1	56	52	172	1	1	226	585
Total	43	19	40	1	103	40	816	65	0	921	36	22	88	2	148	128	462	2	2	594	1766
08:00 AM	18	13	18	3	52	8	247	29	2	286	19	24	19	1	63	62	155	8	2	227	628
08:15 AM	16	17	21	2	56	8	207	32	2	249	19	16	43	1	79	58	194	0	3	255	639
08:30 AM	10	11	23	0	44	3	231	35	5	274	15	8	31	3	57	59	178	2	2	241	616
08:45 AM	9	11	12	6	38	5	259	38	0	302	25	18	52	2	97	67	156	2	4	229	666
Total	53	52	74	11	190	24	944	134	9	1111	78	66	145	7	296	246	683	12	11	952	2549
09:00 AM	15	15	7	2	39	9	245	26	1	281	25	16	44	1	86	55	184	6	1	246	652
09:15 AM	14	11	9	2	36	2	232	27	4	265	26	11	40	0	77	76	156	4	1	237	615
09:30 AM	12	14	8	3	37	2	211	25	0	238	26	8	33	2	69	63	170	5	1	239	583
09:45 AM	8	11	11	0	30	6	208	30	0	244	13	4	32	2	51	71	149	4	0	224	549
Total	49	51	35	7	142	19	896	108	5	1028	90	39	149	5	283	265	659	19	3	946	2399
Grand Total	145	122	149	19	435	83	2656	307	14	3060	204	127	382	14	727	639	1804	33	16	2492	6714
Apprch %	33.3	28	34.3	4.4		2.7	86.8	10	0.5		28.1	17.5	52.5	1.9		25.6	72.4	1.3	0.6		
Total %	2.2	1.8	2.2	0.3	6.5	1.2	39.6	4.6	0.2	45.6	3	1.9	5.7	0.2	10.8	9.5	26.9	0.5	0.2	37.1	
Lights	143	119	148	19	429	79	2602	285	14	2980	179	125	360	14	678	539	1773	33	16	2361	6448
% Lights	98.6	97.5	99.3	100	98.6	95.2	98	92.8	100	97.4	87.7	98.4	94.2	100	93.3	84.4	98.3	100	100	94.7	96
Buses	0	0	1	0	1	3	9	13	0	25	10	0	5	0	15	68	10	0	0	78	119
% Buses	0	0	0.7	0	0.2	3.6	0.3	4.2	0	0.8	4.9	0	1.3	0	2.1	10.6	0.6	0	0	3.1	1.8
Trucks	2	3	0	0	5	1	45	9	0	55	15	2	17	0	34	32	21	0	0	53	147
% Trucks	1.4	2.5	0	0	1.1	1.2	1.7	2.9	0	1.8	7.4	1.6	4.5	0	4.7	5	1.2	0	0	2.1	2.2

Start Time	QUAIL AVE Southbound				HOMESTEAD RD Westbound				N TANTAU AVE Northbound				HOMESTEAD RD Eastbound				Int. Total
	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	
Peak Hour Analysis From 07:00 AM to 09:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 08:15 AM																	
08:15 AM	16	17	21	54	8	207	32	247	19	16	43	78	58	194	0	252	631
08:30 AM	10	11	23	44	3	231	35	269	15	8	31	54	59	178	2	239	606
08:45 AM	9	11	12	32	5	259	38	302	25	18	52	95	67	156	2	225	654
09:00 AM	15	15	7	37	9	245	26	280	25	16	44	85	55	184	6	245	647
Total Volume	50	54	63	167	25	942	131	1098	84	58	170	312	239	712	10	961	2538
% App. Total	29.9	32.3	37.7		2.3	85.8	11.9		26.9	18.6	54.5		24.9	74.1	1		
PHF	.781	.794	.685	.773	.694	.909	.862	.909	.840	.806	.817	.821	.892	.918	.417	.953	.970

# Traffic Data Service

San Jose, CA  
 (408) 622-4787  
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File Name : 36AM FINAL  
 Site Code : 00000036  
 Start Date : 1/10/2018  
 Page No : 2



# Traffic Data Service

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

File Name : 36AM FINAL  
 Site Code : 00000036  
 Start Date : 1/10/2018  
 Page No : 1

Groups Printed- Bikes

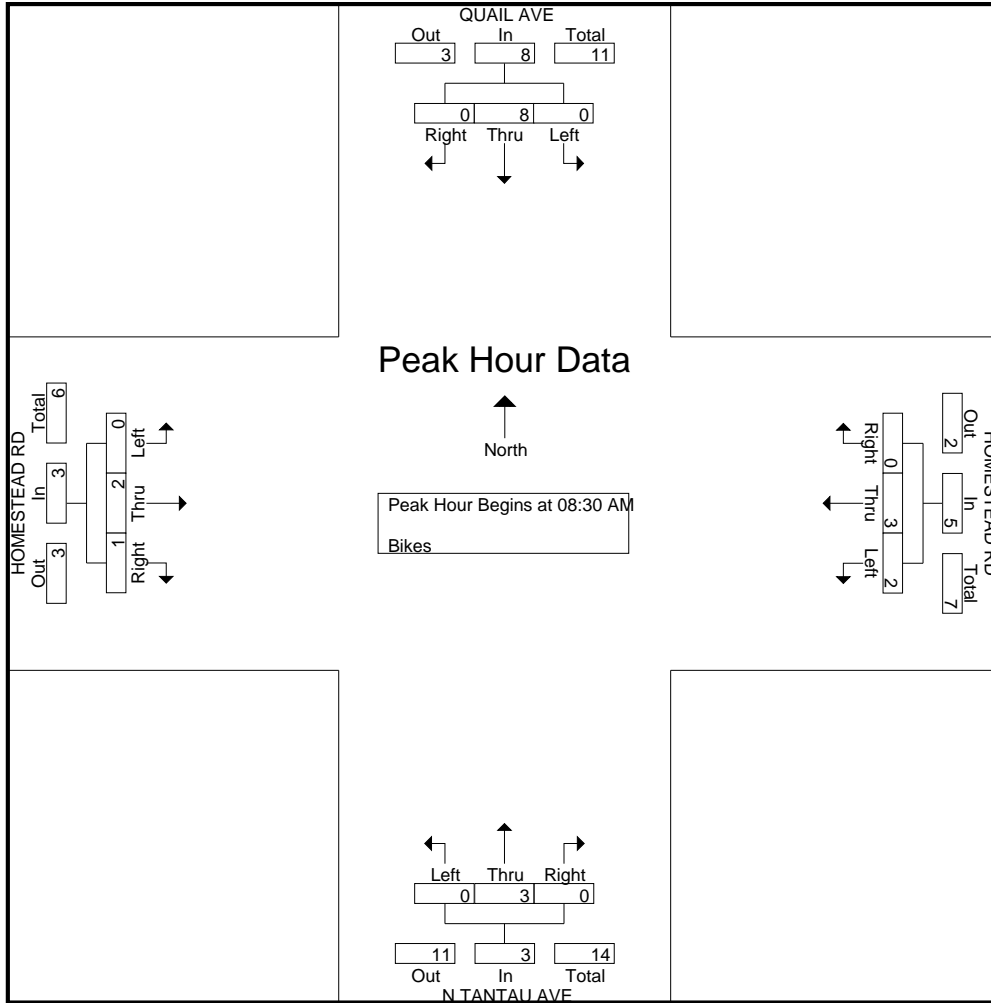
Start Time	QUAIL AVE Southbound					HOMESTEAD RD Westbound					N TANTAU AVE Northbound					HOMESTEAD RD Eastbound					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
07:00 AM	0	1	0	0	1	0	2	1	0	3	0	0	0	0	0	0	0	0	0	0	0
07:15 AM	0	0	0	0	0	0	3	0	0	3	1	0	0	0	1	0	1	0	0	1	1
07:30 AM	0	0	0	0	0	1	0	0	0	1	0	1	0	0	1	0	0	0	0	0	0
07:45 AM	0	2	0	0	2	0	1	0	0	1	0	0	0	0	0	0	3	0	0	3	3
Total	0	3	0	0	3	1	6	1	0	8	1	1	0	0	2	0	4	0	0	4	17
08:00 AM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0
08:15 AM	0	2	0	0	2	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0
08:30 AM	0	3	0	0	3	0	0	0	0	0	0	2	0	0	2	0	2	0	0	2	7
08:45 AM	0	3	0	0	3	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0
Total	0	8	0	0	8	0	1	1	0	2	0	3	0	0	3	0	2	0	0	2	15
09:00 AM	0	1	0	0	1	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0
09:15 AM	0	1	0	0	1	0	1	1	0	2	0	1	0	0	1	1	0	0	0	1	5
09:30 AM	0	2	0	0	2	0	0	0	0	0	1	0	0	0	1	0	3	0	0	3	6
09:45 AM	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	0	1	0	0	1	3
Total	0	4	0	0	4	0	3	1	0	4	1	3	0	0	4	1	4	0	0	5	17
Grand Total	0	15	0	0	15	1	10	3	0	14	2	7	0	0	9	1	10	0	0	11	49
Apprch %	0	100	0	0		7.1	71.4	21.4	0		22.2	77.8	0	0		9.1	90.9	0	0		
Total %	0	30.6	0	0	30.6	2	20.4	6.1	0	28.6	4.1	14.3	0	0	18.4	2	20.4	0	0	22.4	

Start Time	QUAIL AVE Southbound				HOMESTEAD RD Westbound				N TANTAU AVE Northbound				HOMESTEAD RD Eastbound				Int. Total
	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	
Peak Hour Analysis From 07:00 AM to 09:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 08:30 AM																	
08:30 AM	0	3	0	3	0	0	0	0	0	2	0	2	0	2	0	2	7
08:45 AM	0	3	0	3	0	0	1	1	0	0	0	0	0	0	0	0	4
09:00 AM	0	1	0	1	0	2	0	2	0	0	0	0	0	0	0	0	3
09:15 AM	0	1	0	1	0	1	1	2	0	1	0	1	1	0	0	1	5
Total Volume	0	8	0	8	0	3	2	5	0	3	0	3	1	2	0	3	19
% App. Total	0	100	0		0	60	40		0	100	0		33.3	66.7	0		
PHF	.000	.667	.000	.667	.000	.375	.500	.625	.000	.375	.000	.375	.250	.250	.000	.375	.679

# Traffic Data Service

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

File Name : 36AM FINAL  
 Site Code : 00000036  
 Start Date : 1/10/2018  
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# Traffic Data Service

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

File Name : 36PM FINAL  
 Site Code : 00000036  
 Start Date : 1/10/2018  
 Page No : 1

## Groups Printed- Lights - Buses - Trucks

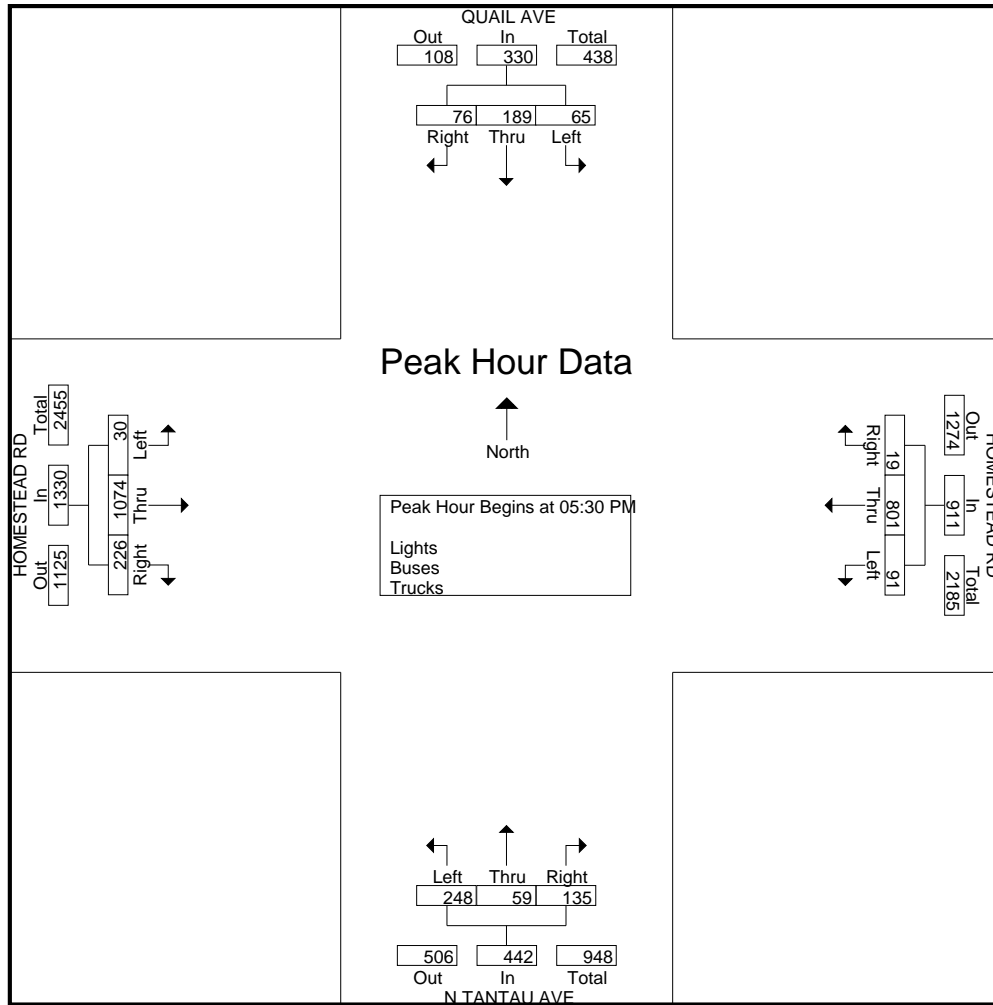
Start Time	QUAIL AVE Southbound					HOMESTEAD RD Westbound					N TANTAU AVE Northbound					HOMESTEAD RD Eastbound					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
04:00 PM	9	14	11	1	35	6	158	23	0	187	33	9	53	1	96	43	223	5	0	271	589
04:15 PM	5	5	11	0	21	4	151	19	0	174	28	6	64	3	101	47	235	7	1	290	586
04:30 PM	13	9	7	0	29	4	193	17	0	214	33	6	68	0	107	67	237	4	5	313	663
04:45 PM	2	11	15	3	31	6	197	36	0	239	37	9	54	1	101	71	210	7	1	289	660
<b>Total</b>	<b>29</b>	<b>39</b>	<b>44</b>	<b>4</b>	<b>116</b>	<b>20</b>	<b>699</b>	<b>95</b>	<b>0</b>	<b>814</b>	<b>131</b>	<b>30</b>	<b>239</b>	<b>5</b>	<b>405</b>	<b>228</b>	<b>905</b>	<b>23</b>	<b>7</b>	<b>1163</b>	<b>2498</b>
05:00 PM	10	20	9	1	40	9	197	22	0	228	35	11	75	0	121	62	218	4	2	286	675
05:15 PM	12	28	14	1	55	7	216	20	0	243	25	8	61	4	98	63	238	4	0	305	701
05:30 PM	24	49	16	1	90	3	209	24	3	239	36	14	74	0	124	46	227	8	0	281	734
05:45 PM	24	53	20	1	98	10	201	29	0	240	31	22	61	0	114	62	273	4	0	339	791
<b>Total</b>	<b>70</b>	<b>150</b>	<b>59</b>	<b>4</b>	<b>283</b>	<b>29</b>	<b>823</b>	<b>95</b>	<b>3</b>	<b>950</b>	<b>127</b>	<b>55</b>	<b>271</b>	<b>4</b>	<b>457</b>	<b>233</b>	<b>956</b>	<b>20</b>	<b>2</b>	<b>1211</b>	<b>2901</b>
06:00 PM	25	48	15	3	91	2	210	18	3	233	32	12	54	1	99	54	312	8	0	374	797
06:15 PM	3	39	14	0	56	4	181	20	2	207	36	11	59	0	106	64	262	10	1	337	706
06:30 PM	13	25	10	0	48	4	210	29	4	247	23	10	53	5	91	59	279	7	0	345	731
06:45 PM	10	22	7	1	40	4	143	27	1	175	29	8	42	0	79	68	206	6	0	280	574
<b>Total</b>	<b>51</b>	<b>134</b>	<b>46</b>	<b>4</b>	<b>235</b>	<b>14</b>	<b>744</b>	<b>94</b>	<b>10</b>	<b>862</b>	<b>120</b>	<b>41</b>	<b>208</b>	<b>6</b>	<b>375</b>	<b>245</b>	<b>1059</b>	<b>31</b>	<b>1</b>	<b>1336</b>	<b>2808</b>
Grand Total	150	323	149	12	634	63	2266	284	13	2626	378	126	718	15	1237	706	2920	74	10	3710	8207
Apprch %	23.7	50.9	23.5	1.9		2.4	86.3	10.8	0.5		30.6	10.2	58	1.2		19	78.7	2	0.3		
Total %	1.8	3.9	1.8	0.1	7.7	0.8	27.6	3.5	0.2	32	4.6	1.5	8.7	0.2	15.1	8.6	35.6	0.9	0.1	45.2	
Lights	150	322	148	12	632	62	2263	264	13	2602	365	126	714	15	1220	622	2892	74	10	3598	8052
% Lights	100	99.7	99.3	100	99.7	98.4	99.9	93	100	99.1	96.6	100	99.4	100	98.6	88.1	99	100	100	97	98.1
Buses	0	1	0	0	1	0	0	17	0	17	6	0	0	0	6	80	17	0	0	97	121
% Buses	0	0.3	0	0	0.2	0	0	6	0	0.6	1.6	0	0	0	0.5	11.3	0.6	0	0	2.6	1.5
Trucks	0	0	1	0	1	1	3	3	0	7	7	0	4	0	11	4	11	0	0	15	34
% Trucks	0	0	0.7	0	0.2	1.6	0.1	1.1	0	0.3	1.9	0	0.6	0	0.9	0.6	0.4	0	0	0.4	0.4

Start Time	QUAIL AVE Southbound				HOMESTEAD RD Westbound				N TANTAU AVE Northbound				HOMESTEAD RD Eastbound				Int. Total
	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	
Peak Hour Analysis From 04:00 PM to 06:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 05:30 PM																	
05:30 PM	24	49	16	89	3	209	24	236	36	14	74	124	46	227	8	281	730
05:45 PM	24	53	20	97	10	201	29	240	31	22	61	114	62	273	4	339	790
06:00 PM	25	48	15	88	2	210	18	230	32	12	54	98	54	312	8	374	790
06:15 PM	3	39	14	56	4	181	20	205	36	11	59	106	64	262	10	336	703
Total Volume	76	189	65	330	19	801	91	911	135	59	248	442	226	1074	30	1330	3013
% App. Total	23	57.3	19.7		2.1	87.9	10		30.5	13.3	56.1		17	80.8	2.3		
PHF	.760	.892	.813	.851	.475	.954	.784	.949	.938	.670	.838	.891	.883	.861	.750	.889	.953

# Traffic Data Service

San Jose, CA  
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File Name : 36PM FINAL  
 Site Code : 00000036  
 Start Date : 1/10/2018  
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# Traffic Data Service

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

File Name : 36PM FINAL  
 Site Code : 00000036  
 Start Date : 1/10/2018  
 Page No : 1

Groups Printed- Bikes

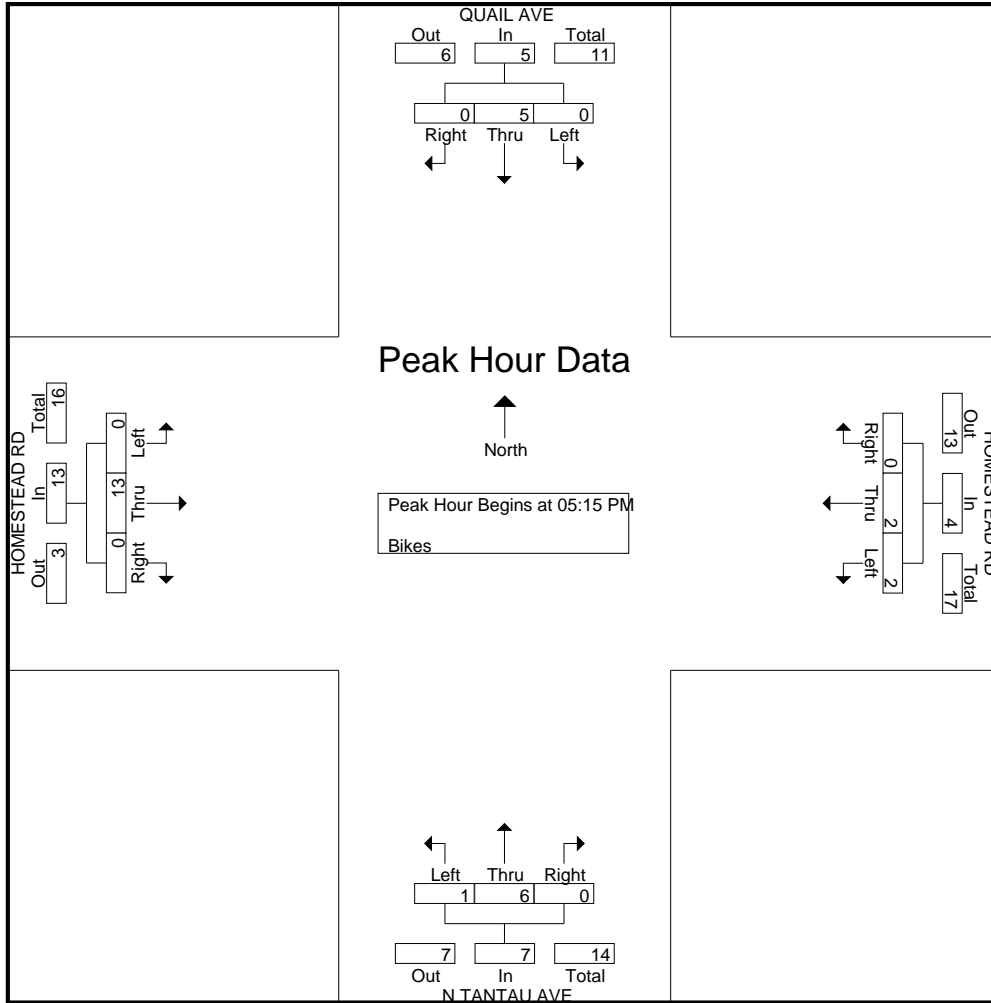
Start Time	QUAIL AVE Southbound					HOMESTEAD RD Westbound					N TANTAU AVE Northbound					HOMESTEAD RD Eastbound					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
04:00 PM	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0
04:15 PM	1	0	0	0	1	0	1	0	0	1	0	1	0	0	1	0	3	0	0	3	6
04:30 PM	0	0	0	0	0	0	2	0	0	2	0	1	3	0	4	0	2	0	0	2	8
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	2	1	0	3	0	1	0	0	1	4
<b>Total</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>0</b>	<b>4</b>	<b>4</b>	<b>0</b>	<b>8</b>	<b>0</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>20</b>
05:00 PM	0	0	0	0	0	0	2	0	0	2	0	2	1	0	3	0	1	0	0	1	6
05:15 PM	0	1	0	0	1	0	0	0	0	0	0	2	0	0	2	0	3	0	0	3	6
05:30 PM	0	1	0	0	1	0	2	2	0	4	0	3	0	0	3	0	4	0	0	4	12
05:45 PM	0	1	0	0	1	0	0	0	0	0	0	1	1	0	2	0	1	0	0	1	4
<b>Total</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>4</b>	<b>2</b>	<b>0</b>	<b>6</b>	<b>0</b>	<b>8</b>	<b>2</b>	<b>0</b>	<b>10</b>	<b>0</b>	<b>9</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>28</b>
06:00 PM	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	5	0	0	5	7
06:15 PM	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	0	1	0	0	1	3
06:30 PM	0	0	0	0	0	0	0	0	0	0	3	1	0	0	4	1	2	0	0	3	7
06:45 PM	0	1	0	0	1	0	0	0	0	0	0	2	1	0	3	0	0	0	0	0	4
<b>Total</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>5</b>	<b>1</b>	<b>0</b>	<b>9</b>	<b>1</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>21</b>
Grand Total	1	6	0	0	7	0	9	2	0	11	3	17	7	0	27	1	23	0	0	24	69
Apprch %	14.3	85.7	0	0		0	81.8	18.2	0		11.1	63	25.9	0		4.2	95.8	0	0		
Total %	1.4	8.7	0	0	10.1	0	13	2.9	0	15.9	4.3	24.6	10.1	0	39.1	1.4	33.3	0	0	34.8	

Start Time	QUAIL AVE Southbound				HOMESTEAD RD Westbound				N TANTAU AVE Northbound				HOMESTEAD RD Eastbound				Int. Total
	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	
Peak Hour Analysis From 04:00 PM to 06:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 05:15 PM																	
05:15 PM	0	1	0	1	0	0	0	0	0	2	0	2	0	3	0	3	6
05:30 PM	0	1	0	1	0	2	2	4	0	3	0	3	0	4	0	4	12
05:45 PM	0	1	0	1	0	0	0	0	0	1	1	2	0	1	0	1	4
06:00 PM	0	2	0	2	0	0	0	0	0	0	0	0	0	5	0	5	7
Total Volume	0	5	0	5	0	2	2	4	0	6	1	7	0	13	0	13	29
% App. Total	0	100	0		0	50	50		0	85.7	14.3		0	100	0		
PHF	.000	.625	.000	.625	.000	.250	.250	.250	.000	.500	.250	.583	.000	.650	.000	.650	.604

# Traffic Data Service

San Jose, CA  
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File Name : 36PM FINAL  
 Site Code : 00000036  
 Start Date : 1/10/2018  
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# Traffic Data Service

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

File Name : 37AM FINAL  
 Site Code : 00000037  
 Start Date : 1/17/2018  
 Page No : 1

## Groups Printed- Lights - Buses - Trucks

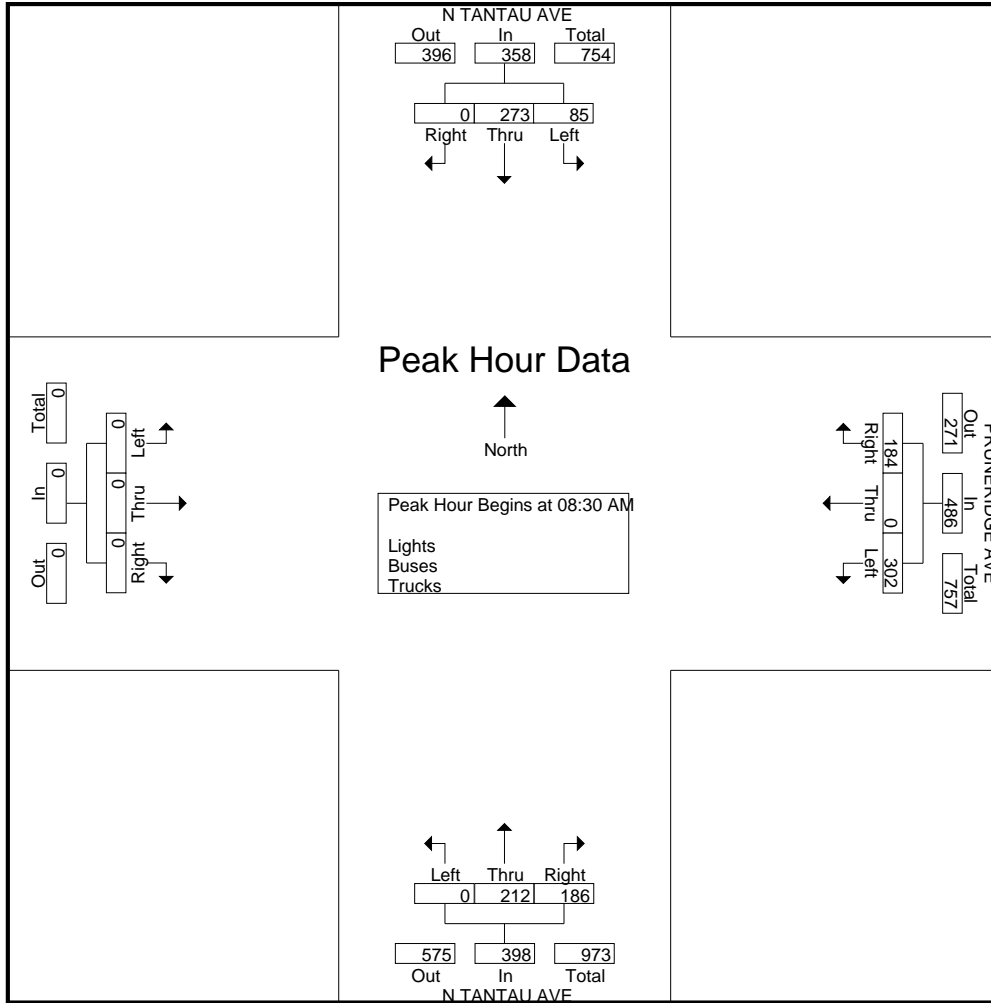
Start Time	N TANTAU AVE Southbound					PRUNERIDGE AVE Westbound					N TANTAU AVE Northbound					Eastbound					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
07:00 AM	0	36	6	21	63	15	0	27	5	47	9	20	0	2	31	0	0	0	0	0	141
07:15 AM	0	35	9	6	50	29	0	34	3	66	16	30	0	3	49	0	0	0	0	0	165
07:30 AM	0	31	11	4	46	47	0	36	11	94	13	30	0	2	45	0	0	0	0	0	185
07:45 AM	0	33	14	8	55	48	0	34	5	87	19	36	0	1	56	0	0	0	0	0	198
Total	0	135	40	39	214	139	0	131	24	294	57	116	0	8	181	0	0	0	0	0	689
08:00 AM	0	50	9	12	71	67	0	51	4	122	15	45	0	2	62	0	0	0	0	0	255
08:15 AM	0	50	16	8	74	43	0	61	3	107	25	43	0	4	72	0	0	0	0	0	253
08:30 AM	0	63	31	13	107	49	0	90	6	145	39	35	0	6	80	0	0	0	0	0	332
08:45 AM	0	72	22	14	108	48	0	99	4	151	40	58	0	1	99	0	0	0	0	0	358
Total	0	235	78	47	360	207	0	301	17	525	119	181	0	13	313	0	0	0	0	0	1198
09:00 AM	0	63	12	10	85	42	0	66	2	110	52	59	0	1	112	0	0	0	0	0	307
09:15 AM	0	75	20	13	108	45	0	47	3	95	55	60	0	2	117	0	0	0	0	0	320
09:30 AM	0	60	15	12	87	39	0	46	4	89	28	40	0	4	72	0	0	0	0	0	248
09:45 AM	0	66	24	16	106	22	0	52	7	81	26	51	0	0	77	0	0	0	0	0	264
Total	0	264	71	51	386	148	0	211	16	375	161	210	0	7	378	0	0	0	0	0	1139
Grand Total	0	634	189	137	960	494	0	643	57	1194	337	507	0	28	872	0	0	0	0	0	3026
Apprch %	0	66	19.7	14.3		41.4	0	53.9	4.8		38.6	58.1	0	3.2		0	0	0	0		
Total %	0	21	6.2	4.5	31.7	16.3	0	21.2	1.9	39.5	11.1	16.8	0	0.9	28.8	0	0	0	0	0	
Lights	0	527	180	137	844	483	0	635	57	1175	331	479	0	28	838	0	0	0	0	0	2857
% Lights	0	83.1	95.2	100	87.9	97.8	0	98.8	100	98.4	98.2	94.5	0	100	96.1	0	0	0	0	0	94.4
Buses	0	79	1	0	80	2	0	0	0	2	2	8	0	0	10	0	0	0	0	0	92
% Buses	0	12.5	0.5	0	8.3	0.4	0	0	0	0.2	0.6	1.6	0	0	1.1	0	0	0	0	0	3
Trucks	0	28	8	0	36	9	0	8	0	17	4	20	0	0	24	0	0	0	0	0	77
% Trucks	0	4.4	4.2	0	3.8	1.8	0	1.2	0	1.4	1.2	3.9	0	0	2.8	0	0	0	0	0	2.5

Start Time	N TANTAU AVE Southbound				PRUNERIDGE AVE Westbound				N TANTAU AVE Northbound				Eastbound				Int. Total
	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	
Peak Hour Analysis From 07:00 AM to 09:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 08:30 AM																	
08:30 AM	0	63	31	94	49	0	90	139	39	35	0	74	0	0	0	0	307
08:45 AM	0	72	22	94	48	0	99	147	40	58	0	98	0	0	0	0	339
09:00 AM	0	63	12	75	42	0	66	108	52	59	0	111	0	0	0	0	294
09:15 AM	0	75	20	95	45	0	47	92	55	60	0	115	0	0	0	0	302
Total Volume	0	273	85	358	184	0	302	486	186	212	0	398	0	0	0	0	1242
% App. Total	0	76.3	23.7		37.9	0	62.1		46.7	53.3	0		0	0	0		
PHF	.000	.910	.685	.942	.939	.000	.763	.827	.845	.883	.000	.865	.000	.000	.000	.000	.916

# Traffic Data Service

San Jose, CA  
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File Name : 37AM FINAL  
 Site Code : 00000037  
 Start Date : 1/17/2018  
 Page No : 2



# Traffic Data Service

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

File Name : 37AM FINAL  
 Site Code : 00000037  
 Start Date : 1/17/2018  
 Page No : 1

Groups Printed- Bikes

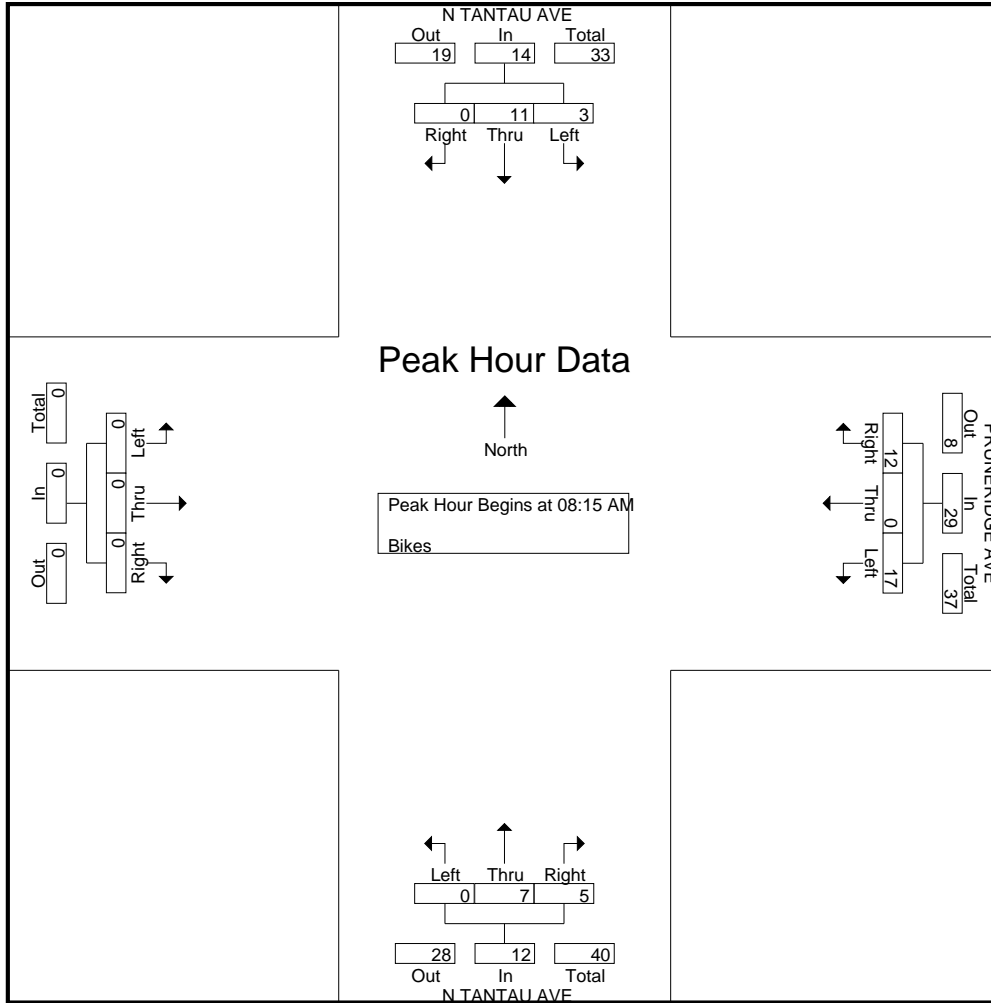
Start Time	N TANTAU AVE Southbound					PRUNERIDGE AVE Westbound					N TANTAU AVE Northbound					Eastbound					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
07:00 AM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15 AM	0	0	0	0	0	2	0	0	0	2	0	3	0	0	3	0	0	0	0	0	0
07:30 AM	0	1	0	0	1	1	0	0	0	1	2	1	0	0	3	0	0	0	0	0	0
07:45 AM	0	0	1	0	1	1	0	1	0	2	0	4	0	0	4	0	0	0	0	0	0
Total	0	2	1	0	3	4	0	1	0	5	2	8	0	0	10	0	0	0	0	0	0
08:00 AM	0	0	0	0	0	1	0	0	0	1	1	1	0	0	2	0	0	0	0	0	0
08:15 AM	0	2	1	0	3	1	0	0	0	1	2	1	0	0	3	0	0	0	0	0	0
08:30 AM	0	2	0	0	2	2	0	7	0	9	0	2	0	0	2	0	0	0	0	0	0
08:45 AM	0	4	0	0	4	5	0	9	0	14	3	1	0	0	4	0	0	0	0	0	0
Total	0	8	1	0	9	9	0	16	0	25	6	5	0	0	11	0	0	0	0	0	0
09:00 AM	0	3	2	0	5	4	0	1	0	5	0	3	0	0	3	0	0	0	0	0	0
09:15 AM	0	2	0	0	2	0	0	3	0	3	0	1	0	0	1	0	0	0	0	0	0
09:30 AM	0	4	0	0	4	0	0	2	0	2	1	0	0	0	1	0	0	0	0	0	0
09:45 AM	0	1	0	0	1	0	0	1	0	1	0	2	0	0	2	0	0	0	0	0	0
Total	0	10	2	0	12	4	0	7	0	11	1	6	0	0	7	0	0	0	0	0	0
Grand Total	0	20	4	0	24	17	0	24	0	41	9	19	0	0	28	0	0	0	0	0	93
Apprch %	0	83.3	16.7	0		41.5	0	58.5	0		32.1	67.9	0	0		0	0	0	0		
Total %	0	21.5	4.3	0	25.8	18.3	0	25.8	0	44.1	9.7	20.4	0	0	30.1	0	0	0	0	0	

Start Time	N TANTAU AVE Southbound				PRUNERIDGE AVE Westbound				N TANTAU AVE Northbound				Eastbound				Int. Total
	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	
Peak Hour Analysis From 07:00 AM to 09:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 08:15 AM																	
08:15 AM	0	2	1	3	1	0	0	1	2	1	0	3	0	0	0	0	7
08:30 AM	0	2	0	2	2	0	7	9	0	2	0	2	0	0	0	0	13
08:45 AM	0	4	0	4	5	0	9	14	3	1	0	4	0	0	0	0	22
09:00 AM	0	3	2	5	4	0	1	5	0	3	0	3	0	0	0	0	13
Total Volume	0	11	3	14	12	0	17	29	5	7	0	12	0	0	0	0	55
% App. Total	0	78.6	21.4		41.4	0	58.6		41.7	58.3	0		0	0	0		
PHF	.000	.688	.375	.700	.600	.000	.472	.518	.417	.583	.000	.750	.000	.000	.000	.000	.625

# Traffic Data Service

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

File Name : 37AM FINAL  
 Site Code : 00000037  
 Start Date : 1/17/2018  
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# Traffic Data Service

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

File Name : 37PM FINAL  
 Site Code : 00000037  
 Start Date : 1/17/2018  
 Page No : 1

## Groups Printed- Lights - Buses - Trucks

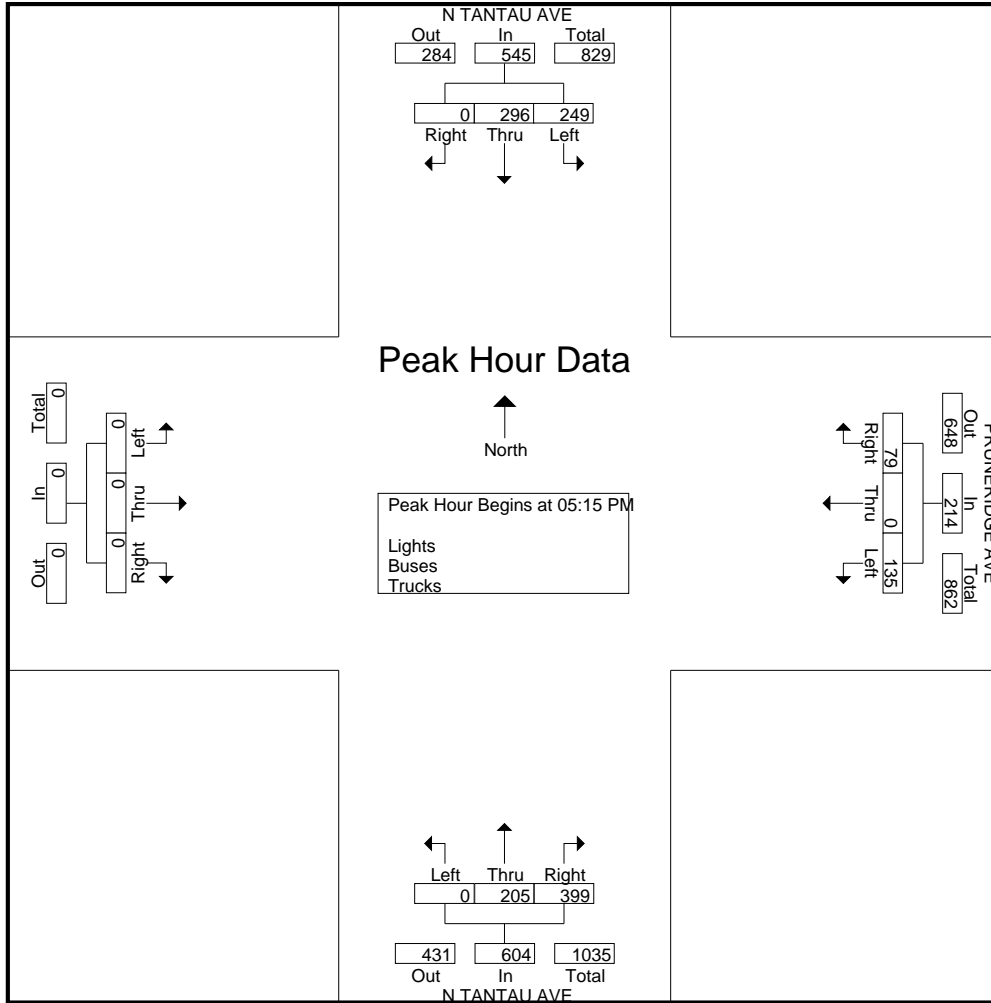
Start Time	N TANTAU AVE Southbound					PRUNERIDGE AVE Westbound					N TANTAU AVE Northbound					Eastbound					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
04:00 PM	0	52	47	4	103	26	0	31	3	60	56	41	0	2	99	0	0	0	0	0	262
04:15 PM	0	48	42	16	106	25	0	24	4	53	72	45	0	0	117	0	0	0	0	0	276
04:30 PM	0	47	48	9	104	24	0	21	2	47	68	47	0	6	121	0	0	0	0	0	272
04:45 PM	0	64	62	8	134	32	0	38	4	74	80	48	0	2	130	0	0	0	0	0	338
Total	0	211	199	37	447	107	0	114	13	234	276	181	0	10	467	0	0	0	0	0	1148
05:00 PM	0	78	56	8	142	24	0	27	11	62	103	38	0	1	142	0	0	0	0	0	346
05:15 PM	0	66	58	19	143	15	0	38	2	55	100	51	0	4	155	0	0	0	0	0	353
05:30 PM	0	66	66	9	141	27	0	25	5	57	108	56	0	0	164	0	0	0	0	0	362
05:45 PM	0	78	65	17	160	16	0	32	4	52	100	41	0	8	149	0	0	0	0	0	361
Total	0	288	245	53	586	82	0	122	22	226	411	186	0	13	610	0	0	0	0	0	1422
06:00 PM	0	86	60	15	161	21	0	40	4	65	91	57	0	1	149	0	0	0	0	0	375
06:15 PM	0	65	49	7	121	15	0	42	2	59	85	55	0	0	140	0	0	0	0	0	320
06:30 PM	0	70	40	10	120	9	0	33	1	43	61	47	0	1	109	0	0	0	0	0	272
06:45 PM	0	84	28	9	121	22	0	41	1	64	64	27	0	2	93	0	0	0	0	0	278
Total	0	305	177	41	523	67	0	156	8	231	301	186	0	4	491	0	0	0	0	0	1245
Grand Total	0	804	621	131	1556	256	0	392	43	691	988	553	0	27	1568	0	0	0	0	0	3815
Apprch %	0	51.7	39.9	8.4		37	0	56.7	6.2		63	35.3	0	1.7		0	0	0	0		
Total %	0	21.1	16.3	3.4	40.8	6.7	0	10.3	1.1	18.1	25.9	14.5	0	0.7	41.1	0	0	0	0	0	
Lights	0	685	617	131	1433	254	0	391	43	688	988	541	0	27	1556	0	0	0	0	0	3677
% Lights	0	85.2	99.4	100	92.1	99.2	0	99.7	100	99.6	100	97.8	0	100	99.2	0	0	0	0	0	96.4
Buses	0	118	0	0	118	0	0	0	0	0	0	10	0	0	10	0	0	0	0	0	128
% Buses	0	14.7	0	0	7.6	0	0	0	0	0	0	1.8	0	0	0.6	0	0	0	0	0	3.4
Trucks	0	1	4	0	5	2	0	1	0	3	0	2	0	0	2	0	0	0	0	0	10
% Trucks	0	0.1	0.6	0	0.3	0.8	0	0.3	0	0.4	0	0.4	0	0	0.1	0	0	0	0	0	0.3

Start Time	N TANTAU AVE Southbound					PRUNERIDGE AVE Westbound					N TANTAU AVE Northbound					Eastbound					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
Peak Hour Analysis From 04:00 PM to 06:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 05:15 PM																					
05:15 PM	0	66	58		124	15	0	38		53	100	51	0		151	0	0	0		0	328
05:30 PM	0	66	<b>66</b>		132	<b>27</b>	0	25		52	<b>108</b>	56	0		<b>164</b>	0	0	0		0	348
05:45 PM	0	78	65		143	16	0	32		48	100	41	0		141	0	0	0		0	332
06:00 PM	0	<b>86</b>	60		<b>146</b>	21	0	<b>40</b>		<b>61</b>	91	<b>57</b>	0		148	0	0	0		0	<b>355</b>
Total Volume	0	296	249		545	79	0	135		214	399	205	0		604	0	0	0		0	1363
% App. Total	0	54.3	45.7			36.9	0	63.1			66.1	33.9	0			0	0	0			
PHF	.000	.860	.943		.933	.731	.000	.844		.877	.924	.899	.000		.921	.000	.000	.000		.000	.960

# Traffic Data Service

San Jose, CA  
 (408) 622-4787  
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File Name : 37PM FINAL  
 Site Code : 00000037  
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# Traffic Data Service

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

File Name : 37PM FINAL  
 Site Code : 00000037  
 Start Date : 1/17/2018  
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Groups Printed- Bikes

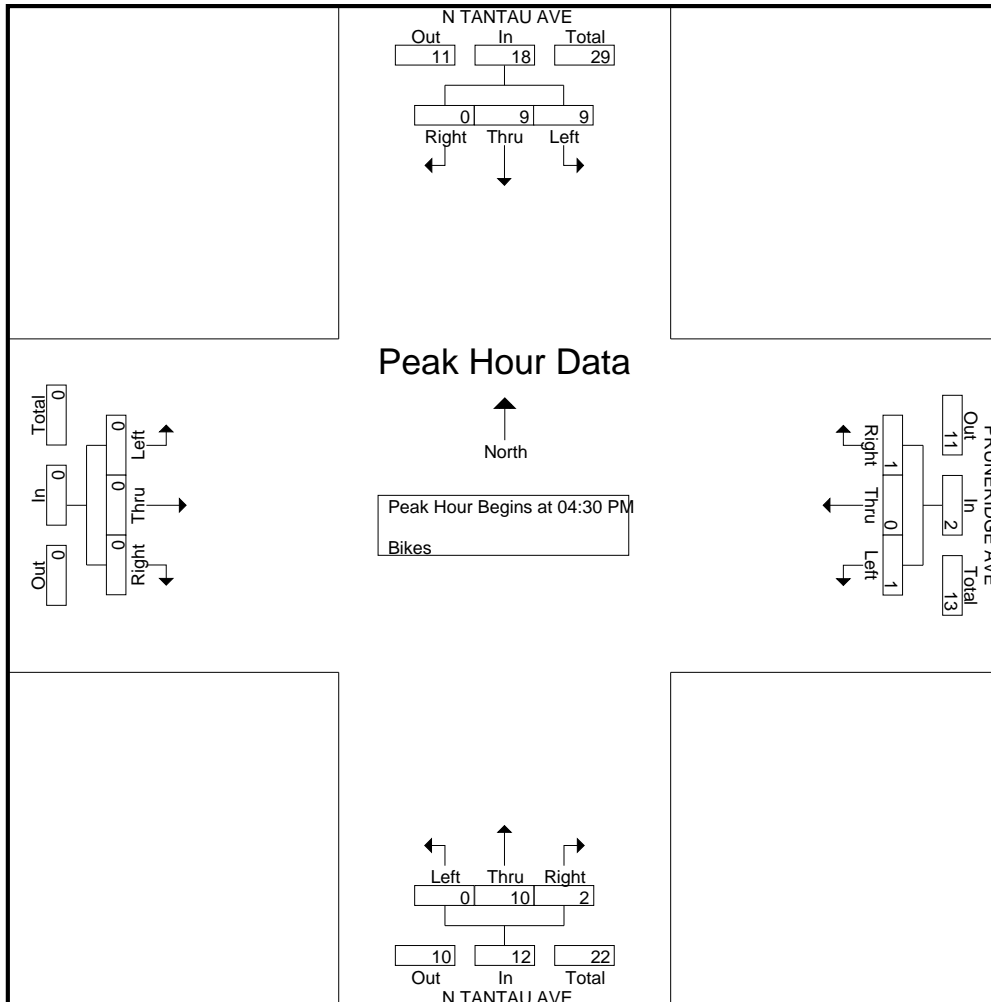
Start Time	N TANTAU AVE Southbound					PRUNERIDGE AVE Westbound					N TANTAU AVE Northbound					Eastbound					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
04:00 PM	0	0	0	0	0	0	0	2	0	2	0	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	1	1	0	2	0	0	0	0	0	2	1	0	0	3	0	0	0	0	0	0
04:30 PM	0	0	4	0	4	1	0	1	0	2	0	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	1	1	0	2	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	0
<b>Total</b>	0	2	6	0	8	1	0	3	0	4	2	4	0	0	6	0	0	0	0	0	0
05:00 PM	0	3	3	0	6	0	0	0	0	0	2	3	0	0	5	0	0	0	0	0	0
05:15 PM	0	5	1	0	6	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	0
05:30 PM	0	1	1	0	2	0	0	0	0	0	1	3	0	0	4	0	0	0	0	0	0
05:45 PM	0	1	1	0	2	0	0	1	0	1	1	0	0	0	1	0	0	0	0	0	0
<b>Total</b>	0	10	6	0	16	0	0	1	0	1	4	10	0	0	14	0	0	0	0	0	0
06:00 PM	0	3	0	0	3	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0
06:15 PM	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0
06:30 PM	0	2	1	0	3	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0
06:45 PM	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0
<b>Total</b>	0	6	1	0	7	0	0	2	0	2	0	2	0	0	2	0	0	0	0	0	0
Grand Total	0	18	13	0	31	1	0	6	0	7	6	16	0	0	22	0	0	0	0	0	60
Apprch %	0	58.1	41.9	0		14.3	0	85.7	0		27.3	72.7	0	0		0	0	0	0		
Total %	0	30	21.7	0	51.7	1.7	0	10	0	11.7	10	26.7	0	0	36.7	0	0	0	0	0	

Start Time	N TANTAU AVE Southbound				PRUNERIDGE AVE Westbound				N TANTAU AVE Northbound				Eastbound				Int. Total
	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	
Peak Hour Analysis From 04:00 PM to 06:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:30 PM																	
04:30 PM	0	0	4	4	1	0	1	2	0	0	0	0	0	0	0	0	6
04:45 PM	0	1	1	2	0	0	0	0	0	3	0	3	0	0	0	0	5
05:00 PM	0	3	3	6	0	0	0	0	2	3	0	5	0	0	0	0	11
05:15 PM	0	5	1	6	0	0	0	0	0	4	0	4	0	0	0	0	10
Total Volume	0	9	9	18	1	0	1	2	2	10	0	12	0	0	0	0	32
% App. Total	0	50	50		50	0	50		16.7	83.3	0		0	0	0		
PHF	.000	.450	.563	.750	.250	.000	.250	.250	.250	.625	.000	.600	.000	.000	.000	.000	.727

# Traffic Data Service

San Jose, CA  
 (408) 622-4787  
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File Name : 37PM FINAL  
 Site Code : 00000037  
 Start Date : 1/17/2018  
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# Traffic Data Service

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

File Name : 38AM FINAL  
 Site Code : 00000038  
 Start Date : 1/11/2018  
 Page No : 1

Groups Printed- Lights - Buses - Trucks

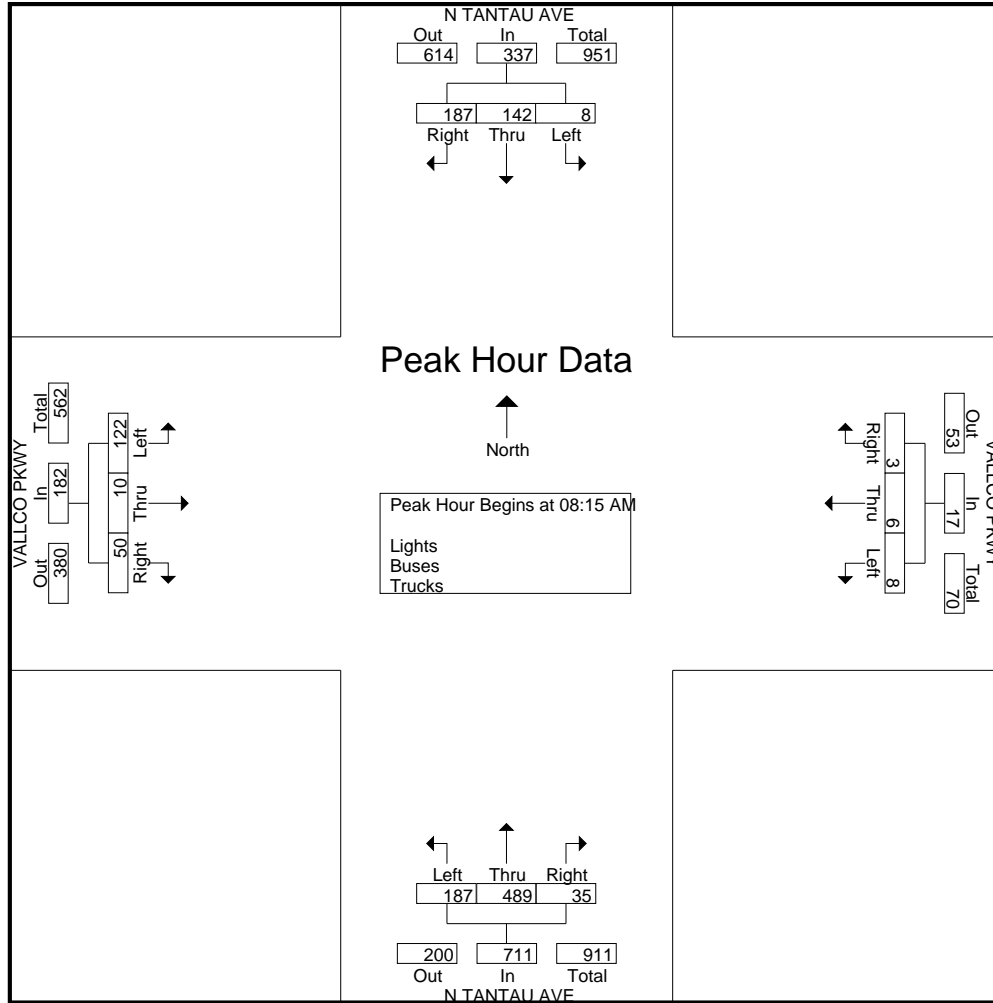
Start Time	N TANTAU AVE Southbound					VALLCO PKWY Westbound					N TANTAU AVE Northbound					VALLCO PKWY Eastbound					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
07:00 AM	21	28	0	5	54	0	1	0	6	7	2	42	18	2	64	3	3	18	0	24	149
07:15 AM	40	31	1	5	77	1	1	1	5	8	1	53	18	3	75	7	1	40	2	50	210
07:30 AM	34	24	0	8	66	1	0	2	4	7	2	60	45	4	111	11	4	27	0	42	226
07:45 AM	35	28	1	5	69	3	2	0	5	10	8	64	35	5	112	12	0	12	5	29	220
<b>Total</b>	130	111	2	23	266	5	4	3	20	32	13	219	116	14	362	33	8	97	7	145	805
08:00 AM	32	37	0	9	78	2	1	1	2	6	5	81	28	2	116	9	2	27	1	39	239
08:15 AM	41	37	3	14	95	3	2	2	1	8	5	122	32	1	160	19	4	25	2	50	313
08:30 AM	48	33	2	26	109	0	2	1	2	5	8	143	52	3	206	8	2	35	0	45	365
08:45 AM	49	40	2	31	122	0	1	2	1	4	9	116	51	5	181	11	4	31	4	50	357
<b>Total</b>	170	147	7	80	404	5	6	6	6	23	27	462	163	11	663	47	12	118	7	184	1274
09:00 AM	49	32	1	40	122	0	1	3	9	13	13	108	52	10	183	12	0	31	5	48	366
09:15 AM	60	47	4	41	152	0	0	0	1	1	5	93	42	4	144	15	0	22	9	46	343
09:30 AM	51	41	3	21	116	4	3	2	8	17	11	84	39	7	141	7	3	23	5	38	312
09:45 AM	62	34	4	25	125	2	1	0	1	4	7	66	23	0	96	10	3	35	1	49	274
<b>Total</b>	222	154	12	127	515	6	5	5	19	35	36	351	156	21	564	44	6	111	20	181	1295
Grand Total	522	412	21	230	1185	16	15	14	45	90	76	1032	435	46	1589	124	26	326	34	510	3374
Apprch %	44.1	34.8	1.8	19.4		17.8	16.7	15.6	50		4.8	64.9	27.4	2.9		24.3	5.1	63.9	6.7		
Total %	15.5	12.2	0.6	6.8	35.1	0.5	0.4	0.4	1.3	2.7	2.3	30.6	12.9	1.4	47.1	3.7	0.8	9.7	1	15.1	
Lights	397	382	20	230	1029	15	14	12	45	86	73	996	426	46	1541	117	24	313	34	488	3144
% Lights	76.1	92.7	95.2	100	86.8	93.8	93.3	85.7	100	95.6	96.1	96.5	97.9	100	97	94.4	92.3	96	100	95.7	93.2
Buses	95	7	0	0	102	0	0	0	0	0	0	6	2	0	8	2	0	2	0	4	114
% Buses	18.2	1.7	0	0	8.6	0	0	0	0	0	0	0.6	0.5	0	0.5	1.6	0	0.6	0	0.8	3.4
Trucks	30	23	1	0	54	1	1	2	0	4	3	30	7	0	40	5	2	11	0	18	116
% Trucks	5.7	5.6	4.8	0	4.6	6.2	6.7	14.3	0	4.4	3.9	2.9	1.6	0	2.5	4	7.7	3.4	0	3.5	3.4

Start Time	N TANTAU AVE Southbound				VALLCO PKWY Westbound				N TANTAU AVE Northbound				VALLCO PKWY Eastbound				Int. Total
	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	
Peak Hour Analysis From 07:00 AM to 09:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 08:15 AM																	
08:15 AM	41	37	3	81	3	2	2	7	5	122	32	159	19	4	25	48	295
08:30 AM	48	33	2	83	0	2	1	3	8	143	52	203	8	2	35	45	334
08:45 AM	49	40	2	91	0	1	2	3	9	116	51	176	11	4	31	46	316
09:00 AM	49	32	1	82	0	1	3	4	13	108	52	173	12	0	31	43	302
Total Volume	187	142	8	337	3	6	8	17	35	489	187	711	50	10	122	182	1247
% App. Total	55.5	42.1	2.4		17.6	35.3	47.1		4.9	68.8	26.3		27.5	5.5	67		
PHF	.954	.888	.667	.926	.250	.750	.667	.607	.673	.855	.899	.876	.658	.625	.871	.948	.933

# Traffic Data Service

San Jose, CA  
 (408) 622-4787  
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File Name : 38AM FINAL  
 Site Code : 00000038  
 Start Date : 1/11/2018  
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# Traffic Data Service

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

File Name : 38AM FINAL  
 Site Code : 00000038  
 Start Date : 1/11/2018  
 Page No : 1

Groups Printed- Bikes

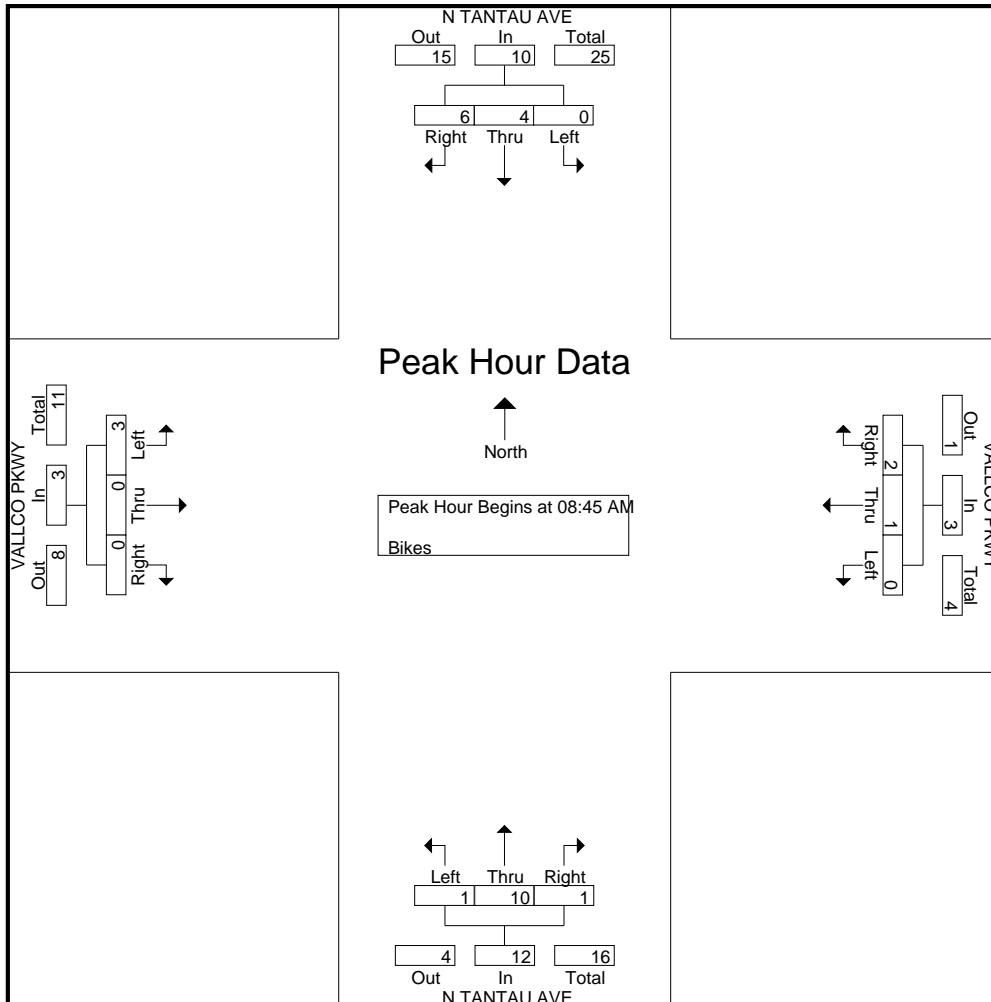
Start Time	N TANTAU AVE Southbound					VALLCO PKWY Westbound					N TANTAU AVE Northbound					VALLCO PKWY Eastbound					Int. Total	
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total		
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	1	1	0	2	0	0	0	0	0	0	2
07:15 AM	3	7	0	0	10	1	0	0	0	1	0	3	0	0	3	0	0	0	0	0	0	14
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	1
07:45 AM	1	1	0	0	2	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	4
<b>Total</b>	<b>4</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>6</b>	<b>2</b>	<b>0</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>21</b>
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	1	1	0	2	0	0	0	0	0	0	2
08:15 AM	1	2	0	0	3	0	1	0	0	1	0	5	0	0	5	0	0	0	0	0	0	9
08:30 AM	0	0	0	0	0	0	0	0	0	0	0	1	1	0	2	0	0	0	0	0	0	2
08:45 AM	1	1	0	0	2	2	1	0	0	3	1	4	0	0	5	0	0	2	0	2	2	12
<b>Total</b>	<b>2</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>2</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>1</b>	<b>11</b>	<b>2</b>	<b>0</b>	<b>14</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>2</b>	<b>2</b>	<b>25</b>
09:00 AM	2	0	0	0	2	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	3
09:15 AM	1	2	0	0	3	0	0	0	0	0	0	2	1	0	3	0	0	0	0	0	0	6
09:30 AM	2	1	0	0	3	0	0	0	0	0	0	3	0	0	3	0	0	1	0	1	1	7
09:45 AM	0	3	0	0	3	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	1	5
<b>Total</b>	<b>5</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>6</b>	<b>1</b>	<b>0</b>	<b>7</b>	<b>0</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>2</b>	<b>2</b>	<b>21</b>
Grand Total	11	17	0	0	28	3	3	0	0	6	1	23	5	0	29	0	1	3	0	4	4	67
Apprch %	39.3	60.7	0	0		50	50	0	0		3.4	79.3	17.2	0		0	25	75	0			
Total %	16.4	25.4	0	0	41.8	4.5	4.5	0	0	9	1.5	34.3	7.5	0	43.3	0	1.5	4.5	0	6	6	

Start Time	N TANTAU AVE Southbound				VALLCO PKWY Westbound				N TANTAU AVE Northbound				VALLCO PKWY Eastbound				Int. Total
	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	
Peak Hour Analysis From 07:00 AM to 09:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 08:45 AM																	
08:45 AM	1	1	0	2	2	1	0	3	1	4	0	5	0	0	2	2	12
09:00 AM	2	0	0	2	0	0	0	0	0	1	0	1	0	0	0	0	3
09:15 AM	1	2	0	3	0	0	0	0	0	2	1	3	0	0	0	0	6
09:30 AM	2	1	0	3	0	0	0	0	0	3	0	3	0	0	1	1	7
Total Volume	6	4	0	10	2	1	0	3	1	10	1	12	0	0	3	3	28
% App. Total	60	40	0		66.7	33.3	0		8.3	83.3	8.3		0	0	100		
PHF	.750	.500	.000	.833	.250	.250	.000	.250	.250	.625	.250	.600	.000	.000	.375	.375	.583

# Traffic Data Service

San Jose, CA  
 (408) 622-4787  
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File Name : 38AM FINAL  
 Site Code : 00000038  
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# Traffic Data Service

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

File Name : 38PM FINAL  
 Site Code : 00000038  
 Start Date : 1/11/2018  
 Page No : 1

Groups Printed- Lights - Buses - Trucks

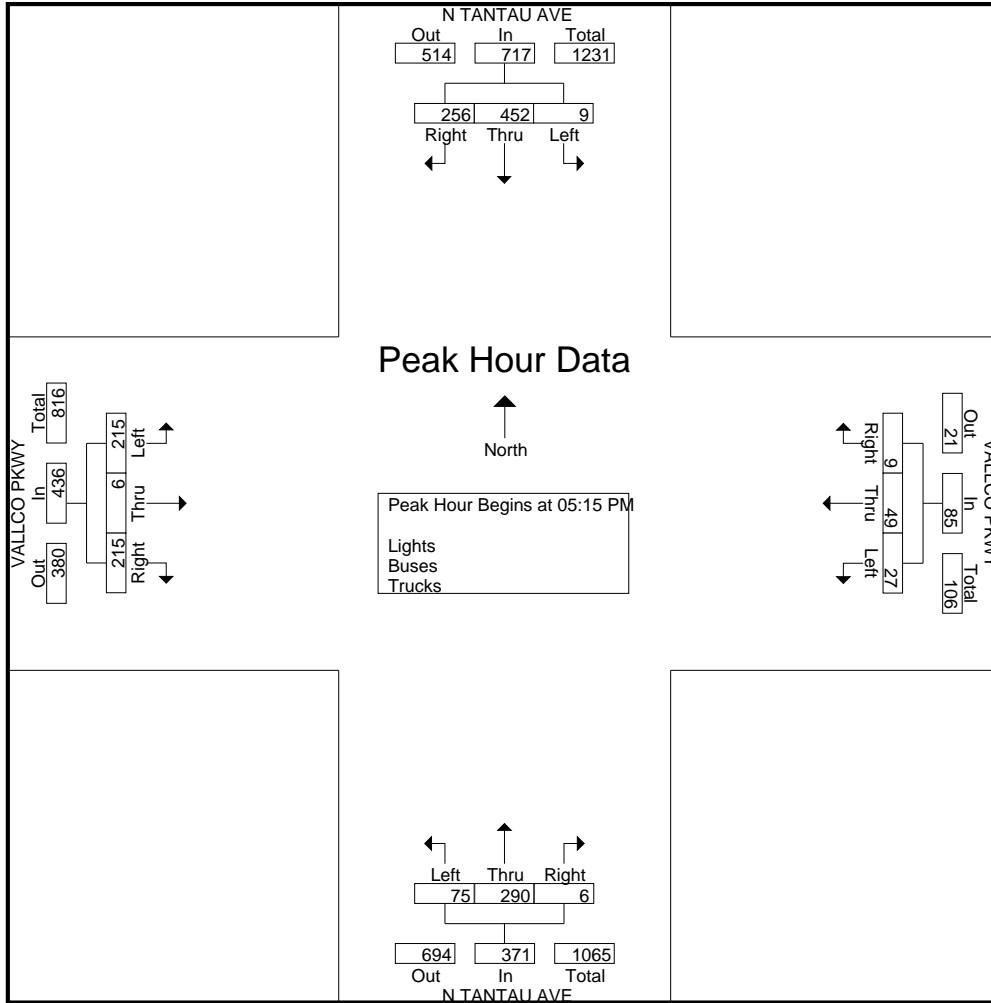
Start Time	N TANTAU AVE Southbound					VALLCO PKWY Westbound					N TANTAU AVE Northbound					VALLCO PKWY Eastbound					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
04:00 PM	71	98	2	47	218	1	17	8	6	32	2	48	10	3	63	39	0	37	3	79	392
04:15 PM	60	102	1	23	186	1	6	6	5	18	4	47	15	5	71	31	3	30	4	68	343
04:30 PM	46	96	1	23	166	1	15	5	1	22	2	47	11	3	63	41	3	28	2	74	325
04:45 PM	50	71	2	28	151	0	7	10	3	20	3	41	10	2	56	29	3	35	5	72	299
Total	227	367	6	121	721	3	45	29	15	92	11	183	46	13	253	140	9	130	14	293	1359
05:00 PM	79	105	1	38	223	0	13	10	3	26	1	38	12	2	53	50	3	31	0	84	386
05:15 PM	69	89	2	31	191	3	20	14	7	44	1	72	16	4	93	57	1	62	2	122	450
05:30 PM	64	119	2	15	200	2	14	4	1	21	0	68	21	0	89	41	2	43	8	94	404
05:45 PM	56	117	1	20	194	1	5	4	5	15	2	70	16	0	88	64	1	57	3	125	422
Total	268	430	6	104	808	6	52	32	16	106	4	248	65	6	323	212	7	193	13	425	1662
06:00 PM	67	127	4	12	210	3	10	5	5	23	3	80	22	6	111	53	2	53	0	108	452
06:15 PM	53	116	1	13	183	1	11	6	2	20	2	59	11	5	77	64	3	56	3	126	406
06:30 PM	49	87	0	4	140	1	4	5	2	12	1	84	17	2	104	54	6	44	3	107	363
06:45 PM	43	78	3	3	127	2	6	3	2	13	2	67	15	1	85	50	1	39	1	91	316
Total	212	408	8	32	660	7	31	19	11	68	8	290	65	14	377	221	12	192	7	432	1537
Grand Total	707	1205	20	257	2189	16	128	80	42	266	23	721	176	33	953	573	28	515	34	1150	4558
Apprch %	32.3	55	0.9	11.7		6	48.1	30.1	15.8		2.4	75.7	18.5	3.5		49.8	2.4	44.8	3		
Total %	15.5	26.4	0.4	5.6	48	0.4	2.8	1.8	0.9	5.8	0.5	15.8	3.9	0.7	20.9	12.6	0.6	11.3	0.7	25.2	
Lights	582	1192	20	257	2051	16	127	80	42	265	23	712	166	33	934	569	28	511	34	1142	4392
% Lights	82.3	98.9	100	100	93.7	100	99.2	100	100	99.6	100	98.8	94.3	100	98	99.3	100	99.2	100	99.3	96.4
Buses	123	7	0	0	130	0	1	0	0	1	0	7	10	0	17	3	0	1	0	4	152
% Buses	17.4	0.6	0	0	5.9	0	0.8	0	0	0.4	0	1	5.7	0	1.8	0.5	0	0.2	0	0.3	3.3
Trucks	2	6	0	0	8	0	0	0	0	0	0	2	0	0	2	1	0	3	0	4	14
% Trucks	0.3	0.5	0	0	0.4	0	0	0	0	0	0	0.3	0	0	0.2	0.2	0	0.6	0	0.3	0.3

Start Time	N TANTAU AVE Southbound				VALLCO PKWY Westbound				N TANTAU AVE Northbound				VALLCO PKWY Eastbound				Int. Total
	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	
Peak Hour Analysis From 04:00 PM to 06:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 05:15 PM																	
05:15 PM	69	89	2	160	3	20	14	37	1	72	16	89	57	1	62	120	406
05:30 PM	64	119	2	185	2	14	4	20	0	68	21	89	41	2	43	86	380
05:45 PM	56	117	1	174	1	5	4	10	2	70	16	88	64	1	57	122	394
06:00 PM	67	127	4	198	3	10	5	18	3	80	22	105	53	2	53	108	429
Total Volume	256	452	9	717	9	49	27	85	6	290	75	371	215	6	215	436	1609
% App. Total	35.7	63	1.3		10.6	57.6	31.8		1.6	78.2	20.2		49.3	1.4	49.3		
PHF	.928	.890	.563	.905	.750	.613	.482	.574	.500	.906	.852	.883	.840	.750	.867	.893	.938

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# Traffic Data Service

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File Name : 38PM FINAL  
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Groups Printed- Bikes

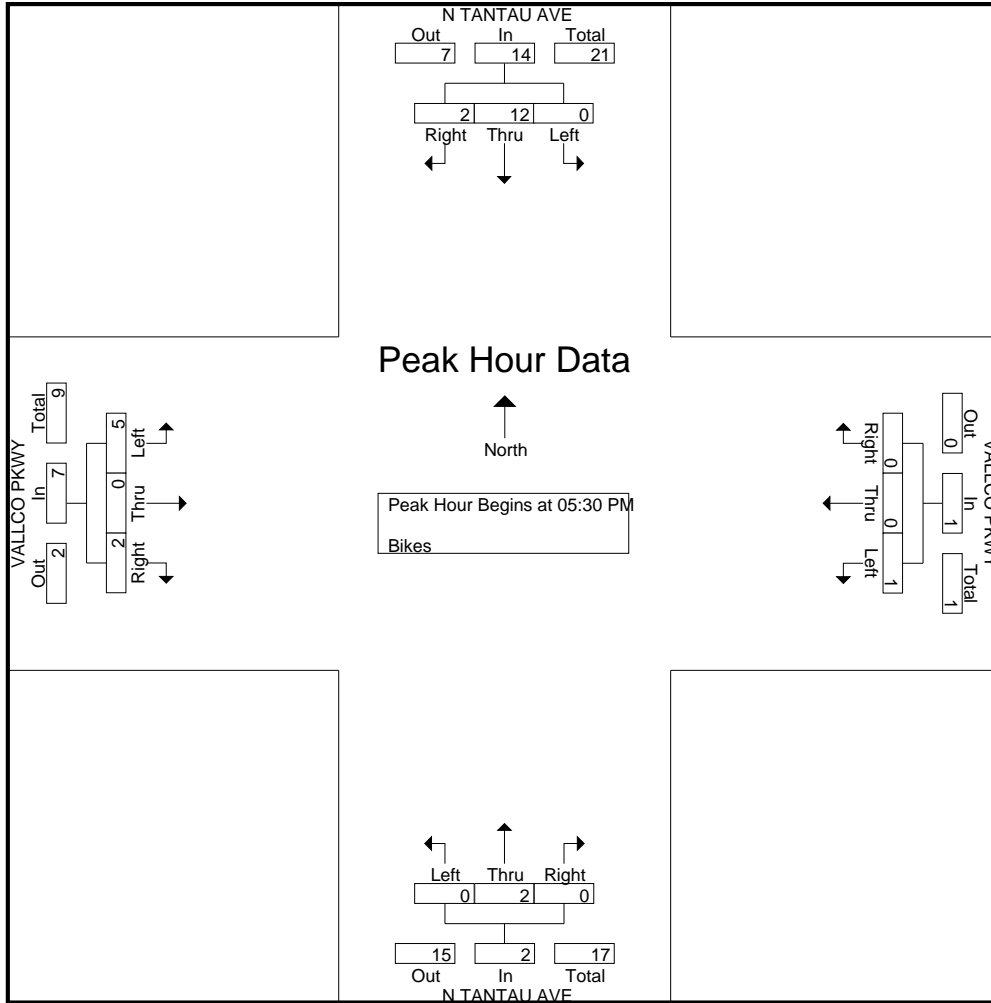
Start Time	N TANTAU AVE Southbound					VALLCO PKWY Westbound					N TANTAU AVE Northbound					VALLCO PKWY Eastbound					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
04:00 PM	0	2	0	0	2	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0
04:15 PM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30 PM	1	1	0	0	2	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0
04:45 PM	2	2	0	0	4	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	5
<b>Total</b>	<b>3</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>12</b>
05:00 PM	0	3	0	0	3	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	5
05:15 PM	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	2
05:30 PM	0	2	0	0	2	0	0	0	0	0	0	1	0	0	1	0	0	2	0	2	5
05:45 PM	1	4	0	0	5	0	0	0	0	0	0	0	0	0	0	0	0	3	0	3	8
<b>Total</b>	<b>2</b>	<b>9</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>5</b>	<b>0</b>	<b>6</b>	<b>20</b>
06:00 PM	1	5	0	0	6	0	0	0	0	0	0	1	0	0	1	1	0	0	0	1	8
06:15 PM	0	1	0	0	1	0	0	1	0	1	0	0	0	0	0	1	0	0	0	1	3
06:30 PM	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2	4
06:45 PM	1	2	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
<b>Total</b>	<b>2</b>	<b>10</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>2</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>4</b>	<b>18</b>
Grand Total	7	25	0	0	32	0	2	1	0	3	0	4	0	0	4	4	0	7	0	11	50
Apprch %	21.9	78.1	0	0		0	66.7	33.3	0		0	100	0	0		36.4	0	63.6	0		
Total %	14	50	0	0	64	0	4	2	0	6	0	8	0	0	8	8	0	14	0	22	

Start Time	N TANTAU AVE Southbound				VALLCO PKWY Westbound				N TANTAU AVE Northbound				VALLCO PKWY Eastbound				Int. Total
	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	
Peak Hour Analysis From 04:00 PM to 06:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 05:30 PM																	
05:30 PM	0	2	0	2	0	0	0	0	0	1	0	1	0	0	2	2	5
05:45 PM	1	4	0	5	0	0	0	0	0	0	0	0	0	0	3	3	8
06:00 PM	1	5	0	6	0	0	0	0	0	1	0	1	1	0	0	1	8
06:15 PM	0	1	0	1	0	0	1	1	0	0	0	0	1	0	0	1	3
Total Volume	2	12	0	14	0	0	1	1	0	2	0	2	2	0	5	7	24
% App. Total	14.3	85.7	0		0	0	100		0	100	0		28.6	0	71.4		
PHF	.500	.600	.000	.583	.000	.000	.250	.250	.000	.500	.000	.500	.500	.000	.417	.583	.750

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# Traffic Data Service

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

File Name : 39AM FINAL  
Site Code : 00000039  
Start Date : 1/10/2018  
Page No : 1

Groups Printed- Lights - Buses - Trucks

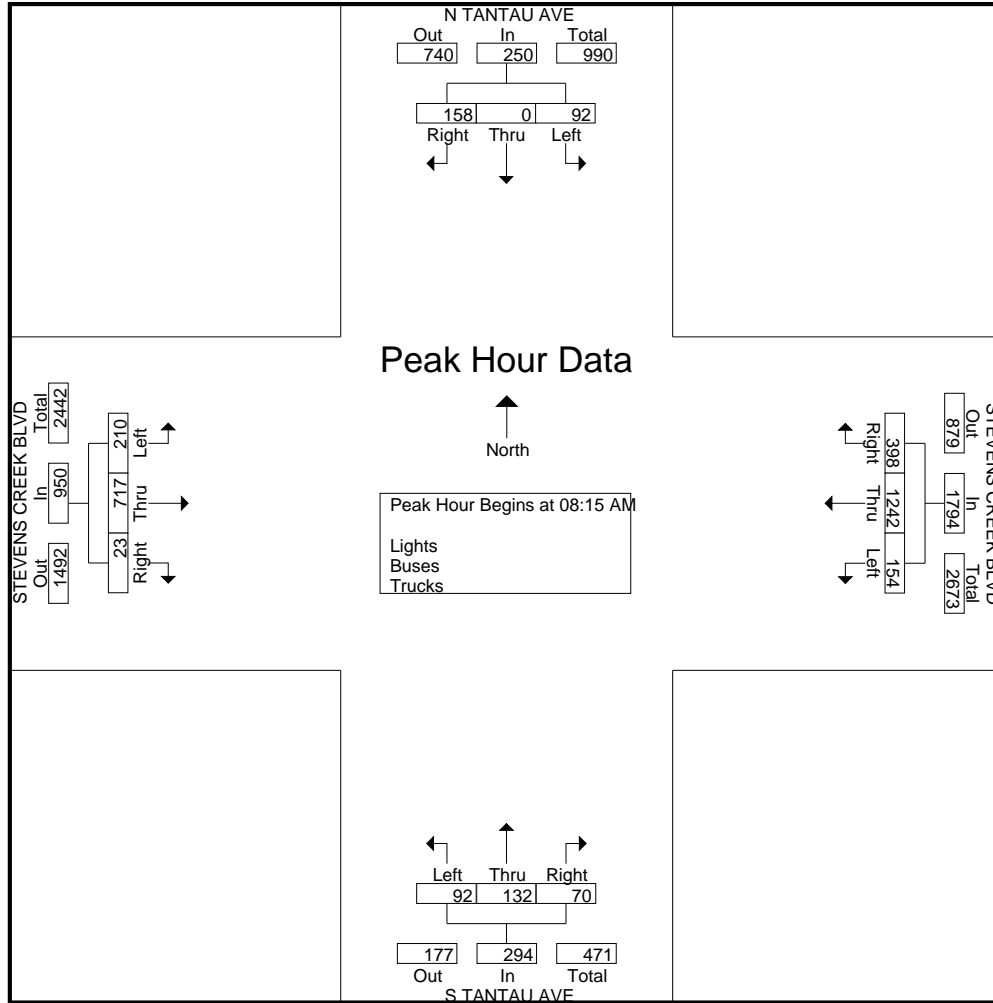
Start Time	N TANTAU AVE Southbound					STEVENS CREEK BLVD Westbound					S TANTAU AVE Northbound					STEVENS CREEK BLVD Eastbound					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
07:00 AM	5	0	15	0	20	51	160	6	0	217	4	1	13	2	20	3	35	12	1	51	308
07:15 AM	19	0	12	0	31	42	155	10	0	207	7	8	6	0	21	3	43	8	0	54	313
07:30 AM	18	0	11	2	31	61	193	13	0	267	11	12	9	3	35	3	63	10	2	78	411
07:45 AM	25	0	20	2	47	62	255	17	0	334	8	13	15	4	40	3	71	16	5	95	516
Total	67	0	58	4	129	216	763	46	0	1025	30	34	43	9	116	12	212	46	8	278	1548
08:00 AM	34	0	20	1	55	59	294	26	1	380	14	28	14	3	59	1	91	10	1	103	597
08:15 AM	38	0	20	5	63	91	307	37	0	435	12	28	17	2	59	4	118	37	2	161	718
08:30 AM	44	0	25	2	71	92	298	29	0	419	17	43	19	9	88	4	159	42	5	210	788
08:45 AM	45	0	33	3	81	122	322	44	0	488	13	34	25	25	97	8	215	74	8	305	971
Total	161	0	98	11	270	364	1221	136	1	1722	56	133	75	39	303	17	583	163	16	779	3074
09:00 AM	31	0	14	3	48	93	315	44	0	452	28	27	31	6	92	7	225	57	9	298	890
09:15 AM	23	0	16	5	44	95	217	15	0	327	32	37	24	2	95	4	141	40	0	185	651
09:30 AM	26	0	23	3	52	83	198	7	0	288	13	11	14	3	41	10	125	27	2	164	545
09:45 AM	28	0	24	1	53	76	192	13	0	281	13	15	16	2	46	7	122	26	6	161	541
Total	108	0	77	12	197	347	922	79	0	1348	86	90	85	13	274	28	613	150	17	808	2627
Grand Total	336	0	233	27	596	927	2906	261	1	4095	172	257	203	61	693	57	1408	359	41	1865	7249
Apprch %	56.4	0	39.1	4.5		22.6	71	6.4	0		24.8	37.1	29.3	8.8		3.1	75.5	19.2	2.2		
Total %	4.6	0	3.2	0.4	8.2	12.8	40.1	3.6	0	56.5	2.4	3.5	2.8	0.8	9.6	0.8	19.4	5	0.6	25.7	
Lights	321	0	227	27	575	911	2822	258	1	3992	166	253	198	61	678	56	1356	346	41	1799	7044
% Lights	95.5	0	97.4	100	96.5	98.3	97.1	98.9	100	97.5	96.5	98.4	97.5	100	97.8	98.2	96.3	96.4	100	96.5	97.2
Buses	7	0	3	0	10	2	42	1	0	45	4	1	2	0	7	0	32	8	0	40	102
% Buses	2.1	0	1.3	0	1.7	0.2	1.4	0.4	0	1.1	2.3	0.4	1	0	1	0	2.3	2.2	0	2.1	1.4
Trucks	8	0	3	0	11	14	42	2	0	58	2	3	3	0	8	1	20	5	0	26	103
% Trucks	2.4	0	1.3	0	1.8	1.5	1.4	0.8	0	1.4	1.2	1.2	1.5	0	1.2	1.8	1.4	1.4	0	1.4	1.4

Start Time	N TANTAU AVE Southbound				STEVENS CREEK BLVD Westbound				S TANTAU AVE Northbound				STEVENS CREEK BLVD Eastbound				Int. Total
	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	
Peak Hour Analysis From 07:00 AM to 09:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 08:15 AM																	
08:15 AM	38	0	20	58	91	307	37	435	12	28	17	57	4	118	37	159	709
08:30 AM	44	0	25	69	92	298	29	419	17	43	19	79	4	159	42	205	772
08:45 AM	45	0	33	78	122	322	44	488	13	34	25	72	8	215	74	297	935
09:00 AM	31	0	14	45	93	315	44	452	28	27	31	86	7	225	57	289	872
Total Volume	158	0	92	250	398	1242	154	1794	70	132	92	294	23	717	210	950	3288
% App. Total	63.2	0	36.8		22.2	69.2	8.6		23.8	44.9	31.3		2.4	75.5	22.1		
PHF	.878	.000	.697	.801	.816	.964	.875	.919	.625	.767	.742	.855	.719	.797	.709	.800	.879

# Traffic Data Service

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 Site Code : 00000039  
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# Traffic Data Service

San Jose, CA  
 (408) 622-4787  
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File Name : 39AM FINAL  
 Site Code : 00000039  
 Start Date : 1/10/2018  
 Page No : 1

Groups Printed- Bikes

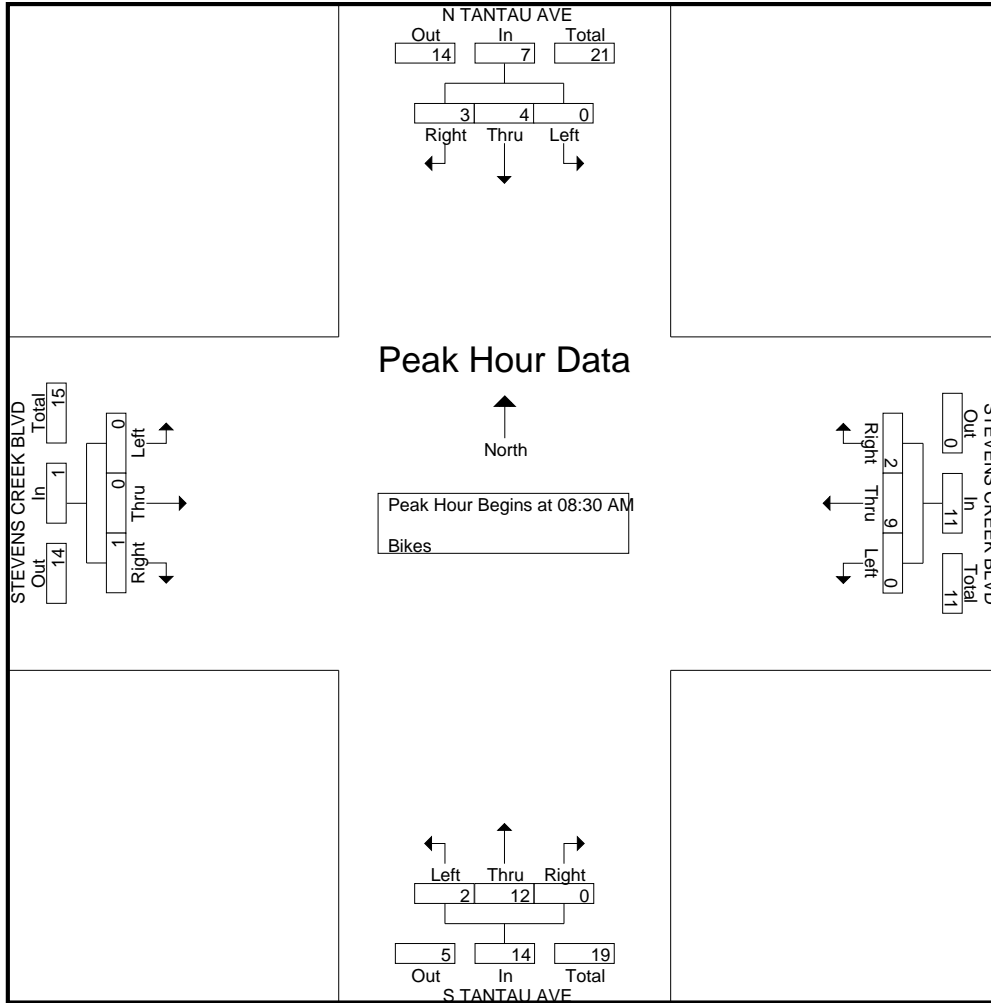
Start Time	N TANTAU AVE Southbound					STEVENS CREEK BLVD Westbound					S TANTAU AVE Northbound					STEVENS CREEK BLVD Eastbound					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0
07:15 AM	1	1	0	0	2	0	2	0	0	2	0	3	0	0	3	0	0	2	0	2	9
07:30 AM	0	0	0	0	0	1	2	0	0	3	0	2	0	0	2	0	0	0	0	0	5
07:45 AM	0	0	0	0	0	1	0	0	0	1	0	1	0	0	1	0	0	0	0	0	2
<b>Total</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>2</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>0</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>2</b>	<b>17</b>
08:00 AM	0	1	0	0	1	0	3	0	0	3	0	3	0	0	3	0	0	0	0	0	7
08:15 AM	0	1	0	0	1	0	1	0	0	1	0	1	0	0	1	0	0	0	0	0	3
08:30 AM	2	0	0	0	2	0	4	0	0	4	0	4	0	0	4	0	0	0	0	0	10
08:45 AM	1	2	0	0	3	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	6
<b>Total</b>	<b>3</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>0</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>0</b>	<b>11</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>26</b>
09:00 AM	0	2	0	0	2	0	2	0	0	2	0	2	1	0	3	1	0	0	0	1	8
09:15 AM	0	0	0	0	0	2	3	0	0	5	0	3	1	0	4	0	0	0	0	0	9
09:30 AM	0	0	0	0	0	2	2	0	0	4	0	0	0	0	0	0	0	0	0	0	4
09:45 AM	1	0	0	0	1	0	2	0	0	2	0	3	0	0	3	0	0	0	0	0	6
<b>Total</b>	<b>1</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>4</b>	<b>9</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>0</b>	<b>8</b>	<b>2</b>	<b>0</b>	<b>10</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>27</b>
Grand Total	5	7	0	0	12	6	21	0	0	27	0	26	2	0	28	1	0	2	0	3	70
Apprch %	41.7	58.3	0	0		22.2	77.8	0	0		0	92.9	7.1	0		33.3	0	66.7	0		
Total %	7.1	10	0	0	17.1	8.6	30	0	0	38.6	0	37.1	2.9	0	40	1.4	0	2.9	0	4.3	

Start Time	N TANTAU AVE Southbound				STEVENS CREEK BLVD Westbound				S TANTAU AVE Northbound				STEVENS CREEK BLVD Eastbound				Int. Total
	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	
Peak Hour Analysis From 07:00 AM to 09:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 08:30 AM																	
08:30 AM	2	0	0	2	0	4	0	4	0	4	0	4	0	0	0	0	10
08:45 AM	1	2	0	3	0	0	0	0	0	3	0	3	0	0	0	0	6
09:00 AM	0	2	0	2	0	2	0	2	0	2	1	3	1	0	0	1	8
09:15 AM	0	0	0	0	2	3	0	5	0	3	1	4	0	0	0	0	9
Total Volume	3	4	0	7	2	9	0	11	0	12	2	14	1	0	0	1	33
% App. Total	42.9	57.1	0		18.2	81.8	0		0	85.7	14.3		100	0	0		
PHF	.375	.500	.000	.583	.250	.563	.000	.550	.000	.750	.500	.875	.250	.000	.000	.250	.825

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

File Name : 39AM FINAL  
 Site Code : 00000039  
 Start Date : 1/10/2018  
 Page No : 2





# Traffic Data Service

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

File Name : 39PM FINAL  
Site Code : 00000039  
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Groups Printed- Lights - Buses - Trucks

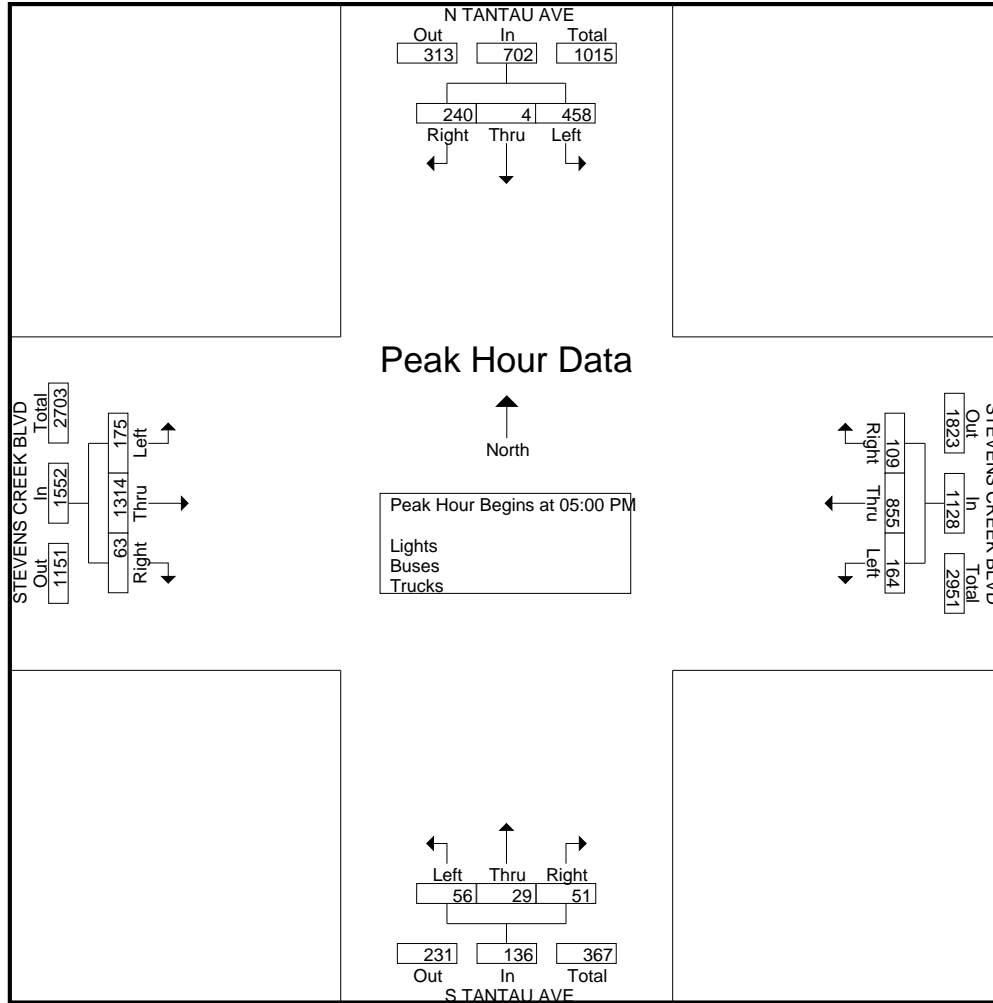
Start Time	N TANTAU AVE Southbound					STEVENS CREEK BLVD Westbound					S TANTAU AVE Northbound					STEVENS CREEK BLVD Eastbound					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
04:00 PM	41	0	94	2	137	38	147	28	0	213	9	9	11	7	36	17	250	36	3	306	692
04:15 PM	22	0	107	5	134	30	185	32	0	247	12	4	12	2	30	11	254	35	3	303	714
04:30 PM	35	0	104	5	144	31	140	23	0	194	8	10	7	9	34	11	277	39	5	332	704
04:45 PM	43	0	92	7	142	26	193	37	0	256	9	6	9	4	28	9	259	28	3	299	725
Total	141	0	397	19	557	125	665	120	0	910	38	29	39	22	128	48	1040	138	14	1240	2835
05:00 PM	58	0	120	5	183	17	219	48	3	287	17	3	13	3	36	18	307	38	5	368	874
05:15 PM	36	1	113	2	152	32	219	44	0	295	12	6	12	5	35	12	299	45	4	360	842
05:30 PM	73	1	123	7	204	32	193	38	0	263	10	11	18	11	50	17	336	46	9	408	925
05:45 PM	73	2	102	2	179	28	224	34	0	286	12	9	13	7	41	16	372	46	4	438	944
Total	240	4	458	16	718	109	855	164	3	1131	51	29	56	26	162	63	1314	175	22	1574	3585
06:00 PM	66	0	97	5	168	43	188	25	0	256	7	20	19	2	48	15	272	51	2	340	812
06:15 PM	70	0	121	2	193	34	209	26	0	269	5	15	13	0	33	24	178	43	6	251	746
06:30 PM	61	0	77	0	138	37	179	34	0	250	8	4	16	2	30	33	262	55	7	357	775
06:45 PM	64	0	71	0	135	39	185	30	0	254	5	6	9	4	24	15	213	22	2	252	665
Total	261	0	366	7	634	153	761	115	0	1029	25	45	57	8	135	87	925	171	17	1200	2998
Grand Total	642	4	1221	42	1909	387	2281	399	3	3070	114	103	152	56	425	198	3279	484	53	4014	9418
Apprch %	33.6	0.2	64	2.2		12.6	74.3	13	0.1		26.8	24.2	35.8	13.2		4.9	81.7	12.1	1.3		
Total %	6.8	0	13	0.4	20.3	4.1	24.2	4.2	0	32.6	1.2	1.1	1.6	0.6	4.5	2.1	34.8	5.1	0.6	42.6	
Lights	634	4	1214	42	1894	380	2247	399	0	3026	112	103	151	56	422	198	3240	475	53	3966	9308
% Lights	98.8	100	99.4	100	99.2	98.2	98.5	100	0	98.6	98.2	100	99.3	100	99.3	100	98.8	98.1	100	98.8	98.8
Buses	7	0	5	0	12	7	31	0	1	39	0	0	0	0	0	0	33	6	0	39	90
% Buses	1.1	0	0.4	0	0.6	1.8	1.4	0	33.3	1.3	0	0	0	0	0	0	1	1.2	0	1	1
Trucks	1	0	2	0	3	0	3	0	2	5	2	0	1	0	3	0	6	3	0	9	20
% Trucks	0.2	0	0.2	0	0.2	0	0.1	0	66.7	0.2	1.8	0	0.7	0	0.7	0	0.2	0.6	0	0.2	0.2

Start Time	N TANTAU AVE Southbound				STEVENS CREEK BLVD Westbound				S TANTAU AVE Northbound				STEVENS CREEK BLVD Eastbound				Int. Total
	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	
Peak Hour Analysis From 04:00 PM to 06:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 05:00 PM																	
05:00 PM	58	0	120	178	17	219	<b>48</b>	284	<b>17</b>	3	13	33	<b>18</b>	307	38	363	858
05:15 PM	36	1	113	150	<b>32</b>	219	44	<b>295</b>	12	6	12	30	12	299	45	356	831
05:30 PM	<b>73</b>	1	<b>123</b>	<b>197</b>	32	193	38	263	10	<b>11</b>	<b>18</b>	<b>39</b>	17	336	<b>46</b>	399	898
05:45 PM	73	2	102	177	28	<b>224</b>	34	286	12	9	13	34	16	<b>372</b>	46	<b>434</b>	<b>931</b>
Total Volume	240	4	458	702	109	855	164	1128	51	29	56	136	63	1314	175	1552	3518
% App. Total	34.2	0.6	65.2		9.7	75.8	14.5		37.5	21.3	41.2		4.1	84.7	11.3		
PHF	.822	.500	.931	.891	.852	.954	.854	.956	.750	.659	.778	.872	.875	.883	.951	.894	.945

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# Traffic Data Service

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File Name : 39PM FINAL  
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 Start Date : 1/10/2018  
 Page No : 1

Groups Printed- Bikes

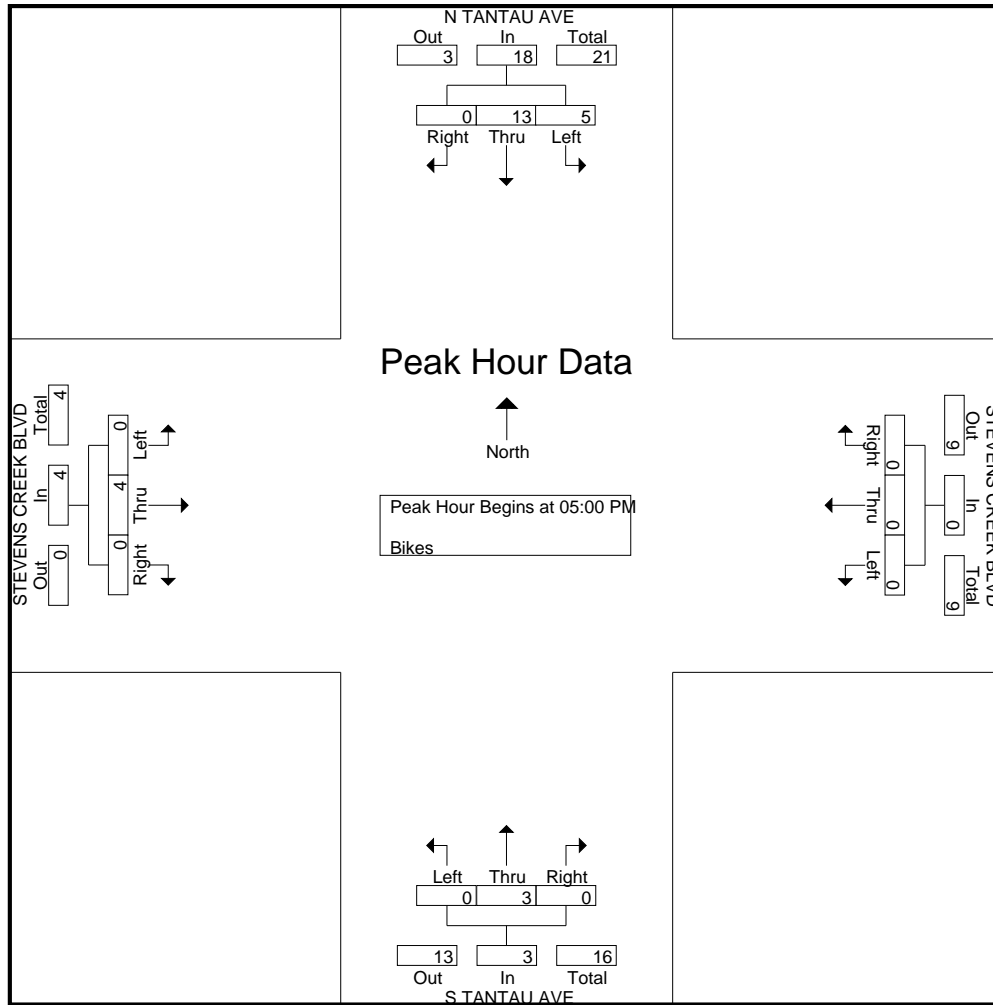
Start Time	N TANTAU AVE Southbound					STEVENS CREEK BLVD Westbound					S TANTAU AVE Northbound					STEVENS CREEK BLVD Eastbound					Int. Total					
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total						
04:00 PM	1	0	0	0	1	0	0	0	0	0	0	1	0	0	1	0	1	0	0	1	0	1	0	0	1	3
04:15 PM	0	1	1	0	2	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	2	0	0	2	0	2	0	0	2	3
04:45 PM	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	0	2	0	0	2	3
<b>Total</b>	<b>2</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>4</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>0</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>12</b>	
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	0	1	0	0	1	0	1	0	0	1	3
05:15 PM	0	5	3	0	8	0	0	0	0	0	0	1	0	0	1	0	2	0	0	2	0	2	0	0	2	11
05:30 PM	0	6	1	0	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	7
05:45 PM	0	2	1	0	3	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	1	0	0	1	4
<b>Total</b>	<b>0</b>	<b>13</b>	<b>5</b>	<b>0</b>	<b>18</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>0</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>25</b>	
06:00 PM	1	1	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
06:15 PM	0	2	0	0	2	1	1	0	0	2	0	1	0	0	1	0	1	0	0	1	0	1	0	0	1	6
06:30 PM	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
06:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	1	0	0	1	1
<b>Total</b>	<b>1</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>1</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>12</b>	
Grand Total	3	17	6	0	26	1	5	0	0	6	0	6	0	0	6	0	11	0	0	11	0	11	0	0	11	49
Apprch %	11.5	65.4	23.1	0		16.7	83.3	0	0		0	100	0	0		0	100	0	0		0	100	0	0		
Total %	6.1	34.7	12.2	0	53.1	2	10.2	0	0	12.2	0	12.2	0	0	12.2	0	22.4	0	0	22.4	0	22.4	0	0	22.4	

Start Time	N TANTAU AVE Southbound				STEVENS CREEK BLVD Westbound				S TANTAU AVE Northbound				STEVENS CREEK BLVD Eastbound				Int. Total				
	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total					
Peak Hour Analysis From 04:00 PM to 06:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 05:00 PM																					
05:00 PM	0	0	0	0	0	0	0	0	0	2	0	2	0	1	0	1	0	1	0	1	3
05:15 PM	0	5	3	8	0	0	0	0	0	1	0	1	0	2	0	2	0	2	0	2	11
05:30 PM	0	6	1	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	7
05:45 PM	0	2	1	3	0	0	0	0	0	0	0	0	0	1	0	1	0	1	0	1	4
Total Volume	0	13	5	18	0	0	0	0	0	3	0	3	0	4	0	4	0	4	0	4	25
% App. Total	0	72.2	27.8		0	0	0		0	100	0		0	100	0		0	100	0		
PHF	.000	.542	.417	.563	.000	.000	.000	.000	.000	.375	.000	.375	.000	.500	.000	.500	.000	.500	.000	.500	.568

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# Traffic Data Service

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

File Name : 40AM FINAL  
 Site Code : 00000040  
 Start Date : 1/11/2018  
 Page No : 1

Groups Printed- Lights - Buses - Trucks

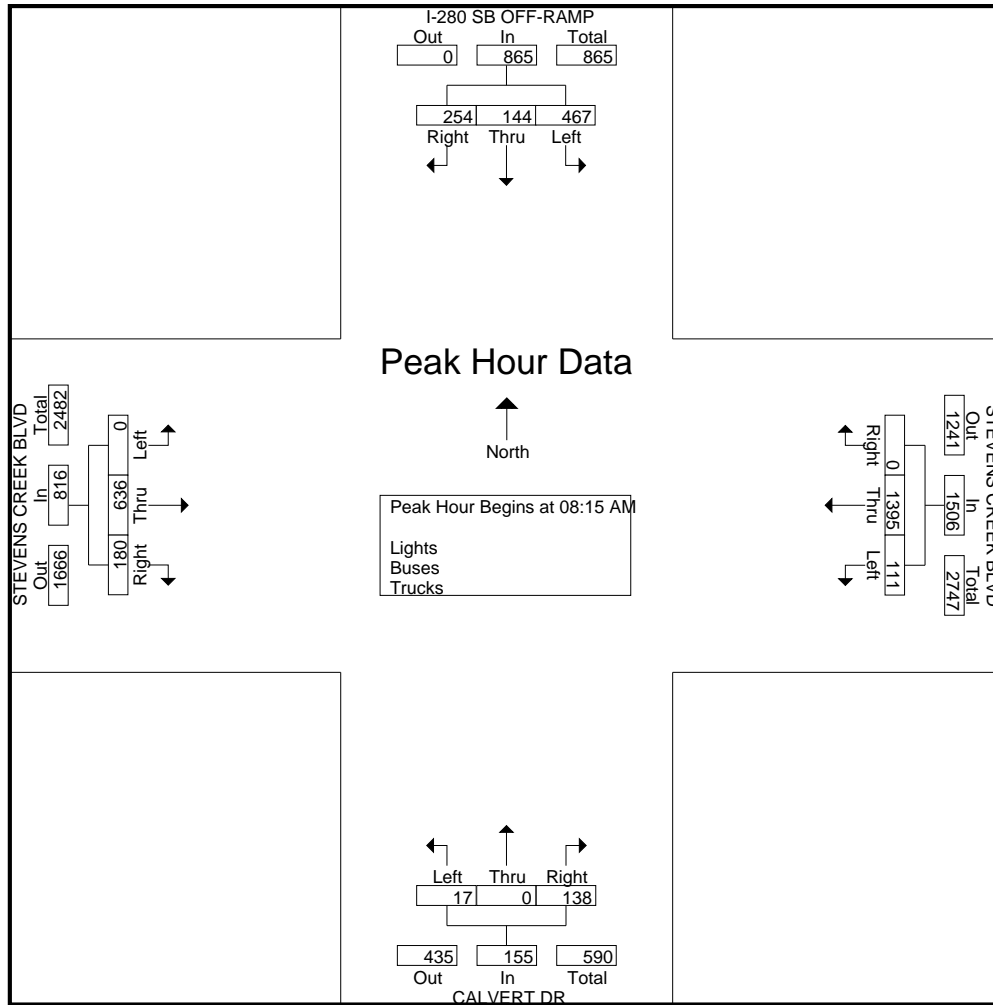
Start Time	I-280 SB OFF-RAMP Southbound					STEVENS CREEK BLVD Westbound					CALVERT DR Northbound					STEVENS CREEK BLVD Eastbound					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
07:00 AM	14	14	35	0	63	0	251	18	0	269	10	0	4	1	15	31	45	0	0	76	423
07:15 AM	17	61	69	2	149	0	361	26	0	387	19	0	3	5	27	31	130	0	0	161	724
07:30 AM	26	54	58	1	139	0	313	37	0	350	22	0	4	4	30	47	184	0	0	231	750
07:45 AM	38	40	133	1	212	0	309	45	0	354	25	0	10	0	35	29	134	0	2	165	766
Total	95	169	295	4	563	0	1234	126	0	1360	76	0	21	10	107	138	493	0	2	633	2663
08:00 AM	39	35	97	2	173	0	375	37	0	412	30	0	9	0	39	34	120	0	2	156	780
08:15 AM	63	46	108	0	217	0	378	32	0	410	29	0	1	4	34	32	147	0	2	181	842
08:30 AM	68	34	145	0	247	0	380	30	0	410	38	0	4	0	42	51	208	0	3	262	961
08:45 AM	73	25	118	0	216	0	299	23	0	322	29	0	9	2	40	39	136	0	5	180	758
Total	243	140	468	2	853	0	1432	122	0	1554	126	0	23	6	155	156	611	0	12	779	3341
09:00 AM	50	39	96	1	186	0	338	26	0	364	42	0	3	0	45	58	145	0	5	208	803
09:15 AM	63	32	95	2	192	0	306	42	0	348	27	0	4	3	34	57	120	0	1	178	752
09:30 AM	58	28	89	2	177	0	268	29	0	297	22	0	9	2	33	68	171	0	7	246	753
09:45 AM	62	33	90	1	186	0	216	33	0	249	24	0	12	1	37	46	133	0	4	183	655
Total	233	132	370	6	741	0	1128	130	0	1258	115	0	28	6	149	229	569	0	17	815	2963
Grand Total	571	441	1133	12	2157	0	3794	378	0	4172	317	0	72	22	411	523	1673	0	31	2227	8967
Apprch %	26.5	20.4	52.5	0.6		0	90.9	9.1	0		77.1	0	17.5	5.4		23.5	75.1	0	1.4		
Total %	6.4	4.9	12.6	0.1	24.1	0	42.3	4.2	0	46.5	3.5	0	0.8	0.2	4.6	5.8	18.7	0	0.3	24.8	
Lights	567	428	1115	12	2122	0	3701	362	0	4063	312	0	71	22	405	504	1629	0	31	2164	8754
% Lights	99.3	97.1	98.4	100	98.4	0	97.5	95.8	0	97.4	98.4	0	98.6	100	98.5	96.4	97.4	0	100	97.2	97.6
Buses	1	4	7	0	12	0	38	6	0	44	0	0	1	0	1	6	30	0	0	36	93
% Buses	0.2	0.9	0.6	0	0.6	0	1	1.6	0	1.1	0	0	1.4	0	0.2	1.1	1.8	0	0	1.6	1
Trucks	3	9	11	0	23	0	55	10	0	65	5	0	0	0	5	13	14	0	0	27	120
% Trucks	0.5	2	1	0	1.1	0	1.4	2.6	0	1.6	1.6	0	0	0	1.2	2.5	0.8	0	0	1.2	1.3

Start Time	I-280 SB OFF-RAMP Southbound				STEVENS CREEK BLVD Westbound				CALVERT DR Northbound				STEVENS CREEK BLVD Eastbound				Int. Total
	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	
Peak Hour Analysis From 07:00 AM to 09:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 08:15 AM																	
08:15 AM	63	<b>46</b>	108	217	0	378	<b>32</b>	<b>410</b>	29	0	1	30	32	147	0	179	836
08:30 AM	68	34	<b>145</b>	<b>247</b>	0	<b>380</b>	30	410	38	0	4	42	51	<b>208</b>	0	<b>259</b>	<b>958</b>
08:45 AM	<b>73</b>	25	118	216	0	299	23	322	29	0	<b>9</b>	38	39	136	0	175	751
09:00 AM	50	39	96	185	0	338	26	364	<b>42</b>	0	3	<b>45</b>	<b>58</b>	145	0	203	797
Total Volume	254	144	467	865	0	1395	111	1506	138	0	17	155	180	636	0	816	3342
% App. Total	29.4	16.6	54		0	92.6	7.4		89	0	11		22.1	77.9	0		
PHF	.870	.783	.805	.876	.000	.918	.867	.918	.821	.000	.472	.861	.776	.764	.000	.788	.872

# Traffic Data Service

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File Name : 40AM FINAL  
 Site Code : 00000040  
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# Traffic Data Service

San Jose, CA  
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*tdsbay@cs.com*

File Name : 40AM FINAL  
 Site Code : 00000040  
 Start Date : 1/11/2018  
 Page No : 1

Groups Printed- Bikes

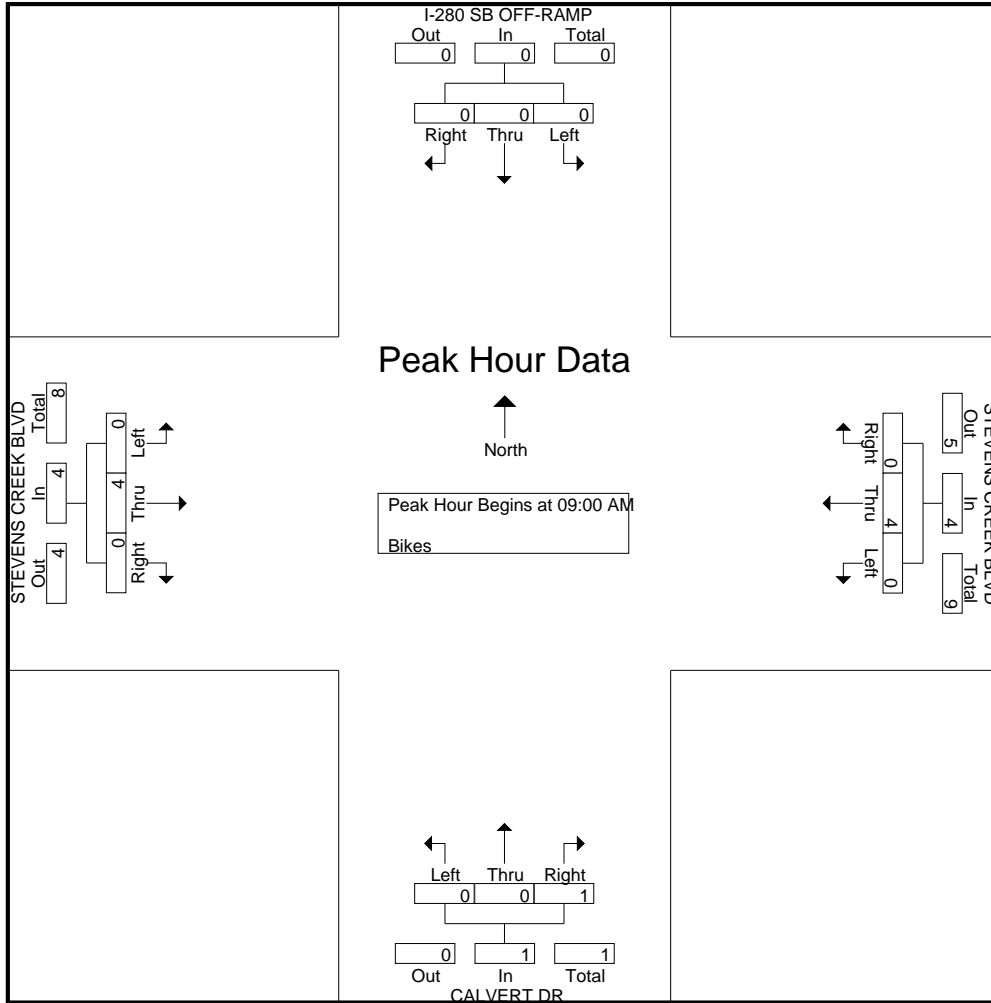
Start Time	I-280 SB OFF-RAMP Southbound					STEVENS CREEK BLVD Westbound					CALVERT DR Northbound					STEVENS CREEK BLVD Eastbound					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>Total</b>	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
08:15 AM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	1
08:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>Total</b>	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	1	0	0	1	2
09:00 AM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	1	0	0	1	2
09:15 AM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	2
09:30 AM	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	1	0	0	1	3
09:45 AM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	2
<b>Total</b>	0	0	0	0	0	0	4	0	0	4	1	0	0	0	1	0	4	0	0	4	9
Grand Total	0	0	0	0	0	0	4	0	0	4	2	0	0	0	2	0	5	0	0	5	11
Apprch %	0	0	0	0		0	100	0	0		100	0	0	0		0	100	0	0		
Total %	0	0	0	0	0	0	36.4	0	0	36.4	18.2	0	0	0	18.2	0	45.5	0	0	45.5	

Start Time	I-280 SB OFF-RAMP Southbound				STEVENS CREEK BLVD Westbound				CALVERT DR Northbound				STEVENS CREEK BLVD Eastbound				Int. Total
	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	
Peak Hour Analysis From 07:00 AM to 09:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 09:00 AM																	
09:00 AM	0	0	0	0	0	0	0	0	1	0	0	1	0	1	0	1	2
09:15 AM	0	0	0	0	0	1	0	1	0	0	0	0	0	1	0	1	2
09:30 AM	0	0	0	0	0	2	0	2	0	0	0	0	0	1	0	1	3
09:45 AM	0	0	0	0	0	1	0	1	0	0	0	0	0	1	0	1	2
Total Volume	0	0	0	0	0	4	0	4	1	0	0	1	0	4	0	4	9
% App. Total	0	0	0		0	100	0		100	0	0		0	100	0		
PHF	.000	.000	.000	.000	.000	.500	.000	.500	.250	.000	.000	.250	.000	1.00	.000	1.00	.750

# Traffic Data Service

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

File Name : 40AM FINAL  
 Site Code : 00000040  
 Start Date : 1/11/2018  
 Page No : 2





# Traffic Data Service

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

File Name : 40PM FINAL  
Site Code : 00000040  
Start Date : 1/11/2018  
Page No : 1

## Groups Printed- Lights - Buses - Trucks

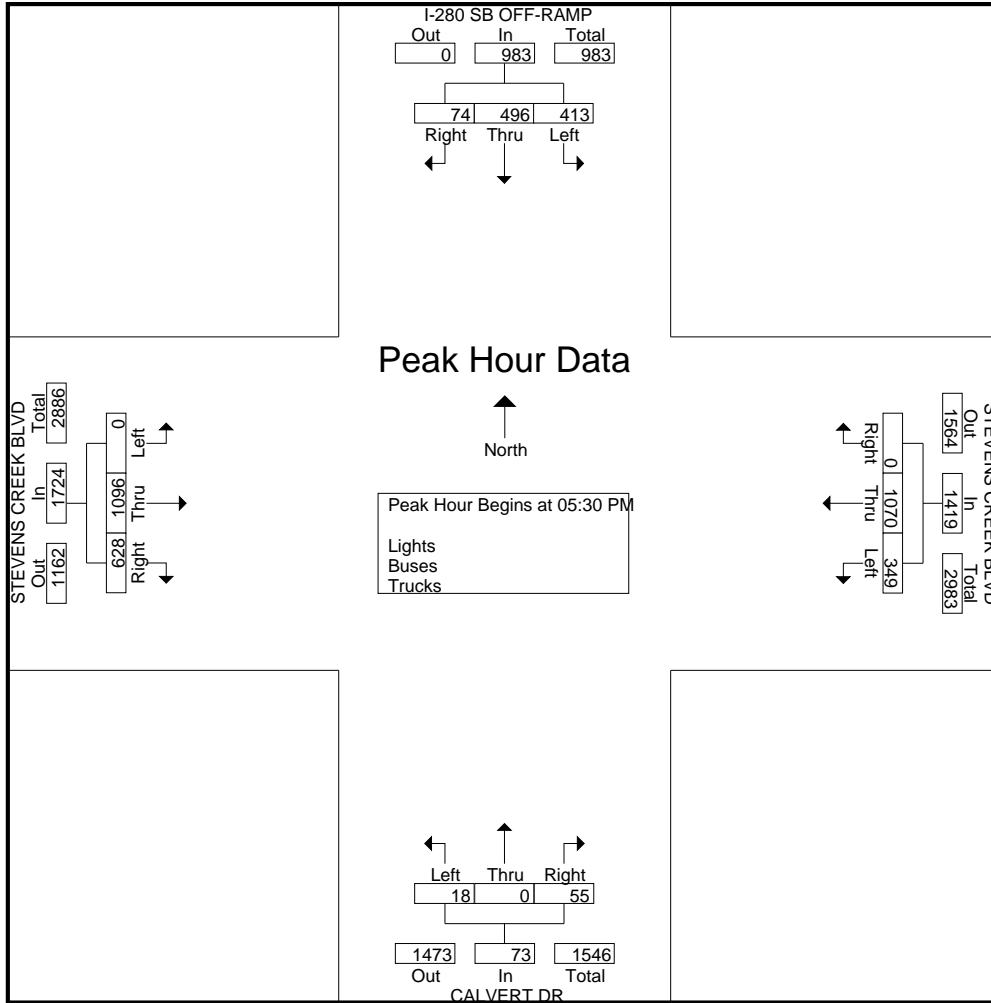
Start Time	I-280 SB OFF-RAMP Southbound					STEVENS CREEK BLVD Westbound					CALVERT DR Northbound					STEVENS CREEK BLVD Eastbound					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
04:00 PM	7	84	113	1	205	0	182	86	0	268	12	0	4	3	19	169	238	0	3	410	902
04:15 PM	5	81	71	3	160	0	152	80	0	232	10	0	7	4	21	150	235	0	2	387	800
04:30 PM	18	88	64	1	171	0	205	78	0	283	16	0	5	1	22	161	247	0	0	408	884
04:45 PM	10	110	71	1	192	0	197	84	0	281	14	0	3	2	19	130	222	0	2	354	846
Total	40	363	319	6	728	0	736	328	0	1064	52	0	19	10	81	610	942	0	7	1559	3432
05:00 PM	16	91	86	1	194	0	229	89	0	318	14	0	5	4	23	159	230	0	4	393	928
05:15 PM	9	97	74	0	180	0	237	105	0	342	7	0	2	7	16	180	259	0	5	444	982
05:30 PM	11	108	105	1	225	0	271	80	0	351	13	0	5	4	22	156	287	0	2	445	1043
05:45 PM	14	119	101	1	235	0	277	76	0	353	19	0	6	5	30	148	273	0	2	423	1041
Total	50	415	366	3	834	0	1014	350	0	1364	53	0	18	20	91	643	1049	0	13	1705	3994
06:00 PM	18	133	95	3	249	0	248	98	0	346	8	0	3	2	13	158	244	0	0	402	1010
06:15 PM	31	136	112	2	281	0	274	95	0	369	15	0	4	1	20	166	292	0	0	458	1128
06:30 PM	18	128	108	1	255	0	232	104	1	337	9	0	9	3	21	139	247	0	0	386	999
06:45 PM	23	113	118	0	254	0	179	76	0	255	8	0	5	1	14	116	199	0	0	315	838
Total	90	510	433	6	1039	0	933	373	1	1307	40	0	21	7	68	579	982	0	0	1561	3975
Grand Total	180	1288	1118	15	2601	0	2683	1051	1	3735	145	0	58	37	240	1832	2973	0	20	4825	11401
Apprch %	6.9	49.5	43	0.6		0	71.8	28.1	0		60.4	0	24.2	15.4		38	61.6	0	0.4		
Total %	1.6	11.3	9.8	0.1	22.8	0	23.5	9.2	0	32.8	1.3	0	0.5	0.3	2.1	16.1	26.1	0	0.2	42.3	
Lights	177	1286	1111	15	2589	0	2640	1049	1	3690	145	0	58	37	240	1822	2928	0	20	4770	11289
% Lights	98.3	99.8	99.4	100	99.5	0	98.4	99.8	100	98.8	100	0	100	100	100	99.5	98.5	0	100	98.9	99
Buses	2	0	3	0	5	0	39	0	0	39	0	0	0	0	0	3	34	0	0	37	81
% Buses	1.1	0	0.3	0	0.2	0	1.5	0	0	1	0	0	0	0	0	0.2	1.1	0	0	0.8	0.7
Trucks	1	2	4	0	7	0	4	2	0	6	0	0	0	0	0	7	11	0	0	18	31
% Trucks	0.6	0.2	0.4	0	0.3	0	0.1	0.2	0	0.2	0	0	0	0	0	0.4	0.4	0	0	0.4	0.3

Start Time	I-280 SB OFF-RAMP Southbound				STEVENS CREEK BLVD Westbound				CALVERT DR Northbound				STEVENS CREEK BLVD Eastbound				Int. Total
	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	
Peak Hour Analysis From 04:00 PM to 06:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 05:30 PM																	
05:30 PM	11	108	105	224	0	271	80	351	13	0	5	18	156	287	0	443	1036
05:45 PM	14	119	101	234	0	<b>277</b>	76	353	<b>19</b>	0	<b>6</b>	<b>25</b>	148	273	0	421	1033
06:00 PM	18	133	95	246	0	248	<b>98</b>	346	8	0	3	11	158	244	0	402	1005
06:15 PM	<b>31</b>	<b>136</b>	<b>112</b>	<b>279</b>	0	274	95	<b>369</b>	15	0	4	19	<b>166</b>	<b>292</b>	0	<b>458</b>	<b>1125</b>
Total Volume	74	496	413	983	0	1070	349	1419	55	0	18	73	628	1096	0	1724	4199
% App. Total	7.5	50.5	42		0	75.4	24.6		75.3	0	24.7		36.4	63.6	0		
PHF	.597	.912	.922	.881	.000	.966	.890	.961	.724	.000	.750	.730	.946	.938	.000	.941	.933

# Traffic Data Service

San Jose, CA  
 (408) 622-4787  
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File Name : 40PM FINAL  
 Site Code : 00000040  
 Start Date : 1/11/2018  
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# Traffic Data Service

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

File Name : 40PM FINAL  
 Site Code : 00000040  
 Start Date : 1/11/2018  
 Page No : 1

Groups Printed- Bikes

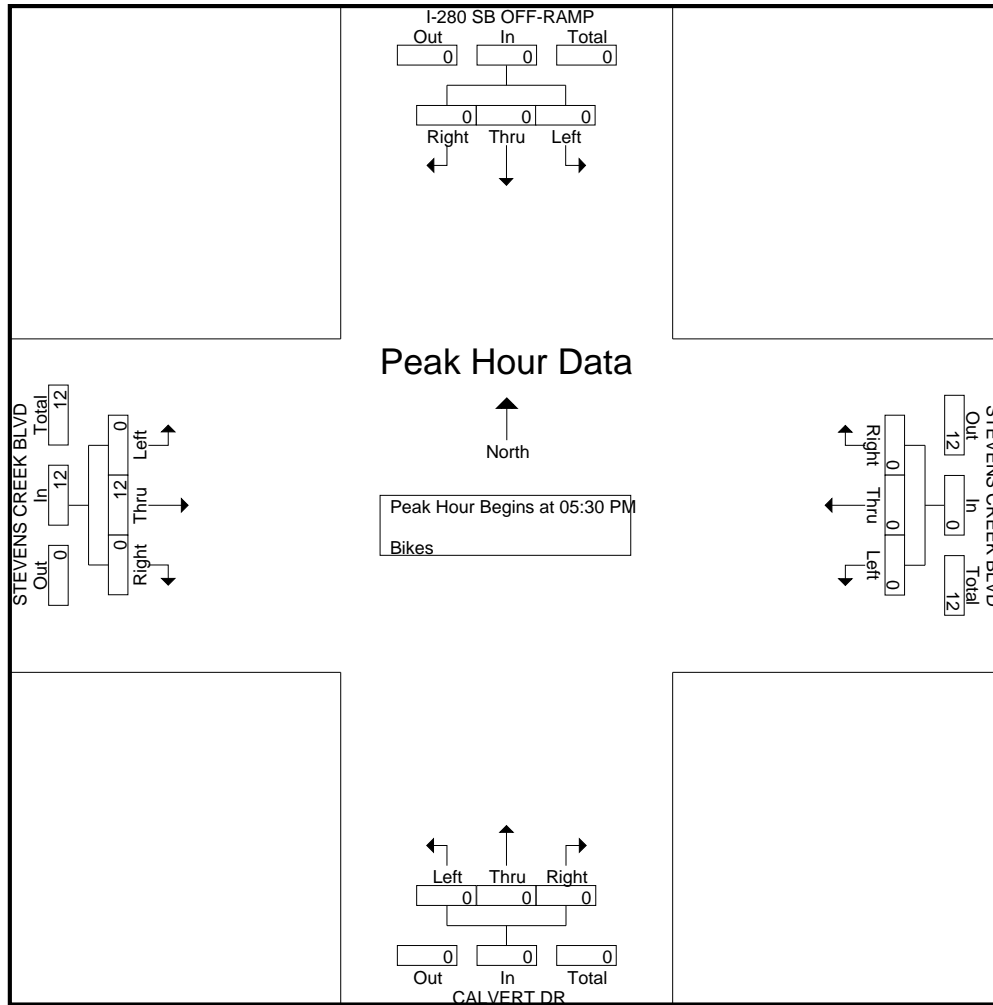
Start Time	I-280 SB OFF-RAMP Southbound					STEVENS CREEK BLVD Westbound					CALVERT DR Northbound					STEVENS CREEK BLVD Eastbound					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
04:30 PM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	1	0	0	1	2
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
Total	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	4	0	0	4	5
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	3	3
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5	0	0	5	5
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	2
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	10	0	0	10	10
06:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
06:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	0	0	4	4
06:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
06:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6	0	0	6	6
Grand Total	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	20	0	0	20	21
Apprch %	0	0	0	0		0	0	0	0		100	0	0	0		0	100	0	0		
Total %	0	0	0	0	0	0	0	0	0	0	4.8	0	0	0	4.8	0	95.2	0	0	95.2	

Start Time	I-280 SB OFF-RAMP Southbound				STEVENS CREEK BLVD Westbound				CALVERT DR Northbound				STEVENS CREEK BLVD Eastbound				Int. Total
	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	
Peak Hour Analysis From 04:00 PM to 06:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 05:30 PM																	
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	5	0	5	5
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2	2
06:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
06:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	4	0	4	4
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	12	0	12	12
% App. Total	0	0	0		0	0	0		0	0	0		0	100	0		
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.600	.000	.600	.600

# Traffic Data Service

San Jose, CA  
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File Name : 40PM FINAL  
Site Code : 00000040  
Start Date : 1/11/2018  
Page No : 2



# Traffic Data Service

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

File Name : 41AM FINAL  
Site Code : 00000041  
Start Date : 1/11/2018  
Page No : 1

Groups Printed- Lights - Buses - Trucks

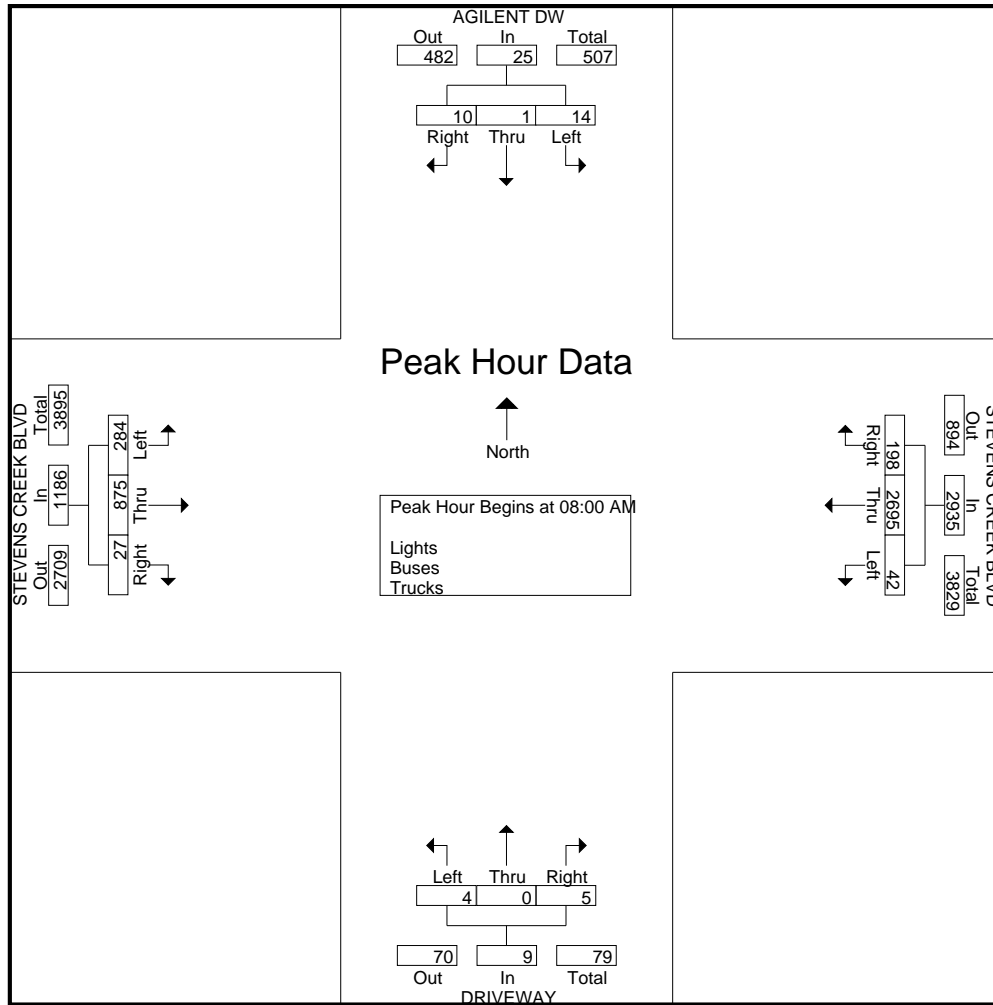
Start Time	AGILENT DW Southbound					STEVENS CREEK BLVD Westbound					DRIVEWAY Northbound					STEVENS CREEK BLVD Eastbound					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
07:00 AM	1	1	0	2	4	28	509	6	0	543	0	0	1	3	4	2	67	28	0	97	648
07:15 AM	3	1	1	1	6	29	733	5	0	767	0	0	1	12	13	1	154	37	1	193	979
07:30 AM	5	0	4	0	9	34	688	3	1	726	1	0	1	1	3	2	234	39	0	275	1013
07:45 AM	2	0	1	0	3	37	671	4	1	713	0	0	2	1	3	5	214	66	1	286	1005
Total	11	2	6	3	22	128	2601	18	2	2749	1	0	5	17	23	10	669	170	2	851	3645
08:00 AM	2	1	2	1	6	49	708	5	0	762	3	0	1	1	5	3	159	59	1	222	995
08:15 AM	3	0	2	1	6	49	644	13	0	706	1	0	1	5	7	0	213	83	1	297	1016
08:30 AM	3	0	5	0	8	52	702	9	1	764	1	0	1	1	3	9	282	67	1	359	1134
08:45 AM	2	0	5	1	8	48	641	15	0	704	0	0	1	3	4	15	221	75	1	312	1028
Total	10	1	14	3	28	198	2695	42	1	2936	5	0	4	10	19	27	875	284	4	1190	4173
09:00 AM	3	0	2	0	5	33	579	10	0	622	1	1	7	5	14	9	196	74	1	280	921
09:15 AM	6	0	3	1	10	38	524	7	1	570	2	0	4	2	8	15	168	62	1	246	834
09:30 AM	4	3	1	1	9	36	519	23	0	578	3	0	0	5	8	9	222	60	0	291	886
09:45 AM	5	3	6	1	15	34	464	14	0	512	0	1	7	3	11	17	175	40	2	234	772
Total	18	6	12	3	39	141	2086	54	1	2282	6	2	18	15	41	50	761	236	4	1051	3413
Grand Total	39	9	32	9	89	467	7382	114	4	7967	12	2	27	42	83	87	2305	690	10	3092	11231
Apprch %	43.8	10.1	36	10.1		5.9	92.7	1.4	0.1		14.5	2.4	32.5	50.6		2.8	74.5	22.3	0.3		
Total %	0.3	0.1	0.3	0.1	0.8	4.2	65.7	1	0	70.9	0.1	0	0.2	0.4	0.7	0.8	20.5	6.1	0.1	27.5	
Lights	36	9	31	9	85	460	7236	113	4	7813	12	2	27	42	83	87	2245	690	5	3027	11008
% Lights	92.3	100	96.9	100	95.5	98.5	98	99.1	100	98.1	100	100	100	100	100	100	97.4	100	50	97.9	98
Buses	0	0	0	0	0	1	57	0	0	58	0	0	0	0	0	0	36	0	0	36	94
% Buses	0	0	0	0	0	0.2	0.8	0	0	0.7	0	0	0	0	0	0	1.6	0	0	1.2	0.8
Trucks	3	0	1	0	4	6	89	1	0	96	0	0	0	0	0	0	24	0	5	29	129
% Trucks	7.7	0	3.1	0	4.5	1.3	1.2	0.9	0	1.2	0	0	0	0	0	0	1	0	50	0.9	1.1

Start Time	AGILENT DW Southbound				STEVENS CREEK BLVD Westbound				DRIVEWAY Northbound				STEVENS CREEK BLVD Eastbound				Int. Total
	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	
Peak Hour Analysis From 07:00 AM to 09:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 08:00 AM																	
08:00 AM	2	1	2	5	49	<b>708</b>	5	762	3	0	1	4	3	159	59	221	992
08:15 AM	3	0	2	5	49	644	13	706	1	0	1	2	0	213	<b>83</b>	296	1009
08:30 AM	3	0	5	8	52	702	9	763	1	0	1	2	9	282	67	<b>358</b>	1131
08:45 AM	2	0	5	7	48	641	15	704	0	0	1	1	15	221	75	311	1023
Total Volume	10	1	14	25	198	2695	42	2935	5	0	4	9	27	875	284	1186	4155
% App. Total	40	4	56		6.7	91.8	1.4		55.6	0	44.4		2.3	73.8	23.9		
PHF	.833	.250	.700	.781	.952	.952	.700	.962	.417	.000	1.00	.563	.450	.776	.855	.828	.918

# Traffic Data Service

San Jose, CA  
 (408) 622-4787  
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File Name : 41AM FINAL  
 Site Code : 00000041  
 Start Date : 1/11/2018  
 Page No : 2



# Traffic Data Service

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

File Name : 41AM FINAL  
 Site Code : 00000041  
 Start Date : 1/11/2018  
 Page No : 1

Groups Printed- Bikes

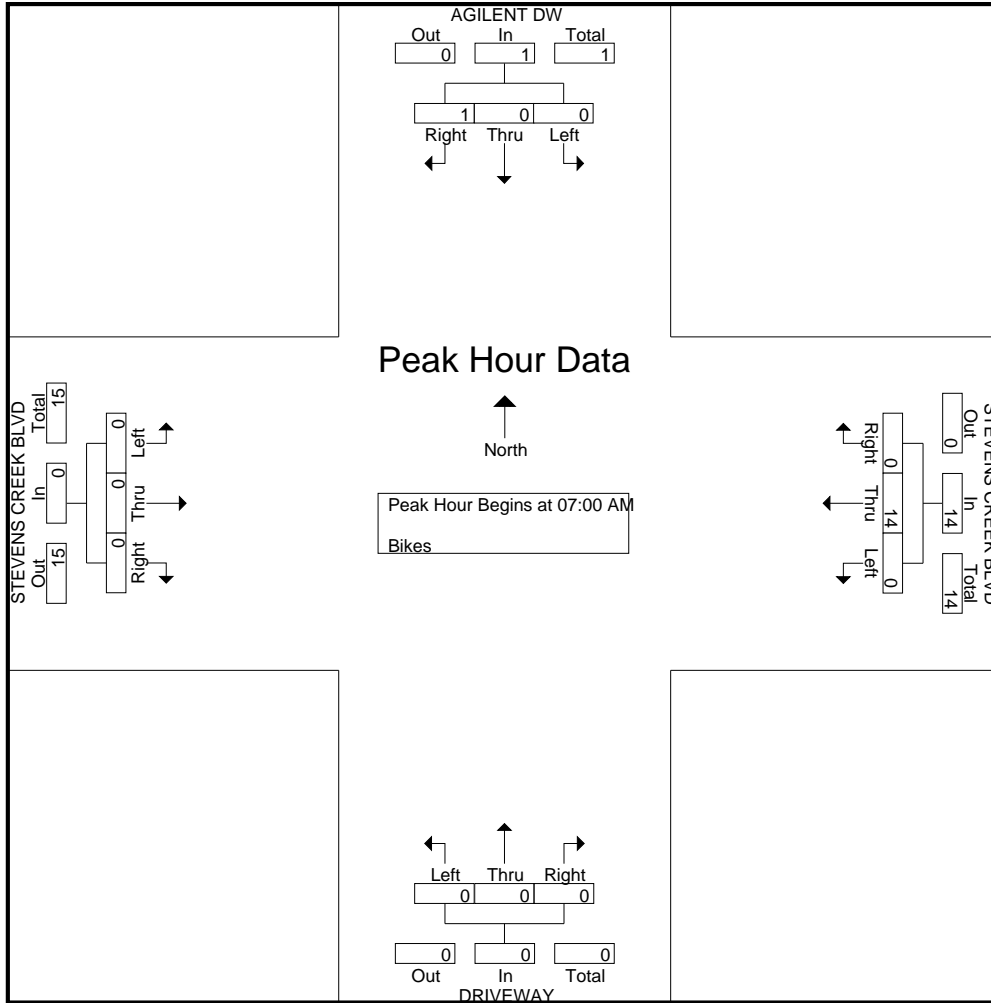
Start Time	AGILENT DW Southbound					STEVENS CREEK BLVD Westbound					DRIVEWAY Northbound					STEVENS CREEK BLVD Eastbound					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
07:00 AM	0	0	0	0	0	0	7	0	0	7	0	0	0	0	0	0	0	0	0	0	0
07:15 AM	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	0	0	0	0	0	0
07:30 AM	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	0	0	0	0	0	0
07:45 AM	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	1	0	0	0	1	0	14	0	0	14	0	0	0	0	0	0	0	0	0	0	15
08:00 AM	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	0	1	0	0	1	4
08:15 AM	0	0	0	0	0	0	1	0	0	1	0	1	0	0	1	0	1	0	0	1	3
08:30 AM	0	0	0	0	0	0	4	0	0	5	0	0	0	0	0	0	0	0	0	0	5
08:45 AM	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	2
Total	0	0	0	0	0	1	10	0	0	11	0	1	0	0	1	0	2	0	0	2	14
09:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	2	2
09:15 AM	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	2
09:30 AM	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	2
09:45 AM	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	2
Total	0	0	0	0	0	0	6	0	0	6	0	0	0	0	0	1	1	0	0	2	8
Grand Total	1	0	0	0	1	1	30	0	0	31	0	1	0	0	1	1	3	0	0	4	37
Apprch %	100	0	0	0		3.2	96.8	0	0		0	100	0	0		25	75	0	0		
Total %	2.7	0	0	0	2.7	2.7	81.1	0	0	83.8	0	2.7	0	0	2.7	2.7	8.1	0	0	10.8	

Start Time	AGILENT DW Southbound				STEVENS CREEK BLVD Westbound				DRIVEWAY Northbound				STEVENS CREEK BLVD Eastbound				Int. Total
	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	
Peak Hour Analysis From 07:00 AM to 09:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:00 AM																	
07:00 AM	0	0	0	0	0	7	0	7	0	0	0	0	0	0	0	0	7
07:15 AM	0	0	0	0	0	4	0	4	0	0	0	0	0	0	0	0	4
07:30 AM	0	0	0	0	0	3	0	3	0	0	0	0	0	0	0	0	3
07:45 AM	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
Total Volume	1	0	0	1	0	14	0	14	0	0	0	0	0	0	0	0	15
% App. Total	100	0	0		0	100	0		0	0	0		0	0	0		
PHF	.250	.000	.000	.250	.000	.500	.000	.500	.000	.000	.000	.000	.000	.000	.000	.000	.536

# Traffic Data Service

San Jose, CA  
 (408) 622-4787  
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File Name : 41AM FINAL  
 Site Code : 00000041  
 Start Date : 1/11/2018  
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# Traffic Data Service

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

File Name : 41PM FINAL  
Site Code : 00000041  
Start Date : 1/11/2018  
Page No : 1

Groups Printed- Lights - Buses - Trucks

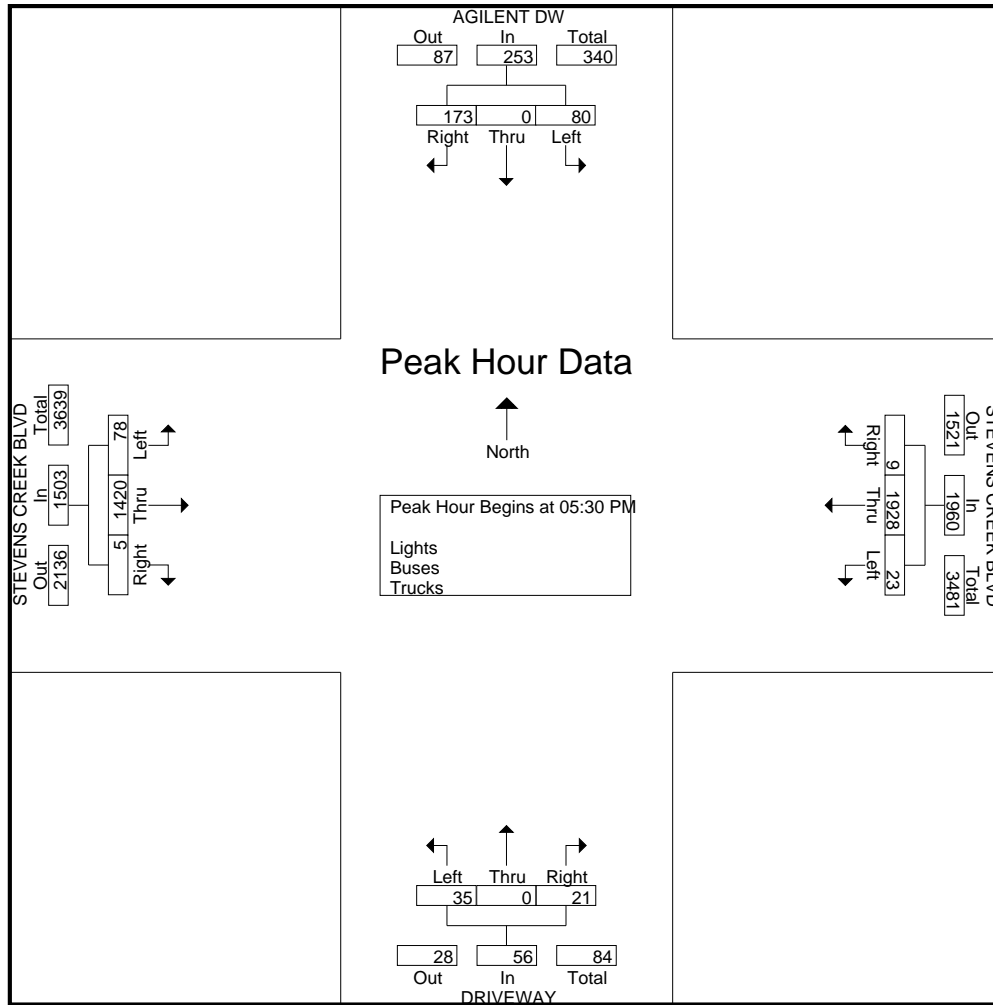
Start Time	AGILENT DW Southbound					STEVENS CREEK BLVD Westbound					DRIVEWAY Northbound					STEVENS CREEK BLVD Eastbound					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
04:00 PM	38	0	16	1	55	7	345	2	0	354	3	0	11	0	14	3	315	21	0	339	762
04:15 PM	49	0	24	1	74	7	365	1	0	373	5	0	6	3	14	3	281	23	0	307	768
04:30 PM	59	0	20	0	79	13	391	3	0	407	3	1	13	0	17	1	308	18	0	327	830
04:45 PM	49	0	21	1	71	5	399	4	0	408	2	0	14	1	17	3	240	19	0	262	758
Total	195	0	81	3	279	32	1500	10	0	1542	13	1	44	4	62	10	1144	81	0	1235	3118
05:00 PM	61	0	27	1	89	7	422	2	2	433	7	1	22	2	32	2	303	33	0	338	892
05:15 PM	68	0	20	0	88	3	447	2	0	452	10	0	25	4	39	0	324	19	0	343	922
05:30 PM	52	0	20	0	72	2	429	9	0	440	7	0	13	5	25	0	333	19	0	352	889
05:45 PM	43	0	31	1	75	4	491	6	1	502	4	0	11	1	16	1	331	29	0	361	954
Total	224	0	98	2	324	16	1789	19	3	1827	28	1	71	12	112	3	1291	100	0	1394	3657
06:00 PM	31	0	19	0	50	2	501	2	0	505	7	0	6	2	15	2	353	9	1	365	935
06:15 PM	47	0	10	1	58	1	507	6	0	514	3	0	5	1	9	2	403	21	0	426	1007
06:30 PM	26	0	6	2	34	3	452	5	2	462	0	0	9	2	11	1	338	23	2	364	871
06:45 PM	15	0	11	0	26	4	383	4	0	391	1	0	1	1	3	0	331	13	0	344	764
Total	119	0	46	3	168	10	1843	17	2	1872	11	0	21	6	38	5	1425	66	3	1499	3577
Grand Total	538	0	225	8	771	58	5132	46	5	5241	52	2	136	22	212	18	3860	247	3	4128	10352
Apprch %	69.8	0	29.2	1		1.1	97.9	0.9	0.1		24.5	0.9	64.2	10.4		0.4	93.5	6	0.1		
Total %	5.2	0	2.2	0.1	7.4	0.6	49.6	0.4	0	50.6	0.5	0	1.3	0.2	2	0.2	37.3	2.4	0	39.9	
Lights	537	0	225	8	770	56	5077	44	5	5182	52	2	135	22	211	18	3812	246	3	4079	10242
% Lights	99.8	0	100	100	99.9	96.6	98.9	95.7	100	98.9	100	100	99.3	100	99.5	100	98.8	99.6	100	98.8	98.9
Buses	0	0	0	0	0	0	40	0	0	40	0	0	0	0	0	0	25	0	0	25	65
% Buses	0	0	0	0	0	0	0.8	0	0	0.8	0	0	0	0	0	0	0.6	0	0	0.6	0.6
Trucks	1	0	0	0	1	2	15	2	0	19	0	0	1	0	1	0	23	1	0	24	45
% Trucks	0.2	0	0	0	0.1	3.4	0.3	4.3	0	0.4	0	0	0.7	0	0.5	0	0.6	0.4	0	0.6	0.4

Start Time	AGILENT DW Southbound					STEVENS CREEK BLVD Westbound					DRIVEWAY Northbound					STEVENS CREEK BLVD Eastbound					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
Peak Hour Analysis From 04:00 PM to 06:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 05:30 PM																					
05:30 PM	52	0	20		72	2	429	9		440	7	0	13		20	0	333	19		352	884
05:45 PM	43	0	31		74	4	491	6		501	4	0	11		15	1	331	29		361	951
06:00 PM	31	0	19		50	2	501	2		505	7	0	6		13	2	353	9		364	932
06:15 PM	47	0	10		57	1	507	6		514	3	0	5		8	2	403	21		426	1005
Total Volume	173	0	80		253	9	1928	23		1960	21	0	35		56	5	1420	78		1503	3772
% App. Total	68.4	0	31.6			0.5	98.4	1.2			37.5	0	62.5			0.3	94.5	5.2			
PHF	.832	.000	.645		.855	.563	.951	.639		.953	.750	.000	.673		.700	.625	.881	.672		.882	.938

# Traffic Data Service

San Jose, CA  
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File Name : 41PM FINAL  
 Site Code : 00000041  
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# Traffic Data Service

San Jose, CA  
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File Name : 41PM FINAL  
 Site Code : 00000041  
 Start Date : 1/11/2018  
 Page No : 1

Groups Printed- Bikes

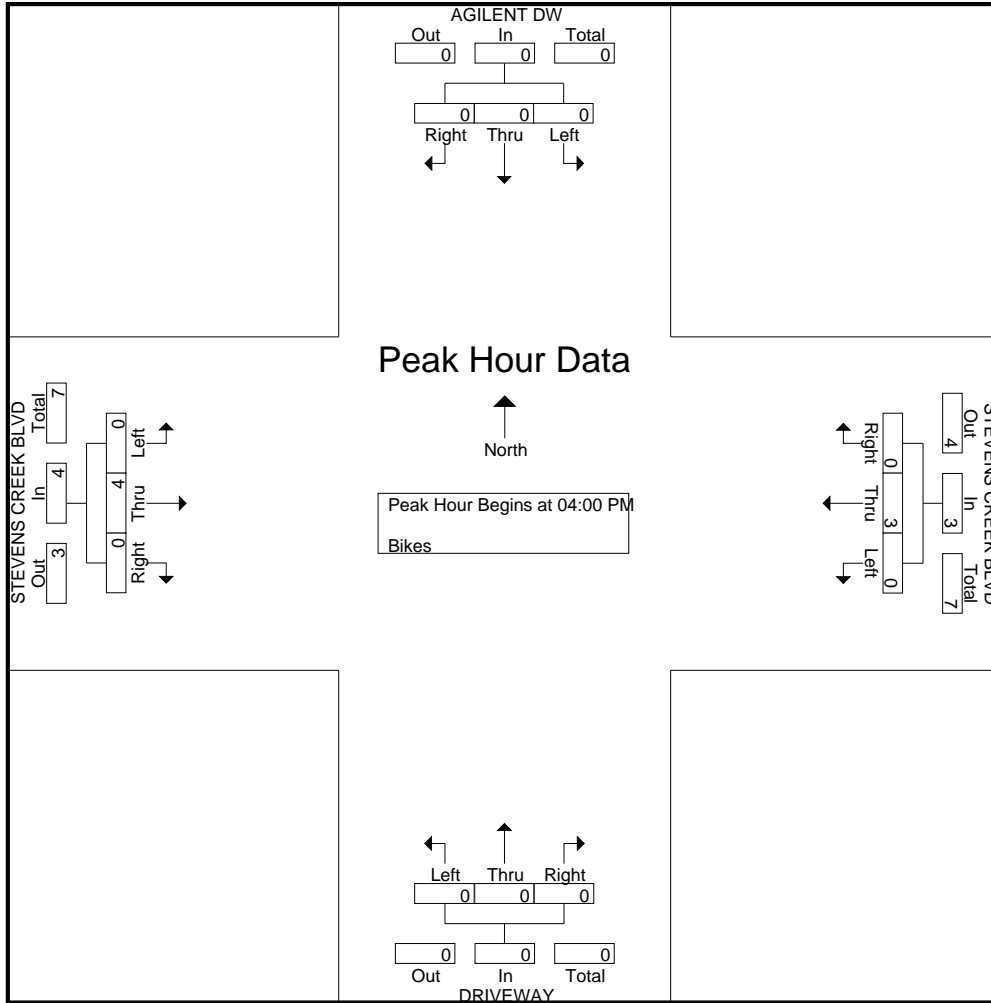
Start Time	AGILENT DW Southbound					STEVENS CREEK BLVD Westbound					DRIVEWAY Northbound					STEVENS CREEK BLVD Eastbound					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
04:00 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	1	0	0	1	3
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	2
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
Total	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	0	4	0	0	4	7
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
05:15 PM	2	0	0	0	2	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	3
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	1
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	2	0	0	0	2	0	0	0	0	0	0	0	2	0	2	0	1	0	0	1	5
06:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	1
06:15 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1
06:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
06:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	1	0	0	1	0	0	1	0	1	0	1	0	0	1	3
Grand Total	2	0	0	0	2	0	4	0	0	4	0	0	3	0	3	0	6	0	0	6	15
Apprch %	100	0	0	0		0	100	0	0		0	0	100	0		0	100	0	0		
Total %	13.3	0	0	0	13.3	0	26.7	0	0	26.7	0	0	20	0	20	0	40	0	0	40	

Start Time	AGILENT DW Southbound				STEVENS CREEK BLVD Westbound				DRIVEWAY Northbound				STEVENS CREEK BLVD Eastbound				Int. Total	
	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total		
Peak Hour Analysis From 04:00 PM to 06:45 PM - Peak 1 of 1																		
Peak Hour for Entire Intersection Begins at 04:00 PM																		
04:00 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	1
04:15 PM	0	0	0	0	0	2	0	2	0	0	0	0	0	1	0	1	3	
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2	2	
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1	
Total Volume	0	0	0	0	0	3	0	3	0	0	0	0	0	4	0	4	7	
% App. Total	0	0	0		0	100	0		0	0	0		0	100	0			
PHF	.000	.000	.000	.000	.000	.375	.000	.375	.000	.000	.000	.000	.000	.500	.000	.500	.583	

# Traffic Data Service

San Jose, CA  
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File Name : 41PM FINAL  
 Site Code : 00000041  
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# Traffic Data Service

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

File Name : 42AM FINAL  
Site Code : 00000042  
Start Date : 1/17/2018  
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Groups Printed- Lights - Buses - Trucks

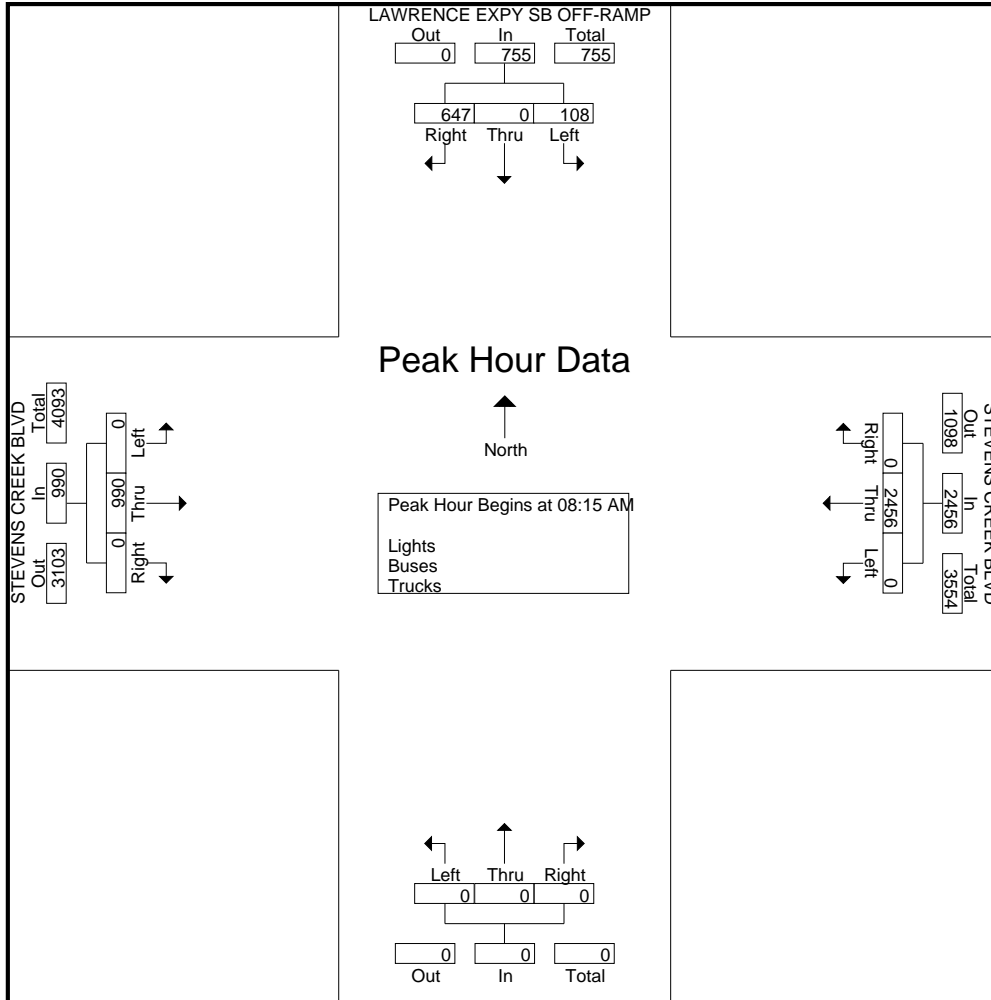
Start Time	LAWRENCE EXPY SB OFF-RAMP Southbound					STEVENS CREEK BLVD Westbound					Northbound					STEVENS CREEK BLVD Eastbound					Int. Total	
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total		
07:00 AM	99	0	12	0	111	0	410	0	0	410	0	0	0	0	0	0	46	0	0	0	46	567
07:15 AM	139	0	5	0	144	0	496	0	0	496	0	0	0	0	0	0	96	0	0	0	96	736
07:30 AM	118	0	18	0	136	0	558	0	0	558	0	0	0	0	0	0	94	0	0	0	94	788
07:45 AM	136	0	7	0	143	0	599	0	0	599	0	0	0	0	0	0	125	0	0	0	125	867
<b>Total</b>	<b>492</b>	<b>0</b>	<b>42</b>	<b>0</b>	<b>534</b>	<b>0</b>	<b>2063</b>	<b>0</b>	<b>0</b>	<b>2063</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>361</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>361</b>	<b>2958</b>
08:00 AM	166	0	20	1	187	0	604	0	0	604	0	0	0	0	0	0	185	0	0	0	185	976
08:15 AM	176	0	23	1	200	0	645	0	0	645	0	0	0	0	0	0	180	0	0	0	180	1025
08:30 AM	175	0	23	2	200	0	628	0	0	628	0	0	0	0	0	0	241	0	0	0	241	1069
08:45 AM	149	0	34	0	183	0	631	0	0	631	0	0	0	0	0	0	269	0	0	0	269	1083
<b>Total</b>	<b>666</b>	<b>0</b>	<b>100</b>	<b>4</b>	<b>770</b>	<b>0</b>	<b>2508</b>	<b>0</b>	<b>0</b>	<b>2508</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>875</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>875</b>	<b>4153</b>
09:00 AM	147	0	28	0	175	0	552	0	0	552	0	0	0	0	0	0	300	0	0	0	300	1027
09:15 AM	130	0	22	0	152	0	517	0	0	517	0	0	0	0	0	0	273	0	0	0	273	942
09:30 AM	160	0	24	0	184	0	446	0	0	446	0	0	0	0	0	0	249	0	0	0	249	879
09:45 AM	156	0	24	0	180	0	379	0	0	379	0	0	0	0	0	0	219	0	0	0	219	778
<b>Total</b>	<b>593</b>	<b>0</b>	<b>98</b>	<b>0</b>	<b>691</b>	<b>0</b>	<b>1894</b>	<b>0</b>	<b>0</b>	<b>1894</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1041</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1041</b>	<b>3626</b>
<b>Grand Total</b>	<b>1751</b>	<b>0</b>	<b>240</b>	<b>4</b>	<b>1995</b>	<b>0</b>	<b>6465</b>	<b>0</b>	<b>0</b>	<b>6465</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2277</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2277</b>	<b>10737</b>
Apprch %	87.8	0	12	0.2		0	100	0	0		0	0	0	0		0	100	0	0			
Total %	16.3	0	2.2	0	18.6	0	60.2	0	0	60.2	0	0	0	0	0	0	21.2	0	0	0	21.2	
Lights	1709	0	233	4	1946	0	6326	0	0	6326	0	0	0	0	0	0	2197	0	0	0	2197	10469
% Lights	97.6	0	97.1	100	97.5	0	97.8	0	0	97.8	0	0	0	0	0	0	96.5	0	0	0	96.5	97.5
Buses	7	0	1	0	8	0	54	0	0	54	0	0	0	0	0	0	35	0	0	0	35	97
% Buses	0.4	0	0.4	0	0.4	0	0.8	0	0	0.8	0	0	0	0	0	0	1.5	0	0	0	1.5	0.9
Trucks	35	0	6	0	41	0	85	0	0	85	0	0	0	0	0	0	45	0	0	0	45	171
% Trucks	2	0	2.5	0	2.1	0	1.3	0	0	1.3	0	0	0	0	0	0	2	0	0	0	2	1.6

Start Time	LAWRENCE EXPY SB OFF-RAMP Southbound					STEVENS CREEK BLVD Westbound					Northbound					STEVENS CREEK BLVD Eastbound					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
Peak Hour Analysis From 07:00 AM to 09:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 08:15 AM																					
08:15 AM	176	0	23		199	0	645	0		645	0	0	0		0	0	180	0		180	1024
08:30 AM	175	0	23		198	0	628	0		628	0	0	0		0	0	241	0		241	1067
08:45 AM	149	0	34		183	0	631	0		631	0	0	0		0	0	269	0		269	1083
09:00 AM	147	0	28		175	0	552	0		552	0	0	0		0	0	300	0		300	1027
Total Volume	647	0	108		755	0	2456	0		2456	0	0	0		0	0	990	0		990	4201
% App. Total	85.7	0	14.3			0	100	0			0	0	0		0	0	100	0			
PHF	.919	.000	.794		.948	.000	.952	.000		.952	.000	.000	.000		.000	.000	.825	.000		.825	.970

# Traffic Data Service

San Jose, CA  
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File Name : 42AM FINAL  
 Site Code : 00000042  
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# Traffic Data Service

San Jose, CA  
 (408) 622-4787  
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File Name : 42AM FINAL  
 Site Code : 00000042  
 Start Date : 1/17/2018  
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Groups Printed- Bikes

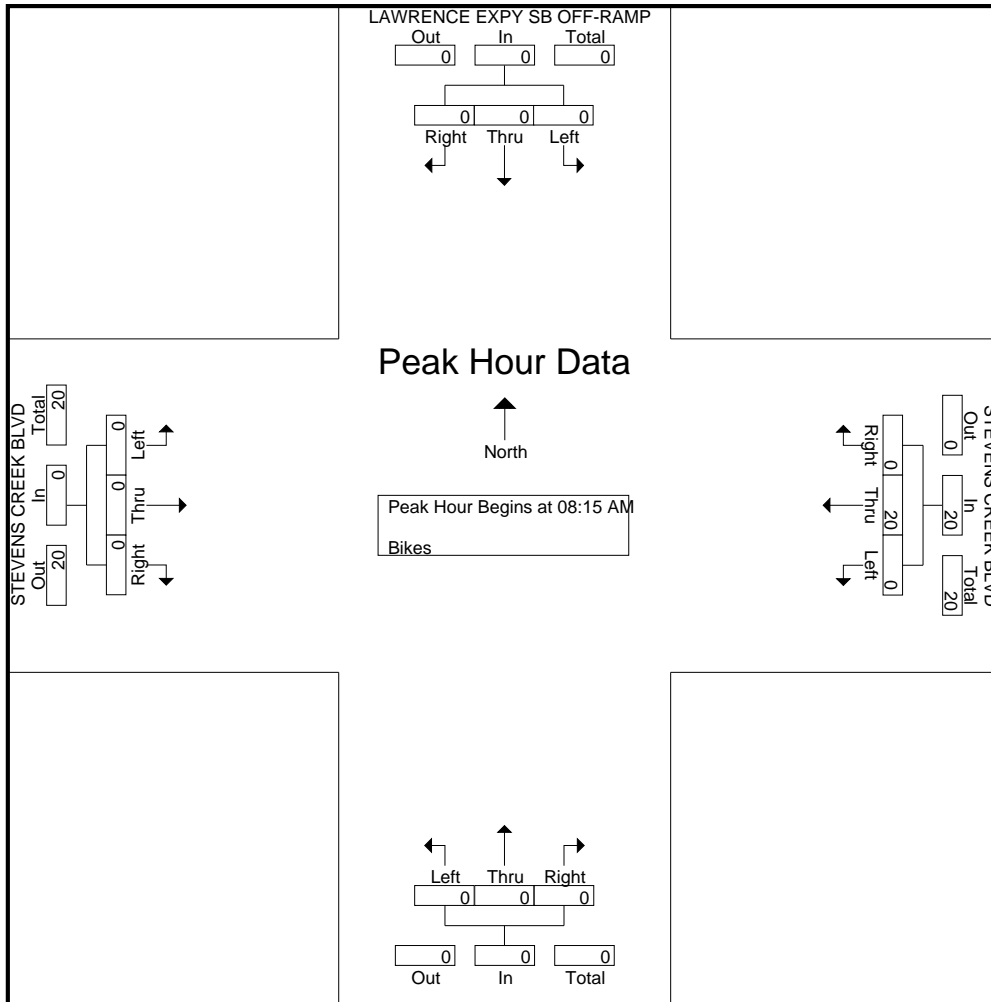
Start Time	LAWRENCE EXPY SB OFF-RAMP Southbound					STEVENS CREEK BLVD Westbound					Northbound					STEVENS CREEK BLVD Eastbound					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15 AM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	2	0	0	2	3
07:30 AM	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	0	0	0	0	0	3
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>Total</b>	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	0	2	0	0	2	6
08:00 AM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1
08:15 AM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1
08:30 AM	0	0	0	0	0	0	11	0	0	11	0	0	0	0	0	0	0	0	0	0	11
08:45 AM	0	0	0	0	0	0	5	0	0	5	0	0	0	0	0	0	0	0	0	0	5
<b>Total</b>	0	0	0	0	0	0	18	0	0	18	0	0	0	0	0	0	0	0	0	0	18
09:00 AM	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	0	0	0	0	0	3
09:15 AM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1
09:30 AM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1
09:45 AM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	2	0	0	2	3
<b>Total</b>	0	0	0	0	0	0	6	0	0	6	0	0	0	0	0	0	2	0	0	2	8
Grand Total	0	0	0	0	0	0	28	0	0	28	0	0	0	0	0	0	4	0	0	4	32
Apprch %	0	0	0	0		0	100	0	0		0	0	0	0		0	100	0	0		
Total %	0	0	0	0	0	0	87.5	0	0	87.5	0	0	0	0	0	0	12.5	0	0	12.5	

Start Time	LAWRENCE EXPY SB OFF-RAMP Southbound					STEVENS CREEK BLVD Westbound					Northbound					STEVENS CREEK BLVD Eastbound					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
Peak Hour Analysis From 07:00 AM to 09:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 08:15 AM																					
08:15 AM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1
08:30 AM	0	0	0	0	0	0	11	0	0	11	0	0	0	0	0	0	0	0	0	0	11
08:45 AM	0	0	0	0	0	0	5	0	0	5	0	0	0	0	0	0	0	0	0	0	5
09:00 AM	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	0	0	0	0	0	3
Total Volume	0	0	0	0	0	0	20	0	0	20	0	0	0	0	0	0	0	0	0	0	20
% App. Total	0	0	0	0		0	100	0	0		0	0	0	0		0	0	0	0		
PHF	.000	.000	.000	.000	.000	.000	.455	.000	.000	.455	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.455

# Traffic Data Service

San Jose, CA  
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File Name : 42AM FINAL  
Site Code : 00000042  
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File Name : 42PM FINAL  
 Site Code : 00000042  
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Groups Printed- Lights - Buses - Trucks

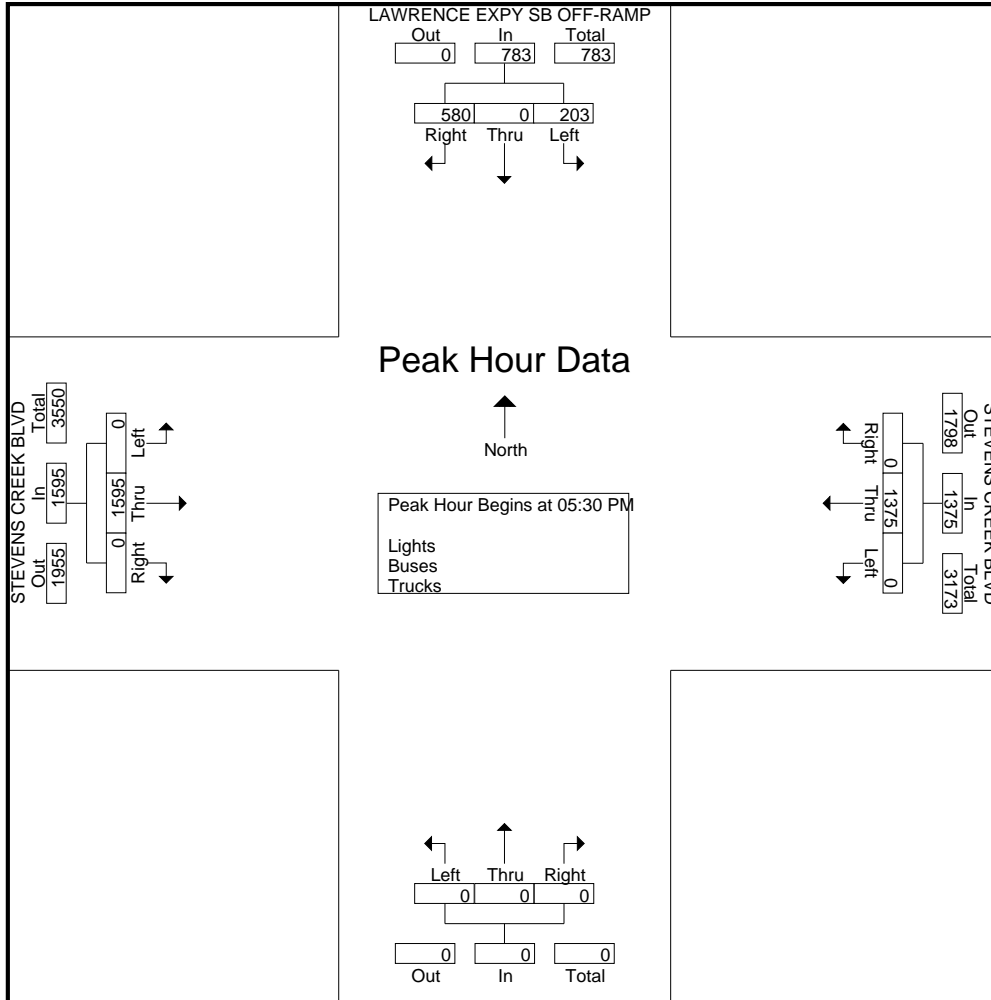
Start Time	LAWRENCE EXPY SB OFF-RAMP Southbound					STEVENS CREEK BLVD Westbound					Northbound					STEVENS CREEK BLVD Eastbound					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
04:00 PM	125	0	41	1	167	0	217	0	0	217	0	0	0	0	0	0	343	0	0	343	727
04:15 PM	133	0	45	0	178	0	263	0	0	263	0	0	0	0	0	0	326	0	0	326	767
04:30 PM	104	0	54	2	160	0	280	0	0	280	0	0	0	0	0	0	329	0	0	329	769
04:45 PM	117	0	67	0	184	0	282	0	0	282	0	0	0	0	0	0	335	0	0	335	801
Total	479	0	207	3	689	0	1042	0	0	1042	0	0	0	0	0	0	1333	0	0	1333	3064
05:00 PM	132	0	64	0	196	0	288	0	0	288	0	0	0	0	0	0	328	0	0	328	812
05:15 PM	124	0	37	0	161	0	314	0	0	314	0	0	0	0	0	0	414	0	0	414	889
05:30 PM	119	0	55	0	174	0	312	0	0	312	0	0	0	0	0	0	386	0	0	386	872
05:45 PM	143	0	52	0	195	0	376	0	0	376	0	0	0	0	0	0	421	0	0	421	992
Total	518	0	208	0	726	0	1290	0	0	1290	0	0	0	0	0	0	1549	0	0	1549	3565
06:00 PM	156	0	50	0	206	0	333	0	0	333	0	0	0	0	0	0	404	0	0	404	943
06:15 PM	162	0	46	0	208	0	354	0	0	354	0	0	0	0	0	0	384	0	0	384	946
06:30 PM	153	0	49	0	202	0	310	0	0	310	0	0	0	0	0	0	356	0	0	356	868
06:45 PM	133	0	46	0	179	0	342	0	0	342	0	0	0	0	0	0	326	0	0	326	847
Total	604	0	191	0	795	0	1339	0	0	1339	0	0	0	0	0	0	1470	0	0	1470	3604
Grand Total	1601	0	606	3	2210	0	3671	0	0	3671	0	0	0	0	0	0	4352	0	0	4352	10233
Apprch %	72.4	0	27.4	0.1		0	100	0	0		0	0	0	0		0	100	0	0		
Total %	15.6	0	5.9	0	21.6	0	35.9	0	0	35.9	0	0	0	0	0	0	42.5	0	0	42.5	
Lights	1590	0	603	3	2196	0	3615	0	0	3615	0	0	0	0	0	0	4300	0	0	4300	10111
% Lights	99.3	0	99.5	100	99.4	0	98.5	0	0	98.5	0	0	0	0	0	0	98.8	0	0	98.8	98.8
Buses	5	0	0	0	5	0	35	0	0	35	0	0	0	0	0	0	32	0	0	32	72
% Buses	0.3	0	0	0	0.2	0	1	0	0	1	0	0	0	0	0	0	0.7	0	0	0.7	0.7
Trucks	6	0	3	0	9	0	21	0	0	21	0	0	0	0	0	0	20	0	0	20	50
% Trucks	0.4	0	0.5	0	0.4	0	0.6	0	0	0.6	0	0	0	0	0	0	0.5	0	0	0.5	0.5

Start Time	LAWRENCE EXPY SB OFF-RAMP Southbound				STEVENS CREEK BLVD Westbound				Northbound				STEVENS CREEK BLVD Eastbound				Int. Total	
	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total		
Peak Hour Analysis From 04:00 PM to 06:45 PM - Peak 1 of 1																		
Peak Hour for Entire Intersection Begins at 05:30 PM																		
05:30 PM	119	0	55	174	0	312	0	312	0	0	0	0	0	0	386	0	386	872
05:45 PM	143	0	52	195	0	376	0	376	0	0	0	0	0	0	421	0	421	992
06:00 PM	156	0	50	206	0	333	0	333	0	0	0	0	0	0	404	0	404	943
06:15 PM	162	0	46	208	0	354	0	354	0	0	0	0	0	0	384	0	384	946
Total Volume	580	0	203	783	0	1375	0	1375	0	0	0	0	0	0	1595	0	1595	3753
% App. Total	74.1	0	25.9		0	100	0		0	0	0		0	100	0			
PHF	.895	.000	.923	.941	.000	.914	.000	.914	.000	.000	.000	.000	.000	.947	.000	.947	.946	

# Traffic Data Service

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

File Name : 42PM FINAL  
 Site Code : 00000042  
 Start Date : 1/17/2018  
 Page No : 2



# Traffic Data Service

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

File Name : 42PM FINAL  
Site Code : 00000042  
Start Date : 1/17/2018  
Page No : 1

Groups Printed- Bikes

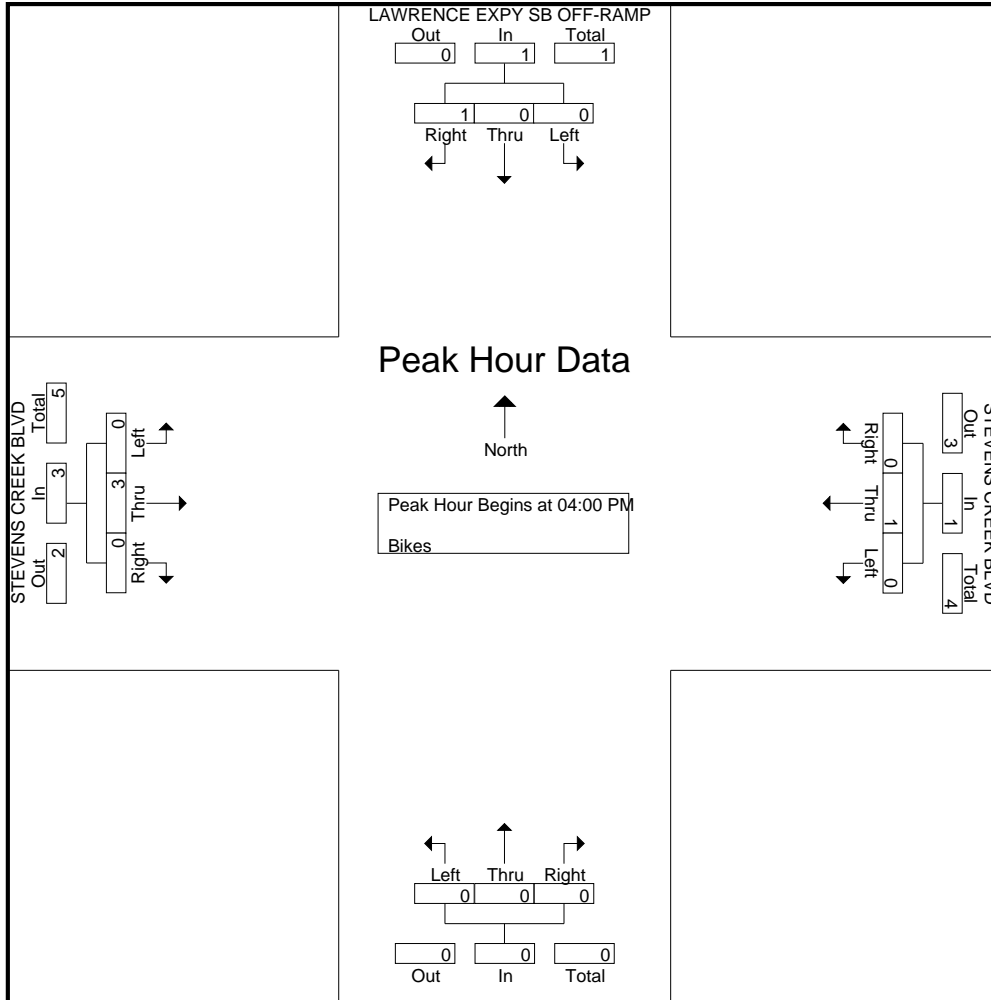
Start Time	LAWRENCE EXPY SB OFF-RAMP Southbound					STEVENS CREEK BLVD Westbound					Northbound					STEVENS CREEK BLVD Eastbound					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
04:00 PM	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	2
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	2	0	0	2	3
<b>Total</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>5</b>
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>Total</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>
06:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:15 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1
06:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>Total</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>
<b>Grand Total</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>7</b>
Apprch %	100	0	0	0		0	100	0	0		0	0	0	0		0	100	0	0		
Total %	14.3	0	0	0	14.3	0	42.9	0	0	42.9	0	0	0	0	0	0	42.9	0	0	42.9	

Start Time	LAWRENCE EXPY SB OFF-RAMP Southbound					STEVENS CREEK BLVD Westbound					Northbound					STEVENS CREEK BLVD Eastbound					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
Peak Hour Analysis From 04:00 PM to 06:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 04:00 PM																					
04:00 PM	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	2
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	2	0	0	2	3
<b>Total Volume</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>5</b>
% App. Total	100	0	0	0		0	100	0	0		0	0	0	0		0	100	0	0		
PHF	.250	.000	.000	.000	.250	.000	.250	.000	.000	.250	.000	.000	.000	.000	.000	.000	.375	.000	.000	.375	.417

# Traffic Data Service

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

File Name : 42PM FINAL  
 Site Code : 00000042  
 Start Date : 1/17/2018  
 Page No : 2



# Traffic Data Service

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

File Name : 43AAM FINAL  
 Site Code : 0000043A  
 Start Date : 1/17/2018  
 Page No : 1

## Groups Printed- Lights - Buses - Trucks

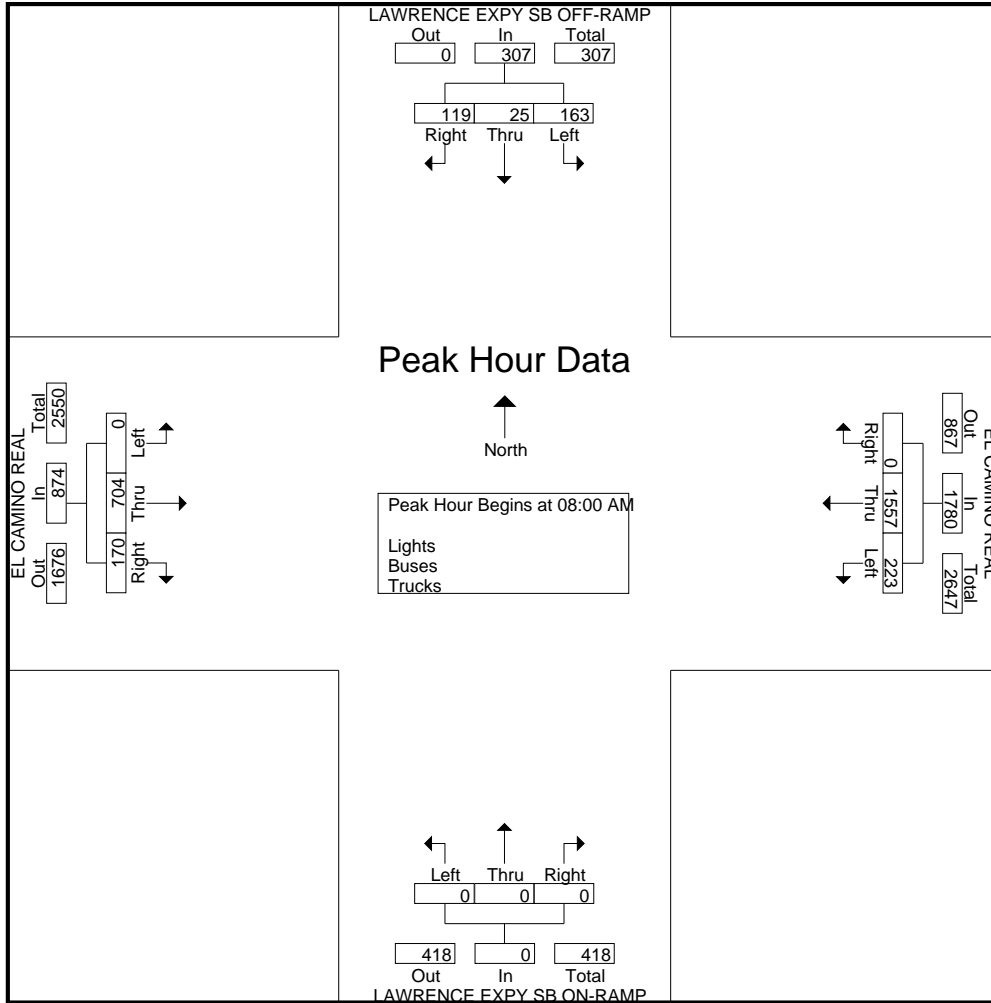
Start Time	LAWRENCE EXPY SB OFF-RAMP Southbound					EL CAMINO REAL Westbound					LAWRENCE EXPY SB ON-RAMP Northbound					EL CAMINO REAL Eastbound					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
07:00 AM	19	5	13	2	39	0	211	26	0	237	0	0	0	0	0	25	71	0	0	96	372
07:15 AM	36	10	27	2	75	0	266	45	0	311	0	0	0	0	0	33	84	0	0	117	503
07:30 AM	38	14	33	4	89	0	346	45	0	391	0	0	0	3	3	31	146	0	0	177	660
07:45 AM	38	10	23	6	77	0	406	47	0	453	0	0	0	0	0	32	202	0	0	234	764
Total	131	39	96	14	280	0	1229	163	0	1392	0	0	0	3	3	121	503	0	0	624	2299
08:00 AM	27	7	36	7	77	0	355	46	0	401	0	0	0	4	4	40	175	0	1	216	698
08:15 AM	28	6	46	3	83	0	375	68	0	443	0	0	0	2	2	55	162	0	0	217	745
08:30 AM	26	9	36	5	76	0	405	59	0	464	0	0	0	3	3	42	174	0	1	217	760
08:45 AM	38	3	45	1	87	0	422	50	0	472	0	0	0	1	1	33	193	0	0	226	786
Total	119	25	163	16	323	0	1557	223	0	1780	0	0	0	10	10	170	704	0	2	876	2989
09:00 AM	29	0	37	5	71	0	346	58	0	404	0	0	0	15	15	26	167	0	5	198	688
09:15 AM	24	6	33	5	68	0	312	49	0	361	0	0	0	2	2	42	171	0	2	215	646
09:30 AM	29	4	41	8	82	0	325	35	0	360	0	0	0	2	2	32	179	0	1	212	656
09:45 AM	36	7	36	5	84	0	293	39	0	332	0	0	0	1	1	35	173	0	6	214	631
Total	118	17	147	23	305	0	1276	181	0	1457	0	0	0	20	20	135	690	0	14	839	2621
Grand Total	368	81	406	53	908	0	4062	567	0	4629	0	0	0	33	33	426	1897	0	16	2339	7909
Apprch %	40.5	8.9	44.7	5.8		0	87.8	12.2	0		0	0	0	100		18.2	81.1	0	0.7		
Total %	4.7	1	5.1	0.7	11.5	0	51.4	7.2	0	58.5	0	0	0	0.4	0.4	5.4	24	0	0.2	29.6	
Lights	353	81	395	53	882	0	3972	546	0	4518	0	0	0	33	33	412	1835	0	16	2263	7696
% Lights	95.9	100	97.3	100	97.1	0	97.8	96.3	0	97.6	0	0	0	100	100	96.7	96.7	0	100	96.8	97.3
Buses	5	0	3	0	8	0	49	5	0	54	0	0	0	0	0	2	33	0	0	35	97
% Buses	1.4	0	0.7	0	0.9	0	1.2	0.9	0	1.2	0	0	0	0	0	0.5	1.7	0	0	1.5	1.2
Trucks	10	0	8	0	18	0	41	16	0	57	0	0	0	0	0	12	29	0	0	41	116
% Trucks	2.7	0	2	0	2	0	1	2.8	0	1.2	0	0	0	0	0	2.8	1.5	0	0	1.8	1.5

Start Time	LAWRENCE EXPY SB OFF-RAMP Southbound				EL CAMINO REAL Westbound				LAWRENCE EXPY SB ON-RAMP Northbound				EL CAMINO REAL Eastbound				Int. Total	
	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total		
Peak Hour Analysis From 07:00 AM to 09:45 AM - Peak 1 of 1																		
Peak Hour for Entire Intersection Begins at 08:00 AM																		
08:00 AM	27	7	36	70	0	355	46	401	0	0	0	0	0	40	175	0	215	686
08:15 AM	28	6	46	80	0	375	68	443	0	0	0	0	0	55	162	0	217	740
08:30 AM	26	9	36	71	0	405	59	464	0	0	0	0	0	42	174	0	216	751
08:45 AM	38	3	45	86	0	422	50	472	0	0	0	0	0	33	193	0	226	784
Total Volume	119	25	163	307	0	1557	223	1780	0	0	0	0	0	170	704	0	874	2961
% App. Total	38.8	8.1	53.1		0	87.5	12.5		0	0	0			19.5	80.5	0		
PHF	.783	.694	.886	.892	.000	.922	.820	.943	.000	.000	.000	.000	.000	.773	.912	.000	.967	.944

# Traffic Data Service

San Jose, CA  
 (408) 622-4787  
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File Name : 43AAM FINAL  
 Site Code : 0000043A  
 Start Date : 1/17/2018  
 Page No : 2



# Traffic Data Service

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

File Name : 43AAM FINAL  
 Site Code : 0000043A  
 Start Date : 1/17/2018  
 Page No : 1

Groups Printed- Bikes

Start Time	LAWRENCE EXPY SB OFF-RAMP Southbound					EL CAMINO REAL Westbound					LAWRENCE EXPY SB ON-RAMP Northbound					EL CAMINO REAL Eastbound					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1
07:45 AM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	1	0	0	0	1
Total	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	3	0	0	0	3
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1
08:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1
08:45 AM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	2	0	0	0	2
Total	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	4	0	0	0	4
09:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	3
09:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	2
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5	0	0	0	5
Grand Total	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	12	0	0	0	12
Apprch %	0	0	0	0		0	100	0	0		0	0	0	0		0	100	0	0		
Total %	0	0	0	0	0	0	14.3	0	0	14.3	0	0	0	0	0	0	85.7	0	0	85.7	

Start Time	LAWRENCE EXPY SB OFF-RAMP Southbound					EL CAMINO REAL Westbound					LAWRENCE EXPY SB ON-RAMP Northbound					EL CAMINO REAL Eastbound					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
08:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1
08:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1
08:45 AM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	2	0	0	0	2
09:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	3
Total Volume	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	7	0	0	0	7
% App. Total	0	0	0	0		0	100	0	0		0	0	0	0		0	100	0	0		
PHF	.000	.000	.000	.000		.000	.250	.000	.250		.000	.000	.000	.000		.000	.583	.000	.583		.667

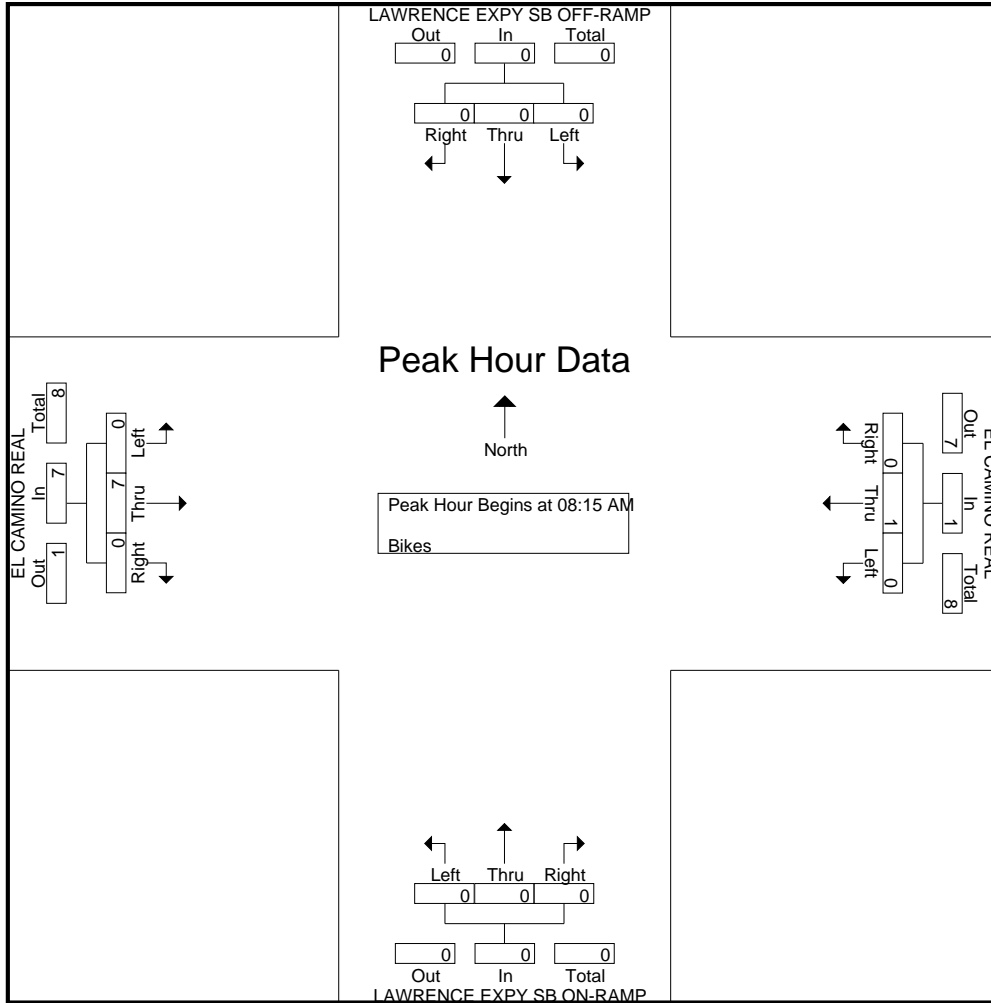
Peak Hour Analysis From 07:00 AM to 09:45 AM - Peak 1 of 1

Peak Hour for Entire Intersection Begins at 08:15 AM

# Traffic Data Service

San Jose, CA  
 (408) 622-4787  
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File Name : 43AAM FINAL  
 Site Code : 0000043A  
 Start Date : 1/17/2018  
 Page No : 2





# Traffic Data Service

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

File Name : 43APM FINAL  
Site Code : 0000043A  
Start Date : 1/17/2018  
Page No : 1

Groups Printed- Lights - Buses - Trucks

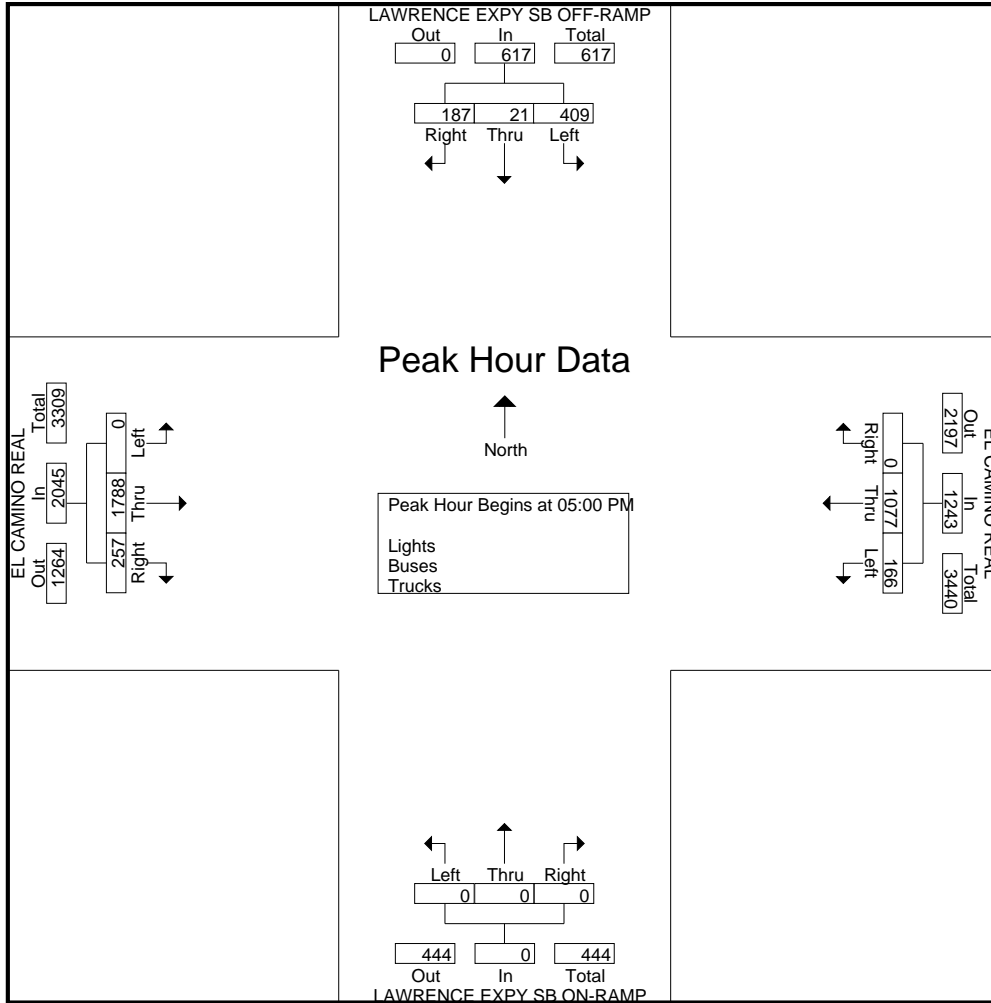
Start Time	LAWRENCE EXPY SB OFF-RAMP Southbound					EL CAMINO REAL Westbound					LAWRENCE EXPY SB ON-RAMP Northbound					EL CAMINO REAL Eastbound					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
04:00 PM	43	1	74	6	124	0	227	34	0	261	0	0	0	6	6	86	280	0	4	370	761
04:15 PM	52	9	72	8	141	0	252	42	0	294	0	0	0	1	1	72	340	0	3	415	851
04:30 PM	50	5	95	8	158	0	231	48	0	279	0	0	0	2	2	74	355	0	0	429	868
04:45 PM	63	5	94	2	164	0	246	47	0	293	0	0	0	4	4	62	342	0	1	405	866
<b>Total</b>	<b>208</b>	<b>20</b>	<b>335</b>	<b>24</b>	<b>587</b>	<b>0</b>	<b>956</b>	<b>171</b>	<b>0</b>	<b>1127</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>13</b>	<b>294</b>	<b>1317</b>	<b>0</b>	<b>8</b>	<b>1619</b>	<b>3346</b>
05:00 PM	57	7	93	7	164	0	256	49	0	305	0	0	0	0	0	72	425	0	2	499	968
05:15 PM	34	5	97	4	140	0	265	36	0	301	0	0	0	7	7	73	443	0	1	517	965
05:30 PM	44	5	114	4	167	0	267	36	0	303	0	0	0	1	1	59	465	0	1	525	996
05:45 PM	52	4	105	4	165	0	289	45	0	334	0	0	0	1	1	53	455	0	0	508	1008
<b>Total</b>	<b>187</b>	<b>21</b>	<b>409</b>	<b>19</b>	<b>636</b>	<b>0</b>	<b>1077</b>	<b>166</b>	<b>0</b>	<b>1243</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>9</b>	<b>257</b>	<b>1788</b>	<b>0</b>	<b>4</b>	<b>2049</b>	<b>3937</b>
06:00 PM	52	2	94	1	149	0	273	46	1	320	0	0	0	2	2	78	397	0	3	478	949
06:15 PM	57	3	99	3	162	0	245	42	2	289	0	0	0	8	8	89	349	0	0	438	897
06:30 PM	60	4	79	3	146	0	247	45	0	292	0	0	0	3	3	91	378	0	1	470	911
06:45 PM	73	6	96	4	179	0	243	46	0	289	0	0	0	5	5	114	323	0	0	437	910
<b>Total</b>	<b>242</b>	<b>15</b>	<b>368</b>	<b>11</b>	<b>636</b>	<b>0</b>	<b>1008</b>	<b>179</b>	<b>3</b>	<b>1190</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>18</b>	<b>18</b>	<b>372</b>	<b>1447</b>	<b>0</b>	<b>4</b>	<b>1823</b>	<b>3667</b>
Grand Total	637	56	1112	54	1859	0	3041	516	3	3560	0	0	0	40	40	923	4552	0	16	5491	10950
Apprch %	34.3	3	59.8	2.9		0	85.4	14.5	0.1		0	0	0	100		16.8	82.9	0	0.3		
Total %	5.8	0.5	10.2	0.5	17	0	27.8	4.7	0	32.5	0	0	0	0.4	0.4	8.4	41.6	0	0.1	50.1	
Lights	633	53	1100	54	1840	0	3002	512	2	3516	0	0	0	40	40	920	4490	0	16	5426	10822
% Lights	99.4	94.6	98.9	100	99	0	98.7	99.2	66.7	98.8	0	0	0	100	100	99.7	98.6	0	100	98.8	98.8
Buses	0	2	6	0	8	0	27	3	0	30	0	0	0	0	0	0	30	0	0	30	68
% Buses	0	3.6	0.5	0	0.4	0	0.9	0.6	0	0.8	0	0	0	0	0	0	0.7	0	0	0.5	0.6
Trucks	4	1	6	0	11	0	12	1	1	14	0	0	0	0	0	3	32	0	0	35	60
% Trucks	0.6	1.8	0.5	0	0.6	0	0.4	0.2	33.3	0.4	0	0	0	0	0	0.3	0.7	0	0	0.6	0.5

Start Time	LAWRENCE EXPY SB OFF-RAMP Southbound				EL CAMINO REAL Westbound				LAWRENCE EXPY SB ON-RAMP Northbound				EL CAMINO REAL Eastbound				Int. Total
	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	
Peak Hour Analysis From 04:00 PM to 06:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 05:00 PM																	
05:00 PM	57	7	93	157	0	256	49	305	0	0	0	0	72	425	0	497	959
05:15 PM	34	5	97	136	0	265	36	301	0	0	0	0	73	443	0	516	953
05:30 PM	44	5	114	163	0	267	36	303	0	0	0	0	59	465	0	524	990
05:45 PM	52	4	105	161	0	289	45	334	0	0	0	0	53	455	0	508	1003
Total Volume	187	21	409	617	0	1077	166	1243	0	0	0	0	257	1788	0	2045	3905
% App. Total	30.3	3.4	66.3		0	86.6	13.4		0	0	0	0	12.6	87.4	0		
PHF	.820	.750	.897	.946	.000	.932	.847	.930	.000	.000	.000	.000	.880	.961	.000	.976	.973

# Traffic Data Service

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

File Name : 43APM FINAL  
 Site Code : 0000043A  
 Start Date : 1/17/2018  
 Page No : 2



# Traffic Data Service

San Jose, CA  
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 tdsbay@cs.com

File Name : 43APM FINAL  
 Site Code : 0000043A  
 Start Date : 1/17/2018  
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Groups Printed- Bikes

Start Time	LAWRENCE EXPY SB OFF-RAMP Southbound					EL CAMINO REAL Westbound					LAWRENCE EXPY SB ON-RAMP Northbound					EL CAMINO REAL Eastbound					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
04:15 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	2
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	1	0	0	1	2
Total	0	0	0	0	0	0	1	1	0	2	0	0	0	0	0	0	3	0	0	3	5
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1
05:45 PM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Total	0	1	0	0	1	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	2
06:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:45 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1
Total	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1
Grand Total	0	1	0	0	1	0	3	1	0	4	0	0	0	0	0	0	3	0	0	3	8
Apprch %	0	100	0	0		0	75	25	0		0	0	0	0		0	100	0	0		
Total %	0	12.5	0	0	12.5	0	37.5	12.5	0	50	0	0	0	0	0	0	37.5	0	0	37.5	

Start Time	LAWRENCE EXPY SB OFF-RAMP Southbound					EL CAMINO REAL Westbound					LAWRENCE EXPY SB ON-RAMP Northbound					EL CAMINO REAL Eastbound					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
04:15 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	2
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	1	0	0	1	2
Total Volume	0	0	0	0	0	0	1	1	0	2	0	0	0	0	0	0	3	0	0	3	5
% App. Total	0	0	0	0		0	50	50	0		0	0	0	0		0	100	0	0		
PHF	.000	.000	.000	.000		.000	.250	.250	.500		.000	.000	.000	.000		.000	.750	.000	.750		.625

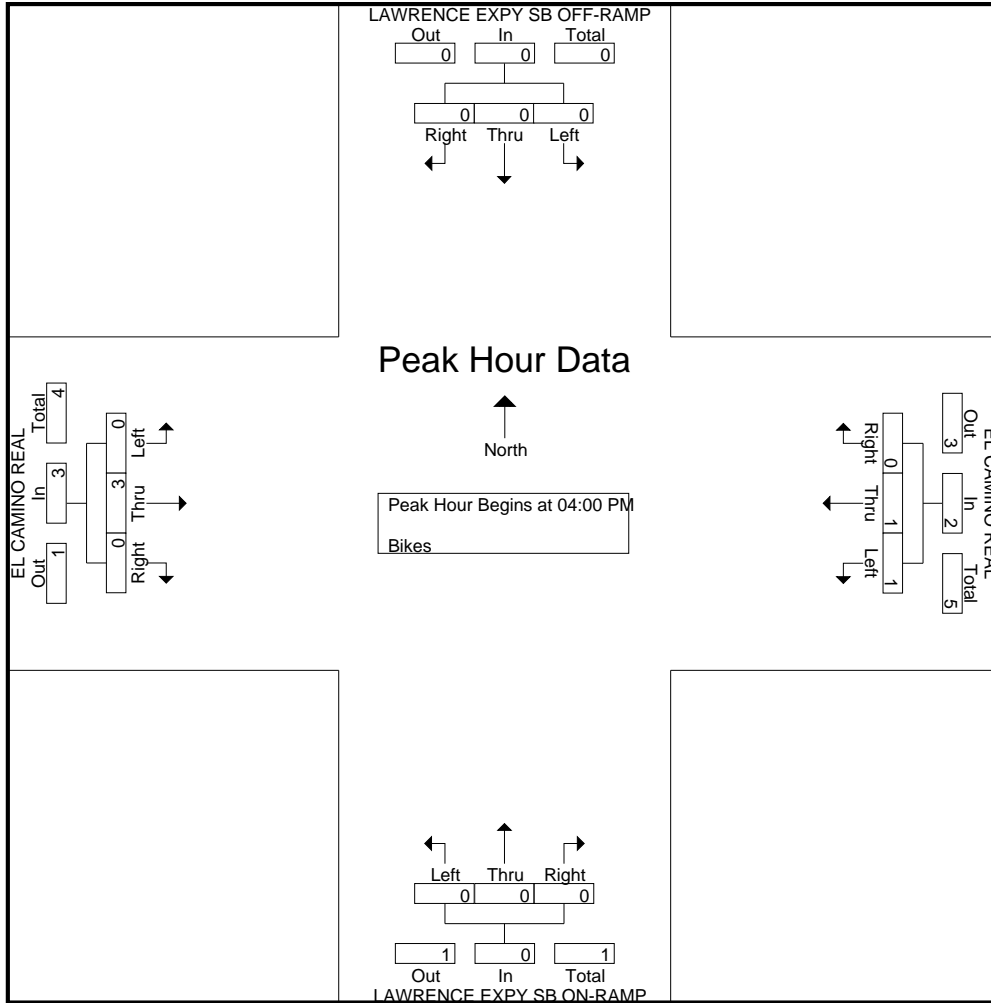
Peak Hour Analysis From 04:00 PM to 06:45 PM - Peak 1 of 1

Peak Hour for Entire Intersection Begins at 04:00 PM

# Traffic Data Service

San Jose, CA  
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File Name : 43APM FINAL  
 Site Code : 0000043A  
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# Traffic Data Service

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File Name : 43BAM FINAL  
Site Code : 0000043B  
Start Date : 1/17/2018  
Page No : 1

## Groups Printed- Lights - Buses - Trucks

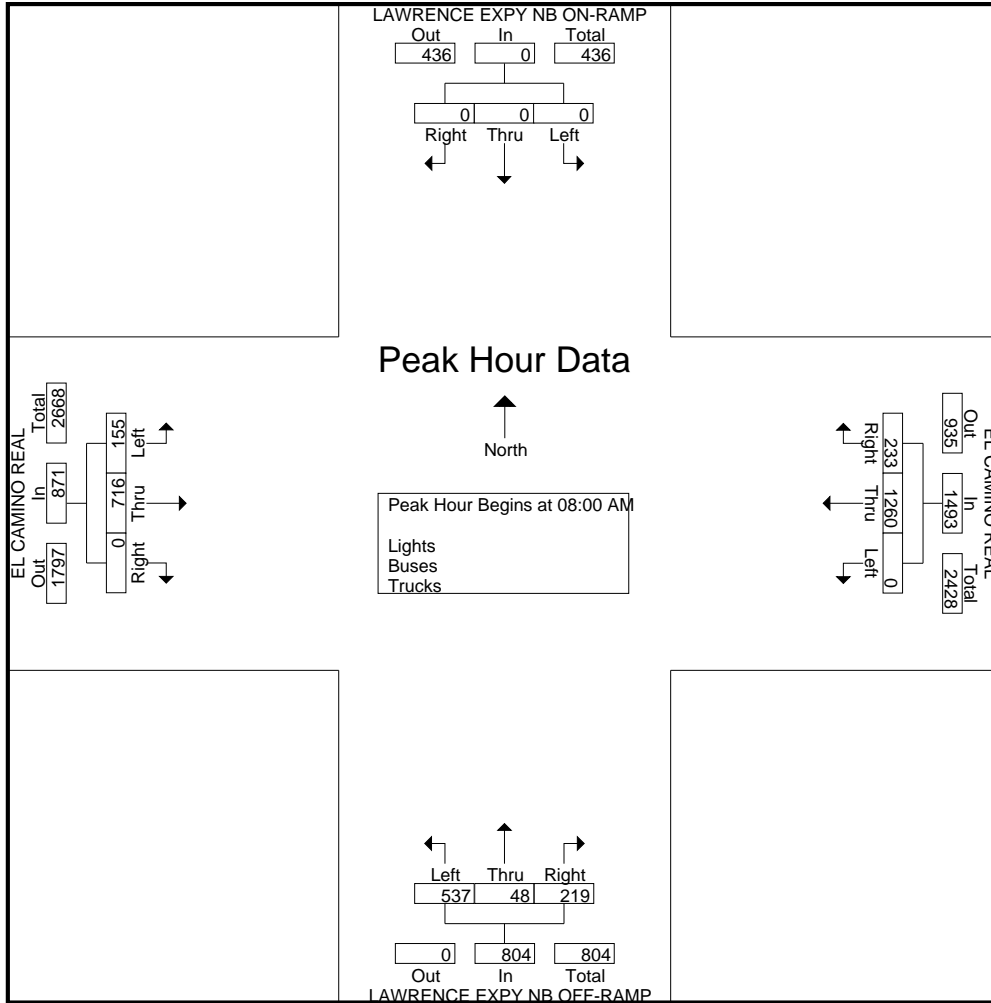
Start Time	LAWRENCE EXPY NB ON-RAMP Southbound					EL CAMINO REAL Westbound					LAWRENCE EXPY NB OFF-RAMP Northbound					EL CAMINO REAL Eastbound					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
07:00 AM	0	0	0	3	3	36	181	0	1	218	6	16	62	1	85	0	57	29	0	86	392
07:15 AM	0	0	0	3	3	49	254	0	1	304	12	5	58	0	75	0	81	35	0	116	498
07:30 AM	0	0	0	2	2	56	311	0	1	368	25	7	90	3	125	0	121	56	0	177	672
07:45 AM	0	0	0	3	3	52	375	0	3	430	29	8	102	0	139	0	157	78	0	235	807
Total	0	0	0	11	11	193	1121	0	6	1320	72	36	312	4	424	0	416	198	0	614	2369
08:00 AM	0	0	0	4	4	50	287	0	0	337	36	12	123	4	175	0	169	44	0	213	729
08:15 AM	0	0	0	6	6	67	333	0	1	401	50	8	129	1	188	0	172	31	1	204	799
08:30 AM	0	0	0	2	2	68	325	0	3	396	60	18	139	3	220	0	173	43	0	216	834
08:45 AM	0	0	0	0	0	48	315	0	0	363	73	10	146	1	230	0	202	37	0	239	832
Total	0	0	0	12	12	233	1260	0	4	1497	219	48	537	9	813	0	716	155	1	872	3194
09:00 AM	0	0	0	6	6	48	246	0	1	295	39	21	130	8	198	0	173	35	0	208	707
09:15 AM	0	0	0	5	5	65	218	0	0	283	51	21	121	1	194	0	158	33	0	191	673
09:30 AM	0	0	0	8	8	47	214	0	0	261	35	27	121	1	184	0	171	52	0	223	676
09:45 AM	0	0	0	6	6	67	201	0	1	269	37	15	105	3	160	0	179	40	0	219	654
Total	0	0	0	25	25	227	879	0	2	1108	162	84	477	13	736	0	681	160	0	841	2710
Grand Total	0	0	0	48	48	653	3260	0	12	3925	453	168	1326	26	1973	0	1813	513	1	2327	8273
Apprch %	0	0	0	100		16.6	83.1	0	0.3		23	8.5	67.2	1.3		0	77.9	22	0		
Total %	0	0	0	0.6	0.6	7.9	39.4	0	0.1	47.4	5.5	2	16	0.3	23.8	0	21.9	6.2	0	28.1	
Lights	0	0	0	48	48	637	3169	0	12	3818	445	167	1308	26	1946	0	1750	504	0	2254	8066
% Lights	0	0	0	100	100	97.5	97.2	0	100	97.3	98.2	99.4	98.6	100	98.6	0	96.5	98.2	0	96.9	97.5
Buses	0	0	0	0	0	13	49	0	0	62	1	0	5	0	6	0	36	0	0	36	104
% Buses	0	0	0	0	0	2	1.5	0	0	1.6	0.2	0	0.4	0	0.3	0	2	0	0	1.5	1.3
Trucks	0	0	0	0	0	3	42	0	0	45	7	1	13	0	21	0	27	9	1	37	103
% Trucks	0	0	0	0	0	0.5	1.3	0	0	1.1	1.5	0.6	1	0	1.1	0	1.5	1.8	100	1.6	1.2

Start Time	LAWRENCE EXPY NB ON-RAMP Southbound				EL CAMINO REAL Westbound				LAWRENCE EXPY NB OFF-RAMP Northbound				EL CAMINO REAL Eastbound				Int. Total
	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	
Peak Hour Analysis From 07:00 AM to 09:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 08:00 AM																	
08:00 AM	0	0	0	0	50	287	0	337	36	12	123	171	0	169	<b>44</b>	213	721
08:15 AM	0	0	0	0	67	<b>333</b>	0	<b>400</b>	50	8	129	187	0	172	31	203	790
08:30 AM	0	0	0	0	<b>68</b>	325	0	393	60	<b>18</b>	139	217	0	173	43	216	826
08:45 AM	0	0	0	0	48	315	0	363	<b>73</b>	10	<b>146</b>	<b>229</b>	0	<b>202</b>	37	<b>239</b>	<b>831</b>
Total Volume	0	0	0	0	233	1260	0	1493	219	48	537	804	0	716	155	871	3168
% App. Total	0	0	0	0	15.6	84.4	0		27.2	6	66.8		0	82.2	17.8		
PHF	.000	.000	.000	.000	.857	.946	.000	.933	.750	.667	.920	.878	.000	.886	.881	.911	.953

# Traffic Data Service

San Jose, CA  
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File Name : 43BAM FINAL  
 Site Code : 0000043B  
 Start Date : 1/17/2018  
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# Traffic Data Service

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File Name : 43BAM FINAL  
 Site Code : 0000043B  
 Start Date : 1/17/2018  
 Page No : 1

Groups Printed- Bikes

Start Time	LAWRENCE EXPY NB ON-RAMP Southbound					EL CAMINO REAL Westbound					LAWRENCE EXPY NB OFF-RAMP Northbound					EL CAMINO REAL Eastbound					Int. Total					
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total						
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	2
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1
07:45 AM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	2
Total	0	0	0	0	0	0	1	0	0	1	0	2	0	0	2	0	2	0	0	2	0	0	0	0	0	5
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1
08:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:45 AM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	1	0	0	1	0	0	0	0	0	2
Total	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	2	0	0	2	0	0	0	0	0	3
09:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	3
09:15 AM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
09:30 AM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1
09:45 AM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	2	0	0	2	0	0	0	0	0	3
Total	0	0	0	0	0	0	1	0	0	1	0	2	0	0	2	0	5	0	0	5	0	0	0	0	0	8
Grand Total	0	0	0	0	0	0	2	0	0	2	0	5	0	0	5	0	9	0	0	9	0	0	0	0	0	16
Apprch %	0	0	0	0		0	100	0	0		0	100	0	0		0	100	0	0		0	0	0	0	0	
Total %	0	0	0	0	0	0	12.5	0	0	12.5	0	31.2	0	0	31.2	0	56.2	0	0	56.2	0	0	0	0	0	

Start Time	LAWRENCE EXPY NB ON-RAMP Southbound					EL CAMINO REAL Westbound					LAWRENCE EXPY NB OFF-RAMP Northbound					EL CAMINO REAL Eastbound					Int. Total					
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total						
09:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	3
09:15 AM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
09:30 AM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1
09:45 AM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	2	0	0	2	0	0	0	0	0	3
Total Volume	0	0	0	0	0	0	1	0	0	1	0	2	0	0	2	0	5	0	0	5	0	0	0	0	0	8
% App. Total	0	0	0	0		0	100	0	0		0	100	0	0		0	100	0	0		0	0	0	0	0	
PHF	.000	.000	.000	.000		.000	.250	.000	.250		.000	.500	.000	.500		.000	.417	.000	.417		.000	.000	.000	.000	.000	.667

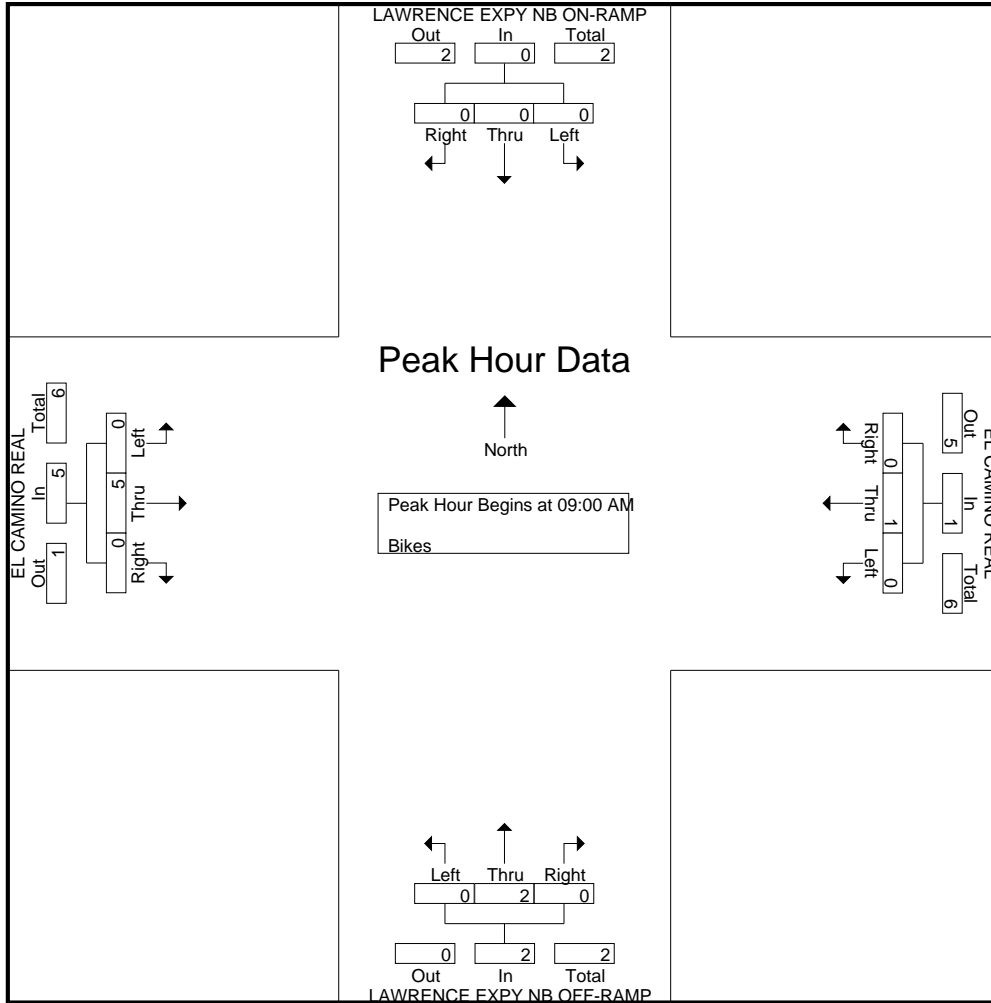
Peak Hour Analysis From 07:00 AM to 09:45 AM - Peak 1 of 1

Peak Hour for Entire Intersection Begins at 09:00 AM

# Traffic Data Service

San Jose, CA  
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 tdsbay@cs.com

File Name : 43BAM FINAL  
 Site Code : 0000043B  
 Start Date : 1/17/2018  
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# Traffic Data Service

San Jose, CA  
(408) 622-4787  
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File Name : 43BPM FINAL  
Site Code : 0000043B  
Start Date : 1/17/2018  
Page No : 1

## Groups Printed- Lights - Buses - Trucks

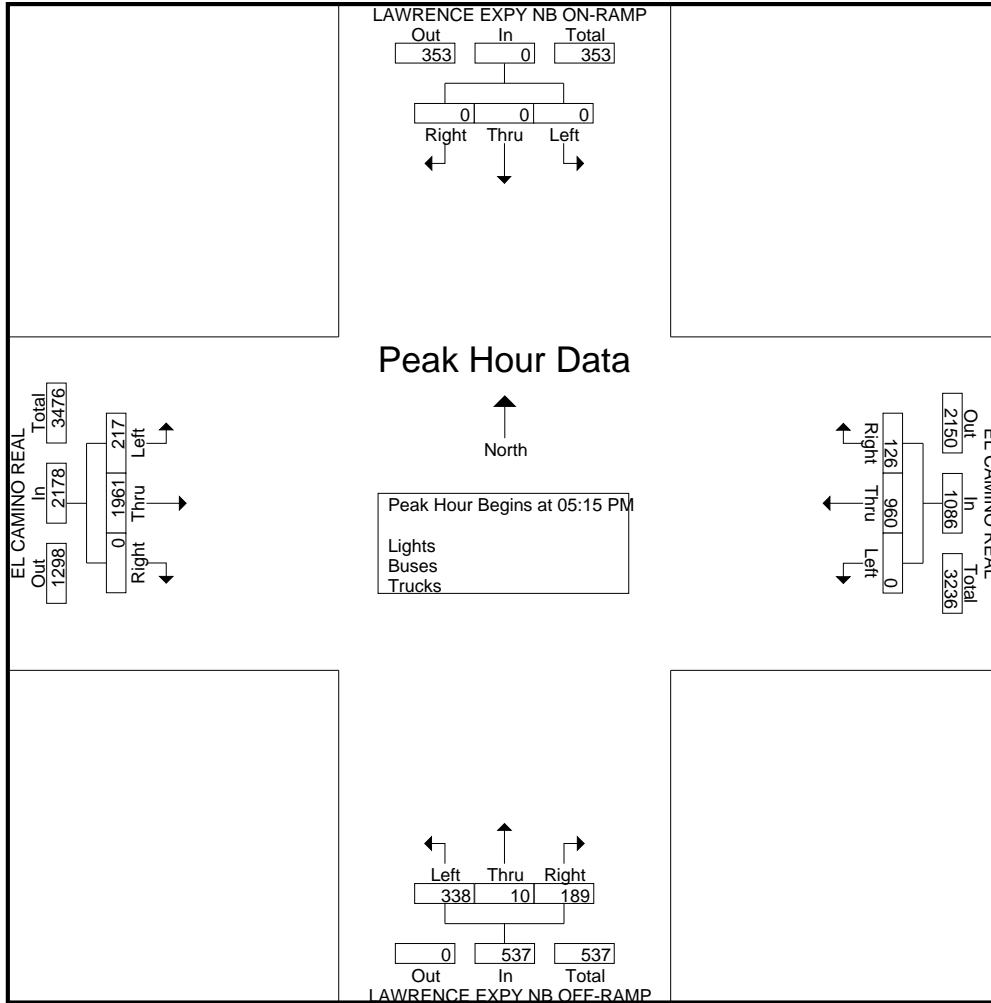
Start Time	LAWRENCE EXPY NB ON-RAMP Southbound					EL CAMINO REAL Westbound					LAWRENCE EXPY NB OFF-RAMP Northbound					EL CAMINO REAL Eastbound					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
04:00 PM	0	0	0	5	5	28	195	0	0	223	43	3	61	6	113	0	324	46	0	370	711
04:15 PM	0	0	0	11	11	40	215	0	1	256	54	2	83	1	140	0	371	42	0	413	820
04:30 PM	0	0	0	8	8	43	195	0	1	239	52	4	76	3	135	0	403	57	0	460	842
04:45 PM	0	0	0	1	1	32	215	0	0	247	44	10	77	4	135	0	406	40	0	446	829
Total	0	0	0	25	25	143	820	0	2	965	193	19	297	14	523	0	1504	185	0	1689	3202
05:00 PM	0	0	0	7	7	31	226	0	2	259	58	2	75	2	137	0	446	49	0	495	898
05:15 PM	0	0	0	3	3	32	222	0	2	256	47	1	93	7	148	0	504	48	0	552	959
05:30 PM	0	0	0	4	4	26	241	0	2	269	39	7	74	0	120	0	509	54	0	563	956
05:45 PM	0	0	0	2	2	22	243	0	1	266	47	2	83	1	133	0	490	66	0	556	957
Total	0	0	0	16	16	111	932	0	7	1050	191	12	325	10	538	0	1949	217	0	2166	3770
06:00 PM	0	0	0	1	1	46	254	0	0	300	56	0	88	2	146	0	458	49	0	507	954
06:15 PM	0	0	0	3	3	41	215	0	2	258	35	1	87	6	129	0	405	41	0	446	836
06:30 PM	0	0	0	0	0	40	223	0	2	265	39	6	82	3	130	0	421	47	0	468	863
06:45 PM	0	0	0	1	1	40	250	0	4	294	41	3	73	3	120	0	382	54	0	436	851
Total	0	0	0	5	5	167	942	0	8	1117	171	10	330	14	525	0	1666	191	0	1857	3504
Grand Total	0	0	0	46	46	421	2694	0	17	3132	555	41	952	38	1586	0	5119	593	0	5712	10476
Apprch %	0	0	0	100		13.4	86	0	0.5		35	2.6	60	2.4		0	89.6	10.4	0		
Total %	0	0	0	0.4	0.4	4	25.7	0	0.2	29.9	5.3	0.4	9.1	0.4	15.1	0	48.9	5.7	0	54.5	
Lights	0	0	0	46	46	420	2653	0	17	3090	550	40	947	38	1575	0	5052	585	0	5637	10348
% Lights	0	0	0	100	100	99.8	98.5	0	100	98.7	99.1	97.6	99.5	100	99.3	0	98.7	98.7	0	98.7	98.8
Buses	0	0	0	0	0	1	30	0	0	31	0	0	0	0	0	0	35	0	0	35	66
% Buses	0	0	0	0	0	0.2	1.1	0	0	1	0	0	0	0	0	0	0.7	0	0	0.6	0.6
Trucks	0	0	0	0	0	0	11	0	0	11	5	1	5	0	11	0	32	8	0	40	62
% Trucks	0	0	0	0	0	0	0.4	0	0	0.4	0.9	2.4	0.5	0	0.7	0	0.6	1.3	0	0.7	0.6

Start Time	LAWRENCE EXPY NB ON-RAMP Southbound				EL CAMINO REAL Westbound				LAWRENCE EXPY NB OFF-RAMP Northbound				EL CAMINO REAL Eastbound				Int. Total
	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	
Peak Hour Analysis From 04:00 PM to 06:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 05:15 PM																	
05:15 PM	0	0	0	0	32	222	0	254	47	1	<b>93</b>	141	0	504	48	552	947
05:30 PM	0	0	0	0	26	241	0	267	39	<b>7</b>	74	120	0	<b>509</b>	54	<b>563</b>	950
05:45 PM	0	0	0	0	22	243	0	265	47	2	83	132	0	490	<b>66</b>	556	<b>953</b>
06:00 PM	0	0	0	0	<b>46</b>	<b>254</b>	0	<b>300</b>	<b>56</b>	0	88	<b>144</b>	0	458	49	507	951
Total Volume	0	0	0	0	126	960	0	1086	189	10	338	537	0	1961	217	2178	3801
% App. Total	0	0	0	0	11.6	88.4	0		35.2	1.9	62.9		0	90	10		
PHF	.000	.000	.000	.000	.685	.945	.000	.905	.844	.357	.909	.932	.000	.963	.822	.967	.997

# Traffic Data Service

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

File Name : 43BPM FINAL  
 Site Code : 0000043B  
 Start Date : 1/17/2018  
 Page No : 2



# Traffic Data Service

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

File Name : 43BPM FINAL  
 Site Code : 0000043B  
 Start Date : 1/17/2018  
 Page No : 1

Groups Printed- Bikes

Start Time	LAWRENCE EXPY NB ON-RAMP Southbound					EL CAMINO REAL Westbound					LAWRENCE EXPY NB OFF-RAMP Northbound					EL CAMINO REAL Eastbound					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	3	3
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
06:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Grand Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	0	0	4	4
Apprch %	0	0	0	0		0	0	0	0		0	0	0	0		0	100	0	0		
Total %	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	100	0	0	100	

Start Time	LAWRENCE EXPY NB ON-RAMP Southbound					EL CAMINO REAL Westbound					LAWRENCE EXPY NB OFF-RAMP Northbound					EL CAMINO REAL Eastbound					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	3	3
% App. Total	0	0	0	0		0	0	0	0		0	0	0	0		0	100	0	0		
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.750	.000	.750	.750	

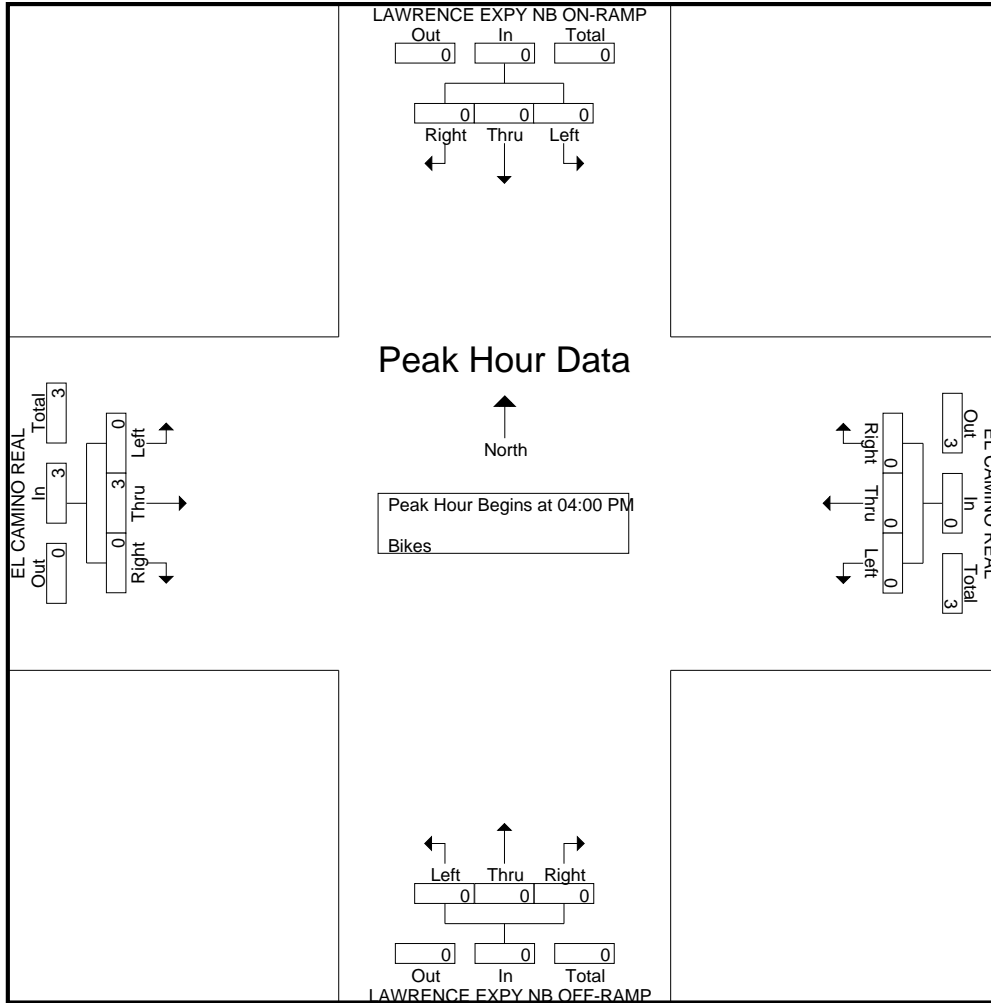
Peak Hour Analysis From 04:00 PM to 06:45 PM - Peak 1 of 1

Peak Hour for Entire Intersection Begins at 04:00 PM

# Traffic Data Service

San Jose, CA  
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tdsbay@cs.com

File Name : 43BPM FINAL  
Site Code : 0000043B  
Start Date : 1/17/2018  
Page No : 2



# Traffic Data Service

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

File Name : 44AM FINAL  
 Site Code : 00000044  
 Start Date : 1/11/2018  
 Page No : 1

## Groups Printed- Lights - Buses - Trucks

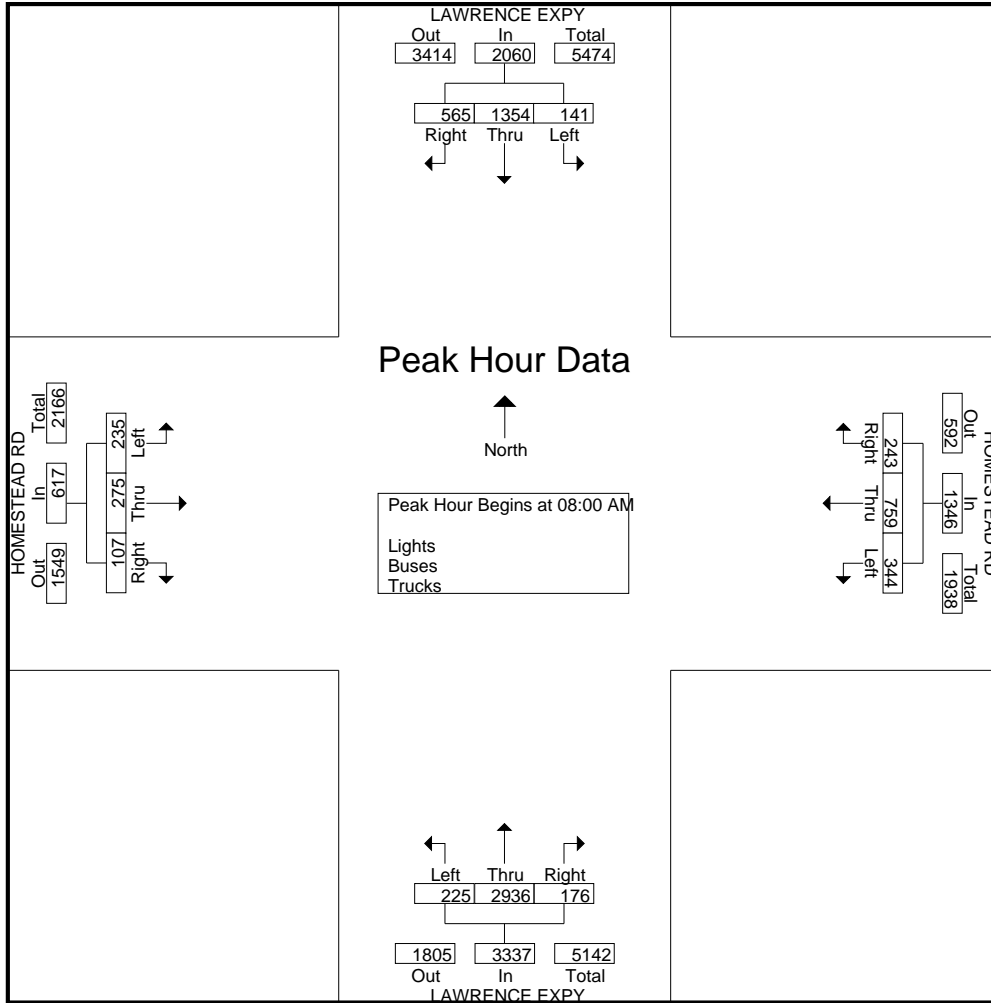
Start Time	LAWRENCE EXPY Southbound					HOMESTEAD RD Westbound					LAWRENCE EXPY Northbound					HOMESTEAD RD Eastbound					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
07:00 AM	64	204	17	3	288	43	116	58	1	218	26	290	25	0	341	13	28	25	2	68	915
07:15 AM	72	298	10	1	381	76	169	90	0	335	17	439	43	0	499	24	24	41	0	89	1304
07:30 AM	115	348	21	1	485	79	161	57	2	299	39	677	61	1	778	29	46	51	3	129	1691
07:45 AM	135	296	25	1	457	65	180	98	2	345	57	745	58	4	864	24	55	67	4	150	1816
Total	386	1146	73	6	1611	263	626	303	5	1197	139	2151	187	5	2482	90	153	184	9	436	5726
08:00 AM	135	346	40	2	523	59	228	83	1	371	47	694	49	1	791	22	65	47	3	137	1822
08:15 AM	116	318	55	3	492	70	198	95	1	364	42	700	51	3	796	28	79	73	2	182	1834
08:30 AM	161	335	30	2	528	64	161	101	4	330	47	779	59	3	888	25	53	64	1	143	1889
08:45 AM	153	355	16	5	529	50	172	65	4	291	40	763	66	5	874	32	78	51	6	167	1861
Total	565	1354	141	12	2072	243	759	344	10	1356	176	2936	225	12	3349	107	275	235	12	629	7406
09:00 AM	133	244	22	1	400	60	175	64	4	303	47	714	53	8	822	24	73	67	4	168	1693
09:15 AM	148	248	20	3	419	60	153	62	1	276	54	662	30	3	749	42	73	71	3	189	1633
09:30 AM	129	289	25	2	445	70	104	71	3	248	50	598	44	3	695	29	64	60	6	159	1547
09:45 AM	107	304	21	2	434	71	146	61	0	278	57	624	30	2	713	25	79	68	1	173	1598
Total	517	1085	88	8	1698	261	578	258	8	1105	208	2598	157	16	2979	120	289	266	14	689	6471
Grand Total	1468	3585	302	26	5381	767	1963	905	23	3658	523	7685	569	33	8810	317	717	685	35	1754	19603
Apprch %	27.3	66.6	5.6	0.5		21	53.7	24.7	0.6		5.9	87.2	6.5	0.4		18.1	40.9	39.1	2		
Total %	7.5	18.3	1.5	0.1	27.4	3.9	10	4.6	0.1	18.7	2.7	39.2	2.9	0.2	44.9	1.6	3.7	3.5	0.2	8.9	
Lights	1427	3510	291	26	5254	753	1936	888	23	3600	516	7617	557	33	8723	313	701	663	35	1712	19289
% Lights	97.2	97.9	96.4	100	97.6	98.2	98.6	98.1	100	98.4	98.7	99.1	97.9	100	99	98.7	97.8	96.8	100	97.6	98.4
Buses	4	15	1	0	20	5	9	2	0	16	0	14	5	0	19	2	10	4	0	16	71
% Buses	0.3	0.4	0.3	0	0.4	0.7	0.5	0.2	0	0.4	0	0.2	0.9	0	0.2	0.6	1.4	0.6	0	0.9	0.4
Trucks	37	60	10	0	107	9	18	15	0	42	7	54	7	0	68	2	6	18	0	26	243
% Trucks	2.5	1.7	3.3	0	2	1.2	0.9	1.7	0	1.1	1.3	0.7	1.2	0	0.8	0.6	0.8	2.6	0	1.5	1.2

Start Time	LAWRENCE EXPY Southbound				HOMESTEAD RD Westbound				LAWRENCE EXPY Northbound				HOMESTEAD RD Eastbound				Int. Total
	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	
Peak Hour Analysis From 07:00 AM to 09:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 08:00 AM																	
08:00 AM	135	346	40	521	59	<b>228</b>	83	<b>370</b>	<b>47</b>	694	49	790	22	65	47	134	1815
08:15 AM	116	318	<b>55</b>	489	<b>70</b>	198	95	363	42	700	51	793	28	<b>79</b>	<b>73</b>	<b>180</b>	1825
08:30 AM	<b>161</b>	335	30	<b>526</b>	64	161	<b>101</b>	326	47	<b>779</b>	59	<b>885</b>	25	53	64	142	<b>1879</b>
08:45 AM	153	<b>355</b>	16	524	50	172	65	287	40	763	<b>66</b>	869	<b>32</b>	78	51	161	1841
Total Volume	565	1354	141	2060	243	759	344	1346	176	2936	225	3337	107	275	235	617	7360
% App. Total	27.4	65.7	6.8		18.1	56.4	25.6		5.3	88	6.7		17.3	44.6	38.1		
PHF	.877	.954	.641	.979	.868	.832	.851	.909	.936	.942	.852	.943	.836	.870	.805	.857	.979

# Traffic Data Service

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

File Name : 44AM FINAL  
 Site Code : 00000044  
 Start Date : 1/11/2018  
 Page No : 2



# Traffic Data Service

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

File Name : 44AM FINAL  
 Site Code : 00000044  
 Start Date : 1/11/2018  
 Page No : 1

Groups Printed- Bikes

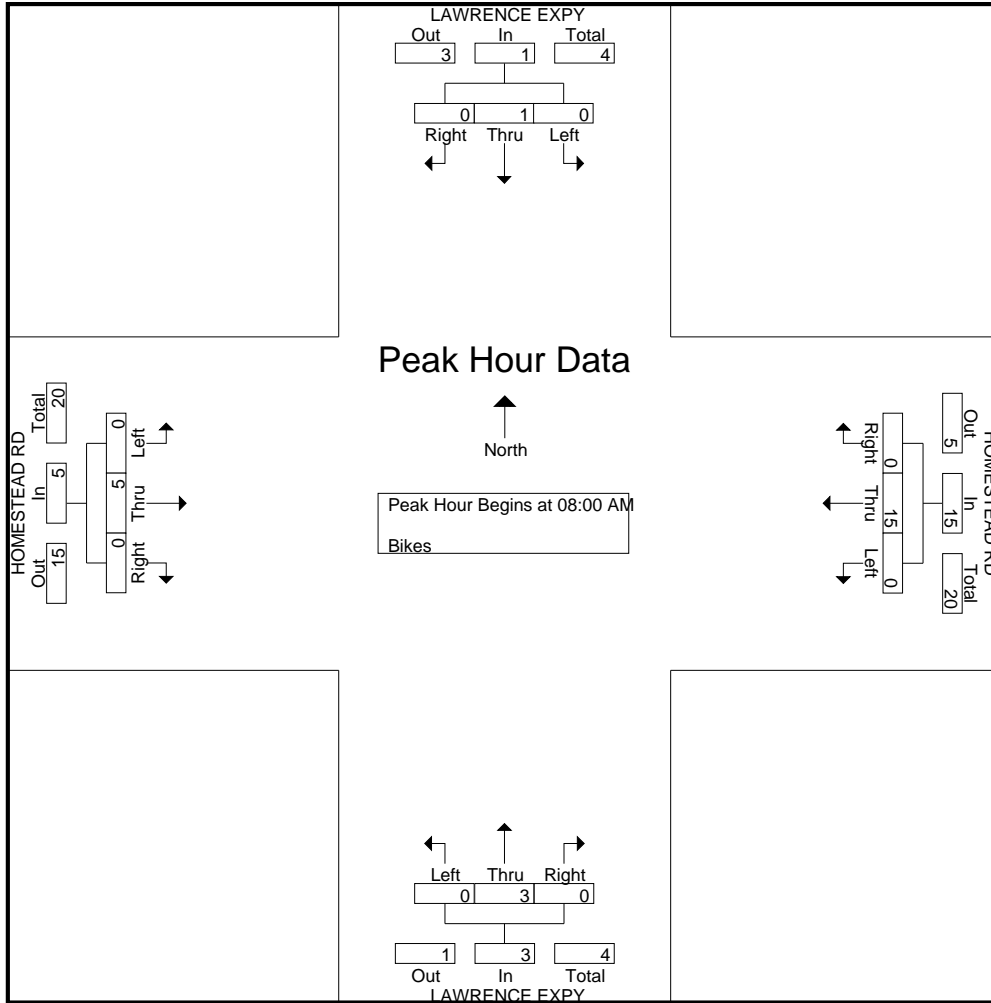
Start Time	LAWRENCE EXPY Southbound					HOMESTEAD RD Westbound					LAWRENCE EXPY Northbound					HOMESTEAD RD Eastbound					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
07:00 AM	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	0	0	0	0	0	0
07:15 AM	0	1	0	0	1	0	2	0	0	2	0	1	0	0	1	0	2	0	0	2	6
07:30 AM	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	2
07:45 AM	0	1	0	0	1	0	4	0	0	4	0	0	0	0	0	0	0	0	0	0	5
Total	0	2	0	0	2	0	11	0	0	11	0	1	0	0	1	0	2	0	0	2	16
08:00 AM	0	1	0	0	1	0	2	0	0	2	0	2	0	0	2	0	1	0	0	1	6
08:15 AM	0	0	0	0	0	0	4	0	0	4	0	1	0	0	1	0	1	0	0	1	6
08:30 AM	0	0	0	0	0	0	5	0	0	5	0	0	0	0	0	0	0	0	0	0	5
08:45 AM	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	0	3	0	0	3	7
Total	0	1	0	0	1	0	15	0	0	15	0	3	0	0	3	0	5	0	0	5	24
09:00 AM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	2	0	0	2	3
09:15 AM	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	0	0	0	0	0	3
09:30 AM	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	0	0	2	0	2	6
09:45 AM	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	0	1	0	0	1	4
Total	0	0	0	0	0	0	11	0	0	11	0	0	0	0	0	0	3	2	0	5	16
Grand Total	0	3	0	0	3	0	37	0	0	37	0	4	0	0	4	0	10	2	0	12	56
Apprch %	0	100	0	0		0	100	0	0		0	100	0	0		0	83.3	16.7	0		
Total %	0	5.4	0	0	5.4	0	66.1	0	0	66.1	0	7.1	0	0	7.1	0	17.9	3.6	0	21.4	

Start Time	LAWRENCE EXPY Southbound				HOMESTEAD RD Westbound				LAWRENCE EXPY Northbound				HOMESTEAD RD Eastbound				Int. Total
	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	
Peak Hour Analysis From 07:00 AM to 09:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 08:00 AM																	
08:00 AM	0	1	0	1	0	2	0	2	0	2	0	2	0	1	0	1	6
08:15 AM	0	0	0	0	0	4	0	4	0	1	0	1	0	1	0	1	6
08:30 AM	0	0	0	0	0	5	0	5	0	0	0	0	0	0	0	0	5
08:45 AM	0	0	0	0	0	4	0	4	0	0	0	0	0	3	0	3	7
Total Volume	0	1	0	1	0	15	0	15	0	3	0	3	0	5	0	5	24
% App. Total	0	100	0		0	100	0		0	100	0		0	100	0		
PHF	.000	.250	.000	.250	.000	.750	.000	.750	.000	.375	.000	.375	.000	.417	.000	.417	.857

# Traffic Data Service

San Jose, CA  
 (408) 622-4787  
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File Name : 44AM FINAL  
 Site Code : 00000044  
 Start Date : 1/11/2018  
 Page No : 2





# Traffic Data Service

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

File Name : 44PM FINAL  
Site Code : 00000044  
Start Date : 1/11/2018  
Page No : 1

## Groups Printed- Lights - Buses - Trucks

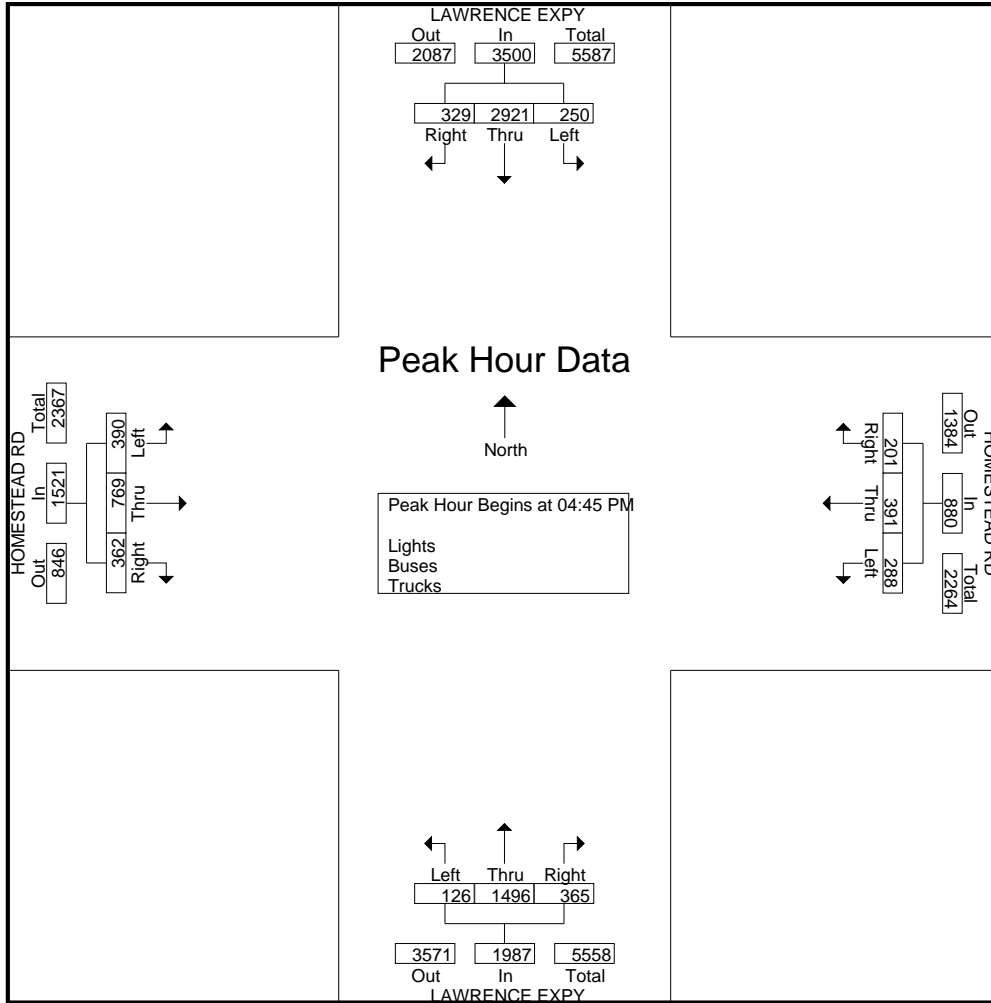
Start Time	LAWRENCE EXPY Southbound					HOMESTEAD RD Westbound					LAWRENCE EXPY Northbound					HOMESTEAD RD Eastbound					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
04:00 PM	82	645	55	1	783	49	55	77	4	185	85	327	27	8	447	102	163	84	1	350	1765
04:15 PM	68	628	50	4	750	46	90	60	1	197	66	264	36	2	368	92	188	94	4	378	1693
04:30 PM	100	788	64	4	956	36	68	57	2	163	83	380	34	2	499	99	148	93	7	347	1965
04:45 PM	78	729	70	3	880	47	85	70	0	202	79	322	34	0	435	82	217	102	2	403	1920
Total	328	2790	239	12	3369	178	298	264	7	747	313	1293	131	12	1749	375	716	373	14	1478	7343
05:00 PM	68	722	56	0	846	51	106	74	2	233	95	379	24	6	504	110	196	108	0	414	1997
05:15 PM	80	769	53	3	905	47	82	74	2	205	95	418	40	4	557	85	163	102	3	353	2020
05:30 PM	103	701	71	2	877	56	118	70	5	249	96	377	28	7	508	85	193	78	2	358	1992
05:45 PM	100	618	51	0	769	43	134	91	3	271	75	386	39	5	505	75	178	96	1	350	1895
Total	351	2810	231	5	3397	197	440	309	12	958	361	1560	131	22	2074	355	730	384	6	1475	7904
06:00 PM	89	740	52	2	883	38	109	80	2	229	93	337	22	4	456	60	184	82	5	331	1899
06:15 PM	83	749	71	1	904	35	67	72	0	174	79	384	31	2	496	79	161	74	3	317	1891
06:30 PM	72	683	91	3	849	33	88	67	3	191	70	319	24	2	415	97	189	95	3	384	1839
06:45 PM	72	684	75	0	831	44	95	69	0	208	67	307	12	2	388	58	168	81	2	309	1736
Total	316	2856	289	6	3467	150	359	288	5	802	309	1347	89	10	1755	294	702	332	13	1341	7365
Grand Total	995	8456	759	23	10233	525	1097	861	24	2507	983	4200	351	44	5578	1024	2148	1089	33	4294	22612
Apprch %	9.7	82.6	7.4	0.2		20.9	43.8	34.3	1		17.6	75.3	6.3	0.8		23.8	50	25.4	0.8		
Total %	4.4	37.4	3.4	0.1	45.3	2.3	4.9	3.8	0.1	11.1	4.3	18.6	1.6	0.2	24.7	4.5	9.5	4.8	0.1	19	
Lights	983	8433	759	23	10198	518	1087	860	24	2489	975	4173	347	44	5539	1021	2129	1070	33	4253	22479
% Lights	98.8	99.7	100	100	99.7	98.7	99.1	99.9	100	99.3	99.2	99.4	98.9	100	99.3	99.7	99.1	98.3	100	99	99.4
Buses	3	4	0	0	7	4	6	1	0	11	2	0	4	0	6	0	11	4	0	15	39
% Buses	0.3	0	0	0	0.1	0.8	0.5	0.1	0	0.4	0.2	0	1.1	0	0.1	0	0.5	0.4	0	0.3	0.2
Trucks	9	19	0	0	28	3	4	0	0	7	6	27	0	0	33	3	8	15	0	26	94
% Trucks	0.9	0.2	0	0	0.3	0.6	0.4	0	0	0.3	0.6	0.6	0	0	0.6	0.3	0.4	1.4	0	0.6	0.4

Start Time	LAWRENCE EXPY Southbound					HOMESTEAD RD Westbound					LAWRENCE EXPY Northbound					HOMESTEAD RD Eastbound					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
Peak Hour Analysis From 04:00 PM to 06:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 04:45 PM																					
04:45 PM	78	729	70		877	47	85	70		202	79	322	34		435	82	<b>217</b>	102		401	1915
05:00 PM	68	722	56		846	51	106	<b>74</b>		231	95	379	24		498	<b>110</b>	196	<b>108</b>		<b>414</b>	1989
05:15 PM	80	<b>769</b>	53		<b>902</b>	47	82	74		203	95	<b>418</b>	<b>40</b>		<b>553</b>	85	163	102		350	<b>2008</b>
05:30 PM	<b>103</b>	701	<b>71</b>		875	<b>56</b>	<b>118</b>	70		<b>244</b>	<b>96</b>	377	28		501	85	193	78		356	1976
Total Volume	329	2921	250		3500	201	391	288		880	365	1496	126		1987	362	769	390		1521	7888
% App. Total	9.4	83.5	7.1			22.8	44.4	32.7			18.4	75.3	6.3			23.8	50.6	25.6			
PHF	.799	.950	.880		.970	.897	.828	.973		.902	.951	.895	.788		.898	.823	.886	.903		.918	.982

# Traffic Data Service

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

File Name : 44PM FINAL  
 Site Code : 00000044  
 Start Date : 1/11/2018  
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# Traffic Data Service

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

File Name : 44PM FINAL  
Site Code : 00000044  
Start Date : 1/11/2018  
Page No : 1

Groups Printed- Bikes

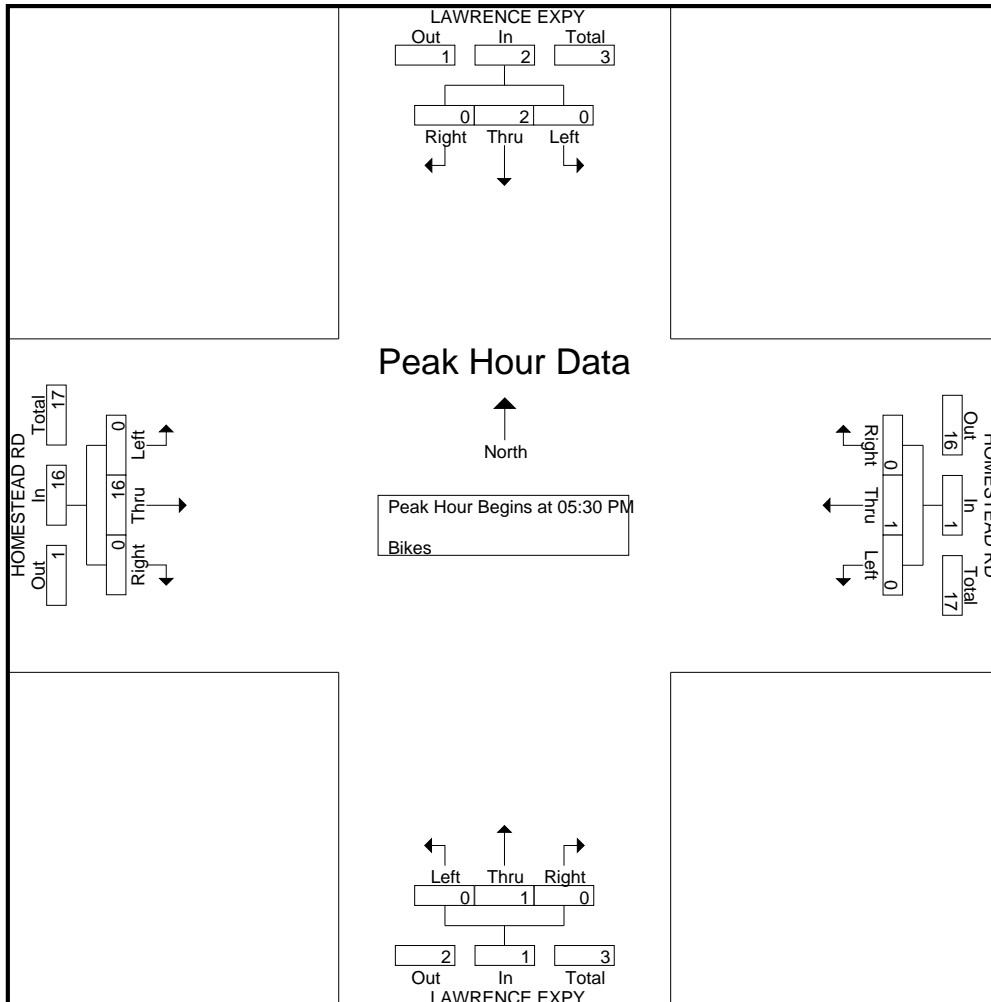
Start Time	LAWRENCE EXPY Southbound					HOMESTEAD RD Westbound					LAWRENCE EXPY Northbound					HOMESTEAD RD Eastbound					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
04:00 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	0	0	0	0	0	1	0	0	1	0	1	0	0	1	0	4	0	0	4	6
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
04:45 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1
<b>Total</b>	0	0	0	0	0	0	3	0	0	3	0	1	0	0	1	0	4	1	0	5	9
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	3	3
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	1	0	3	3
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	5	0	0	5	6
05:45 PM	0	1	0	0	1	0	1	0	0	1	0	0	0	0	0	0	2	0	0	2	4
<b>Total</b>	0	1	0	0	1	0	1	0	0	1	0	1	0	0	1	0	12	1	0	13	16
06:00 PM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	3	0	0	3	4
06:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6	0	0	6	6
06:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5	0	0	5	5
06:45 PM	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	0	1	0	0	1	3
<b>Total</b>	0	2	0	0	2	0	0	0	0	0	0	1	0	0	1	0	15	0	0	15	18
Grand Total	0	3	0	0	3	0	4	0	0	4	0	3	0	0	3	0	31	2	0	33	43
Apprch %	0	100	0	0		0	100	0	0		0	100	0	0		0	93.9	6.1	0		
Total %	0	7	0	0	7	0	9.3	0	0	9.3	0	7	0	0	7	0	72.1	4.7	0	76.7	

Start Time	LAWRENCE EXPY Southbound				HOMESTEAD RD Westbound				LAWRENCE EXPY Northbound				HOMESTEAD RD Eastbound				Int. Total
	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	
Peak Hour Analysis From 04:00 PM to 06:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 05:30 PM																	
05:30 PM	0	0	0	0	0	0	0	0	0	1	0	1	0	5	0	5	6
05:45 PM	0	1	0	1	0	1	0	1	0	0	0	0	0	2	0	2	4
06:00 PM	0	1	0	1	0	0	0	0	0	0	0	0	0	3	0	3	4
06:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	6	0	6	6
Total Volume	0	2	0	2	0	1	0	1	0	1	0	1	0	16	0	16	20
% App. Total	0	100	0		0	100	0		0	100	0		0	100	0		
PHF	.000	.500	.000	.500	.000	.250	.000	.250	.000	.250	.000	.250	.000	.667	.000	.667	.833

# Traffic Data Service

San Jose, CA  
 (408) 622-4787  
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File Name : 44PM FINAL  
 Site Code : 00000044  
 Start Date : 1/11/2018  
 Page No : 2



# Traffic Data Service

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

File Name : 45AM FINAL  
 Site Code : 00000045  
 Start Date : 1/11/2018  
 Page No : 1

## Groups Printed- Lights - Buses - Trucks

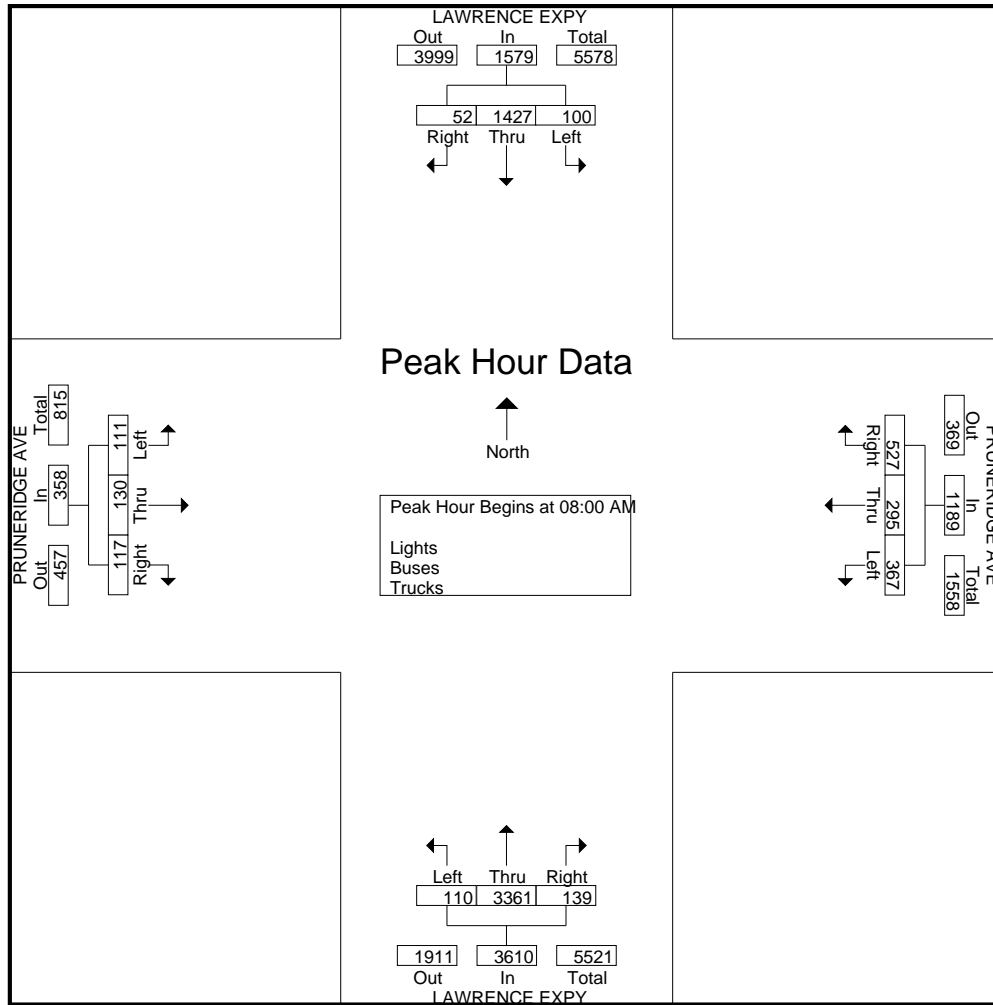
Start Time	LAWRENCE EXPY Southbound					PRUNERIDGE AVE Westbound					LAWRENCE EXPY Northbound					PRUNERIDGE AVE Eastbound					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
07:00 AM	6	206	12	0	224	74	30	75	0	179	4	392	14	0	410	19	2	15	0	36	849
07:15 AM	12	342	18	0	372	119	75	107	0	301	16	503	21	0	540	49	15	13	0	77	1290
07:30 AM	11	443	21	0	475	150	69	104	0	323	28	676	10	0	714	26	11	22	0	59	1571
07:45 AM	12	362	27	0	401	137	69	94	0	300	36	802	14	0	852	28	18	24	1	71	1624
Total	41	1353	78	0	1472	480	243	380	0	1103	84	2373	59	0	2516	122	46	74	1	243	5334
08:00 AM	11	342	25	1	379	139	68	108	0	315	34	783	31	0	848	37	24	16	0	77	1619
08:15 AM	22	337	22	3	384	144	75	107	2	328	29	840	23	0	892	34	63	16	1	114	1718
08:30 AM	14	374	23	1	412	125	86	87	1	299	38	864	15	1	918	17	16	38	0	71	1700
08:45 AM	5	374	30	3	412	119	66	65	0	250	38	874	41	0	953	29	27	41	1	98	1713
Total	52	1427	100	8	1587	527	295	367	3	1192	139	3361	110	1	3611	117	130	111	2	360	6750
09:00 AM	15	290	26	0	331	112	60	54	0	226	26	730	17	2	775	28	15	26	0	69	1401
09:15 AM	17	315	36	2	370	119	36	61	0	216	27	701	30	1	759	20	19	35	1	75	1420
09:30 AM	21	325	26	2	374	78	43	65	0	186	43	566	19	2	630	22	14	29	0	65	1255
09:45 AM	11	368	31	0	410	86	43	54	1	184	24	637	16	3	680	30	9	29	0	68	1342
Total	64	1298	119	4	1485	395	182	234	1	812	120	2634	82	8	2844	100	57	119	1	277	5418
Grand Total	157	4078	297	12	4544	1402	720	981	4	3107	343	8368	251	9	8971	339	233	304	4	880	17502
Apprch %	3.5	89.7	6.5	0.3		45.1	23.2	31.6	0.1		3.8	93.3	2.8	0.1		38.5	26.5	34.5	0.5		
Total %	0.9	23.3	1.7	0.1	26	8	4.1	5.6	0	17.8	2	47.8	1.4	0.1	51.3	1.9	1.3	1.7	0	5	
Lights	155	3991	291	12	4449	1392	711	972	4	3079	342	8283	249	9	8883	335	225	301	4	865	17276
% Lights	98.7	97.9	98	100	97.9	99.3	98.8	99.1	100	99.1	99.7	99	99.2	100	99	98.8	96.6	99	100	98.3	98.7
Buses	0	15	3	0	18	1	2	1	0	4	0	16	0	0	16	0	3	1	0	4	42
% Buses	0	0.4	1	0	0.4	0.1	0.3	0.1	0	0.1	0	0.2	0	0	0.2	0	1.3	0.3	0	0.5	0.2
Trucks	2	72	3	0	77	9	7	8	0	24	1	69	2	0	72	4	5	2	0	11	184
% Trucks	1.3	1.8	1	0	1.7	0.6	1	0.8	0	0.8	0.3	0.8	0.8	0	0.8	1.2	2.1	0.7	0	1.2	1.1

Start Time	LAWRENCE EXPY Southbound					PRUNERIDGE AVE Westbound					LAWRENCE EXPY Northbound					PRUNERIDGE AVE Eastbound					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
Peak Hour Analysis From 07:00 AM to 09:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 08:00 AM																					
08:00 AM	11	342	25		378	139	68	<b>108</b>		315	34	783	31		848	<b>37</b>	24	16		77	1618
08:15 AM	<b>22</b>	337	22		381	<b>144</b>	75	107		<b>326</b>	29	840	23		892	34	<b>63</b>	16		<b>113</b>	<b>1712</b>
08:30 AM	14	<b>374</b>	23		<b>411</b>	125	<b>86</b>	87		298	<b>38</b>	864	15		917	17	16	38		71	1697
08:45 AM	5	374	<b>30</b>		409	119	66	65		250	38	<b>874</b>	<b>41</b>		<b>953</b>	29	27	<b>41</b>		97	1709
Total Volume	52	1427	100		1579	527	295	367		1189	139	3361	110		3610	117	130	111		358	6736
% App. Total	3.3	90.4	6.3			44.3	24.8	30.9			3.9	93.1	3			32.7	36.3	31			
PHF	.591	.954	.833		.960	.915	.858	.850		.912	.914	.961	.671		.947	.791	.516	.677		.792	.984

# Traffic Data Service

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

File Name : 45AM FINAL  
 Site Code : 00000045  
 Start Date : 1/11/2018  
 Page No : 2



# Traffic Data Service

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

File Name : 45AM FINAL  
 Site Code : 00000045  
 Start Date : 1/11/2018  
 Page No : 1

Groups Printed- Bikes

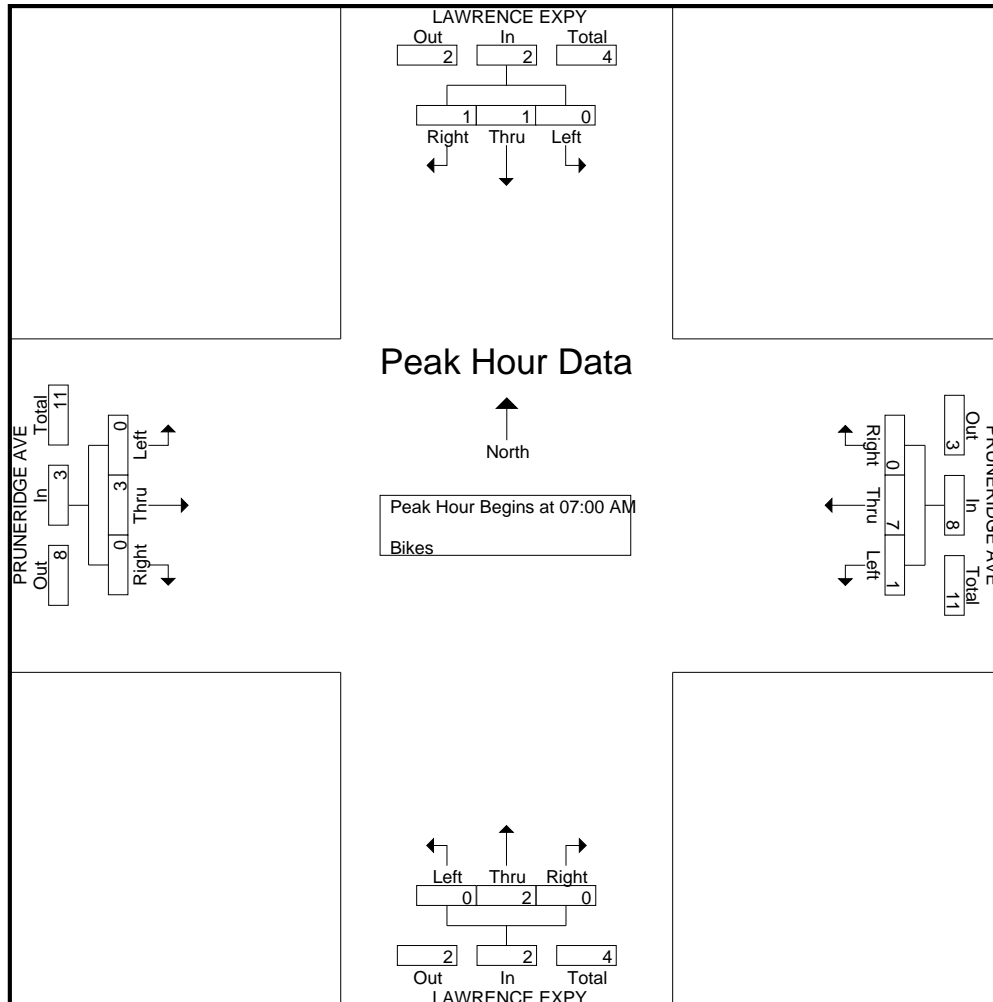
Start Time	LAWRENCE EXPY Southbound					PRUNERIDGE AVE Westbound					LAWRENCE EXPY Northbound					PRUNERIDGE AVE Eastbound					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
07:00 AM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	2	0	0	2	3
07:15 AM	0	0	0	0	0	0	3	0	0	3	0	1	0	0	1	0	0	0	0	0	4
07:30 AM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	2
07:45 AM	1	0	0	0	1	0	3	1	0	4	0	1	0	0	1	0	0	0	0	0	6
Total	1	1	0	0	2	0	7	1	0	8	0	2	0	0	2	0	3	0	0	3	15
08:00 AM	0	0	0	0	0	0	1	0	0	1	0	1	0	0	1	0	1	0	0	1	3
08:15 AM	0	0	0	0	0	0	1	1	0	2	0	1	0	0	1	0	0	0	0	0	3
08:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	2
08:45 AM	0	0	0	0	0	0	1	1	0	2	0	0	0	0	0	0	0	0	0	0	2
Total	0	0	0	0	0	0	3	2	0	5	0	2	0	0	2	0	3	0	0	3	10
09:00 AM	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	1	0	0	1	3
09:15 AM	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	0	1	0	0	1	4
09:30 AM	0	0	0	0	0	0	4	1	0	5	0	0	0	0	0	0	0	0	0	0	5
09:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	9	1	0	10	0	0	0	0	0	0	2	0	0	2	12
Grand Total	1	1	0	0	2	0	19	4	0	23	0	4	0	0	4	0	8	0	0	8	37
Apprch %	50	50	0	0		0	82.6	17.4	0		0	100	0	0		0	100	0	0		
Total %	2.7	2.7	0	0	5.4	0	51.4	10.8	0	62.2	0	10.8	0	0	10.8	0	21.6	0	0	21.6	

Start Time	LAWRENCE EXPY Southbound				PRUNERIDGE AVE Westbound				LAWRENCE EXPY Northbound				PRUNERIDGE AVE Eastbound				Int. Total
	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	
Peak Hour Analysis From 07:00 AM to 09:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:00 AM																	
07:00 AM	0	0	0	0	0	1	0	1	0	0	0	0	0	2	0	2	3
07:15 AM	0	0	0	0	0	3	0	3	0	1	0	1	0	0	0	0	4
07:30 AM	0	1	0	1	0	0	0	0	0	0	0	0	0	1	0	1	2
07:45 AM	1	0	0	1	0	3	1	4	0	1	0	1	0	0	0	0	6
Total Volume	1	1	0	2	0	7	1	8	0	2	0	2	0	3	0	3	15
% App. Total	50	50	0		0	87.5	12.5		0	100	0		0	100	0		
PHF	.250	.250	.000	.500	.000	.583	.250	.500	.000	.500	.000	.500	.000	.375	.000	.375	.625

# Traffic Data Service

San Jose, CA  
 (408) 622-4787  
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File Name : 45AM FINAL  
 Site Code : 00000045  
 Start Date : 1/11/2018  
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# Traffic Data Service

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

File Name : 45PM FINAL  
Site Code : 00000045  
Start Date : 1/11/2018  
Page No : 1

## Groups Printed- Lights - Buses - Trucks

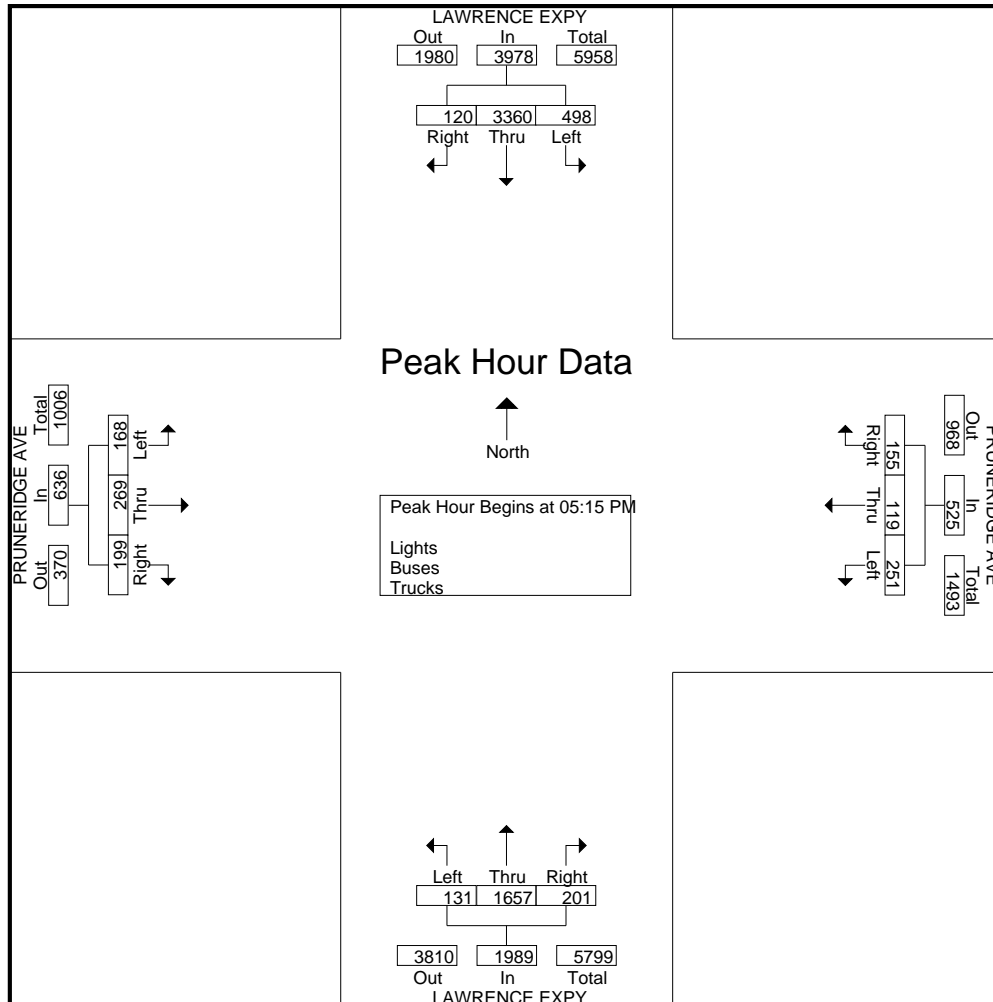
Start Time	LAWRENCE EXPY Southbound					PRUNERIDGE AVE Westbound					LAWRENCE EXPY Northbound					PRUNERIDGE AVE Eastbound					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
04:00 PM	21	816	112	1	950	37	20	28	0	85	34	372	20	0	426	47	49	25	0	121	1582
04:15 PM	19	746	129	2	896	27	22	54	0	103	38	309	18	1	366	43	45	29	0	117	1482
04:30 PM	20	882	112	1	1015	46	14	35	1	96	40	378	16	0	434	44	48	28	0	120	1665
04:45 PM	18	920	136	0	1074	26	22	69	0	117	59	378	20	0	457	45	49	31	0	125	1773
Total	78	3364	489	4	3935	136	78	186	1	401	171	1437	74	1	1683	179	191	113	0	483	6502
05:00 PM	21	889	122	1	1033	41	35	51	0	127	47	358	27	1	433	42	58	41	1	142	1735
05:15 PM	23	925	129	1	1078	34	14	38	1	87	50	479	34	0	563	46	62	39	0	147	1875
05:30 PM	25	780	110	0	915	35	34	67	0	136	49	430	30	0	509	52	80	36	0	168	1728
05:45 PM	39	793	143	0	975	48	38	74	0	160	53	393	42	0	488	39	68	50	1	158	1781
Total	108	3387	504	2	4001	158	121	230	1	510	199	1660	133	1	1993	179	268	166	2	615	7119
06:00 PM	33	862	116	1	1012	38	33	72	0	143	49	355	25	1	430	62	59	43	2	166	1751
06:15 PM	31	837	103	0	971	32	39	66	0	137	41	426	39	0	506	40	62	31	1	134	1748
06:30 PM	32	773	110	0	915	49	32	77	0	158	40	354	18	0	412	41	61	38	0	140	1625
06:45 PM	32	765	90	0	887	30	19	68	0	117	44	335	21	0	400	45	41	27	2	115	1519
Total	128	3237	419	1	3785	149	123	283	0	555	174	1470	103	1	1748	188	223	139	5	555	6643
Grand Total	314	9988	1412	7	11721	443	322	699	2	1466	544	4567	310	3	5424	546	682	418	7	1653	20264
Apprch %	2.7	85.2	12	0.1		30.2	22	47.7	0.1		10	84.2	5.7	0.1		33	41.3	25.3	0.4		
Total %	1.5	49.3	7	0	57.8	2.2	1.6	3.4	0	7.2	2.7	22.5	1.5	0	26.8	2.7	3.4	2.1	0	8.2	
Lights	314	9960	1408	7	11689	442	322	696	2	1462	542	4517	309	3	5371	546	677	415	7	1645	20167
% Lights	100	99.7	99.7	100	99.7	99.8	100	99.6	100	99.7	99.6	98.9	99.7	100	99	100	99.3	99.3	100	99.5	99.5
Buses	0	5	0	0	5	0	0	1	0	1	0	2	0	0	2	0	0	0	0	0	8
% Buses	0	0.1	0	0	0	0	0	0.1	0	0.1	0	0	0	0	0	0	0	0	0	0	0
Trucks	0	23	4	0	27	1	0	2	0	3	2	48	1	0	51	0	5	3	0	8	89
% Trucks	0	0.2	0.3	0	0.2	0.2	0	0.3	0	0.2	0.4	1.1	0.3	0	0.9	0	0.7	0.7	0	0.5	0.4

Start Time	LAWRENCE EXPY Southbound				PRUNERIDGE AVE Westbound				LAWRENCE EXPY Northbound				PRUNERIDGE AVE Eastbound				Int. Total
	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	
Peak Hour Analysis From 04:00 PM to 06:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 05:15 PM																	
05:15 PM	23	<b>925</b>	129	<b>1077</b>	34	14	38	86	50	<b>479</b>	34	<b>563</b>	46	62	39	147	<b>1873</b>
05:30 PM	25	780	110	915	35	34	67	136	49	430	30	509	52	<b>80</b>	36	<b>168</b>	1728
05:45 PM	<b>39</b>	793	<b>143</b>	975	<b>48</b>	<b>38</b>	<b>74</b>	<b>160</b>	<b>53</b>	393	<b>42</b>	488	39	68	<b>50</b>	157	1780
06:00 PM	33	862	116	1011	38	33	72	143	49	355	25	429	<b>62</b>	59	43	164	1747
Total Volume	120	3360	498	3978	155	119	251	525	201	1657	131	1989	199	269	168	636	7128
% App. Total	3	84.5	12.5		29.5	22.7	47.8		10.1	83.3	6.6		31.3	42.3	26.4		
PHF	.769	.908	.871	.923	.807	.783	.848	.820	.948	.865	.780	.883	.802	.841	.840	.946	.951

# Traffic Data Service

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

File Name : 45PM FINAL  
 Site Code : 00000045  
 Start Date : 1/11/2018  
 Page No : 2



# Traffic Data Service

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

File Name : 45PM FINAL  
 Site Code : 00000045  
 Start Date : 1/11/2018  
 Page No : 1

Groups Printed- Bikes

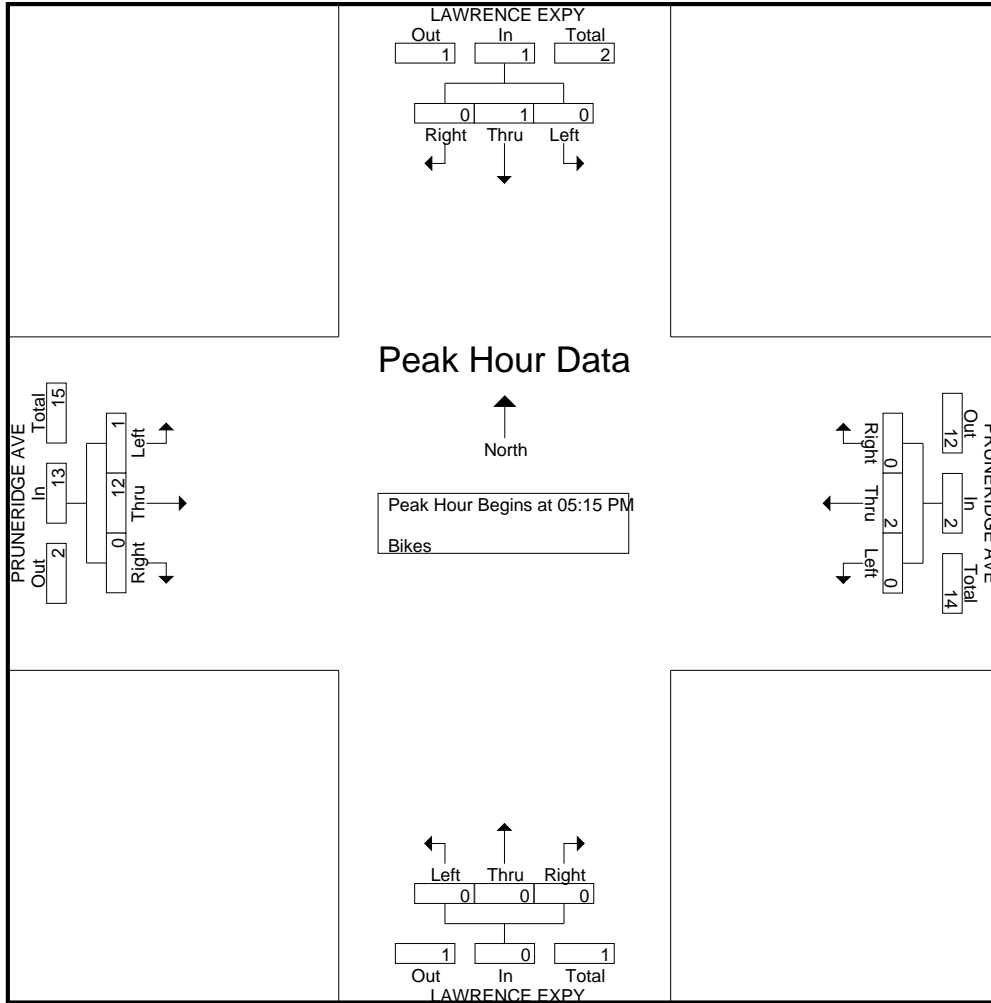
Start Time	LAWRENCE EXPY Southbound					PRUNERIDGE AVE Westbound					LAWRENCE EXPY Northbound					PRUNERIDGE AVE Eastbound					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
04:00 PM	0	0	0	0	0	0	0	0	0	0	1	1	0	0	2	0	2	0	0	2	4
04:15 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	3	1	0	4	5
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
04:45 PM	0	1	0	0	1	0	1	0	0	1	0	0	0	0	0	0	2	0	0	2	4
Total	0	1	0	0	1	0	2	0	0	2	1	1	0	0	2	0	7	2	0	9	14
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	2
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	3	3
05:30 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	2	1	0	3	4
05:45 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	3	0	0	3	4
Total	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	10	1	0	11	13
06:00 PM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	4	0	0	4	5
06:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	3	3
06:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	3	3
06:45 PM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	3
Total	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	12	0	0	12	14
Grand Total	0	3	0	0	3	0	4	0	0	4	1	1	0	0	2	0	29	3	0	32	41
Apprch %	0	100	0	0		0	100	0	0		50	50	0	0		0	90.6	9.4	0		
Total %	0	7.3	0	0	7.3	0	9.8	0	0	9.8	2.4	2.4	0	0	4.9	0	70.7	7.3	0	78	

Start Time	LAWRENCE EXPY Southbound				PRUNERIDGE AVE Westbound				LAWRENCE EXPY Northbound				PRUNERIDGE AVE Eastbound				Int. Total
	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	
Peak Hour Analysis From 04:00 PM to 06:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 05:15 PM																	
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	3	3
05:30 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	2	1	3	4
05:45 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	3	0	3	4
06:00 PM	0	1	0	1	0	0	0	0	0	0	0	0	0	4	0	4	5
Total Volume	0	1	0	1	0	2	0	2	0	0	0	0	0	12	1	13	16
% App. Total	0	100	0		0	100	0		0	0	0		0	92.3	7.7		
PHF	.000	.250	.000	.250	.000	.500	.000	.500	.000	.000	.000	.000	.000	.750	.250	.813	.800

# Traffic Data Service

San Jose, CA  
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File Name : 45PM FINAL  
 Site Code : 00000045  
 Start Date : 1/11/2018  
 Page No : 2



# Traffic Data Service

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

File Name : 46AM FINAL  
Site Code : 00000046  
Start Date : 1/17/2018  
Page No : 1

## Groups Printed- Lights - Buses - Trucks

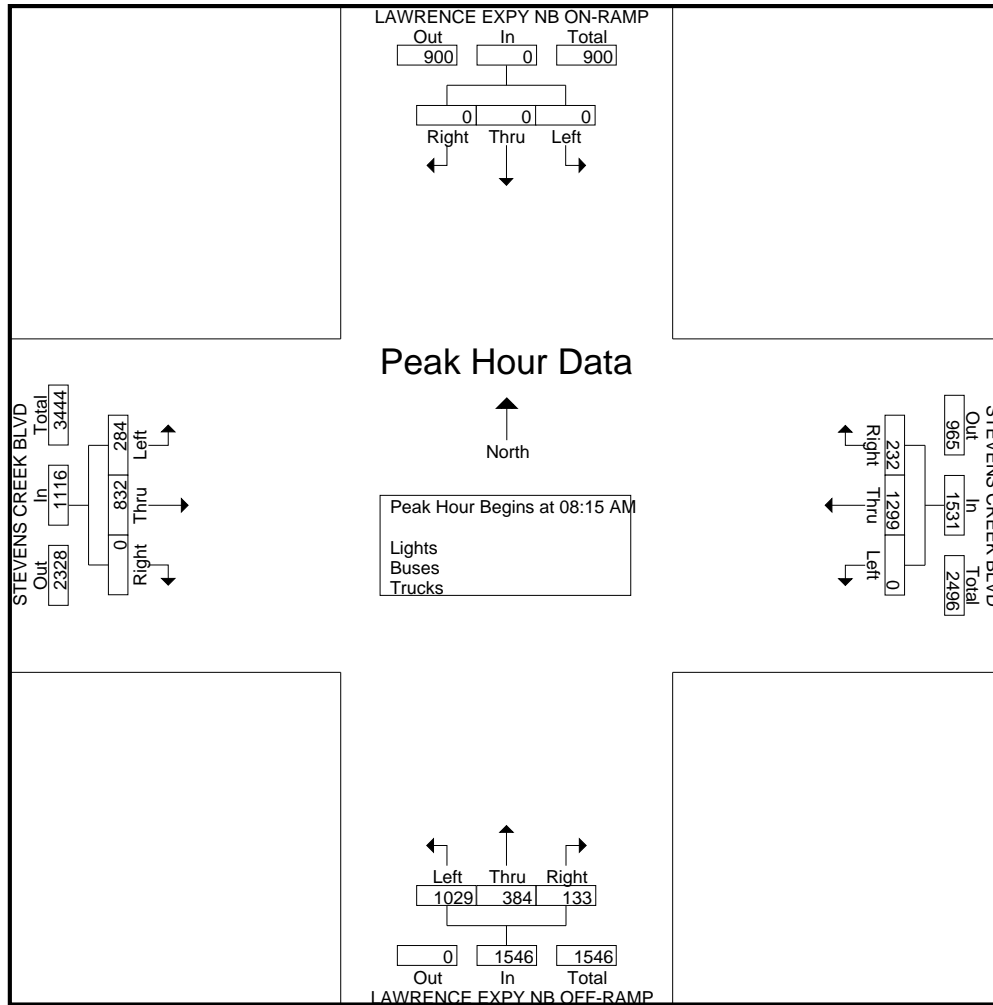
Start Time	LAWRENCE EXPY NB ON-RAMP Southbound					STEVENS CREEK BLVD Westbound					LAWRENCE EXPY NB OFF-RAMP Northbound					STEVENS CREEK BLVD Eastbound					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
07:00 AM	0	0	0	0	0	30	226	0	1	257	26	78	170	1	275	0	37	22	0	59	591
07:15 AM	0	0	0	0	0	42	276	0	0	318	29	82	227	1	339	0	67	31	0	98	755
07:30 AM	0	0	0	0	0	57	352	0	2	411	27	73	193	2	295	0	75	40	0	115	821
07:45 AM	0	0	0	0	0	58	334	0	0	392	39	99	255	1	394	0	81	60	0	141	927
Total	0	0	0	0	0	187	1188	0	3	1378	121	332	845	5	1303	0	260	153	0	413	3094
08:00 AM	0	0	0	2	2	58	318	0	0	376	49	112	257	1	419	0	129	64	0	193	990
08:15 AM	0	0	0	2	2	74	337	0	0	411	34	95	261	3	393	0	164	54	0	218	1024
08:30 AM	0	0	0	3	3	59	328	0	0	387	21	97	265	17	400	0	185	66	0	251	1041
08:45 AM	0	0	0	1	1	48	325	0	0	373	37	93	269	14	413	0	240	73	0	313	1100
Total	0	0	0	8	8	239	1308	0	0	1547	141	397	1052	35	1625	0	718	257	0	975	4155
09:00 AM	0	0	0	1	1	51	309	0	1	361	41	99	234	4	378	0	243	91	0	334	1074
09:15 AM	0	0	0	0	0	57	280	0	0	337	44	96	220	4	364	0	208	91	0	299	1000
09:30 AM	0	0	0	0	0	67	198	0	0	265	41	113	212	0	366	0	184	76	0	260	891
09:45 AM	0	0	0	1	1	56	174	0	0	230	56	119	185	1	361	0	166	87	0	253	845
Total	0	0	0	2	2	231	961	0	1	1193	182	427	851	9	1469	0	801	345	0	1146	3810
Grand Total	0	0	0	10	10	657	3457	0	4	4118	444	1156	2748	49	4397	0	1779	755	0	2534	11059
Apprch %	0	0	0	100		16	83.9	0	0.1		10.1	26.3	62.5	1.1		0	70.2	29.8	0		
Total %	0	0	0	0.1	0.1	5.9	31.3	0	0	37.2	4	10.5	24.8	0.4	39.8	0	16.1	6.8	0	22.9	
Lights	0	0	0	10	10	639	3380	0	4	4023	430	1128	2696	49	4303	0	1711	736	0	2447	10783
% Lights	0	0	0	100	100	97.3	97.8	0	100	97.7	96.8	97.6	98.1	100	97.9	0	96.2	97.5	0	96.6	97.5
Buses	0	0	0	0	0	7	46	0	0	53	6	5	4	0	15	0	35	1	0	36	104
% Buses	0	0	0	0	0	1.1	1.3	0	0	1.3	1.4	0.4	0.1	0	0.3	0	2	0.1	0	1.4	0.9
Trucks	0	0	0	0	0	11	31	0	0	42	8	23	48	0	79	0	33	18	0	51	172
% Trucks	0	0	0	0	0	1.7	0.9	0	0	1	1.8	2	1.7	0	1.8	0	1.9	2.4	0	2	1.6

Start Time	LAWRENCE EXPY NB ON-RAMP Southbound				STEVENS CREEK BLVD Westbound				LAWRENCE EXPY NB OFF-RAMP Northbound				STEVENS CREEK BLVD Eastbound				Int. Total
	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	
Peak Hour Analysis From 07:00 AM to 09:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 08:15 AM																	
08:15 AM	0	0	0	0	<b>74</b>	<b>337</b>	0	<b>411</b>	34	95	261	390	0	164	54	218	1019
08:30 AM	0	0	0	0	59	328	0	387	21	97	265	383	0	185	66	251	1021
08:45 AM	0	0	0	0	48	325	0	373	37	93	<b>269</b>	<b>399</b>	0	240	73	313	<b>1085</b>
09:00 AM	0	0	0	0	51	309	0	360	<b>41</b>	<b>99</b>	234	374	0	<b>243</b>	<b>91</b>	<b>334</b>	1068
Total Volume	0	0	0	0	232	1299	0	1531	133	384	1029	1546	0	832	284	1116	4193
% App. Total	0	0	0	0	15.2	84.8	0		8.6	24.8	66.6		0	74.6	25.4		
PHF	.000	.000	.000	.000	.784	.964	.000	.931	.811	.970	.956	.969	.000	.856	.780	.835	.966

# Traffic Data Service

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

File Name : 46AM FINAL  
 Site Code : 00000046  
 Start Date : 1/17/2018  
 Page No : 2



# Traffic Data Service

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

File Name : 46AM FINAL  
Site Code : 00000046  
Start Date : 1/17/2018  
Page No : 1

Groups Printed- Bikes

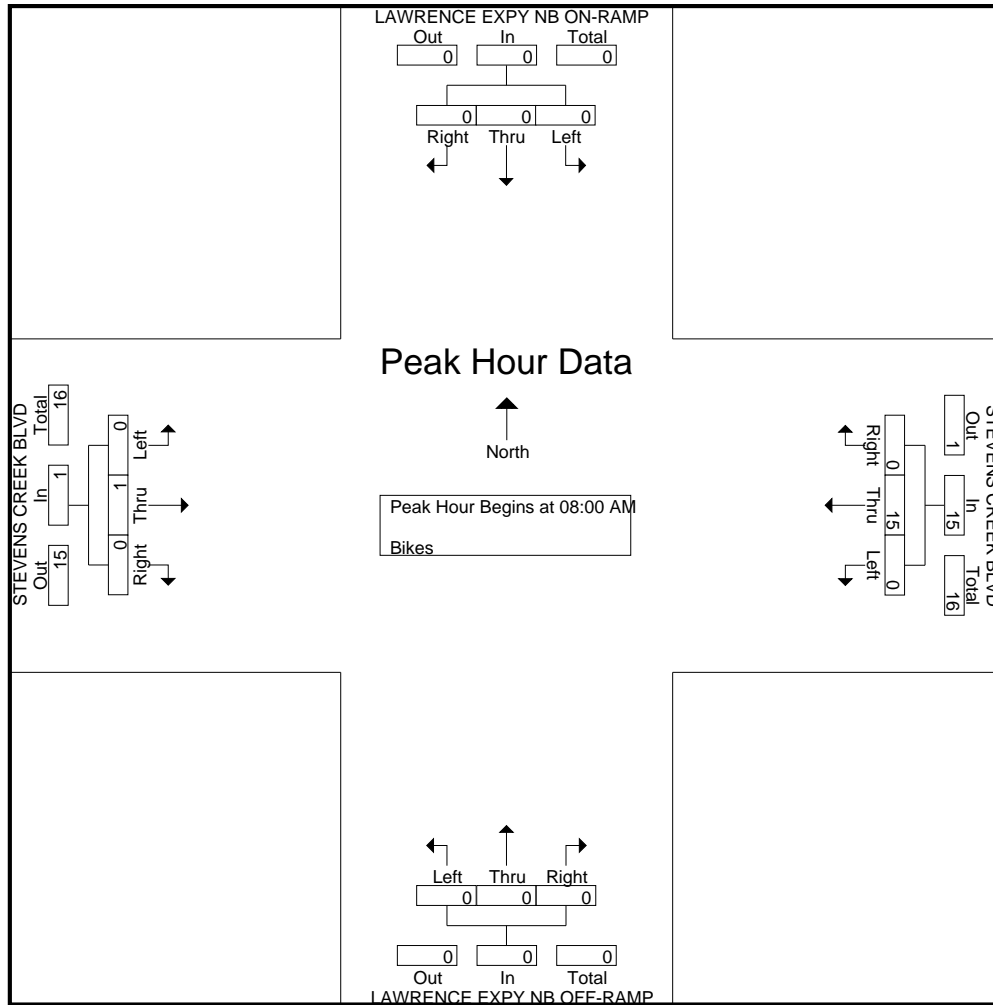
Start Time	LAWRENCE EXPY NB ON-RAMP Southbound					STEVENS CREEK BLVD Westbound					LAWRENCE EXPY NB OFF-RAMP Northbound					STEVENS CREEK BLVD Eastbound					Int. Total	
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total		
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	2	2
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>Total</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>2</b>
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15 AM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	1	0	0	0	1	2
08:30 AM	0	0	0	0	0	0	9	0	0	9	0	0	0	0	0	0	0	0	0	0	0	9
08:45 AM	0	0	0	0	0	0	5	0	0	5	0	0	0	0	0	0	0	0	0	0	0	5
<b>Total</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>15</b>	<b>0</b>	<b>0</b>	<b>15</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>16</b>
09:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:30 AM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1
09:45 AM	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	1	1	0	0	0	1	2
<b>Total</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>3</b>	
Grand Total	0	0	0	0	0	0	16	0	0	16	0	0	1	0	1	0	3	1	0	0	4	21
Apprch %	0	0	0	0		0	100	0	0		0	0	100	0		0	75	25	0			
Total %	0	0	0	0		0	76.2	0	0	76.2	0	0	4.8	0	4.8	0	14.3	4.8	0		19	

Start Time	LAWRENCE EXPY NB ON-RAMP Southbound					STEVENS CREEK BLVD Westbound					LAWRENCE EXPY NB OFF-RAMP Northbound					STEVENS CREEK BLVD Eastbound					Int. Total	
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total		
Peak Hour Analysis From 07:00 AM to 09:45 AM - Peak 1 of 1																						
Peak Hour for Entire Intersection Begins at 08:00 AM																						
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15 AM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	1	0	0	0	1	2
08:30 AM	0	0	0	0	0	0	9	0	0	9	0	0	0	0	0	0	0	0	0	0	0	9
08:45 AM	0	0	0	0	0	0	5	0	0	5	0	0	0	0	0	0	0	0	0	0	0	5
<b>Total Volume</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>15</b>	<b>0</b>	<b>0</b>	<b>15</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>16</b>	
% App. Total	0	0	0	0		0	100	0	0		0	0	0	0		0	100	0				
PHF	.000	.000	.000	.000		.000	.417	.000	.417		.000	.000	.000	.000		.000	.250	.000	.250		.444	

# Traffic Data Service

San Jose, CA  
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File Name : 46AM FINAL  
 Site Code : 00000046  
 Start Date : 1/17/2018  
 Page No : 2





# Traffic Data Service

San Jose, CA  
(408) 622-4787  
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File Name : 46PM FINAL  
Site Code : 00000046  
Start Date : 1/17/2018  
Page No : 1

## Groups Printed- Lights - Buses - Trucks

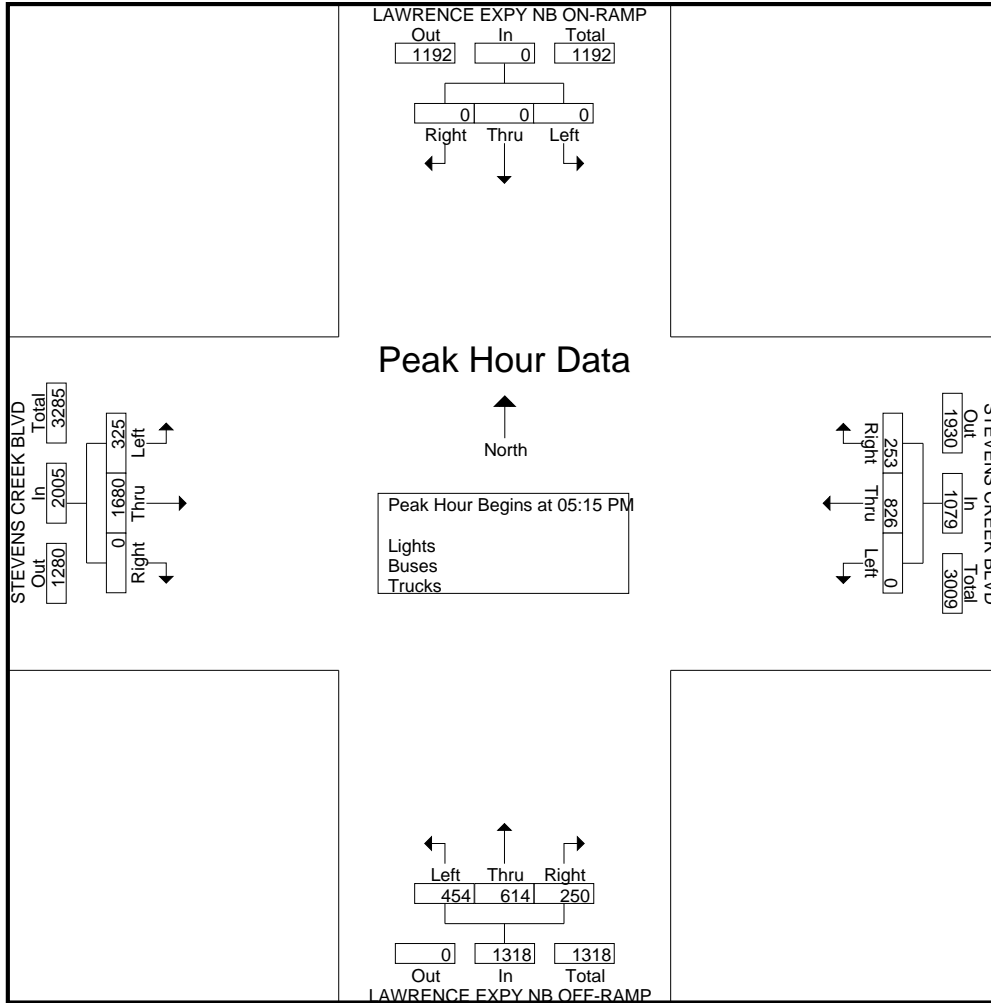
Start Time	LAWRENCE EXPY NB ON-RAMP Southbound					STEVENS CREEK BLVD Westbound					LAWRENCE EXPY NB OFF-RAMP Northbound					STEVENS CREEK BLVD Eastbound					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
04:00 PM	0	0	0	1	1	67	149	0	2	218	58	129	68	11	266	0	351	67	0	418	903
04:15 PM	0	0	0	1	1	58	157	0	2	217	56	145	93	5	299	0	331	62	0	393	910
04:30 PM	0	0	0	0	0	44	158	0	3	205	52	123	93	8	276	0	351	50	0	401	882
04:45 PM	0	0	0	2	2	46	167	0	0	213	60	131	93	4	288	0	345	52	0	397	900
Total	0	0	0	4	4	215	631	0	7	853	226	528	347	28	1129	0	1378	231	0	1609	3595
05:00 PM	0	0	0	0	0	53	168	0	0	221	51	141	125	4	321	0	353	82	0	435	977
05:15 PM	0	0	0	1	1	60	199	0	1	260	61	169	97	1	328	0	411	84	0	495	1084
05:30 PM	0	0	0	0	0	75	190	0	0	265	52	173	115	5	345	0	407	62	0	469	1079
05:45 PM	0	0	0	0	0	51	229	0	1	281	72	138	135	5	350	0	440	84	0	524	1155
Total	0	0	0	1	1	239	786	0	2	1027	236	621	472	15	1344	0	1611	312	0	1923	4295
06:00 PM	0	0	0	0	0	67	208	0	2	277	65	134	107	4	310	0	422	95	0	517	1104
06:15 PM	0	0	0	0	0	41	230	0	0	271	57	127	109	2	295	0	400	61	0	461	1027
06:30 PM	0	0	0	0	0	43	167	0	2	212	81	101	128	3	313	0	353	68	0	421	946
06:45 PM	0	0	0	0	0	54	178	0	1	233	61	112	144	2	319	0	317	68	0	385	937
Total	0	0	0	0	0	205	783	0	5	993	264	474	488	11	1237	0	1492	292	0	1784	4014
Grand Total	0	0	0	5	5	659	2200	0	14	2873	726	1623	1307	54	3710	0	4481	835	0	5316	11904
Apprch %	0	0	0	100		22.9	76.6	0	0.5		19.6	43.7	35.2	1.5		0	84.3	15.7	0		
Total %	0	0	0	0	0	5.5	18.5	0	0.1	24.1	6.1	13.6	11	0.5	31.2	0	37.6	7	0	44.7	
Lights	0	0	0	5	5	653	2162	0	14	2829	720	1614	1288	54	3676	0	4431	828	0	5259	11769
% Lights	0	0	0	100	100	99.1	98.3	0	100	98.5	99.2	99.4	98.5	100	99.1	0	98.9	99.2	0	98.9	98.9
Buses	0	0	0	0	0	0	27	0	0	27	1	4	8	0	13	0	34	0	0	34	74
% Buses	0	0	0	0	0	0	1.2	0	0	0.9	0.1	0.2	0.6	0	0.4	0	0.8	0	0	0.6	0.6
Trucks	0	0	0	0	0	6	11	0	0	17	5	5	11	0	21	0	16	7	0	23	61
% Trucks	0	0	0	0	0	0.9	0.5	0	0	0.6	0.7	0.3	0.8	0	0.6	0	0.4	0.8	0	0.4	0.5

Start Time	LAWRENCE EXPY NB ON-RAMP Southbound					STEVENS CREEK BLVD Westbound					LAWRENCE EXPY NB OFF-RAMP Northbound					STEVENS CREEK BLVD Eastbound					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
Peak Hour Analysis From 04:00 PM to 06:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 05:15 PM																					
05:15 PM	0	0	0	0	0	60	199	0	0	259	61	169	97	0	327	0	411	84	0	495	1081
05:30 PM	0	0	0	0	0	75	190	0	0	265	52	173	115	0	340	0	407	62	0	469	1074
05:45 PM	0	0	0	0	0	51	229	0	0	280	72	138	135	0	345	0	440	84	0	524	1149
06:00 PM	0	0	0	0	0	67	208	0	0	275	65	134	107	0	306	0	422	95	0	517	1098
Total Volume	0	0	0	0	0	253	826	0	0	1079	250	614	454	0	1318	0	1680	325	0	2005	4402
% App. Total	0	0	0	0	0	23.4	76.6	0	0		19	46.6	34.4	0		0	83.8	16.2	0		
PHF	.000	.000	.000	.000	.000	.843	.902	.000	.000	.963	.868	.887	.841	.000	.955	.000	.955	.855	.000	.957	.958

# Traffic Data Service

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

File Name : 46PM FINAL  
 Site Code : 00000046  
 Start Date : 1/17/2018  
 Page No : 2



# Traffic Data Service

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

File Name : 46PM FINAL  
 Site Code : 00000046  
 Start Date : 1/17/2018  
 Page No : 1

Groups Printed- Bikes

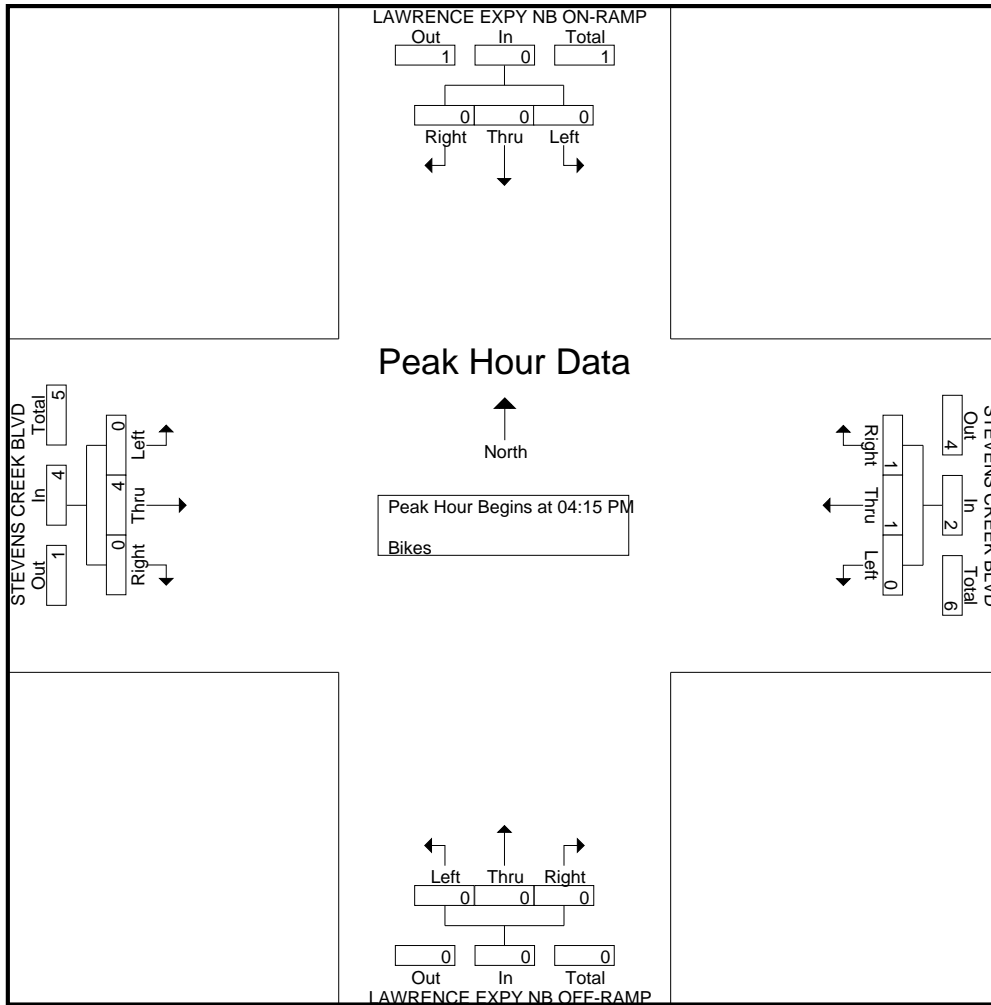
Start Time	LAWRENCE EXPY NB ON-RAMP Southbound					STEVENS CREEK BLVD Westbound					LAWRENCE EXPY NB OFF-RAMP Northbound					STEVENS CREEK BLVD Eastbound					Int. Total					
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total						
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1	1
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	1	1	0	0	2	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1	3
Total	0	0	0	0	0	1	1	0	0	2	0	0	0	0	0	0	2	0	0	0	0	0	0	0	2	4
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	2	2
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1	1
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	0	3	3
06:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	2	2
06:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1	1
06:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	0	3	3
Grand Total	0	0	0	0	0	1	1	0	0	2	0	0	0	0	0	0	8	0	0	0	0	0	0	0	8	10
Apprch %	0	0	0	0	0	50	50	0	0	20	0	0	0	0	0	0	100	0	0	0	0	0	0	0	0	
Total %	0	0	0	0	0	10	10	0	0	20	0	0	0	0	0	0	80	0	0	0	0	0	0	0	80	

Start Time	LAWRENCE EXPY NB ON-RAMP Southbound				STEVENS CREEK BLVD Westbound				LAWRENCE EXPY NB OFF-RAMP Northbound				STEVENS CREEK BLVD Eastbound				Int. Total
	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	
Peak Hour Analysis From 04:00 PM to 06:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:15 PM																	
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	1	1	0	2	0	0	0	0	0	1	0	1	3
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2	2
Total Volume	0	0	0	0	1	1	0	2	0	0	0	0	0	4	0	4	6
% App. Total	0	0	0	0	50	50	0	20	0	0	0	0	0	100	0	0	
PHF	.000	.000	.000	.000	.250	.250	.000	.250	.000	.000	.000	.000	.000	.500	.000	.500	.500

# Traffic Data Service

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

File Name : 46PM FINAL  
 Site Code : 00000046  
 Start Date : 1/17/2018  
 Page No : 2



# Traffic Data Service

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

File Name : 47AM FINAL  
 Site Code : 00000047  
 Start Date : 1/17/2018  
 Page No : 1

Groups Printed- Lights - Buses - Trucks

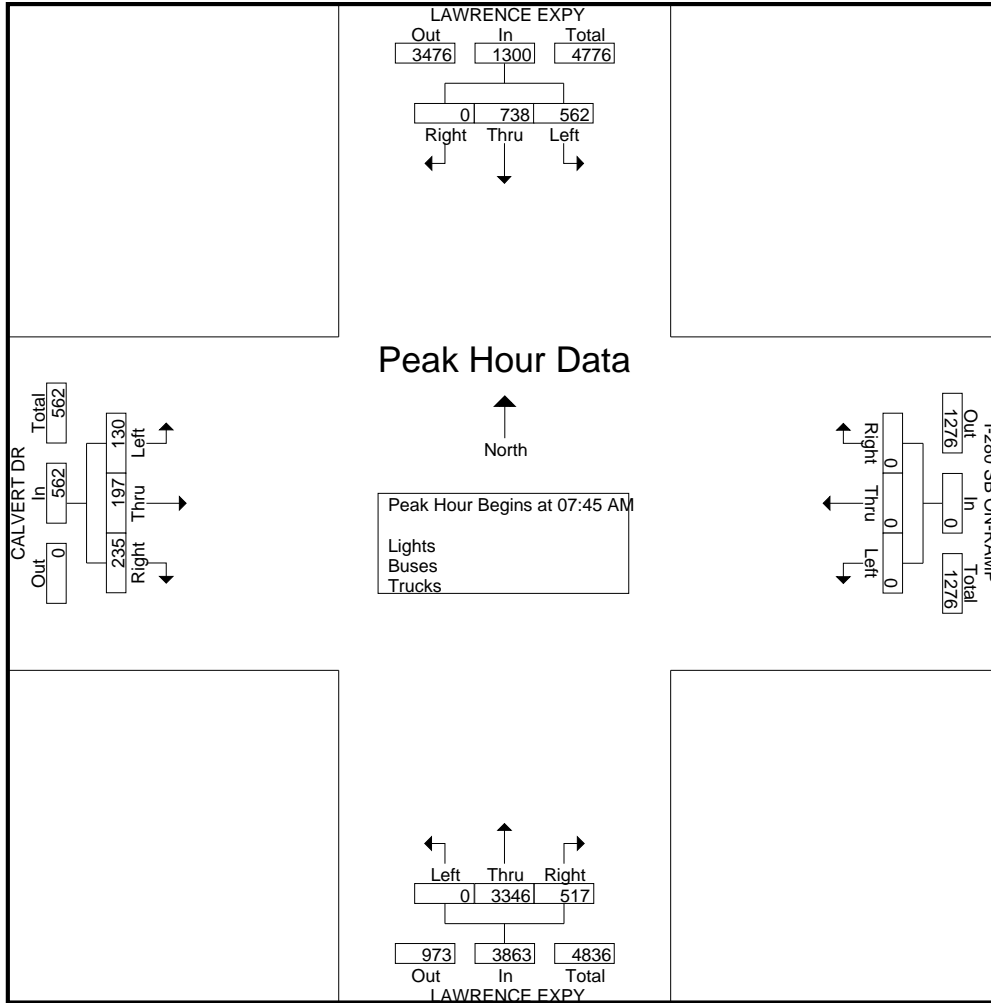
Start Time	LAWRENCE EXPY Southbound					I-280 SB ON-RAMP Westbound					LAWRENCE EXPY Northbound					CALVERT DR Eastbound					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
07:00 AM	0	90	86	1	177	0	0	0	2	2	111	417	0	0	528	33	38	11	1	83	790
07:15 AM	0	153	106	0	259	0	0	0	0	0	164	618	0	0	782	60	39	15	0	114	1155
07:30 AM	0	196	157	0	353	0	0	0	3	3	185	643	0	0	828	67	42	31	0	140	1324
07:45 AM	0	212	148	0	360	0	0	0	0	0	157	817	0	0	974	82	43	35	0	160	1494
Total	0	651	497	1	1149	0	0	0	5	5	617	2495	0	0	3112	242	162	92	1	497	4763
08:00 AM	0	195	129	0	324	0	0	0	1	1	123	857	0	0	980	63	41	25	0	129	1434
08:15 AM	0	167	137	0	304	0	0	0	1	1	124	890	0	0	1014	41	42	29	0	112	1431
08:30 AM	0	164	148	0	312	0	0	0	6	6	113	782	0	0	895	49	71	41	0	161	1374
08:45 AM	0	230	120	0	350	0	0	0	1	1	146	788	0	0	934	48	62	48	0	158	1443
Total	0	756	534	0	1290	0	0	0	9	9	506	3317	0	0	3823	201	216	143	0	560	5682
09:00 AM	0	158	92	0	250	0	0	0	3	3	120	726	0	0	846	55	80	59	0	194	1293
09:15 AM	0	139	137	0	276	0	0	0	2	2	148	700	0	0	848	45	71	62	0	178	1304
09:30 AM	0	120	137	0	257	0	0	0	0	0	151	649	0	0	800	43	57	37	0	137	1194
09:45 AM	0	122	171	0	293	0	0	0	0	0	117	496	0	0	613	44	65	48	0	157	1063
Total	0	539	537	0	1076	0	0	0	5	5	536	2571	0	0	3107	187	273	206	0	666	4854
Grand Total	0	1946	1568	1	3515	0	0	0	19	19	1659	8383	0	0	10042	630	651	441	1	1723	15299
Apprch %	0	55.4	44.6	0		0	0	0	100		16.5	83.5	0	0		36.6	37.8	25.6	0.1		
Total %	0	12.7	10.2	0	23	0	0	0	0.1	0.1	10.8	54.8	0	0	65.6	4.1	4.3	2.9	0	11.3	
Lights	0	1923	1528	1	3452	0	0	0	19	19	1641	8331	0	0	9972	608	630	438	1	1677	15120
% Lights	0	98.8	97.4	100	98.2	0	0	0	100	100	98.9	99.4	0	0	99.3	96.5	96.8	99.3	100	97.3	98.8
Buses	0	7	9	0	16	0	0	0	0	0	3	18	0	0	21	11	8	2	0	21	58
% Buses	0	0.4	0.6	0	0.5	0	0	0	0	0	0.2	0.2	0	0	0.2	1.7	1.2	0.5	0	1.2	0.4
Trucks	0	16	31	0	47	0	0	0	0	0	15	34	0	0	49	11	13	1	0	25	121
% Trucks	0	0.8	2	0	1.3	0	0	0	0	0	0.9	0.4	0	0	0.5	1.7	2	0.2	0	1.5	0.8

Start Time	LAWRENCE EXPY Southbound				I-280 SB ON-RAMP Westbound				LAWRENCE EXPY Northbound				CALVERT DR Eastbound				Int. Total
	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	
Peak Hour Analysis From 07:00 AM to 09:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:45 AM																	
07:45 AM	0	212	148	360	0	0	0	0	157	817	0	974	82	43	35	160	1494
08:00 AM	0	195	129	324	0	0	0	0	123	857	0	980	63	41	25	129	1434
08:15 AM	0	167	137	304	0	0	0	0	124	890	0	1014	41	42	29	112	1430
08:30 AM	0	164	148	312	0	0	0	0	113	782	0	895	49	71	41	161	1368
Total Volume	0	738	562	1300	0	0	0	0	517	3346	0	3863	235	197	130	562	5725
% App. Total	0	56.8	43.2		0	0	0		13.4	86.6	0		41.8	35.1	23.1		
PHF	.000	.870	.949	.903	.000	.000	.000	.000	.823	.940	.000	.952	.716	.694	.793	.873	.958

# Traffic Data Service

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

File Name : 47AM FINAL  
 Site Code : 00000047  
 Start Date : 1/17/2018  
 Page No : 2



# Traffic Data Service

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

File Name : 47AM FINAL  
 Site Code : 00000047  
 Start Date : 1/17/2018  
 Page No : 1

Groups Printed- Bikes

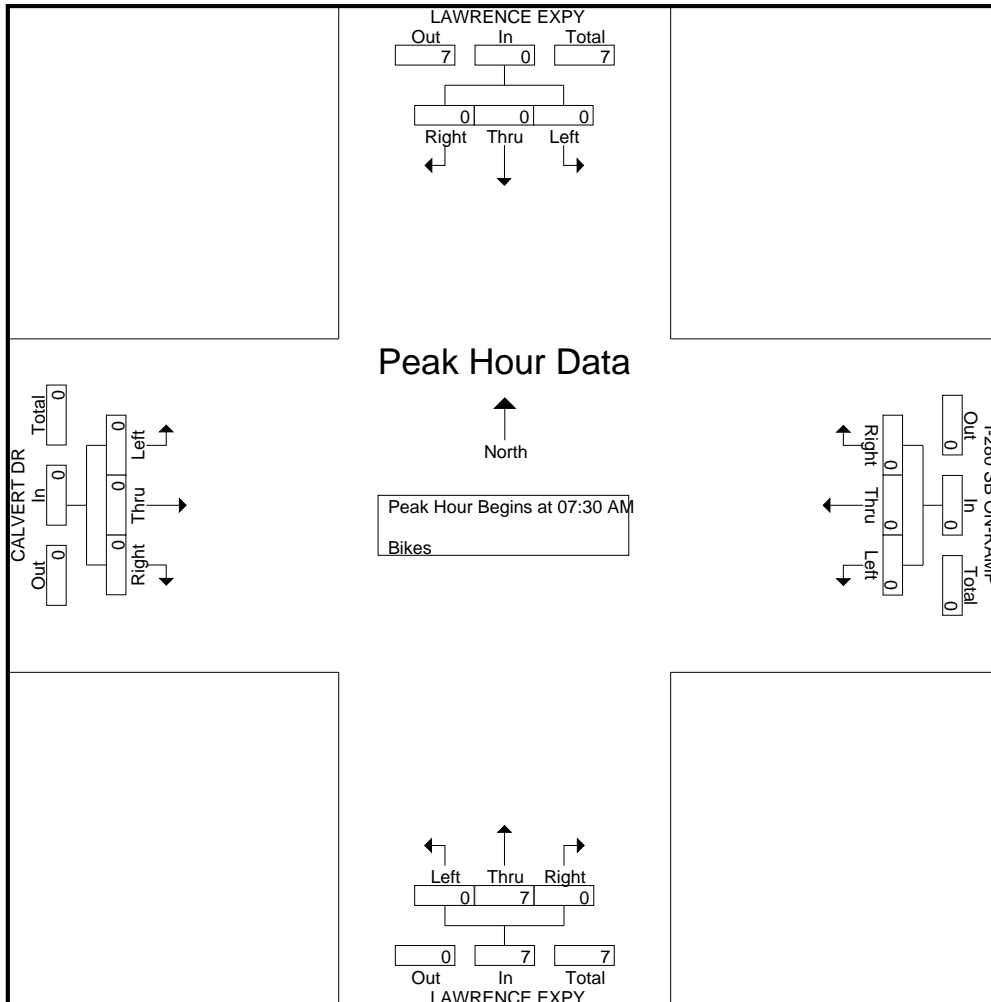
Start Time	LAWRENCE EXPY Southbound					I-280 SB ON-RAMP Westbound					LAWRENCE EXPY Northbound					CALVERT DR Eastbound					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	0
<b>Total</b>	0	0	0	0	0	0	0	0	0	0	0	5	0	0	5	0	0	0	0	0	0
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0
08:15 AM	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0
08:30 AM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0
08:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>Total</b>	0	0	0	0	0	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	0
09:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:45 AM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0
<b>Total</b>	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0
Grand Total	0	0	0	0	0	0	0	0	0	0	0	10	0	0	10	0	0	0	0	0	10
Apprch %	0	0	0	0	0	0	0	0	0	0	0	100	0	0	100	0	0	0	0	0	
Total %	0	0	0	0	0	0	0	0	0	0	0	100	0	0	100	0	0	0	0	0	

Start Time	LAWRENCE EXPY Southbound				I-280 SB ON-RAMP Westbound				LAWRENCE EXPY Northbound				CALVERT DR Eastbound				Int. Total
	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	
Peak Hour Analysis From 07:00 AM to 09:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:30 AM																	
07:30 AM	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	1
07:45 AM	0	0	0	0	0	0	0	0	0	3	0	3	0	0	0	0	3
08:00 AM	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	1
08:15 AM	0	0	0	0	0	0	0	0	0	2	0	2	0	0	0	0	2
Total Volume	0	0	0	0	0	0	0	0	0	7	0	7	0	0	0	0	7
% App. Total	0	0	0	0	0	0	0	0	0	100	0	100	0	0	0	0	
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.583	.000	.583	.000	.000	.000	.000	.583

# Traffic Data Service

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

File Name : 47AM FINAL  
 Site Code : 00000047  
 Start Date : 1/17/2018  
 Page No : 2





# Traffic Data Service

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

File Name : 47PM FINAL  
Site Code : 00000047  
Start Date : 1/17/2018  
Page No : 1

Groups Printed- Lights - Buses - Trucks

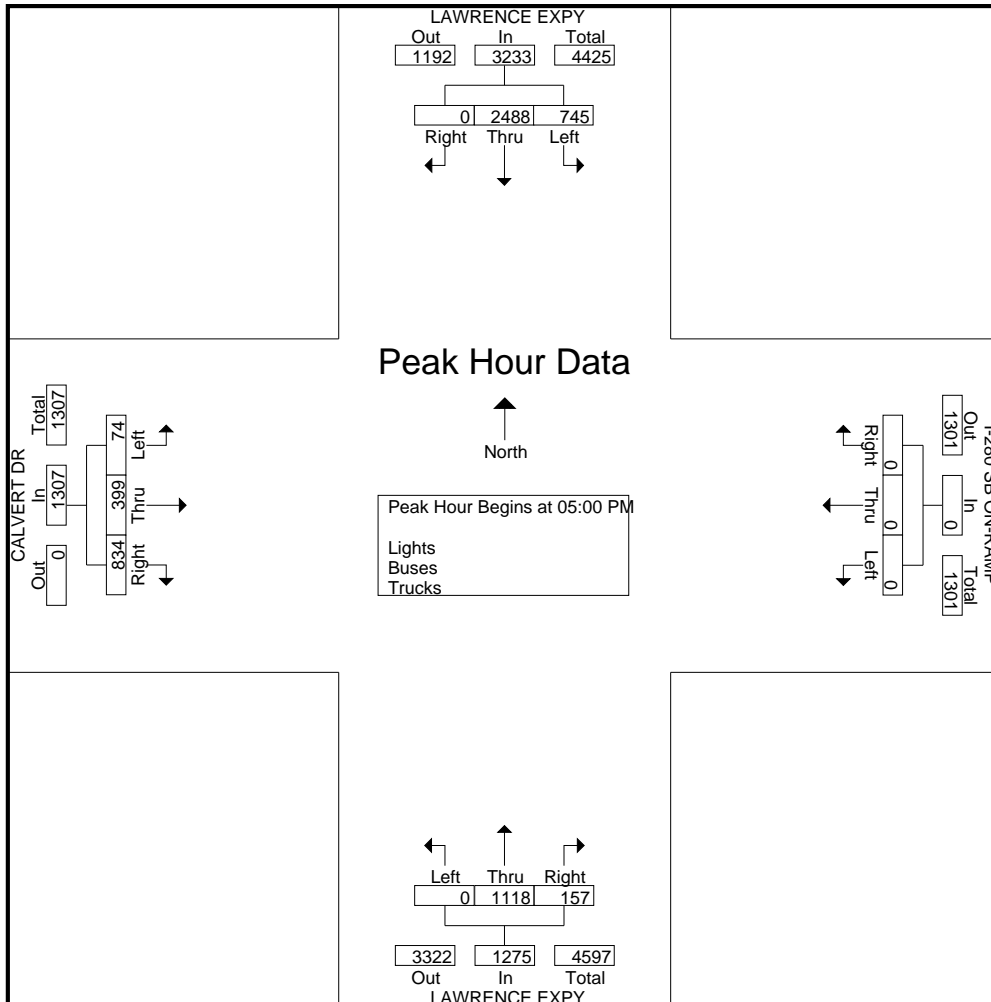
Start Time	LAWRENCE EXPY Southbound					I-280 SB ON-RAMP Westbound					LAWRENCE EXPY Northbound					CALVERT DR Eastbound					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
04:00 PM	0	470	172	1	643	0	0	0	4	4	34	219	0	0	253	189	100	16	0	305	1205
04:15 PM	0	510	200	1	711	0	0	0	3	3	53	245	0	0	298	174	108	13	1	296	1308
04:30 PM	0	565	209	0	774	0	0	0	4	4	66	243	0	0	309	164	116	18	0	298	1385
04:45 PM	0	672	221	0	893	0	0	0	0	0	49	269	0	0	318	168	92	9	0	269	1480
<b>Total</b>	0	2217	802	2	3021	0	0	0	11	11	202	976	0	0	1178	695	416	56	1	1168	5378
05:00 PM	0	653	237	0	890	0	0	0	1	1	40	243	0	0	283	199	94	8	0	301	1475
05:15 PM	0	597	154	0	751	0	0	0	2	2	46	281	0	0	327	201	121	15	0	337	1417
05:30 PM	0	607	191	0	798	0	0	0	2	2	38	276	0	0	314	183	115	24	0	322	1436
05:45 PM	0	631	163	0	794	0	0	0	1	1	33	318	0	0	351	251	69	27	0	347	1493
<b>Total</b>	0	2488	745	0	3233	0	0	0	6	6	157	1118	0	0	1275	834	399	74	0	1307	5821
06:00 PM	0	546	120	0	666	0	0	0	1	1	35	297	0	0	332	244	70	34	0	348	1347
06:15 PM	0	571	163	0	734	0	0	0	1	1	48	277	0	0	325	202	73	22	0	297	1357
06:30 PM	0	570	170	0	740	0	0	0	1	1	42	240	0	0	282	188	104	23	0	315	1338
06:45 PM	0	559	191	0	750	0	0	0	0	0	45	248	0	0	293	205	90	35	0	330	1373
<b>Total</b>	0	2246	644	0	2890	0	0	0	3	3	170	1062	0	0	1232	839	337	114	0	1290	5415
Grand Total	0	6951	2191	2	9144	0	0	0	20	20	529	3156	0	0	3685	2368	1152	244	1	3765	16614
Apprch %	0	76	24	0		0	0	0	100		14.4	85.6	0	0		62.9	30.6	6.5	0		
Total %	0	41.8	13.2	0	55	0	0	0	0.1	0.1	3.2	19	0	0	22.2	14.3	6.9	1.5	0	22.7	
Lights	0	6940	2184	2	9126	0	0	0	20	20	524	3131	0	0	3655	2360	1139	243	1	3743	16544
% Lights	0	99.8	99.7	100	99.8	0	0	0	100	100	99.1	99.2	0	0	99.2	99.7	98.9	99.6	100	99.4	99.6
Buses	0	2	1	0	3	0	0	0	0	0	2	10	0	0	12	2	2	1	0	5	20
% Buses	0	0	0	0	0	0	0	0	0	0	0.4	0.3	0	0	0.3	0.1	0.2	0.4	0	0.1	0.1
Trucks	0	9	6	0	15	0	0	0	0	0	3	15	0	0	18	6	11	0	0	17	50
% Trucks	0	0.1	0.3	0	0.2	0	0	0	0	0	0.6	0.5	0	0	0.5	0.3	1	0	0	0.5	0.3

Start Time	LAWRENCE EXPY Southbound				I-280 SB ON-RAMP Westbound				LAWRENCE EXPY Northbound				CALVERT DR Eastbound				Int. Total
	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	
Peak Hour Analysis From 04:00 PM to 06:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 05:00 PM																	
05:00 PM	0	<b>653</b>	<b>237</b>	<b>890</b>	0	0	0	0	40	243	0	283	199	94	8	301	1474
05:15 PM	0	597	154	751	0	0	0	0	46	281	0	327	201	121	15	337	1415
05:30 PM	0	607	191	798	0	0	0	0	38	276	0	314	183	115	24	322	1434
05:45 PM	0	631	163	794	0	0	0	0	33	<b>318</b>	0	<b>351</b>	<b>251</b>	69	<b>27</b>	<b>347</b>	<b>1492</b>
Total Volume	0	2488	745	3233	0	0	0	0	157	1118	0	1275	834	399	74	1307	5815
% App. Total	0	77	23		0	0	0		12.3	87.7	0		63.8	30.5	5.7		
PHF	.000	.953	.786	.908	.000	.000	.000	.000	.853	.879	.000	.908	.831	.824	.685	.942	.974

# Traffic Data Service

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

File Name : 47PM FINAL  
 Site Code : 00000047  
 Start Date : 1/17/2018  
 Page No : 2



# Traffic Data Service

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

File Name : 47PM FINAL  
 Site Code : 00000047  
 Start Date : 1/17/2018  
 Page No : 1

Groups Printed- Bikes

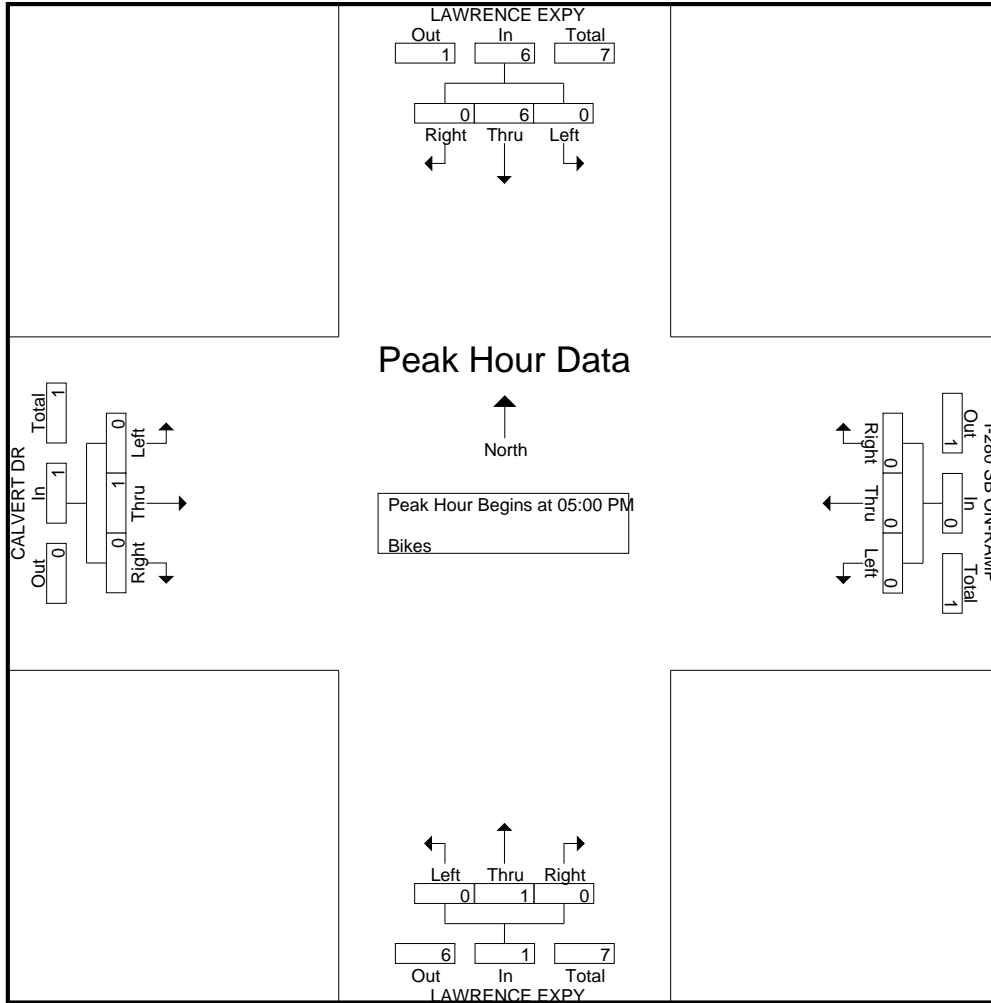
Start Time	LAWRENCE EXPY Southbound					I-280 SB ON-RAMP Westbound					LAWRENCE EXPY Northbound					CALVERT DR Eastbound					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
05:00 PM	0	4	0	0	4	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	5
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
05:45 PM	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
Total	0	6	0	0	6	0	0	0	0	0	0	1	0	0	1	0	1	0	0	1	8
06:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Grand Total	0	7	0	0	7	0	0	0	0	0	0	1	0	0	1	0	1	0	0	1	9
Apprch %	0	100	0	0		0	0	0	0		0	100	0	0		0	100	0	0		
Total %	0	77.8	0	0	77.8	0	0	0	0	0	0	11.1	0	0	11.1	0	11.1	0	0	11.1	

Start Time	LAWRENCE EXPY Southbound				I-280 SB ON-RAMP Westbound				LAWRENCE EXPY Northbound				CALVERT DR Eastbound				Int. Total
	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	
Peak Hour Analysis From 04:00 PM to 06:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 05:00 PM																	
05:00 PM	0	4	0	4	0	0	0	0	0	1	0	1	0	0	0	0	5
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
05:45 PM	0	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2
Total Volume	0	6	0	6	0	0	0	0	0	1	0	1	0	1	0	1	8
% App. Total	0	100	0		0	0	0		0	100	0		0	100	0		
PHF	.000	.375	.000	.375	.000	.000	.000	.000	.000	.250	.000	.250	.000	.250	.000	.250	.400

# Traffic Data Service

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

File Name : 47PM FINAL  
 Site Code : 00000047  
 Start Date : 1/17/2018  
 Page No : 2



# Traffic Data Service

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

File Name : 48AM FINAL  
 Site Code : 00000048  
 Start Date : 1/17/2018  
 Page No : 1

## Groups Printed- Lights - Buses - Trucks

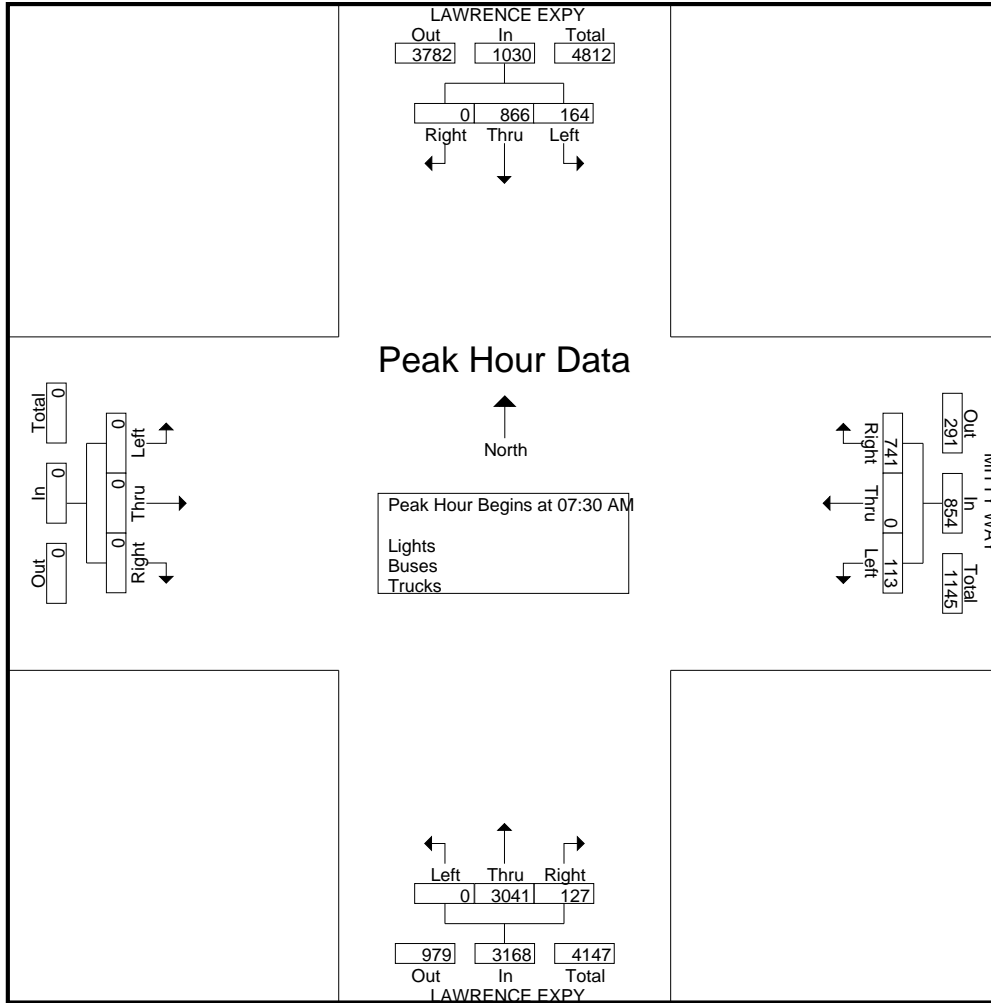
Start Time	LAWRENCE EXPY Southbound					MITTY WAY Westbound					LAWRENCE EXPY Northbound					Eastbound					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
07:00 AM	0	96	24	0	120	87	0	1	0	88	28	437	0	0	465	0	0	0	0	0	673
07:15 AM	0	117	82	0	199	143	0	9	0	152	55	634	0	1	690	0	0	0	0	0	1041
07:30 AM	0	182	79	0	261	153	0	21	0	174	97	705	0	5	807	0	0	0	0	0	1242
07:45 AM	0	256	43	0	299	189	0	29	0	218	13	777	0	3	793	0	0	0	0	0	1310
Total	0	651	228	0	879	572	0	60	0	632	193	2553	0	9	2755	0	0	0	0	0	4266
08:00 AM	0	236	25	0	261	187	0	42	0	229	8	754	0	2	764	0	0	0	0	0	1254
08:15 AM	0	192	17	0	209	212	0	21	0	233	9	805	0	5	819	0	0	0	0	0	1261
08:30 AM	0	189	19	0	208	179	0	24	0	203	6	779	0	4	789	0	0	0	0	0	1200
08:45 AM	0	247	22	0	269	151	0	39	0	190	9	761	0	10	780	0	0	0	0	0	1239
Total	0	864	83	0	947	729	0	126	0	855	32	3099	0	21	3152	0	0	0	0	0	4954
09:00 AM	0	187	25	0	212	138	0	40	0	178	17	642	0	1	660	0	0	0	0	0	1050
09:15 AM	0	157	25	0	182	125	0	9	0	134	11	758	0	2	771	0	0	0	0	0	1087
09:30 AM	0	144	13	0	157	89	0	4	0	93	3	671	0	6	680	0	0	0	0	0	930
09:45 AM	0	141	25	0	166	72	0	3	0	75	4	574	0	1	579	0	0	0	0	0	820
Total	0	629	88	0	717	424	0	56	0	480	35	2645	0	10	2690	0	0	0	0	0	3887
Grand Total	0	2144	399	0	2543	1725	0	242	0	1967	260	8297	0	40	8597	0	0	0	0	0	13107
Apprch %	0	84.3	15.7	0		87.7	0	12.3	0		3	96.5	0	0.5		0	0	0	0	0	
Total %	0	16.4	3	0	19.4	13.2	0	1.8	0	15	2	63.3	0	0.3	65.6	0	0	0	0	0	
Lights	0	2107	392	0	2499	1714	0	235	0	1949	258	8244	0	40	8542	0	0	0	0	0	12990
% Lights	0	98.3	98.2	0	98.3	99.4	0	97.1	0	99.1	99.2	99.4	0	100	99.4	0	0	0	0	0	99.1
Buses	0	11	3	0	14	5	0	4	0	9	1	14	0	0	15	0	0	0	0	0	38
% Buses	0	0.5	0.8	0	0.6	0.3	0	1.7	0	0.5	0.4	0.2	0	0	0.2	0	0	0	0	0	0.3
Trucks	0	26	4	0	30	6	0	3	0	9	1	39	0	0	40	0	0	0	0	0	79
% Trucks	0	1.2	1	0	1.2	0.3	0	1.2	0	0.5	0.4	0.5	0	0	0.5	0	0	0	0	0	0.6

Start Time	LAWRENCE EXPY Southbound				MITTY WAY Westbound				LAWRENCE EXPY Northbound				Eastbound				Int. Total
	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	
Peak Hour Analysis From 07:00 AM to 09:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:30 AM																	
07:30 AM	0	182	<b>79</b>	261	153	0	21	174	<b>97</b>	705	0	802	0	0	0	0	1237
07:45 AM	0	<b>256</b>	43	<b>299</b>	189	0	29	218	13	777	0	790	0	0	0	0	<b>1307</b>
08:00 AM	0	236	25	261	187	0	<b>42</b>	229	8	754	0	762	0	0	0	0	1252
08:15 AM	0	192	17	209	<b>212</b>	0	21	<b>233</b>	9	<b>805</b>	0	<b>814</b>	0	0	0	0	1256
Total Volume	0	866	164	1030	741	0	113	854	127	3041	0	3168	0	0	0	0	5052
% App. Total	0	84.1	15.9		86.8	0	13.2		4	96	0		0	0	0		
PHF	.000	.846	.519	.861	.874	.000	.673	.916	.327	.944	.000	.973	.000	.000	.000	.000	.966

# Traffic Data Service

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

File Name : 48AM FINAL  
 Site Code : 00000048  
 Start Date : 1/17/2018  
 Page No : 2



# Traffic Data Service

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

File Name : 48AM FINAL  
 Site Code : 00000048  
 Start Date : 1/17/2018  
 Page No : 1

Groups Printed- Bikes

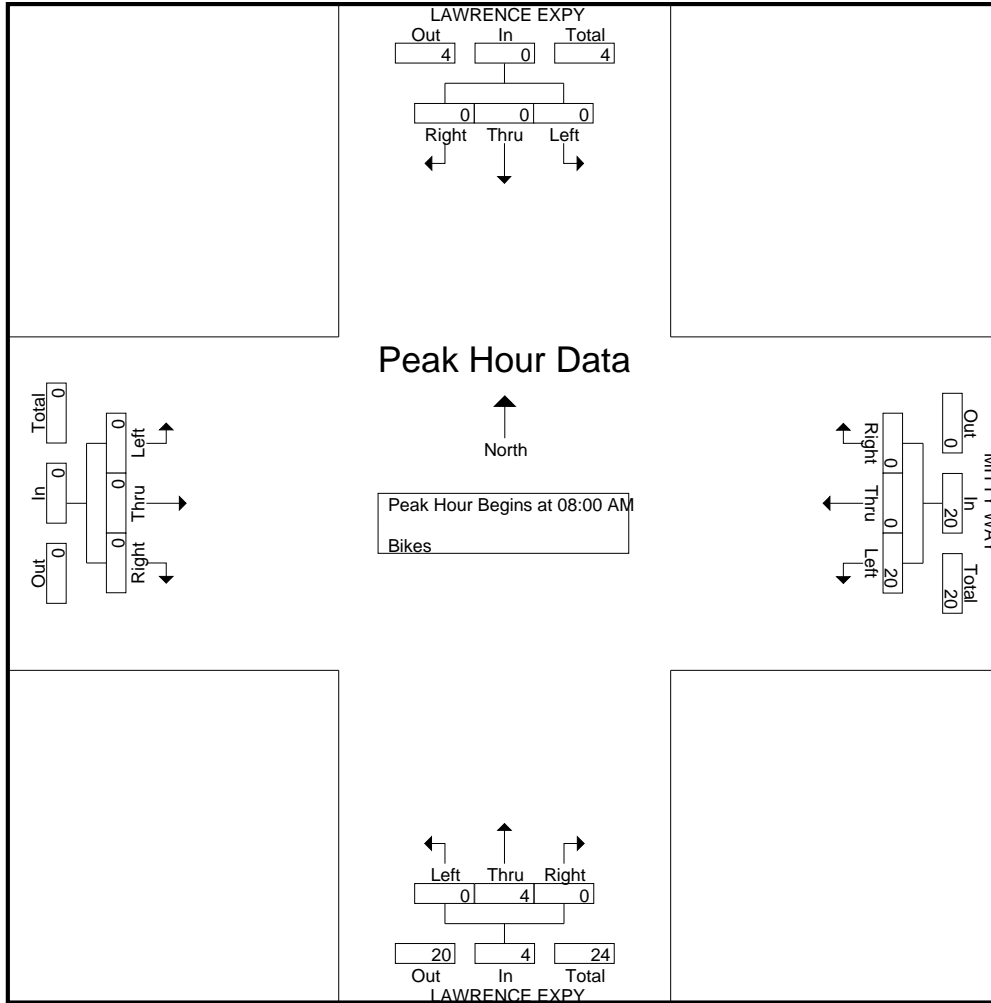
Start Time	LAWRENCE EXPY Southbound					MITTY WAY Westbound					LAWRENCE EXPY Northbound					Eastbound					Int. Total	
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total		
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	2
07:30 AM	0	0	0	0	0	0	0	1	0	1	0	1	0	0	1	0	0	0	0	0	0	2
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	2
<b>Total</b>	0	0	0	0	0	0	0	1	0	1	0	5	0	0	5	0	0	0	0	0	0	6
08:00 AM	0	0	0	0	0	0	0	2	0	2	0	1	0	0	1	0	0	0	0	0	0	3
08:15 AM	0	0	0	0	0	0	0	1	0	1	0	2	0	0	2	0	0	0	0	0	0	3
08:30 AM	0	0	0	0	0	0	0	6	0	6	0	1	0	0	1	0	0	0	0	0	0	7
08:45 AM	0	0	0	0	0	0	0	11	0	11	0	0	0	0	0	0	0	0	0	0	0	11
<b>Total</b>	0	0	0	0	0	0	0	20	0	20	0	4	0	0	4	0	0	0	0	0	0	24
09:00 AM	0	0	0	0	0	0	0	2	0	2	0	0	0	0	0	0	0	0	0	0	0	2
09:15 AM	0	0	0	0	0	0	0	2	0	2	0	0	0	0	0	0	0	0	0	0	0	2
09:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:45 AM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	1
<b>Total</b>	0	0	0	0	0	0	0	4	0	4	1	0	0	0	1	0	0	0	0	0	0	5
Grand Total	0	0	0	0	0	0	0	25	0	25	1	9	0	0	10	0	0	0	0	0	0	35
Apprch %	0	0	0	0		0	0	100	0		10	90	0	0		0	0	0	0			
Total %	0	0	0	0		0	0	71.4	0	71.4	2.9	25.7	0	0	28.6	0	0	0	0			

Start Time	LAWRENCE EXPY Southbound				MITTY WAY Westbound				LAWRENCE EXPY Northbound				Eastbound				Int. Total				
	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total					
Peak Hour Analysis From 07:00 AM to 09:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 08:00 AM																					
08:00 AM	0	0	0	0	0	0	0	2	2	0	1	0	0	1	0	0	0	0	0	0	3
08:15 AM	0	0	0	0	0	0	0	1	1	0	2	0	0	2	0	0	0	0	0	0	3
08:30 AM	0	0	0	0	0	0	0	6	6	0	1	0	0	1	0	0	0	0	0	0	7
08:45 AM	0	0	0	0	0	0	0	11	11	0	0	0	0	0	0	0	0	0	0	0	11
Total Volume	0	0	0	0	0	0	0	20	20	0	4	0	0	4	0	0	0	0	0	0	24
% App. Total	0	0	0			0	0	100			0	100	0			0	0	0			
PHF	.000	.000	.000	.000		.000	.000	.455	.455		.000	.500	.000	.500		.000	.000	.000	.000		.545

# Traffic Data Service

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

File Name : 48AM FINAL  
 Site Code : 00000048  
 Start Date : 1/17/2018  
 Page No : 2





# Traffic Data Service

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

File Name : 48PM FINAL  
Site Code : 00000048  
Start Date : 1/17/2018  
Page No : 1

Groups Printed- Lights - Buses - Trucks

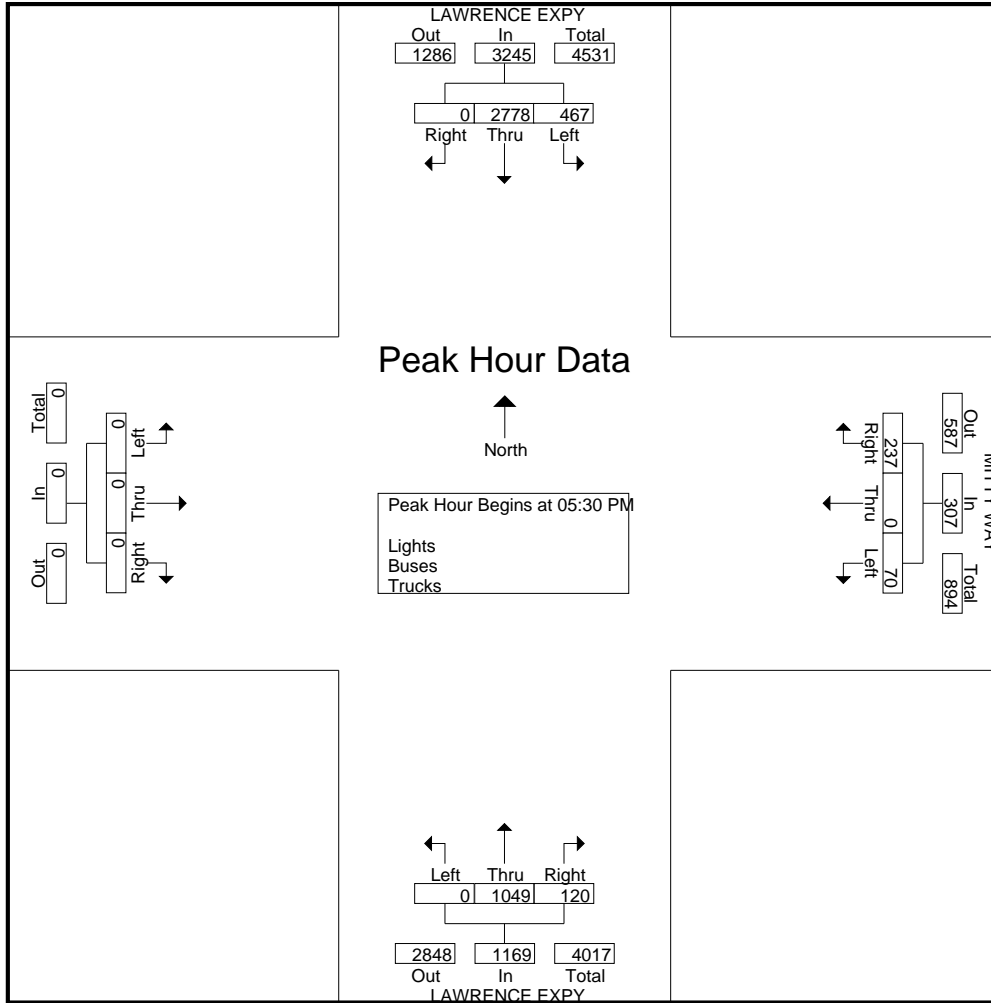
Start Time	LAWRENCE EXPY Southbound					MITTY WAY Westbound					LAWRENCE EXPY Northbound					Eastbound					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
04:00 PM	0	556	101	0	657	67	0	15	0	82	54	197	1	3	255	0	0	0	0	0	994
04:15 PM	0	583	92	0	675	58	0	10	0	68	13	245	0	3	261	0	0	0	0	0	1004
04:30 PM	0	623	84	0	707	58	0	25	0	83	11	223	0	2	236	0	0	0	0	0	1026
04:45 PM	0	728	88	0	816	56	0	12	0	68	14	266	0	0	280	0	0	0	0	0	1164
<b>Total</b>	0	2490	365	0	2855	239	0	62	0	301	92	931	1	8	1032	0	0	0	0	0	4188
05:00 PM	0	706	117	0	823	50	0	22	0	72	21	234	0	1	256	0	0	0	0	0	1151
05:15 PM	0	686	112	0	798	63	0	15	0	78	28	232	0	0	260	0	0	0	0	0	1136
05:30 PM	0	692	114	0	806	63	0	11	0	74	21	273	0	1	295	0	0	0	0	0	1175
05:45 PM	0	725	128	0	853	68	0	28	0	96	32	261	0	1	294	0	0	0	0	0	1243
<b>Total</b>	0	2809	471	0	3280	244	0	76	0	320	102	1000	0	3	1105	0	0	0	0	0	4705
06:00 PM	0	611	118	0	729	53	0	21	0	74	38	237	0	0	275	0	0	0	0	0	1078
06:15 PM	0	750	107	0	857	53	0	10	0	63	29	278	0	1	308	0	0	0	0	0	1228
06:30 PM	0	654	76	0	730	38	0	10	0	48	11	252	0	0	263	0	0	0	0	0	1041
06:45 PM	0	718	74	0	792	50	0	9	0	59	12	232	0	2	246	0	0	0	0	0	1097
<b>Total</b>	0	2733	375	0	3108	194	0	50	0	244	90	999	0	3	1092	0	0	0	0	0	4444
Grand Total	0	8032	1211	0	9243	677	0	188	0	865	284	2930	1	14	3229	0	0	0	0	0	13337
Apprch %	0	86.9	13.1	0		78.3	0	21.7	0		8.8	90.7	0	0.4		0	0	0	0		
Total %	0	60.2	9.1	0	69.3	5.1	0	1.4	0	6.5	2.1	22	0	0.1	24.2	0	0	0	0	0	
Lights	0	8010	1211	0	9221	674	0	187	0	861	284	2906	1	14	3205	0	0	0	0	0	13287
% Lights	0	99.7	100	0	99.8	99.6	0	99.5	0	99.5	100	99.2	100	100	99.3	0	0	0	0	0	99.6
Buses	0	10	0	0	10	1	0	0	0	1	0	7	0	0	7	0	0	0	0	0	18
% Buses	0	0.1	0	0	0.1	0.1	0	0	0	0.1	0	0.2	0	0	0.2	0	0	0	0	0	0.1
Trucks	0	12	0	0	12	2	0	1	0	3	0	17	0	0	17	0	0	0	0	0	32
% Trucks	0	0.1	0	0	0.1	0.3	0	0.5	0	0.3	0	0.6	0	0	0.5	0	0	0	0	0	0.2

Start Time	LAWRENCE EXPY Southbound				MITTY WAY Westbound				LAWRENCE EXPY Northbound				Eastbound				Int. Total
	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	
Peak Hour Analysis From 04:00 PM to 06:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 05:30 PM																	
05:30 PM	0	692	114	806	63	0	11	74	21	273	0	294	0	0	0	0	1174
05:45 PM	0	725	<b>128</b>	853	<b>68</b>	0	<b>28</b>	<b>96</b>	32	261	0	293	0	0	0	0	<b>1242</b>
06:00 PM	0	611	118	729	53	0	21	74	<b>38</b>	237	0	275	0	0	0	0	1078
06:15 PM	0	<b>750</b>	107	<b>857</b>	53	0	10	63	29	<b>278</b>	0	<b>307</b>	0	0	0	0	1227
Total Volume	0	2778	467	3245	237	0	70	307	120	1049	0	1169	0	0	0	0	4721
% App. Total	0	85.6	14.4		77.2	0	22.8		10.3	89.7	0		0	0	0		
PHF	.000	.926	.912	.947	.871	.000	.625	.799	.789	.943	.000	.952	.000	.000	.000	.000	.950

# Traffic Data Service

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

File Name : 48PM FINAL  
 Site Code : 00000048  
 Start Date : 1/17/2018  
 Page No : 2



# Traffic Data Service

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

File Name : 48PM FINAL  
 Site Code : 00000048  
 Start Date : 1/17/2018  
 Page No : 1

Groups Printed- Bikes

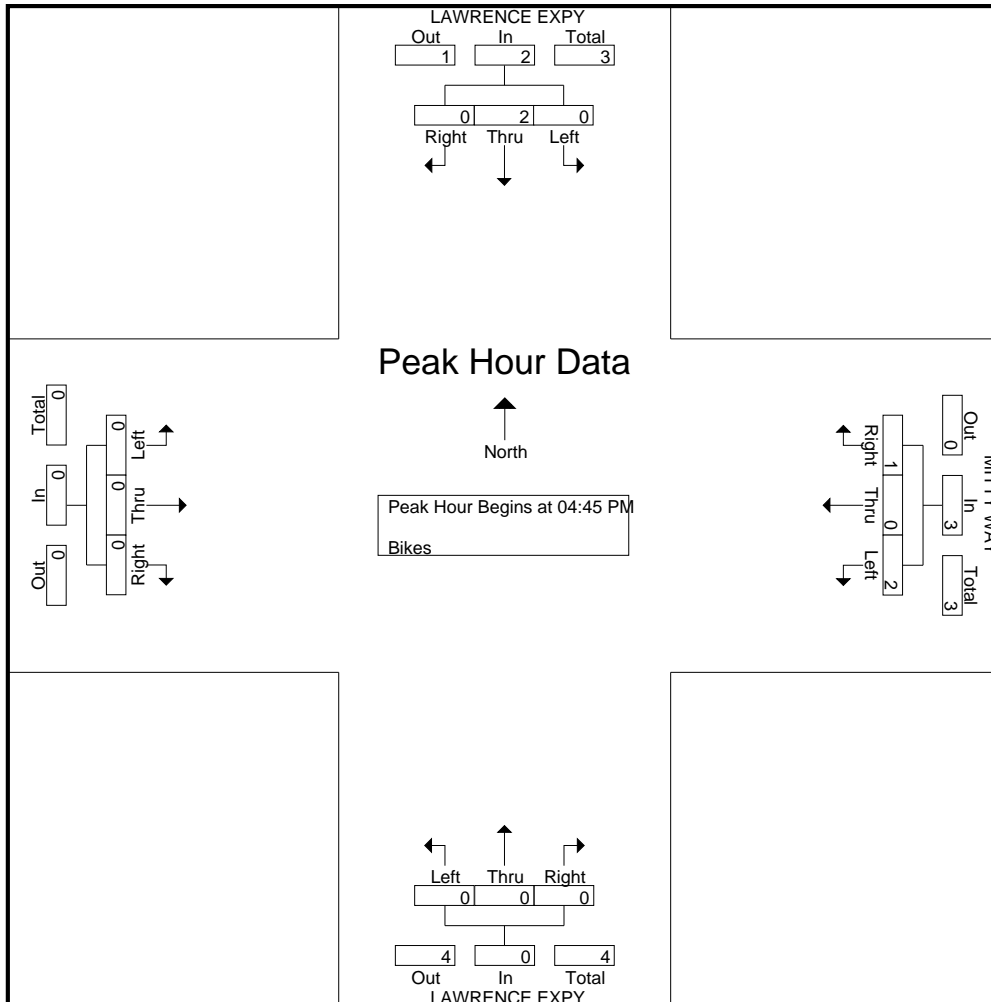
Start Time	LAWRENCE EXPY Southbound					MITTY WAY Westbound					LAWRENCE EXPY Northbound					Eastbound					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
04:00 PM	0	0	0	0	0	0	0	0	0	0	2	0	0	0	2	0	0	0	0	0	0
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
<b>Total</b>	0	0	0	0	0	1	0	0	0	1	2	0	0	0	2	0	0	0	0	0	3
05:00 PM	0	2	0	0	2	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	3
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30 PM	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	1
05:45 PM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
<b>Total</b>	0	3	0	0	3	0	0	2	0	2	0	0	0	0	0	0	0	0	0	0	5
06:00 PM	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	1
06:15 PM	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	1
06:30 PM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
06:45 PM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
<b>Total</b>	0	2	0	0	2	0	0	2	0	2	0	0	0	0	0	0	0	0	0	0	4
Grand Total	0	5	0	0	5	1	0	4	0	5	2	0	0	0	2	0	0	0	0	0	12
Apprch %	0	100	0	0		20	0	80	0		100	0	0	0		0	0	0	0		
Total %	0	41.7	0	0	41.7	8.3	0	33.3	0	41.7	16.7	0	0	0	16.7	0	0	0	0	0	

Start Time	LAWRENCE EXPY Southbound				MITTY WAY Westbound				LAWRENCE EXPY Northbound				Eastbound				Int. Total
	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	
Peak Hour Analysis From 04:00 PM to 06:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:45 PM																	
04:45 PM	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	1
05:00 PM	0	2	0	2	0	0	1	1	0	0	0	0	0	0	0	0	3
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30 PM	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	1
Total Volume	0	2	0	2	1	0	2	3	0	0	0	0	0	0	0	0	5
% App. Total	0	100	0		33.3	0	66.7		0	0	0		0	0	0		
PHF	.000	.250	.000	.250	.250	.000	.500	.750	.000	.000	.000	.000	.000	.000	.000	.000	.417

# Traffic Data Service

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

File Name : 48PM FINAL  
 Site Code : 00000048  
 Start Date : 1/17/2018  
 Page No : 2



# Traffic Data Service

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

File Name : 49AM FINAL  
Site Code : 00000049  
Start Date : 1/17/2018  
Page No : 1

## Groups Printed- Lights - Buses - Trucks

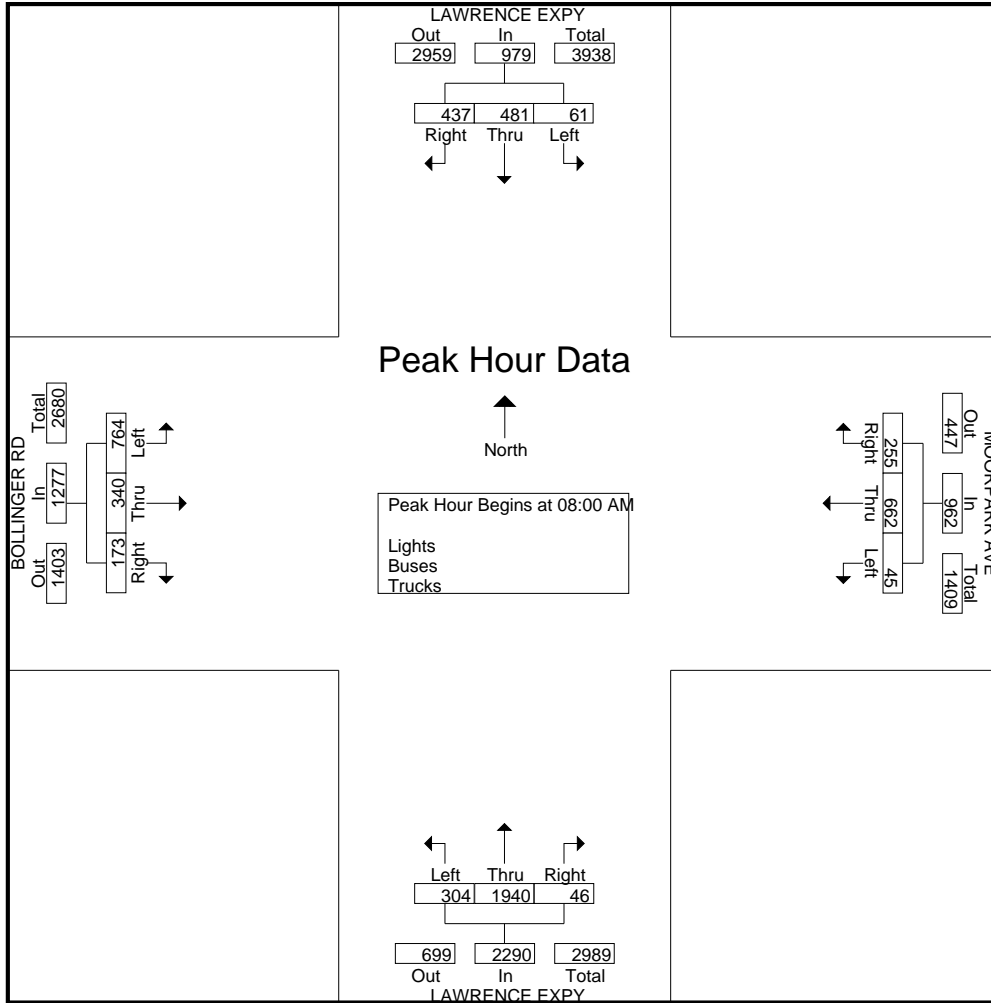
Start Time	LAWRENCE EXPY Southbound					MOORPARK AVE Westbound					LAWRENCE EXPY Northbound					BOLLINGER RD Eastbound					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
07:00 AM	19	60	10	1	90	44	52	12	0	108	6	332	34	0	372	11	9	86	0	106	676
07:15 AM	26	76	10	0	112	68	90	16	0	174	16	458	36	1	511	12	21	122	0	155	952
07:30 AM	50	122	29	2	203	81	91	23	2	197	14	580	53	3	650	25	29	114	3	171	1221
07:45 AM	88	124	47	1	260	90	139	27	1	257	17	446	63	2	528	33	75	127	2	237	1282
Total	183	382	96	4	665	283	372	78	3	736	53	1816	186	6	2061	81	134	449	5	669	4131
08:00 AM	134	118	10	3	265	69	193	17	0	279	11	476	59	1	547	32	68	164	0	264	1355
08:15 AM	96	125	13	2	236	66	118	14	2	200	12	495	76	2	585	44	85	215	2	346	1367
08:30 AM	79	110	22	1	212	61	175	7	1	244	11	545	84	1	641	39	84	170	0	293	1390
08:45 AM	128	128	16	2	274	59	176	7	0	242	12	424	85	1	522	58	103	215	1	377	1415
Total	437	481	61	8	987	255	662	45	3	965	46	1940	304	5	2295	173	340	764	3	1280	5527
09:00 AM	135	73	16	0	224	49	176	21	0	246	11	360	47	2	420	50	153	183	0	386	1276
09:15 AM	39	105	15	2	161	51	107	10	1	169	21	448	81	1	551	49	169	172	1	391	1272
09:30 AM	38	90	10	4	142	50	60	11	2	123	21	421	54	1	497	49	65	166	0	280	1042
09:45 AM	29	92	21	2	144	46	109	12	1	168	13	314	71	3	401	23	79	168	0	270	983
Total	241	360	62	8	671	196	452	54	4	706	66	1543	253	7	1869	171	466	689	1	1327	4573
Grand Total	861	1223	219	20	2323	734	1486	177	10	2407	165	5299	743	18	6225	425	940	1902	9	3276	14231
Apprch %	37.1	52.6	9.4	0.9		30.5	61.7	7.4	0.4		2.7	85.1	11.9	0.3		13	28.7	58.1	0.3		
Total %	6.1	8.6	1.5	0.1	16.3	5.2	10.4	1.2	0.1	16.9	1.2	37.2	5.2	0.1	43.7	3	6.6	13.4	0.1	23	
Lights	848	1199	208	20	2275	730	1461	174	10	2375	161	5258	736	18	6173	420	928	1894	9	3251	14074
% Lights	98.5	98	95	100	97.9	99.5	98.3	98.3	100	98.7	97.6	99.2	99.1	100	99.2	98.8	98.7	99.6	100	99.2	98.9
Buses	7	2	5	0	14	1	13	1	0	15	2	6	1	0	9	0	7	6	0	13	51
% Buses	0.8	0.2	2.3	0	0.6	0.1	0.9	0.6	0	0.6	1.2	0.1	0.1	0	0.1	0	0.7	0.3	0	0.4	0.4
Trucks	6	22	6	0	34	3	12	2	0	17	2	35	6	0	43	5	5	2	0	12	106
% Trucks	0.7	1.8	2.7	0	1.5	0.4	0.8	1.1	0	0.7	1.2	0.7	0.8	0	0.7	1.2	0.5	0.1	0	0.4	0.7

Start Time	LAWRENCE EXPY Southbound					MOORPARK AVE Westbound					LAWRENCE EXPY Northbound					BOLLINGER RD Eastbound					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
Peak Hour Analysis From 07:00 AM to 09:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 08:00 AM																					
08:00 AM	134	118	10		262	69	193	17		279	11	476	59		546	32	68	164		264	1351
08:15 AM	96	125	13		234	66	118	14		198	12	495	76		583	44	85	215		344	1359
08:30 AM	79	110	22		211	61	175	7		243	11	545	84		640	39	84	170		293	1387
08:45 AM	128	128	16		272	59	176	7		242	12	424	85		521	58	103	215		376	1411
Total Volume	437	481	61		979	255	662	45		962	46	1940	304		2290	173	340	764		1277	5508
% App. Total	44.6	49.1	6.2			26.5	68.8	4.7			2	84.7	13.3			13.5	26.6	59.8			
PHF	.815	.939	.693		.900	.924	.858	.662		.862	.958	.890	.894		.895	.746	.825	.888		.849	.976

# Traffic Data Service

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

File Name : 49AM FINAL  
 Site Code : 00000049  
 Start Date : 1/17/2018  
 Page No : 2



# Traffic Data Service

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

File Name : 49AM FINAL  
 Site Code : 00000049  
 Start Date : 1/17/2018  
 Page No : 1

Groups Printed- Bikes

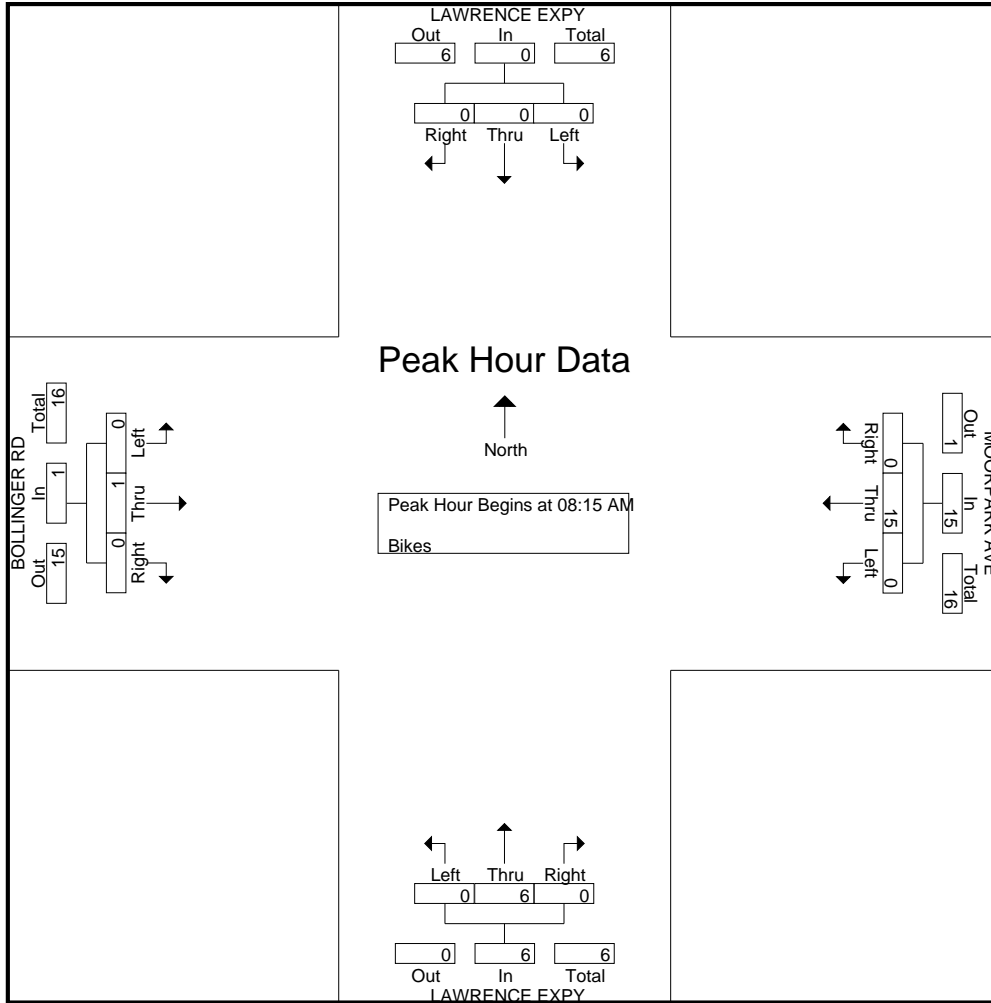
Start Time	LAWRENCE EXPY Southbound					MOORPARK AVE Westbound					LAWRENCE EXPY Northbound					BOLLINGER RD Eastbound					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
07:00 AM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0
07:15 AM	0	0	0	0	0	0	2	0	0	2	0	2	0	0	2	0	0	0	0	0	0
07:30 AM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0
07:45 AM	0	0	0	0	0	0	1	0	0	1	0	4	1	0	5	0	1	0	0	1	1
Total	0	0	0	0	0	0	5	0	0	5	0	6	1	0	7	0	1	0	0	1	13
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	1	1	0	2	0	0	0	0	0	0
08:15 AM	0	0	0	0	0	0	4	0	0	4	0	2	0	0	2	0	0	0	0	0	0
08:30 AM	0	0	0	0	0	0	4	0	0	4	0	2	0	0	2	0	0	0	0	0	0
08:45 AM	0	0	0	0	0	0	4	0	0	4	0	1	0	0	1	0	0	0	0	0	0
Total	0	0	0	0	0	0	12	0	0	12	0	6	1	0	7	0	0	0	0	0	19
09:00 AM	0	0	0	0	0	0	3	0	0	3	0	1	0	0	1	0	1	0	0	1	5
09:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:45 AM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	1	1	2
Total	0	0	0	0	0	0	4	0	0	4	0	1	0	0	1	0	1	0	1	2	7
Grand Total	0	0	0	0	0	0	21	0	0	21	0	13	2	0	15	0	2	0	1	3	39
Apprch %	0	0	0	0		0	100	0	0		0	86.7	13.3	0		0	66.7	0	33.3		
Total %	0	0	0	0	0	0	53.8	0	0	53.8	0	33.3	5.1	0	38.5	0	5.1	0	2.6	7.7	

Start Time	LAWRENCE EXPY Southbound				MOORPARK AVE Westbound				LAWRENCE EXPY Northbound				BOLLINGER RD Eastbound				Int. Total
	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	
Peak Hour Analysis From 07:00 AM to 09:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 08:15 AM																	
08:15 AM	0	0	0	0	0	4	0	4	0	2	0	2	0	0	0	0	6
08:30 AM	0	0	0	0	0	4	0	4	0	2	0	2	0	0	0	0	6
08:45 AM	0	0	0	0	0	4	0	4	0	1	0	1	0	0	0	0	5
09:00 AM	0	0	0	0	0	3	0	3	0	1	0	1	0	1	0	1	5
Total Volume	0	0	0	0	0	15	0	15	0	6	0	6	0	1	0	1	22
% App. Total	0	0	0		0	100	0		0	100	0		0	100	0		
PHF	.000	.000	.000	.000	.000	.938	.000	.938	.000	.750	.000	.750	.000	.250	.000	.250	.917

# Traffic Data Service

San Jose, CA  
 (408) 622-4787  
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File Name : 49AM FINAL  
 Site Code : 00000049  
 Start Date : 1/17/2018  
 Page No : 2





# Traffic Data Service

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

File Name : 49PM FINAL  
 Site Code : 00000049  
 Start Date : 1/17/2018  
 Page No : 1

## Groups Printed- Lights - Buses - Trucks

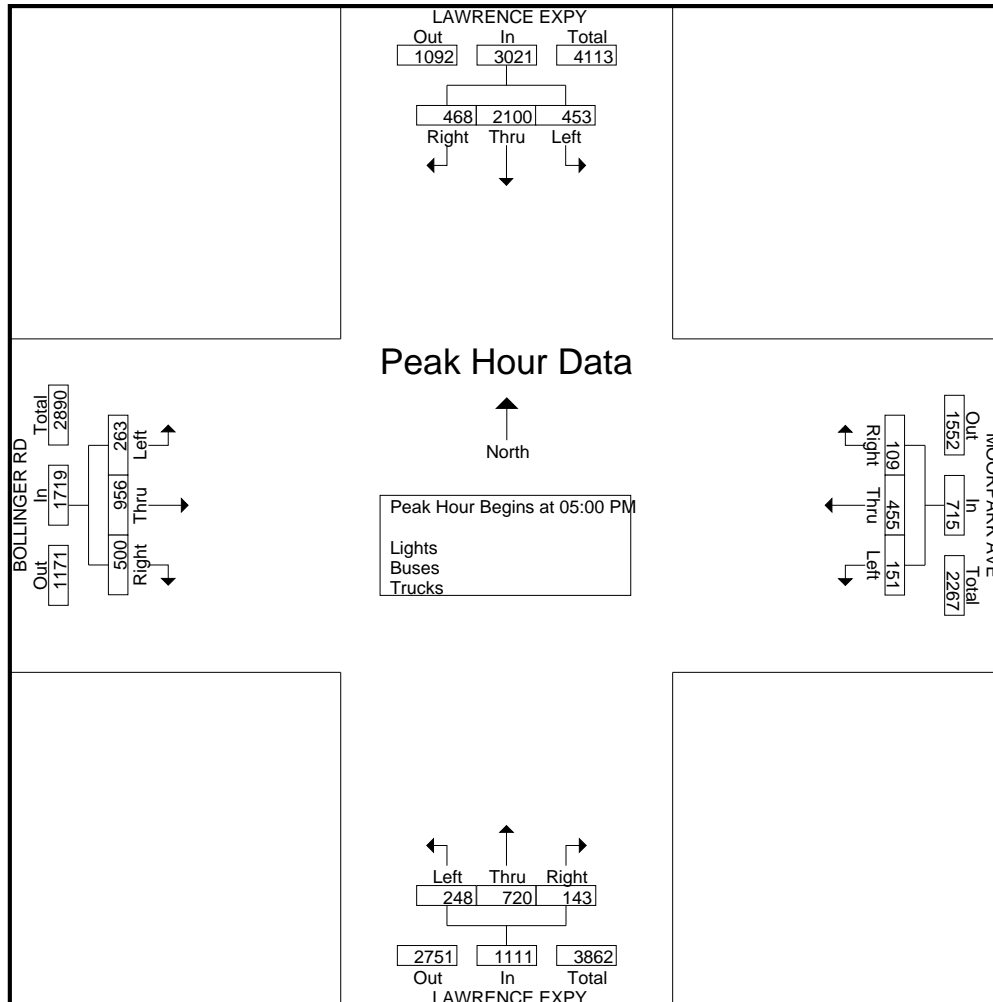
Start Time	LAWRENCE EXPY Southbound					MOORPARK AVE Westbound					LAWRENCE EXPY Northbound					BOLLINGER RD Eastbound					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
04:00 PM	51	451	60	0	562	28	67	23	0	118	57	134	60	1	252	115	149	58	1	323	1255
04:15 PM	63	474	67	1	605	33	102	18	2	155	35	156	48	1	240	97	136	47	4	284	1284
04:30 PM	84	460	85	3	632	30	78	47	1	156	30	137	49	0	216	109	163	63	1	336	1340
04:45 PM	100	516	97	1	714	42	111	34	0	187	49	136	67	1	253	88	145	64	0	297	1451
Total	298	1901	309	5	2513	133	358	122	3	616	171	563	224	3	961	409	593	232	6	1240	5330
05:00 PM	102	512	90	2	706	25	97	32	0	154	38	178	64	3	283	139	231	47	2	419	1562
05:15 PM	133	484	94	0	711	23	125	40	0	188	38	158	78	8	282	131	242	74	1	448	1629
05:30 PM	119	569	128	0	816	34	109	29	0	172	29	187	56	1	273	89	248	75	5	417	1678
05:45 PM	114	535	141	2	792	27	124	50	0	201	38	197	50	0	285	141	235	67	1	444	1722
Total	468	2100	453	4	3025	109	455	151	0	715	143	720	248	12	1123	500	956	263	9	1728	6591
06:00 PM	120	445	74	1	640	29	132	33	0	194	29	143	52	0	224	96	179	64	0	339	1397
06:15 PM	132	535	108	0	775	35	105	24	0	164	29	161	62	0	252	94	148	52	0	294	1485
06:30 PM	154	529	79	0	762	27	127	36	0	190	25	125	37	0	187	81	151	68	2	302	1441
06:45 PM	167	461	79	0	707	39	105	28	0	172	31	133	44	0	208	73	119	57	0	249	1336
Total	573	1970	340	1	2884	130	469	121	0	720	114	562	195	0	871	344	597	241	2	1184	5659
Grand Total	1339	5971	1102	10	8422	372	1282	394	3	2051	428	1845	667	15	2955	1253	2146	736	17	4152	17580
Apprch %	15.9	70.9	13.1	0.1		18.1	62.5	19.2	0.1		14.5	62.4	22.6	0.5		30.2	51.7	17.7	0.4		
Total %	7.6	34	6.3	0.1	47.9	2.1	7.3	2.2	0	11.7	2.4	10.5	3.8	0.1	16.8	7.1	12.2	4.2	0.1	23.6	
Lights	1338	5954	1099	10	8401	368	1276	391	3	2038	424	1827	664	15	2930	1251	2130	735	17	4133	17502
% Lights	99.9	99.7	99.7	100	99.8	98.9	99.5	99.2	100	99.4	99.1	99	99.6	100	99.2	99.8	99.3	99.9	100	99.5	99.6
Buses	0	7	0	0	7	3	6	1	0	10	1	3	0	0	4	0	10	0	0	10	31
% Buses	0	0.1	0	0	0.1	0.8	0.5	0.3	0	0.5	0.2	0.2	0	0	0.1	0	0.5	0	0	0.2	0.2
Trucks	1	10	3	0	14	1	0	2	0	3	3	15	3	0	21	2	6	1	0	9	47
% Trucks	0.1	0.2	0.3	0	0.2	0.3	0	0.5	0	0.1	0.7	0.8	0.4	0	0.7	0.2	0.3	0.1	0	0.2	0.3

Start Time	LAWRENCE EXPY Southbound				MOORPARK AVE Westbound				LAWRENCE EXPY Northbound				BOLLINGER RD Eastbound				Int. Total
	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	
Peak Hour Analysis From 04:00 PM to 06:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 05:00 PM																	
05:00 PM	102	512	90	704	25	97	32	154	<b>38</b>	178	64	280	139	231	47	417	1555
05:15 PM	<b>133</b>	484	94	711	23	<b>125</b>	40	188	38	158	<b>78</b>	274	131	242	74	<b>447</b>	1620
05:30 PM	119	<b>569</b>	128	<b>816</b>	<b>34</b>	109	29	172	29	187	56	272	89	<b>248</b>	<b>75</b>	412	1672
05:45 PM	114	535	<b>141</b>	790	27	124	<b>50</b>	<b>201</b>	38	<b>197</b>	50	<b>285</b>	<b>141</b>	235	67	443	<b>1719</b>
Total Volume	468	2100	453	3021	109	455	151	715	143	720	248	1111	500	956	263	1719	6566
% App. Total	15.5	69.5	15		15.2	63.6	21.1		12.9	64.8	22.3		29.1	55.6	15.3		
PHF	.880	.923	.803	.926	.801	.910	.755	.889	.941	.914	.795	.975	.887	.964	.877	.961	.955

# Traffic Data Service

San Jose, CA  
 (408) 622-4787  
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File Name : 49PM FINAL  
 Site Code : 00000049  
 Start Date : 1/17/2018  
 Page No : 2



# Traffic Data Service

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

File Name : 49PM FINAL  
 Site Code : 00000049  
 Start Date : 1/17/2018  
 Page No : 1

Groups Printed- Bikes

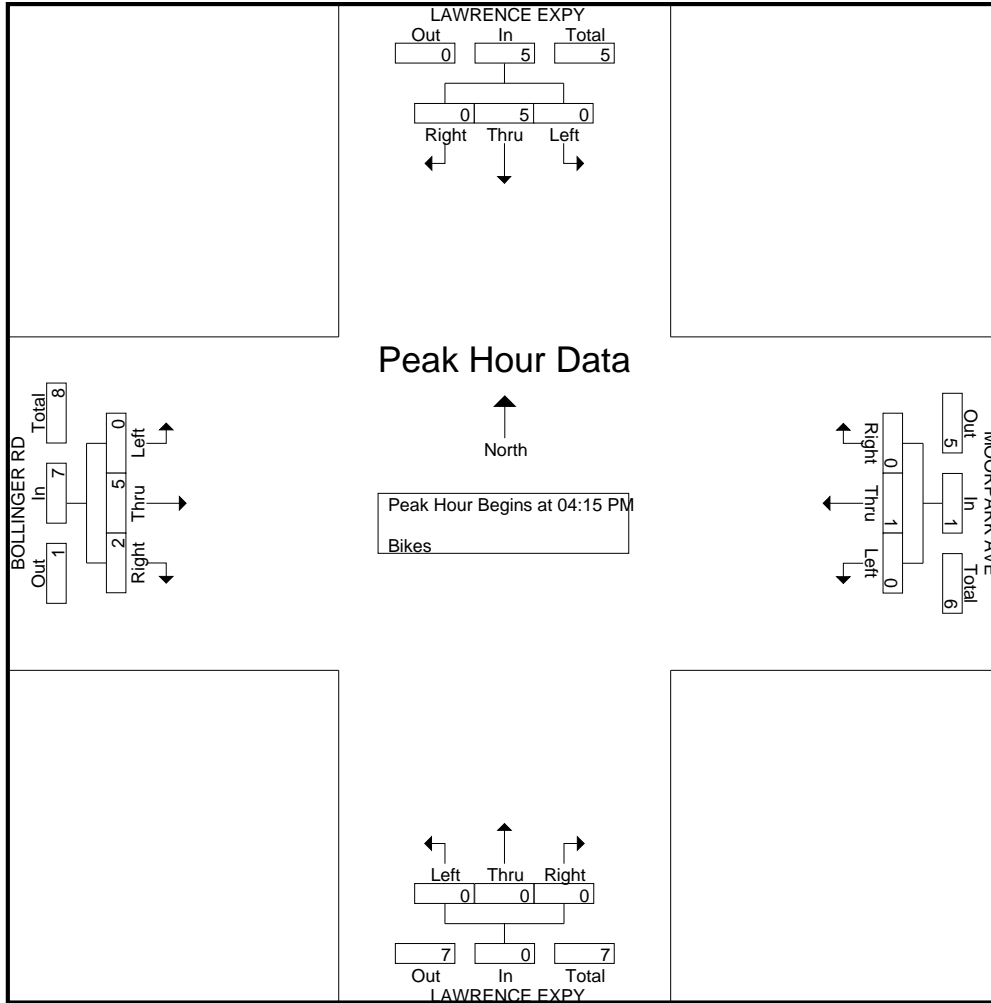
Start Time	LAWRENCE EXPY Southbound					MOORPARK AVE Westbound					LAWRENCE EXPY Northbound					BOLLINGER RD Eastbound					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	1	2	0	0	3	5
04:30 PM	0	1	0	0	1	0	1	0	0	1	0	0	0	0	0	1	1	0	0	2	4
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	2
Total	0	3	0	0	3	0	1	0	0	1	0	0	0	0	0	2	5	0	0	7	11
05:00 PM	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45 PM	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
Total	0	4	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4
06:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:15 PM	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
06:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Grand Total	1	7	0	0	8	0	1	0	0	1	0	0	0	0	0	2	5	0	0	7	16
Apprch %	12.5	87.5	0	0		0	100	0	0		0	0	0	0		28.6	71.4	0	0		
Total %	6.2	43.8	0	0	50	0	6.2	0	0	6.2	0	0	0	0	0	12.5	31.2	0	0	43.8	

Start Time	LAWRENCE EXPY Southbound				MOORPARK AVE Westbound				LAWRENCE EXPY Northbound				BOLLINGER RD Eastbound				Int. Total
	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	
Peak Hour Analysis From 04:00 PM to 06:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:15 PM																	
04:15 PM	0	2	0	2	0	0	0	0	0	0	0	0	1	2	0	3	5
04:30 PM	0	1	0	1	0	1	0	1	0	0	0	0	1	1	0	2	4
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2	2
05:00 PM	0	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2
Total Volume	0	5	0	5	0	1	0	1	0	0	0	0	2	5	0	7	13
% App. Total	0	100	0		0	100	0		0	0	0		28.6	71.4	0		
PHF	.000	.625	.000	.625	.000	.250	.000	.250	.000	.000	.000	.000	.500	.625	.000	.583	.650

# Traffic Data Service

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

File Name : 49PM FINAL  
 Site Code : 00000049  
 Start Date : 1/17/2018  
 Page No : 2



# Traffic Data Service

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

File Name : 50AM FINAL  
 Site Code : 00000050  
 Start Date : 1/11/2018  
 Page No : 1

Groups Printed- Lights - Buses - Trucks

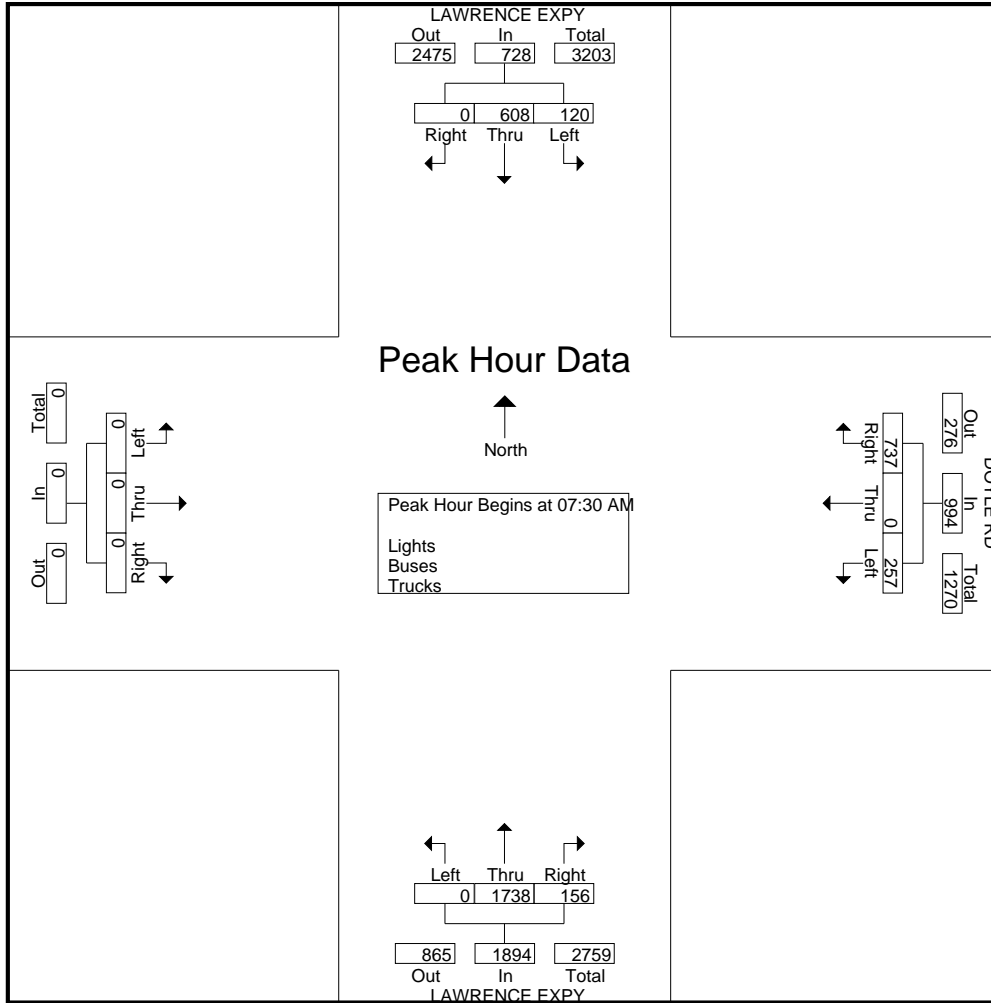
Start Time	LAWRENCE EXPY Southbound					DOYLE RD Westbound					LAWRENCE EXPY Northbound					Eastbound					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
07:00 AM	0	67	8	0	75	85	0	25	0	110	22	308	0	0	330	0	0	0	0	0	515
07:15 AM	0	72	15	0	87	141	0	19	0	160	11	434	0	0	445	0	0	0	0	0	692
07:30 AM	0	136	23	0	159	193	0	75	0	268	38	437	0	0	475	0	0	0	0	0	902
07:45 AM	0	168	34	0	202	168	0	106	0	274	62	449	0	0	511	0	0	0	0	0	987
Total	0	443	80	0	523	587	0	225	0	812	133	1628	0	0	1761	0	0	0	0	0	3096
08:00 AM	0	143	31	0	174	155	0	38	0	193	40	388	0	0	428	0	0	0	0	0	795
08:15 AM	0	161	32	0	193	221	0	38	0	259	16	464	0	0	480	0	0	0	0	0	932
08:30 AM	0	126	20	0	146	157	0	17	0	174	21	446	0	0	467	0	0	0	0	0	787
08:45 AM	0	127	33	0	160	157	0	19	0	176	10	351	0	0	361	0	0	0	0	0	697
Total	0	557	116	0	673	690	0	112	0	802	87	1649	0	0	1736	0	0	0	0	0	3211
09:00 AM	0	124	36	0	160	118	0	23	0	141	9	397	0	0	406	0	0	0	0	0	707
09:15 AM	0	127	35	0	162	122	0	20	0	142	7	387	0	0	394	0	0	0	0	0	698
09:30 AM	0	116	25	0	141	101	0	25	0	126	3	382	0	0	385	0	0	0	0	0	652
09:45 AM	0	113	36	0	149	103	0	16	0	119	18	333	0	0	351	0	0	0	0	0	619
Total	0	480	132	0	612	444	0	84	0	528	37	1499	0	0	1536	0	0	0	0	0	2676
Grand Total	0	1480	328	0	1808	1721	0	421	0	2142	257	4776	0	0	5033	0	0	0	0	0	8983
Apprch %	0	81.9	18.1	0		80.3	0	19.7	0		5.1	94.9	0	0		0	0	0	0	0	
Total %	0	16.5	3.7	0	20.1	19.2	0	4.7	0	23.8	2.9	53.2	0	0	56	0	0	0	0	0	0
Lights	0	1457	323	0	1780	1706	0	413	0	2119	252	4742	0	0	4994	0	0	0	0	0	8893
% Lights	0	98.4	98.5	0	98.5	99.1	0	98.1	0	98.9	98.1	99.3	0	0	99.2	0	0	0	0	0	99
Buses	0	7	0	0	7	1	0	2	0	3	2	13	0	0	15	0	0	0	0	0	25
% Buses	0	0.5	0	0	0.4	0.1	0	0.5	0	0.1	0.8	0.3	0	0	0.3	0	0	0	0	0	0.3
Trucks	0	16	5	0	21	14	0	6	0	20	3	21	0	0	24	0	0	0	0	0	65
% Trucks	0	1.1	1.5	0	1.2	0.8	0	1.4	0	0.9	1.2	0.4	0	0	0.5	0	0	0	0	0	0.7

Start Time	LAWRENCE EXPY Southbound					DOYLE RD Westbound					LAWRENCE EXPY Northbound					Eastbound					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
Peak Hour Analysis From 07:00 AM to 09:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:30 AM																					
07:30 AM	0	136	23	0	159	193	0	75	0	268	38	437	0	0	475	0	0	0	0	0	902
07:45 AM	0	<b>168</b>	<b>34</b>	0	<b>202</b>	168	0	<b>106</b>	0	<b>274</b>	<b>62</b>	449	0	0	<b>511</b>	0	0	0	0	0	<b>987</b>
08:00 AM	0	143	31	0	174	155	0	38	0	193	40	388	0	0	428	0	0	0	0	0	795
08:15 AM	0	161	32	0	193	221	0	38	0	259	16	464	0	0	480	0	0	0	0	0	932
Total Volume	0	608	120	0	728	737	0	257	0	994	156	1738	0	0	1894	0	0	0	0	0	3616
% App. Total	0	83.5	16.5	0		74.1	0	25.9	0		8.2	91.8	0	0		0	0	0	0	0	
PHF	.000	.905	.882	0	.901	.834	.000	.606	0	.907	.629	.936	.000	.927		.000	.000	.000	0	.000	.916

# Traffic Data Service

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

File Name : 50AM FINAL  
 Site Code : 00000050  
 Start Date : 1/11/2018  
 Page No : 2



# Traffic Data Service

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

File Name : 50AM FINAL  
 Site Code : 00000050  
 Start Date : 1/11/2018  
 Page No : 1

Groups Printed- Bikes

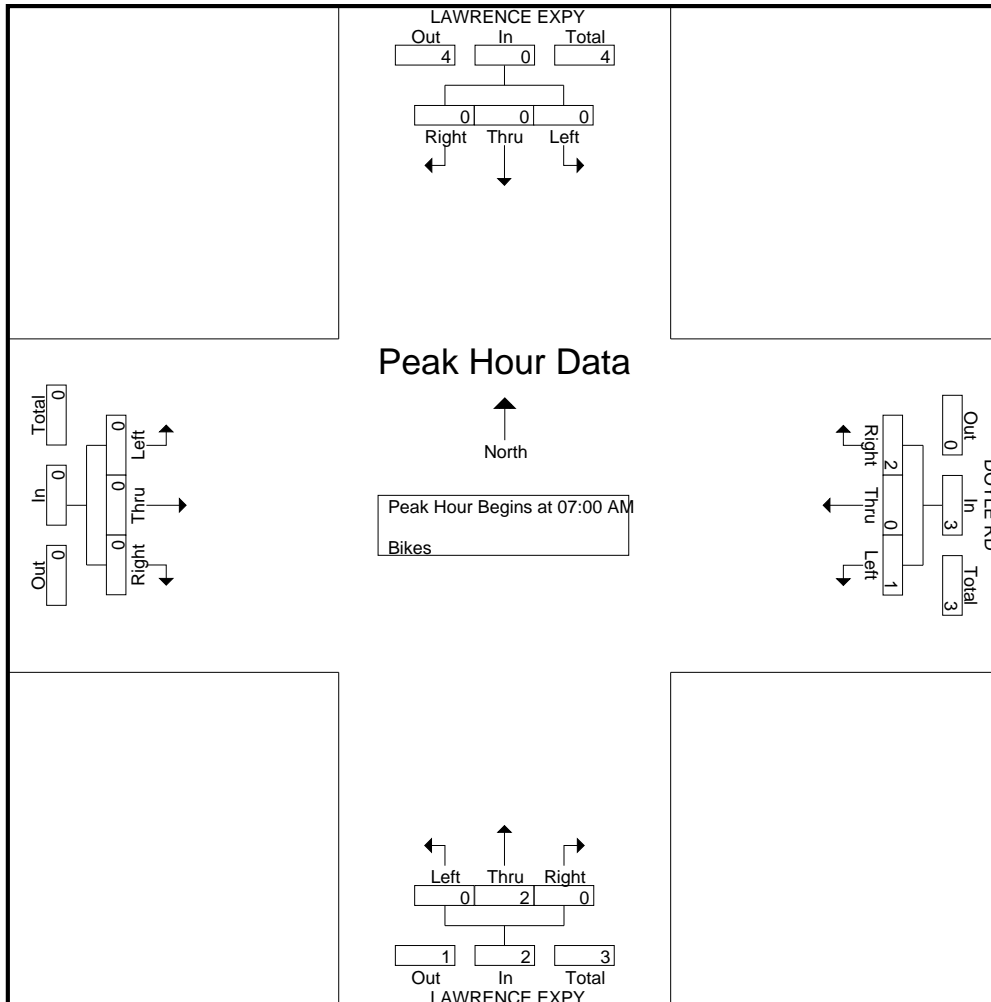
Start Time	LAWRENCE EXPY Southbound					DOYLE RD Westbound					LAWRENCE EXPY Northbound					Eastbound					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30 AM	0	0	0	0	0	1	0	0	0	1	0	1	0	0	1	0	0	0	0	0	2
07:45 AM	0	0	0	0	0	1	0	1	0	2	0	0	0	0	0	0	0	0	0	0	2
<b>Total</b>	0	0	0	0	0	2	0	1	0	3	0	2	0	0	2	0	0	0	0	0	5
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1
08:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>Total</b>	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1
09:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:15 AM	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
09:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:45 AM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
<b>Total</b>	0	1	0	0	1	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	2
Grand Total	0	1	0	0	1	3	0	1	0	4	0	3	0	0	3	0	0	0	0	0	8
Apprch %	0	100	0	0		75	0	25	0		0	100	0	0		0	0	0	0		
Total %	0	12.5	0	0	12.5	37.5	0	12.5	0	50	0	37.5	0	0	37.5	0	0	0	0	0	

Start Time	LAWRENCE EXPY Southbound				DOYLE RD Westbound				LAWRENCE EXPY Northbound				Eastbound				Int. Total
	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	
Peak Hour Analysis From 07:00 AM to 09:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:00 AM																	
07:00 AM	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	1
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30 AM	0	0	0	0	1	0	0	1	0	1	0	1	0	0	0	0	2
07:45 AM	0	0	0	0	1	0	1	2	0	0	0	0	0	0	0	0	2
Total Volume	0	0	0	0	2	0	1	3	0	2	0	2	0	0	0	0	5
% App. Total	0	0	0		66.7	0	33.3		0	100	0		0	0	0		
PHF	.000	.000	.000	.000	.500	.000	.250	.375	.000	.500	.000	.500	.000	.000	.000	.000	.625

# Traffic Data Service

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

File Name : 50AM FINAL  
Site Code : 00000050  
Start Date : 1/11/2018  
Page No : 2





# Traffic Data Service

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

File Name : 50PM FINAL  
 Site Code : 00000050  
 Start Date : 1/11/2018  
 Page No : 1

Groups Printed- Lights - Buses - Trucks

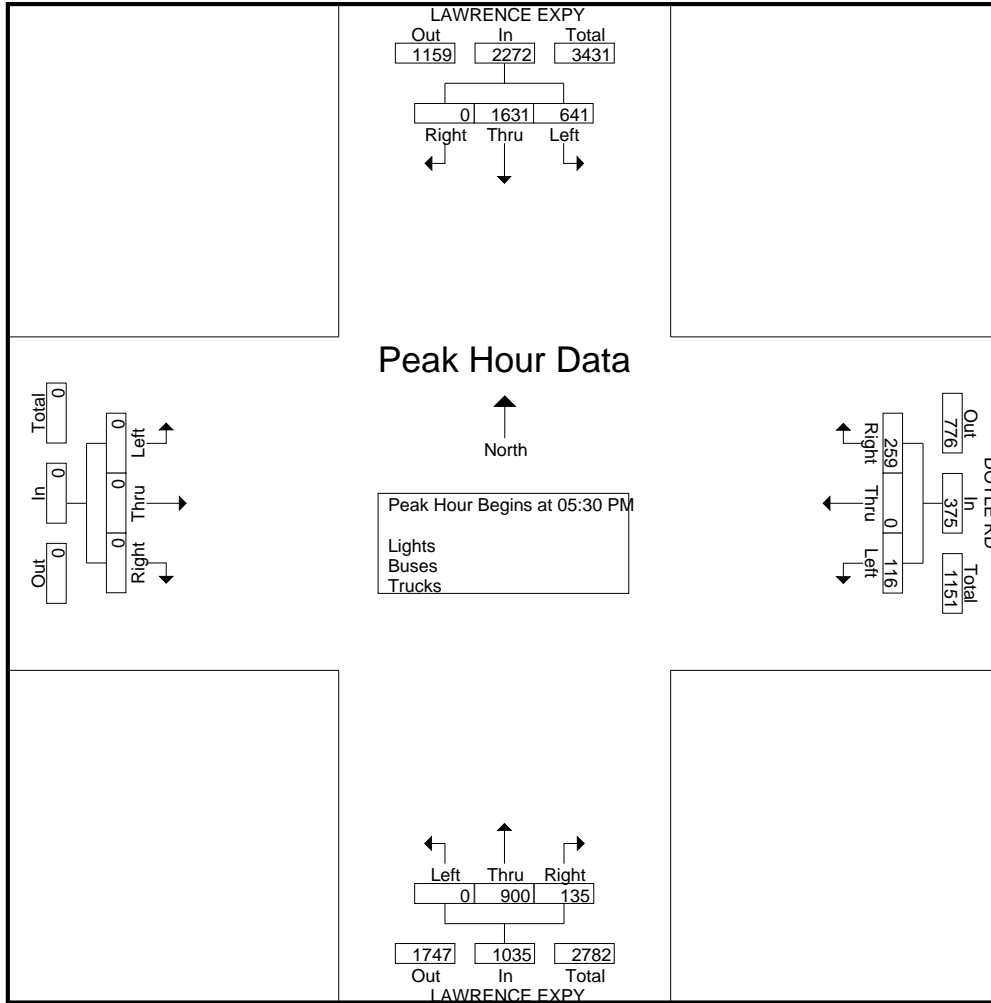
Start Time	LAWRENCE EXPY Southbound					DOYLE RD Westbound					LAWRENCE EXPY Northbound					Eastbound					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
04:00 PM	0	320	116	0	436	56	0	31	4	91	24	194	0	0	218	0	0	0	0	0	745
04:15 PM	0	395	131	0	526	58	0	22	0	80	24	181	0	0	205	0	0	0	0	0	811
04:30 PM	0	434	138	0	572	55	0	24	0	79	20	166	0	0	186	0	0	0	0	0	837
04:45 PM	0	458	142	0	600	72	0	26	0	98	25	203	0	0	228	0	0	0	0	0	926
Total	0	1607	527	0	2134	241	0	103	4	348	93	744	0	0	837	0	0	0	0	0	3319
05:00 PM	0	458	144	0	602	52	0	24	0	76	22	206	0	0	228	0	0	0	0	0	906
05:15 PM	0	443	147	0	590	72	0	18	0	90	26	188	0	0	214	0	0	0	0	0	894
05:30 PM	0	406	151	0	557	58	0	27	1	86	29	227	0	0	256	0	0	0	0	0	899
05:45 PM	0	395	160	0	555	75	0	33	0	108	47	231	0	0	278	0	0	0	0	0	941
Total	0	1702	602	0	2304	257	0	102	1	360	124	852	0	0	976	0	0	0	0	0	3640
06:00 PM	0	416	156	0	572	62	0	27	0	89	36	201	0	0	237	0	0	0	0	0	898
06:15 PM	0	414	174	0	588	64	0	29	0	93	23	241	0	0	264	0	0	0	0	0	945
06:30 PM	0	370	178	0	548	52	0	20	0	72	32	222	0	0	254	0	0	0	0	0	874
06:45 PM	0	399	144	0	543	67	0	17	0	84	23	185	0	0	208	0	0	0	0	0	835
Total	0	1599	652	0	2251	245	0	93	0	338	114	849	0	0	963	0	0	0	0	0	3552
Grand Total	0	4908	1781	0	6689	743	0	298	5	1046	331	2445	0	0	2776	0	0	0	0	0	10511
Apprch %	0	73.4	26.6	0		71	0	28.5	0.5		11.9	88.1	0	0		0	0	0	0	0	
Total %	0	46.7	16.9	0	63.6	7.1	0	2.8	0	10	3.1	23.3	0	0	26.4	0	0	0	0	0	
Lights	0	4896	1779	0	6675	738	0	298	5	1041	330	2427	0	0	2757	0	0	0	0	0	10473
% Lights	0	99.8	99.9	0	99.8	99.3	0	100	100	99.5	99.7	99.3	0	0	99.3	0	0	0	0	0	99.6
Buses	0	5	0	0	5	1	0	0	0	1	0	4	0	0	4	0	0	0	0	0	10
% Buses	0	0.1	0	0	0.1	0.1	0	0	0	0.1	0	0.2	0	0	0.1	0	0	0	0	0	0.1
Trucks	0	7	2	0	9	4	0	0	0	4	1	14	0	0	15	0	0	0	0	0	28
% Trucks	0	0.1	0.1	0	0.1	0.5	0	0	0	0.4	0.3	0.6	0	0	0.5	0	0	0	0	0	0.3

Start Time	LAWRENCE EXPY Southbound				DOYLE RD Westbound				LAWRENCE EXPY Northbound				Eastbound				Int. Total
	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	
Peak Hour Analysis From 04:00 PM to 06:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 05:30 PM																	
05:30 PM	0	406	151	557	58	0	27	85	29	227	0	256	0	0	0	0	898
05:45 PM	0	395	160	555	75	0	33	108	47	231	0	278	0	0	0	0	941
06:00 PM	0	416	156	572	62	0	27	89	36	201	0	237	0	0	0	0	898
06:15 PM	0	414	174	588	64	0	29	93	23	241	0	264	0	0	0	0	945
Total Volume	0	1631	641	2272	259	0	116	375	135	900	0	1035	0	0	0	0	3682
% App. Total	0	71.8	28.2		69.1	0	30.9		13	87	0		0	0	0		
PHF	.000	.980	.921	.966	.863	.000	.879	.868	.718	.934	.000	.931	.000	.000	.000	.000	.974

# Traffic Data Service

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

File Name : 50PM FINAL  
 Site Code : 00000050  
 Start Date : 1/11/2018  
 Page No : 2



# Traffic Data Service

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

File Name : 50PM FINAL  
 Site Code : 00000050  
 Start Date : 1/11/2018  
 Page No : 1

Groups Printed- Bikes

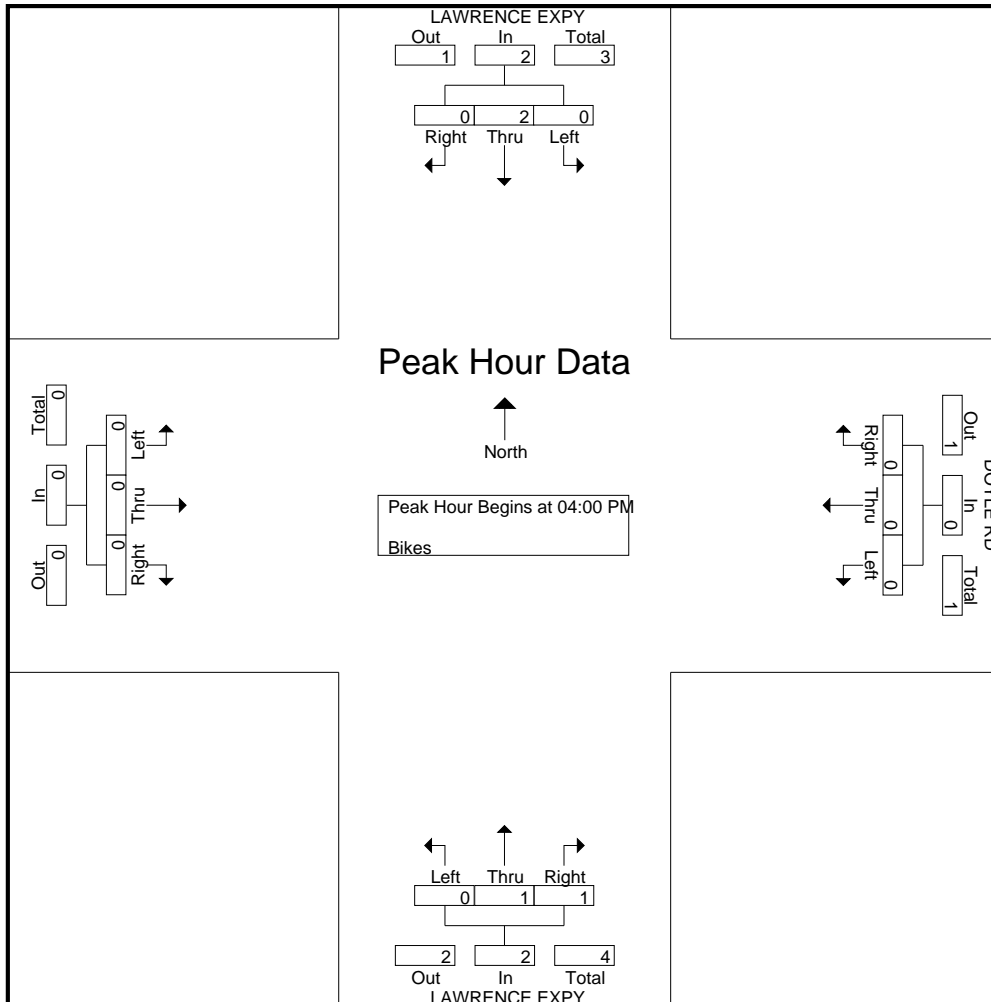
Start Time	LAWRENCE EXPY Southbound					DOYLE RD Westbound					LAWRENCE EXPY Northbound					Eastbound					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
04:00 PM	0	0	0	0	0	0	0	0	0	0	1	1	0	0	2	0	0	0	0	0	0
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
Total	0	2	0	0	2	0	0	0	0	0	1	1	0	0	2	0	0	0	0	0	4
05:00 PM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
06:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:30 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1
06:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1
Grand Total	0	3	0	0	3	0	0	0	0	0	1	2	0	0	3	0	0	0	0	0	6
Apprch %	0	100	0	0		0	0	0	0		33.3	66.7	0	0		0	0	0	0		
Total %	0	50	0	0	50	0	0	0	0	0	16.7	33.3	0	0	50	0	0	0	0	0	

Start Time	LAWRENCE EXPY Southbound				DOYLE RD Westbound				LAWRENCE EXPY Northbound				Eastbound				Int. Total
	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	
Peak Hour Analysis From 04:00 PM to 06:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:00 PM																	
04:00 PM	0	0	0	0	0	0	0	0	1	1	0	2	0	0	0	0	2
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2
Total Volume	0	2	0	2	0	0	0	0	1	1	0	2	0	0	0	0	4
% App. Total	0	100	0		0	0	0		50	50	0		0	0	0		
PHF	.000	.250	.000	.250	.000	.000	.000	.000	.250	.250	.000	.250	.000	.000	.000	.000	.500

# Traffic Data Service

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

File Name : 50PM FINAL  
 Site Code : 00000050  
 Start Date : 1/11/2018  
 Page No : 2



# Traffic Data Service

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

File Name : 51AM FINAL  
Site Code : 00000051  
Start Date : 1/11/2018  
Page No : 1

## Groups Printed- Lights - Buses - Trucks

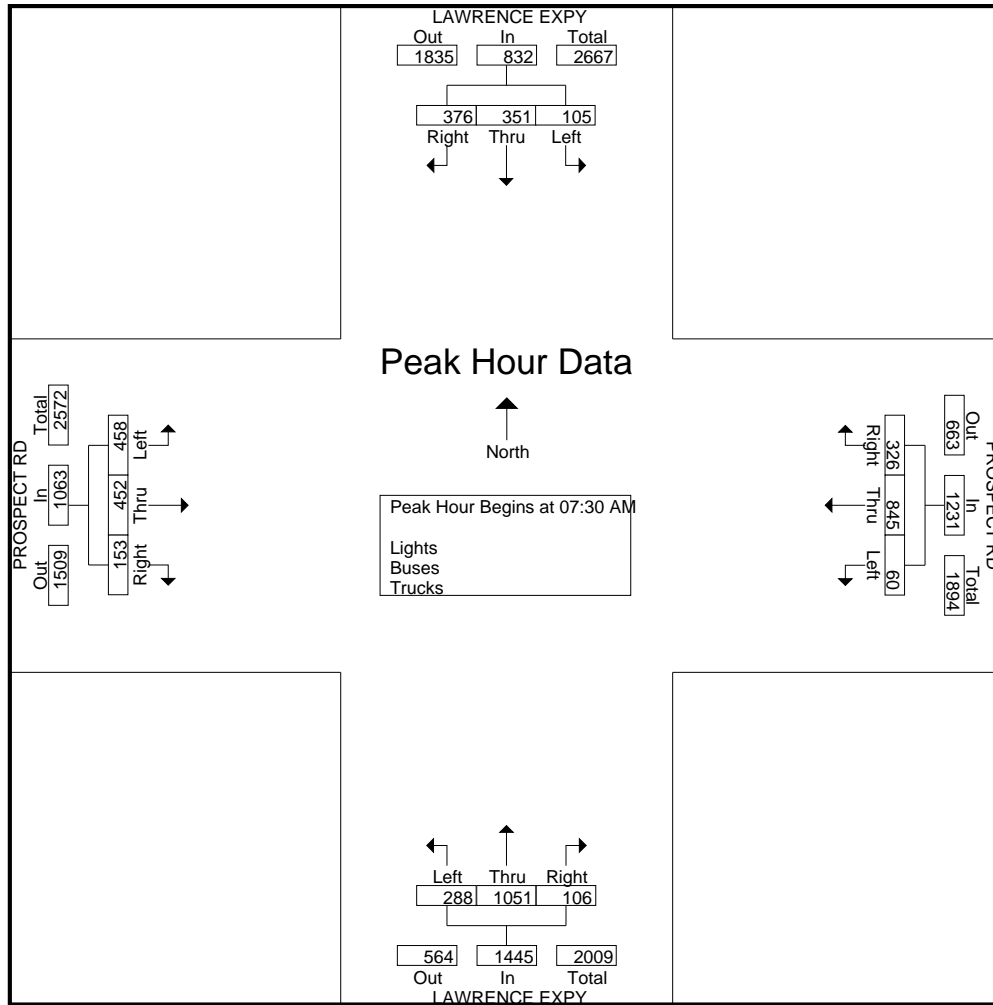
Start Time	LAWRENCE EXPY Southbound					PROSPECT RD Westbound					LAWRENCE EXPY Northbound					PROSPECT RD Eastbound					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
07:00 AM	35	32	12	2	81	60	124	7	0	191	10	218	30	4	262	16	61	85	0	162	696
07:15 AM	39	51	8	4	102	77	142	9	6	234	16	308	28	12	364	17	43	72	3	135	835
07:30 AM	105	76	26	51	258	74	248	16	26	364	23	260	68	58	409	37	124	102	25	288	1319
07:45 AM	142	119	24	79	364	86	209	12	67	374	31	277	126	111	545	50	158	140	73	421	1704
Total	321	278	70	136	805	297	723	44	99	1163	80	1063	252	185	1580	120	386	399	101	1006	4554
08:00 AM	59	72	26	4	161	93	189	13	2	297	27	216	46	6	295	43	93	121	6	263	1016
08:15 AM	70	84	29	1	184	73	199	19	1	292	25	298	48	2	373	23	77	95	1	196	1045
08:30 AM	38	69	23	3	133	77	153	12	3	245	22	286	50	2	360	25	70	107	1	203	941
08:45 AM	43	84	24	3	154	75	123	23	1	222	23	231	32	3	289	31	75	101	0	207	872
Total	210	309	102	11	632	318	664	67	7	1056	97	1031	176	13	1317	122	315	424	8	869	3874
09:00 AM	32	67	28	0	127	67	113	13	1	194	18	207	42	2	269	38	72	111	0	221	811
09:15 AM	29	63	23	1	116	56	102	29	2	189	27	182	29	1	239	30	91	103	1	225	769
09:30 AM	37	66	31	6	140	50	82	21	3	156	21	165	31	2	219	25	77	91	1	194	709
09:45 AM	30	45	34	6	115	64	112	31	2	209	32	174	23	4	233	22	100	99	0	221	778
Total	128	241	116	13	498	237	409	94	8	748	98	728	125	9	960	115	340	404	2	861	3067
Grand Total	659	828	288	160	1935	852	1796	205	114	2967	275	2822	553	207	3857	357	1041	1227	111	2736	11495
Apprch %	34.1	42.8	14.9	8.3		28.7	60.5	6.9	3.8		7.1	73.2	14.3	5.4		13	38	44.8	4.1		
Total %	5.7	7.2	2.5	1.4	16.8	7.4	15.6	1.8	1	25.8	2.4	24.5	4.8	1.8	33.6	3.1	9.1	10.7	1	23.8	
Lights	649	814	279	160	1902	841	1755	205	113	2914	271	2806	546	207	3830	350	1026	1219	111	2706	11352
% Lights	98.5	98.3	96.9	100	98.3	98.7	97.7	100	99.1	98.2	98.5	99.4	98.7	100	99.3	98	98.6	99.3	100	98.9	98.8
Buses	5	3	2	0	10	5	13	0	0	18	0	4	5	0	9	4	8	5	0	17	54
% Buses	0.8	0.4	0.7	0	0.5	0.6	0.7	0	0	0.6	0	0.1	0.9	0	0.2	1.1	0.8	0.4	0	0.6	0.5
Trucks	5	11	7	0	23	6	28	0	1	35	4	12	2	0	18	3	7	3	0	13	89
% Trucks	0.8	1.3	2.4	0	1.2	0.7	1.6	0	0.9	1.2	1.5	0.4	0.4	0	0.5	0.8	0.7	0.2	0	0.5	0.8

Start Time	LAWRENCE EXPY Southbound				PROSPECT RD Westbound				LAWRENCE EXPY Northbound				PROSPECT RD Eastbound				Int. Total
	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	
Peak Hour Analysis From 07:00 AM to 09:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:30 AM																	
07:30 AM	105	76	26	207	74	<b>248</b>	16	<b>338</b>	23	260	68	351	37	124	102	263	1159
07:45 AM	<b>142</b>	<b>119</b>	24	<b>285</b>	86	209	12	307	<b>31</b>	277	<b>126</b>	<b>434</b>	<b>50</b>	<b>158</b>	<b>140</b>	<b>348</b>	<b>1374</b>
08:00 AM	59	72	26	157	<b>93</b>	189	13	295	27	216	46	289	43	93	121	257	998
08:15 AM	70	84	<b>29</b>	183	73	199	<b>19</b>	291	25	<b>298</b>	48	371	23	77	95	195	1040
Total Volume	376	351	105	832	326	845	60	1231	106	1051	288	1445	153	452	458	1063	4571
% App. Total	45.2	42.2	12.6		26.5	68.6	4.9		7.3	72.7	19.9		14.4	42.5	43.1		
PHF	.662	.737	.905	.730	.876	.852	.789	.911	.855	.882	.571	.832	.765	.715	.818	.764	.832

# Traffic Data Service

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

File Name : 51AM FINAL  
 Site Code : 00000051  
 Start Date : 1/11/2018  
 Page No : 2



# Traffic Data Service

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

File Name : 51AM FINAL  
 Site Code : 00000051  
 Start Date : 1/11/2018  
 Page No : 1

Groups Printed- Bikes

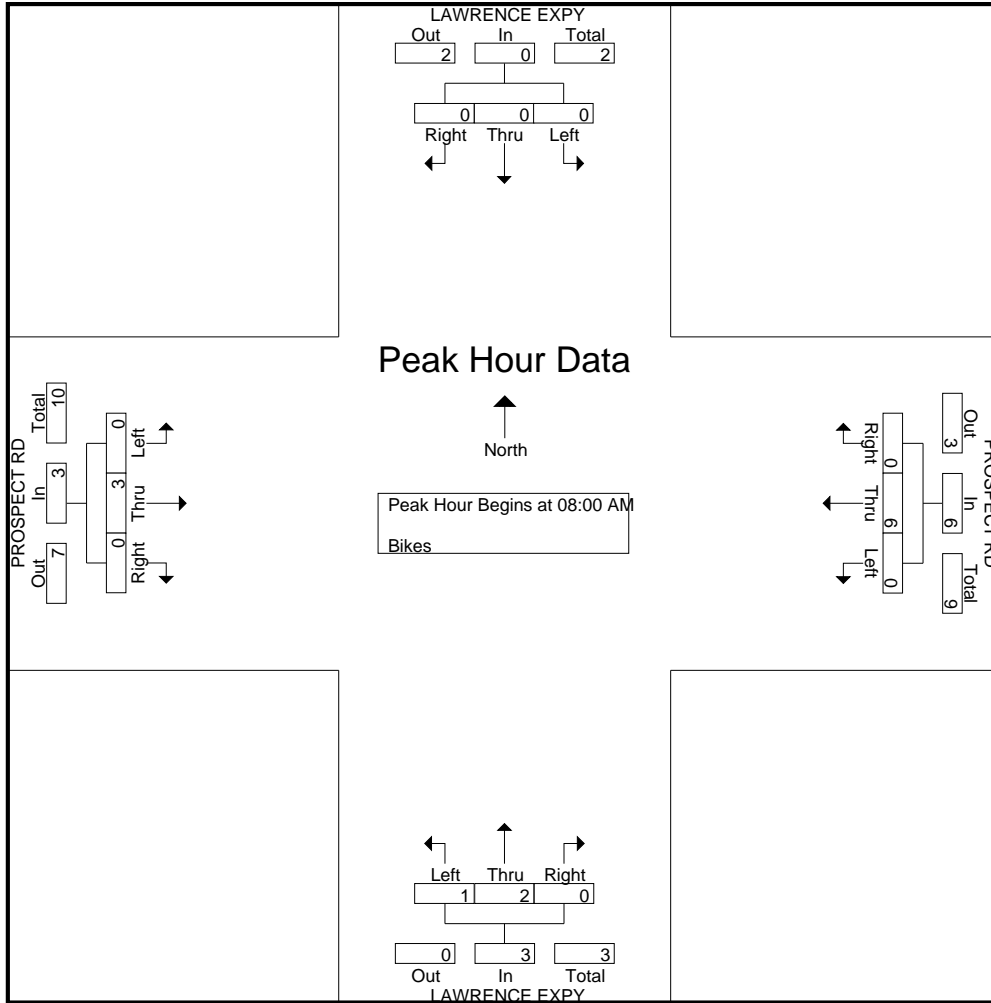
Start Time	LAWRENCE EXPY Southbound					PROSPECT RD Westbound					LAWRENCE EXPY Northbound					PROSPECT RD Eastbound					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
07:00 AM	0	0	0	0	0	0	2	0	0	2	0	1	0	0	1	0	1	1	0	2	5
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 AM	0	0	0	0	0	0	2	0	0	2	0	0	1	0	1	0	0	0	0	0	3
Total	0	0	0	0	0	0	4	0	0	4	0	2	1	0	3	0	1	1	0	2	9
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	1	1	0	2	0	0	0	0	0	2
08:15 AM	0	0	0	0	0	0	1	0	0	1	0	1	0	0	1	0	0	0	0	0	2
08:30 AM	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	0	0	0	0	0	3
08:45 AM	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	3	0	0	3	5
Total	0	0	0	0	0	0	6	0	0	6	0	2	1	0	3	0	3	0	0	3	12
09:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:15 AM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1
09:30 AM	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	1	0	0	1	3
09:45 AM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Total	0	1	0	0	1	0	3	0	0	3	0	0	0	0	0	0	1	0	0	1	5
Grand Total	0	1	0	0	1	0	13	0	0	13	0	4	2	0	6	0	5	1	0	6	26
Apprch %	0	100	0	0		0	100	0	0		0	66.7	33.3	0		0	83.3	16.7	0		
Total %	0	3.8	0	0	3.8	0	50	0	0	50	0	15.4	7.7	0	23.1	0	19.2	3.8	0	23.1	

Start Time	LAWRENCE EXPY Southbound				PROSPECT RD Westbound				LAWRENCE EXPY Northbound				PROSPECT RD Eastbound				Int. Total
	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	
Peak Hour Analysis From 07:00 AM to 09:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 08:00 AM																	
08:00 AM	0	0	0	0	0	0	0	0	0	1	1	2	0	0	0	0	2
08:15 AM	0	0	0	0	0	1	0	1	0	1	0	1	0	0	0	0	2
08:30 AM	0	0	0	0	0	3	0	3	0	0	0	0	0	0	0	0	3
08:45 AM	0	0	0	0	0	2	0	2	0	0	0	0	0	3	0	3	5
Total Volume	0	0	0	0	0	6	0	6	0	2	1	3	0	3	0	3	12
% App. Total	0	0	0		0	100	0		0	66.7	33.3		0	100	0		
PHF	.000	.000	.000	.000	.000	.500	.000	.500	.000	.500	.250	.375	.000	.250	.000	.250	.600

# Traffic Data Service

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

File Name : 51AM FINAL  
 Site Code : 00000051  
 Start Date : 1/11/2018  
 Page No : 2





# Traffic Data Service

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

File Name : 51PM FINAL  
Site Code : 00000051  
Start Date : 1/11/2018  
Page No : 1

## Groups Printed- Lights - Buses - Trucks

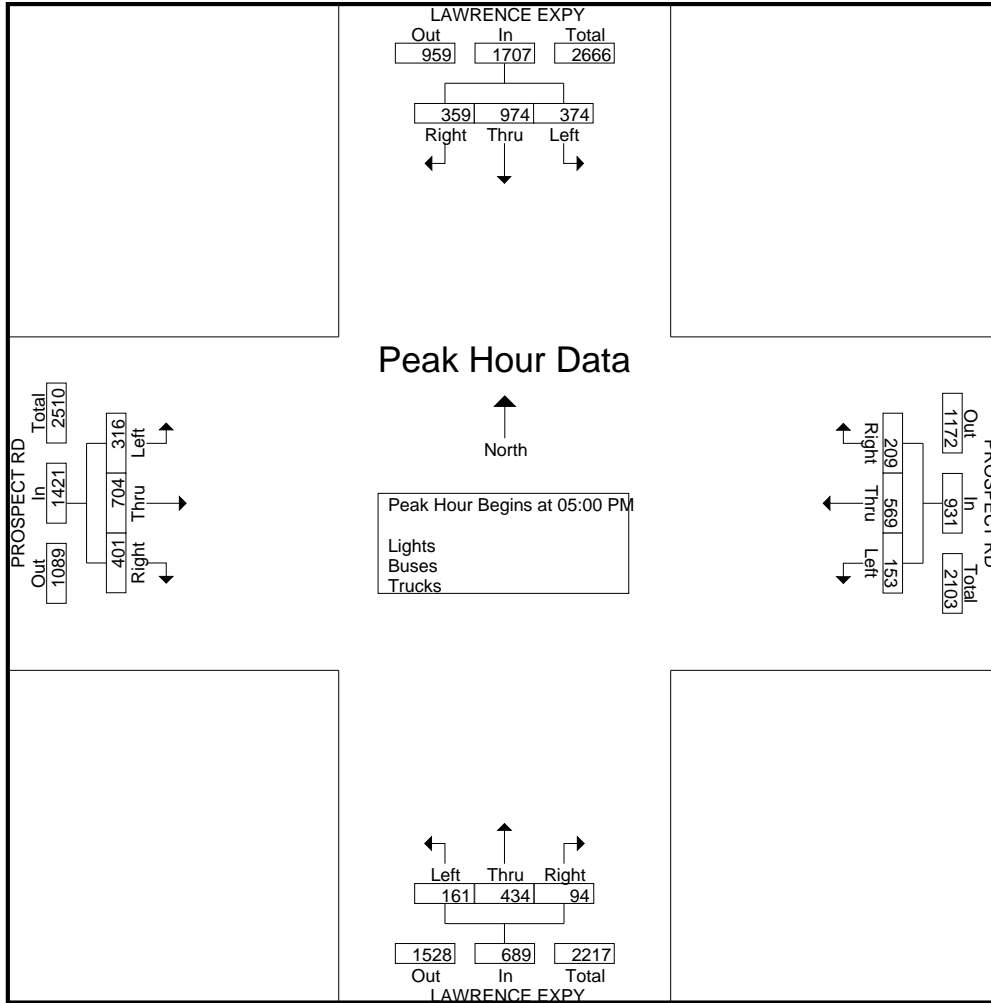
Start Time	LAWRENCE EXPY Southbound					PROSPECT RD Westbound					LAWRENCE EXPY Northbound					PROSPECT RD Eastbound					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
04:00 PM	51	245	88	8	392	39	106	32	5	182	26	90	30	9	155	73	162	75	2	312	1041
04:15 PM	58	241	93	2	394	44	114	47	1	206	34	93	32	10	169	79	172	69	1	321	1090
04:30 PM	58	296	91	6	451	46	116	43	3	208	20	78	27	2	127	88	145	65	0	298	1084
04:45 PM	68	275	119	8	470	57	97	25	3	182	20	106	32	2	160	85	196	63	2	346	1158
Total	235	1057	391	24	1707	186	433	147	12	778	100	367	121	23	611	325	675	272	5	1277	4373
05:00 PM	85	220	87	4	396	57	135	46	1	239	23	92	31	2	148	98	196	77	0	371	1154
05:15 PM	89	294	103	5	491	43	147	40	1	231	23	109	41	2	175	88	160	75	0	323	1220
05:30 PM	83	273	97	1	454	54	136	33	2	225	30	101	33	3	167	108	193	86	0	387	1233
05:45 PM	102	187	87	1	377	55	151	34	0	240	18	132	56	3	209	107	155	78	0	340	1166
Total	359	974	374	11	1718	209	569	153	4	935	94	434	161	10	699	401	704	316	0	1421	4773
06:00 PM	76	240	91	3	410	61	100	27	3	191	32	128	25	2	187	102	157	84	0	343	1131
06:15 PM	85	220	85	2	392	57	106	38	0	201	31	92	19	1	143	82	158	79	0	319	1055
06:30 PM	91	179	64	1	335	55	105	30	0	190	26	119	29	2	176	71	132	72	0	275	976
06:45 PM	84	201	76	5	366	45	84	30	1	160	23	100	33	1	157	60	96	57	0	213	896
Total	336	840	316	11	1503	218	395	125	4	742	112	439	106	6	663	315	543	292	0	1150	4058
Grand Total	930	2871	1081	46	4928	613	1397	425	20	2455	306	1240	388	39	1973	1041	1922	880	5	3848	13204
Apprch %	18.9	58.3	21.9	0.9		25	56.9	17.3	0.8		15.5	62.8	19.7	2		27.1	49.9	22.9	0.1		
Total %	7	21.7	8.2	0.3	37.3	4.6	10.6	3.2	0.2	18.6	2.3	9.4	2.9	0.3	14.9	7.9	14.6	6.7	0	29.1	
Lights	928	2866	1069	46	4909	609	1387	424	20	2440	305	1226	386	39	1956	1040	1908	874	5	3827	13132
% Lights	99.8	99.8	98.9	100	99.6	99.3	99.3	99.8	100	99.4	99.7	98.9	99.5	100	99.1	99.9	99.3	99.3	100	99.5	99.5
Buses	1	0	4	0	5	0	6	0	0	6	0	3	1	0	4	0	7	2	0	9	24
% Buses	0.1	0	0.4	0	0.1	0	0.4	0	0	0.2	0	0.2	0.3	0	0.2	0	0.4	0.2	0	0.2	0.2
Trucks	1	5	8	0	14	4	4	1	0	9	1	11	1	0	13	1	7	4	0	12	48
% Trucks	0.1	0.2	0.7	0	0.3	0.7	0.3	0.2	0	0.4	0.3	0.9	0.3	0	0.7	0.1	0.4	0.5	0	0.3	0.4

Start Time	LAWRENCE EXPY Southbound				PROSPECT RD Westbound				LAWRENCE EXPY Northbound				PROSPECT RD Eastbound				Int. Total
	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	
Peak Hour Analysis From 04:00 PM to 06:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 05:00 PM																	
05:00 PM	85	220	87	392	<b>57</b>	135	<b>46</b>	238	23	92	31	146	98	<b>196</b>	77	371	1147
05:15 PM	89	<b>294</b>	<b>103</b>	<b>486</b>	43	147	40	230	23	109	41	173	88	160	75	323	1212
05:30 PM	83	273	97	453	54	136	33	223	<b>30</b>	101	33	164	<b>108</b>	193	<b>86</b>	<b>387</b>	<b>1227</b>
05:45 PM	<b>102</b>	187	87	376	55	<b>151</b>	34	<b>240</b>	18	<b>132</b>	<b>56</b>	<b>206</b>	107	155	78	340	1162
Total Volume	359	974	374	1707	209	569	153	931	94	434	161	689	401	704	316	1421	4748
% App. Total	21	57.1	21.9		22.4	61.1	16.4		13.6	63	23.4		28.2	49.5	22.2		
PHF	.880	.828	.908	.878	.917	.942	.832	.970	.783	.822	.719	.836	.928	.898	.919	.918	.967

# Traffic Data Service

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

File Name : 51PM FINAL  
 Site Code : 00000051  
 Start Date : 1/11/2018  
 Page No : 2



# Traffic Data Service

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

File Name : 51PM FINAL  
 Site Code : 00000051  
 Start Date : 1/11/2018  
 Page No : 1

Groups Printed- Bikes

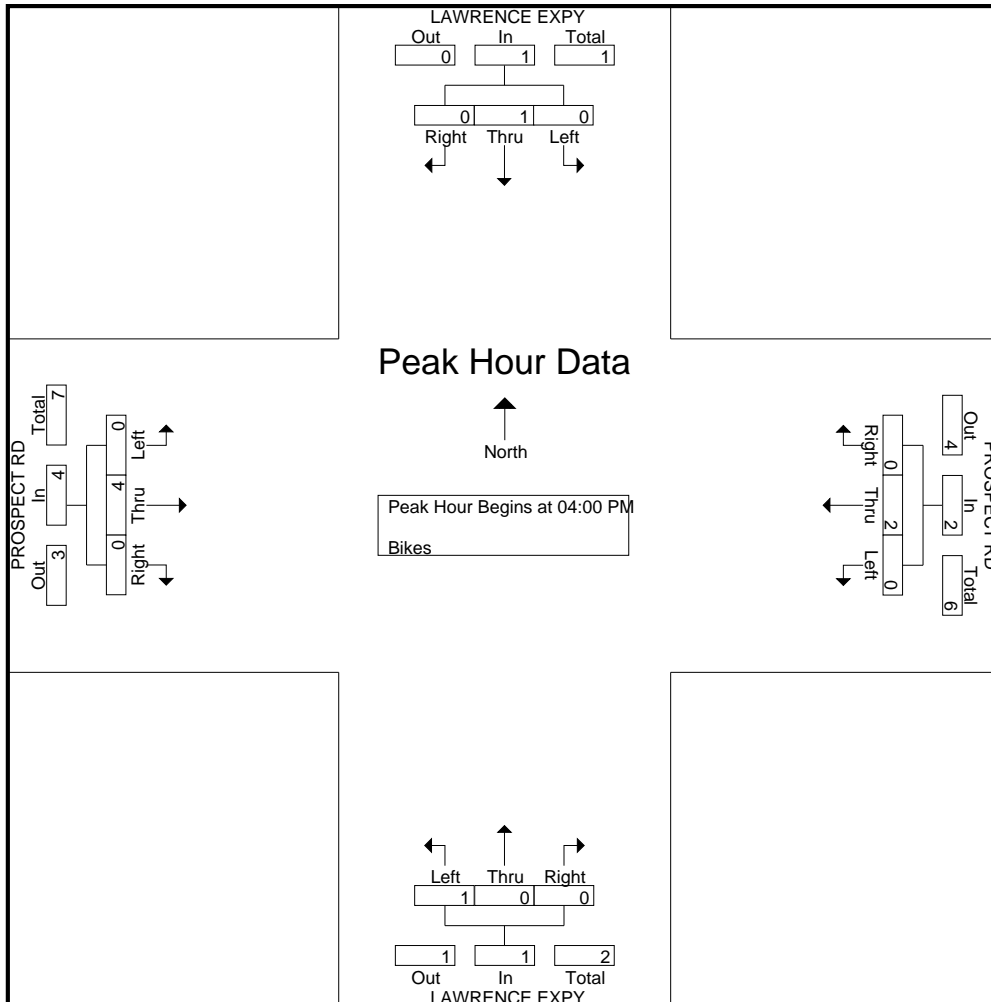
Start Time	LAWRENCE EXPY Southbound					PROSPECT RD Westbound					LAWRENCE EXPY Northbound					PROSPECT RD Eastbound					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
04:00 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	0
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	2
04:30 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	2
04:45 PM	0	1	0	0	1	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	2
<b>Total</b>	0	1	0	0	1	0	2	0	0	2	0	0	1	0	1	0	4	0	0	4	8
05:00 PM	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	2
05:15 PM	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	1	0	0	1	2
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	2
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>Total</b>	1	0	0	0	1	1	0	0	0	1	0	0	0	0	0	0	4	0	0	4	6
06:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:30 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	1	0	0	1	2
06:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	1
<b>Total</b>	0	0	0	0	0	0	0	0	0	0	0	1	1	0	2	0	1	0	0	1	3
<b>Grand Total</b>	1	1	0	0	2	1	2	0	0	3	0	1	2	0	3	0	9	0	0	9	17
Apprch %	50	50	0	0		33.3	66.7	0	0		0	33.3	66.7	0		0	100	0	0		
Total %	5.9	5.9	0	0	11.8	5.9	11.8	0	0	17.6	0	5.9	11.8	0	17.6	0	52.9	0	0	52.9	

Start Time	LAWRENCE EXPY Southbound				PROSPECT RD Westbound				LAWRENCE EXPY Northbound				PROSPECT RD Eastbound				Int. Total	
	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total		
Peak Hour Analysis From 04:00 PM to 06:45 PM - Peak 1 of 1																		
Peak Hour for Entire Intersection Begins at 04:00 PM																		
04:00 PM	0	0	0	0	0	0	1	0	1	0	0	0	0	0	1	0	1	2
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2	2	
04:30 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	1	0	1	2	
04:45 PM	0	1	0	1	0	0	0	0	0	0	1	1	0	0	0	0	2	
<b>Total Volume</b>	0	1	0	1	0	2	0	2	0	0	1	1	0	4	0	4	8	
% App. Total	0	100	0		0	100	0		0	0	100		0	100	0			
PHF	.000	.250	.000	.250	.000	.500	.000	.500	.000	.000	.250	.250	.000	.500	.000	.500	1.00	

# Traffic Data Service

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

File Name : 51PM FINAL  
 Site Code : 00000051  
 Start Date : 1/11/2018  
 Page No : 2



# Traffic Data Service

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

File Name : 52AM FINAL  
 Site Code : 00000052  
 Start Date : 1/11/2018  
 Page No : 1

## Groups Printed- Lights - Buses - Trucks

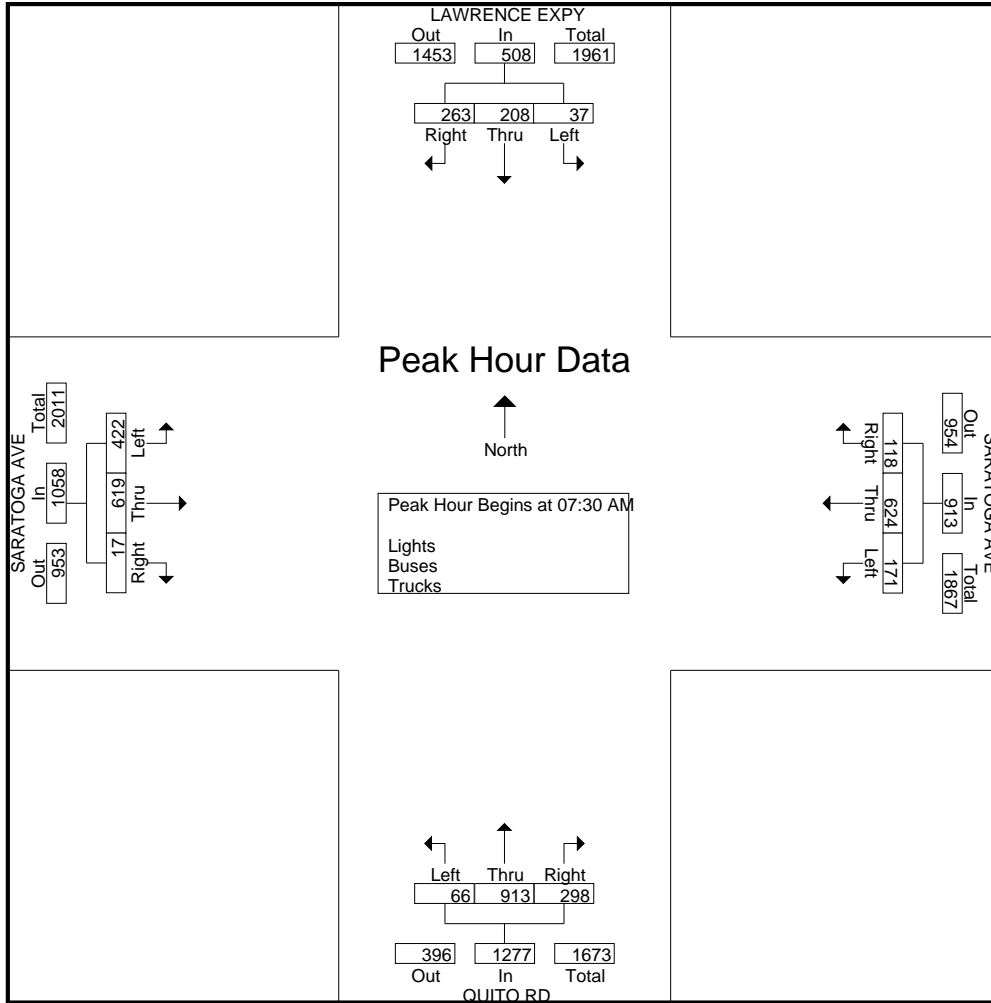
Start Time	LAWRENCE EXPY Southbound					SARATOGA AVE Westbound					QUITO RD Northbound					SARATOGA AVE Eastbound					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
07:00 AM	24	25	3	1	53	11	66	8	1	86	43	165	5	0	213	0	56	76	0	132	484
07:15 AM	42	30	1	0	73	17	93	17	1	128	51	270	4	1	326	1	70	91	1	163	690
07:30 AM	62	45	7	1	115	32	136	21	8	197	66	261	15	1	343	4	146	100	1	251	906
07:45 AM	78	65	9	3	155	58	149	51	2	260	76	230	16	2	324	5	165	102	3	275	1014
Total	206	165	20	5	396	118	444	97	12	671	236	926	40	4	1206	10	437	369	5	821	3094
08:00 AM	70	56	8	0	134	16	172	50	0	238	78	209	17	1	305	6	133	70	0	209	886
08:15 AM	53	42	13	1	109	12	167	49	0	228	78	213	18	0	309	2	175	150	0	327	973
08:30 AM	52	46	5	1	104	28	138	49	0	215	50	232	10	0	292	4	141	105	0	250	861
08:45 AM	73	51	7	0	131	11	136	29	0	176	66	179	10	0	255	1	137	95	0	233	795
Total	248	195	33	2	478	67	613	177	0	857	272	833	55	1	1161	13	586	420	0	1019	3515
09:00 AM	48	42	8	0	98	10	95	36	1	142	45	118	8	0	171	6	147	110	0	263	674
09:15 AM	67	36	16	0	119	13	101	28	1	143	52	151	8	0	211	2	129	108	2	241	714
09:30 AM	46	45	7	1	99	12	120	35	1	168	57	120	13	1	191	3	148	72	0	223	681
09:45 AM	48	42	4	0	94	9	99	41	0	149	57	105	15	1	178	2	154	116	1	273	694
Total	209	165	35	1	410	44	415	140	3	602	211	494	44	2	751	13	578	406	3	1000	2763
Grand Total	663	525	88	8	1284	229	1472	414	15	2130	719	2253	139	7	3118	36	1601	1195	8	2840	9372
Apprch %	51.6	40.9	6.9	0.6		10.8	69.1	19.4	0.7		23.1	72.3	4.5	0.2		1.3	56.4	42.1	0.3		
Total %	7.1	5.6	0.9	0.1	13.7	2.4	15.7	4.4	0.2	22.7	7.7	24	1.5	0.1	33.3	0.4	17.1	12.8	0.1	30.3	
Lights	650	517	84	8	1259	229	1435	399	15	2078	701	2237	139	6	3083	35	1568	1183	8	2794	9214
% Lights	98	98.5	95.5	100	98.1	100	97.5	96.4	100	97.6	97.5	99.3	100	85.7	98.9	97.2	97.9	99	100	98.4	98.3
Buses	4	4	0	0	8	0	11	5	0	16	9	3	0	0	12	0	11	5	0	16	52
% Buses	0.6	0.8	0	0	0.6	0	0.7	1.2	0	0.8	1.3	0.1	0	0	0.4	0	0.7	0.4	0	0.6	0.6
Trucks	9	4	4	0	17	0	26	10	0	36	9	13	0	1	23	1	22	7	0	30	106
% Trucks	1.4	0.8	4.5	0	1.3	0	1.8	2.4	0	1.7	1.3	0.6	0	14.3	0.7	2.8	1.4	0.6	0	1.1	1.1

Start Time	LAWRENCE EXPY Southbound				SARATOGA AVE Westbound				QUITO RD Northbound				SARATOGA AVE Eastbound				Int. Total
	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	
Peak Hour Analysis From 07:00 AM to 09:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:30 AM																	
07:30 AM	62	45	7	114	32	136	21	189	66	<b>261</b>	15	<b>342</b>	4	146	100	250	895
07:45 AM	<b>78</b>	<b>65</b>	9	<b>152</b>	<b>58</b>	149	<b>51</b>	<b>258</b>	76	230	16	322	5	165	102	272	<b>1004</b>
08:00 AM	70	56	8	134	16	<b>172</b>	50	238	<b>78</b>	209	17	304	<b>6</b>	133	70	209	885
08:15 AM	53	42	<b>13</b>	108	12	167	49	228	78	213	<b>18</b>	309	2	<b>175</b>	<b>150</b>	<b>327</b>	972
Total Volume	263	208	37	508	118	624	171	913	298	913	66	1277	17	619	422	1058	3756
% App. Total	51.8	40.9	7.3		12.9	68.3	18.7		23.3	71.5	5.2		1.6	58.5	39.9		
PHF	.843	.800	.712	.836	.509	.907	.838	.885	.955	.875	.917	.933	.708	.884	.703	.809	.935

# Traffic Data Service

San Jose, CA  
 (408) 622-4787  
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File Name : 52AM FINAL  
 Site Code : 00000052  
 Start Date : 1/11/2018  
 Page No : 2



# Traffic Data Service

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

File Name : 52AM FINAL  
 Site Code : 00000052  
 Start Date : 1/11/2018  
 Page No : 1

Groups Printed- Bikes

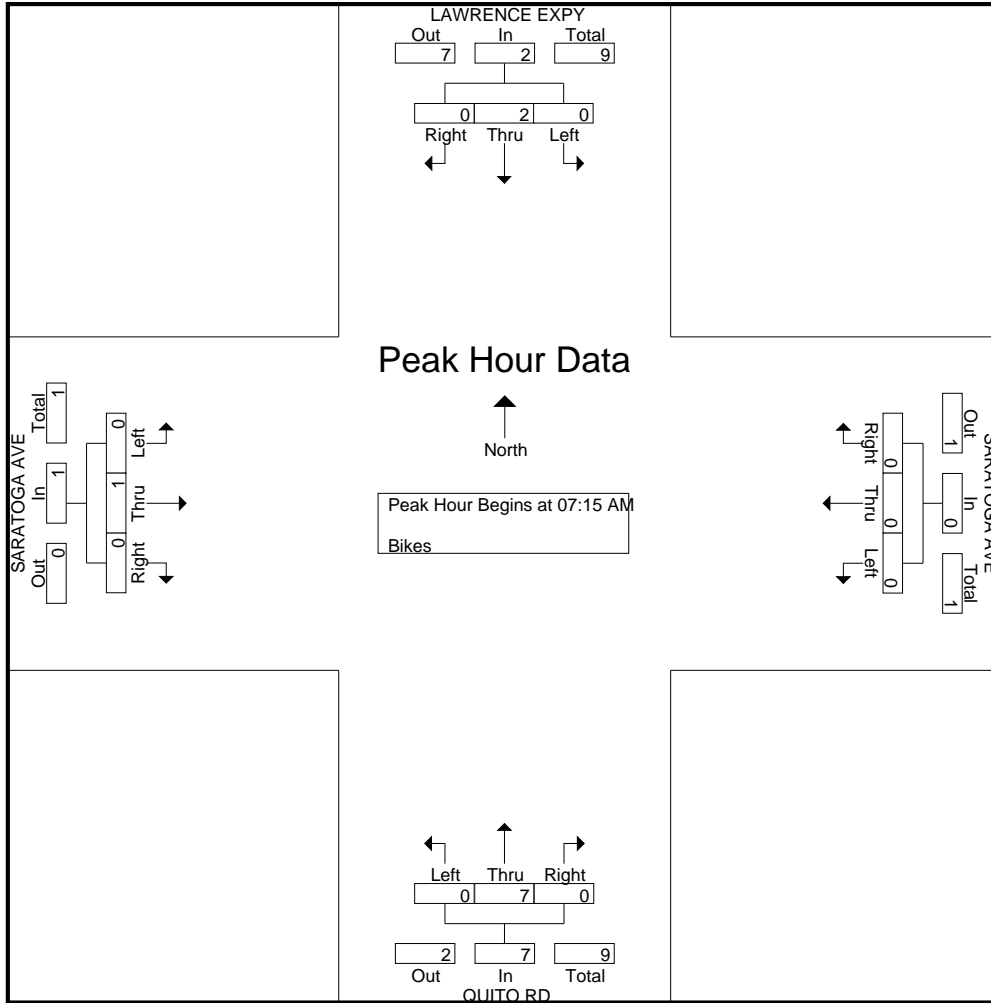
Start Time	LAWRENCE EXPY Southbound					SARATOGA AVE Westbound					QUITO RD Northbound					SARATOGA AVE Eastbound					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0
07:15 AM	0	1	0	0	1	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	0
Total	0	1	0	0	1	0	0	0	0	0	0	6	0	0	6	0	1	0	0	1	8
08:00 AM	0	1	0	0	1	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0
08:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
08:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0
Total	0	1	0	0	1	0	0	0	0	0	0	2	1	0	3	0	1	0	0	1	5
09:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:30 AM	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	2
09:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
Total	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	1	0	0	1	3
Grand Total	0	2	0	0	2	0	2	0	0	2	0	8	1	0	9	0	3	0	0	3	16
Apprch %	0	100	0	0		0	100	0	0		0	88.9	11.1	0		0	100	0	0		
Total %	0	12.5	0	0	12.5	0	12.5	0	0	12.5	0	50	6.2	0	56.2	0	18.8	0	0	18.8	

Start Time	LAWRENCE EXPY Southbound				SARATOGA AVE Westbound				QUITO RD Northbound				SARATOGA AVE Eastbound				Int. Total
	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	
Peak Hour Analysis From 07:00 AM to 09:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:15 AM																	
07:15 AM	0	1	0	1	0	0	0	0	0	2	0	2	0	0	0	0	3
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
07:45 AM	0	0	0	0	0	0	0	0	0	3	0	3	0	0	0	0	3
08:00 AM	0	1	0	1	0	0	0	0	0	2	0	2	0	0	0	0	3
Total Volume	0	2	0	2	0	0	0	0	0	7	0	7	0	1	0	1	10
% App. Total	0	100	0		0	0	0		0	100	0		0	100	0		
PHF	.000	.500	.000	.500	.000	.000	.000	.000	.000	.583	.000	.583	.000	.250	.000	.250	.833

# Traffic Data Service

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

File Name : 52AM FINAL  
Site Code : 00000052  
Start Date : 1/11/2018  
Page No : 2





# Traffic Data Service

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

File Name : 52PM FINAL  
Site Code : 00000052  
Start Date : 1/11/2018  
Page No : 1

## Groups Printed- Lights - Buses - Trucks

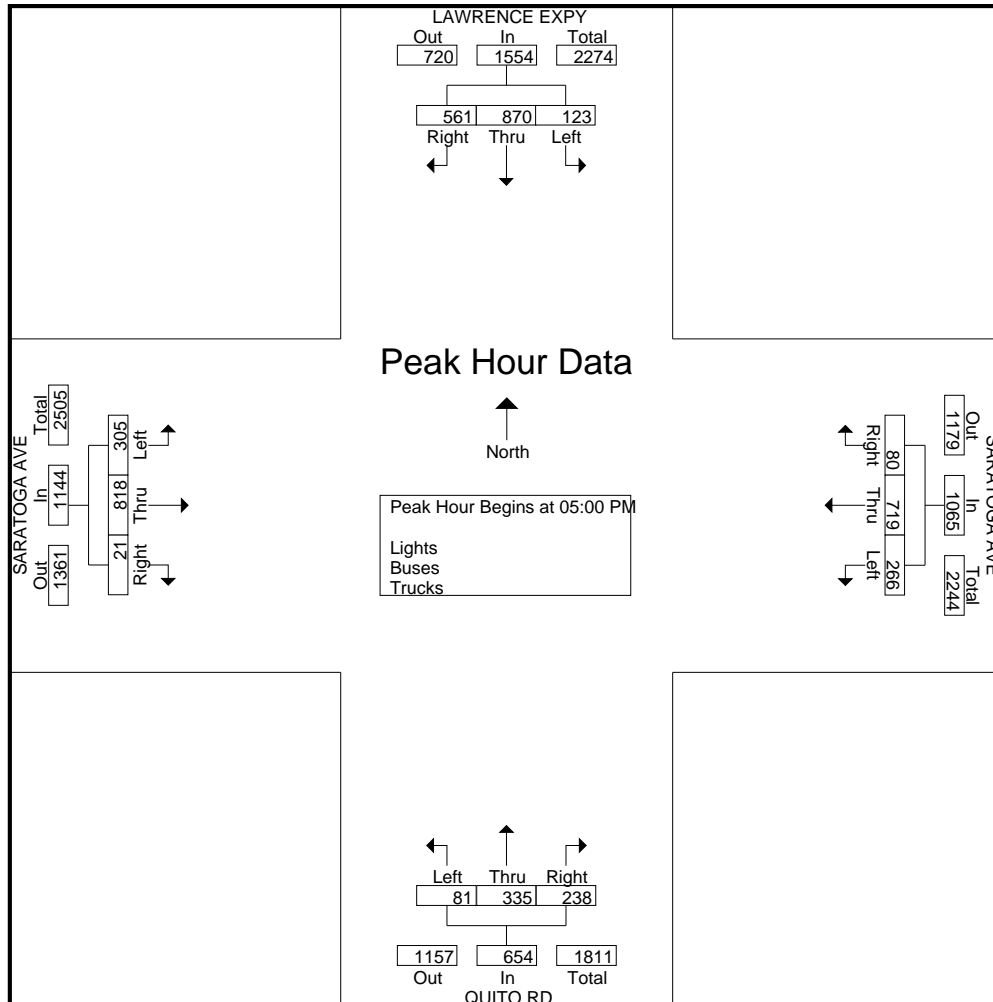
Start Time	LAWRENCE EXPY Southbound					SARATOGA AVE Westbound					QUITO RD Northbound					SARATOGA AVE Eastbound					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
04:00 PM	138	196	32	2	368	11	133	70	3	217	64	65	17	0	146	3	148	65	0	216	947
04:15 PM	141	167	19	0	327	17	160	70	1	248	53	81	17	0	151	4	205	68	0	277	1003
04:30 PM	173	231	41	0	445	17	144	70	2	233	49	56	16	0	121	3	180	46	0	229	1028
04:45 PM	135	230	42	0	407	16	145	50	2	213	64	82	20	1	167	8	176	53	2	239	1026
Total	587	824	134	2	1547	61	582	260	8	911	230	284	70	1	585	18	709	232	2	961	4004
05:00 PM	148	189	25	2	364	18	205	63	2	288	60	68	23	2	153	7	230	84	2	323	1128
05:15 PM	149	229	47	0	425	18	147	66	0	231	58	74	15	1	148	1	182	78	0	261	1065
05:30 PM	140	226	29	0	395	26	187	58	0	271	54	95	25	0	174	9	184	63	2	258	1098
05:45 PM	124	226	22	2	374	18	180	79	1	278	66	98	18	0	182	4	222	80	0	306	1140
Total	561	870	123	4	1558	80	719	266	3	1068	238	335	81	3	657	21	818	305	4	1148	4431
06:00 PM	135	248	37	0	420	15	127	47	1	190	63	88	27	0	178	2	145	80	0	227	1015
06:15 PM	108	217	23	0	348	18	170	51	0	239	66	71	16	0	153	4	179	73	0	256	996
06:30 PM	122	179	24	1	326	16	138	70	0	224	36	70	12	0	118	7	141	78	0	226	894
06:45 PM	119	184	24	0	327	17	110	49	0	176	50	70	15	1	136	5	119	55	0	179	818
Total	484	828	108	1	1421	66	545	217	1	829	215	299	70	1	585	18	584	286	0	888	3723
Grand Total	1632	2522	365	7	4526	207	1846	743	12	2808	683	918	221	5	1827	57	2111	823	6	2997	12158
Apprch %	36.1	55.7	8.1	0.2		7.4	65.7	26.5	0.4		37.4	50.2	12.1	0.3		1.9	70.4	27.5	0.2		
Total %	13.4	20.7	3	0.1	37.2	1.7	15.2	6.1	0.1	23.1	5.6	7.6	1.8	0	15	0.5	17.4	6.8	0	24.7	
Lights	1627	2519	365	7	4518	206	1835	734	12	2787	672	912	221	5	1810	57	2099	815	6	2977	12092
% Lights	99.7	99.9	100	100	99.8	99.5	99.4	98.8	100	99.3	98.4	99.3	100	100	99.1	100	99.4	99	100	99.3	99.5
Buses	0	0	0	0	0	0	5	6	0	11	6	0	0	0	6	0	4	4	0	8	25
% Buses	0	0	0	0	0	0	0.3	0.8	0	0.4	0.9	0	0	0	0.3	0	0.2	0.5	0	0.3	0.2
Trucks	5	3	0	0	8	1	6	3	0	10	5	6	0	0	11	0	8	4	0	12	41
% Trucks	0.3	0.1	0	0	0.2	0.5	0.3	0.4	0	0.4	0.7	0.7	0	0	0.6	0	0.4	0.5	0	0.4	0.3

Start Time	LAWRENCE EXPY Southbound					SARATOGA AVE Westbound					QUITO RD Northbound					SARATOGA AVE Eastbound					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
Peak Hour Analysis From 04:00 PM to 06:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 05:00 PM																					
05:00 PM	148	189	25		362	18	<b>205</b>	63		<b>286</b>	60	68	23		151	7	<b>230</b>	<b>84</b>		<b>321</b>	1120
05:15 PM	<b>149</b>	<b>229</b>	<b>47</b>		<b>425</b>	18	147	66		231	58	74	15		147	1	182	78		261	1064
05:30 PM	140	226	29		395	<b>26</b>	187	58		271	54	95	<b>25</b>		174	<b>9</b>	184	63		256	1096
05:45 PM	124	226	22		372	18	180	<b>79</b>		277	<b>66</b>	<b>98</b>	18		<b>182</b>	4	222	80		306	<b>1137</b>
Total Volume	561	870	123		1554	80	719	266		1065	238	335	81		654	21	818	305		1144	4417
% App. Total	36.1	56	7.9			7.5	67.5	25			36.4	51.2	12.4			1.8	71.5	26.7			
PHF	.941	.950	.654		.914	.769	.877	.842		.931	.902	.855	.810		.898	.583	.889	.908		.891	.971

# Traffic Data Service

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

File Name : 52PM FINAL  
 Site Code : 00000052  
 Start Date : 1/11/2018  
 Page No : 2



# Traffic Data Service

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

File Name : 52PM FINAL  
 Site Code : 00000052  
 Start Date : 1/11/2018  
 Page No : 1

Groups Printed- Bikes

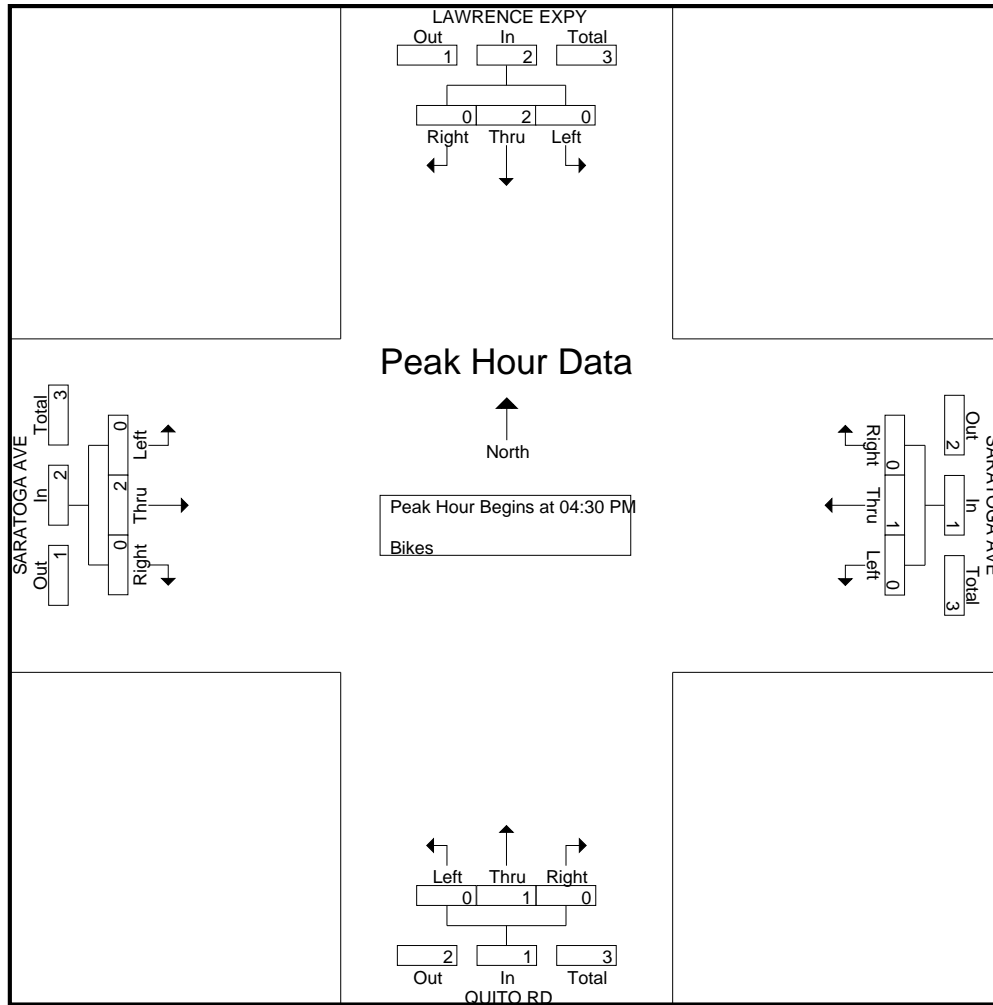
Start Time	LAWRENCE EXPY Southbound					SARATOGA AVE Westbound					QUITO RD Northbound					SARATOGA AVE Eastbound					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1
Total	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	2	0	0	2	3
05:00 PM	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
05:15 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	2
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1
Total	0	2	0	0	2	0	2	0	0	2	0	0	0	0	0	0	1	0	0	1	5
06:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:30 PM	0	0	0	0	0	1	1	0	0	2	0	0	0	0	0	0	0	0	0	0	2
06:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	1	1	0	0	2	0	0	0	0	0	0	0	0	0	0	2
Grand Total	0	2	0	0	2	1	3	0	0	4	0	1	0	0	1	0	3	0	0	3	10
Apprch %	0	100	0	0		25	75	0	0		0	100	0	0		0	100	0	0		
Total %	0	20	0	0	20	10	30	0	0	40	0	10	0	0	10	0	30	0	0	30	

Start Time	LAWRENCE EXPY Southbound				SARATOGA AVE Westbound				QUITO RD Northbound				SARATOGA AVE Eastbound				Int. Total
	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	
Peak Hour Analysis From 04:00 PM to 06:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:30 PM																	
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
04:45 PM	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	1
05:00 PM	0	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2
05:15 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	1	0	1	2
Total Volume	0	2	0	2	0	1	0	1	0	1	0	1	0	2	0	2	6
% App. Total	0	100	0		0	100	0		0	100	0		0	100	0		
PHF	.000	.250	.000	.250	.000	.250	.000	.250	.000	.250	.000	.250	.000	.500	.000	.500	.750

# Traffic Data Service

San Jose, CA  
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File Name : 52PM FINAL  
Site Code : 00000052  
Start Date : 1/11/2018  
Page No : 2



# Traffic Data Service

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

File Name : 53AM FINAL  
 Site Code : 00000053  
 Start Date : 1/11/2018  
 Page No : 1

## Groups Printed- Lights - Buses - Trucks

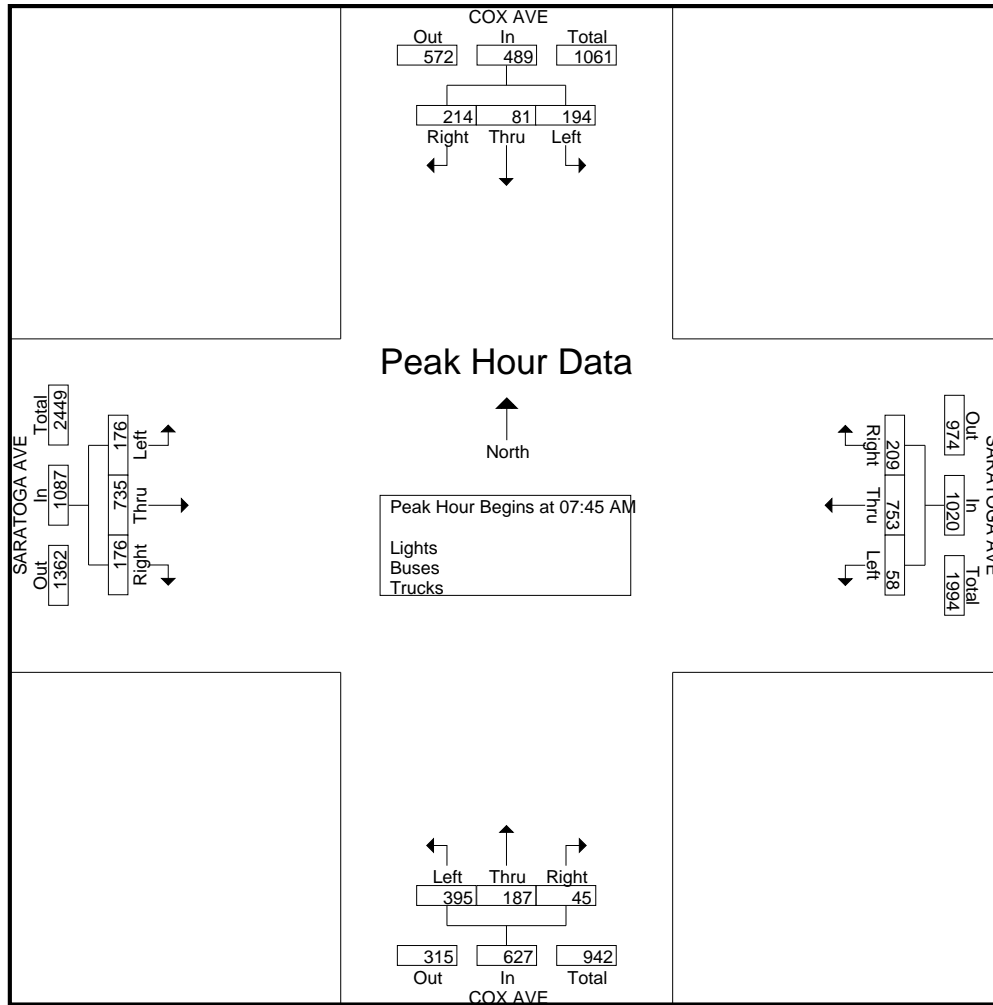
Start Time	COX AVE Southbound					SARATOGA AVE Westbound					COX AVE Northbound					SARATOGA AVE Eastbound					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
07:00 AM	23	12	18	0	53	13	79	4	0	96	8	20	65	0	93	15	77	16	1	109	351
07:15 AM	30	8	31	0	69	26	101	11	1	139	6	28	69	0	103	19	119	27	4	169	480
07:30 AM	21	11	61	0	93	25	174	6	0	205	9	47	96	0	152	32	178	36	0	246	696
07:45 AM	63	25	48	0	136	57	198	17	0	272	10	47	100	0	157	53	179	41	1	274	839
Total	137	56	158	0	351	121	552	38	1	712	33	142	330	0	505	119	553	120	6	798	2366
08:00 AM	57	19	39	1	116	64	224	15	1	304	7	41	119	1	168	50	184	39	2	275	863
08:15 AM	44	15	56	1	116	44	160	11	0	215	16	50	99	0	165	38	189	62	0	289	785
08:30 AM	50	22	51	0	123	44	171	15	1	231	12	49	77	1	139	35	183	34	3	255	748
08:45 AM	38	25	51	1	115	36	133	12	0	181	15	51	78	0	144	46	147	51	1	245	685
Total	189	81	197	3	470	188	688	53	2	931	50	191	373	2	616	169	703	186	6	1064	3081
09:00 AM	46	18	44	0	108	33	114	14	0	161	19	34	77	0	130	37	164	37	5	243	642
09:15 AM	53	21	45	0	119	27	132	22	0	181	16	28	64	0	108	40	164	38	0	242	650
09:30 AM	48	20	49	0	117	26	146	15	0	187	9	19	95	0	123	34	155	28	0	217	644
09:45 AM	45	12	37	0	94	32	126	14	0	172	11	22	81	0	114	39	193	54	4	290	670
Total	192	71	175	0	438	118	518	65	0	701	55	103	317	0	475	150	676	157	9	992	2606
Grand Total	518	208	530	3	1259	427	1758	156	3	2344	138	436	1020	2	1596	438	1932	463	21	2854	8053
Apprch %	41.1	16.5	42.1	0.2		18.2	75	6.7	0.1		8.6	27.3	63.9	0.1		15.3	67.7	16.2	0.7		
Total %	6.4	2.6	6.6	0	15.6	5.3	21.8	1.9	0	29.1	1.7	5.4	12.7	0	19.8	5.4	24	5.7	0.3	35.4	
Lights	513	206	529	3	1251	418	1724	154	3	2299	138	430	1011	2	1581	433	1889	460	21	2803	7934
% Lights	99	99	99.8	100	99.4	97.9	98.1	98.7	100	98.1	100	98.6	99.1	100	99.1	98.9	97.8	99.4	100	98.2	98.5
Buses	3	0	0	0	3	1	11	0	0	12	0	2	5	0	7	4	15	1	0	20	42
% Buses	0.6	0	0	0	0.2	0.2	0.6	0	0	0.5	0	0.5	0.5	0	0.4	0.9	0.8	0.2	0	0.7	0.5
Trucks	2	2	1	0	5	8	23	2	0	33	0	4	4	0	8	1	28	2	0	31	77
% Trucks	0.4	1	0.2	0	0.4	1.9	1.3	1.3	0	1.4	0	0.9	0.4	0	0.5	0.2	1.4	0.4	0	1.1	1

Start Time	COX AVE Southbound				SARATOGA AVE Westbound				COX AVE Northbound				SARATOGA AVE Eastbound				Int. Total
	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	
Peak Hour Analysis From 07:00 AM to 09:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:45 AM																	
07:45 AM	63	25	48	136	57	198	17	272	10	47	100	157	53	179	41	273	838
08:00 AM	57	19	39	115	64	224	15	303	7	41	119	167	50	184	39	273	858
08:15 AM	44	15	56	115	44	160	11	215	16	50	99	165	38	189	62	289	784
08:30 AM	50	22	51	123	44	171	15	230	12	49	77	138	35	183	34	252	743
Total Volume	214	81	194	489	209	753	58	1020	45	187	395	627	176	735	176	1087	3223
% App. Total	43.8	16.6	39.7		20.5	73.8	5.7		7.2	29.8	63		16.2	67.6	16.2		
PHF	.849	.810	.866	.899	.816	.840	.853	.842	.703	.935	.830	.939	.830	.972	.710	.940	.939

# Traffic Data Service

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

File Name : 53AM FINAL  
 Site Code : 00000053  
 Start Date : 1/11/2018  
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# Traffic Data Service

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 (408) 622-4787  
 tdsbay@cs.com

File Name : 53AM FINAL  
 Site Code : 00000053  
 Start Date : 1/11/2018  
 Page No : 1

Groups Printed- Bikes

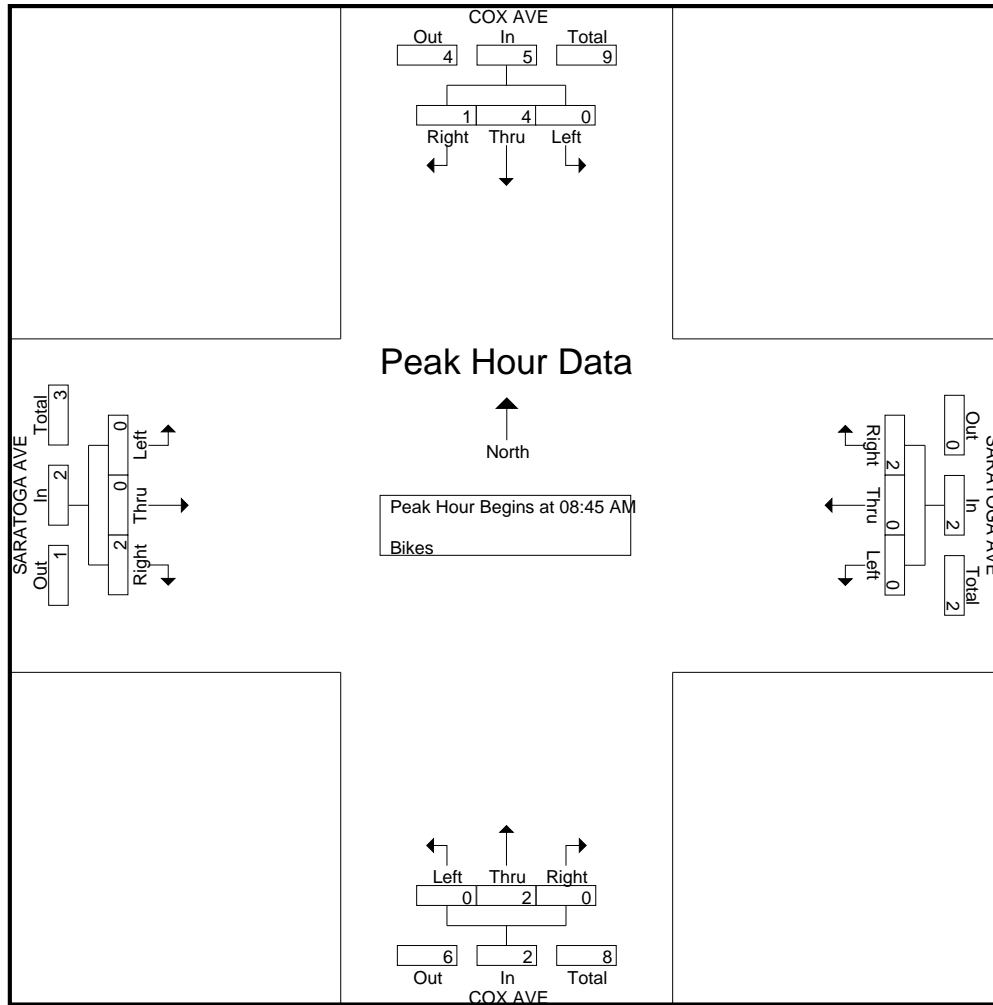
Start Time	COX AVE Southbound					SARATOGA AVE Westbound					COX AVE Northbound					SARATOGA AVE Eastbound					Int. Total	
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total		
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30 AM	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	0
<b>Total</b>	0	1	0	0	1	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	0	0
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0
08:15 AM	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	0
08:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:45 AM	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	2	0	0	0	2	0	0
<b>Total</b>	0	1	0	0	1	0	0	0	0	0	0	4	0	0	4	2	0	0	0	2	0	0
09:00 AM	0	3	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:15 AM	0	0	0	0	0	1	0	0	0	1	0	1	0	0	1	0	0	0	0	0	0	0
09:30 AM	1	0	0	0	1	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0
09:45 AM	0	1	1	0	2	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0
<b>Total</b>	1	4	1	0	6	3	0	0	0	3	0	1	0	0	1	0	0	0	0	0	0	0
Grand Total	1	6	1	0	8	3	0	0	0	3	0	8	0	0	8	2	0	0	0	2	0	0
Apprch %	12.5	75	12.5	0		100	0	0	0		0	100	0	0		100	0	0	0			
Total %	4.8	28.6	4.8	0	38.1	14.3	0	0	0	14.3	0	38.1	0	0	38.1	9.5	0	0	0	9.5		

Start Time	COX AVE Southbound				SARATOGA AVE Westbound				COX AVE Northbound				SARATOGA AVE Eastbound				Int. Total
	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	
Peak Hour Analysis From 07:00 AM to 09:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 08:45 AM																	
08:45 AM	0	1	0	1	0	0	0	0	0	1	0	1	2	0	0	2	4
09:00 AM	0	3	0	3	0	0	0	0	0	0	0	0	0	0	0	0	3
09:15 AM	0	0	0	0	1	0	0	1	0	1	0	1	0	0	0	0	2
09:30 AM	1	0	0	1	1	0	0	1	0	0	0	0	0	0	0	0	2
Total Volume	1	4	0	5	2	0	0	2	0	2	0	2	2	0	0	2	11
% App. Total	20	80	0		100	0	0		0	100	0		100	0	0		
PHF	.250	.333	.000	.417	.500	.000	.000	.500	.000	.500	.000	.500	.250	.000	.000	.250	.688

# Traffic Data Service

San Jose, CA  
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File Name : 53AM FINAL  
Site Code : 00000053  
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# Traffic Data Service

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

File Name : 53PM FINAL  
Site Code : 00000053  
Start Date : 1/11/2018  
Page No : 1

## Groups Printed- Lights - Buses - Trucks

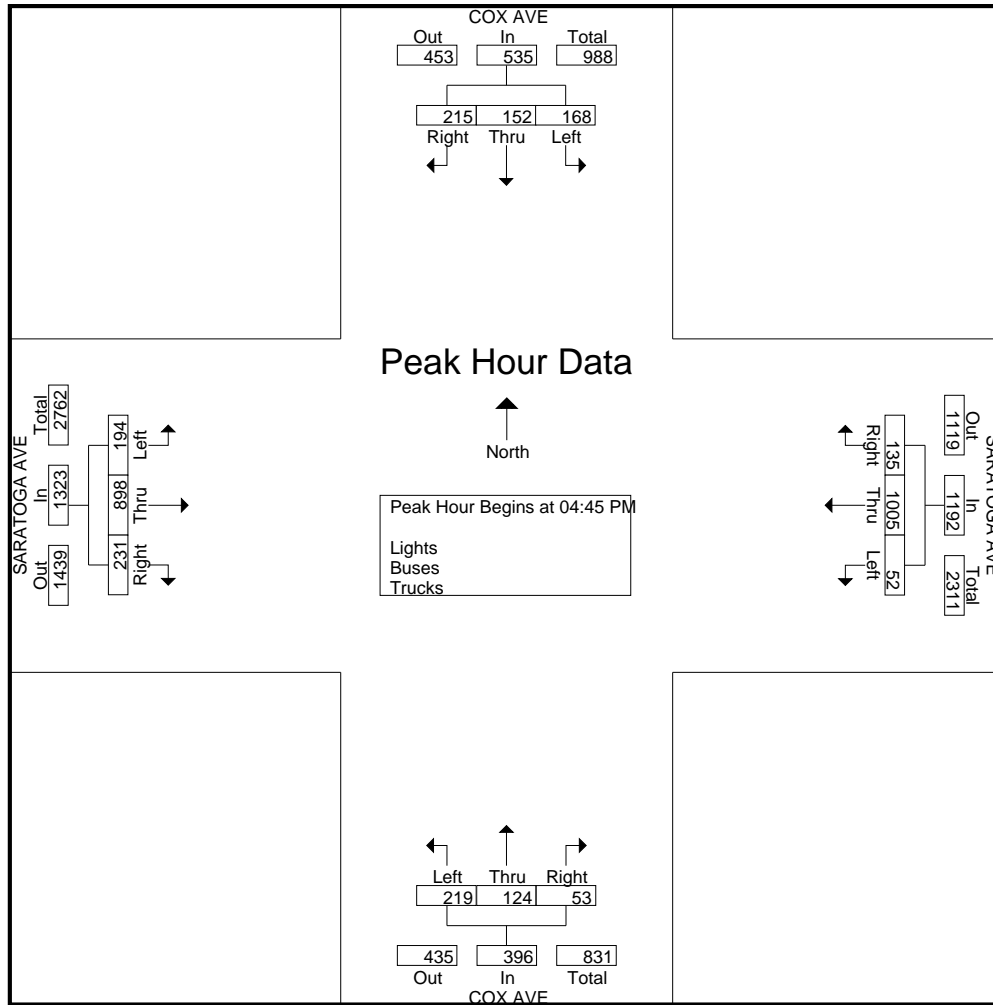
Start Time	COX AVE Southbound					SARATOGA AVE Westbound					COX AVE Northbound					SARATOGA AVE Eastbound					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
04:00 PM	47	40	30	0	117	24	275	12	0	311	18	25	48	0	91	50	208	35	0	293	812
04:15 PM	40	33	32	0	105	34	236	17	1	288	12	25	52	0	89	54	196	35	1	286	768
04:30 PM	52	42	46	0	140	47	225	10	1	283	21	22	55	0	98	62	182	43	0	287	808
04:45 PM	44	35	42	0	121	43	228	15	0	286	10	38	40	0	88	67	223	51	1	342	837
Total	183	150	150	0	483	148	964	54	2	1168	61	110	195	0	366	233	809	164	2	1208	3225
05:00 PM	57	42	43	0	142	31	237	9	0	277	25	27	69	0	121	48	208	47	1	304	844
05:15 PM	59	37	40	0	136	31	290	18	0	339	12	27	59	0	98	62	234	54	1	351	924
05:30 PM	55	38	43	0	136	30	250	10	0	290	6	32	51	0	89	54	233	42	0	329	844
05:45 PM	33	48	48	0	129	33	208	18	0	259	11	33	53	0	97	57	200	45	0	302	787
Total	204	165	174	0	543	125	985	55	0	1165	54	119	232	0	405	221	875	188	2	1286	3399
06:00 PM	50	30	27	0	107	60	218	8	3	289	16	20	67	0	103	53	209	46	0	308	807
06:15 PM	50	46	36	1	133	50	212	7	2	271	9	11	50	0	70	51	173	50	1	275	749
06:30 PM	26	31	28	0	85	36	211	9	0	256	12	9	39	0	60	69	161	51	0	281	682
06:45 PM	37	35	32	0	104	46	168	7	0	221	6	22	39	0	67	62	156	36	0	254	646
Total	163	142	123	1	429	192	809	31	5	1037	43	62	195	0	300	235	699	183	1	1118	2884
Grand Total	550	457	447	1	1455	465	2758	140	7	3370	158	291	622	0	1071	689	2383	535	5	3612	9508
Apprch %	37.8	31.4	30.7	0.1		13.8	81.8	4.2	0.2		14.8	27.2	58.1	0		19.1	66	14.8	0.1		
Total %	5.8	4.8	4.7	0	15.3	4.9	29	1.5	0.1	35.4	1.7	3.1	6.5	0	11.3	7.2	25.1	5.6	0.1		38
Lights	547	455	443	1	1446	462	2742	136	7	3347	156	289	620	0	1065	689	2357	533	5	3584	9442
% Lights	99.5	99.6	99.1	100	99.4	99.4	99.4	97.1	100	99.3	98.7	99.3	99.7	0	99.4	100	98.9	99.6	100	99.2	99.3
Buses	2	0	1	0	3	1	6	0	0	7	1	0	2	0	3	0	10	0	0	10	23
% Buses	0.4	0	0.2	0	0.2	0.2	0.2	0	0	0.2	0.6	0	0.3	0	0.3	0	0.4	0	0	0.3	0.2
Trucks	1	2	3	0	6	2	10	4	0	16	1	2	0	0	3	0	16	2	0	18	43
% Trucks	0.2	0.4	0.7	0	0.4	0.4	0.4	2.9	0	0.5	0.6	0.7	0	0	0.3	0	0.7	0.4	0	0.5	0.5

Start Time	COX AVE Southbound				SARATOGA AVE Westbound				COX AVE Northbound				SARATOGA AVE Eastbound				Int. Total
	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	
Peak Hour Analysis From 04:00 PM to 06:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:45 PM																	
04:45 PM	44	35	42	121	<b>43</b>	228	15	286	10	<b>38</b>	40	88	<b>67</b>	223	51	341	836
05:00 PM	57	<b>42</b>	<b>43</b>	<b>142</b>	31	237	9	277	<b>25</b>	27	<b>69</b>	<b>121</b>	48	208	47	303	843
05:15 PM	<b>59</b>	37	40	136	31	<b>290</b>	<b>18</b>	<b>339</b>	12	27	59	98	62	<b>234</b>	<b>54</b>	<b>350</b>	<b>923</b>
05:30 PM	55	38	43	136	30	250	10	290	6	32	51	89	54	233	42	329	844
Total Volume	215	152	168	535	135	1005	52	1192	53	124	219	396	231	898	194	1323	3446
% App. Total	40.2	28.4	31.4		11.3	84.3	4.4		13.4	31.3	55.3		17.5	67.9	14.7		
PHF	.911	.905	.977	.942	.785	.866	.722	.879	.530	.816	.793	.818	.862	.959	.898	.945	.933

# Traffic Data Service

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

File Name : 53PM FINAL  
 Site Code : 00000053  
 Start Date : 1/11/2018  
 Page No : 2



# Traffic Data Service

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

File Name : 53PM FINAL  
 Site Code : 00000053  
 Start Date : 1/11/2018  
 Page No : 1

Groups Printed- Bikes

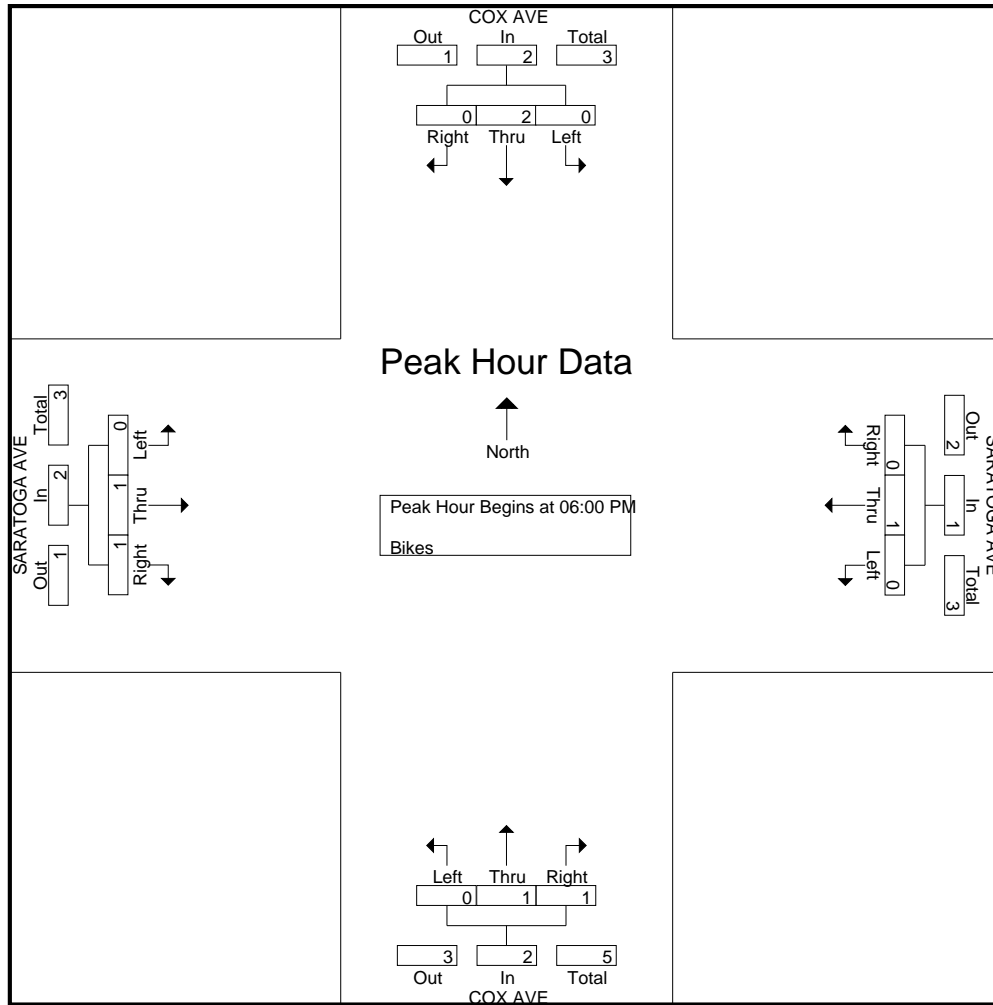
Start Time	COX AVE Southbound					SARATOGA AVE Westbound					COX AVE Northbound					SARATOGA AVE Eastbound					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
04:00 PM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	1	0	0	1	0	1	0	0	1	0	1	0	0	1	0	0	0	0	0	0
04:30 PM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
Total	0	3	0	0	3	0	1	0	0	1	0	1	0	0	1	0	1	0	0	1	6
05:00 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1
05:15 PM	0	2	0	0	2	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	3
05:30 PM	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
05:45 PM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Total	0	3	1	0	4	0	1	1	0	2	0	0	0	0	0	0	0	0	0	0	6
06:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:30 PM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	2
06:45 PM	0	1	0	0	1	0	1	0	0	1	1	1	0	0	2	0	1	0	0	1	5
Total	0	2	0	0	2	0	1	0	0	1	1	1	0	0	2	1	1	0	0	2	7
Grand Total	0	8	1	0	9	0	3	1	0	4	1	2	0	0	3	1	2	0	0	3	19
Apprch %	0	88.9	11.1	0		0	75	25	0		33.3	66.7	0	0		33.3	66.7	0	0		
Total %	0	42.1	5.3	0	47.4	0	15.8	5.3	0	21.1	5.3	10.5	0	0	15.8	5.3	10.5	0	0	15.8	

Start Time	COX AVE Southbound				SARATOGA AVE Westbound				COX AVE Northbound				SARATOGA AVE Eastbound				Int. Total
	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	
Peak Hour Analysis From 04:00 PM to 06:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 06:00 PM																	
06:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:30 PM	0	1	0	1	0	0	0	0	0	0	0	0	1	0	0	1	2
06:45 PM	0	1	0	1	0	1	0	1	1	1	0	2	0	1	0	1	5
Total Volume	0	2	0	2	0	1	0	1	1	1	0	2	1	1	0	2	7
% App. Total	0	100	0		0	100	0		50	50	0		50	50	0		
PHF	.000	.500	.000	.500	.000	.250	.000	.250	.250	.250	.000	.250	.250	.250	.000	.500	.350

# Traffic Data Service

San Jose, CA  
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File Name : 53PM FINAL  
 Site Code : 00000053  
 Start Date : 1/11/2018  
 Page No : 2



# Traffic Data Service

San Jose, CA  
 (408) 622-4787  
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File Name : 54AM FINAL  
 Site Code : 00000054  
 Start Date : 1/10/2018  
 Page No : 1

Groups Printed- Lights - Buses - Trucks

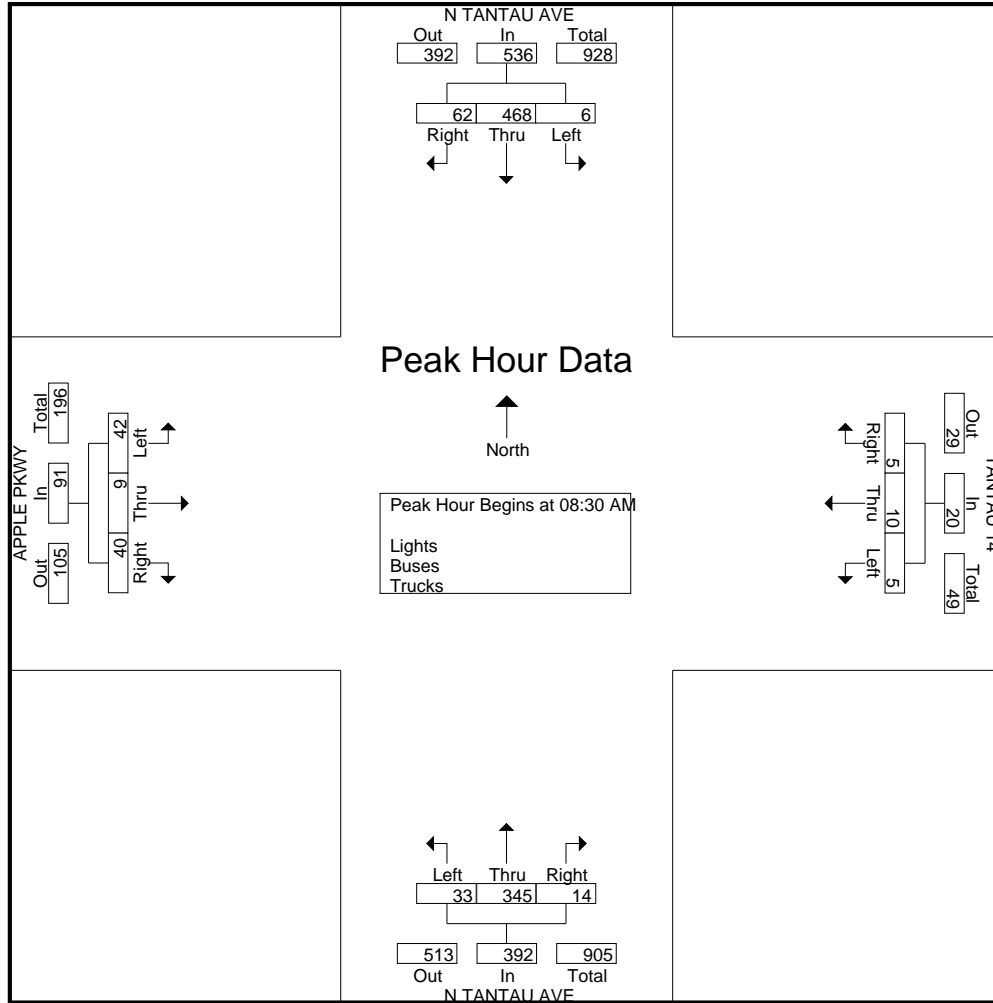
Start Time	N TANTAU AVE Southbound					TANTAU 14 Westbound					N TANTAU AVE Northbound					APPLE PKWY Eastbound					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
07:00 AM	18	34	1	34	87	1	1	2	3	7	5	28	25	0	58	15	2	3	2	22	174
07:15 AM	12	47	3	33	95	1	1	1	9	12	5	43	12	1	61	8	2	10	4	24	192
07:30 AM	16	45	1	15	77	2	3	3	7	15	0	32	12	0	44	7	2	12	2	23	159
07:45 AM	18	66	3	23	110	1	1	0	4	6	8	33	9	0	50	10	0	5	1	16	182
Total	64	192	8	105	369	5	6	6	23	40	18	136	58	1	213	40	6	30	9	85	707
08:00 AM	14	80	1	30	125	2	2	2	13	19	5	57	5	0	67	7	2	7	5	21	232
08:15 AM	9	102	0	17	128	1	3	2	4	10	5	71	12	0	88	10	1	11	6	28	254
08:30 AM	17	133	2	25	177	2	0	0	3	5	4	82	11	0	97	10	1	9	7	27	306
08:45 AM	14	138	2	17	171	0	5	2	12	19	5	87	10	0	102	9	4	9	20	42	334
Total	54	453	5	89	601	5	10	6	32	53	19	297	38	0	354	36	8	36	38	118	1126
09:00 AM	15	100	1	21	137	1	1	1	9	12	4	81	10	0	95	8	3	8	3	22	266
09:15 AM	16	97	1	27	141	2	4	2	2	10	1	95	2	0	98	13	1	16	16	46	295
09:30 AM	12	97	0	29	138	0	0	3	9	12	3	50	8	1	62	8	0	10	12	30	242
09:45 AM	16	104	5	33	158	0	4	2	12	18	3	48	6	0	57	14	2	9	3	28	261
Total	59	398	7	110	574	3	9	8	32	52	11	274	26	1	312	43	6	43	34	126	1064
Grand Total	177	1043	20	304	1544	13	25	20	87	145	48	707	122	2	879	119	20	109	81	329	2897
Apprch %	11.5	67.6	1.3	19.7		9	17.2	13.8	60		5.5	80.4	13.9	0.2		36.2	6.1	33.1	24.6		
Total %	6.1	36	0.7	10.5	53.3	0.4	0.9	0.7	3	5	1.7	24.4	4.2	0.1	30.3	4.1	0.7	3.8	2.8	11.4	
Lights	151	939	19	304	1413	13	25	19	87	144	47	682	115	2	846	112	20	89	81	302	2705
% Lights	85.3	90	95	100	91.5	100	100	95	100	99.3	97.9	96.5	94.3	100	96.2	94.1	100	81.7	100	91.8	93.4
Buses	0	91	0	0	91	0	0	0	0	0	0	9	0	0	9	0	0	0	0	0	100
% Buses	0	8.7	0	0	5.9	0	0	0	0	0	0	1.3	0	0	1	0	0	0	0	0	3.5
Trucks	26	13	1	0	40	0	0	1	0	1	1	16	7	0	24	7	0	20	0	27	92
% Trucks	14.7	1.2	5	0	2.6	0	0	5	0	0.7	2.1	2.3	5.7	0	2.7	5.9	0	18.3	0	8.2	3.2

Start Time	N TANTAU AVE Southbound					TANTAU 14 Westbound					N TANTAU AVE Northbound					APPLE PKWY Eastbound					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
Peak Hour Analysis From 07:00 AM to 09:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 08:30 AM																					
08:30 AM	17	133	2		152	2	0	0		2	4	82	11		97	10	1	9		20	271
08:45 AM	14	138	2		154	0	5	2		7	5	87	10		102	9	4	9		22	285
09:00 AM	15	100	1		116	1	1	1		3	4	81	10		95	8	3	8		19	233
09:15 AM	16	97	1		114	2	4	2		8	1	95	2		98	13	1	16		30	250
Total Volume	62	468	6		536	5	10	5		20	14	345	33		392	40	9	42		91	1039
% App. Total	11.6	87.3	1.1			25	50	25			3.6	88	8.4			44	9.9	46.2			
PHF	.912	.848	.750		.870	.625	.500	.625		.625	.700	.908	.750		.961	.769	.563	.656		.758	.911

# Traffic Data Service

San Jose, CA  
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File Name : 54AM FINAL  
 Site Code : 00000054  
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# Traffic Data Service

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

File Name : 54AM FINAL  
 Site Code : 00000054  
 Start Date : 1/10/2018  
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Groups Printed- Bikes

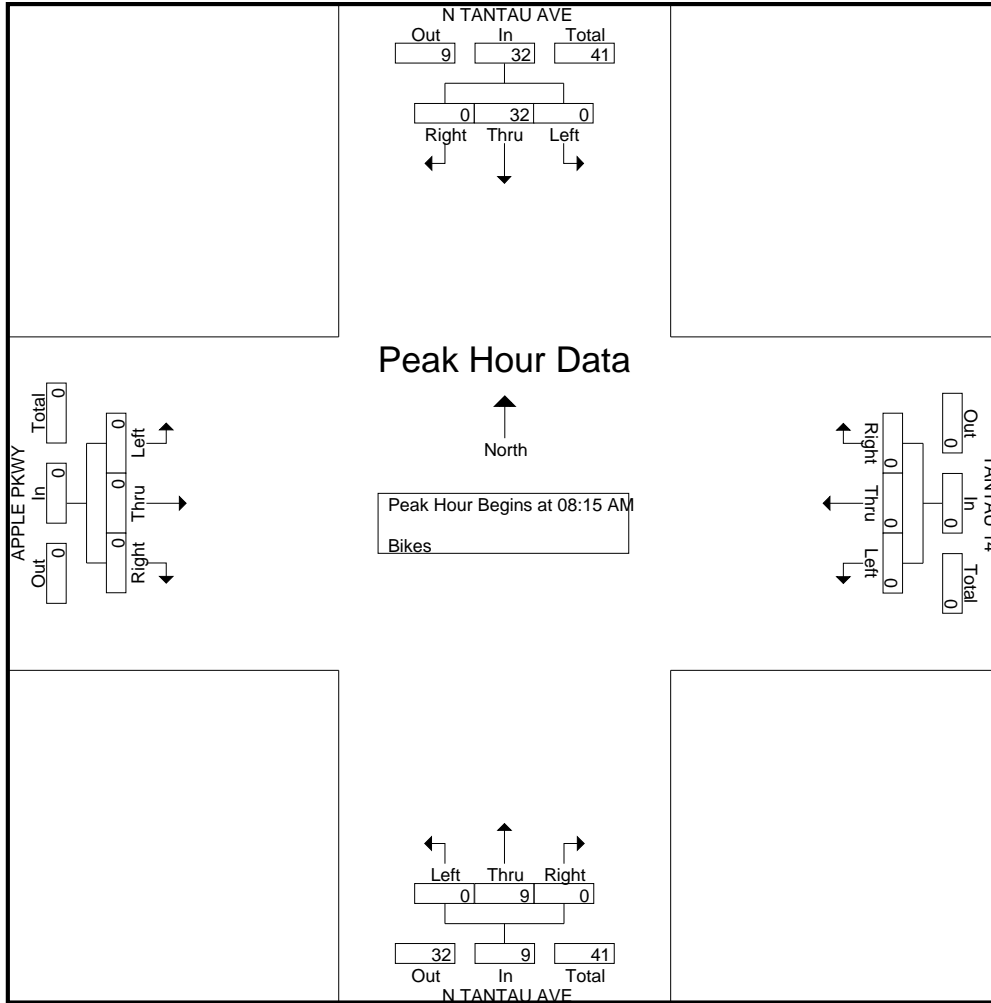
Start Time	N TANTAU AVE Southbound					TANTAU 14 Westbound					N TANTAU AVE Northbound					APPLE PKWY Eastbound					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
07:00 AM	0	1	0	0	1	0	0	0	0	0	1	2	0	0	3	1	0	0	0	1	5
07:15 AM	0	1	0	0	1	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	4
07:30 AM	0	0	0	0	0	0	0	0	0	0	1	4	0	0	5	0	0	0	0	0	5
07:45 AM	0	3	0	0	3	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	5
Total	0	5	0	0	5	0	0	0	0	0	2	11	0	0	13	1	0	0	0	1	19
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	2
08:15 AM	0	4	0	0	4	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	6
08:30 AM	0	12	0	0	12	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	15
08:45 AM	0	10	0	0	10	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	13
Total	0	26	0	0	26	0	0	0	0	0	0	10	0	0	10	0	0	0	0	0	36
09:00 AM	0	6	0	0	6	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	7
09:15 AM	0	5	0	0	5	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	6
09:30 AM	0	3	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
09:45 AM	0	2	0	0	2	0	0	0	0	0	0	2	1	0	3	0	0	0	0	0	5
Total	0	16	0	0	16	0	0	0	0	0	0	4	1	0	5	0	0	0	0	0	21
Grand Total	0	47	0	0	47	0	0	0	0	0	2	25	1	0	28	1	0	0	0	1	76
Apprch %	0	100	0	0		0	0	0	0		7.1	89.3	3.6	0		100	0	0	0		
Total %	0	61.8	0	0	61.8	0	0	0	0	0	2.6	32.9	1.3	0	36.8	1.3	0	0	0	1.3	

Start Time	N TANTAU AVE Southbound				TANTAU 14 Westbound				N TANTAU AVE Northbound				APPLE PKWY Eastbound				Int. Total
	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	
Peak Hour Analysis From 07:00 AM to 09:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 08:15 AM																	
08:15 AM	0	4	0	4	0	0	0	0	0	2	0	2	0	0	0	0	6
08:30 AM	0	12	0	12	0	0	0	0	0	3	0	3	0	0	0	0	15
08:45 AM	0	10	0	10	0	0	0	0	0	3	0	3	0	0	0	0	13
09:00 AM	0	6	0	6	0	0	0	0	0	1	0	1	0	0	0	0	7
Total Volume	0	32	0	32	0	0	0	0	0	9	0	9	0	0	0	0	41
% App. Total	0	100	0		0	0	0		0	100	0		0	0	0		
PHF	.000	.667	.000	.667	.000	.000	.000	.000	.000	.750	.000	.750	.000	.000	.000	.000	.683

# Traffic Data Service

San Jose, CA  
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File Name : 54AM FINAL  
 Site Code : 00000054  
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# Traffic Data Service

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File Name : 54PM FINAL  
Site Code : 00000054  
Start Date : 1/10/2018  
Page No : 1

Groups Printed- Lights - Buses - Trucks

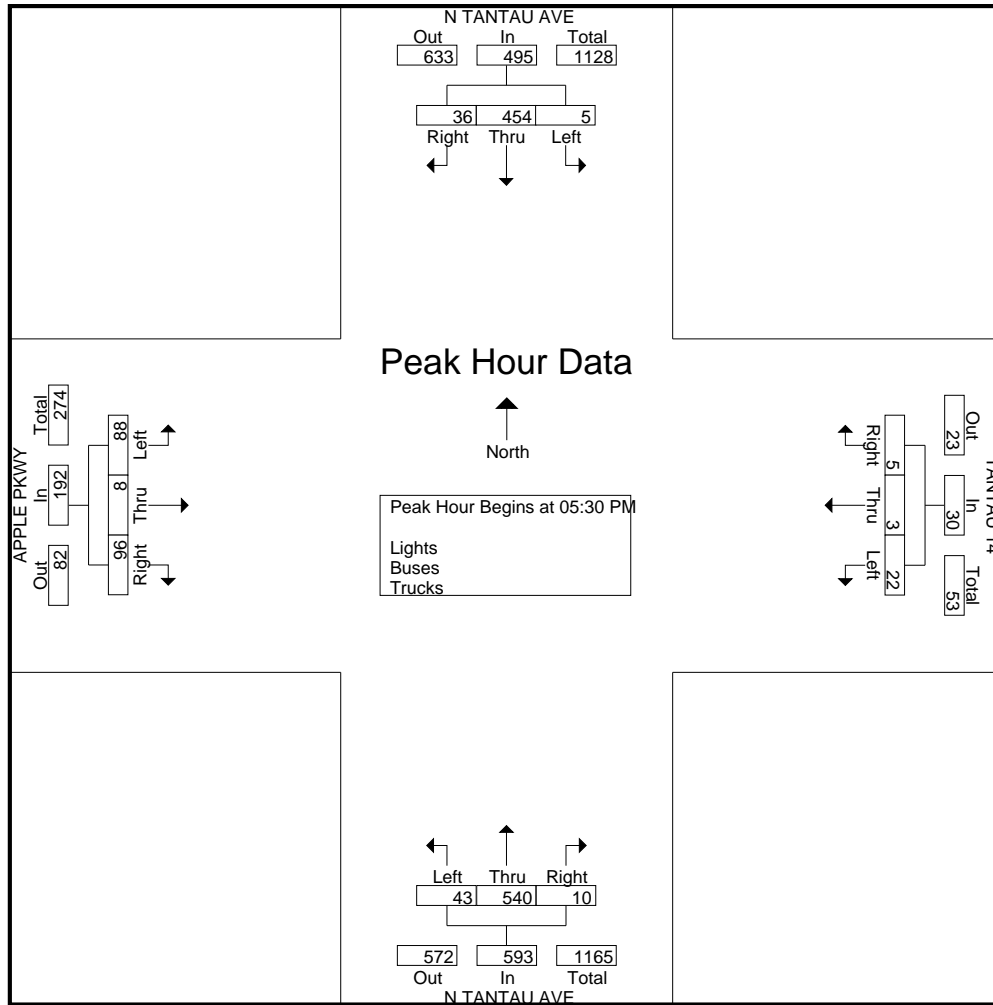
Start Time	N TANTAU AVE Southbound					TANTAU 14 Westbound					N TANTAU AVE Northbound					APPLE PKWY Eastbound					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
04:00 PM	12	82	2	21	117	3	1	10	6	20	2	93	9	0	104	49	1	27	1	78	319
04:15 PM	7	49	0	21	77	2	0	2	3	7	2	90	8	0	100	93	1	49	0	143	327
04:30 PM	5	63	4	20	92	1	1	3	1	6	1	103	7	0	111	52	3	40	4	99	308
04:45 PM	10	88	2	10	110	1	1	7	6	15	1	88	4	0	93	42	4	24	4	74	292
Total	34	282	8	72	396	7	3	22	16	48	6	374	28	0	408	236	9	140	9	394	1246
05:00 PM	4	104	1	11	120	2	2	5	7	16	1	92	4	0	97	19	1	24	5	49	282
05:15 PM	9	97	0	21	127	2	1	1	1	5	1	147	7	0	155	26	2	17	3	48	335
05:30 PM	2	128	0	5	135	2	0	7	8	17	2	131	12	0	145	42	7	49	1	99	396
05:45 PM	6	119	2	11	138	1	0	6	1	8	1	119	10	0	130	14	0	17	4	35	311
Total	21	448	3	48	520	7	3	19	17	46	5	489	33	0	527	101	10	107	13	231	1324
06:00 PM	13	105	1	6	125	1	0	6	4	11	2	137	10	1	150	12	0	9	3	24	310
06:15 PM	15	102	2	11	130	1	3	3	4	11	5	153	11	0	169	28	1	13	4	46	356
06:30 PM	29	77	0	7	113	1	1	3	1	6	4	112	22	0	138	20	2	10	4	36	293
06:45 PM	44	84	3	3	134	1	1	6	1	9	1	86	24	0	111	9	1	6	0	16	270
Total	101	368	6	27	502	4	5	18	10	37	12	488	67	1	568	69	4	38	11	122	1229
Grand Total	156	1098	17	147	1418	18	11	59	43	131	23	1351	128	1	1503	406	23	285	33	747	3799
Apprch %	11	77.4	1.2	10.4		13.7	8.4	45	32.8		1.5	89.9	8.5	0.1		54.4	3.1	38.2	4.4		
Total %	4.1	28.9	0.4	3.9	37.3	0.5	0.3	1.6	1.1	3.4	0.6	35.6	3.4	0	39.6	10.7	0.6	7.5	0.9	19.7	
Lights	154	975	17	147	1293	18	11	59	43	131	23	1337	127	1	1488	403	23	281	33	740	3652
% Lights	98.7	88.8	100	100	91.2	100	100	100	100	100	100	99	99.2	100	99	99.3	100	98.6	100	99.1	96.1
Buses	0	117	0	0	117	0	0	0	0	0	0	8	0	0	8	1	0	0	0	1	126
% Buses	0	10.7	0	0	8.3	0	0	0	0	0	0	0.6	0	0	0.5	0.2	0	0	0	0.1	3.3
Trucks	2	6	0	0	8	0	0	0	0	0	0	6	1	0	7	2	0	4	0	6	21
% Trucks	1.3	0.5	0	0	0.6	0	0	0	0	0	0	0.4	0.8	0	0.5	0.5	0	1.4	0	0.8	0.6

Start Time	N TANTAU AVE Southbound				TANTAU 14 Westbound				N TANTAU AVE Northbound				APPLE PKWY Eastbound				Int. Total
	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	
Peak Hour Analysis From 04:00 PM to 06:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 05:30 PM																	
05:30 PM	2	128	0	130	2	0	7	9	2	131	12	145	42	7	49	98	382
05:45 PM	6	119	2	127	1	0	6	7	1	119	10	130	14	0	17	31	295
06:00 PM	13	105	1	119	1	0	6	7	2	137	10	149	12	0	9	21	296
06:15 PM	15	102	2	119	1	3	3	7	5	153	11	169	28	1	13	42	337
Total Volume	36	454	5	495	5	3	22	30	10	540	43	593	96	8	88	192	1310
% App. Total	7.3	91.7	1		16.7	10	73.3		1.7	91.1	7.3		50	4.2	45.8		
PHF	.600	.887	.625	.952	.625	.250	.786	.833	.500	.882	.896	.877	.571	.286	.449	.490	.857

# Traffic Data Service

San Jose, CA  
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File Name : 54PM FINAL  
 Site Code : 00000054  
 Start Date : 1/10/2018  
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# Traffic Data Service

San Jose, CA  
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File Name : 54PM FINAL  
Site Code : 00000054  
Start Date : 1/10/2018  
Page No : 1

Groups Printed- Bikes

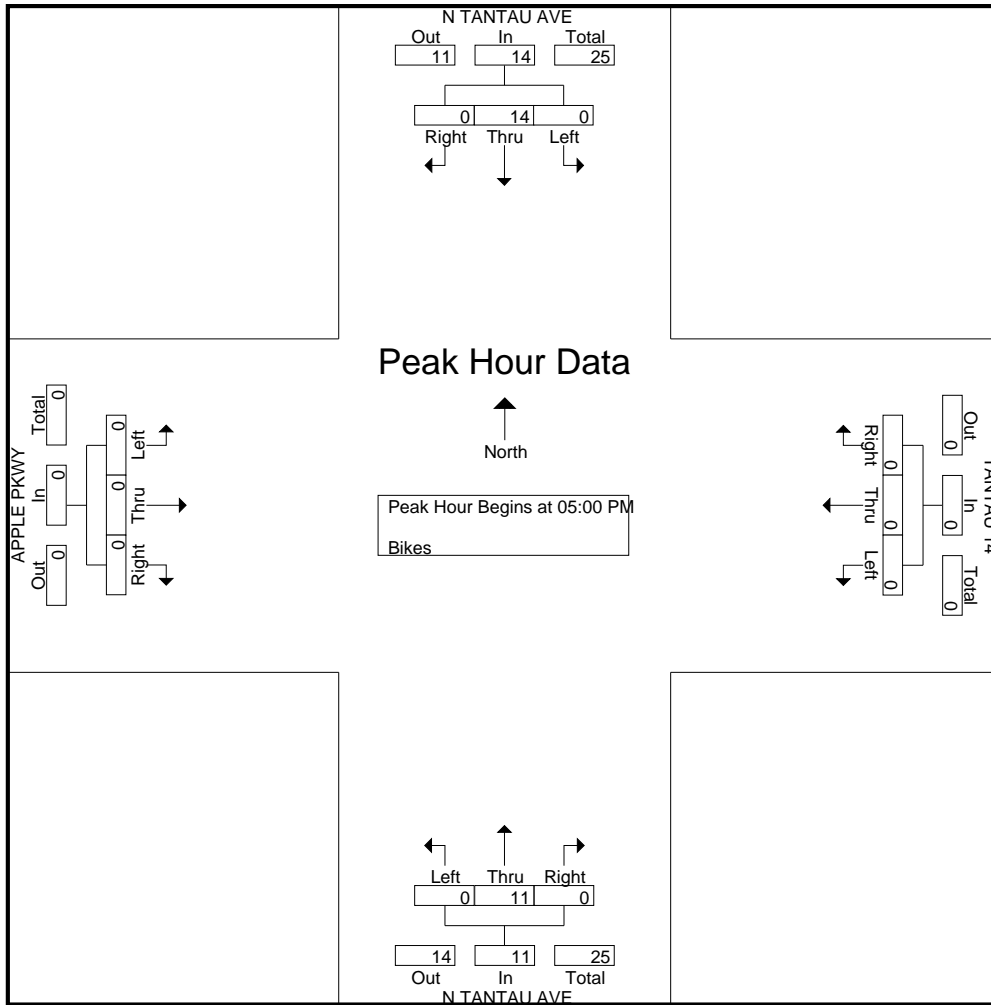
Start Time	N TANTAU AVE Southbound					TANTAU 14 Westbound					N TANTAU AVE Northbound					APPLE PKWY Eastbound					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
04:00 PM	0	3	0	0	3	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	0
<b>Total</b>	0	4	0	0	4	0	0	0	0	0	0	6	0	0	6	0	0	0	0	0	0
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	5	0	0	5	0	0	0	0	0	0
05:15 PM	0	7	0	0	7	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	0
05:30 PM	0	4	0	0	4	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0
05:45 PM	0	3	0	0	3	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0
<b>Total</b>	0	14	0	0	14	0	0	0	0	0	0	11	0	0	11	0	0	0	0	0	0
06:00 PM	0	4	0	0	4	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0
06:15 PM	0	2	0	0	2	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0
06:30 PM	0	0	0	0	0	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	0
06:45 PM	0	2	0	0	2	0	0	0	0	0	0	5	0	0	5	0	0	0	0	0	0
<b>Total</b>	0	8	0	0	8	0	0	0	0	0	0	10	0	0	10	0	0	0	0	0	0
Grand Total	0	26	0	0	26	0	0	0	0	0	0	27	0	0	27	0	0	0	0	0	53
Apprch %	0	100	0	0		0	0	0	0		0	100	0	0		0	0	0	0		
Total %	0	49.1	0	0	49.1	0	0	0	0	0	0	50.9	0	0	50.9	0	0	0	0	0	

Start Time	N TANTAU AVE Southbound				TANTAU 14 Westbound				N TANTAU AVE Northbound				APPLE PKWY Eastbound				Int. Total
	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	
Peak Hour Analysis From 04:00 PM to 06:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 05:00 PM																	
05:00 PM	0	0	0	0	0	0	0	0	0	5	0	5	0	0	0	0	5
05:15 PM	0	7	0	7	0	0	0	0	0	3	0	3	0	0	0	0	10
05:30 PM	0	4	0	4	0	0	0	0	0	1	0	1	0	0	0	0	5
05:45 PM	0	3	0	3	0	0	0	0	0	2	0	2	0	0	0	0	5
Total Volume	0	14	0	14	0	0	0	0	0	11	0	11	0	0	0	0	25
% App. Total	0	100	0		0	0	0		0	100	0		0	0	0		
PHF	.000	.500	.000	.500	.000	.000	.000	.000	.000	.550	.000	.550	.000	.000	.000	.000	.625

# Traffic Data Service

San Jose, CA  
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File Name : 54PM FINAL  
Site Code : 00000054  
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# Traffic Data Service

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

File Name : 55AM FINAL  
Site Code : 00000055  
Start Date : 1/17/2018  
Page No : 1

Groups Printed- Lights - Buses - Trucks

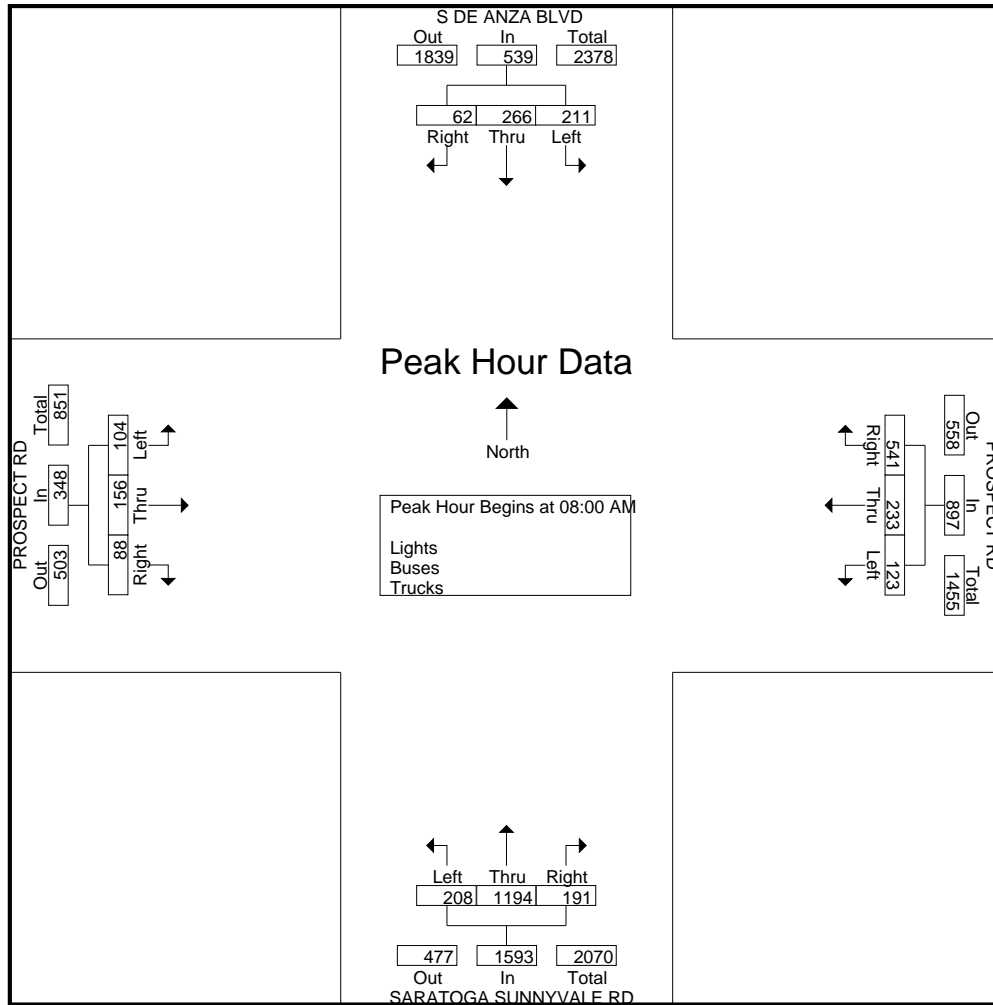
Start Time	S DE ANZA BLVD Southbound					PROSPECT RD Westbound					SARATOGA SUNNYVALE RD Northbound					PROSPECT RD Eastbound					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
07:00 AM	3	34	12	0	49	69	24	8	0	101	24	226	24	0	274	10	10	21	0	41	465
07:15 AM	13	40	23	1	77	90	37	11	1	139	21	304	31	0	356	12	22	15	0	49	621
07:30 AM	7	47	17	2	73	121	48	14	1	184	28	291	33	0	352	11	23	36	0	70	679
07:45 AM	9	78	33	1	121	118	40	28	0	186	34	284	32	3	353	23	33	35	2	93	753
<b>Total</b>	<b>32</b>	<b>199</b>	<b>85</b>	<b>4</b>	<b>320</b>	<b>398</b>	<b>149</b>	<b>61</b>	<b>2</b>	<b>610</b>	<b>107</b>	<b>1105</b>	<b>120</b>	<b>3</b>	<b>1335</b>	<b>56</b>	<b>88</b>	<b>107</b>	<b>2</b>	<b>253</b>	<b>2518</b>
08:00 AM	11	68	49	0	128	151	60	25	1	237	39	326	46	0	411	21	30	24	2	77	853
08:15 AM	18	56	75	1	150	140	58	24	0	222	42	310	49	2	403	27	44	27	0	98	873
08:30 AM	18	63	48	3	132	123	52	29	1	205	51	287	55	0	393	16	45	28	1	90	820
08:45 AM	15	79	39	2	135	127	63	45	3	238	59	271	58	1	389	24	37	25	0	86	848
<b>Total</b>	<b>62</b>	<b>266</b>	<b>211</b>	<b>6</b>	<b>545</b>	<b>541</b>	<b>233</b>	<b>123</b>	<b>5</b>	<b>902</b>	<b>191</b>	<b>1194</b>	<b>208</b>	<b>3</b>	<b>1596</b>	<b>88</b>	<b>156</b>	<b>104</b>	<b>3</b>	<b>351</b>	<b>3394</b>
09:00 AM	18	82	46	2	148	112	54	39	0	205	44	190	43	1	278	24	37	19	1	81	712
09:15 AM	19	98	36	3	156	120	33	24	1	178	40	251	48	0	339	32	51	18	0	101	774
09:30 AM	16	96	44	2	158	111	51	46	1	209	38	168	31	5	242	23	55	25	3	106	715
09:45 AM	15	100	30	0	145	85	39	35	0	159	35	197	22	1	255	13	42	22	1	78	637
<b>Total</b>	<b>68</b>	<b>376</b>	<b>156</b>	<b>7</b>	<b>607</b>	<b>428</b>	<b>177</b>	<b>144</b>	<b>2</b>	<b>751</b>	<b>157</b>	<b>806</b>	<b>144</b>	<b>7</b>	<b>1114</b>	<b>92</b>	<b>185</b>	<b>84</b>	<b>5</b>	<b>366</b>	<b>2838</b>
Grand Total	162	841	452	17	1472	1367	559	328	9	2263	455	3105	472	13	4045	236	429	295	10	970	8750
Apprch %	11	57.1	30.7	1.2		60.4	24.7	14.5	0.4		11.2	76.8	11.7	0.3		24.3	44.2	30.4	1		
Total %	1.9	9.6	5.2	0.2	16.8	15.6	6.4	3.7	0.1	25.9	5.2	35.5	5.4	0.1	46.2	2.7	4.9	3.4	0.1	11.1	
Lights	155	794	447	17	1413	1357	550	319	8	2234	443	3060	468	13	3984	230	429	294	10	963	8594
% Lights	95.7	94.4	98.9	100	96	99.3	98.4	97.3	88.9	98.7	97.4	98.6	99.2	100	98.5	97.5	100	99.7	100	99.3	98.2
Buses	0	12	2	0	14	5	4	1	0	10	2	8	1	0	11	1	0	0	0	1	36
% Buses	0	1.4	0.4	0	1	0.4	0.7	0.3	0	0.4	0.4	0.3	0.2	0	0.3	0.4	0	0	0	0.1	0.4
Trucks	7	35	3	0	45	5	5	8	1	19	10	37	3	0	50	5	0	1	0	6	120
% Trucks	4.3	4.2	0.7	0	3.1	0.4	0.9	2.4	11.1	0.8	2.2	1.2	0.6	0	1.2	2.1	0	0.3	0	0.6	1.4

Start Time	S DE ANZA BLVD Southbound				PROSPECT RD Westbound				SARATOGA SUNNYVALE RD Northbound				PROSPECT RD Eastbound				Int. Total
	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	
Peak Hour Analysis From 07:00 AM to 09:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 08:00 AM																	
08:00 AM	11	68	49	128	151	60	25	236	39	326	46	411	21	30	24	75	850
08:15 AM	18	56	75	149	140	58	24	222	42	310	49	401	27	44	27	98	870
08:30 AM	18	63	48	129	123	52	29	204	51	287	55	393	16	45	28	89	815
08:45 AM	15	79	39	133	127	63	45	235	59	271	58	388	24	37	25	86	842
Total Volume	62	266	211	539	541	233	123	897	191	1194	208	1593	88	156	104	348	3377
% App. Total	11.5	49.4	39.1		60.3	26	13.7		12	75	13.1		25.3	44.8	29.9		
PHF	.861	.842	.703	.904	.896	.925	.683	.950	.809	.916	.897	.969	.815	.867	.929	.888	.970

# Traffic Data Service

San Jose, CA  
 (408) 622-4787  
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File Name : 55AM FINAL  
 Site Code : 00000055  
 Start Date : 1/17/2018  
 Page No : 2



# Traffic Data Service

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

File Name : 55AM FINAL  
 Site Code : 00000055  
 Start Date : 1/17/2018  
 Page No : 1

Groups Printed- Bikes

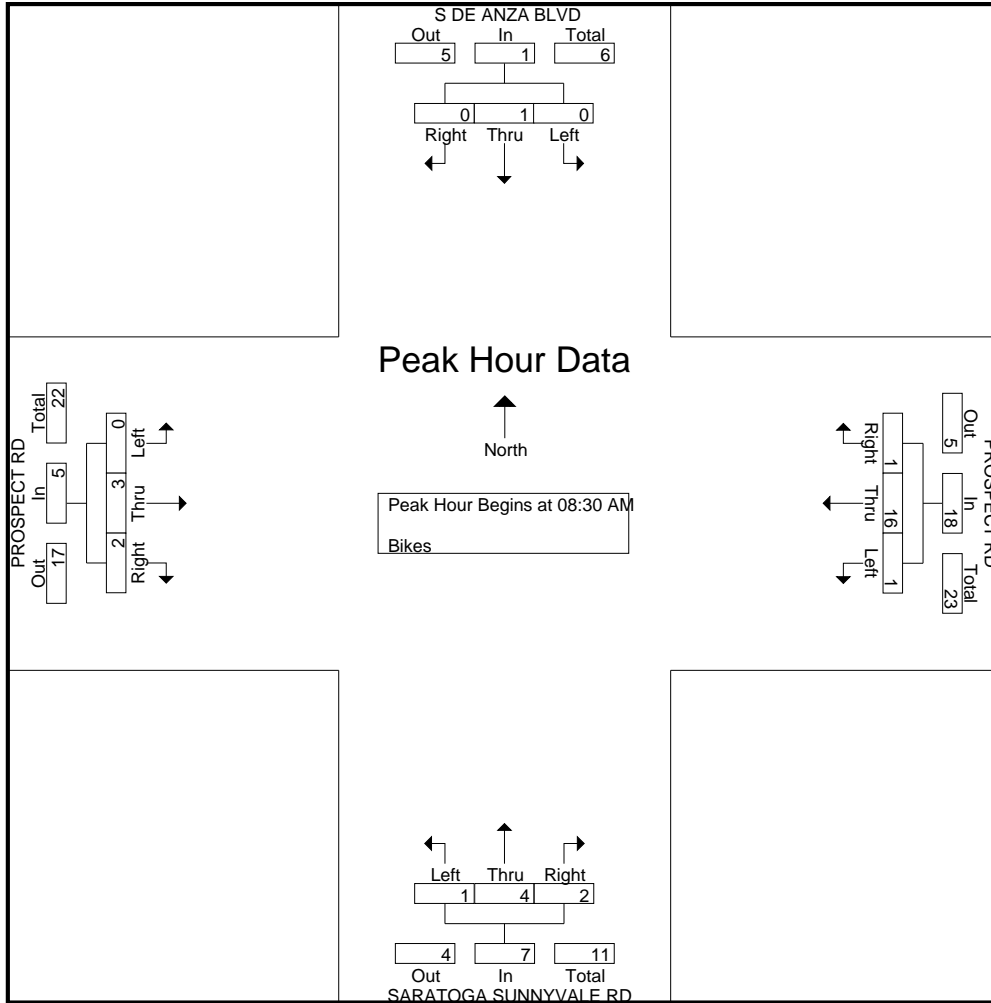
Start Time	S DE ANZA BLVD Southbound					PROSPECT RD Westbound					SARATOGA SUNNYVALE RD Northbound					PROSPECT RD Eastbound					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
07:00 AM	0	0	0	0	0	0	1	0	0	1	0	0	1	0	1	0	0	0	0	0	2
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	2
07:30 AM	0	0	0	0	0	0	3	0	0	3	0	2	0	0	2	0	0	0	0	0	5
07:45 AM	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	2
Total	0	0	0	0	0	0	6	0	0	6	0	4	1	0	5	0	0	0	0	0	11
08:00 AM	0	0	0	0	0	0	1	0	0	1	0	1	1	0	2	0	0	0	0	0	3
08:15 AM	0	0	0	0	0	0	2	1	0	3	0	2	2	0	4	1	0	0	0	1	8
08:30 AM	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	0	0	0	0	0	3
08:45 AM	0	0	0	0	0	0	6	0	0	6	0	2	1	0	3	1	0	0	0	1	10
Total	0	0	0	0	0	0	12	1	0	13	0	5	4	0	9	2	0	0	0	2	24
09:00 AM	0	1	0	0	1	0	2	1	0	3	1	1	0	0	2	0	2	0	0	2	8
09:15 AM	0	0	0	0	0	1	5	0	0	6	1	1	0	0	2	1	1	0	0	2	10
09:30 AM	0	0	0	0	0	0	1	0	0	1	1	0	0	0	1	0	0	0	0	0	2
09:45 AM	0	0	0	0	0	0	2	0	0	2	1	0	0	0	1	1	1	0	0	2	5
Total	0	1	0	0	1	1	10	1	0	12	4	2	0	0	6	2	4	0	0	6	25
Grand Total	0	1	0	0	1	1	28	2	0	31	4	11	5	0	20	4	4	0	0	8	60
Apprch %	0	100	0	0		3.2	90.3	6.5	0		20	55	25	0		50	50	0	0		
Total %	0	1.7	0	0	1.7	1.7	46.7	3.3	0	51.7	6.7	18.3	8.3	0	33.3	6.7	6.7	0	0	13.3	

Start Time	S DE ANZA BLVD Southbound					PROSPECT RD Westbound					SARATOGA SUNNYVALE RD Northbound					PROSPECT RD Eastbound					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
Peak Hour Analysis From 07:00 AM to 09:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 08:30 AM																					
08:30 AM	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	0	0	0	0	0	3
08:45 AM	0	0	0	0	0	0	6	0	0	6	0	2	1	0	3	1	0	0	0	1	10
09:00 AM	0	1	0	0	1	0	2	1	0	3	1	1	0	0	2	0	2	0	0	2	8
09:15 AM	0	0	0	0	0	1	5	0	0	6	1	1	0	0	2	1	1	0	0	2	10
Total Volume	0	1	0	0	1	1	16	1	0	18	2	4	1	0	7	2	3	0	0	5	31
% App. Total	0	100	0	0		5.6	88.9	5.6	0		28.6	57.1	14.3	0		40	60	0	0		
PHF	.000	.250	.000	.000	.250	.250	.667	.250	.750		.500	.500	.250	.583		.500	.375	.000	.625		.775

# Traffic Data Service

San Jose, CA  
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File Name : 55AM FINAL  
 Site Code : 00000055  
 Start Date : 1/17/2018  
 Page No : 2





# Traffic Data Service

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

File Name : 55PM FINAL  
 Site Code : 00000055  
 Start Date : 1/17/2018  
 Page No : 1

Groups Printed- Lights - Buses - Trucks

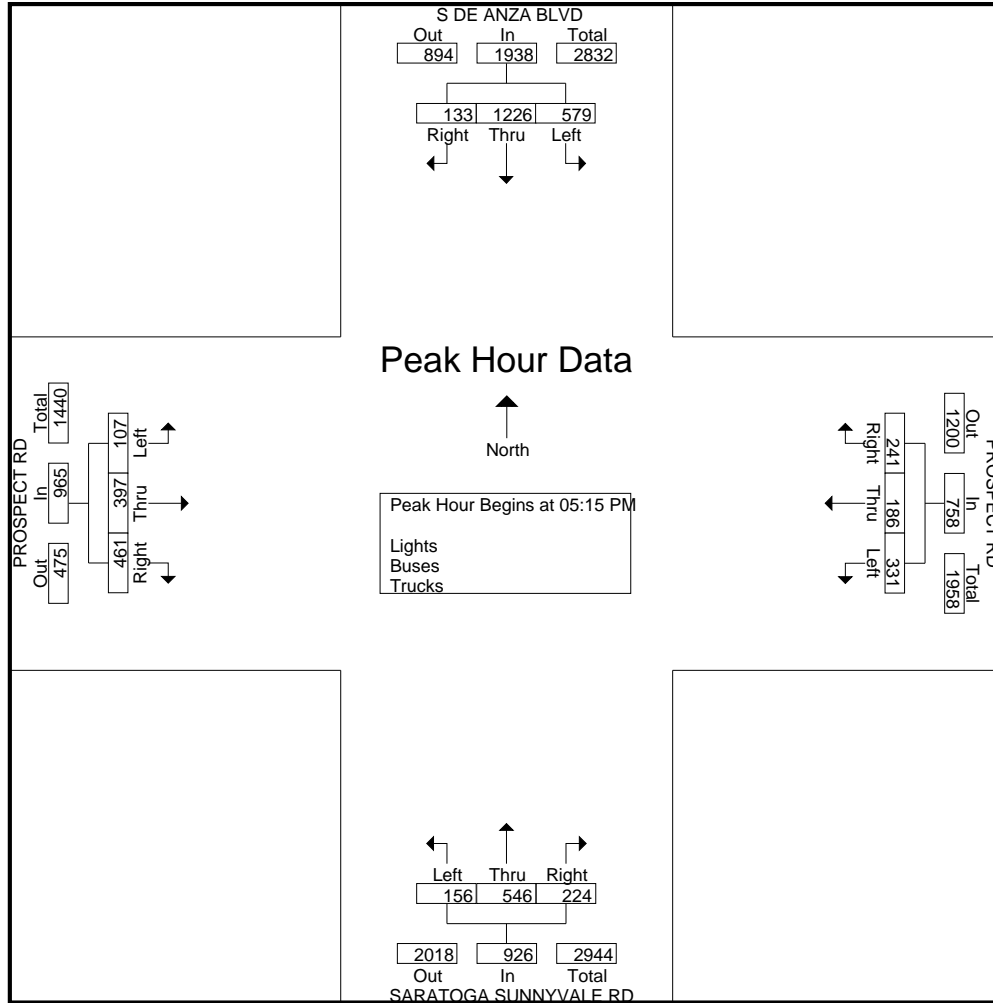
Start Time	S DE ANZA BLVD Southbound					PROSPECT RD Westbound					SARATOGA SUNNYVALE RD Northbound					PROSPECT RD Eastbound					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
04:00 PM	19	226	105	3	353	58	39	50	6	153	49	125	24	7	205	111	67	24	1	203	914
04:15 PM	16	255	90	3	364	72	43	67	3	185	38	121	19	1	179	103	64	29	2	198	926
04:30 PM	20	231	135	2	388	50	26	56	0	132	36	118	27	2	183	108	81	23	2	214	917
04:45 PM	22	275	134	2	433	71	37	53	0	161	45	123	21	2	191	99	73	23	1	196	981
Total	77	987	464	10	1538	251	145	226	9	631	168	487	91	12	758	421	285	99	6	811	3738
05:00 PM	24	304	144	3	475	65	35	56	1	157	54	130	30	1	215	112	90	32	0	234	1081
05:15 PM	32	304	156	3	495	69	45	82	3	199	54	146	48	0	248	120	97	31	1	249	1191
05:30 PM	36	312	117	5	470	52	59	102	3	216	50	134	47	0	231	106	120	29	0	255	1172
05:45 PM	42	304	159	0	505	73	46	68	0	187	51	128	29	1	209	119	105	26	0	250	1151
Total	134	1224	576	11	1945	259	185	308	7	759	209	538	154	2	903	457	412	118	1	988	4595
06:00 PM	23	306	147	0	476	47	36	79	3	165	69	138	32	2	241	116	75	21	0	212	1094
06:15 PM	35	267	151	2	455	45	44	80	1	170	44	127	34	0	205	103	86	24	0	213	1043
06:30 PM	33	298	137	0	468	52	43	83	0	178	48	110	29	1	188	73	76	18	0	167	1001
06:45 PM	28	264	113	2	407	43	47	73	0	163	41	108	26	0	175	81	67	20	0	168	913
Total	119	1135	548	4	1806	187	170	315	4	676	202	483	121	3	809	373	304	83	0	760	4051
Grand Total	330	3346	1588	25	5289	697	500	849	20	2066	579	1508	366	17	2470	1251	1001	300	7	2559	12384
Apprch %	6.2	63.3	30	0.5		33.7	24.2	41.1	1		23.4	61.1	14.8	0.7		48.9	39.1	11.7	0.3		
Total %	2.7	27	12.8	0.2	42.7	5.6	4	6.9	0.2	16.7	4.7	12.2	3	0.1	19.9	10.1	8.1	2.4	0.1	20.7	
Lights	329	3331	1586	25	5271	692	500	847	20	2059	574	1495	362	17	2448	1249	999	297	7	2552	12330
% Lights	99.7	99.6	99.9	100	99.7	99.3	100	99.8	100	99.7	99.1	99.1	98.9	100	99.1	99.8	99.8	99	100	99.7	99.6
Buses	0	7	0	0	7	1	0	0	0	1	0	3	2	0	5	2	1	0	0	3	16
% Buses	0	0.2	0	0	0.1	0.1	0	0	0	0	0	0.2	0.5	0	0.2	0.2	0.1	0	0	0.1	0.1
Trucks	1	8	2	0	11	4	0	2	0	6	5	10	2	0	17	0	1	3	0	4	38
% Trucks	0.3	0.2	0.1	0	0.2	0.6	0	0.2	0	0.3	0.9	0.7	0.5	0	0.7	0	0.1	1	0	0.2	0.3

Start Time	S DE ANZA BLVD Southbound					PROSPECT RD Westbound					SARATOGA SUNNYVALE RD Northbound					PROSPECT RD Eastbound					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
Peak Hour Analysis From 04:00 PM to 06:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 05:15 PM																					
05:15 PM	32	304	156		492	69	45	82		196	54	146	48		248	120	97	31		248	1184
05:30 PM	36	312	117		465	52	59	102		213	50	134	47		231	106	120	29		255	1164
05:45 PM	42	304	159		505	73	46	68		187	51	128	29		208	119	105	26		250	1150
06:00 PM	23	306	147		476	47	36	79		162	69	138	32		239	116	75	21		212	1089
Total Volume	133	1226	579		1938	241	186	331		758	224	546	156		926	461	397	107		965	4587
% App. Total	6.9	63.3	29.9			31.8	24.5	43.7			24.2	59	16.8			47.8	41.1	11.1			
PHF	.792	.982	.910		.959	.825	.788	.811		.890	.812	.935	.813		.933	.960	.827	.863		.946	.969

# Traffic Data Service

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

File Name : 55PM FINAL  
 Site Code : 00000055  
 Start Date : 1/17/2018  
 Page No : 2



# Traffic Data Service

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

File Name : 55PM FINAL  
 Site Code : 00000055  
 Start Date : 1/17/2018  
 Page No : 1

Groups Printed- Bikes

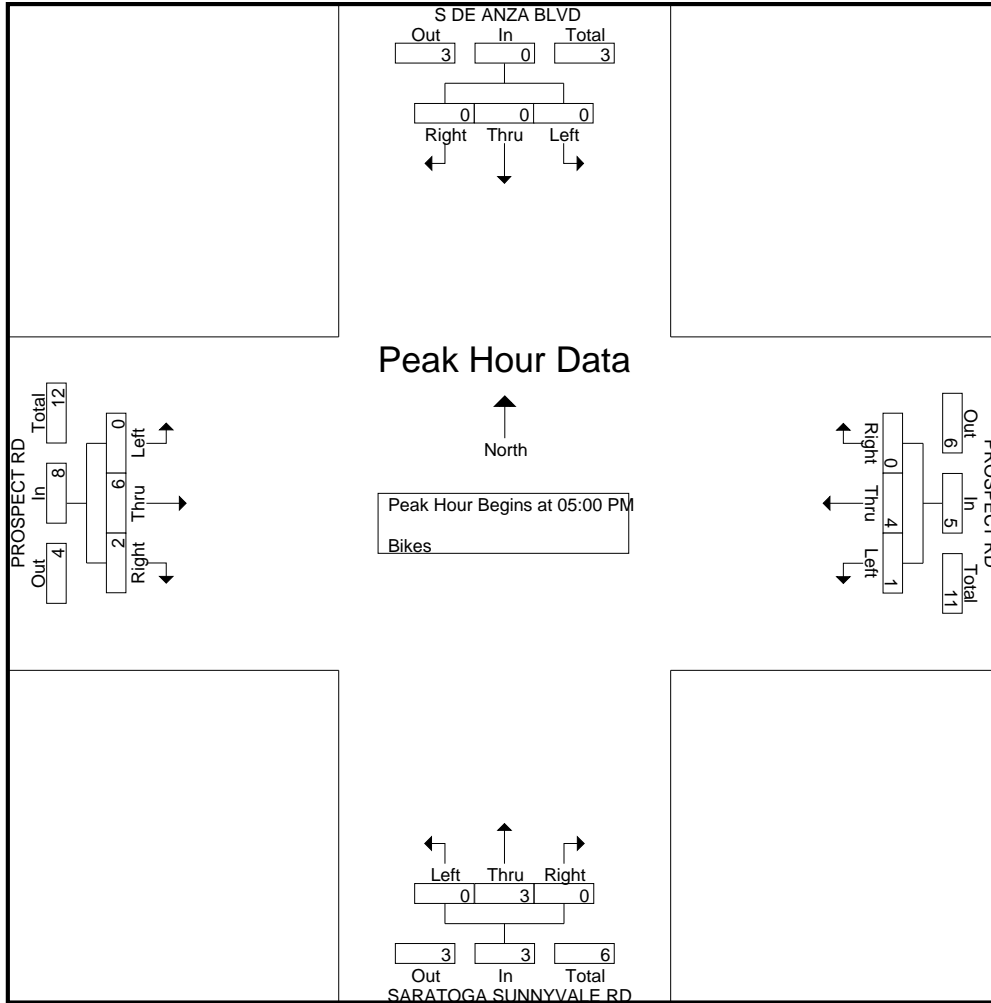
Start Time	S DE ANZA BLVD Southbound					PROSPECT RD Westbound					SARATOGA SUNNYVALE RD Northbound					PROSPECT RD Eastbound					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	1	0	5	5
04:15 PM	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	0	1	0	0	1	4
04:30 PM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	1	0	0	1	2
04:45 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	2
Total	0	0	0	0	0	0	4	0	0	4	1	0	0	0	1	0	7	1	0	8	13
05:00 PM	0	0	0	0	0	0	1	0	0	1	0	1	0	0	1	2	1	0	0	3	5
05:15 PM	0	0	0	0	0	0	2	0	0	2	0	1	0	0	1	0	1	0	0	1	4
05:30 PM	0	0	0	0	0	0	1	0	0	1	0	1	0	0	1	0	1	0	0	1	3
05:45 PM	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	3	0	0	3	4
Total	0	0	0	0	0	0	4	1	0	5	0	3	0	0	3	2	6	0	0	8	16
06:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:15 PM	0	0	0	0	0	0	1	0	0	1	0	2	0	0	2	0	0	0	0	0	3
06:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	1	0	0	1	0	2	0	0	2	0	0	0	0	0	3
Grand Total	0	0	0	0	0	0	9	1	0	10	1	5	0	0	6	2	13	1	0	16	32
Apprch %	0	0	0	0		0	90	10	0		16.7	83.3	0	0		12.5	81.2	6.2	0		
Total %	0	0	0	0	0	0	28.1	3.1	0	31.2	3.1	15.6	0	0	18.8	6.2	40.6	3.1	0	50	

Start Time	S DE ANZA BLVD Southbound					PROSPECT RD Westbound					SARATOGA SUNNYVALE RD Northbound					PROSPECT RD Eastbound					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
Peak Hour Analysis From 04:00 PM to 06:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 05:00 PM																					
05:00 PM	0	0	0	0	0	0	1	0	0	1	0	1	0	0	1	2	1	0	0	3	5
05:15 PM	0	0	0	0	0	0	2	0	0	2	0	1	0	0	1	0	1	0	0	1	4
05:30 PM	0	0	0	0	0	0	1	0	0	1	0	1	0	0	1	0	1	0	0	1	3
05:45 PM	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	3	0	0	3	4
Total Volume	0	0	0	0	0	0	4	1	0	5	0	3	0	0	3	2	6	0	0	8	16
% App. Total	0	0	0	0		0	80	20	0		0	100	0	0		25	75	0	0		
PHF	.000	.000	.000	.000		.000	.500	.250	.625		.000	.750	.000	.750		.250	.500	.000	.667		.800

# Traffic Data Service

San Jose, CA  
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File Name : 55PM FINAL  
 Site Code : 00000055  
 Start Date : 1/17/2018  
 Page No : 2



# Traffic Data Service

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

File Name : 56AM FINAL  
Site Code : 00000056  
Start Date : 1/11/2018  
Page No : 1

Groups Printed- Lights - Buses - Trucks

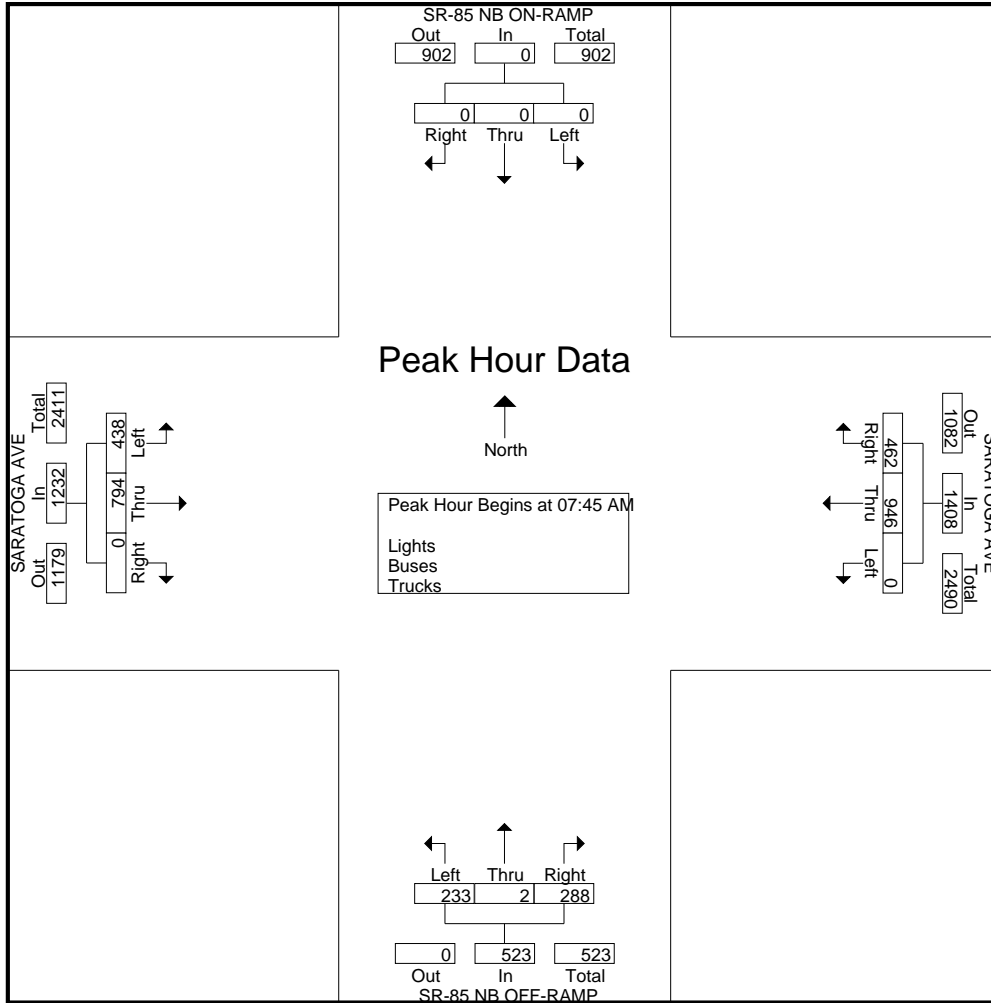
Start Time	SR-85 NB ON-RAMP Southbound					SARATOGA AVE Westbound					SR-85 NB OFF-RAMP Northbound					SARATOGA AVE Eastbound					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
07:00 AM	0	0	0	0	0	83	83	0	0	166	62	0	24	0	86	0	51	93	0	144	396
07:15 AM	0	0	0	0	0	120	122	0	0	242	76	0	36	0	112	0	93	103	0	196	550
07:30 AM	0	0	0	0	0	126	187	0	0	313	66	0	55	0	121	0	163	108	0	271	705
07:45 AM	0	0	0	0	0	93	246	0	0	339	66	1	65	0	132	0	199	109	0	308	779
<b>Total</b>	0	0	0	0	0	422	638	0	0	1060	270	1	180	0	451	0	506	413	0	919	2430
08:00 AM	0	0	0	0	0	155	272	0	0	427	65	1	60	0	126	0	218	117	0	335	888
08:15 AM	0	0	0	1	1	121	199	0	0	320	76	0	50	0	126	0	197	121	0	318	765
08:30 AM	0	0	0	0	0	93	229	0	0	322	81	0	58	0	139	0	180	91	0	271	732
08:45 AM	0	0	0	0	0	78	191	0	0	269	95	1	74	0	170	0	169	61	0	230	669
<b>Total</b>	0	0	0	1	1	447	891	0	0	1338	317	2	242	0	561	0	764	390	0	1154	3054
09:00 AM	0	0	0	0	0	97	166	0	0	263	110	2	69	0	181	0	136	58	0	194	638
09:15 AM	0	0	0	0	0	87	157	0	0	244	113	0	83	0	196	0	139	84	0	223	663
09:30 AM	0	0	0	1	1	110	180	0	0	290	91	0	76	1	168	0	142	72	0	214	673
09:45 AM	0	0	0	0	0	98	164	0	0	262	132	0	84	0	216	0	146	75	0	221	699
<b>Total</b>	0	0	0	1	1	392	667	0	0	1059	446	2	312	1	761	0	563	289	0	852	2673
Grand Total	0	0	0	2	2	1261	2196	0	0	3457	1033	5	734	1	1773	0	1833	1092	0	2925	8157
Apprch %	0	0	0	100		36.5	63.5	0	0		58.3	0.3	41.4	0.1		0	62.7	37.3	0		
Total %	0	0	0	0	0	15.5	26.9	0	0	42.4	12.7	0.1	9	0	21.7	0	22.5	13.4	0	35.9	
Lights	0	0	0	2	2	1257	2157	0	0	3414	1019	5	716	1	1741	0	1796	1084	0	2880	8037
% Lights	0	0	0	100	100	99.7	98.2	0	0	98.8	98.6	100	97.5	100	98.2	0	98	99.3	0	98.5	98.5
Buses	0	0	0	0	0	3	17	0	0	20	6	0	8	0	14	0	13	5	0	18	52
% Buses	0	0	0	0	0	0.2	0.8	0	0	0.6	0.6	0	1.1	0	0.8	0	0.7	0.5	0	0.6	0.6
Trucks	0	0	0	0	0	1	22	0	0	23	8	0	10	0	18	0	24	3	0	27	68
% Trucks	0	0	0	0	0	0.1	1	0	0	0.7	0.8	0	1.4	0	1	0	1.3	0.3	0	0.9	0.8

Start Time	SR-85 NB ON-RAMP Southbound				SARATOGA AVE Westbound				SR-85 NB OFF-RAMP Northbound				SARATOGA AVE Eastbound				Int. Total
	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	
Peak Hour Analysis From 07:00 AM to 09:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:45 AM																	
07:45 AM	0	0	0	0	93	246	0	339	66	1	65	132	0	199	109	308	779
08:00 AM	0	0	0	0	155	272	0	427	65	1	60	126	0	218	117	335	888
08:15 AM	0	0	0	0	121	199	0	320	76	0	50	126	0	197	121	318	764
08:30 AM	0	0	0	0	93	229	0	322	81	0	58	139	0	180	91	271	732
Total Volume	0	0	0	0	462	946	0	1408	288	2	233	523	0	794	438	1232	3163
% App. Total	0	0	0	0	32.8	67.2	0		55.1	0.4	44.6		0	64.4	35.6		
PHF	.000	.000	.000	.000	.745	.869	.000	.824	.889	.500	.896	.941	.000	.911	.905	.919	.890

# Traffic Data Service

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

File Name : 56AM FINAL  
 Site Code : 00000056  
 Start Date : 1/11/2018  
 Page No : 2



# Traffic Data Service

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

File Name : 56AM FINAL  
 Site Code : 00000056  
 Start Date : 1/11/2018  
 Page No : 1

Groups Printed- Bikes

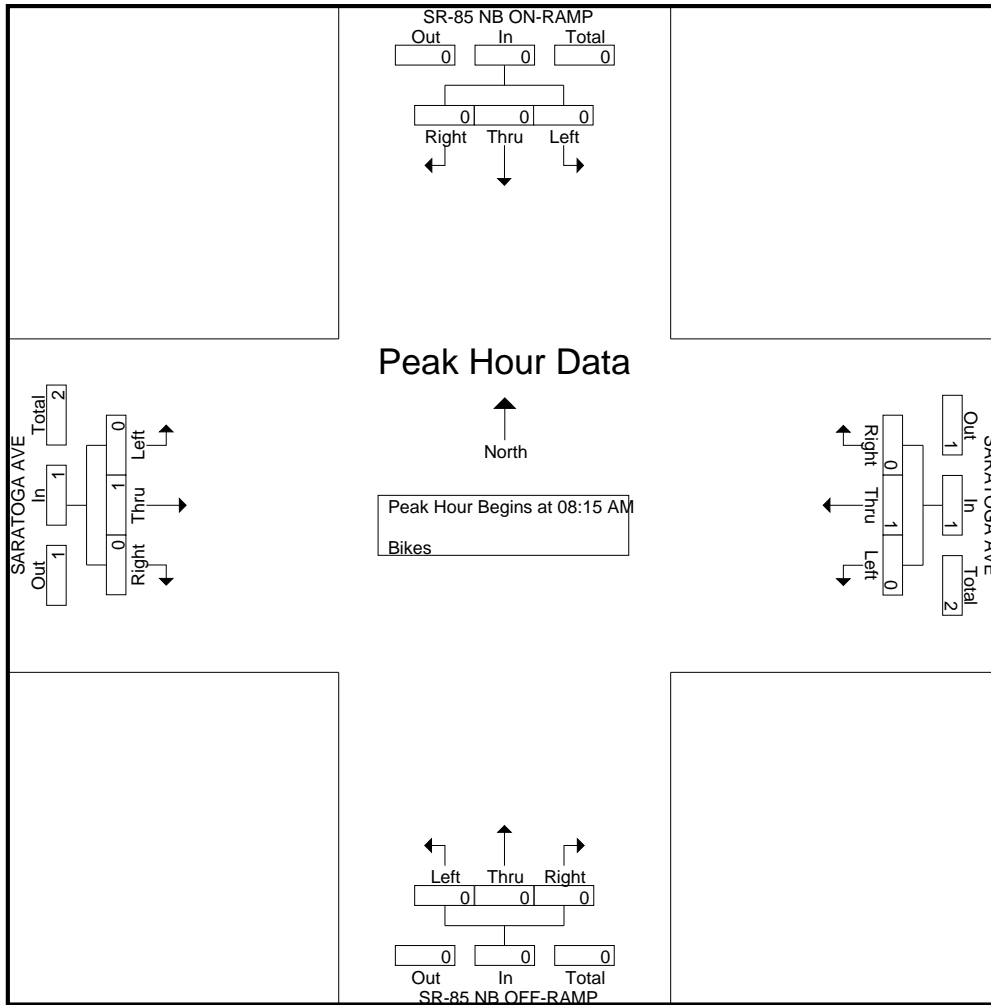
Start Time	SR-85 NB ON-RAMP Southbound					SARATOGA AVE Westbound					SR-85 NB OFF-RAMP Northbound					SARATOGA AVE Eastbound					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1
09:00 AM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1
09:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1
Grand Total	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	2	0	0	2	3
Apprch %	0	0	0	0		0	100	0	0		0	0	0	0		0	100	0	0		
Total %	0	0	0	0	0	0	33.3	0	0	33.3	0	0	0	0	0	0	66.7	0	0	66.7	

Start Time	SR-85 NB ON-RAMP Southbound				SARATOGA AVE Westbound				SR-85 NB OFF-RAMP Northbound				SARATOGA AVE Eastbound				Int. Total
	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	
Peak Hour Analysis From 07:00 AM to 09:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 08:15 AM																	
08:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
09:00 AM	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	1
Total Volume	0	0	0	0	0	1	0	1	0	0	0	0	0	1	0	1	2
% App. Total	0	0	0		0	100	0		0	0	0		0	100	0		
PHF	.000	.000	.000	.000	.000	.250	.000	.250	.000	.000	.000	.000	.000	.250	.000	.250	.500

# Traffic Data Service

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

File Name : 56AM FINAL  
 Site Code : 00000056  
 Start Date : 1/11/2018  
 Page No : 2





# Traffic Data Service

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

File Name : 56PM FINAL  
 Site Code : 00000056  
 Start Date : 1/11/2018  
 Page No : 1

Groups Printed- Lights - Buses - Trucks

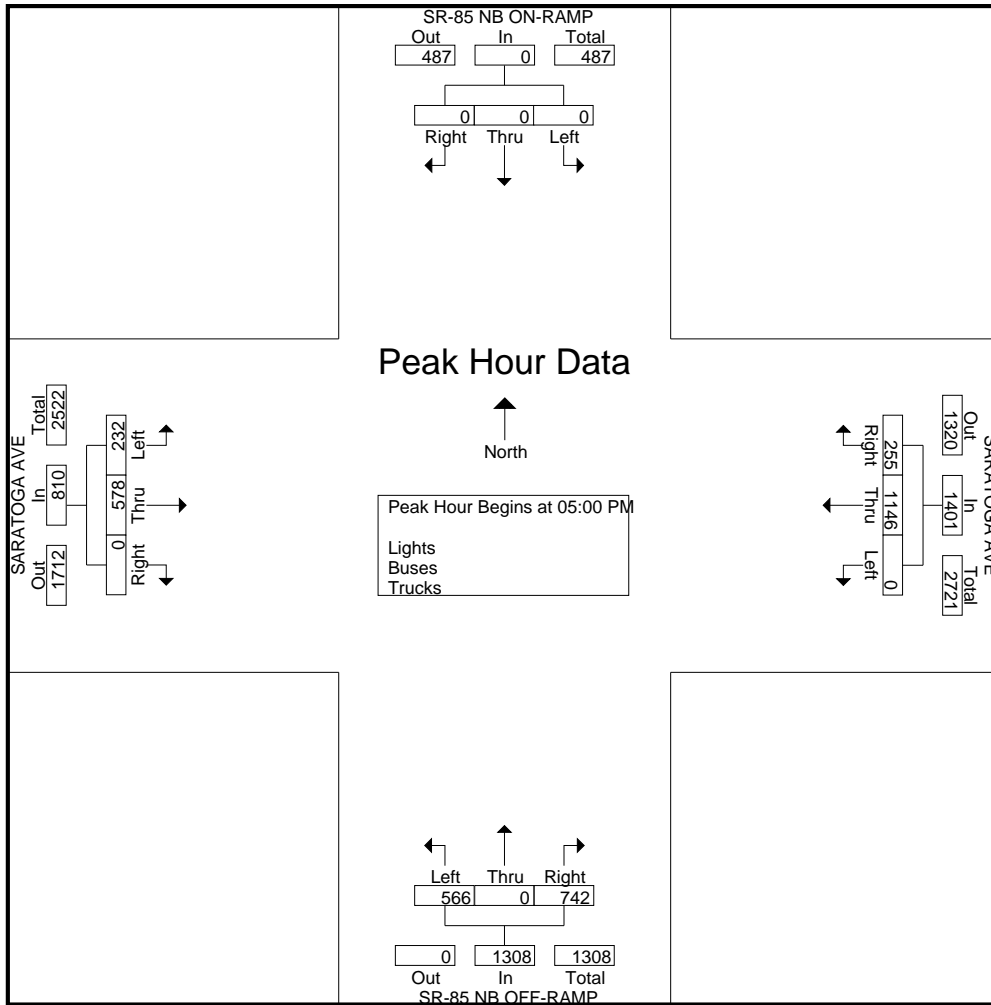
Start Time	SR-85 NB ON-RAMP Southbound					SARATOGA AVE Westbound					SR-85 NB OFF-RAMP Northbound					SARATOGA AVE Eastbound					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
04:00 PM	0	0	0	2	2	73	252	0	0	325	146	0	128	0	274	0	152	48	0	200	801
04:15 PM	0	0	0	1	1	59	276	0	0	335	157	0	122	0	279	0	135	63	0	198	813
04:30 PM	0	0	0	0	0	50	281	0	0	331	149	0	109	0	258	0	165	54	0	219	808
04:45 PM	0	0	0	0	0	51	247	0	0	298	170	0	120	0	290	0	175	45	0	220	808
Total	0	0	0	3	3	233	1056	0	0	1289	622	0	479	0	1101	0	627	210	0	837	3230
05:00 PM	0	0	0	1	1	62	285	0	0	347	181	0	131	0	312	0	128	51	0	179	839
05:15 PM	0	0	0	0	0	74	306	0	0	380	201	0	159	0	360	0	155	61	0	216	956
05:30 PM	0	0	0	0	0	54	297	0	0	351	187	0	135	0	322	0	155	52	0	207	880
05:45 PM	0	0	0	0	0	65	258	0	0	323	173	0	141	0	314	0	140	68	0	208	845
Total	0	0	0	1	1	255	1146	0	0	1401	742	0	566	0	1308	0	578	232	0	810	3520
06:00 PM	0	0	0	0	0	60	249	0	0	309	159	0	118	0	277	0	179	62	0	241	827
06:15 PM	0	0	0	0	0	63	240	0	0	303	161	0	135	0	296	0	128	50	0	178	777
06:30 PM	0	0	0	0	0	46	218	0	0	264	167	1	103	0	271	0	136	40	0	176	711
06:45 PM	0	0	0	0	0	48	186	0	0	234	159	0	116	0	275	0	138	40	0	178	687
Total	0	0	0	0	0	217	893	0	0	1110	646	1	472	0	1119	0	581	192	0	773	3002
Grand Total	0	0	0	4	4	705	3095	0	0	3800	2010	1	1517	0	3528	0	1786	634	0	2420	9752
Apprch %	0	0	0	100		18.6	81.4	0	0		57	0	43	0		0	73.8	26.2	0		
Total %	0	0	0	0	0	7.2	31.7	0	0	39	20.6	0	15.6	0	36.2	0	18.3	6.5	0	24.8	
Lights	0	0	0	4	4	700	3078	0	0	3778	2004	1	1516	0	3521	0	1773	628	0	2401	9704
% Lights	0	0	0	100	100	99.3	99.5	0	0	99.4	99.7	100	99.9	0	99.8	0	99.3	99.1	0	99.2	99.5
Buses	0	0	0	0	0	4	6	0	0	10	3	0	0	0	3	0	7	5	0	12	25
% Buses	0	0	0	0	0	0.6	0.2	0	0	0.3	0.1	0	0	0	0.1	0	0.4	0.8	0	0.5	0.3
Trucks	0	0	0	0	0	1	11	0	0	12	3	0	1	0	4	0	6	1	0	7	23
% Trucks	0	0	0	0	0	0.1	0.4	0	0	0.3	0.1	0	0.1	0	0.1	0	0.3	0.2	0	0.3	0.2

Start Time	SR-85 NB ON-RAMP Southbound				SARATOGA AVE Westbound				SR-85 NB OFF-RAMP Northbound				SARATOGA AVE Eastbound				Int. Total
	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	
Peak Hour Analysis From 04:00 PM to 06:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 05:00 PM																	
05:00 PM	0	0	0	0	62	285	0	347	181	0	131	312	0	128	51	179	838
05:15 PM	0	0	0	0	<b>74</b>	<b>306</b>	0	<b>380</b>	<b>201</b>	0	<b>159</b>	<b>360</b>	0	<b>155</b>	61	<b>216</b>	<b>956</b>
05:30 PM	0	0	0	0	54	297	0	351	187	0	135	322	0	155	52	207	880
05:45 PM	0	0	0	0	65	258	0	323	173	0	141	314	0	140	<b>68</b>	208	845
Total Volume	0	0	0	0	255	1146	0	1401	742	0	566	1308	0	578	232	810	3519
% App. Total	0	0	0	0	18.2	81.8	0		56.7	0	43.3		0	71.4	28.6		
PHF	.000	.000	.000	.000	.861	.936	.000	.922	.923	.000	.890	.908	.000	.932	.853	.938	.920

# Traffic Data Service

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

File Name : 56PM FINAL  
 Site Code : 00000056  
 Start Date : 1/11/2018  
 Page No : 2



# Traffic Data Service

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

File Name : 56PM FINAL  
 Site Code : 00000056  
 Start Date : 1/11/2018  
 Page No : 1

Groups Printed- Bikes

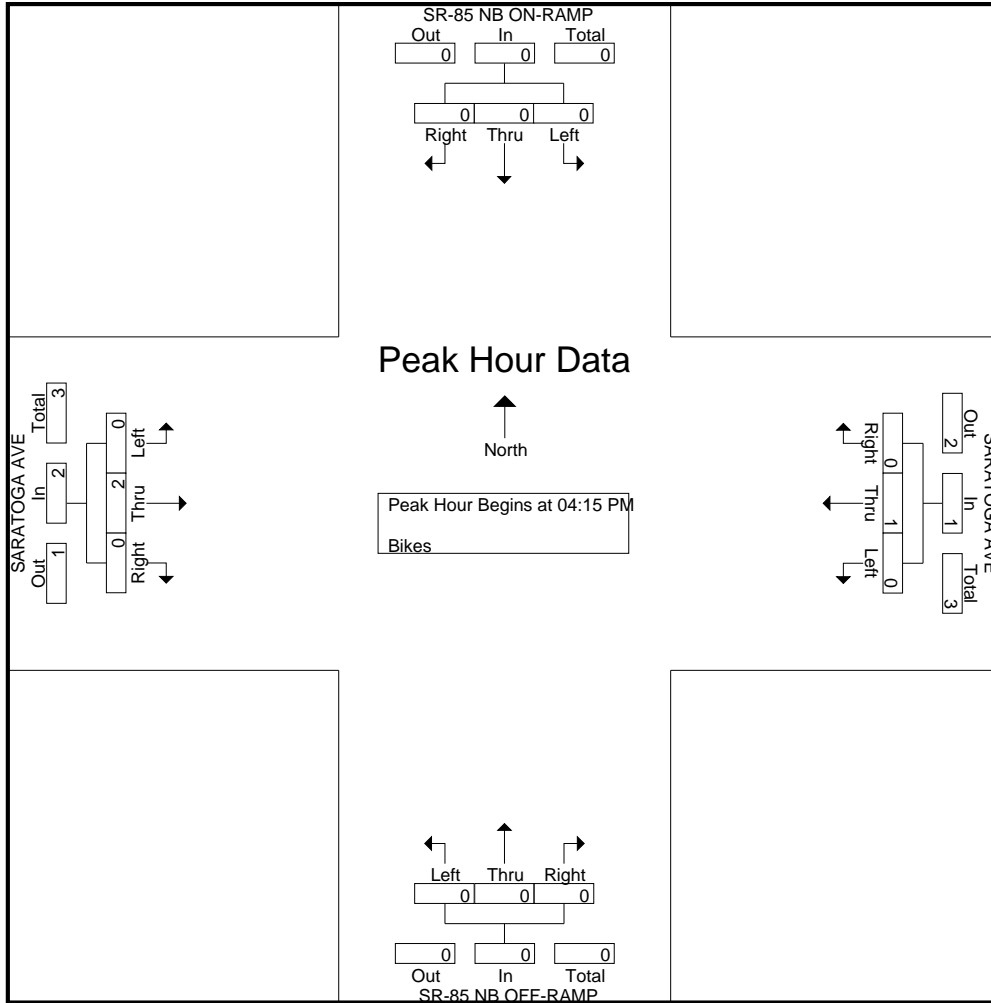
Start Time	SR-85 NB ON-RAMP Southbound					SARATOGA AVE Westbound					SR-85 NB OFF-RAMP Northbound					SARATOGA AVE Eastbound					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	2
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	2
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
06:00 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	2
06:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	2
Grand Total	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	3	0	0	3	5
Apprch %	0	0	0	0		0	100	0	0		0	0	0	0		0	100	0	0		
Total %	0	0	0	0		0	40	0	0	40	0	0	0	0		0	60	0	0	60	

Start Time	SR-85 NB ON-RAMP Southbound				SARATOGA AVE Westbound				SR-85 NB OFF-RAMP Northbound				SARATOGA AVE Eastbound				Int. Total
	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	
Peak Hour Analysis From 04:00 PM to 06:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:15 PM																	
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	1	0	1	2
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
Total Volume	0	0	0	0	0	1	0	1	0	0	0	0	0	2	0	2	3
% App. Total	0	0	0		0	100	0		0	0	0		0	100	0		
PHF	.000	.000	.000	.000	.000	.250	.000	.250	.000	.000	.000	.000	.000	.500	.000	.500	.375

# Traffic Data Service

San Jose, CA  
(408) 622-4787  
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File Name : 56PM FINAL  
Site Code : 00000056  
Start Date : 1/11/2018  
Page No : 2



# Traffic Data Service

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

File Name : 57AM FINAL  
 Site Code : 00000057  
 Start Date : 1/11/2018  
 Page No : 1

Groups Printed- Lights - Buses - Trucks

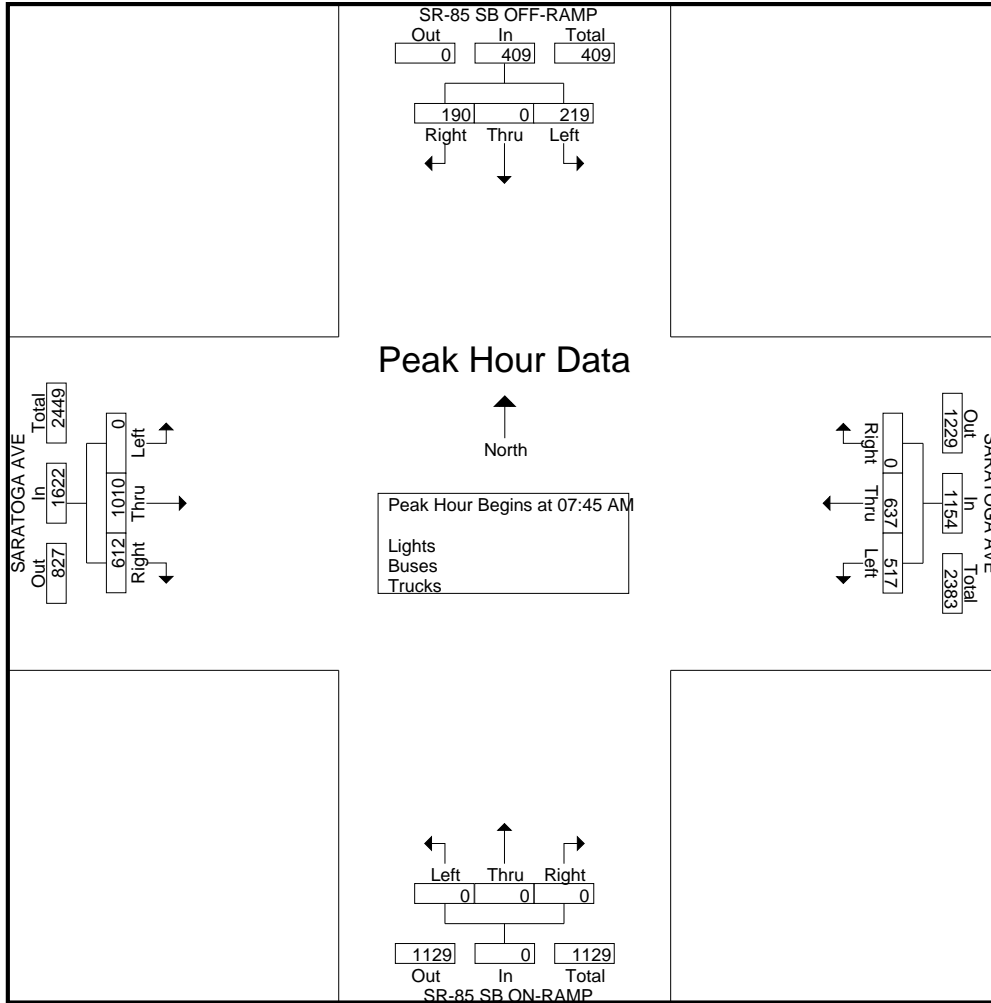
Start Time	SR-85 SB OFF-RAMP Southbound					SARATOGA AVE Westbound					SR-85 SB ON-RAMP Northbound					SARATOGA AVE Eastbound					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
07:00 AM	18	0	10	0	28	0	55	54	0	109	0	0	0	0	0	65	135	0	0	200	337
07:15 AM	28	0	23	0	51	0	88	65	0	153	0	0	0	0	0	79	172	0	0	251	455
07:30 AM	37	0	42	0	79	0	133	101	0	234	0	0	0	0	0	122	236	0	0	358	671
07:45 AM	58	0	71	0	129	0	183	121	0	304	0	0	0	0	0	138	240	0	0	378	811
Total	141	0	146	0	287	0	459	341	0	800	0	0	0	0	0	404	783	0	0	1187	2274
08:00 AM	60	0	48	0	108	0	190	136	0	326	0	0	0	0	0	148	283	0	0	431	865
08:15 AM	32	0	44	0	76	0	129	114	0	243	0	0	0	0	0	190	283	0	0	473	792
08:30 AM	40	0	56	0	96	0	135	146	0	281	0	0	0	0	0	136	204	0	0	340	717
08:45 AM	40	0	67	0	107	0	124	127	0	251	0	0	0	0	0	126	167	0	0	293	651
Total	172	0	215	0	387	0	578	523	0	1101	0	0	0	0	0	600	937	0	0	1537	3025
09:00 AM	29	1	36	0	66	0	127	122	0	249	0	0	0	0	0	116	159	0	0	275	590
09:15 AM	37	1	45	0	83	0	119	118	0	237	0	0	0	0	0	124	180	0	0	304	624
09:30 AM	44	0	39	0	83	0	158	107	0	265	0	0	0	1	1	130	175	0	0	305	654
09:45 AM	33	3	54	1	91	0	140	111	0	251	0	0	0	0	0	133	169	0	0	302	644
Total	143	5	174	1	323	0	544	458	0	1002	0	0	0	1	1	503	683	0	0	1186	2512
Grand Total	456	5	535	1	997	0	1581	1322	0	2903	0	0	0	1	1	1507	2403	0	0	3910	7811
Apprch %	45.7	0.5	53.7	0.1		0	54.5	45.5	0		0	0	0	100		38.5	61.5	0	0		
Total %	5.8	0.1	6.8	0	12.8	0	20.2	16.9	0	37.2	0	0	0	0	0	19.3	30.8	0	0	50.1	
Lights	439	5	525	1	970	0	1537	1308	0	2845	0	0	0	1	1	1495	2369	0	0	3864	7680
% Lights	96.3	100	98.1	100	97.3	0	97.2	98.9	0	98	0	0	0	100	100	99.2	98.6	0	0	98.8	98.3
Buses	5	0	5	0	10	0	12	10	0	22	0	0	0	0	0	6	14	0	0	20	52
% Buses	1.1	0	0.9	0	1	0	0.8	0.8	0	0.8	0	0	0	0	0	0.4	0.6	0	0	0.5	0.7
Trucks	12	0	5	0	17	0	32	4	0	36	0	0	0	0	0	6	20	0	0	26	79
% Trucks	2.6	0	0.9	0	1.7	0	2	0.3	0	1.2	0	0	0	0	0	0.4	0.8	0	0	0.7	1

Start Time	SR-85 SB OFF-RAMP Southbound				SARATOGA AVE Westbound				SR-85 SB ON-RAMP Northbound				SARATOGA AVE Eastbound				Int. Total
	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	
Peak Hour Analysis From 07:00 AM to 09:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:45 AM																	
07:45 AM	58	0	71	129	0	183	121	304	0	0	0	0	138	240	0	378	811
08:00 AM	60	0	48	108	0	190	136	326	0	0	0	0	148	283	0	431	865
08:15 AM	32	0	44	76	0	129	114	243	0	0	0	0	190	283	0	473	792
08:30 AM	40	0	56	96	0	135	146	281	0	0	0	0	136	204	0	340	717
Total Volume	190	0	219	409	0	637	517	1154	0	0	0	0	612	1010	0	1622	3185
% App. Total	46.5	0	53.5		0	55.2	44.8		0	0	0		37.7	62.3	0		
PHF	.792	.000	.771	.793	.000	.838	.885	.885	.000	.000	.000	.000	.805	.892	.000	.857	.921

# Traffic Data Service

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

File Name : 57AM FINAL  
 Site Code : 00000057  
 Start Date : 1/11/2018  
 Page No : 2



# Traffic Data Service

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

File Name : 57AM FINAL  
 Site Code : 00000057  
 Start Date : 1/11/2018  
 Page No : 1

Groups Printed- Bikes

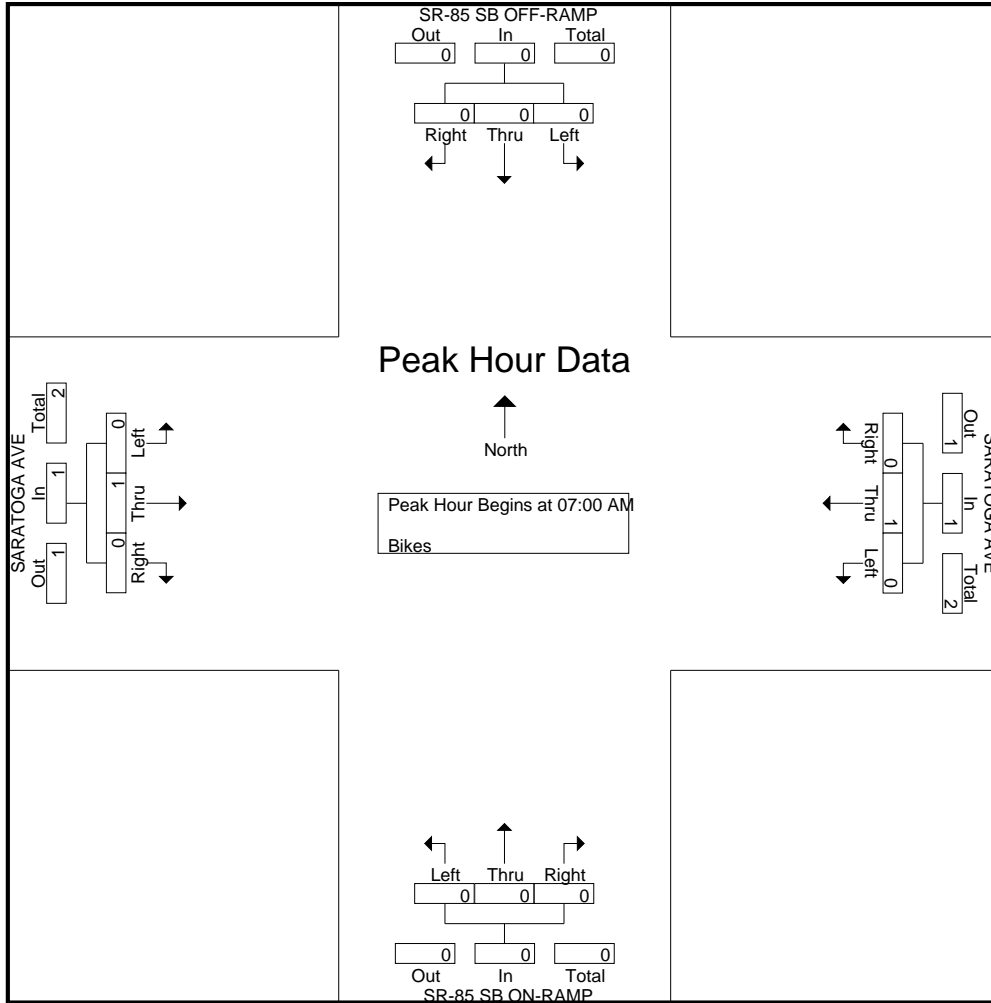
Start Time	SR-85 SB OFF-RAMP Southbound					SARATOGA AVE Westbound					SR-85 SB ON-RAMP Northbound					SARATOGA AVE Eastbound					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1
07:30 AM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>Total</b>	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	1	0	0	0	1
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>Total</b>	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:00 AM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1
09:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>Total</b>	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1
Grand Total	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	1	0	0	1	3
Apprch %	0	0	0	0		0	100	0	0		0	0	0	0		0	100	0	0		
Total %	0	0	0	0	0	0	66.7	0	0	66.7	0	0	0	0	0	0	33.3	0	0	33.3	

Start Time	SR-85 SB OFF-RAMP Southbound				SARATOGA AVE Westbound				SR-85 SB ON-RAMP Northbound				SARATOGA AVE Eastbound				Int. Total
	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	
Peak Hour Analysis From 07:00 AM to 09:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:00 AM																	
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
07:30 AM	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	1
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	1	0	1	0	0	0	0	0	1	0	1	2
% App. Total	0	0	0		0	100	0		0	0	0		0	100	0		
PHF	.000	.000	.000	.000	.000	.250	.000	.250	.000	.000	.000	.000	.000	.250	.000	.250	.500

# Traffic Data Service

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

File Name : 57AM FINAL  
Site Code : 00000057  
Start Date : 1/11/2018  
Page No : 2





# Traffic Data Service

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

File Name : 57PM FINAL  
 Site Code : 00000057  
 Start Date : 1/11/2018  
 Page No : 1

## Groups Printed- Lights - Buses - Trucks

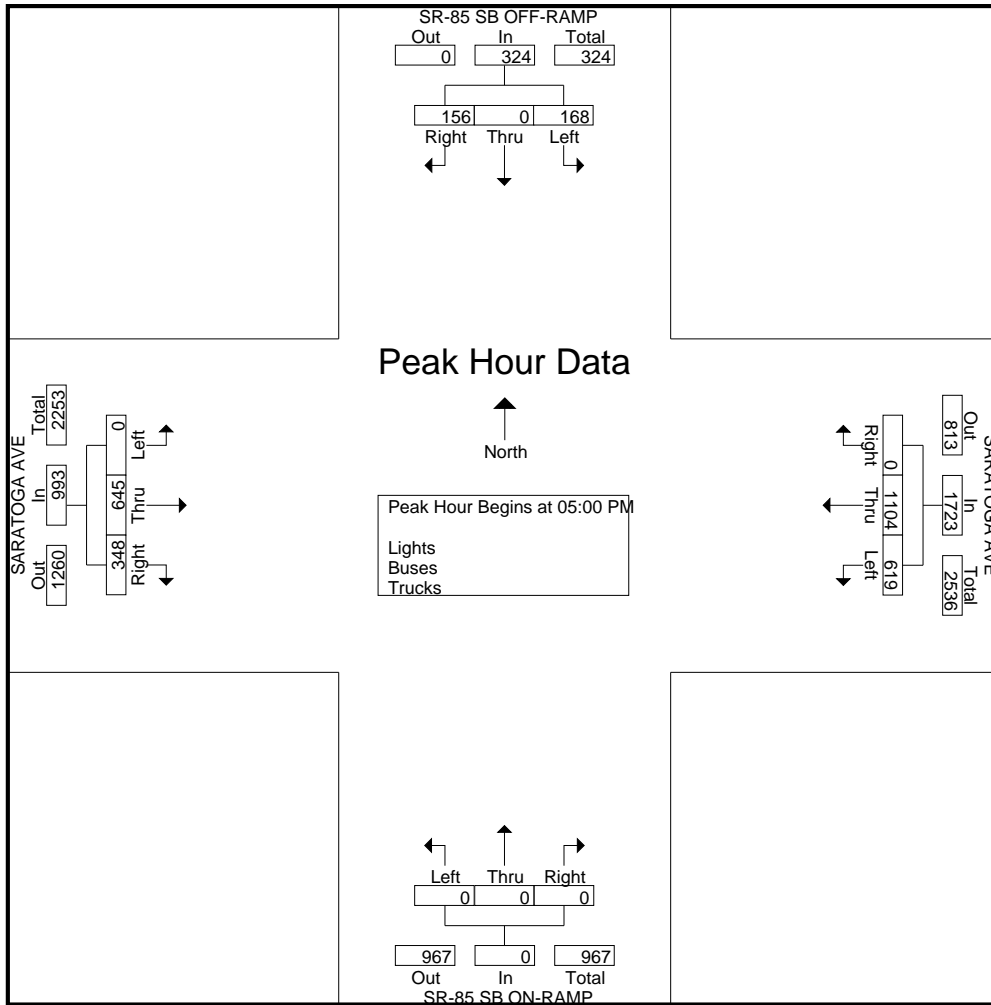
Start Time	SR-85 SB OFF-RAMP Southbound					SARATOGA AVE Westbound					SR-85 SB ON-RAMP Northbound					SARATOGA AVE Eastbound					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
04:00 PM	33	0	48	2	83	0	243	153	0	396	0	0	0	0	0	113	147	0	0	260	739
04:15 PM	32	0	41	1	74	0	227	178	0	405	0	0	0	0	0	87	161	0	0	248	727
04:30 PM	33	0	49	0	82	0	236	156	0	392	0	0	0	0	0	103	164	0	0	267	741
04:45 PM	25	0	49	0	74	0	211	149	0	360	0	0	0	0	0	87	173	0	0	260	694
Total	123	0	187	3	313	0	917	636	0	1553	0	0	0	0	0	390	645	0	0	1035	2901
05:00 PM	39	0	31	1	71	0	242	174	0	416	0	0	0	0	0	91	150	0	0	241	728
05:15 PM	32	0	54	0	86	0	310	175	0	485	0	0	0	0	0	90	170	0	0	260	831
05:30 PM	43	0	46	0	89	0	275	142	0	417	0	0	0	1	1	87	173	0	0	260	767
05:45 PM	42	0	37	0	79	0	277	128	0	405	0	0	0	0	0	80	152	0	0	232	716
Total	156	0	168	1	325	0	1104	619	0	1723	0	0	0	1	1	348	645	0	0	993	3042
06:00 PM	45	0	50	0	95	0	249	114	0	363	0	0	0	1	1	77	191	0	0	268	727
06:15 PM	54	0	49	0	103	0	269	110	0	379	0	0	0	0	0	60	133	0	0	193	675
06:30 PM	54	1	73	0	128	0	228	94	0	322	0	0	0	0	0	58	97	0	0	155	605
06:45 PM	41	0	78	0	119	0	230	90	0	320	0	0	0	0	0	52	102	0	0	154	593
Total	194	1	250	0	445	0	976	408	0	1384	0	0	0	1	1	247	523	0	0	770	2600
Grand Total	473	1	605	4	1083	0	2997	1663	0	4660	0	0	0	2	2	985	1813	0	0	2798	8543
Apprch %	43.7	0.1	55.9	0.4		0	64.3	35.7	0		0	0	0	100		35.2	64.8	0	0		
Total %	5.5	0	7.1	0	12.7	0	35.1	19.5	0	54.5	0	0	0	0	0	11.5	21.2	0	0	32.8	
Lights	468	1	602	4	1075	0	2984	1653	0	4637	0	0	0	2	2	972	1794	0	0	2766	8480
% Lights	98.9	100	99.5	100	99.3	0	99.6	99.4	0	99.5	0	0	0	100	100	98.7	99	0	0	98.9	99.3
Buses	5	0	3	0	8	0	7	1	0	8	0	0	0	0	0	4	10	0	0	14	30
% Buses	1.1	0	0.5	0	0.7	0	0.2	0.1	0	0.2	0	0	0	0	0	0.4	0.6	0	0	0.5	0.4
Trucks	0	0	0	0	0	0	6	9	0	15	0	0	0	0	0	9	9	0	0	18	33
% Trucks	0	0	0	0	0	0	0.2	0.5	0	0.3	0	0	0	0	0	0.9	0.5	0	0	0.6	0.4

Start Time	SR-85 SB OFF-RAMP Southbound				SARATOGA AVE Westbound				SR-85 SB ON-RAMP Northbound				SARATOGA AVE Eastbound				Int. Total
	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	
Peak Hour Analysis From 04:00 PM to 06:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 05:00 PM																	
05:00 PM	39	0	31	70	0	242	174	416	0	0	0	0	91	150	0	241	727
05:15 PM	32	0	54	86	0	310	175	485	0	0	0	0	90	170	0	260	831
05:30 PM	43	0	46	89	0	275	142	417	0	0	0	0	87	173	0	260	766
05:45 PM	42	0	37	79	0	277	128	405	0	0	0	0	80	152	0	232	716
Total Volume	156	0	168	324	0	1104	619	1723	0	0	0	0	348	645	0	993	3040
% App. Total	48.1	0	51.9		0	64.1	35.9		0	0	0		35	65	0		
PHF	.907	.000	.778	.910	.000	.890	.884	.888	.000	.000	.000	.000	.956	.932	.000	.955	.915

# Traffic Data Service

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

File Name : 57PM FINAL  
 Site Code : 00000057  
 Start Date : 1/11/2018  
 Page No : 2



# Traffic Data Service

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

File Name : 57PM FINAL  
 Site Code : 00000057  
 Start Date : 1/11/2018  
 Page No : 1

Groups Printed- Bikes

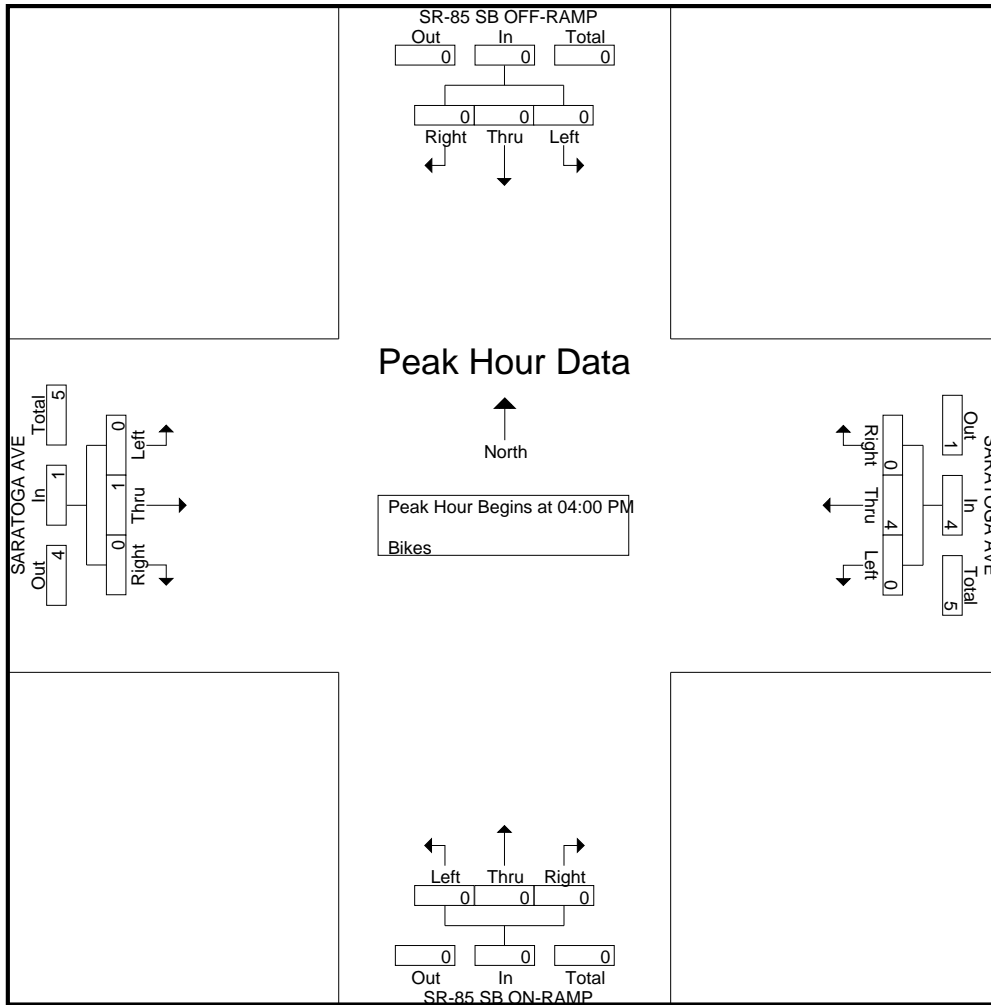
Start Time	SR-85 SB OFF-RAMP Southbound					SARATOGA AVE Westbound					SR-85 SB ON-RAMP Northbound					SARATOGA AVE Eastbound					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
04:00 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
04:30 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1
04:45 PM	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	2
Total	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	0	1	0	0	1	5
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
06:00 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1
06:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1
Grand Total	0	0	0	0	0	0	5	0	0	5	0	0	0	0	0	0	2	0	0	2	7
Apprch %	0	0	0	0		0	100	0	0		0	0	0	0		0	100	0	0		
Total %	0	0	0	0	0	0	71.4	0	0	71.4	0	0	0	0	0	0	28.6	0	0	28.6	

Start Time	SR-85 SB OFF-RAMP Southbound				SARATOGA AVE Westbound				SR-85 SB ON-RAMP Northbound				SARATOGA AVE Eastbound				Int. Total
	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	
Peak Hour Analysis From 04:00 PM to 06:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:00 PM																	
04:00 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	1
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
04:30 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	1
04:45 PM	0	0	0	0	0	2	0	2	0	0	0	0	0	0	0	0	2
Total Volume	0	0	0	0	0	4	0	4	0	0	0	0	0	1	0	1	5
% App. Total	0	0	0		0	100	0		0	0	0		0	100	0		
PHF	.000	.000	.000	.000	.000	.500	.000	.500	.000	.000	.000	.000	.000	.250	.000	.250	.625

# Traffic Data Service

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

File Name : 57PM FINAL  
Site Code : 00000057  
Start Date : 1/11/2018  
Page No : 2



# Traffic Data Service

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

File Name : 58AM FINAL  
 Site Code : 00000058  
 Start Date : 1/11/2018  
 Page No : 1

Groups Printed- Lights - Buses - Trucks

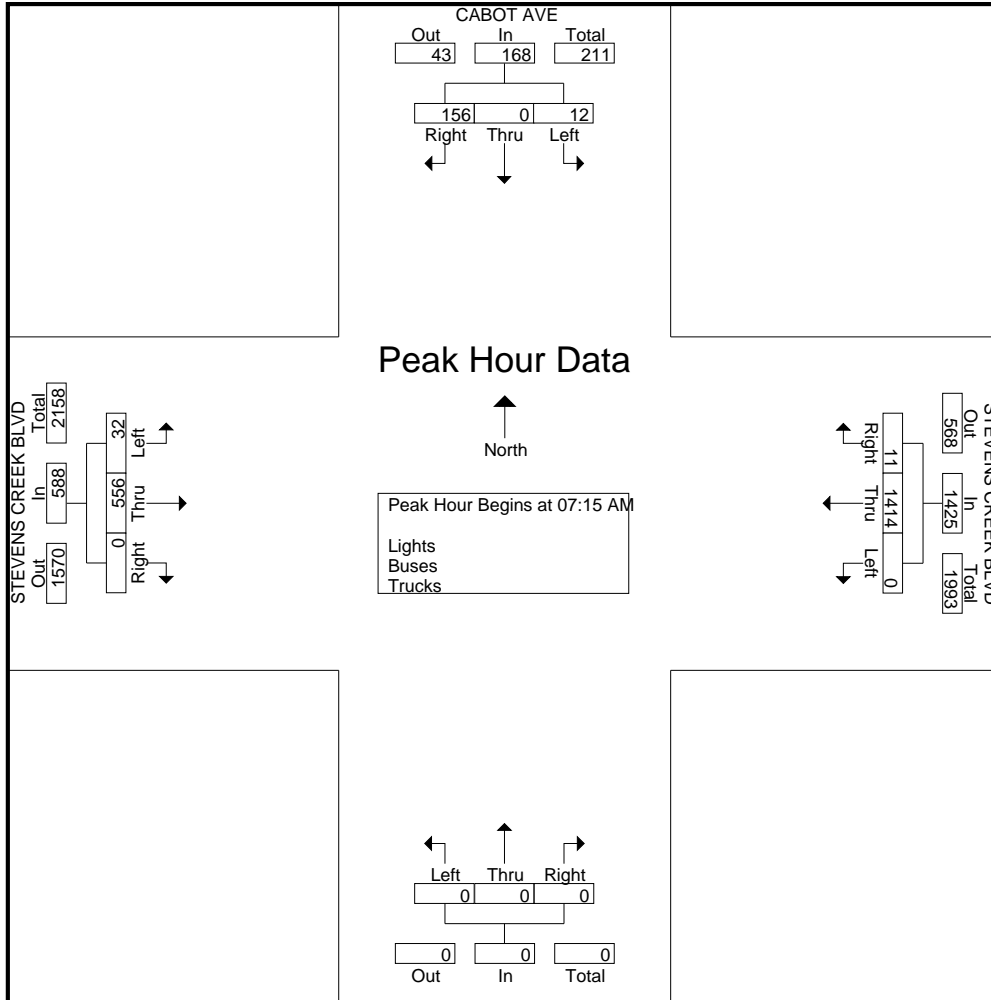
Start Time	CABOT AVE Southbound					STEVENS CREEK BLVD Westbound					Northbound					STEVENS CREEK BLVD Eastbound					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
07:00 AM	19	0	2	2	23	1	314	0	0	315	0	0	0	0	0	0	46	4	5	55	393
07:15 AM	48	0	3	2	53	0	372	0	0	372	0	0	0	0	0	0	103	4	0	107	532
07:30 AM	36	0	3	3	42	6	358	0	0	364	0	0	0	0	0	0	158	10	4	172	578
07:45 AM	32	0	2	1	35	1	357	0	0	358	0	0	0	0	0	0	161	16	1	178	571
Total	135	0	10	8	153	8	1401	0	0	1409	0	0	0	0	0	0	468	34	10	512	2074
08:00 AM	40	0	4	3	47	4	327	0	0	331	0	0	0	0	0	0	134	2	2	138	516
08:15 AM	44	0	6	2	52	7	283	0	0	290	0	0	0	0	0	0	148	13	5	166	508
08:30 AM	37	0	7	3	47	9	335	0	0	344	0	0	0	0	0	0	191	15	6	212	603
08:45 AM	30	0	8	2	40	6	292	0	0	298	0	0	0	0	0	0	179	21	3	203	541
Total	151	0	25	10	186	26	1237	0	0	1263	0	0	0	0	0	0	652	51	16	719	2168
09:00 AM	17	0	10	2	29	2	294	0	0	296	0	0	0	0	0	0	144	9	2	155	480
09:15 AM	24	0	9	0	33	4	231	0	0	235	0	0	0	0	0	0	113	15	2	130	398
09:30 AM	24	0	6	0	30	1	237	0	0	238	0	0	0	0	0	0	126	12	0	138	406
09:45 AM	14	0	8	0	22	1	202	0	0	203	0	0	0	0	0	0	119	11	0	130	355
Total	79	0	33	2	114	8	964	0	0	972	0	0	0	0	0	0	502	47	4	553	1639
Grand Total	365	0	68	20	453	42	3602	0	0	3644	0	0	0	0	0	0	1622	132	30	1784	5881
Apprch %	80.6	0	15	4.4		1.2	98.8	0	0		0	0	0	0	0	0	90.9	7.4	1.7		
Total %	6.2	0	1.2	0.3	7.7	0.7	61.2	0	0	62	0	0	0	0	0	0	27.6	2.2	0.5	30.3	
Lights	357	0	67	20	444	41	3515	0	0	3556	0	0	0	0	0	0	1561	130	29	1720	5720
% Lights	97.8	0	98.5	100	98	97.6	97.6	0	0	97.6	0	0	0	0	0	0	96.2	98.5	96.7	96.4	97.3
Buses	6	0	0	0	6	0	46	0	0	46	0	0	0	0	0	0	39	1	0	40	92
% Buses	1.6	0	0	0	1.3	0	1.3	0	0	1.3	0	0	0	0	0	0	2.4	0.8	0	2.2	1.6
Trucks	2	0	1	0	3	1	41	0	0	42	0	0	0	0	0	0	22	1	1	24	69
% Trucks	0.5	0	1.5	0	0.7	2.4	1.1	0	0	1.2	0	0	0	0	0	0	1.4	0.8	3.3	1.3	1.2

Start Time	CABOT AVE Southbound					STEVENS CREEK BLVD Westbound					Northbound					STEVENS CREEK BLVD Eastbound					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
Peak Hour Analysis From 07:00 AM to 09:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:15 AM																					
07:15 AM	48	0	3		51	0	372	0		372	0	0	0	0	0	0	103	4		107	530
07:30 AM	36	0	3		39	6	358	0		364	0	0	0	0	0	0	158	10		168	571
07:45 AM	32	0	2		34	1	357	0		358	0	0	0	0	0	0	161	16		177	569
08:00 AM	40	0	4		44	4	327	0		331	0	0	0	0	0	0	134	2		136	511
Total Volume	156	0	12		168	11	1414	0		1425	0	0	0	0	0	0	556	32		588	2181
% App. Total	92.9	0	7.1			0.8	99.2	0			0	0	0	0	0	0	94.6	5.4			
PHF	.813	.000	.750		.824	.458	.950	.000		.958	.000	.000	.000	.000	.000	.000	.863	.500		.831	.955

# Traffic Data Service

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

File Name : 58AM FINAL  
 Site Code : 00000058  
 Start Date : 1/11/2018  
 Page No : 2



# Traffic Data Service

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

File Name : 58AM FINAL  
 Site Code : 00000058  
 Start Date : 1/11/2018  
 Page No : 1

Groups Printed- Bikes

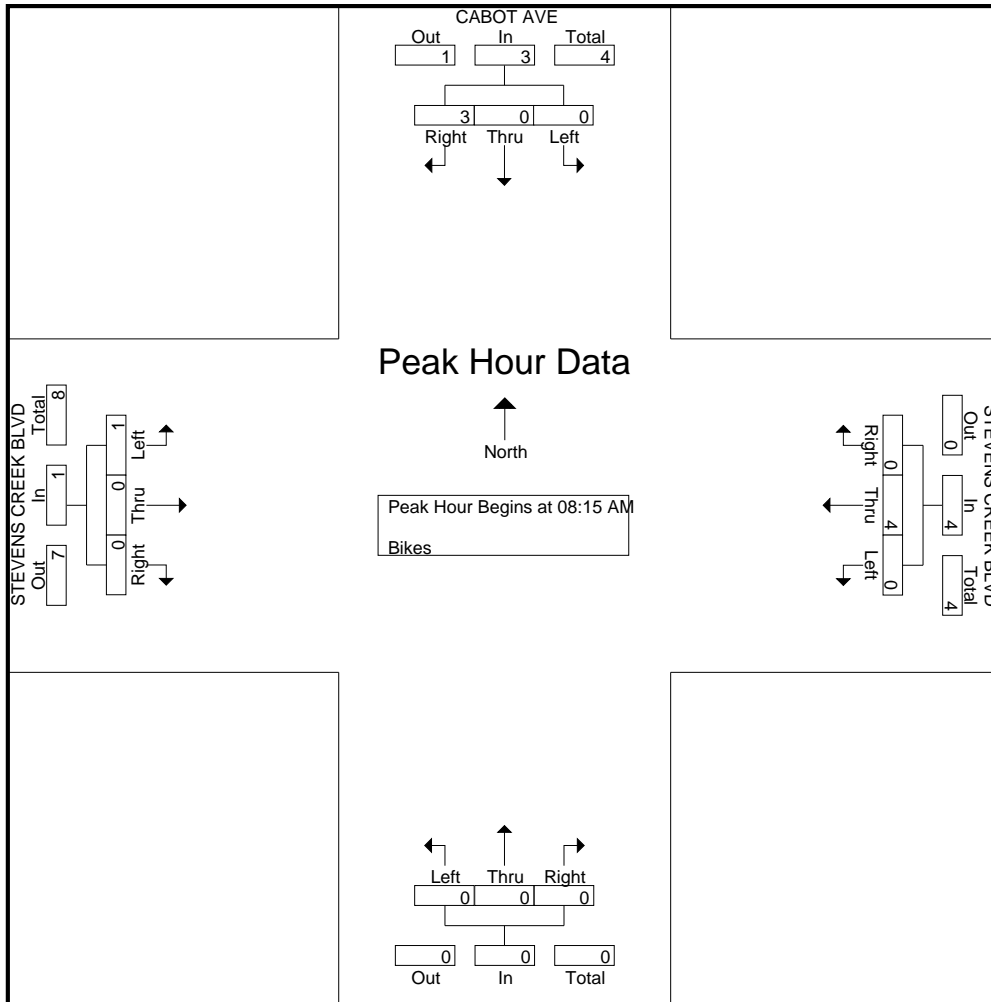
Start Time	CABOT AVE Southbound					STEVENS CREEK BLVD Westbound					Northbound					STEVENS CREEK BLVD Eastbound					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15 AM	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0
07:30 AM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0
07:45 AM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0
<b>Total</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>4</b>
08:00 AM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0
08:15 AM	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	0	0	0	0	0	0
08:30 AM	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:45 AM	1	0	0	0	1	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0
<b>Total</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>7</b>
09:00 AM	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	2
09:15 AM	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	2
09:30 AM	1	0	0	0	1	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	2
09:45 AM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1
<b>Total</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>1</b>	<b>7</b>
Grand Total	4	0	0	0	4	0	13	0	0	13	0	0	0	0	0	0	0	1	0	1	18
Apprch %	100	0	0	0		0	100	0	0		0	0	0	0		0	0	100	0		
Total %	22.2	0	0	0	22.2	0	72.2	0	0	72.2	0	0	0	0	0	0	0	5.6	0	5.6	

Start Time	CABOT AVE Southbound				STEVENS CREEK BLVD Westbound				Northbound				STEVENS CREEK BLVD Eastbound				Int. Total
	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	
Peak Hour Analysis From 07:00 AM to 09:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 08:15 AM																	
08:15 AM	0	0	0	0	0	3	0	3	0	0	0	0	0	0	0	0	3
08:30 AM	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
08:45 AM	1	0	0	1	0	1	0	1	0	0	0	0	0	0	0	0	2
09:00 AM	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1	1	2
Total Volume	3	0	0	3	0	4	0	4	0	0	0	0	0	0	1	1	8
% App. Total	100	0	0		0	100	0		0	0	0		0	0	100		
PHF	.750	.000	.000	.750	.000	.333	.000	.333	.000	.000	.000	.000	.000	.000	.250	.250	.667

# Traffic Data Service

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

File Name : 58AM FINAL  
 Site Code : 00000058  
 Start Date : 1/11/2018  
 Page No : 2





# Traffic Data Service

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

File Name : 58PM FINAL  
Site Code : 00000058  
Start Date : 1/11/2018  
Page No : 1

Groups Printed- Lights - Buses - Trucks

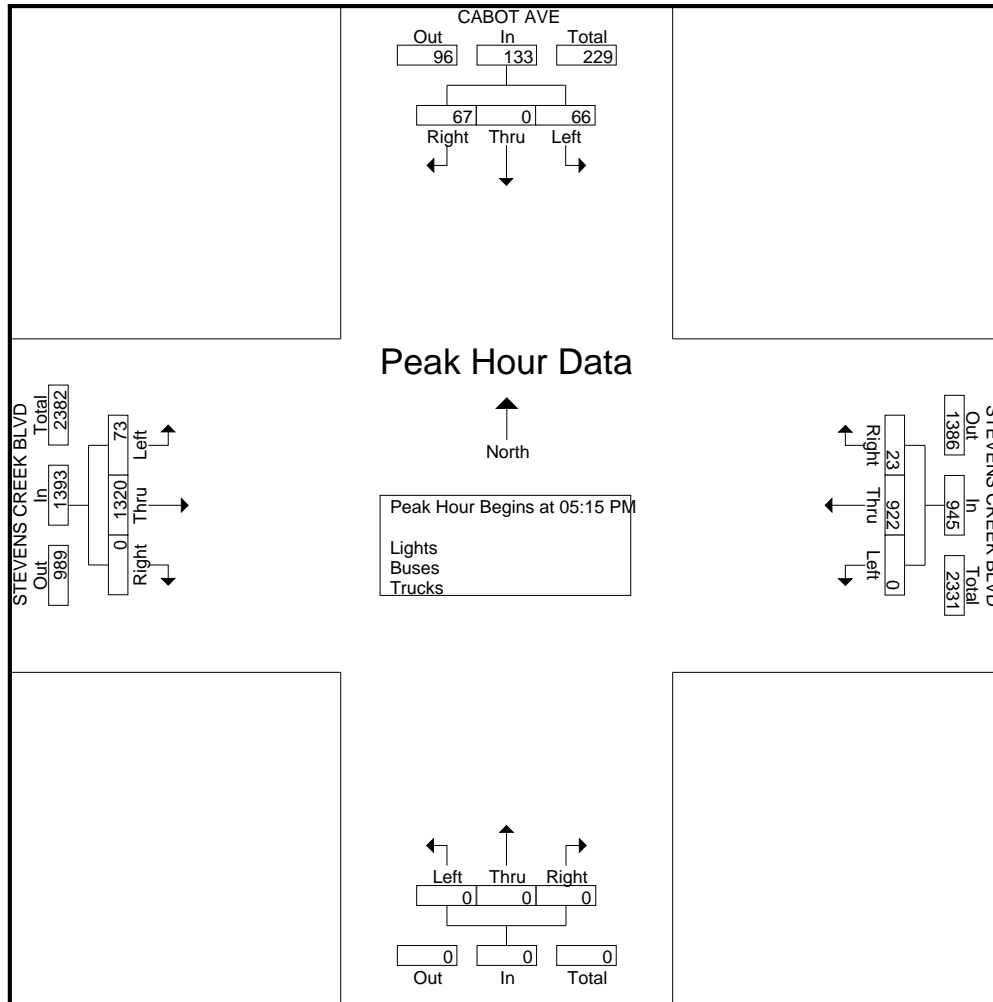
Start Time	CABOT AVE Southbound					STEVENS CREEK BLVD Westbound					Northbound					STEVENS CREEK BLVD Eastbound					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
04:00 PM	18	0	17	0	35	7	178	0	0	185	0	0	0	0	0	0	302	15	7	324	544
04:15 PM	14	0	9	2	25	15	191	0	0	206	0	0	0	0	0	0	267	19	3	289	520
04:30 PM	12	0	13	0	25	8	202	0	0	210	0	0	0	0	0	0	316	18	4	338	573
04:45 PM	15	0	14	4	33	7	186	0	0	193	0	0	0	0	0	0	246	26	5	277	503
<b>Total</b>	59	0	53	6	118	37	757	0	0	794	0	0	0	0	0	0	1131	78	19	1228	2140
05:00 PM	22	0	22	2	46	7	196	0	0	203	0	0	0	0	0	0	283	14	6	303	552
05:15 PM	14	0	25	4	43	8	219	0	0	227	0	0	0	0	0	0	320	16	16	352	622
05:30 PM	18	0	15	2	35	4	232	0	0	236	0	0	0	0	0	0	302	15	5	322	593
05:45 PM	18	0	11	1	30	8	243	0	0	251	0	0	0	0	0	0	369	15	2	386	667
<b>Total</b>	72	0	73	9	154	27	890	0	0	917	0	0	0	0	0	0	1274	60	29	1363	2434
06:00 PM	17	0	15	0	32	3	228	0	0	231	0	0	0	0	0	0	329	27	0	356	619
06:15 PM	13	0	16	3	32	5	211	0	0	216	0	0	0	0	0	0	298	28	2	328	576
06:30 PM	22	0	17	1	40	14	187	0	0	201	0	0	0	0	0	0	296	23	1	320	561
06:45 PM	12	0	16	0	28	6	143	0	0	149	0	0	0	0	0	0	276	26	2	304	481
<b>Total</b>	64	0	64	4	132	28	769	0	0	797	0	0	0	0	0	0	1199	104	5	1308	2237
Grand Total	195	0	190	19	404	92	2416	0	0	2508	0	0	0	0	0	0	3604	242	53	3899	6811
Apprch %	48.3	0	47	4.7		3.7	96.3	0	0		0	0	0	0		0	92.4	6.2	1.4		
Total %	2.9	0	2.8	0.3	5.9	1.4	35.5	0	0	36.8	0	0	0	0	0	0	52.9	3.6	0.8	57.2	
Lights	192	0	188	19	399	92	2368	0	0	2460	0	0	0	0	0	0	3553	241	53	3847	6706
% Lights	98.5	0	98.9	100	98.8	100	98	0	0	98.1	0	0	0	0	0	0	98.6	99.6	100	98.7	98.5
Buses	1	0	0	0	1	0	31	0	0	31	0	0	0	0	0	0	33	1	0	34	66
% Buses	0.5	0	0	0	0.2	0	1.3	0	0	1.2	0	0	0	0	0	0	0.9	0.4	0	0.9	1
Trucks	2	0	2	0	4	0	17	0	0	17	0	0	0	0	0	0	18	0	0	18	39
% Trucks	1	0	1.1	0	1	0	0.7	0	0	0.7	0	0	0	0	0	0	0.5	0	0	0.5	0.6

Start Time	CABOT AVE Southbound					STEVENS CREEK BLVD Westbound					Northbound					STEVENS CREEK BLVD Eastbound					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
Peak Hour Analysis From 04:00 PM to 06:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 05:15 PM																					
05:15 PM	14	0	<b>25</b>		<b>39</b>	<b>8</b>	219	0		227	0	0	0		0	0	320	16		336	602
05:30 PM	<b>18</b>	0	15		33	4	232	0		236	0	0	0		0	0	302	15		317	586
05:45 PM	18	0	11		29	8	<b>243</b>	0		<b>251</b>	0	0	0		0	0	<b>369</b>	15		<b>384</b>	<b>664</b>
06:00 PM	17	0	15		32	3	228	0		231	0	0	0		0	0	329	<b>27</b>		356	619
Total Volume	67	0	66		133	23	922	0		945	0	0	0		0	0	1320	73		1393	2471
% App. Total	50.4	0	49.6			2.4	97.6	0			0	0	0			0	94.8	5.2			
PHF	.931	.000	.660		.853	.719	.949	.000		.941	.000	.000	.000		.000	.000	.894	.676		.907	.930

# Traffic Data Service

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

File Name : 58PM FINAL  
 Site Code : 00000058  
 Start Date : 1/11/2018  
 Page No : 2



# Traffic Data Service

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

File Name : 58PM FINAL  
 Site Code : 00000058  
 Start Date : 1/11/2018  
 Page No : 1

Groups Printed- Bikes

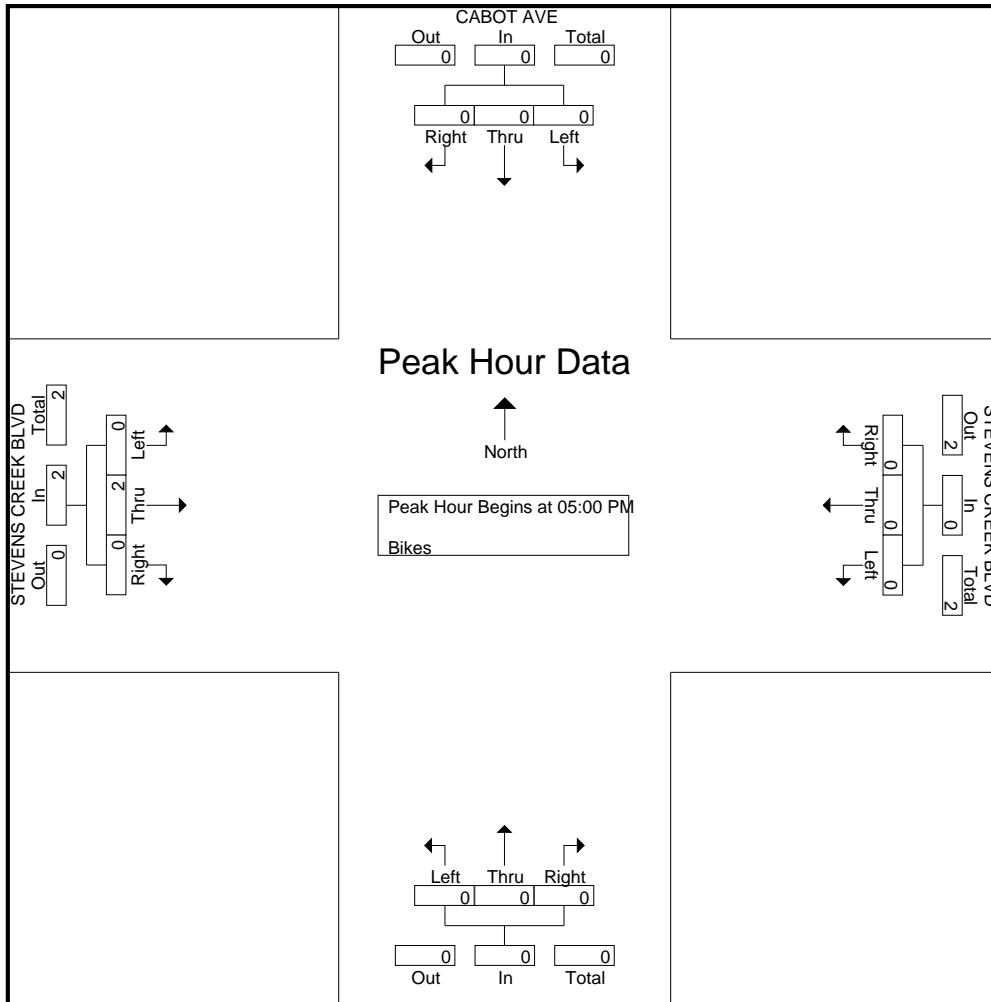
Start Time	CABOT AVE Southbound					STEVENS CREEK BLVD Westbound					Northbound					STEVENS CREEK BLVD Eastbound					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	2
06:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:15 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1
06:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:45 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1
Total	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	2
Grand Total	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	2	0	0	2	4
Apprch %	0	0	0	0		0	100	0	0		0	0	0	0		0	100	0	0		
Total %	0	0	0	0	0	0	50	0	0	50	0	0	0	0	0	0	50	0	0	50	

Start Time	CABOT AVE Southbound				STEVENS CREEK BLVD Westbound				Northbound				STEVENS CREEK BLVD Eastbound				Int. Total
	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	
Peak Hour Analysis From 04:00 PM to 06:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 05:00 PM																	
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2	2
% App. Total	0	0	0		0	0	0		0	0	0		0	100	0		
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.500	.000	.500	.500

# Traffic Data Service

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

File Name : 58PM FINAL  
 Site Code : 00000058  
 Start Date : 1/11/2018  
 Page No : 2



# Traffic Data Service

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

File Name : 59AM FINAL  
 Site Code : 00000059  
 Start Date : 1/17/2018  
 Page No : 1

## Groups Printed- Lights - Buses - Trucks

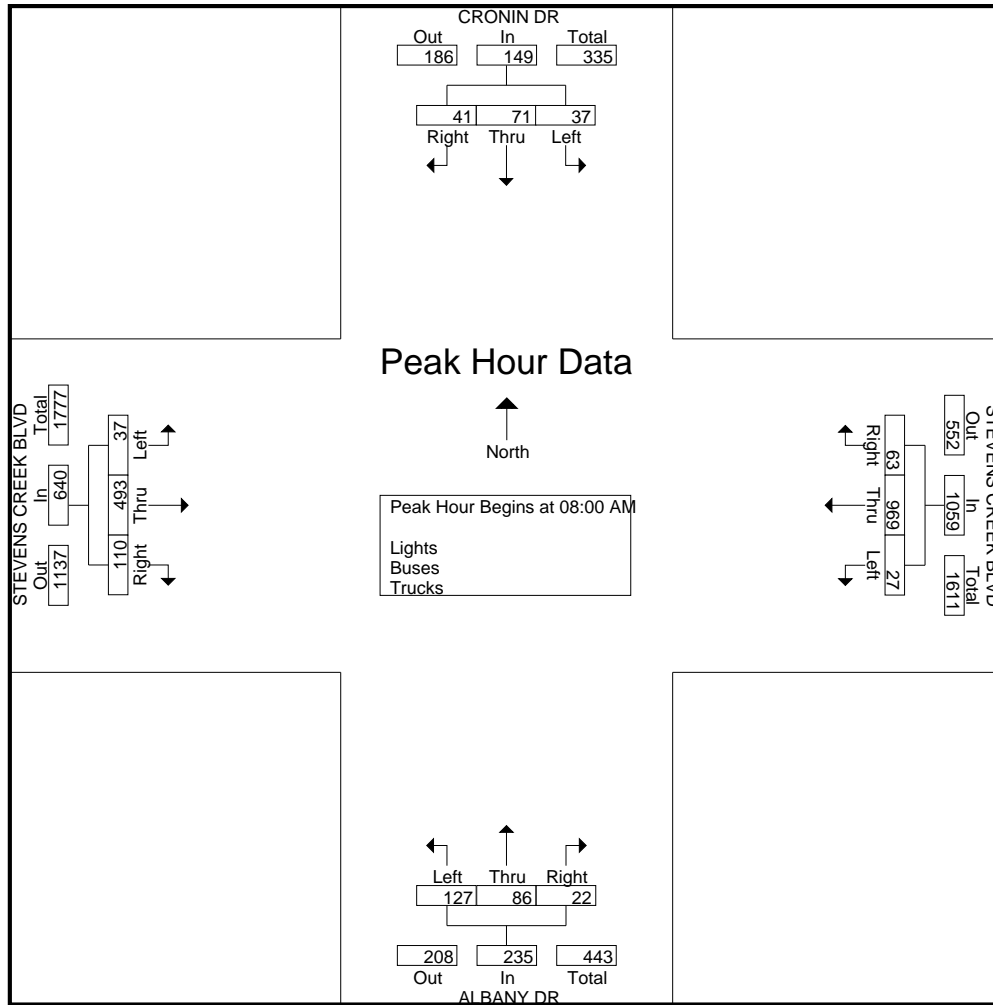
Start Time	CRONIN DR Southbound					STEVENS CREEK BLVD Westbound					ALBANY DR Northbound					STEVENS CREEK BLVD Eastbound					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
07:00 AM	7	3	4	0	14	1	225	3	0	229	1	1	13	0	15	2	31	1	0	34	292
07:15 AM	5	3	6	0	14	4	255	1	1	261	9	5	14	1	29	6	63	2	2	73	377
07:30 AM	7	3	3	0	13	7	338	8	1	354	4	4	22	1	31	6	70	6	0	82	480
07:45 AM	3	3	1	1	8	9	318	0	0	327	6	11	25	3	45	11	67	6	2	86	466
Total	22	12	14	1	49	21	1136	12	2	1171	20	21	74	5	120	25	231	15	4	275	1615
08:00 AM	6	6	8	1	21	15	293	2	2	312	5	14	32	0	51	25	103	3	7	138	522
08:15 AM	7	25	9	1	42	17	242	9	0	268	5	50	32	3	90	26	99	9	3	137	537
08:30 AM	16	27	12	1	56	16	229	8	0	253	3	11	43	2	59	17	147	12	8	184	552
08:45 AM	12	13	8	2	35	15	205	8	5	233	9	11	20	0	40	42	144	13	4	203	511
Total	41	71	37	5	154	63	969	27	7	1066	22	86	127	5	240	110	493	37	22	662	2122
09:00 AM	15	4	7	0	26	10	193	7	3	213	7	13	32	0	52	37	158	9	3	207	498
09:15 AM	7	1	8	2	18	10	198	2	2	212	7	12	19	1	39	38	154	11	4	207	476
09:30 AM	10	3	4	0	17	8	183	5	1	197	6	11	27	3	47	15	160	6	3	184	445
09:45 AM	9	1	6	3	19	11	203	4	1	219	14	19	23	2	58	10	125	8	0	143	439
Total	41	9	25	5	80	39	777	18	7	841	34	55	101	6	196	100	597	34	10	741	1858
Grand Total	104	92	76	11	283	123	2882	57	16	3078	76	162	302	16	556	235	1321	86	36	1678	5595
Apprch %	36.7	32.5	26.9	3.9		4	93.6	1.9	0.5		13.7	29.1	54.3	2.9		14	78.7	5.1	2.1		
Total %	1.9	1.6	1.4	0.2	5.1	2.2	51.5	1	0.3	55	1.4	2.9	5.4	0.3	9.9	4.2	23.6	1.5	0.6	30	
Lights	102	92	71	11	276	122	2803	55	16	2996	75	159	297	16	547	227	1256	81	36	1600	5419
% Lights	98.1	100	93.4	100	97.5	99.2	97.3	96.5	100	97.3	98.7	98.1	98.3	100	98.4	96.6	95.1	94.2	100	95.4	96.9
Buses	0	0	2	0	2	0	41	1	0	42	0	3	4	0	7	7	31	1	0	39	90
% Buses	0	0	2.6	0	0.7	0	1.4	1.8	0	1.4	0	1.9	1.3	0	1.3	3	2.3	1.2	0	2.3	1.6
Trucks	2	0	3	0	5	1	38	1	0	40	1	0	1	0	2	1	34	4	0	39	86
% Trucks	1.9	0	3.9	0	1.8	0.8	1.3	1.8	0	1.3	1.3	0	0.3	0	0.4	0.4	2.6	4.7	0	2.3	1.5

Start Time	CRONIN DR Southbound				STEVENS CREEK BLVD Westbound				ALBANY DR Northbound				STEVENS CREEK BLVD Eastbound				Int. Total
	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	
Peak Hour Analysis From 07:00 AM to 09:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 08:00 AM																	
08:00 AM	6	6	8	20	15	<b>293</b>	2	<b>310</b>	5	14	32	51	25	103	3	131	512
08:15 AM	7	25	9	41	17	242	9	268	5	<b>50</b>	32	<b>87</b>	26	99	9	134	530
08:30 AM	<b>16</b>	<b>27</b>	<b>12</b>	<b>55</b>	16	229	8	253	3	11	<b>43</b>	57	17	<b>147</b>	12	176	<b>541</b>
08:45 AM	12	13	8	33	15	205	8	228	<b>9</b>	11	20	40	<b>42</b>	144	<b>13</b>	<b>199</b>	500
Total Volume	41	71	37	149	63	969	27	1059	22	86	127	235	110	493	37	640	2083
% App. Total	27.5	47.7	24.8		5.9	91.5	2.5		9.4	36.6	54		17.2	77	5.8		
PHF	.641	.657	.771	.677	.926	.827	.750	.854	.611	.430	.738	.675	.655	.838	.712	.804	.963

# Traffic Data Service

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

File Name : 59AM FINAL  
 Site Code : 00000059  
 Start Date : 1/17/2018  
 Page No : 2



# Traffic Data Service

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

File Name : 59AM FINAL  
 Site Code : 00000059  
 Start Date : 1/17/2018  
 Page No : 1

Groups Printed- Bikes

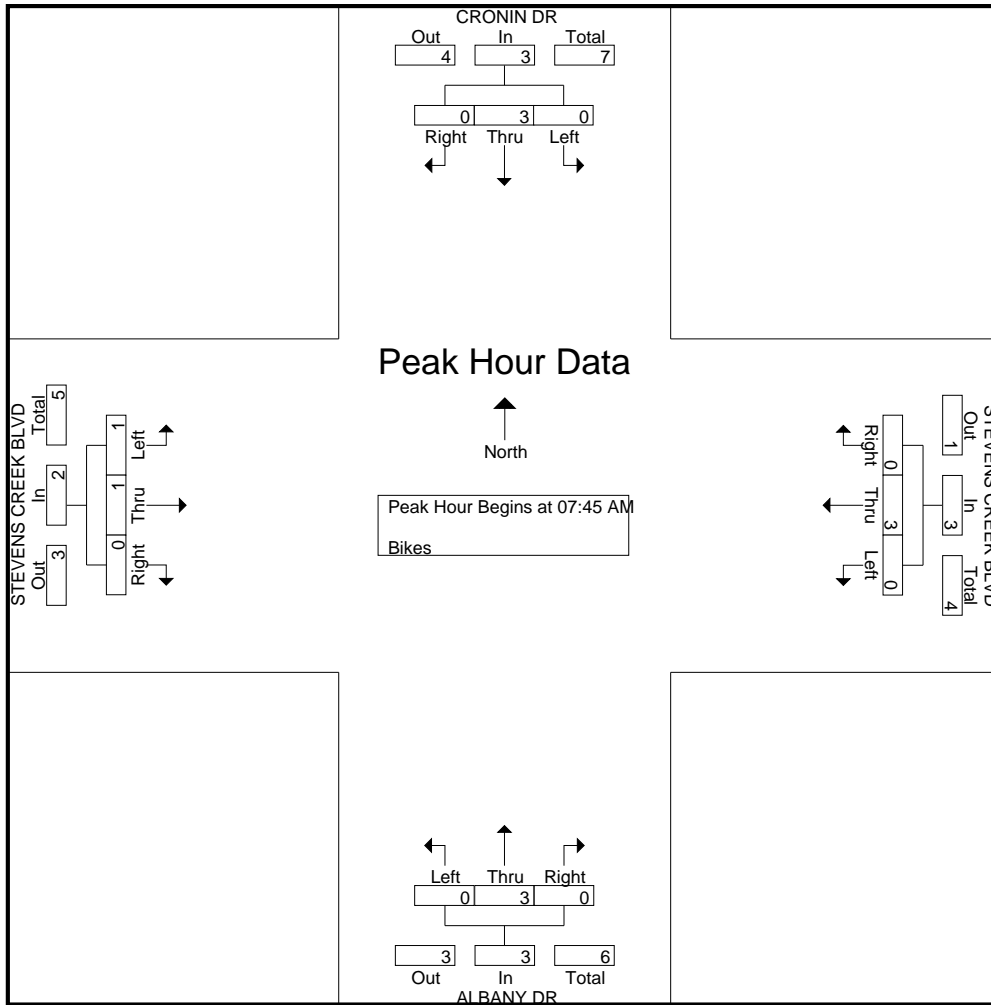
Start Time	CRONIN DR Southbound					STEVENS CREEK BLVD Westbound					ALBANY DR Northbound					STEVENS CREEK BLVD Eastbound					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0
07:30 AM	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0
07:45 AM	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	4	0	0	4	0	2	0	0	2	0	0	0	0	0	0
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	1	0	0	1	2
08:15 AM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
08:30 AM	0	2	0	0	2	0	1	0	0	1	0	2	0	0	2	0	0	1	0	1	6
08:45 AM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1
Total	0	3	0	0	3	0	2	0	0	2	0	3	0	0	3	0	1	1	0	2	10
09:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	1
09:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:30 AM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1
09:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	1	0	0	1	0	0	1	0	1	0	0	0	0	0	2
Grand Total	0	3	0	0	3	0	7	0	0	7	0	5	1	0	6	0	1	1	0	2	18
Apprch %	0	100	0	0		0	100	0	0		0	83.3	16.7	0		0	50	50	0		
Total %	0	16.7	0	0	16.7	0	38.9	0	0	38.9	0	27.8	5.6	0	33.3	0	5.6	5.6	0	11.1	

Start Time	CRONIN DR Southbound				STEVENS CREEK BLVD Westbound				ALBANY DR Northbound				STEVENS CREEK BLVD Eastbound				Int. Total
	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	
Peak Hour Analysis From 07:00 AM to 09:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:45 AM																	
07:45 AM	0	0	0	0	0	2	0	2	0	0	0	0	0	0	0	0	2
08:00 AM	0	0	0	0	0	0	0	0	0	1	0	1	0	1	0	1	2
08:15 AM	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
08:30 AM	0	2	0	2	0	1	0	1	0	2	0	2	0	0	1	1	6
Total Volume	0	3	0	3	0	3	0	3	0	3	0	3	0	1	1	2	11
% App. Total	0	100	0		0	100	0		0	100	0		0	50	50		
PHF	.000	.375	.000	.375	.000	.375	.000	.375	.000	.375	.000	.375	.000	.250	.250	.500	.458

# Traffic Data Service

San Jose, CA  
(408) 622-4787  
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File Name : 59AM FINAL  
Site Code : 00000059  
Start Date : 1/17/2018  
Page No : 2





# Traffic Data Service

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

File Name : 59PM FINAL  
Site Code : 00000059  
Start Date : 1/17/2018  
Page No : 1

## Groups Printed- Lights - Buses - Trucks

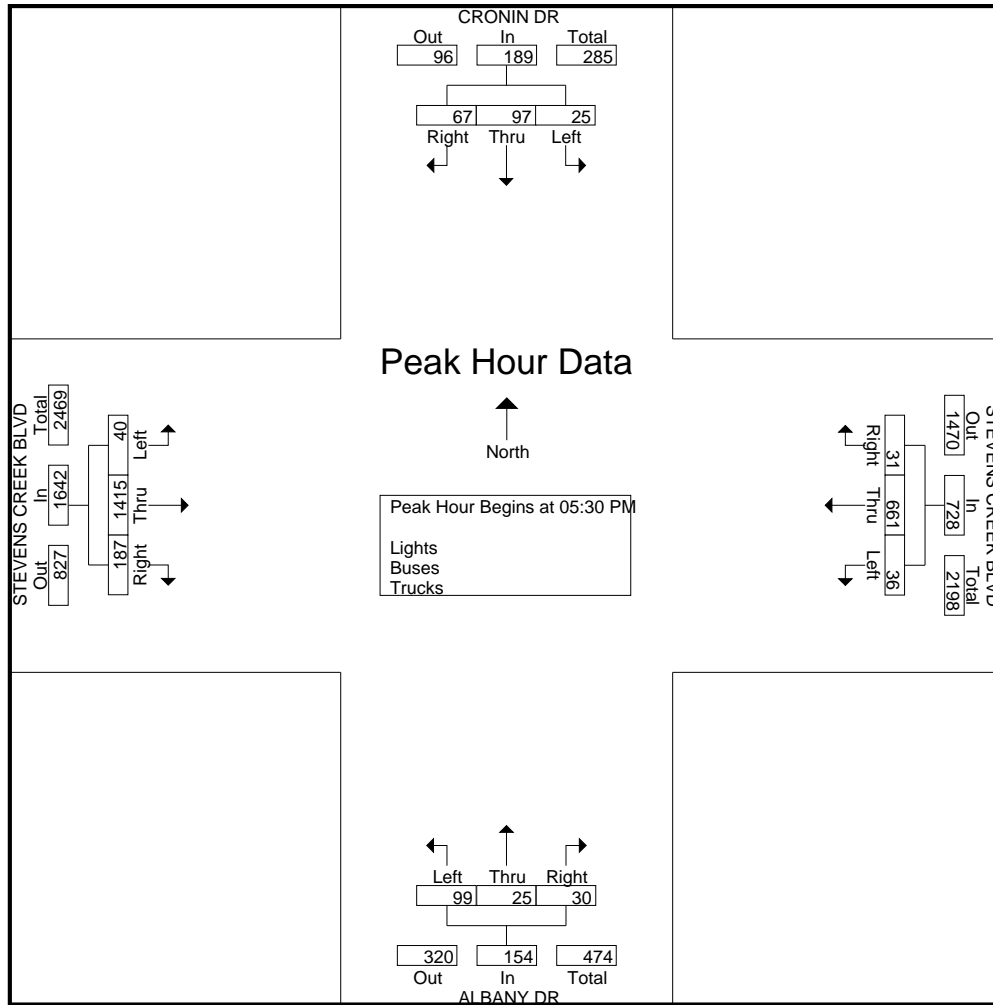
Start Time	CRONIN DR Southbound					STEVENS CREEK BLVD Westbound					ALBANY DR Northbound					STEVENS CREEK BLVD Eastbound					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
04:00 PM	6	10	7	2	25	6	150	5	0	161	4	4	14	1	23	29	326	12	6	373	582
04:15 PM	7	8	6	4	25	7	144	5	6	162	6	5	20	3	34	24	300	11	0	335	556
04:30 PM	20	18	13	2	53	5	143	4	3	155	4	2	16	1	23	33	288	11	5	337	568
04:45 PM	11	15	9	0	35	5	153	4	1	163	5	3	13	3	24	38	306	9	1	354	576
Total	44	51	35	8	138	23	590	18	10	641	19	14	63	8	104	124	1220	43	12	1399	2282
05:00 PM	12	17	8	1	38	7	145	5	1	158	5	6	19	0	30	37	303	8	2	350	576
05:15 PM	15	20	10	1	46	11	172	1	6	190	9	6	14	1	30	34	342	10	0	386	652
05:30 PM	16	21	6	2	45	9	172	6	5	192	8	5	33	2	48	45	339	6	1	391	676
05:45 PM	14	28	4	0	46	10	167	12	3	192	9	9	20	0	38	48	364	9	1	422	698
Total	57	86	28	4	175	37	656	24	15	732	31	26	86	3	146	164	1348	33	4	1549	2602
06:00 PM	20	23	8	0	51	8	172	12	0	192	10	3	28	1	42	47	354	14	0	415	700
06:15 PM	17	25	7	2	51	4	150	6	1	161	3	8	18	1	30	47	358	11	0	416	658
06:30 PM	13	19	4	2	38	8	151	4	0	163	5	3	17	3	28	45	280	7	4	336	565
06:45 PM	9	14	2	1	26	6	110	4	3	123	2	0	14	0	16	40	256	11	2	309	474
Total	59	81	21	5	166	26	583	26	4	639	20	14	77	5	116	179	1248	43	6	1476	2397
Grand Total	160	218	84	17	479	86	1829	68	29	2012	70	54	226	16	366	467	3816	119	22	4424	7281
Apprch %	33.4	45.5	17.5	3.5		4.3	90.9	3.4	1.4		19.1	14.8	61.7	4.4		10.6	86.3	2.7	0.5		
Total %	2.2	3	1.2	0.2	6.6	1.2	25.1	0.9	0.4	27.6	1	0.7	3.1	0.2	5	6.4	52.4	1.6	0.3	60.8	
Lights	160	218	84	17	479	85	1793	68	29	1975	69	54	222	16	361	465	3756	118	22	4361	7176
% Lights	100	100	100	100	100	98.8	98	100	100	98.2	98.6	100	98.2	100	98.6	99.6	98.4	99.2	100	98.6	98.6
Buses	0	0	0	0	0	1	24	0	0	25	0	0	2	0	2	1	34	0	0	35	62
% Buses	0	0	0	0	0	1.2	1.3	0	0	1.2	0	0	0.9	0	0.5	0.2	0.9	0	0	0.8	0.9
Trucks	0	0	0	0	0	0	12	0	0	12	1	0	2	0	3	1	26	1	0	28	43
% Trucks	0	0	0	0	0	0	0.7	0	0	0.6	1.4	0	0.9	0	0.8	0.2	0.7	0.8	0	0.6	0.6

Start Time	CRONIN DR Southbound					STEVENS CREEK BLVD Westbound					ALBANY DR Northbound					STEVENS CREEK BLVD Eastbound					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
Peak Hour Analysis From 04:00 PM to 06:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 05:30 PM																					
05:30 PM	16	21	6	43	9	172	6	187	8	5	33	46	45	339	6	390	666				
05:45 PM	14	28	4	46	10	167	12	189	9	9	20	38	48	364	9	421	694				
06:00 PM	20	23	8	51	8	172	12	192	10	3	28	41	47	354	14	415	699				
06:15 PM	17	25	7	49	4	150	6	160	3	8	18	29	47	358	11	416	654				
Total Volume	67	97	25	189	31	661	36	728	30	25	99	154	187	1415	40	1642	2713				
% App. Total	35.4	51.3	13.2		4.3	90.8	4.9		19.5	16.2	64.3		11.4	86.2	2.4						
PHF	.838	.866	.781	.926	.775	.961	.750	.948	.750	.694	.750	.837	.974	.972	.714	.975	.970				

# Traffic Data Service

San Jose, CA  
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File Name : 59PM FINAL  
 Site Code : 00000059  
 Start Date : 1/17/2018  
 Page No : 2



# Traffic Data Service

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

File Name : 59PM FINAL  
 Site Code : 00000059  
 Start Date : 1/17/2018  
 Page No : 1

Groups Printed- Bikes

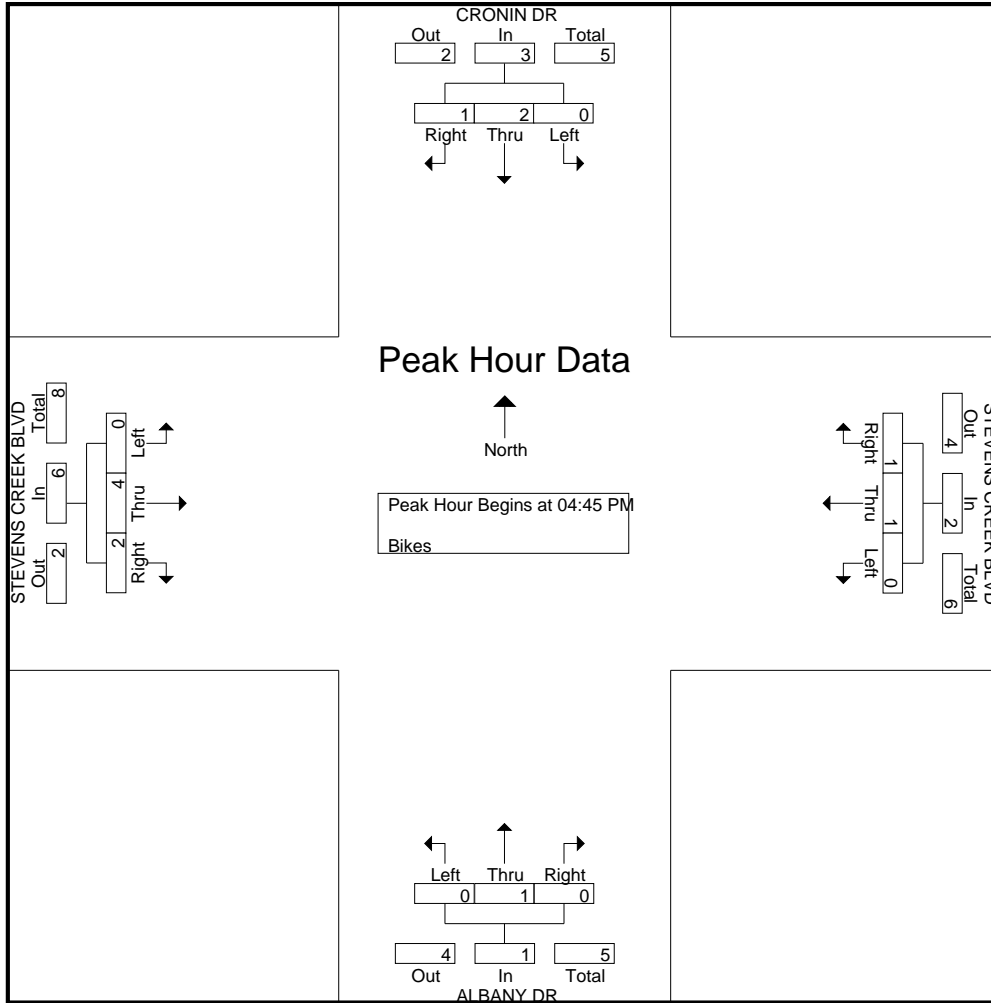
Start Time	CRONIN DR Southbound					STEVENS CREEK BLVD Westbound					ALBANY DR Northbound					STEVENS CREEK BLVD Eastbound					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	1	0	0	1	1	0	0	0	1	0	1	0	0	1	1	0	0	0	1	4
<b>Total</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>5</b>
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	3	3
05:15 PM	1	1	0	0	2	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	4
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
05:45 PM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
<b>Total</b>	<b>1</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>9</b>
06:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
06:30 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1
06:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>Total</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>2</b>
Grand Total	1	3	0	0	4	1	2	0	0	3	0	2	0	0	2	2	5	0	0	7	16
Apprch %	25	75	0	0		33.3	66.7	0	0		0	100	0	0		28.6	71.4	0	0		
Total %	6.2	18.8	0	0	25	6.2	12.5	0	0	18.8	0	12.5	0	0	12.5	12.5	31.2	0	0	43.8	

Start Time	CRONIN DR Southbound				STEVENS CREEK BLVD Westbound				ALBANY DR Northbound				STEVENS CREEK BLVD Eastbound				Int. Total
	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	
Peak Hour Analysis From 04:00 PM to 06:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:45 PM																	
04:45 PM	0	1	0	1	1	0	0	1	0	1	0	1	1	0	0	1	4
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	3	3
05:15 PM	1	1	0	2	0	1	0	1	0	0	0	0	0	1	0	1	4
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
Total Volume	1	2	0	3	1	1	0	2	0	1	0	1	2	4	0	6	12
% App. Total	33.3	66.7	0		50	50	0		0	100	0		33.3	66.7	0		
PHF	.250	.500	.000	.375	.250	.250	.000	.500	.000	.250	.000	.250	.500	.333	.000	.500	.750

# Traffic Data Service

San Jose, CA  
 (408) 622-4787  
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File Name : 59PM FINAL  
 Site Code : 00000059  
 Start Date : 1/17/2018  
 Page No : 2



# Traffic Data Service

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

File Name : 60AM FINAL  
 Site Code : 00000060  
 Start Date : 1/17/2018  
 Page No : 1

Groups Printed- Lights - Buses - Trucks

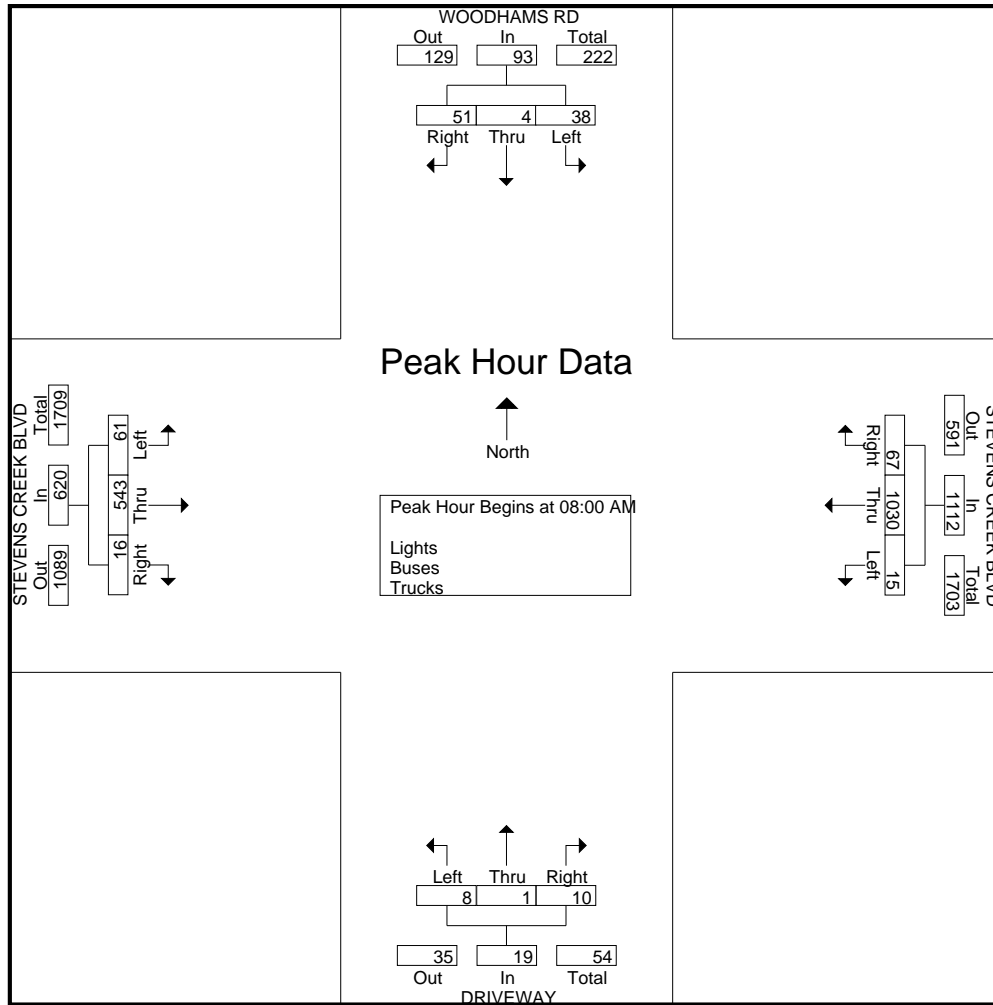
Start Time	WOODHAMS RD Southbound					STEVENS CREEK BLVD Westbound					DRIVEWAY Northbound					STEVENS CREEK BLVD Eastbound					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
07:00 AM	7	0	3	0	10	7	224	2	1	234	2	0	0	1	3	1	32	2	4	39	286
07:15 AM	4	0	6	2	12	10	267	3	3	283	1	0	0	2	3	0	72	4	2	78	376
07:30 AM	4	0	9	0	13	18	347	1	2	368	0	0	2	3	5	1	85	3	1	90	476
07:45 AM	11	0	9	1	21	27	325	0	2	354	3	0	0	5	8	1	74	1	9	85	468
Total	26	0	27	3	56	62	1163	6	8	1239	6	0	2	11	19	3	263	10	16	292	1606
08:00 AM	12	2	9	4	27	13	298	5	1	317	1	1	2	6	10	3	125	4	9	141	495
08:15 AM	15	2	11	0	28	19	258	3	0	280	1	0	1	2	4	4	117	11	11	143	455
08:30 AM	12	0	7	0	19	22	241	1	3	267	5	0	3	4	12	6	148	22	6	182	480
08:45 AM	12	0	11	0	23	13	233	6	0	252	3	0	2	1	6	3	153	24	2	182	463
Total	51	4	38	4	97	67	1030	15	4	1116	10	1	8	13	32	16	543	61	28	648	1893
09:00 AM	12	0	8	1	21	16	208	1	1	226	2	0	4	4	10	4	156	18	0	178	435
09:15 AM	7	0	14	2	23	9	196	8	0	213	4	0	3	2	9	4	159	19	2	184	429
09:30 AM	13	0	19	4	36	10	205	5	2	222	1	0	5	4	10	5	167	10	2	184	452
09:45 AM	18	1	9	2	30	11	194	11	1	217	6	0	7	2	15	3	147	8	0	158	420
Total	50	1	50	9	110	46	803	25	4	878	13	0	19	12	44	16	629	55	4	704	1736
Grand Total	127	5	115	16	263	175	2996	46	16	3233	29	1	29	36	95	35	1435	126	48	1644	5235
Apprch %	48.3	1.9	43.7	6.1		5.4	92.7	1.4	0.5		30.5	1.1	30.5	37.9		2.1	87.3	7.7	2.9		
Total %	2.4	0.1	2.2	0.3	5	3.3	57.2	0.9	0.3	61.8	0.6	0	0.6	0.7	1.8	0.7	27.4	2.4	0.9	31.4	
Lights	125	5	115	16	261	173	2918	43	16	3150	27	1	29	36	93	33	1364	124	47	1568	5072
% Lights	98.4	100	100	100	99.2	98.9	97.4	93.5	100	97.4	93.1	100	100	100	97.9	94.3	95.1	98.4	97.9	95.4	96.9
Buses	1	0	0	0	1	0	39	0	0	39	0	0	0	0	0	0	31	0	0	31	71
% Buses	0.8	0	0	0	0.4	0	1.3	0	0	1.2	0	0	0	0	0	0	2.2	0	0	1.9	1.4
Trucks	1	0	0	0	1	2	39	3	0	44	2	0	0	0	2	2	40	2	1	45	92
% Trucks	0.8	0	0	0	0.4	1.1	1.3	6.5	0	1.4	6.9	0	0	0	2.1	5.7	2.8	1.6	2.1	2.7	1.8

Start Time	WOODHAMS RD Southbound				STEVENS CREEK BLVD Westbound				DRIVEWAY Northbound				STEVENS CREEK BLVD Eastbound				Int. Total
	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	
Peak Hour Analysis From 07:00 AM to 09:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 08:00 AM																	
08:00 AM	12	<b>2</b>	9	23	13	<b>298</b>	5	<b>316</b>	1	<b>1</b>	2	4	3	125	4	132	<b>475</b>
08:15 AM	15	2	11	28	19	258	3	280	1	0	1	2	4	117	11	132	442
08:30 AM	12	0	7	19	22	241	1	264	5	0	3	8	6	148	22	176	467
08:45 AM	12	0	11	23	13	233	6	252	3	0	2	5	3	153	24	180	460
Total Volume	51	4	38	93	67	1030	15	1112	10	1	8	19	16	543	61	620	1844
% App. Total	54.8	4.3	40.9		6	92.6	1.3		52.6	5.3	42.1		2.6	87.6	9.8		
PHF	.850	.500	.864	.830	.761	.864	.625	.880	.500	.250	.667	.594	.667	.887	.635	.861	.971

# Traffic Data Service

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

File Name : 60AM FINAL  
 Site Code : 00000060  
 Start Date : 1/17/2018  
 Page No : 2



# Traffic Data Service

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

File Name : 60AM FINAL  
 Site Code : 00000060  
 Start Date : 1/17/2018  
 Page No : 1

Groups Printed- Bikes

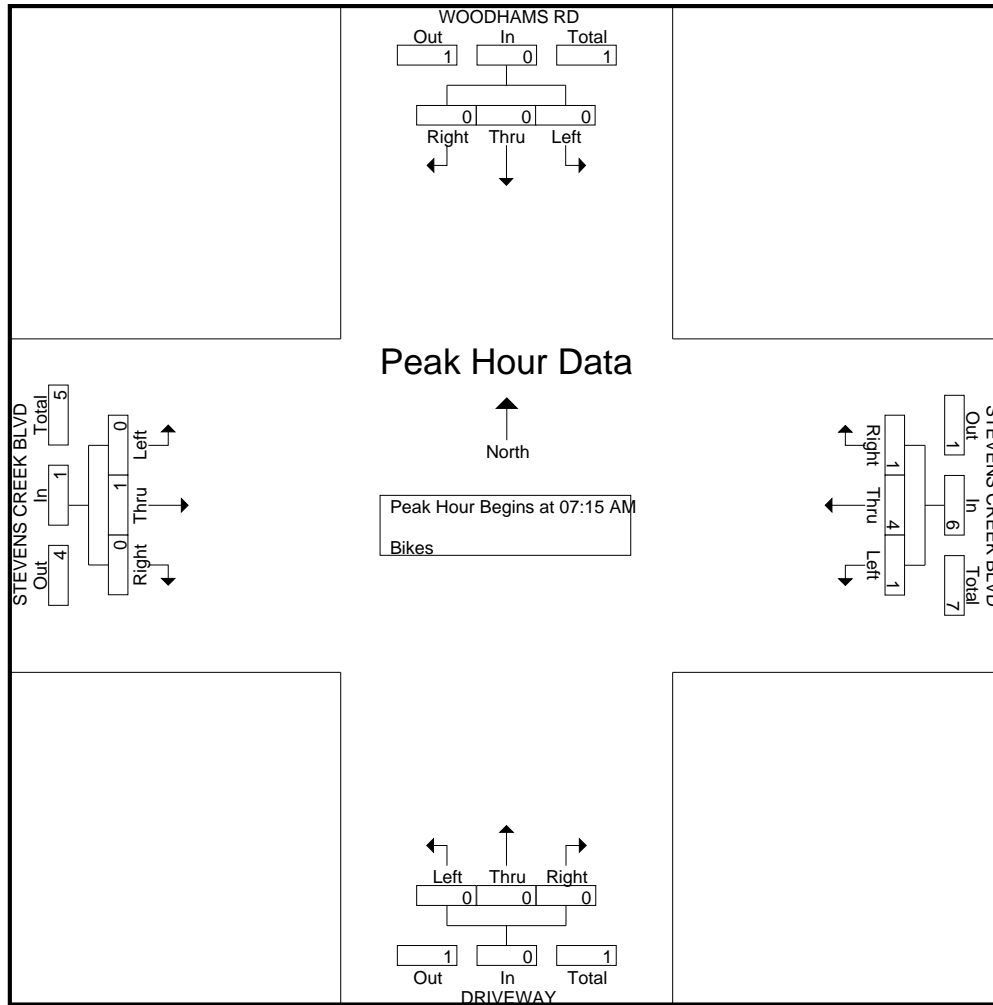
Start Time	WOODHAMS RD Southbound					STEVENS CREEK BLVD Westbound					DRIVEWAY Northbound					STEVENS CREEK BLVD Eastbound					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15 AM	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0
07:30 AM	0	0	0	0	0	1	2	0	0	3	0	0	0	0	0	0	0	0	0	0	0
07:45 AM	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0
<b>Total</b>	0	0	0	0	0	1	4	1	0	6	0	0	0	0	0	0	0	0	0	0	6
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
08:15 AM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0
08:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0
08:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>Total</b>	0	0	0	0	0	0	1	0	0	1	0	0	1	0	1	0	1	0	0	1	3
09:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:30 AM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0
09:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>Total</b>	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1
Grand Total	0	0	0	0	0	1	6	1	0	8	0	0	1	0	1	0	1	0	0	1	10
Apprch %	0	0	0	0		12.5	75	12.5	0		0	0	100	0		0	100	0	0		
Total %	0	0	0	0	0	10	60	10	0	80	0	0	10	0	10	0	10	0	0	10	

Start Time	WOODHAMS RD Southbound				STEVENS CREEK BLVD Westbound				DRIVEWAY Northbound				STEVENS CREEK BLVD Eastbound				Int. Total
	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	
Peak Hour Analysis From 07:00 AM to 09:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:15 AM																	
07:15 AM	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	1
07:30 AM	0	0	0	0	1	2	0	3	0	0	0	0	0	0	0	0	3
07:45 AM	0	0	0	0	0	2	0	2	0	0	0	0	0	0	0	0	2
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
Total Volume	0	0	0	0	1	4	1	6	0	0	0	0	0	1	0	1	7
% App. Total	0	0	0	0	16.7	66.7	16.7		0	0	0		0	100	0		
PHF	.000	.000	.000	.000	.250	.500	.250	.500	.000	.000	.000	.000	.000	.250	.000	.250	.583

# Traffic Data Service

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

File Name : 60AM FINAL  
Site Code : 00000060  
Start Date : 1/17/2018  
Page No : 2





# Traffic Data Service

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

File Name : 60PM FINAL  
 Site Code : 00000060  
 Start Date : 1/17/2018  
 Page No : 1

Groups Printed- Lights - Buses - Trucks

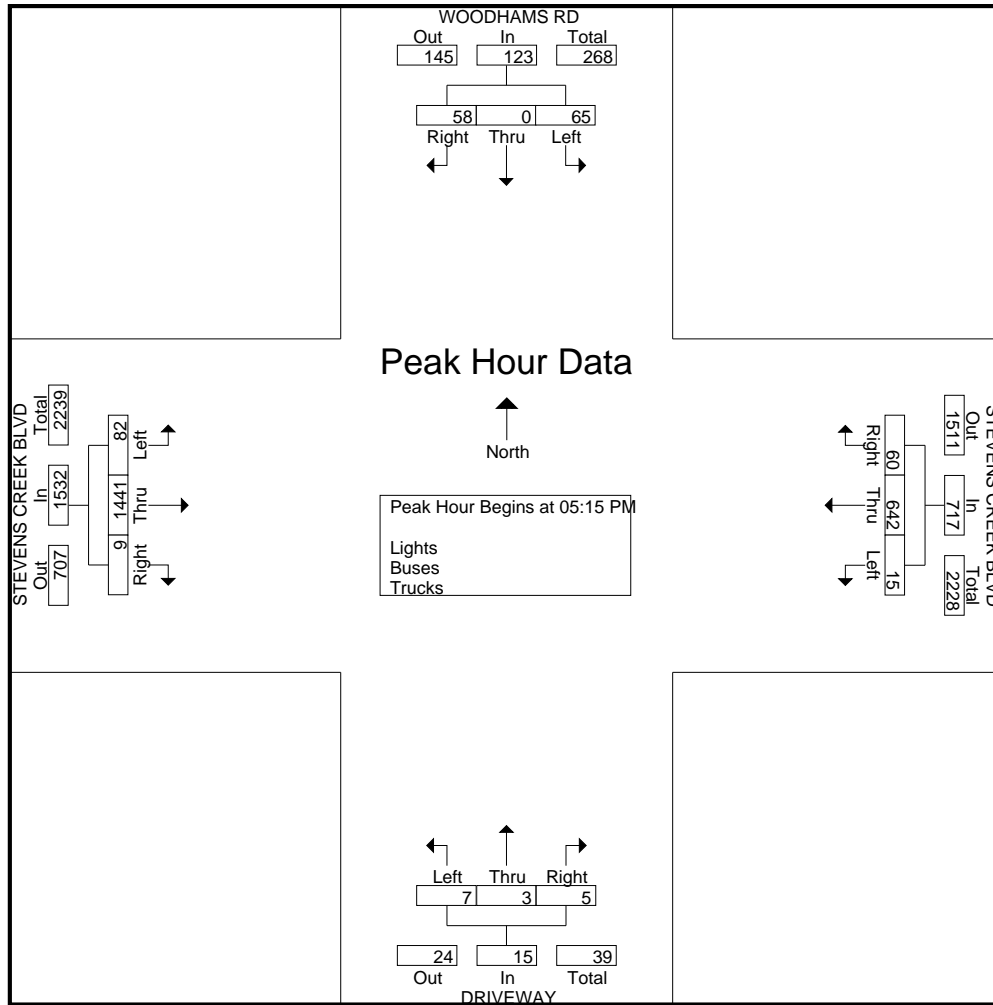
Start Time	WOODHAMS RD Southbound					STEVENS CREEK BLVD Westbound					DRIVEWAY Northbound					STEVENS CREEK BLVD Eastbound					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
04:00 PM	5	1	12	3	21	11	145	6	0	162	6	0	2	4	12	1	339	13	3	356	551
04:15 PM	7	0	12	1	20	13	137	8	1	159	2	0	3	4	9	3	296	14	2	315	503
04:30 PM	10	0	15	1	26	10	146	10	2	168	2	0	0	3	5	0	326	13	7	346	545
04:45 PM	9	0	12	1	22	18	130	2	3	153	1	0	2	3	6	2	322	7	2	333	514
Total	31	1	51	6	89	52	558	26	6	642	11	0	7	14	32	6	1283	47	14	1350	2113
05:00 PM	11	0	18	0	29	12	144	4	3	163	6	0	0	6	12	4	334	17	8	363	567
05:15 PM	15	0	15	3	33	14	166	4	1	185	0	0	1	10	11	2	349	23	6	380	609
05:30 PM	16	0	16	0	32	12	164	4	5	185	2	0	1	7	10	2	358	14	3	377	604
05:45 PM	13	0	22	3	38	19	146	4	2	171	2	3	3	5	13	4	359	24	3	390	612
Total	55	0	71	6	132	57	620	16	11	704	10	3	5	28	46	12	1400	78	20	1510	2392
06:00 PM	14	0	12	0	26	15	166	3	0	184	1	0	2	3	6	1	375	21	1	398	614
06:15 PM	11	1	13	1	26	13	138	4	0	155	3	0	1	4	8	4	373	18	0	395	584
06:30 PM	16	1	5	1	23	9	139	2	2	152	7	0	0	3	10	6	288	17	1	312	497
06:45 PM	5	0	12	0	17	10	108	3	0	121	4	0	4	1	9	0	263	9	0	272	419
Total	46	2	42	2	92	47	551	12	2	612	15	0	7	11	33	11	1299	65	2	1377	2114
Grand Total	132	3	164	14	313	156	1729	54	19	1958	36	3	19	53	111	29	3982	190	36	4237	6619
Apprch %	42.2	1	52.4	4.5		8	88.3	2.8	1		32.4	2.7	17.1	47.7		0.7	94	4.5	0.8		
Total %	2	0	2.5	0.2	4.7	2.4	26.1	0.8	0.3	29.6	0.5	0	0.3	0.8	1.7	0.4	60.2	2.9	0.5	64	
Lights	130	3	163	14	310	154	1696	54	19	1923	35	3	19	53	110	29	3924	188	36	4177	6520
% Lights	98.5	100	99.4	100	99	98.7	98.1	100	100	98.2	97.2	100	100	100	99.1	100	98.5	98.9	100	98.6	98.5
Buses	0	0	0	0	0	0	23	0	0	23	0	0	0	0	0	0	34	0	0	34	57
% Buses	0	0	0	0	0	0	1.3	0	0	1.2	0	0	0	0	0	0	0.9	0	0	0.8	0.9
Trucks	2	0	1	0	3	2	10	0	0	12	1	0	0	0	1	0	24	2	0	26	42
% Trucks	1.5	0	0.6	0	1	1.3	0.6	0	0	0.6	2.8	0	0	0	0.9	0	0.6	1.1	0	0.6	0.6

Start Time	WOODHAMS RD Southbound				STEVENS CREEK BLVD Westbound				DRIVEWAY Northbound				STEVENS CREEK BLVD Eastbound				Int. Total
	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	
Peak Hour Analysis From 04:00 PM to 06:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 05:15 PM																	
05:15 PM	15	0	15	30	14	<b>166</b>	<b>4</b>	<b>184</b>	0	0	1	1	2	349	23	374	589
05:30 PM	16	0	16	32	12	164	4	180	2	0	1	3	2	358	14	374	589
05:45 PM	13	0	22	35	19	146	4	169	2	3	3	8	4	359	24	387	599
06:00 PM	14	0	12	26	15	166	3	184	1	0	2	3	1	<b>375</b>	21	<b>397</b>	<b>610</b>
Total Volume	58	0	65	123	60	642	15	717	5	3	7	15	9	1441	82	1532	2387
% App. Total	47.2	0	52.8		8.4	89.5	2.1		33.3	20	46.7		0.6	94.1	5.4		
PHF	.906	.000	.739	.879	.789	.967	.938	.974	.625	.250	.583	.469	.563	.961	.854	.965	.978

# Traffic Data Service

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

File Name : 60PM FINAL  
 Site Code : 00000060  
 Start Date : 1/17/2018  
 Page No : 2



# Traffic Data Service

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

File Name : 60PM FINAL  
 Site Code : 00000060  
 Start Date : 1/17/2018  
 Page No : 1

Groups Printed- Bikes

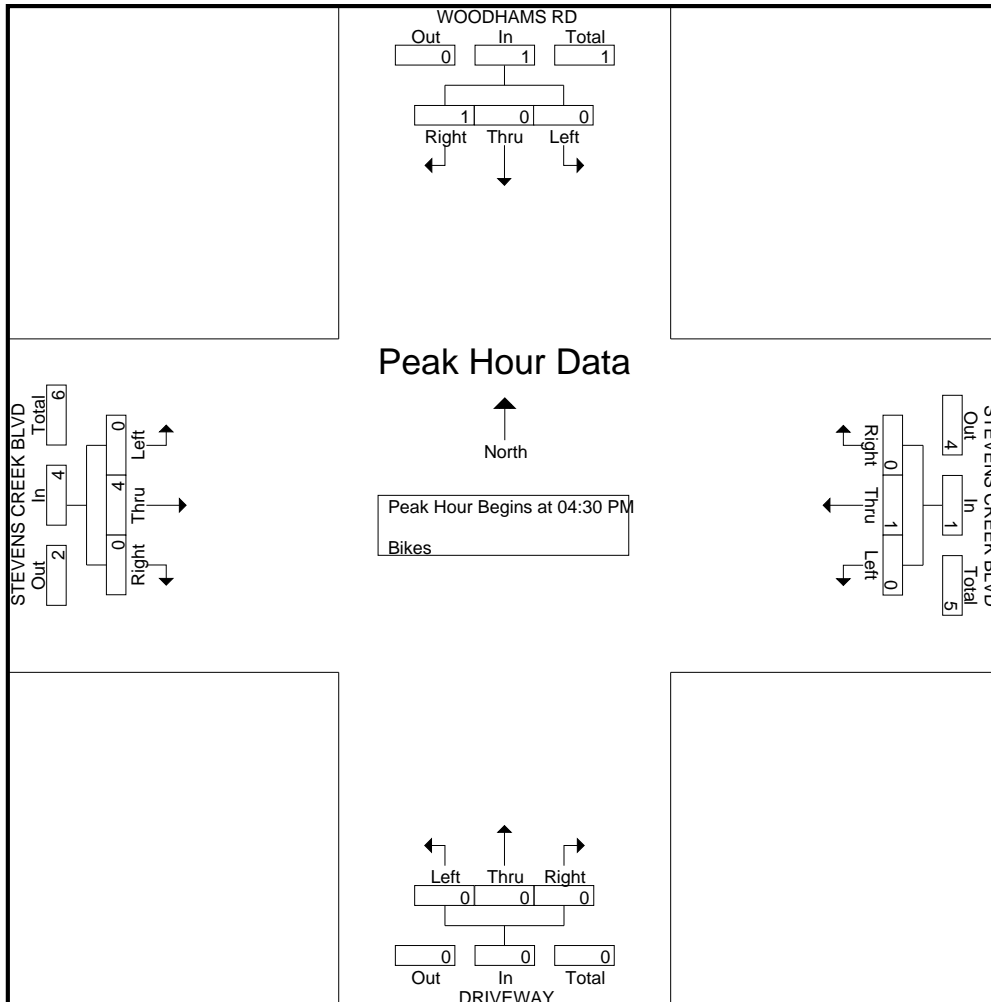
Start Time	WOODHAMS RD Southbound					STEVENS CREEK BLVD Westbound					DRIVEWAY Northbound					STEVENS CREEK BLVD Eastbound					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	3	0	0	3	4
05:15 PM	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	2
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	1	0	0	0	1	0	1	0	0	1	0	0	0	0	0	0	4	0	0	4	6
06:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
06:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
06:30 PM	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
06:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	3
Grand Total	2	0	0	0	2	0	1	0	0	1	0	0	0	0	0	0	6	0	0	6	9
Apprch %	100	0	0	0		0	100	0	0		0	0	0	0		0	100	0	0		
Total %	22.2	0	0	0	22.2	0	11.1	0	0	11.1	0	0	0	0	0	0	66.7	0	0	66.7	

Start Time	WOODHAMS RD Southbound				STEVENS CREEK BLVD Westbound				DRIVEWAY Northbound				STEVENS CREEK BLVD Eastbound				Int. Total
	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	
Peak Hour Analysis From 04:00 PM to 06:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:30 PM																	
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	3	0	3	4
05:15 PM	1	0	0	1	0	0	0	0	0	0	0	0	0	1	0	1	2
Total Volume	1	0	0	1	0	1	0	1	0	0	0	0	0	4	0	4	6
% App. Total	100	0	0		0	100	0		0	0	0		0	100	0		
PHF	.250	.000	.000	.250	.000	.250	.000	.250	.000	.000	.000	.000	.000	.333	.000	.333	.375

# Traffic Data Service

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

File Name : 60PM FINAL  
 Site Code : 00000060  
 Start Date : 1/17/2018  
 Page No : 2



# Traffic Data Service

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

File Name : 2AM FINAL  
 Site Code : 00000002  
 Start Date : 3/6/2018  
 Page No : 1

## Groups Printed- Lights - Buses - Trucks

Start Time	Southbound					STEVENS CREEK BLVD Westbound					LOMA LINDA DR Northbound					STEVENS CREEK BLVD Eastbound					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
07:00 AM	0	0	0	0	0	0	262	3	0	265	9	0	18	3	30	3	62	0	0	65	360
07:15 AM	0	0	0	0	0	0	323	7	0	330	10	0	84	1	95	2	104	0	1	107	532
07:30 AM	0	0	0	0	0	0	336	7	1	344	9	0	63	2	74	4	187	0	0	191	609
07:45 AM	0	0	0	0	0	0	323	8	5	336	11	0	53	2	66	9	141	0	0	150	552
Total	0	0	0	0	0	0	1244	25	6	1275	39	0	218	8	265	18	494	0	1	513	2053
08:00 AM	0	0	0	0	0	0	296	11	0	307	5	0	59	3	67	3	142	0	1	146	520
08:15 AM	0	0	0	0	0	0	274	15	3	292	15	0	59	2	76	8	149	0	4	161	529
08:30 AM	0	0	0	0	0	0	251	16	0	267	7	0	54	1	62	3	134	0	10	147	476
08:45 AM	0	0	0	0	0	0	242	11	0	253	9	0	58	2	69	11	190	0	3	204	526
Total	0	0	0	0	0	0	1063	53	3	1119	36	0	230	8	274	25	615	0	18	658	2051
09:00 AM	0	0	0	0	0	0	265	13	0	278	11	0	42	2	55	4	171	0	4	179	512
09:15 AM	0	0	0	0	0	0	242	14	1	257	9	0	55	4	68	8	176	0	1	185	510
09:30 AM	0	0	0	0	0	0	206	11	1	218	7	0	31	1	39	6	145	0	1	152	409
09:45 AM	0	0	0	0	0	0	181	15	0	196	9	0	35	3	47	7	155	0	3	165	408
Total	0	0	0	0	0	0	894	53	2	949	36	0	163	10	209	25	647	0	9	681	1839
Grand Total	0	0	0	0	0	0	3201	131	11	3343	111	0	611	26	748	68	1756	0	28	1852	5943
Apprch %	0	0	0	0	0	0	95.8	3.9	0.3		14.8	0	81.7	3.5		3.7	94.8	0	1.5		
Total %	0	0	0	0	0	0	53.9	2.2	0.2	56.3	1.9	0	10.3	0.4	12.6	1.1	29.5	0	0.5	31.2	
Lights	0	0	0	0	0	0	3130	130	11	3271	108	0	608	25	741	66	1698	0	23	1787	5799
% Lights	0	0	0	0	0	0	97.8	99.2	100	97.8	97.3	0	99.5	96.2	99.1	97.1	96.7	0	82.1	96.5	97.6
Buses	0	0	0	0	0	0	38	0	0	38	0	0	1	0	1	0	36	0	1	37	76
% Buses	0	0	0	0	0	0	1.2	0	0	1.1	0	0	0.2	0	0.1	0	2.1	0	3.6	2	1.3
Trucks	0	0	0	0	0	0	33	1	0	34	3	0	2	1	6	2	22	0	4	28	68
% Trucks	0	0	0	0	0	0	1	0.8	0	1	2.7	0	0.3	3.8	0.8	2.9	1.3	0	14.3	1.5	1.1

Start Time	Southbound				STEVENS CREEK BLVD Westbound				LOMA LINDA DR Northbound				STEVENS CREEK BLVD Eastbound				Int. Total
	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	
Peak Hour Analysis From 07:00 AM to 09:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:15 AM																	
07:15 AM	0	0	0	0	0	323	7	330	10	0	<b>84</b>	<b>94</b>	2	104	0	106	530
07:30 AM	0	0	0	0	0	<b>336</b>	7	<b>343</b>	9	0	63	72	4	<b>187</b>	0	<b>191</b>	<b>606</b>
07:45 AM	0	0	0	0	0	323	8	331	11	0	53	64	9	141	0	150	545
08:00 AM	0	0	0	0	0	296	11	307	5	0	59	64	3	142	0	145	516
Total Volume	0	0	0	0	0	1278	33	1311	35	0	259	294	18	574	0	592	2197
% App. Total	0	0	0	0	0	97.5	2.5		11.9	0	88.1		3	97	0		
PHF	.000	.000	.000	.000	.000	.951	.750	.956	.795	.000	.771	.782	.500	.767	.000	.775	.906

# Traffic Data Service

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

File Name : 2AM FINAL  
 Site Code : 00000002  
 Start Date : 3/6/2018  
 Page No : 1

Groups Printed- Bikes

Start Time	Southbound					STEVENS CREEK BLVD Westbound					LOMA LINDA DR Northbound					STEVENS CREEK BLVD Eastbound					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1
07:15 AM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	2	2	3
07:30 AM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	2
07:45 AM	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	2
Total	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	0	2	0	2	4	8
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15 AM	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	2
08:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:45 AM	0	0	0	0	0	0	1	0	0	1	0	0	1	0	1	0	0	0	0	0	2
Total	0	0	0	0	0	0	3	0	0	3	0	0	1	0	1	0	0	0	0	0	4
09:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	2	0	0	2	3
09:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	1	0	0	1	2
09:45 AM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1
Total	0	0	0	0	0	0	1	0	0	1	0	0	2	0	2	0	3	0	0	3	6
Grand Total	0	0	0	0	0	0	8	0	0	8	0	0	3	0	3	0	5	0	2	7	18
Apprch %	0	0	0	0		0	100	0	0		0	0	100	0		0	71.4	0	28.6		
Total %	0	0	0	0	0	0	44.4	0	0	44.4	0	0	16.7	0	16.7	0	27.8	0	11.1	38.9	

Start Time	Southbound				STEVENS CREEK BLVD Westbound				LOMA LINDA DR Northbound				STEVENS CREEK BLVD Eastbound				Int. Total
	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	
Peak Hour Analysis From 07:00 AM to 09:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 08:45 AM																	
08:45 AM	0	0	0	0	0	1	0	1	0	0	1	1	0	0	0	0	2
09:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:15 AM	0	0	0	0	0	0	0	0	0	0	1	1	0	2	0	2	3
09:30 AM	0	0	0	0	0	0	0	0	0	0	1	1	0	1	0	1	2
Total Volume	0	0	0	0	0	1	0	1	0	0	3	3	0	3	0	3	7
% App. Total	0	0	0		0	100	0		0	0	100		0	100	0		
PHF	.000	.000	.000	.000	.000	.250	.000	.250	.000	.000	.750	.750	.000	.375	.000	.375	.583

# Traffic Data Service

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

File Name : 2PM FINAL  
Site Code : 00000002  
Start Date : 3/6/2018  
Page No : 1

## Groups Printed- Lights - Buses - Trucks

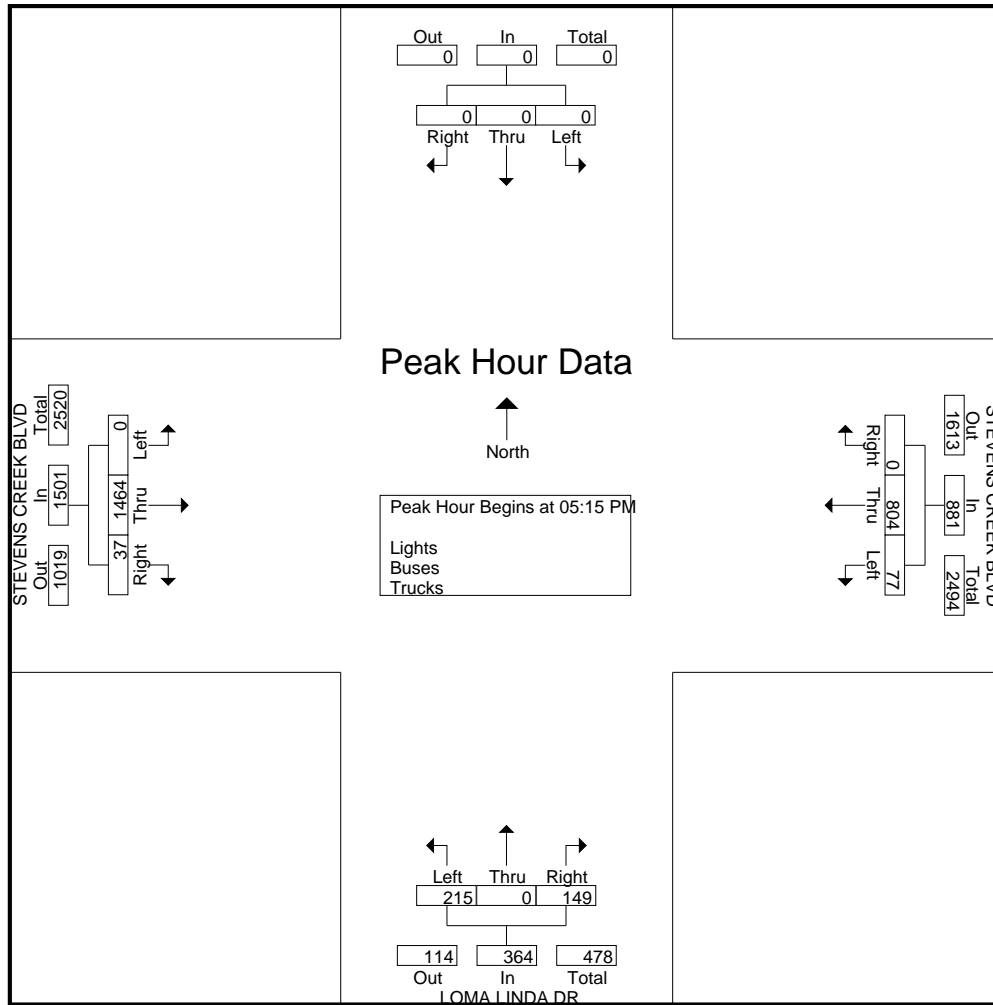
Start Time	Southbound					STEVENS CREEK BLVD Westbound					LOMA LINDA DR Northbound					STEVENS CREEK BLVD Eastbound					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
04:00 PM	0	0	0	0	0	0	131	19	6	156	32	0	38	4	74	12	308	0	1	321	551
04:15 PM	0	0	0	0	0	0	173	27	3	203	33	0	35	3	71	10	315	0	5	330	604
04:30 PM	0	0	0	0	0	0	175	31	3	209	43	0	35	4	82	15	276	0	3	294	585
04:45 PM	0	0	0	0	0	0	159	16	0	175	38	0	42	2	82	8	356	0	4	368	625
Total	0	0	0	0	0	0	638	93	12	743	146	0	150	13	309	45	1255	0	13	1313	2365
05:00 PM	0	0	0	0	0	0	160	20	0	180	42	0	36	2	80	15	310	0	3	328	588
05:15 PM	0	0	0	0	0	0	211	14	0	225	35	0	49	1	85	8	400	0	12	420	730
05:30 PM	0	0	0	0	0	0	202	19	1	222	27	0	57	3	87	7	338	0	3	348	657
05:45 PM	0	0	0	0	0	0	166	24	1	191	42	0	64	1	107	10	338	0	3	351	649
Total	0	0	0	0	0	0	739	77	2	818	146	0	206	7	359	40	1386	0	21	1447	2624
06:00 PM	0	0	0	0	0	0	225	20	0	245	45	0	45	3	93	12	388	0	0	400	738
06:15 PM	0	0	0	0	0	0	145	30	3	178	42	0	46	5	93	12	305	0	8	325	596
06:30 PM	0	0	0	0	0	0	156	25	0	181	43	0	52	1	96	14	348	0	3	365	642
06:45 PM	0	0	0	0	0	0	123	10	0	133	32	0	46	2	80	8	314	0	1	323	536
Total	0	0	0	0	0	0	649	85	3	737	162	0	189	11	362	46	1355	0	12	1413	2512
Grand Total	0	0	0	0	0	0	2026	255	17	2298	454	0	545	31	1030	131	3996	0	46	4173	7501
Apprch %	0	0	0	0	0	0	88.2	11.1	0.7		44.1	0	52.9	3		3.1	95.8	0	1.1		
Total %	0	0	0	0	0	0	27	3.4	0.2	30.6	6.1	0	7.3	0.4	13.7	1.7	53.3	0	0.6	55.6	
Lights	0	0	0	0	0	0	1993	255	17	2265	450	0	545	31	1026	131	3941	0	45	4117	7408
% Lights	0	0	0	0	0	0	98.4	100	100	98.6	99.1	0	100	100	99.6	100	98.6	0	97.8	98.7	98.8
Buses	0	0	0	0	0	0	27	0	0	27	1	0	0	0	1	0	34	0	0	34	62
% Buses	0	0	0	0	0	0	1.3	0	0	1.2	0.2	0	0	0	0.1	0	0.9	0	0	0.8	0.8
Trucks	0	0	0	0	0	0	6	0	0	6	3	0	0	0	3	0	21	0	1	22	31
% Trucks	0	0	0	0	0	0	0.3	0	0	0.3	0.7	0	0	0	0.3	0	0.5	0	2.2	0.5	0.4

Start Time	Southbound					STEVENS CREEK BLVD Westbound					LOMA LINDA DR Northbound					STEVENS CREEK BLVD Eastbound					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
Peak Hour Analysis From 04:00 PM to 06:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 05:15 PM																					
05:15 PM	0	0	0	0	0	0	211	14	0	225	35	0	49	0	84	8	<b>400</b>	0	0	<b>408</b>	717
05:30 PM	0	0	0	0	0	0	202	19	0	221	27	0	57	0	84	7	338	0	0	345	650
05:45 PM	0	0	0	0	0	0	166	<b>24</b>	0	190	42	0	<b>64</b>	0	<b>106</b>	10	338	0	0	348	644
06:00 PM	0	0	0	0	0	0	<b>225</b>	20	0	<b>245</b>	<b>45</b>	0	45	0	90	<b>12</b>	388	0	0	400	<b>735</b>
Total Volume	0	0	0	0	0	0	804	77	0	881	149	0	215	0	364	37	1464	0	0	1501	2746
% App. Total	0	0	0	0	0	0	91.3	8.7	0		40.9	0	59.1	0		2.5	97.5	0	0		
PHF	.000	.000	.000	.000	.000	.000	.893	.802	.000	.899	.828	.000	.840	.000	.858	.771	.915	.000	.000	.920	.934

# Traffic Data Service

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

File Name : 2PM FINAL  
 Site Code : 00000002  
 Start Date : 3/6/2018  
 Page No : 2





# Traffic Data Service

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

File Name : 2PM FINAL  
 Site Code : 00000002  
 Start Date : 3/6/2018  
 Page No : 1

Groups Printed- Bikes

Start Time	Southbound					STEVENS CREEK BLVD Westbound					LOMA LINDA DR Northbound					STEVENS CREEK BLVD Eastbound					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	3	3
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	0	0	4	4
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	2
05:15 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1	1	0	0	2	3
05:30 PM	0	0	0	0	0	0	1	0	0	1	1	0	0	0	1	0	1	0	0	1	3
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	0	0	4	4
Total	0	0	0	0	0	0	2	0	0	2	1	0	0	0	1	1	8	0	0	9	12
06:00 PM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	1
06:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:45 PM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	1	0	0	1	2
Total	0	0	0	0	0	0	0	0	0	0	2	0	0	0	2	0	1	0	0	1	3
Grand Total	0	0	0	0	0	0	2	0	0	2	3	0	0	0	3	1	13	0	0	14	19
Apprch %	0	0	0	0		0	100	0	0		100	0	0	0		7.1	92.9	0	0		
Total %	0	0	0	0		0	10.5	0	0	10.5	15.8	0	0	0	15.8	5.3	68.4	0	0	73.7	

Start Time	Southbound				STEVENS CREEK BLVD Westbound				LOMA LINDA DR Northbound				STEVENS CREEK BLVD Eastbound				Int. Total
	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	
Peak Hour Analysis From 04:00 PM to 06:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 05:00 PM																	
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2	2
05:15 PM	0	0	0	0	0	1	0	1	0	0	0	0	1	1	0	2	3
05:30 PM	0	0	0	0	0	1	0	1	1	0	0	1	0	1	0	1	3
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	4	0	4	4
Total Volume	0	0	0	0	0	2	0	2	1	0	0	1	1	8	0	9	12
% App. Total	0	0	0		0	100	0		100	0	0		11.1	88.9	0		
PHF	.000	.000	.000	.000	.000	.500	.000	.500	.250	.000	.000	.250	.250	.500	.000	.563	.750

# Traffic Data Service

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

File Name : 61AM FINAL  
Site Code : 00000061  
Start Date : 1/17/2018  
Page No : 1

Groups Printed- Lights - Buses - Trucks

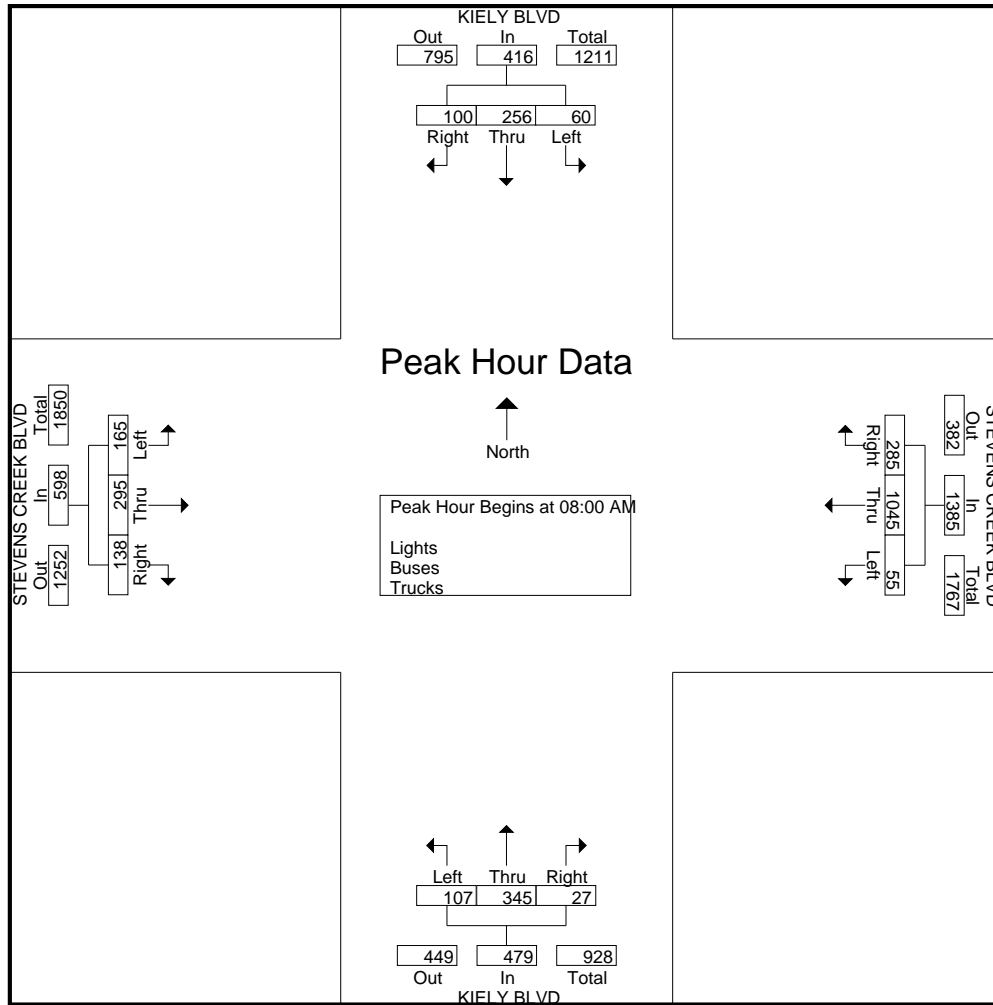
Start Time	KIELY BLVD Southbound					STEVENS CREEK BLVD Westbound					KIELY BLVD Northbound					STEVENS CREEK BLVD Eastbound					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
07:00 AM	10	29	7	2	48	23	244	6	3	276	7	25	12	0	44	17	16	10	0	43	411
07:15 AM	10	37	8	2	57	21	277	4	0	302	2	35	19	1	57	25	37	12	5	79	495
07:30 AM	15	42	12	5	74	30	349	3	0	382	5	39	11	0	55	24	49	24	3	100	611
07:45 AM	17	53	12	5	87	31	319	13	5	368	8	72	37	4	121	33	32	23	5	93	669
Total	52	161	39	14	266	105	1189	26	8	1328	22	171	79	5	277	99	134	69	13	315	2186
08:00 AM	22	48	16	7	93	71	312	18	3	404	4	82	27	5	118	24	63	45	3	135	750
08:15 AM	23	77	17	1	118	56	271	9	4	340	4	85	29	2	120	37	69	34	5	145	723
08:30 AM	26	77	16	4	123	71	228	10	2	311	12	106	28	5	151	36	80	38	2	156	741
08:45 AM	29	54	11	9	103	87	234	18	5	344	7	72	23	3	105	41	83	48	4	176	728
Total	100	256	60	21	437	285	1045	55	14	1399	27	345	107	15	494	138	295	165	14	612	2942
09:00 AM	23	50	12	0	85	37	202	15	4	258	8	86	29	3	126	40	76	44	2	162	631
09:15 AM	23	63	16	1	103	28	200	15	2	245	9	73	22	3	107	44	86	51	9	190	645
09:30 AM	21	48	19	5	93	34	184	7	1	226	13	80	26	2	121	44	96	49	8	197	637
09:45 AM	25	57	17	3	102	35	165	8	6	214	14	77	43	5	139	44	97	35	2	178	633
Total	92	218	64	9	383	134	751	45	13	943	44	316	120	13	493	172	355	179	21	727	2546
Grand Total	244	635	163	44	1086	524	2985	126	35	3670	93	832	306	33	1264	409	784	413	48	1654	7674
Apprch %	22.5	58.5	15	4.1		14.3	81.3	3.4	1		7.4	65.8	24.2	2.6		24.7	47.4	25	2.9		
Total %	3.2	8.3	2.1	0.6	14.2	6.8	38.9	1.6	0.5	47.8	1.2	10.8	4	0.4	16.5	5.3	10.2	5.4	0.6	21.6	
Lights	238	613	159	44	1054	514	2894	123	35	3566	87	813	304	33	1237	397	725	407	47	1576	7433
% Lights	97.5	96.5	97.5	100	97.1	98.1	97	97.6	100	97.2	93.5	97.7	99.3	100	97.9	97.1	92.5	98.5	97.9	95.3	96.9
Buses	4	17	1	0	22	1	40	1	0	42	0	13	0	0	13	4	29	1	0	34	111
% Buses	1.6	2.7	0.6	0	2	0.2	1.3	0.8	0	1.1	0	1.6	0	0	1	1	3.7	0.2	0	2.1	1.4
Trucks	2	5	3	0	10	9	51	2	0	62	6	6	2	0	14	8	30	5	1	44	130
% Trucks	0.8	0.8	1.8	0	0.9	1.7	1.7	1.6	0	1.7	6.5	0.7	0.7	0	1.1	2	3.8	1.2	2.1	2.7	1.7

Start Time	KIELY BLVD Southbound					STEVENS CREEK BLVD Westbound					KIELY BLVD Northbound					STEVENS CREEK BLVD Eastbound					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
Peak Hour Analysis From 07:00 AM to 09:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 08:00 AM																					
08:00 AM	22	48	16		86	71	<b>312</b>	<b>18</b>		<b>401</b>	4	82	27		113	24	63	45		132	<b>732</b>
08:15 AM	23	<b>77</b>	<b>17</b>		117	56	271	9		336	4	85	<b>29</b>		118	37	69	34		140	711
08:30 AM	26	77	16		<b>119</b>	71	228	10		309	<b>12</b>	<b>106</b>	28		<b>146</b>	36	80	38		154	728
08:45 AM	<b>29</b>	54	11		94	<b>87</b>	234	18		339	7	72	23		102	<b>41</b>	<b>83</b>	<b>48</b>		<b>172</b>	707
Total Volume	100	256	60		416	285	1045	55		1385	27	345	107		479	138	295	165		598	2878
% App. Total	24	61.5	14.4			20.6	75.5	4			5.6	72	22.3			23.1	49.3	27.6			
PHF	.862	.831	.882		.874	.819	.837	.764		.863	.563	.814	.922		.820	.841	.889	.859		.869	.983

# Traffic Data Service

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

File Name : 61AM FINAL  
 Site Code : 00000061  
 Start Date : 1/17/2018  
 Page No : 2



# Traffic Data Service

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

File Name : 61AM FINAL  
Site Code : 00000061  
Start Date : 1/17/2018  
Page No : 1

Groups Printed- Bikes

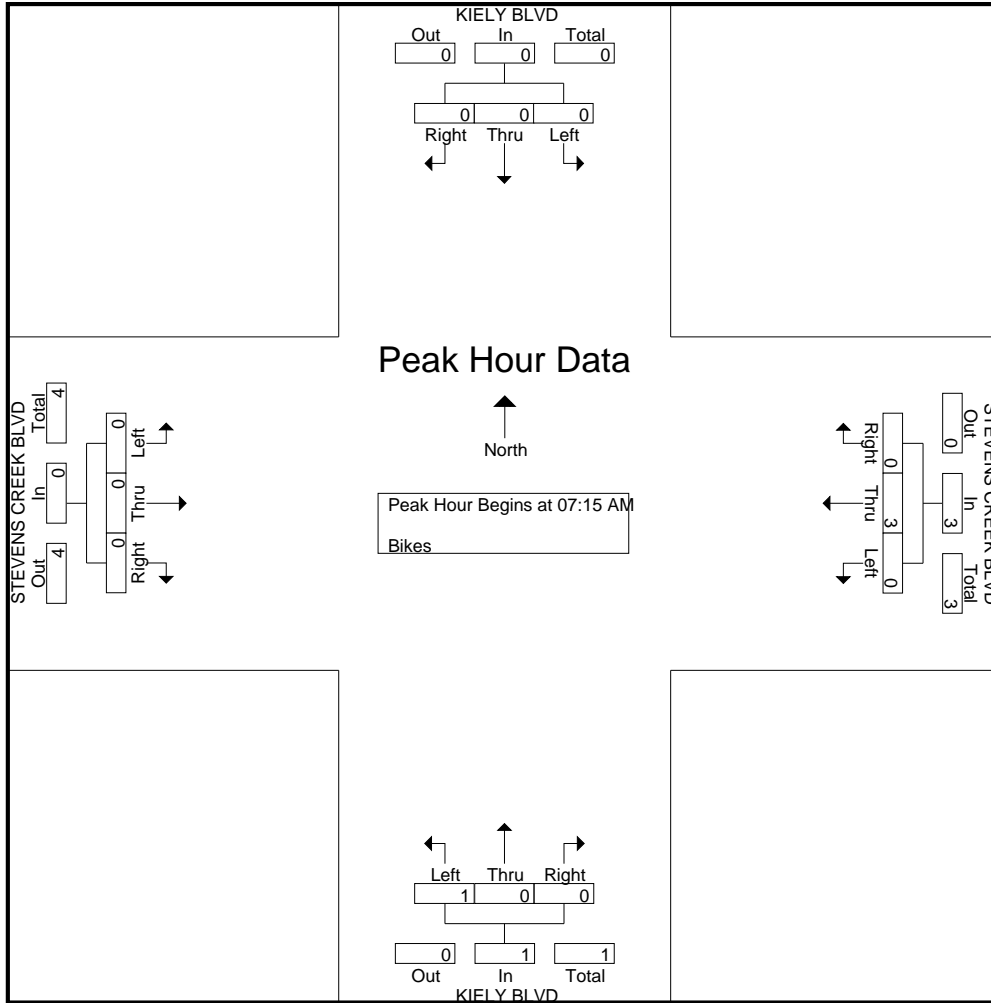
Start Time	KIELY BLVD Southbound					STEVENS CREEK BLVD Westbound					KIELY BLVD Northbound					STEVENS CREEK BLVD Eastbound					Int. Total	
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total		
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15 AM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0
07:30 AM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0
07:45 AM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0
<b>Total</b>	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0
08:15 AM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0
08:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	1
08:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>Total</b>	0	0	0	0	0	0	1	0	0	1	0	0	1	0	1	0	1	0	0	0	1	3
09:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:15 AM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	1	0	0	0	1	2
09:30 AM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1
09:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>Total</b>	0	0	0	0	0	0	1	0	0	1	0	1	0	0	1	0	1	0	0	0	1	3
Grand Total	0	0	0	0	0	0	5	0	0	5	0	1	1	0	2	0	2	0	0	0	2	9
Apprch %	0	0	0	0		0	100	0	0		0	50	50	0		0	100	0	0			
Total %	0	0	0	0	0	0	55.6	0	0	55.6	0	11.1	11.1	0	22.2	0	22.2	0	0	22.2		

Start Time	KIELY BLVD Southbound				STEVENS CREEK BLVD Westbound				KIELY BLVD Northbound				STEVENS CREEK BLVD Eastbound				Int. Total
	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	
Peak Hour Analysis From 07:00 AM to 09:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:15 AM																	
07:15 AM	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	1
07:30 AM	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	1
07:45 AM	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	1
08:00 AM	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	1
Total Volume	0	0	0	0	0	3	0	3	0	0	1	1	0	0	0	0	4
% App. Total	0	0	0		0	100	0		0	0	100		0	0	0		
PHF	.000	.000	.000	.000	.000	.750	.000	.750	.000	.000	.250	.250	.000	.000	.000	.000	1.00

# Traffic Data Service

San Jose, CA  
 (408) 622-4787  
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File Name : 61AM FINAL  
 Site Code : 00000061  
 Start Date : 1/17/2018  
 Page No : 2



# Traffic Data Service

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

File Name : 61PM FINAL  
Site Code : 00000061  
Start Date : 1/17/2018  
Page No : 1

Groups Printed- Lights - Buses - Trucks

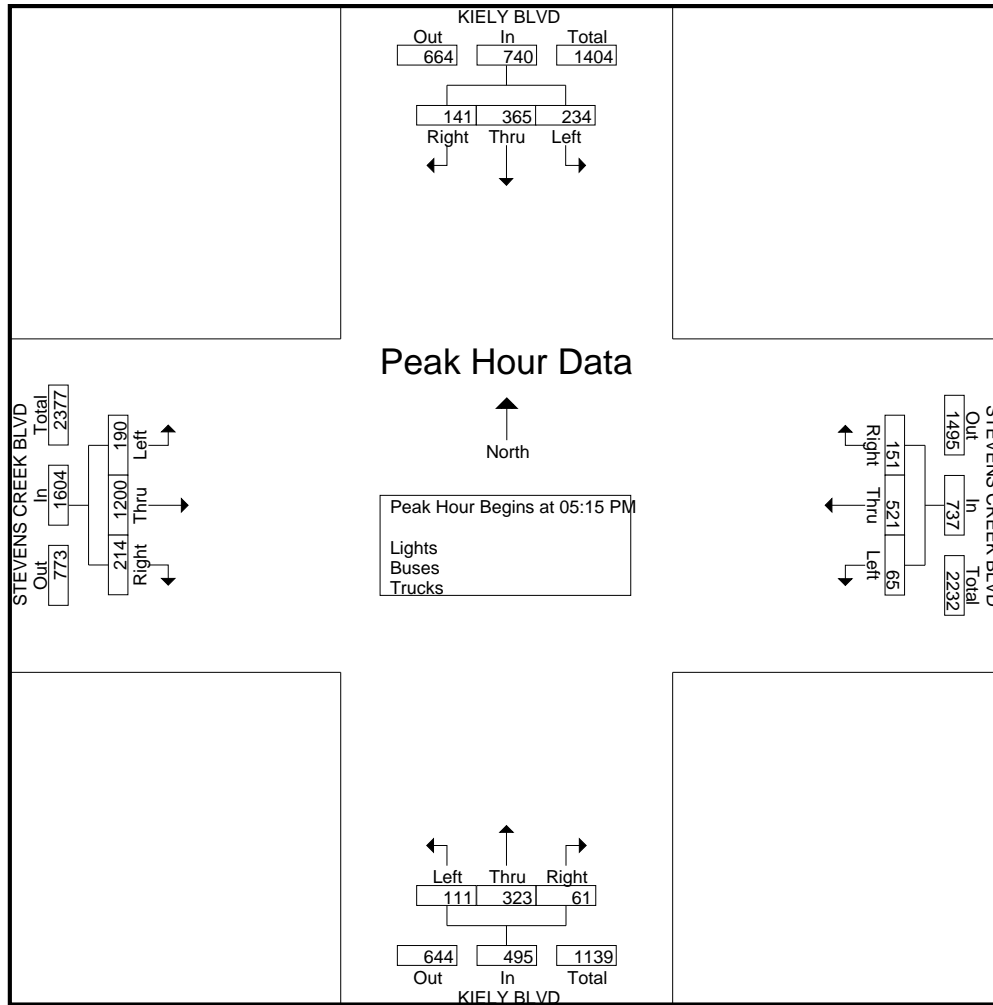
Start Time	KIELY BLVD Southbound					STEVENS CREEK BLVD Westbound					KIELY BLVD Northbound					STEVENS CREEK BLVD Eastbound					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
04:00 PM	22	78	34	2	136	27	117	13	5	162	13	59	20	12	104	68	282	49	8	407	809
04:15 PM	30	96	52	3	181	27	118	11	2	158	13	56	31	3	103	49	271	55	1	376	818
04:30 PM	34	67	38	7	146	25	111	10	3	149	10	82	27	3	122	58	267	36	3	364	781
04:45 PM	24	83	49	5	161	21	114	10	6	151	13	74	31	2	120	72	278	28	2	380	812
Total	110	324	173	17	624	100	460	44	16	620	49	271	109	20	449	247	1098	168	14	1527	3220
05:00 PM	25	95	50	9	179	35	112	12	5	164	16	66	31	3	116	66	286	38	4	394	853
05:15 PM	43	85	49	10	187	44	120	11	2	177	18	85	26	5	134	50	295	57	2	404	902
05:30 PM	34	89	81	2	206	31	136	22	3	192	14	84	25	2	125	68	269	54	3	394	917
05:45 PM	40	91	53	5	189	40	125	18	3	186	13	76	28	2	119	36	327	40	4	407	901
Total	142	360	233	26	761	150	493	63	13	719	61	311	110	12	494	220	1177	189	13	1599	3573
06:00 PM	24	100	51	1	176	36	140	14	5	195	16	78	32	2	128	60	309	39	2	410	909
06:15 PM	33	95	41	2	171	38	119	16	4	177	19	63	25	2	109	43	324	41	0	408	865
06:30 PM	30	100	37	3	170	23	96	18	3	140	8	64	16	5	93	53	251	38	0	342	745
06:45 PM	23	97	30	0	150	30	94	12	1	137	6	60	20	6	92	59	213	38	1	311	690
Total	110	392	159	6	667	127	449	60	13	649	49	265	93	15	422	215	1097	156	3	1471	3209
Grand Total	362	1076	565	49	2052	377	1402	167	42	1988	159	847	312	47	1365	682	3372	513	30	4597	10002
Apprch %	17.6	52.4	27.5	2.4		19	70.5	8.4	2.1		11.6	62.1	22.9	3.4		14.8	73.4	11.2	0.7		
Total %	3.6	10.8	5.6	0.5	20.5	3.8	14	1.7	0.4	19.9	1.6	8.5	3.1	0.5	13.6	6.8	33.7	5.1	0.3	46	
Lights	361	1061	565	49	2036	371	1369	167	42	1949	156	832	308	47	1343	675	3316	508	30	4529	9857
% Lights	99.7	98.6	100	100	99.2	98.4	97.6	100	100	98	98.1	98.2	98.7	100	98.4	99	98.3	99	100	98.5	98.6
Buses	0	12	0	0	12	2	23	0	0	25	0	11	0	0	11	0	35	0	0	35	83
% Buses	0	1.1	0	0	0.6	0.5	1.6	0	0	1.3	0	1.3	0	0	0.8	0	1	0	0	0.8	0.8
Trucks	1	3	0	0	4	4	10	0	0	14	3	4	4	0	11	7	21	5	0	33	62
% Trucks	0.3	0.3	0	0	0.2	1.1	0.7	0	0	0.7	1.9	0.5	1.3	0	0.8	1	0.6	1	0	0.7	0.6

Start Time	KIELY BLVD Southbound				STEVENS CREEK BLVD Westbound				KIELY BLVD Northbound				STEVENS CREEK BLVD Eastbound				Int. Total
	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	
Peak Hour Analysis From 04:00 PM to 06:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 05:15 PM																	
05:15 PM	<b>43</b>	85	49	177	<b>44</b>	120	11	175	<b>18</b>	<b>85</b>	26	<b>129</b>	50	295	<b>57</b>	402	883
05:30 PM	34	89	<b>81</b>	<b>204</b>	31	136	<b>22</b>	189	14	84	25	123	<b>68</b>	269	54	391	<b>907</b>
05:45 PM	40	91	53	184	40	125	18	183	13	76	28	117	36	<b>327</b>	40	403	887
06:00 PM	24	<b>100</b>	51	175	36	<b>140</b>	14	<b>190</b>	16	78	<b>32</b>	126	60	309	39	<b>408</b>	899
Total Volume	141	365	234	740	151	521	65	737	61	323	111	495	214	1200	190	1604	3576
% App. Total	19.1	49.3	31.6		20.5	70.7	8.8		12.3	65.3	22.4		13.3	74.8	11.8		
PHF	.820	.913	.722	.907	.858	.930	.739	.970	.847	.950	.867	.959	.787	.917	.833	.983	.986

# Traffic Data Service

San Jose, CA  
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File Name : 61PM FINAL  
 Site Code : 00000061  
 Start Date : 1/17/2018  
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# Traffic Data Service

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

File Name : 61PM FINAL  
 Site Code : 00000061  
 Start Date : 1/17/2018  
 Page No : 1

Groups Printed- Bikes

Start Time	KIELY BLVD Southbound					STEVENS CREEK BLVD Westbound					KIELY BLVD Northbound					STEVENS CREEK BLVD Eastbound					Int. Total		
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total			
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	0
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>Total</b>	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	0
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	2	0
05:15 PM	0	0	0	0	0	0	1	0	0	1	0	1	0	0	1	0	3	0	0	0	0	3	0
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>Total</b>	0	0	0	0	0	0	1	0	0	1	0	1	0	0	1	0	5	0	0	0	0	5	0
06:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	2	0
06:30 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0
06:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>Total</b>	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	2	0	0	0	0	2	0
Grand Total	0	0	0	0	0	0	2	0	0	2	0	1	0	0	1	0	8	0	0	0	0	8	0
Apprch %	0	0	0	0		0	100	0	0		0	100	0	0		0	100	0	0				
Total %	0	0	0	0	0	0	18.2	0	0	18.2	0	9.1	0	0	9.1	0	72.7	0	0	72.7			

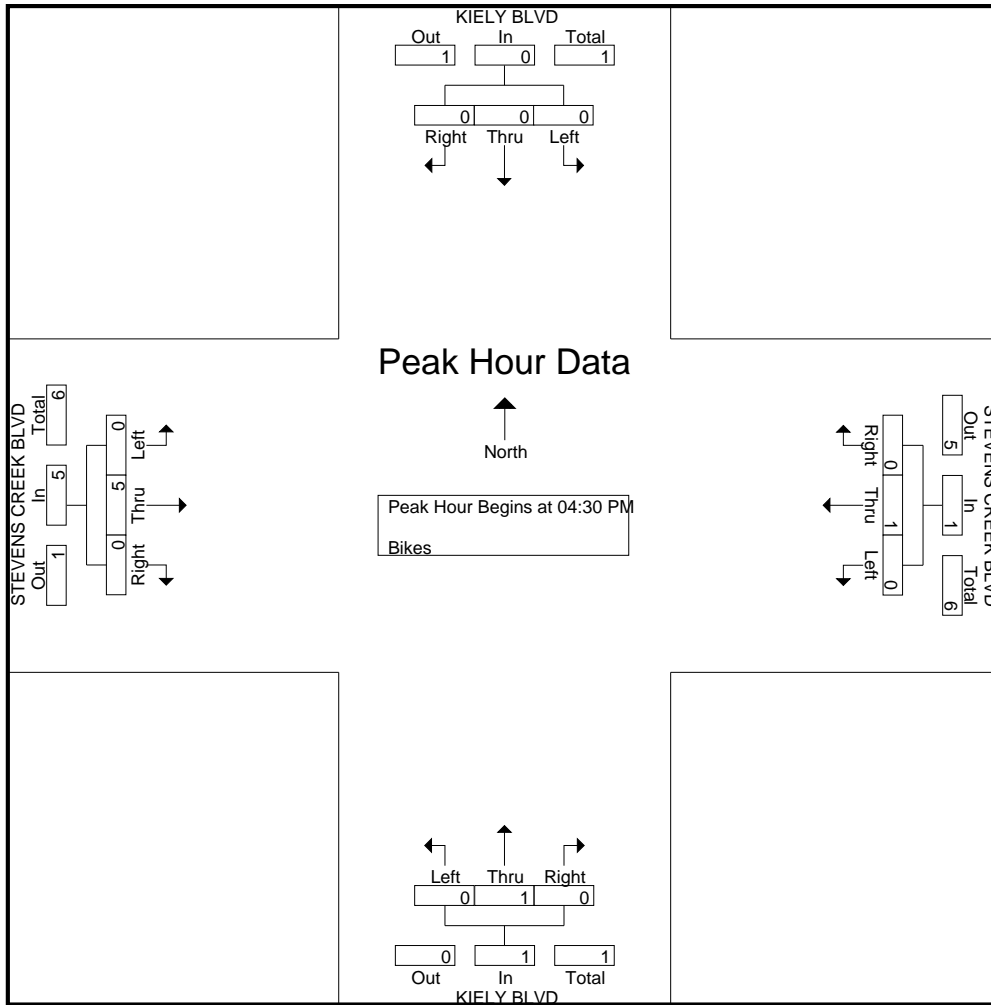
Start Time	KIELY BLVD Southbound				STEVENS CREEK BLVD Westbound				KIELY BLVD Northbound				STEVENS CREEK BLVD Eastbound				Int. Total	
	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total		
Peak Hour Analysis From 04:00 PM to 06:45 PM - Peak 1 of 1																		
Peak Hour for Entire Intersection Begins at 04:30 PM																		
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2	0	2
05:15 PM	0	0	0	0	0	1	0	1	0	1	0	1	0	3	0	3	0	3
Total Volume	0	0	0	0	0	1	0	1	0	1	0	1	0	5	0	5	0	5
% App. Total	0	0	0		0	100	0		0	100	0		0	100	0			
PHF	.000	.000	.000	.000	.000	.250	.000	.250	.000	.250	.000	.250	.000	.417	.000	.417		.350



# Traffic Data Service

San Jose, CA  
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File Name : 61PM FINAL  
 Site Code : 00000061  
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# Traffic Data Service

San Jose, CA  
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tdsbay@cs.com

File Name : 62AM FINAL  
Site Code : 00000062  
Start Date : 1/17/2018  
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Groups Printed- Lights - Buses - Trucks

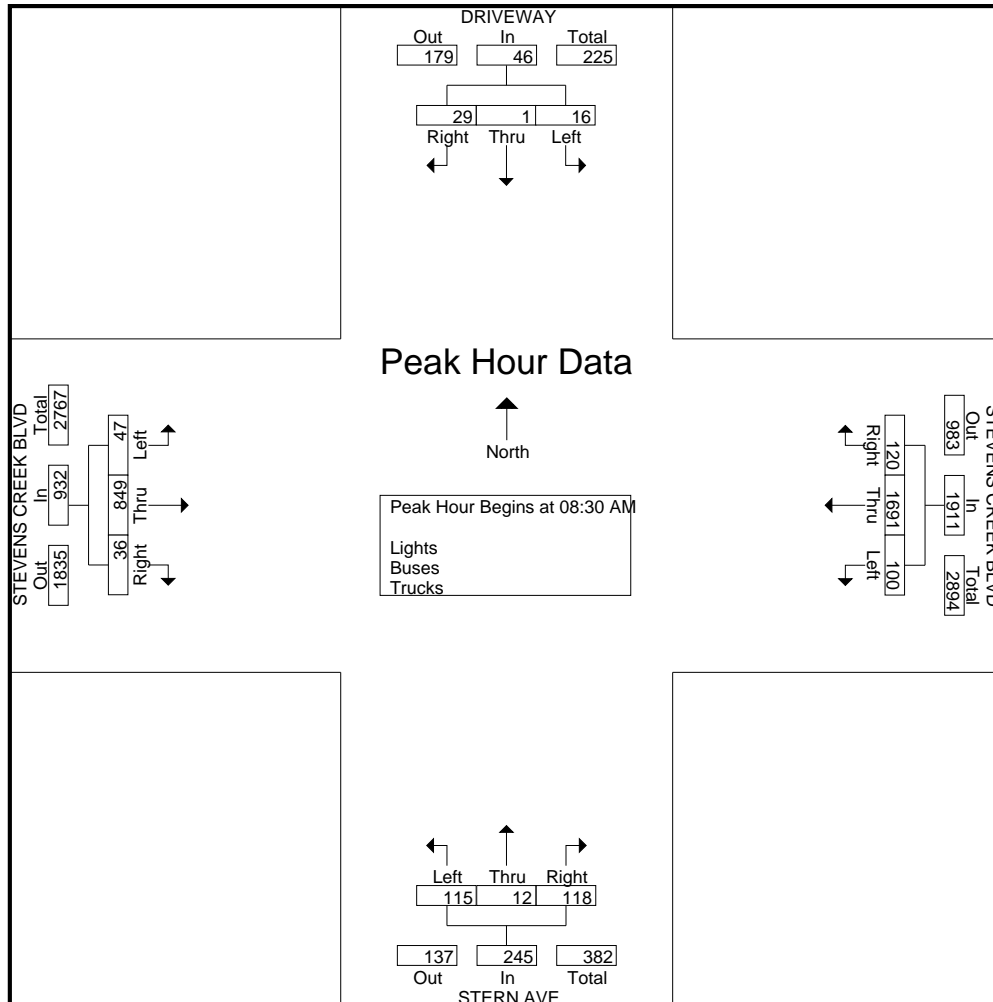
Start Time	DRIVEWAY Southbound					STEVENS CREEK BLVD Westbound					STERN AVE Northbound					STEVENS CREEK BLVD Eastbound					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
07:00 AM	3	1	0	2	6	17	209	3	3	232	9	0	13	0	22	7	43	6	0	56	316
07:15 AM	2	0	2	1	5	28	233	9	3	273	9	3	7	1	20	2	57	9	0	68	366
07:30 AM	6	0	1	1	8	25	275	8	1	309	14	1	11	1	27	2	69	14	0	85	429
07:45 AM	3	0	2	1	6	28	304	11	3	346	7	2	9	2	20	3	79	13	2	97	469
<b>Total</b>	14	1	5	5	25	98	1021	31	10	1160	39	6	40	4	89	14	248	42	2	306	1580
08:00 AM	4	3	4	1	12	33	396	11	3	443	20	3	21	2	46	5	120	10	0	135	636
08:15 AM	8	0	1	7	16	22	430	18	10	480	21	4	16	4	45	7	130	12	0	149	690
08:30 AM	7	0	3	5	15	43	432	23	4	502	23	4	29	15	71	6	169	9	1	185	773
08:45 AM	6	0	4	4	14	21	474	35	8	538	28	3	30	22	83	10	239	15	2	266	901
<b>Total</b>	25	3	12	17	57	119	1732	87	25	1963	92	14	96	43	245	28	658	46	3	735	3000
09:00 AM	9	0	5	4	18	29	392	21	0	442	40	3	29	2	74	13	247	16	1	277	811
09:15 AM	7	1	4	6	18	27	393	21	8	449	27	2	27	1	57	7	194	7	2	210	734
09:30 AM	3	0	5	5	13	25	325	15	1	366	23	1	23	6	53	8	216	9	3	236	668
09:45 AM	7	0	7	6	20	21	291	11	2	325	13	1	22	2	38	11	154	10	1	176	559
<b>Total</b>	26	1	21	21	69	102	1401	68	11	1582	103	7	101	11	222	39	811	42	7	899	2772
Grand Total	65	5	38	43	151	319	4154	186	46	4705	234	27	237	58	556	81	1717	130	12	1940	7352
Apprch %	43	3.3	25.2	28.5		6.8	88.3	4	1		42.1	4.9	42.6	10.4		4.2	88.5	6.7	0.6		
Total %	0.9	0.1	0.5	0.6	2.1	4.3	56.5	2.5	0.6	64	3.2	0.4	3.2	0.8	7.6	1.1	23.4	1.8	0.2	26.4	
Lights	61	4	37	43	145	315	4041	181	45	4582	232	27	232	58	549	77	1640	129	11	1857	7133
% Lights	93.8	80	97.4	100	96	98.7	97.3	97.3	97.8	97.4	99.1	100	97.9	100	98.7	95.1	95.5	99.2	91.7	95.7	97
Buses	0	0	0	0	0	0	43	2	0	45	1	0	1	0	2	0	40	0	1	41	88
% Buses	0	0	0	0	0	0	1	1.1	0	1	0.4	0	0.4	0	0.4	0	2.3	0	8.3	2.1	1.2
Trucks	4	1	1	0	6	4	70	3	1	78	1	0	4	0	5	4	37	1	0	42	131
% Trucks	6.2	20	2.6	0	4	1.3	1.7	1.6	2.2	1.7	0.4	0	1.7	0	0.9	4.9	2.2	0.8	0	2.2	1.8

Start Time	DRIVEWAY Southbound				STEVENS CREEK BLVD Westbound				STERN AVE Northbound				STEVENS CREEK BLVD Eastbound				Int. Total
	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	
Peak Hour Analysis From 07:00 AM to 09:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 08:30 AM																	
08:30 AM	7	0	3	10	<b>43</b>	432	23	498	23	<b>4</b>	29	56	6	169	9	184	748
08:45 AM	6	0	4	10	21	<b>474</b>	<b>35</b>	<b>530</b>	28	3	<b>30</b>	61	10	239	15	264	<b>865</b>
09:00 AM	<b>9</b>	0	<b>5</b>	<b>14</b>	29	392	21	442	<b>40</b>	3	29	<b>72</b>	<b>13</b>	<b>247</b>	<b>16</b>	<b>276</b>	804
09:15 AM	7	<b>1</b>	4	12	27	393	21	441	27	2	27	56	7	194	7	208	717
Total Volume	29	1	16	46	120	1691	100	1911	118	12	115	245	36	849	47	932	3134
% App. Total	63	2.2	34.8		6.3	88.5	5.2		48.2	4.9	46.9		3.9	91.1	5		
PHF	.806	.250	.800	.821	.698	.892	.714	.901	.738	.750	.958	.851	.692	.859	.734	.844	.906

# Traffic Data Service

San Jose, CA  
 (408) 622-4787  
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File Name : 62AM FINAL  
 Site Code : 00000062  
 Start Date : 1/17/2018  
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# Traffic Data Service

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

File Name : 62AM FINAL  
 Site Code : 00000062  
 Start Date : 1/17/2018  
 Page No : 1

Groups Printed- Bikes

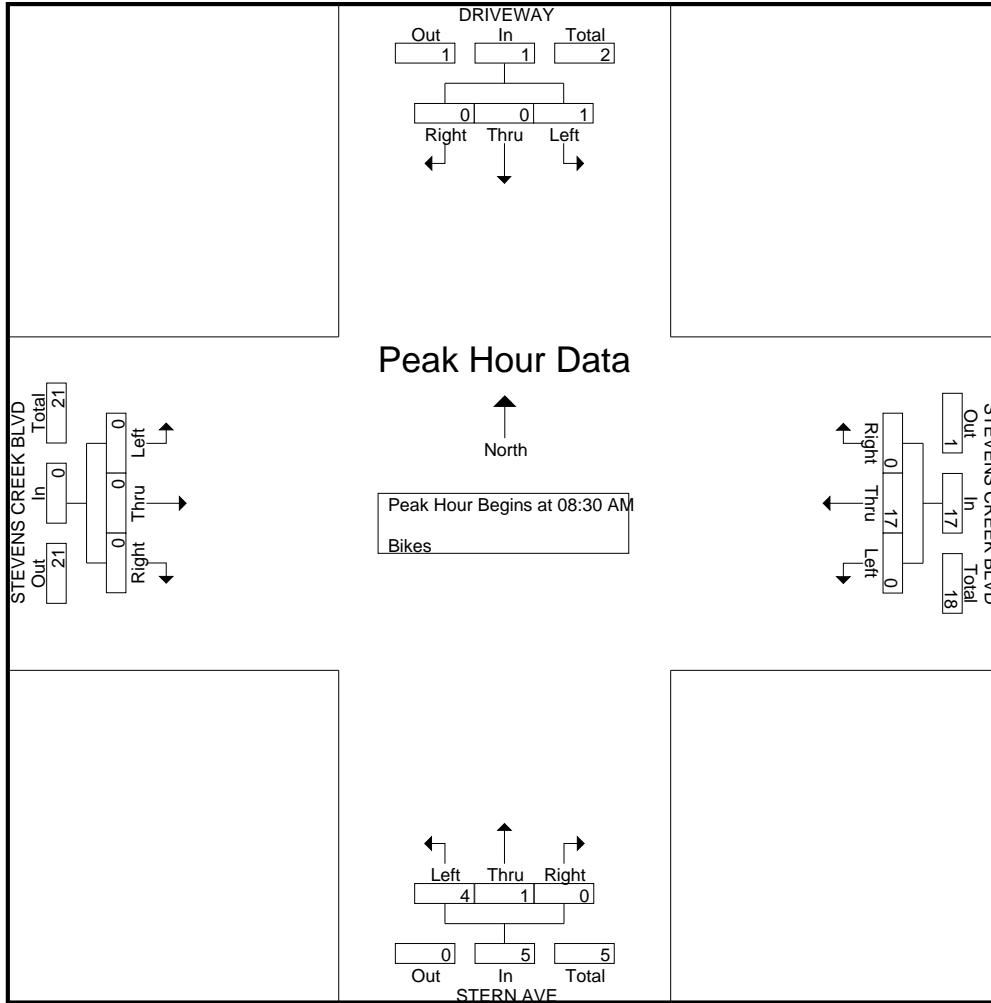
Start Time	DRIVEWAY Southbound					STEVENS CREEK BLVD Westbound					STERN AVE Northbound					STEVENS CREEK BLVD Eastbound					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15 AM	0	0	0	0	0	0	1	0	0	1	0	0	1	0	1	0	2	0	0	2	4
07:30 AM	0	0	0	0	0	0	2	0	0	2	0	0	1	0	1	0	0	0	0	0	3
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	3	0	0	3	0	0	2	0	2	0	2	0	0	2	7
08:00 AM	0	0	0	0	0	0	1	0	0	1	0	1	0	0	1	0	0	0	0	0	2
08:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	1
08:30 AM	0	0	1	0	1	0	8	0	0	8	0	0	1	0	1	0	0	0	0	0	10
08:45 AM	0	0	0	0	0	0	3	0	0	3	0	1	1	0	2	0	0	0	0	0	5
Total	0	0	1	0	1	0	12	0	0	12	0	2	3	0	5	0	0	0	0	0	18
09:00 AM	0	0	0	0	0	0	5	0	0	5	0	0	0	0	0	0	0	0	0	0	5
09:15 AM	0	0	0	0	0	0	1	0	0	1	0	0	2	0	2	0	0	0	0	0	3
09:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
09:45 AM	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	2	0	0	2	4
Total	0	0	0	0	0	0	8	0	0	8	0	0	2	0	2	0	3	0	0	3	13
Grand Total	0	0	1	0	1	0	23	0	0	23	0	2	7	0	9	0	5	0	0	5	38
Apprch %	0	0	100	0		0	100	0	0		0	22.2	77.8	0		0	100	0	0		
Total %	0	0	2.6	0	2.6	0	60.5	0	0	60.5	0	5.3	18.4	0	23.7	0	13.2	0	0	13.2	

Start Time	DRIVEWAY Southbound				STEVENS CREEK BLVD Westbound				STERN AVE Northbound				STEVENS CREEK BLVD Eastbound				Int. Total
	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	
Peak Hour Analysis From 07:00 AM to 09:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 08:30 AM																	
08:30 AM	0	0	1	1	0	8	0	8	0	0	1	1	0	0	0	0	10
08:45 AM	0	0	0	0	0	3	0	3	0	1	1	2	0	0	0	0	5
09:00 AM	0	0	0	0	0	5	0	5	0	0	0	0	0	0	0	0	5
09:15 AM	0	0	0	0	0	1	0	1	0	0	2	2	0	0	0	0	3
Total Volume	0	0	1	1	0	17	0	17	0	1	4	5	0	0	0	0	23
% App. Total	0	0	100		0	100	0		0	20	80		0	0	0		
PHF	.000	.000	.250	.250	.000	.531	.000	.531	.000	.250	.500	.625	.000	.000	.000	.000	.575

# Traffic Data Service

San Jose, CA  
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File Name : 62AM FINAL  
 Site Code : 00000062  
 Start Date : 1/17/2018  
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# Traffic Data Service

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

File Name : 62PM FINAL  
Site Code : 00000062  
Start Date : 1/17/2018  
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Groups Printed- Lights - Buses - Trucks

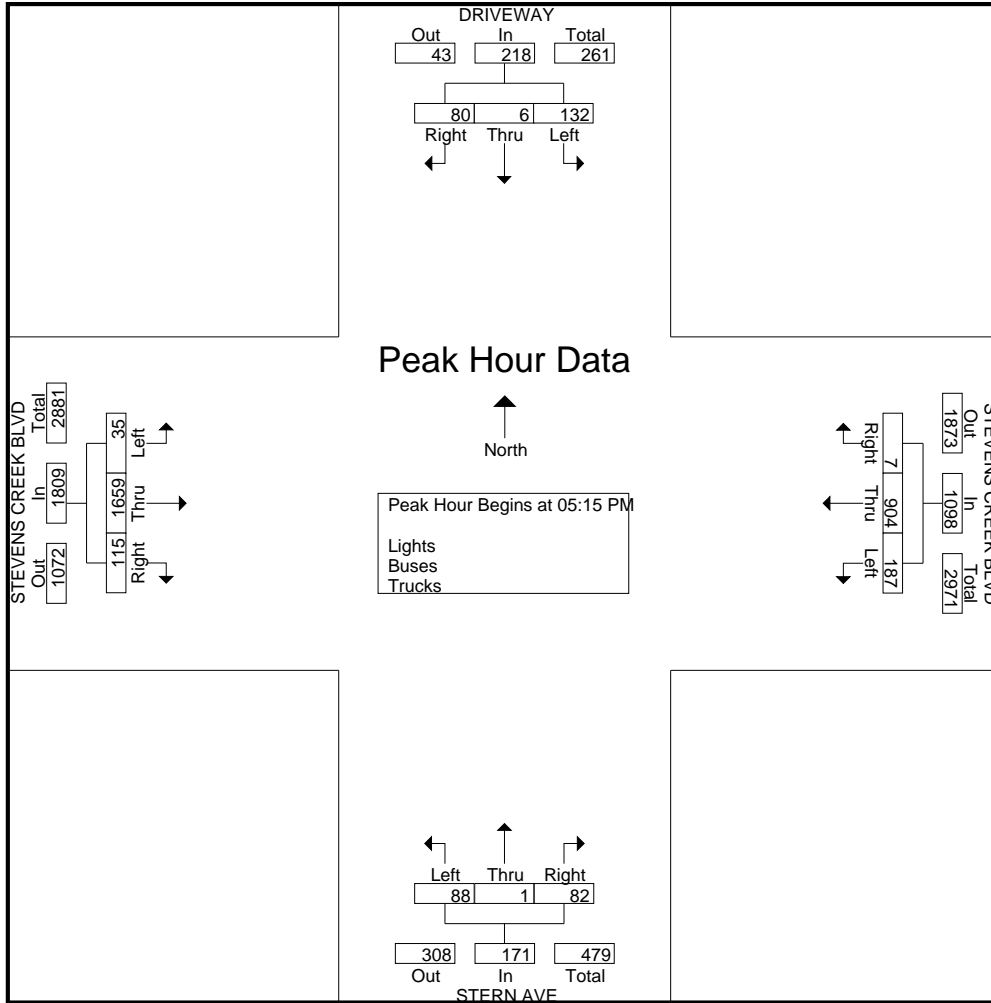
Start Time	DRIVEWAY Southbound					STEVENS CREEK BLVD Westbound					STERN AVE Northbound					STEVENS CREEK BLVD Eastbound					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
04:00 PM	5	0	14	2	21	2	143	23	2	170	17	0	10	3	30	14	413	4	0	431	652
04:15 PM	6	1	18	1	26	3	155	28	0	186	8	0	8	5	21	17	398	7	0	422	655
04:30 PM	20	1	20	4	45	4	170	19	4	197	15	0	7	5	27	14	418	8	2	442	711
04:45 PM	4	2	17	4	27	2	182	22	3	209	16	0	7	6	29	14	333	9	0	356	621
Total	35	4	69	11	119	11	650	92	9	762	56	0	32	19	107	59	1562	28	2	1651	2639
05:00 PM	15	0	42	6	63	2	187	29	3	221	15	0	18	4	37	22	363	7	0	392	713
05:15 PM	20	3	48	3	74	1	207	47	1	256	14	0	22	4	40	19	454	6	1	480	850
05:30 PM	32	1	31	3	67	3	199	33	3	238	17	0	19	6	42	24	395	10	0	429	776
05:45 PM	11	1	26	5	43	1	239	50	4	294	21	1	21	0	43	33	394	14	0	441	821
Total	78	5	147	17	247	7	832	159	11	1009	67	1	80	14	162	98	1606	37	1	1742	3160
06:00 PM	17	1	27	4	49	2	259	57	1	319	30	0	26	1	57	39	416	5	1	461	886
06:15 PM	15	0	14	4	33	2	252	48	3	305	22	0	26	9	57	27	348	10	0	385	780
06:30 PM	6	1	10	0	17	4	228	38	0	270	26	0	10	2	38	18	348	7	0	373	698
06:45 PM	11	1	15	0	27	3	234	45	2	284	15	0	8	2	25	15	323	11	0	349	685
Total	49	3	66	8	126	11	973	188	6	1178	93	0	70	14	177	99	1435	33	1	1568	3049
Grand Total	162	12	282	36	492	29	2455	439	26	2949	216	1	182	47	446	256	4603	98	4	4961	8848
Apprch %	32.9	2.4	57.3	7.3		1	83.2	14.9	0.9		48.4	0.2	40.8	10.5		5.2	92.8	2	0.1		
Total %	1.8	0.1	3.2	0.4	5.6	0.3	27.7	5	0.3	33.3	2.4	0	2.1	0.5	5	2.9	52	1.1	0	56.1	
Lights	162	12	282	36	492	29	2414	437	26	2906	214	1	182	47	444	254	4548	98	4	4904	8746
% Lights	100	100	100	100	100	100	98.3	99.5	100	98.5	99.1	100	100	100	99.6	99.2	98.8	100	100	98.9	98.8
Buses	0	0	0	0	0	0	36	0	0	36	0	0	0	0	0	0	39	0	0	39	75
% Buses	0	0	0	0	0	0	1.5	0	0	1.2	0	0	0	0	0	0	0.8	0	0	0.8	0.8
Trucks	0	0	0	0	0	0	5	2	0	7	2	0	0	0	2	2	16	0	0	18	27
% Trucks	0	0	0	0	0	0	0.2	0.5	0	0.2	0.9	0	0	0	0.4	0.8	0.3	0	0	0.4	0.3

Start Time	DRIVEWAY Southbound				STEVENS CREEK BLVD Westbound				STERN AVE Northbound				STEVENS CREEK BLVD Eastbound				Int. Total
	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	
Peak Hour Analysis From 04:00 PM to 06:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 05:15 PM																	
05:15 PM	20	<b>3</b>	<b>48</b>	<b>71</b>	1	207	47	255	14	0	22	36	19	<b>454</b>	6	<b>479</b>	841
05:30 PM	<b>32</b>	1	31	64	<b>3</b>	199	33	235	17	0	19	36	24	395	10	429	764
05:45 PM	11	1	26	38	1	239	50	290	21	1	21	43	33	394	<b>14</b>	441	812
06:00 PM	17	1	27	45	2	<b>259</b>	<b>57</b>	<b>318</b>	<b>30</b>	0	<b>26</b>	<b>56</b>	<b>39</b>	416	5	460	<b>879</b>
Total Volume	80	6	132	218	7	904	187	1098	82	1	88	171	115	1659	35	1809	3296
% App. Total	36.7	2.8	60.6		0.6	82.3	17		48	0.6	51.5		6.4	91.7	1.9		
PHF	.625	.500	.688	.768	.583	.873	.820	.863	.683	.250	.846	.763	.737	.914	.625	.944	.937

# Traffic Data Service

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

File Name : 62PM FINAL  
 Site Code : 00000062  
 Start Date : 1/17/2018  
 Page No : 2



# Traffic Data Service

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

File Name : 62PM FINAL  
 Site Code : 00000062  
 Start Date : 1/17/2018  
 Page No : 1

Groups Printed- Bikes

Start Time	DRIVEWAY Southbound					STEVENS CREEK BLVD Westbound					STERN AVE Northbound					STEVENS CREEK BLVD Eastbound					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15 PM	1	0	0	0	1	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	3
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	1	0	0	0	1	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	3
05:00 PM	1	0	0	0	1	0	0	0	0	0	0	1	0	0	1	1	3	0	0	4	6
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	2
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	2
Total	1	0	0	0	1	0	0	0	0	0	0	1	0	0	1	1	8	0	0	9	11
06:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
06:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
Grand Total	2	0	0	0	2	0	1	0	0	1	0	1	0	0	1	1	10	0	0	11	15
Apprch %	100	0	0	0		0	100	0	0		0	100	0	0		9.1	90.9	0	0		
Total %	13.3	0	0	0	13.3	0	6.7	0	0	6.7	0	6.7	0	0	6.7	6.7	66.7	0	0	73.3	

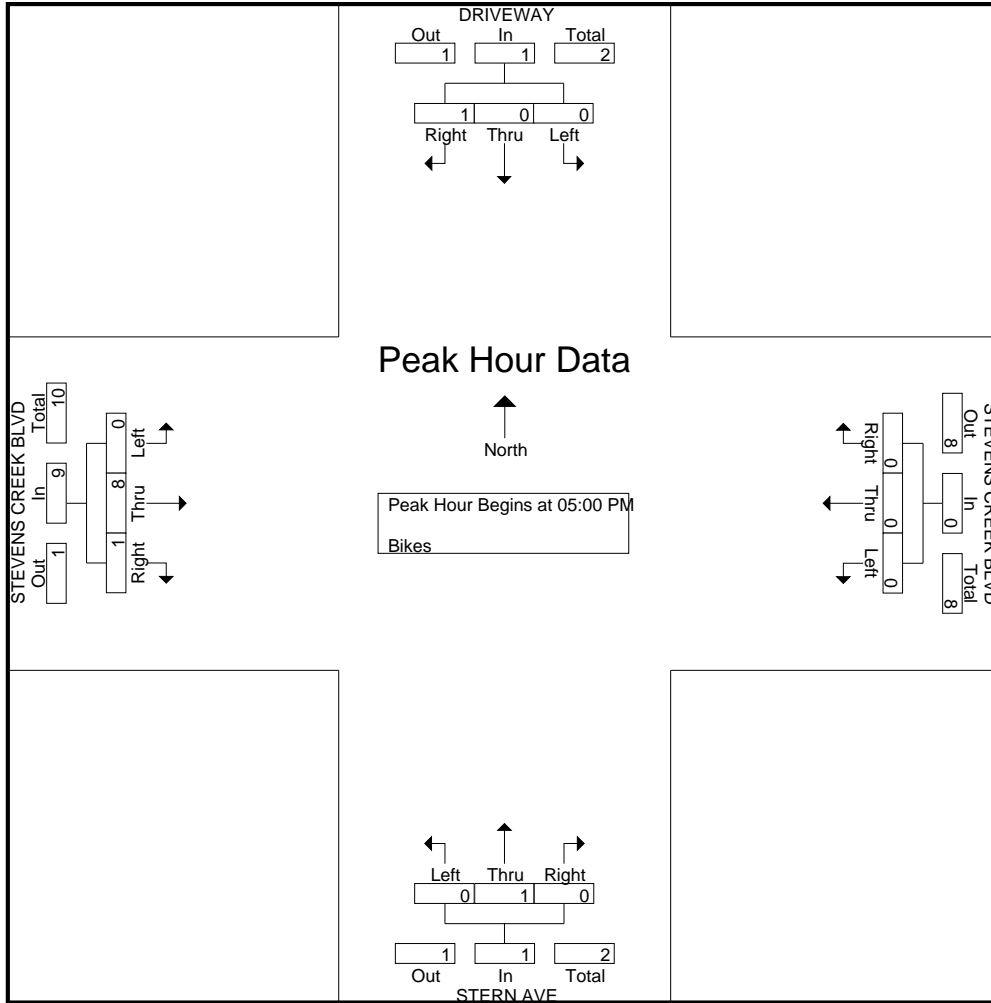
Start Time	DRIVEWAY Southbound				STEVENS CREEK BLVD Westbound				STERN AVE Northbound				STEVENS CREEK BLVD Eastbound				Int. Total
	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	
Peak Hour Analysis From 04:00 PM to 06:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 05:00 PM																	
05:00 PM	1	0	0	1	0	0	0	0	0	1	0	1	1	3	0	4	6
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2	2
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2	2
Total Volume	1	0	0	1	0	0	0	0	0	1	0	1	1	8	0	9	11
% App. Total	100	0	0		0	0	0		0	100	0		11.1	88.9	0		
PHF	.250	.000	.000	.250	.000	.000	.000	.000	.000	.250	.000	.250	.250	.667	.000	.563	.458



# Traffic Data Service

San Jose, CA  
 (408) 622-4787  
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File Name : 62PM FINAL  
 Site Code : 00000062  
 Start Date : 1/17/2018  
 Page No : 2



# Traffic Data Service

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

File Name : 1AM FINAL  
 Site Code : 00000001  
 Start Date : 5/3/2018  
 Page No : 1

Groups Printed- Lights - Buses - Trucks

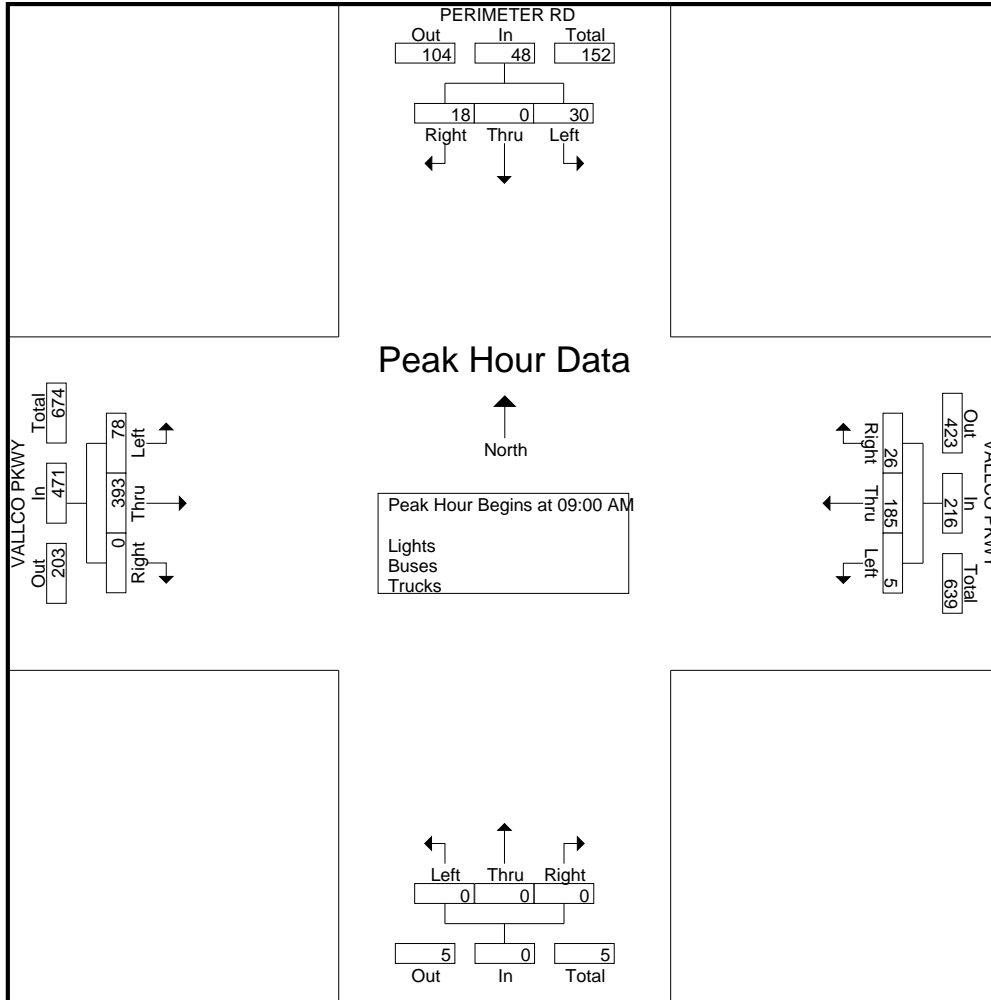
Start Time	PERIMETER RD Southbound					VALLCO PKWY Westbound					Northbound					VALLCO PKWY Eastbound					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
07:00 AM	3	0	9	1	13	6	17	0	2	25	0	0	0	0	0	0	25	5	0	30	68
07:15 AM	7	0	6	1	14	10	27	2	0	39	0	0	0	0	0	0	25	10	2	37	90
07:30 AM	7	0	4	3	14	14	39	1	0	54	0	0	0	0	0	0	36	7	4	47	115
07:45 AM	3	0	6	0	9	4	37	2	2	45	0	0	0	0	0	0	32	6	0	38	92
Total	20	0	25	5	50	34	120	5	4	163	0	0	0	0	0	0	118	28	6	152	365
08:00 AM	2	0	4	0	6	5	41	0	1	47	0	0	0	0	0	0	41	6	0	47	100
08:15 AM	3	0	8	0	11	9	37	1	1	48	0	0	0	0	0	0	54	9	0	63	122
08:30 AM	7	0	8	0	15	7	35	6	2	50	0	0	0	0	0	0	77	13	0	90	155
08:45 AM	5	0	7	3	15	15	38	2	0	55	0	0	0	0	0	0	106	17	2	125	195
Total	17	0	27	3	47	36	151	9	4	200	0	0	0	0	0	0	278	45	2	325	572
09:00 AM	5	0	7	3	15	9	54	2	7	72	0	0	0	0	0	0	91	14	0	105	192
09:15 AM	4	0	8	4	16	6	45	2	1	54	0	0	0	0	0	0	88	19	0	107	177
09:30 AM	2	0	5	3	10	4	52	0	2	58	0	0	0	0	0	0	92	24	0	116	184
09:45 AM	7	0	10	4	21	7	34	1	2	44	0	0	0	0	0	0	122	21	1	144	209
Total	18	0	30	14	62	26	185	5	12	228	0	0	0	0	0	0	393	78	1	472	762
Grand Total	55	0	82	22	159	96	456	19	20	591	0	0	0	0	0	0	789	151	9	949	1699
Apprch %	34.6	0	51.6	13.8		16.2	77.2	3.2	3.4		0	0	0	0		0	83.1	15.9	0.9		
Total %	3.2	0	4.8	1.3	9.4	5.7	26.8	1.1	1.2	34.8	0	0	0	0	0	0	46.4	8.9	0.5	55.9	
Lights	50	0	75	22	147	88	365	18	20	491	0	0	0	0	0	0	735	132	9	876	1514
% Lights	90.9	0	91.5	100	92.5	91.7	80	94.7	100	83.1	0	0	0	0	0	0	93.2	87.4	100	92.3	89.1
Buses	1	0	1	0	2	0	75	0	0	75	0	0	0	0	0	0	34	11	0	45	122
% Buses	1.8	0	1.2	0	1.3	0	16.4	0	0	12.7	0	0	0	0	0	0	4.3	7.3	0	4.7	7.2
Trucks	4	0	6	0	10	8	16	1	0	25	0	0	0	0	0	0	20	8	0	28	63
% Trucks	7.3	0	7.3	0	6.3	8.3	3.5	5.3	0	4.2	0	0	0	0	0	0	2.5	5.3	0	3	3.7

Start Time	PERIMETER RD Southbound				VALLCO PKWY Westbound				Northbound				VALLCO PKWY Eastbound				Int. Total
	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	
Peak Hour Analysis From 07:00 AM to 09:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 09:00 AM																	
09:00 AM	5	0	7	12	9	54	2	65	0	0	0	0	0	91	14	105	182
09:15 AM	4	0	8	12	6	45	2	53	0	0	0	0	0	88	19	107	172
09:30 AM	2	0	5	7	4	52	0	56	0	0	0	0	0	92	24	116	179
09:45 AM	7	0	10	17	7	34	1	42	0	0	0	0	0	122	21	143	202
Total Volume	18	0	30	48	26	185	5	216	0	0	0	0	0	393	78	471	735
% App. Total	37.5	0	62.5		12	85.6	2.3		0	0	0		0	83.4	16.6		
PHF	.643	.000	.750	.706	.722	.856	.625	.831	.000	.000	.000	.000	.000	.805	.813	.823	.910

# Traffic Data Service

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

File Name : 1AM FINAL  
 Site Code : 00000001  
 Start Date : 5/3/2018  
 Page No : 2



# Traffic Data Service

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

File Name : 1AM FINAL  
 Site Code : 00000001  
 Start Date : 5/3/2018  
 Page No : 1

Groups Printed- Bikes

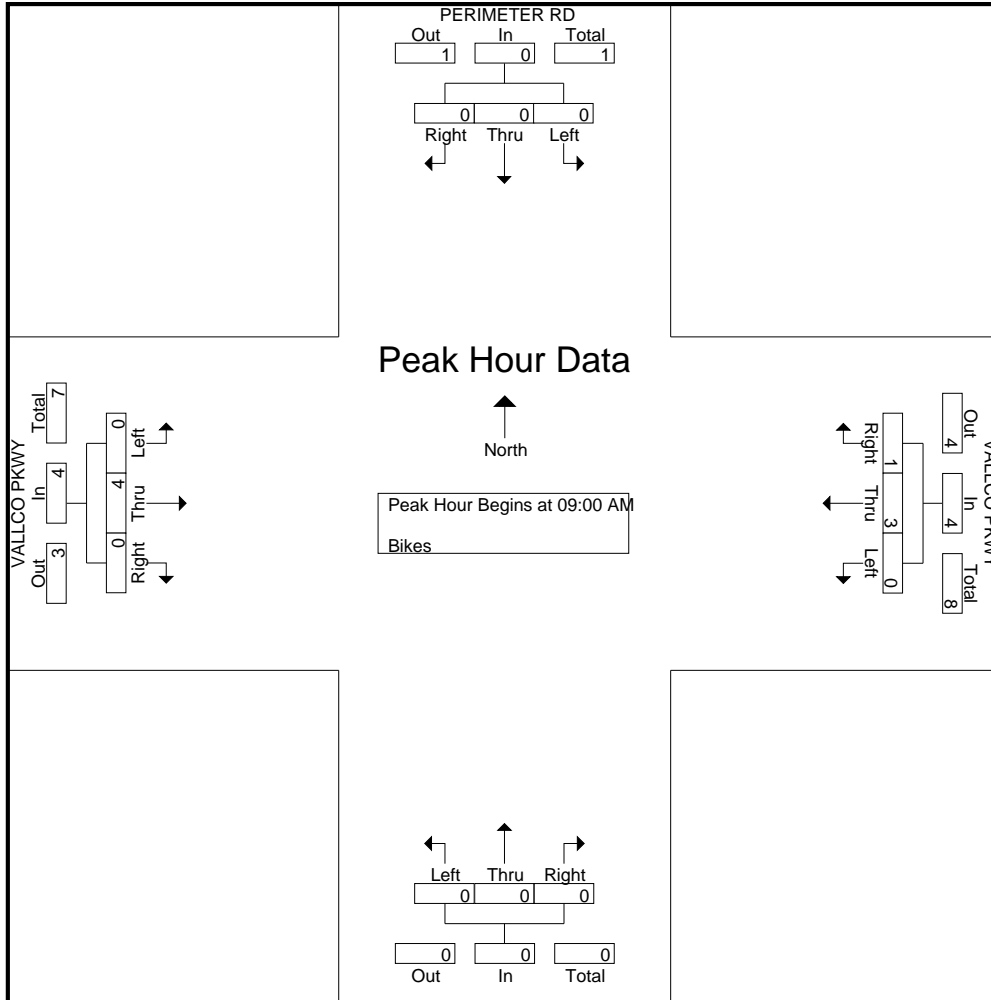
Start Time	PERIMETER RD Southbound					VALLCO PKWY Westbound					Northbound					VALLCO PKWY Eastbound					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
07:00 AM	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 AM	0	0	0	0	0	2	0	0	0	2	0	0	0	0	0	0	2	0	0	2	4
Total	0	0	0	0	0	3	0	0	0	3	0	0	0	0	0	0	2	0	0	2	5
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:45 AM	0	0	0	0	0	1	2	0	0	3	0	0	0	0	0	0	0	0	0	0	3
Total	0	0	0	0	0	1	2	0	0	3	0	0	0	0	0	0	0	0	0	0	3
09:00 AM	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
09:15 AM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	2
09:30 AM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1
09:45 AM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	3	0	0	3	4
Total	0	0	0	0	0	1	3	0	0	4	0	0	0	0	0	0	4	0	0	4	8
Grand Total	0	0	0	0	0	5	5	0	0	10	0	0	0	0	0	0	6	0	0	6	16
Apprch %	0	0	0	0		50	50	0	0		0	0	0	0		0	100	0	0		
Total %	0	0	0	0	0	31.2	31.2	0	0	62.5	0	0	0	0	0	0	37.5	0	0	37.5	

Start Time	PERIMETER RD Southbound					VALLCO PKWY Westbound					Northbound					VALLCO PKWY Eastbound					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
Peak Hour Analysis From 07:00 AM to 09:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 09:00 AM																					
09:00 AM	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
09:15 AM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	2
09:30 AM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1
09:45 AM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	3	0	0	3	4
Total Volume	0	0	0	0	0	1	3	0	0	4	0	0	0	0	0	0	4	0	0	4	8
% App. Total	0	0	0	0		.25	.75	0	0		0	0	0	0		0	100	0	0		
PHF	.000	.000	.000	.000	.000	.250	.750	.000	1.00		.000	.000	.000	.000		.000	.333	.000	.333		.500

# Traffic Data Service

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

File Name : 1AM FINAL  
 Site Code : 00000001  
 Start Date : 5/3/2018  
 Page No : 2



# Traffic Data Service

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

File Name : 1PM FINAL  
 Site Code : 00000001  
 Start Date : 5/3/2018  
 Page No : 1

Groups Printed- Lights - Buses - Trucks

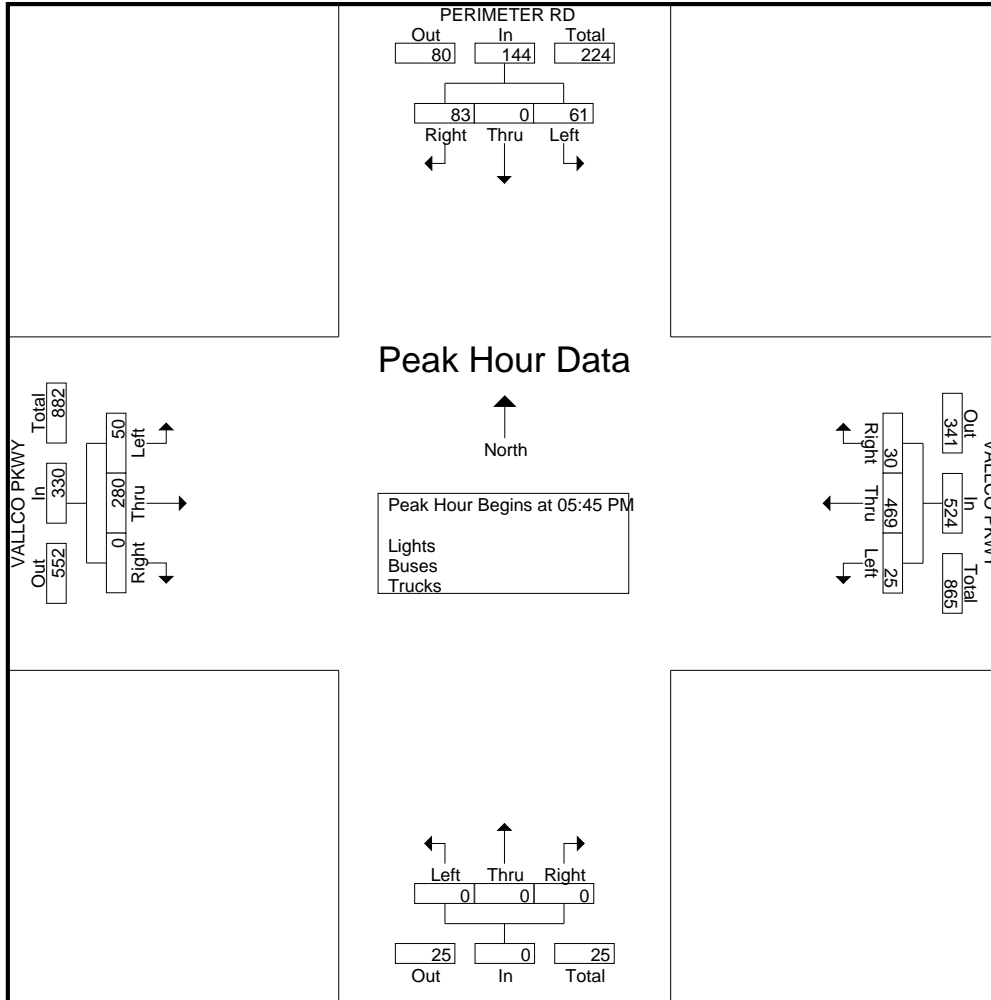
Start Time	PERIMETER RD Southbound					VALLCO PKWY Westbound					Northbound					VALLCO PKWY Eastbound					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
04:00 PM	16	0	23	0	39	6	101	2	8	117	0	0	0	0	0	0	61	15	4	80	236
04:15 PM	11	0	12	0	23	8	72	2	0	82	0	0	0	0	0	0	51	13	3	67	172
04:30 PM	10	0	4	0	14	4	69	5	10	88	0	0	0	0	0	0	51	9	2	62	164
04:45 PM	10	0	4	1	15	3	82	2	1	88	0	0	0	0	0	0	35	12	0	47	150
Total	47	0	43	1	91	21	324	11	19	375	0	0	0	0	0	0	198	49	9	256	722
05:00 PM	14	0	9	1	24	5	104	3	1	113	0	0	0	0	0	0	40	4	1	45	182
05:15 PM	22	0	18	1	41	8	123	4	6	141	0	0	0	0	0	0	61	12	8	81	263
05:30 PM	20	0	18	3	41	9	116	3	3	131	0	0	0	0	0	0	50	15	2	67	239
05:45 PM	18	0	13	2	33	11	112	4	3	130	0	0	0	0	0	0	69	14	3	86	249
Total	74	0	58	7	139	33	455	14	13	515	0	0	0	0	0	0	220	45	14	279	933
06:00 PM	28	0	8	4	40	12	129	6	11	158	0	0	0	0	0	0	65	9	6	80	278
06:15 PM	23	0	31	5	59	3	112	5	5	125	0	0	0	0	0	0	65	12	12	89	273
06:30 PM	14	0	9	4	27	4	116	10	7	137	0	0	0	0	0	0	81	15	3	99	263
06:45 PM	27	0	11	1	39	4	100	3	7	114	0	0	0	0	0	0	62	15	7	84	237
Total	92	0	59	14	165	23	457	24	30	534	0	0	0	0	0	0	273	51	28	352	1051
Grand Total	213	0	160	22	395	77	1236	49	62	1424	0	0	0	0	0	0	691	145	51	887	2706
Apprch %	53.9	0	40.5	5.6		5.4	86.8	3.4	4.4		0	0	0	0	0	0	77.9	16.3	5.7		
Total %	7.9	0	5.9	0.8	14.6	2.8	45.7	1.8	2.3	52.6	0	0	0	0	0	0	25.5	5.4	1.9	32.8	
Lights	208	0	160	22	390	77	1133	49	62	1321	0	0	0	0	0	0	653	145	51	849	2560
% Lights	97.7	0	100	100	98.7	100	91.7	100	100	92.8	0	0	0	0	0	0	94.5	100	100	95.7	94.6
Buses	5	0	0	0	5	0	103	0	0	103	0	0	0	0	0	0	38	0	0	38	146
% Buses	2.3	0	0	0	1.3	0	8.3	0	0	7.2	0	0	0	0	0	0	5.5	0	0	4.3	5.4
Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Start Time	PERIMETER RD Southbound				VALLCO PKWY Westbound				Northbound				VALLCO PKWY Eastbound				Int. Total	
	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total		
Peak Hour Analysis From 04:00 PM to 06:45 PM - Peak 1 of 1																		
Peak Hour for Entire Intersection Begins at 05:45 PM																		
05:45 PM	18	0	13	31	11	112	4	127	0	0	0	0	0	0	69	14	83	241
06:00 PM	28	0	8	36	12	129	6	147	0	0	0	0	0	0	65	9	74	257
06:15 PM	23	0	31	54	3	112	5	120	0	0	0	0	0	0	65	12	77	251
06:30 PM	14	0	9	23	4	116	10	130	0	0	0	0	0	0	81	15	96	249
Total Volume	83	0	61	144	30	469	25	524	0	0	0	0	0	0	280	50	330	998
% App. Total	57.6	0	42.4		5.7	89.5	4.8		0	0	0		0	84.8	15.2			
PHF	.741	.000	.492	.667	.625	.909	.625	.891	.000	.000	.000	.000	.000	.000	.864	.833	.859	.971

# Traffic Data Service

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

File Name : 1PM FINAL  
 Site Code : 00000001  
 Start Date : 5/3/2018  
 Page No : 2



# Traffic Data Service

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

File Name : 1PM FINAL  
 Site Code : 00000001  
 Start Date : 5/3/2018  
 Page No : 1

Groups Printed- Bikes

Start Time	PERIMETER RD Southbound					VALLCO PKWY Westbound					Northbound					VALLCO PKWY Eastbound					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15 PM	1	0	0	0	1	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0
04:45 PM	1	0	0	0	1	0	1	0	0	1	0	0	0	0	0	0	1	0	0	0	1
<b>Total</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>1</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>6</b>
05:00 PM	0	0	2	0	2	1	1	1	0	3	0	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	0	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30 PM	0	0	1	0	1	0	2	0	0	2	0	0	0	0	0	0	2	0	0	0	2
05:45 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0
<b>Total</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>0</b>	<b>5</b>	<b>1</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>13</b>
06:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:15 PM	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0
06:30 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0
06:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1
<b>Total</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>4</b>
Grand Total	2	0	5	0	7	2	9	1	0	12	0	0	0	0	0	0	4	0	0	4	23
Apprch %	28.6	0	71.4	0		16.7	75	8.3	0		0	0	0	0		0	100	0	0		
Total %	8.7	0	21.7	0	30.4	8.7	39.1	4.3	0	52.2	0	0	0	0	0	0	17.4	0	0	17.4	

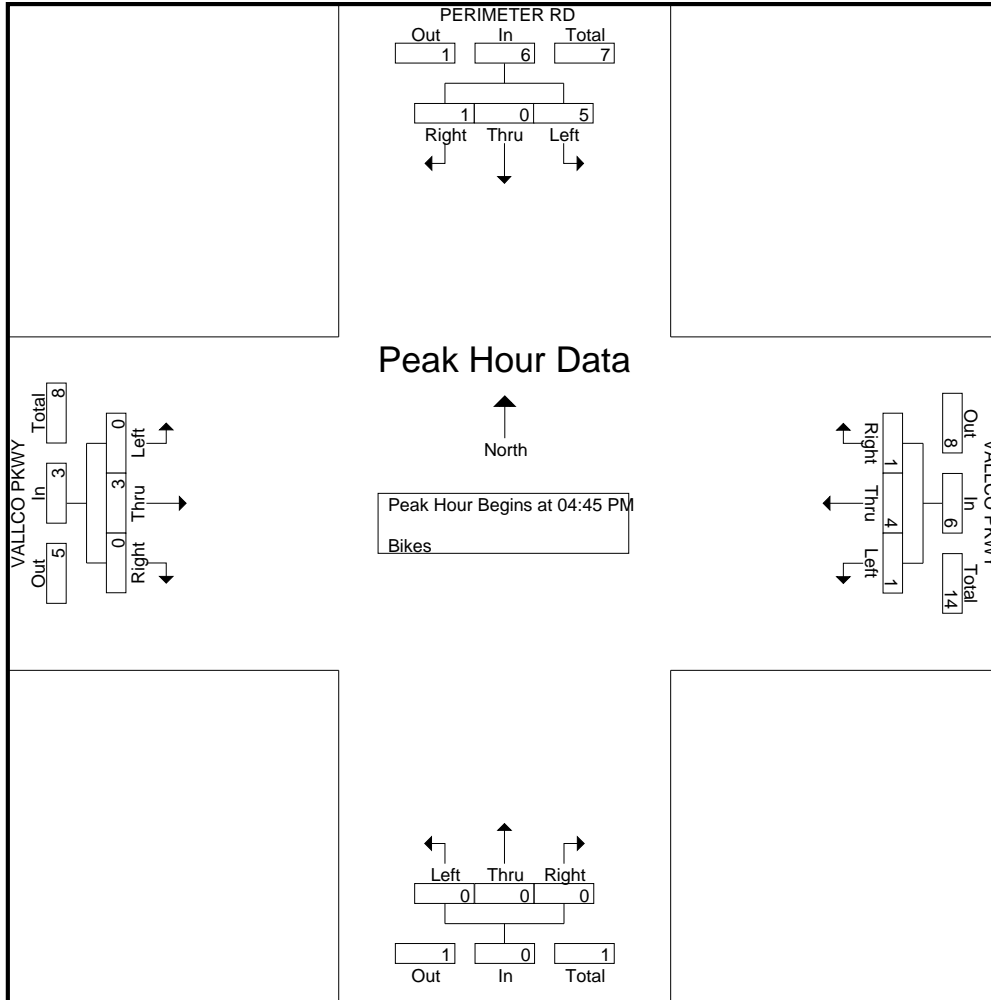
Start Time	PERIMETER RD Southbound				VALLCO PKWY Westbound				Northbound				VALLCO PKWY Eastbound				Int. Total
	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	
Peak Hour Analysis From 04:00 PM to 06:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:45 PM																	
04:45 PM	1	0	0	1	0	1	0	1	0	0	0	0	0	1	0	1	3
05:00 PM	0	0	2	2	1	1	1	3	0	0	0	0	0	0	0	0	5
05:15 PM	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0	2
05:30 PM	0	0	1	1	0	2	0	2	0	0	0	0	0	2	0	2	5
Total Volume	1	0	5	6	1	4	1	6	0	0	0	0	0	3	0	3	15
% App. Total	16.7	0	83.3		16.7	66.7	16.7		0	0	0		0	100	0		
PHF	.250	.000	.625	.750	.250	.500	.250	.500	.000	.000	.000	.000	.000	.375	.000	.375	.750



# Traffic Data Service

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

File Name : 1PM FINAL  
 Site Code : 00000001  
 Start Date : 5/3/2018  
 Page No : 2



# Traffic Data Service

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

File Name : 3AM FINAL  
 Site Code : 00000003  
 Start Date : 5/15/2018  
 Page No : 1

## Groups Printed- Lights - Buses - Trucks

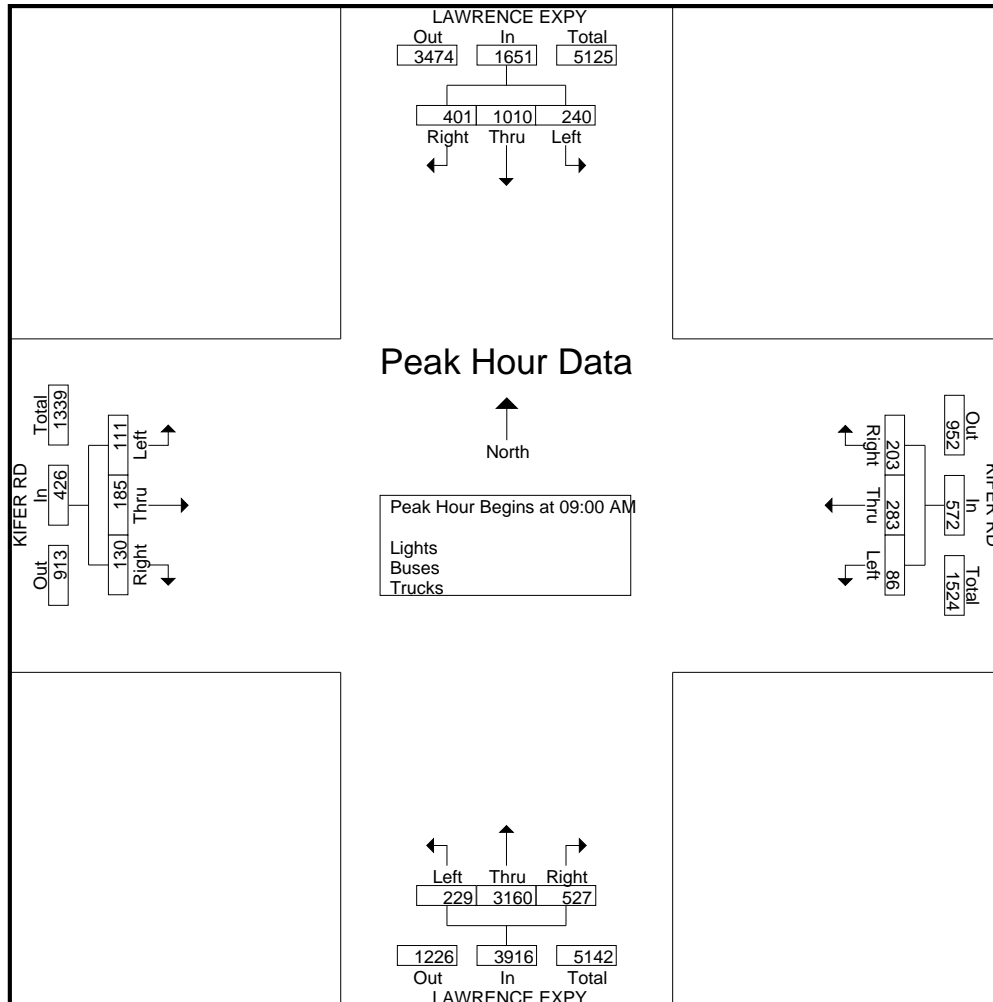
Start Time	LAWRENCE EXPY Southbound					KIFER RD Westbound					LAWRENCE EXPY Northbound					KIFER RD Eastbound					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
07:00 AM	68	237	38	0	343	24	34	7	2	67	68	497	40	0	605	21	14	23	2	60	1075
07:15 AM	63	304	41	0	408	35	47	16	1	99	81	564	54	1	700	32	10	16	2	60	1267
07:30 AM	61	257	36	0	354	40	78	20	3	141	103	794	45	3	945	32	15	13	4	64	1504
07:45 AM	94	291	38	1	424	40	96	23	1	160	89	842	79	0	1010	26	15	19	2	62	1656
Total	286	1089	153	1	1529	139	255	66	7	467	341	2697	218	4	3260	111	54	71	10	246	5502
08:00 AM	107	280	48	0	435	65	97	21	2	185	99	808	62	0	969	24	29	25	4	82	1671
08:15 AM	97	251	57	1	406	69	107	31	2	209	104	665	50	1	820	27	39	32	2	100	1535
08:30 AM	88	169	39	1	297	74	85	22	0	181	105	781	64	1	951	26	42	22	0	90	1519
08:45 AM	89	257	50	2	398	57	79	17	0	153	122	809	60	1	992	22	37	35	6	100	1643
Total	381	957	194	4	1536	265	368	91	4	728	430	3063	236	3	3732	99	147	114	12	372	6368
09:00 AM	115	258	59	0	432	61	74	16	5	156	112	771	56	1	940	25	52	32	2	111	1639
09:15 AM	92	249	55	0	396	56	82	21	5	164	132	747	53	0	932	24	46	27	4	101	1593
09:30 AM	86	224	45	0	355	47	68	24	0	139	124	863	60	4	1051	42	38	27	1	108	1653
09:45 AM	108	279	81	0	468	39	59	25	4	127	159	779	60	2	1000	39	49	25	6	119	1714
Total	401	1010	240	0	1651	203	283	86	14	586	527	3160	229	7	3923	130	185	111	13	439	6599
Grand Total	1068	3056	587	5	4716	607	906	243	25	1781	1298	8920	683	14	10915	340	386	296	35	1057	18469
Apprch %	22.6	64.8	12.4	0.1		34.1	50.9	13.6	1.4		11.9	81.7	6.3	0.1		32.2	36.5	28	3.3		
Total %	5.8	16.5	3.2	0	25.5	3.3	4.9	1.3	0.1	9.6	7	48.3	3.7	0.1	59.1	1.8	2.1	1.6	0.2	5.7	
Lights	1038	2942	567	5	4552	591	879	210	25	1705	1288	8825	679	14	10806	317	370	278	35	1000	18063
% Lights	97.2	96.3	96.6	100	96.5	97.4	97	86.4	100	95.7	99.2	98.9	99.4	100	99	93.2	95.9	93.9	100	94.6	97.8
Buses	13	17	0	0	30	0	0	1	0	1	0	34	0	0	34	5	5	2	0	12	77
% Buses	1.2	0.6	0	0	0.6	0	0	0.4	0	0.1	0	0.4	0	0	0.3	1.5	1.3	0.7	0	1.1	0.4
Trucks	17	97	20	0	134	16	27	32	0	75	10	61	4	0	75	18	11	16	0	45	329
% Trucks	1.6	3.2	3.4	0	2.8	2.6	3	13.2	0	4.2	0.8	0.7	0.6	0	0.7	5.3	2.8	5.4	0	4.3	1.8

Start Time	LAWRENCE EXPY Southbound				KIFER RD Westbound				LAWRENCE EXPY Northbound				KIFER RD Eastbound				Int. Total
	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	
Peak Hour Analysis From 07:00 AM to 09:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 09:00 AM																	
09:00 AM	115	258	59	432	61	74	16	151	112	771	56	939	25	52	32	109	1631
09:15 AM	92	249	55	396	56	82	21	159	132	747	53	932	24	46	27	97	1584
09:30 AM	86	224	45	355	47	68	24	139	124	863	60	1047	42	38	27	107	1648
09:45 AM	108	279	81	468	39	59	25	123	159	779	60	998	39	49	25	113	1702
Total Volume	401	1010	240	1651	203	283	86	572	527	3160	229	3916	130	185	111	426	6565
% App. Total	24.3	61.2	14.5		35.5	49.5	15		13.5	80.7	5.8		30.5	43.4	26.1		
PHF	.872	.905	.741	.882	.832	.863	.860	.899	.829	.915	.954	.935	.774	.889	.867	.942	.964

# Traffic Data Service

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

File Name : 3AM FINAL  
 Site Code : 00000003  
 Start Date : 5/15/2018  
 Page No : 2



# Traffic Data Service

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

File Name : 3AM FINAL  
 Site Code : 00000003  
 Start Date : 5/15/2018  
 Page No : 1

Groups Printed- Bikes

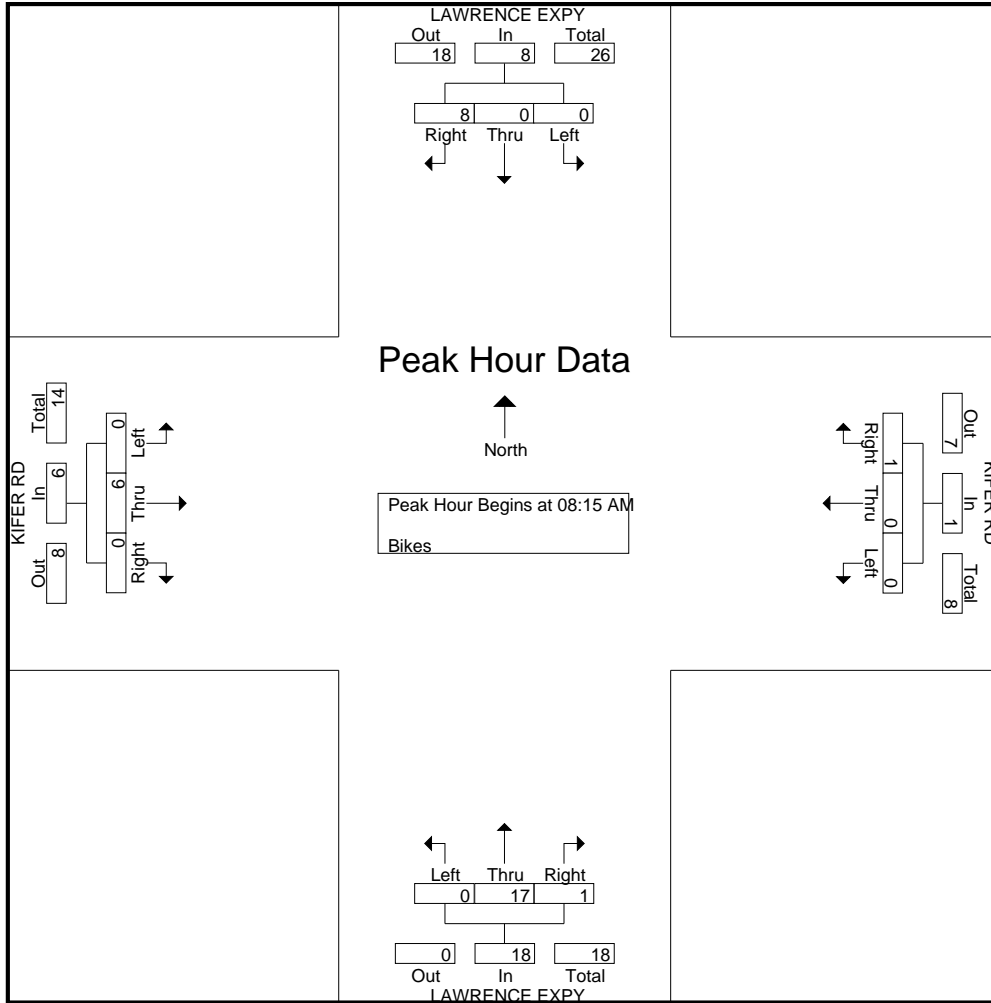
Start Time	LAWRENCE EXPY Southbound					KIFER RD Westbound					LAWRENCE EXPY Northbound					KIFER RD Eastbound					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	0	1	0	0	1	3
07:15 AM	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
07:30 AM	1	0	0	0	1	0	0	0	0	0	0	1	0	0	1	0	0	1	0	1	3
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	3	0	0	3	0	1	0	0	1	4
Total	2	0	0	0	2	0	0	0	0	0	0	6	0	0	6	0	2	1	0	3	11
08:00 AM	1	0	0	0	1	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	4
08:15 AM	4	0	0	0	4	0	0	0	0	0	0	5	0	0	5	0	2	0	0	2	11
08:30 AM	2	0	0	0	2	0	0	0	0	0	0	2	0	0	2	0	3	0	0	3	7
08:45 AM	2	0	0	0	2	1	0	0	0	1	1	6	0	0	7	0	0	0	0	0	10
Total	9	0	0	0	9	1	0	0	0	1	1	16	0	0	17	0	5	0	0	5	32
09:00 AM	0	0	0	0	0	0	0	0	0	0	0	4	0	0	4	0	1	0	0	1	5
09:15 AM	1	0	0	0	1	0	1	0	0	1	1	3	0	0	4	0	1	3	0	4	10
09:30 AM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	1
09:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	1	0	0	0	1	0	1	0	0	1	2	7	0	0	9	0	2	3	0	5	16
Grand Total	12	0	0	0	12	1	1	0	0	2	3	29	0	0	32	0	9	4	0	13	59
Apprch %	100	0	0	0		50	50	0	0		9.4	90.6	0	0		0	69.2	30.8	0		
Total %	20.3	0	0	0	20.3	1.7	1.7	0	0	3.4	5.1	49.2	0	0	54.2	0	15.3	6.8	0	22	

Start Time	LAWRENCE EXPY Southbound				KIFER RD Westbound				LAWRENCE EXPY Northbound				KIFER RD Eastbound				Int. Total
	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	
Peak Hour Analysis From 07:00 AM to 09:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 08:15 AM																	
08:15 AM	4	0	0	4	0	0	0	0	0	5	0	5	0	2	0	2	11
08:30 AM	2	0	0	2	0	0	0	0	0	2	0	2	0	3	0	3	7
08:45 AM	2	0	0	2	1	0	0	1	1	6	0	7	0	0	0	0	10
09:00 AM	0	0	0	0	0	0	0	0	0	4	0	4	0	1	0	1	5
Total Volume	8	0	0	8	1	0	0	1	1	17	0	18	0	6	0	6	33
% App. Total	100	0	0		100	0	0		5.6	94.4	0		0	100	0		
PHF	.500	.000	.000	.500	.250	.000	.000	.250	.250	.708	.000	.643	.000	.500	.000	.500	.750

# Traffic Data Service

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

File Name : 3AM FINAL  
 Site Code : 00000003  
 Start Date : 5/15/2018  
 Page No : 2



# Traffic Data Service

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

File Name : 3PM FINAL  
 Site Code : 00000003  
 Start Date : 5/15/2018  
 Page No : 1

Groups Printed- Lights - Buses - Trucks

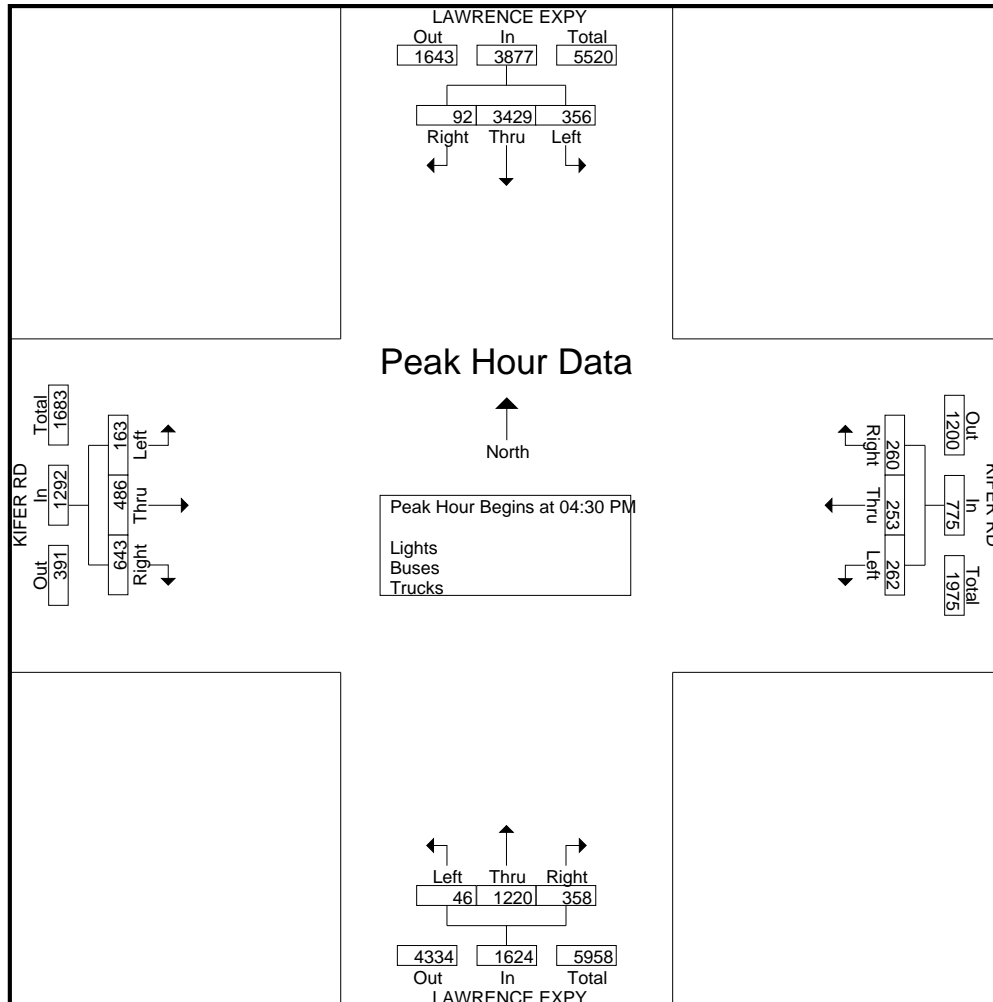
Start Time	LAWRENCE EXPY Southbound					KIFER RD Westbound					LAWRENCE EXPY Northbound					KIFER RD Eastbound					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
04:00 PM	26	740	70	0	836	55	24	62	1	142	88	299	6	1	394	163	146	40	0	349	1721
04:15 PM	38	901	87	0	1026	51	30	66	3	150	127	304	20	0	451	174	112	49	2	337	1964
04:30 PM	36	892	90	0	1018	51	60	52	0	163	81	291	6	0	378	177	137	43	0	357	1916
04:45 PM	13	782	95	1	891	61	61	78	2	202	86	253	19	4	362	159	138	32	2	331	1786
Total	113	3315	342	1	3771	218	175	258	6	657	382	1147	51	5	1585	673	533	164	4	1374	7387
05:00 PM	28	880	93	0	1001	74	62	70	0	206	86	299	8	0	393	141	115	50	2	308	1908
05:15 PM	15	875	78	1	969	74	70	62	0	206	105	377	13	0	495	166	96	38	3	303	1973
05:30 PM	17	832	67	1	917	55	69	70	5	199	100	290	17	2	409	138	138	24	8	308	1833
05:45 PM	24	785	90	1	900	76	60	77	4	217	83	246	20	0	349	131	106	40	8	285	1751
Total	84	3372	328	3	3787	279	261	279	9	828	374	1212	58	2	1646	576	455	152	21	1204	7465
06:00 PM	28	815	68	3	914	62	48	74	3	187	101	338	9	1	449	78	105	39	4	226	1776
06:15 PM	19	852	83	0	954	69	40	59	2	170	80	327	15	0	422	114	98	40	3	255	1801
06:30 PM	14	853	92	1	960	87	39	81	0	207	101	263	18	0	382	93	86	49	7	235	1784
06:45 PM	24	812	91	2	929	43	27	73	2	145	107	247	16	0	370	105	77	40	3	225	1669
Total	85	3332	334	6	3757	261	154	287	7	709	389	1175	58	1	1623	390	366	168	17	941	7030
Grand Total	282	10019	1004	10	11315	758	590	824	22	2194	1145	3534	167	8	4854	1639	1354	484	42	3519	21882
Apprch %	2.5	88.5	8.9	0.1		34.5	26.9	37.6	1		23.6	72.8	3.4	0.2		46.6	38.5	13.8	1.2		
Total %	1.3	45.8	4.6	0	51.7	3.5	2.7	3.8	0.1	10	5.2	16.2	0.8	0	22.2	7.5	6.2	2.2	0.2	16.1	
Lights	264	9969	997	10	11240	749	580	819	22	2170	1128	3485	167	8	4788	1630	1346	477	42	3495	21693
% Lights	93.6	99.5	99.3	100	99.3	98.8	98.3	99.4	100	98.9	98.5	98.6	100	100	98.6	99.5	99.4	98.6	100	99.3	99.1
Buses	16	21	0	0	37	3	6	0	0	9	0	8	0	0	8	4	0	0	0	4	58
% Buses	5.7	0.2	0	0	0.3	0.4	1	0	0	0.4	0	0.2	0	0	0.2	0.2	0	0	0	0.1	0.3
Trucks	2	29	7	0	38	6	4	5	0	15	17	41	0	0	58	5	8	7	0	20	131
% Trucks	0.7	0.3	0.7	0	0.3	0.8	0.7	0.6	0	0.7	1.5	1.2	0	0	1.2	0.3	0.6	1.4	0	0.6	0.6

Start Time	LAWRENCE EXPY Southbound					KIFER RD Westbound					LAWRENCE EXPY Northbound					KIFER RD Eastbound					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
Peak Hour Analysis From 04:00 PM to 06:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 04:30 PM																					
04:30 PM	36	892	90		1018	51	60	52		163	81	291	6		378	177	137	43		357	1916
04:45 PM	13	782	95		890	61	61	78		200	86	253	19		358	159	138	32		329	1777
05:00 PM	28	880	93		1001	74	62	70		206	86	299	8		393	141	115	50		306	1906
05:15 PM	15	875	78		968	74	70	62		206	105	377	13		495	166	96	38		300	1969
Total Volume	92	3429	356		3877	260	253	262		775	358	1220	46		1624	643	486	163		1292	7568
% App. Total	2.4	88.4	9.2			33.5	32.6	33.8			22	75.1	2.8			49.8	37.6	12.6			
PHF	.639	.961	.937		.952	.878	.904	.840		.941	.852	.809	.605		.820	.908	.880	.815		.905	.961

# Traffic Data Service

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

File Name : 3PM FINAL  
 Site Code : 00000003  
 Start Date : 5/15/2018  
 Page No : 2



# Traffic Data Service

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

File Name : 3PM FINAL  
 Site Code : 00000003  
 Start Date : 5/15/2018  
 Page No : 1

Groups Printed- Bikes

Start Time	LAWRENCE EXPY Southbound					KIFER RD Westbound					LAWRENCE EXPY Northbound					KIFER RD Eastbound					Int. Total					
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total						
04:00 PM	2	0	0	0	2	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	1	0	1	0	0	0	0	0	0	1	0	0	1	0	1	0	0	1	0	1	0	0	1	3
Total	2	0	1	0	3	0	0	1	0	1	0	2	0	0	2	0	1	0	0	1	0	1	0	0	1	7
05:00 PM	1	1	0	0	2	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	3
05:15 PM	3	1	0	0	4	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	0	2	0	0	2	6
05:30 PM	3	4	0	0	7	0	0	0	0	0	0	1	0	0	1	0	1	0	0	1	0	1	0	0	1	9
05:45 PM	0	4	0	0	4	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	0	2	0	0	2	6
Total	7	10	0	0	17	0	0	0	0	0	0	2	0	0	2	0	5	0	0	5	0	5	0	0	5	24
06:00 PM	0	0	0	0	0	1	0	0	0	1	0	1	0	0	1	0	0	2	0	2	0	2	0	0	2	4
06:15 PM	0	1	0	0	1	0	2	0	0	2	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	5
06:30 PM	0	3	1	0	4	0	0	0	0	0	0	1	0	0	1	0	1	0	0	1	0	1	0	0	1	6
06:45 PM	0	3	0	0	3	1	1	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5
Total	0	7	1	0	8	2	3	0	0	5	0	4	0	0	4	0	1	2	0	3	0	3	0	0	3	20
Grand Total	9	17	2	0	28	2	3	1	0	6	0	8	0	0	8	0	7	2	0	9	0	9	0	0	9	51
Apprch %	32.1	60.7	7.1	0		33.3	50	16.7	0		0	100	0	0		0	77.8	22.2	0		0		0	0		
Total %	17.6	33.3	3.9	0	54.9	3.9	5.9	2	0	11.8	0	15.7	0	0	15.7	0	13.7	3.9	0	17.6	0		0	0		

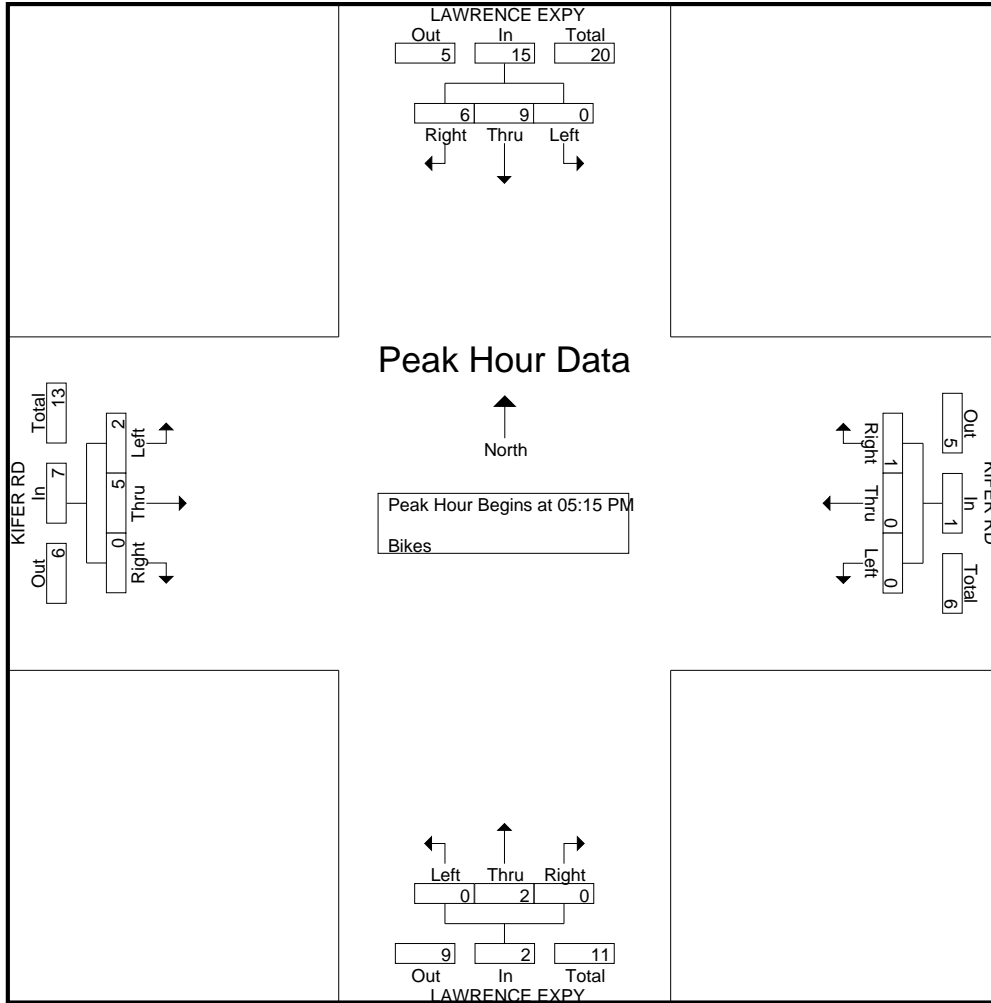
Start Time	LAWRENCE EXPY Southbound				KIFER RD Westbound				LAWRENCE EXPY Northbound				KIFER RD Eastbound				Int. Total
	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	
Peak Hour Analysis From 04:00 PM to 06:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 05:15 PM																	
05:15 PM	3	1	0	4	0	0	0	0	0	0	0	0	0	2	0	2	6
05:30 PM	3	4	0	7	0	0	0	0	0	1	0	1	0	1	0	1	9
05:45 PM	0	4	0	4	0	0	0	0	0	0	0	0	0	2	0	2	6
06:00 PM	0	0	0	0	1	0	0	1	0	1	0	1	0	0	2	2	4
Total Volume	6	9	0	15	1	0	0	1	0	2	0	2	0	5	2	7	25
% App. Total	40	60	0		100	0	0		0	100	0		0	71.4	28.6		
PHF	.500	.563	.000	.536	.250	.000	.000	.250	.000	.500	.000	.500	.000	.625	.250	.875	.694



# Traffic Data Service

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

File Name : 3PM FINAL  
 Site Code : 00000003  
 Start Date : 5/15/2018  
 Page No : 2



# Traffic Data Service

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

File Name : 2AM FINAL  
 Site Code : 00000002  
 Start Date : 5/15/2018  
 Page No : 1

## Groups Printed- Lights - Buses - Trucks

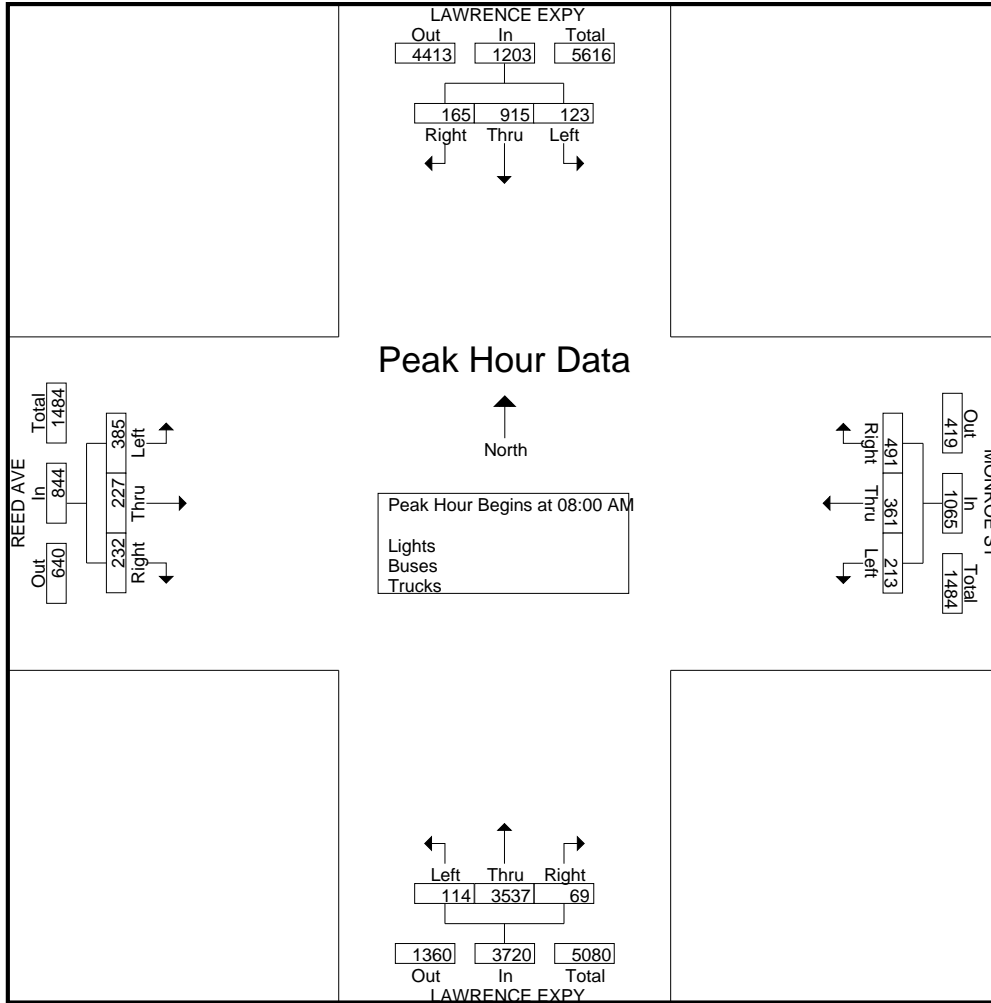
Start Time	LAWRENCE EXPY Southbound					MONROE ST Westbound					LAWRENCE EXPY Northbound					REED AVE Eastbound					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
07:00 AM	47	164	38	0	249	70	37	37	3	147	37	467	61	10	575	20	51	38	0	109	1080
07:15 AM	39	228	46	0	313	98	61	58	3	220	61	532	36	3	632	24	90	61	0	175	1340
07:30 AM	42	272	25	1	340	121	114	78	1	314	24	703	56	2	785	39	36	82	0	157	1596
07:45 AM	36	249	21	0	306	113	111	88	1	313	37	707	61	1	806	20	28	81	0	129	1554
<b>Total</b>	164	913	130	1	1208	402	323	261	8	994	159	2409	214	16	2798	103	205	262	0	570	5570
08:00 AM	45	264	29	0	338	114	86	34	2	236	18	988	31	3	1040	67	60	65	0	192	1806
08:15 AM	34	215	48	0	297	135	95	50	1	281	27	830	36	5	898	74	63	97	0	234	1710
08:30 AM	38	198	16	1	253	139	97	72	7	315	10	815	31	1	857	48	56	100	1	205	1630
08:45 AM	48	238	30	0	316	103	83	57	4	247	14	904	16	1	935	43	48	123	3	217	1715
<b>Total</b>	165	915	123	1	1204	491	361	213	14	1079	69	3537	114	10	3730	232	227	385	4	848	6861
09:00 AM	48	195	18	0	261	120	64	29	1	214	13	863	26	0	902	45	28	78	0	151	1528
09:15 AM	33	210	29	0	272	114	66	46	5	231	21	807	25	5	858	64	40	94	0	198	1559
09:30 AM	49	211	25	0	285	102	59	38	0	199	30	844	17	1	892	35	30	106	0	171	1547
09:45 AM	53	229	27	0	309	104	49	38	1	192	27	868	31	0	926	41	37	94	0	172	1599
<b>Total</b>	183	845	99	0	1127	440	238	151	7	836	91	3382	99	6	3578	185	135	372	0	692	6233
Grand Total	512	2673	352	2	3539	1333	922	625	29	2909	319	9328	427	32	10106	520	567	1019	4	2110	18664
Apprch %	14.5	75.5	9.9	0.1		45.8	31.7	21.5	1		3.2	92.3	4.2	0.3		24.6	26.9	48.3	0.2		
Total %	2.7	14.3	1.9	0	19	7.1	4.9	3.3	0.2	15.6	1.7	50	2.3	0.2	54.1	2.8	3	5.5	0	11.3	
Lights	482	2552	342	2	3378	1323	905	611	29	2868	305	9248	422	32	10007	512	556	999	4	2071	18324
% Lights	94.1	95.5	97.2	100	95.5	99.2	98.2	97.8	100	98.6	95.6	99.1	98.8	100	99	98.5	98.1	98	100	98.2	98.2
Buses	3	14	6	0	23	4	11	6	0	21	9	27	1	0	37	3	8	4	0	15	96
% Buses	0.6	0.5	1.7	0	0.6	0.3	1.2	1	0	0.7	2.8	0.3	0.2	0	0.4	0.6	1.4	0.4	0	0.7	0.5
Trucks	27	107	4	0	138	6	6	8	0	20	5	53	4	0	62	5	3	16	0	24	244
% Trucks	5.3	4	1.1	0	3.9	0.5	0.7	1.3	0	0.7	1.6	0.6	0.9	0	0.6	1	0.5	1.6	0	1.1	1.3

Start Time	LAWRENCE EXPY Southbound				MONROE ST Westbound				LAWRENCE EXPY Northbound				REED AVE Eastbound				Int. Total
	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	
Peak Hour Analysis From 07:00 AM to 09:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 08:00 AM																	
08:00 AM	45	<b>264</b>	29	<b>338</b>	114	86	34	234	18	<b>988</b>	31	<b>1037</b>	67	60	65	192	<b>1801</b>
08:15 AM	34	215	<b>48</b>	297	135	95	50	280	<b>27</b>	830	<b>36</b>	893	<b>74</b>	<b>63</b>	97	<b>234</b>	1704
08:30 AM	38	198	16	252	<b>139</b>	<b>97</b>	<b>72</b>	<b>308</b>	10	815	31	856	48	56	100	204	1620
08:45 AM	<b>48</b>	238	30	316	103	83	57	243	14	904	16	934	43	48	<b>123</b>	214	1707
Total Volume	165	915	123	1203	491	361	213	1065	69	3537	114	3720	232	227	385	844	6832
% App. Total	13.7	76.1	10.2		46.1	33.9	20		1.9	95.1	3.1		27.5	26.9	45.6		
PHF	.859	.866	.641	.890	.883	.930	.740	.864	.639	.895	.792	.897	.784	.901	.783	.902	.948

# Traffic Data Service

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

File Name : 2AM FINAL  
 Site Code : 00000002  
 Start Date : 5/15/2018  
 Page No : 2



# Traffic Data Service

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

File Name : 2AM FINAL  
 Site Code : 00000002  
 Start Date : 5/15/2018  
 Page No : 1

Groups Printed- Bikes

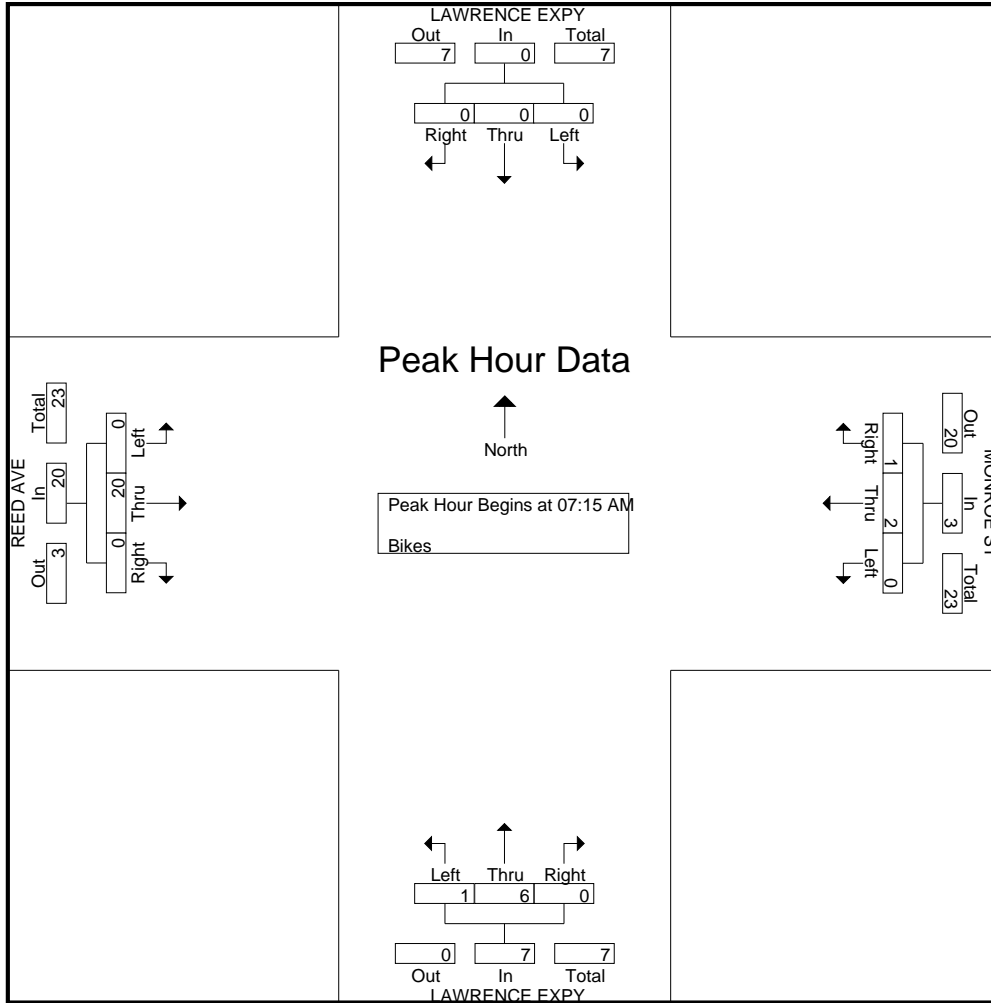
Start Time	LAWRENCE EXPY Southbound					MONROE ST Westbound					LAWRENCE EXPY Northbound					REED AVE Eastbound					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
07:00 AM	0	0	0	0	0	0	2	0	0	2	0	1	0	0	1	0	6	0	0	6	9
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	14	0	0	14	14
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	2
07:45 AM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	2	0	0	2	3
Total	0	0	0	0	0	0	3	0	0	3	0	1	0	0	1	0	24	0	0	24	28
08:00 AM	0	0	0	0	0	1	1	0	0	2	0	6	1	0	7	0	2	0	0	2	11
08:15 AM	0	0	0	0	0	0	2	0	0	2	0	2	0	0	2	0	0	0	0	0	4
08:30 AM	0	0	0	0	0	0	4	0	0	4	0	2	0	0	2	0	2	0	0	2	8
08:45 AM	0	0	0	0	0	0	1	0	0	1	0	2	0	0	2	0	0	0	0	0	3
Total	0	0	0	0	0	1	8	0	0	9	0	12	1	0	13	0	4	0	0	4	26
09:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
09:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:30 AM	0	0	0	0	0	0	1	0	0	1	0	1	0	0	1	0	2	0	0	2	4
09:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	2
Total	0	0	0	0	0	0	1	0	0	1	0	1	0	0	1	0	5	0	0	5	7
Grand Total	0	0	0	0	0	1	12	0	0	13	0	14	1	0	15	0	33	0	0	33	61
Apprch %	0	0	0	0		7.7	92.3	0	0		0	93.3	6.7	0		0	100	0	0		
Total %	0	0	0	0	0	1.6	19.7	0	0	21.3	0	23	1.6	0	24.6	0	54.1	0	0	54.1	

Start Time	LAWRENCE EXPY Southbound					MONROE ST Westbound					LAWRENCE EXPY Northbound					REED AVE Eastbound					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
Peak Hour Analysis From 07:00 AM to 09:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:15 AM																					
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	14	0	0	14	14
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	2
07:45 AM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	2	0	0	2	3
08:00 AM	0	0	0	0	0	1	1	0	0	2	0	6	1	0	7	0	2	0	0	2	11
Total Volume	0	0	0	0	0	1	2	0	0	3	0	6	1	0	7	0	20	0	0	20	30
% App. Total	0	0	0	0		33.3	66.7	0	0		0	85.7	14.3	0		0	100	0	0		
PHF	.000	.000	.000	.000	.000	.250	.500	.000	.000	.375	.000	.250	.250	.250	.000	.000	.357	.000	.000	.357	.536

# Traffic Data Service

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

File Name : 2AM FINAL  
 Site Code : 00000002  
 Start Date : 5/15/2018  
 Page No : 2



# Traffic Data Service

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

File Name : 2PM FINAL  
Site Code : 00000002  
Start Date : 5/15/2018  
Page No : 1

## Groups Printed- Lights - Buses - Trucks

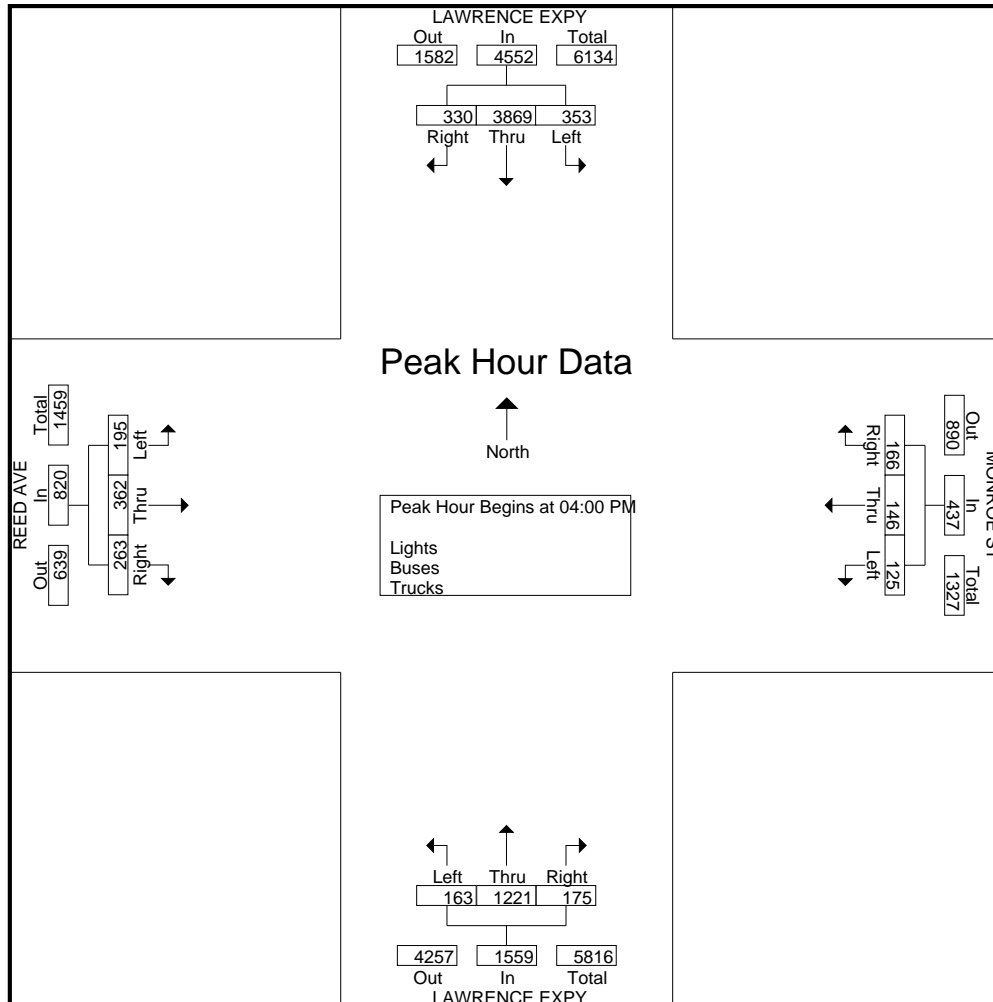
Start Time	LAWRENCE EXPY Southbound					MONROE ST Westbound					LAWRENCE EXPY Northbound					REED AVE Eastbound					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
04:00 PM	92	845	80	3	1020	44	28	30	4	106	39	320	30	4	393	14	78	54	0	146	1665
04:15 PM	72	953	112	1	1138	44	36	25	4	109	38	360	44	3	445	53	80	38	0	171	1863
04:30 PM	75	1021	88	4	1188	40	41	38	2	121	46	260	41	0	347	77	92	60	0	229	1885
04:45 PM	91	1050	73	2	1216	38	41	32	4	115	52	281	48	2	383	119	112	43	0	274	1988
Total	330	3869	353	10	4562	166	146	125	14	451	175	1221	163	9	1568	263	362	195	0	820	7401
05:00 PM	95	748	90	4	937	23	41	38	0	102	57	314	27	0	398	28	106	52	0	186	1623
05:15 PM	88	708	87	3	886	39	62	31	1	133	62	348	34	2	446	11	156	62	0	229	1694
05:30 PM	98	611	89	3	801	56	81	46	0	183	56	268	46	0	370	68	135	54	0	257	1611
05:45 PM	109	624	77	3	813	41	47	52	1	141	59	311	42	0	412	50	136	51	0	237	1603
Total	390	2691	343	13	3437	159	231	167	2	559	234	1241	149	2	1626	157	533	219	0	909	6531
06:00 PM	108	635	99	1	843	49	51	64	7	171	61	319	40	6	426	17	82	59	0	158	1598
06:15 PM	123	688	107	1	919	39	52	41	1	133	62	289	42	0	393	64	100	44	0	208	1653
06:30 PM	113	704	96	1	914	43	60	62	2	167	53	270	34	4	361	65	91	60	0	216	1658
06:45 PM	129	736	81	5	951	44	40	39	3	126	46	289	40	2	377	38	80	70	0	188	1642
Total	473	2763	383	8	3627	175	203	206	13	597	222	1167	156	12	1557	184	353	233	0	770	6551
Grand Total	1193	9323	1079	31	11626	500	580	498	29	1607	631	3629	468	23	4751	604	1248	647	0	2499	20483
Apprch %	10.3	80.2	9.3	0.3		31.1	36.1	31	1.8		13.3	76.4	9.9	0.5		24.2	49.9	25.9	0		
Total %	5.8	45.5	5.3	0.2	56.8	2.4	2.8	2.4	0.1	7.8	3.1	17.7	2.3	0.1	23.2	2.9	6.1	3.2	0	12.2	
Lights	1181	9287	1077	31	11576	499	572	493	29	1593	621	3584	467	23	4695	602	1234	640	0	2476	20340
% Lights	99	99.6	99.8	100	99.6	99.8	98.6	99	100	99.1	98.4	98.8	99.8	100	98.8	99.7	98.9	98.9	0	99.1	99.3
Buses	1	18	0	0	19	0	6	3	0	9	1	6	1	0	8	0	7	1	0	8	44
% Buses	0.1	0.2	0	0	0.2	0	1	0.6	0	0.6	0.2	0.2	0.2	0	0.2	0	0.6	0.2	0	0.3	0.2
Trucks	11	18	2	0	31	1	2	2	0	5	9	39	0	0	48	2	7	6	0	15	99
% Trucks	0.9	0.2	0.2	0	0.3	0.2	0.3	0.4	0	0.3	1.4	1.1	0	0	1	0.3	0.6	0.9	0	0.6	0.5

Start Time	LAWRENCE EXPY Southbound				MONROE ST Westbound				LAWRENCE EXPY Northbound				REED AVE Eastbound				Int. Total
	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	
Peak Hour Analysis From 04:00 PM to 06:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:00 PM																	
04:00 PM	92	845	80	1017	44	28	30	102	39	320	30	389	14	78	54	146	1654
04:15 PM	72	953	112	1137	44	36	25	105	38	360	44	442	53	80	38	171	1855
04:30 PM	75	1021	88	1184	40	41	38	119	46	260	41	347	77	92	60	229	1879
04:45 PM	91	1050	73	1214	38	41	32	111	52	281	48	381	119	112	43	274	1980
Total Volume	330	3869	353	4552	166	146	125	437	175	1221	163	1559	263	362	195	820	7368
% App. Total	7.2	85	7.8		38	33.4	28.6		11.2	78.3	10.5		32.1	44.1	23.8		
PHF	.897	.921	.788	.937	.943	.890	.822	.918	.841	.848	.849	.882	.553	.808	.813	.748	.930

# Traffic Data Service

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

File Name : 2PM FINAL  
 Site Code : 00000002  
 Start Date : 5/15/2018  
 Page No : 2



# Traffic Data Service

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

File Name : 2PM FINAL  
 Site Code : 00000002  
 Start Date : 5/15/2018  
 Page No : 1

Groups Printed- Bikes

Start Time	LAWRENCE EXPY Southbound					MONROE ST Westbound					LAWRENCE EXPY Northbound					REED AVE Eastbound					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
04:00 PM	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	2
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	0	0	4	4
04:45 PM	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
Total	1	2	0	0	3	0	0	0	0	0	0	0	0	0	0	0	6	0	0	6	9
05:00 PM	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	2
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30 PM	2	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	4
05:45 PM	4	0	0	0	4	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	5
Total	7	0	0	0	7	0	0	0	0	0	0	0	0	0	0	0	4	0	0	4	11
06:00 PM	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	3
06:15 PM	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	4	0	0	4	5
06:30 PM	2	0	0	0	2	0	1	0	0	1	0	0	0	0	0	0	3	0	0	3	6
06:45 PM	2	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	4
Total	5	0	1	0	6	0	1	0	0	1	0	0	0	0	0	0	11	0	0	11	18
Grand Total	13	2	1	0	16	0	1	0	0	1	0	0	0	0	0	0	21	0	0	21	38
Apprch %	81.2	12.5	6.2	0		0	100	0	0		0	0	0	0		0	100	0	0		
Total %	34.2	5.3	2.6	0	42.1	0	2.6	0	0	2.6	0	0	0	0	0	0	55.3	0	0	55.3	

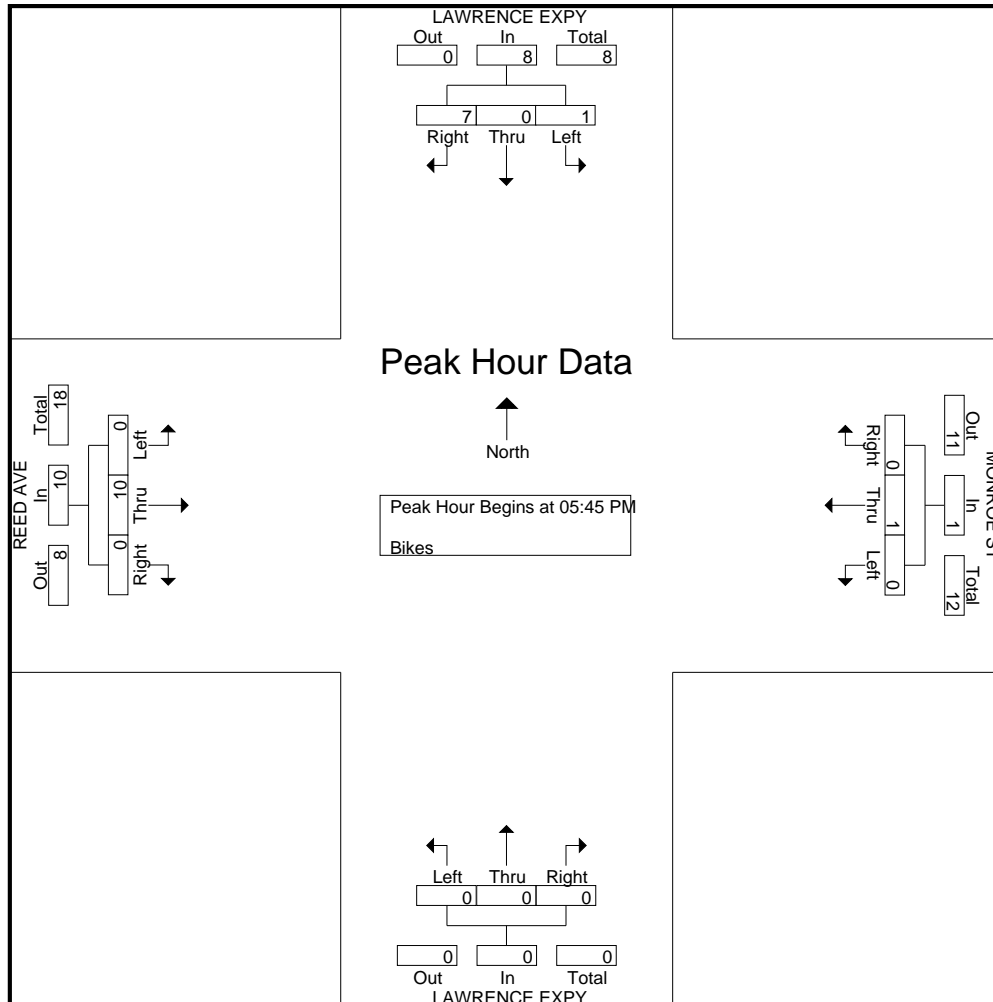
Start Time	LAWRENCE EXPY Southbound				MONROE ST Westbound				LAWRENCE EXPY Northbound				REED AVE Eastbound				Int. Total
	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	
Peak Hour Analysis From 04:00 PM to 06:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 05:45 PM																	
05:45 PM	4	0	0	4	0	0	0	0	0	0	0	0	0	1	0	1	5
06:00 PM	1	0	0	1	0	0	0	0	0	0	0	0	0	2	0	2	3
06:15 PM	0	0	1	1	0	0	0	0	0	0	0	0	0	4	0	4	5
06:30 PM	2	0	0	2	0	1	0	1	0	0	0	0	0	3	0	3	6
Total Volume	7	0	1	8	0	1	0	1	0	0	0	0	0	10	0	10	19
% App. Total	87.5	0	12.5		0	100	0		0	0	0		0	100	0		
PHF	.438	.000	.250	.500	.000	.250	.000	.250	.000	.000	.000	.000	.000	.625	.000	.625	.792



# Traffic Data Service

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

File Name : 2PM FINAL  
Site Code : 00000002  
Start Date : 5/15/2018  
Page No : 2



# Traffic Data Service

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

File Name : 1AM FINAL  
Site Code : 00000001  
Start Date : 5/15/2018  
Page No : 1

Groups Printed- Lights - Buses - Trucks

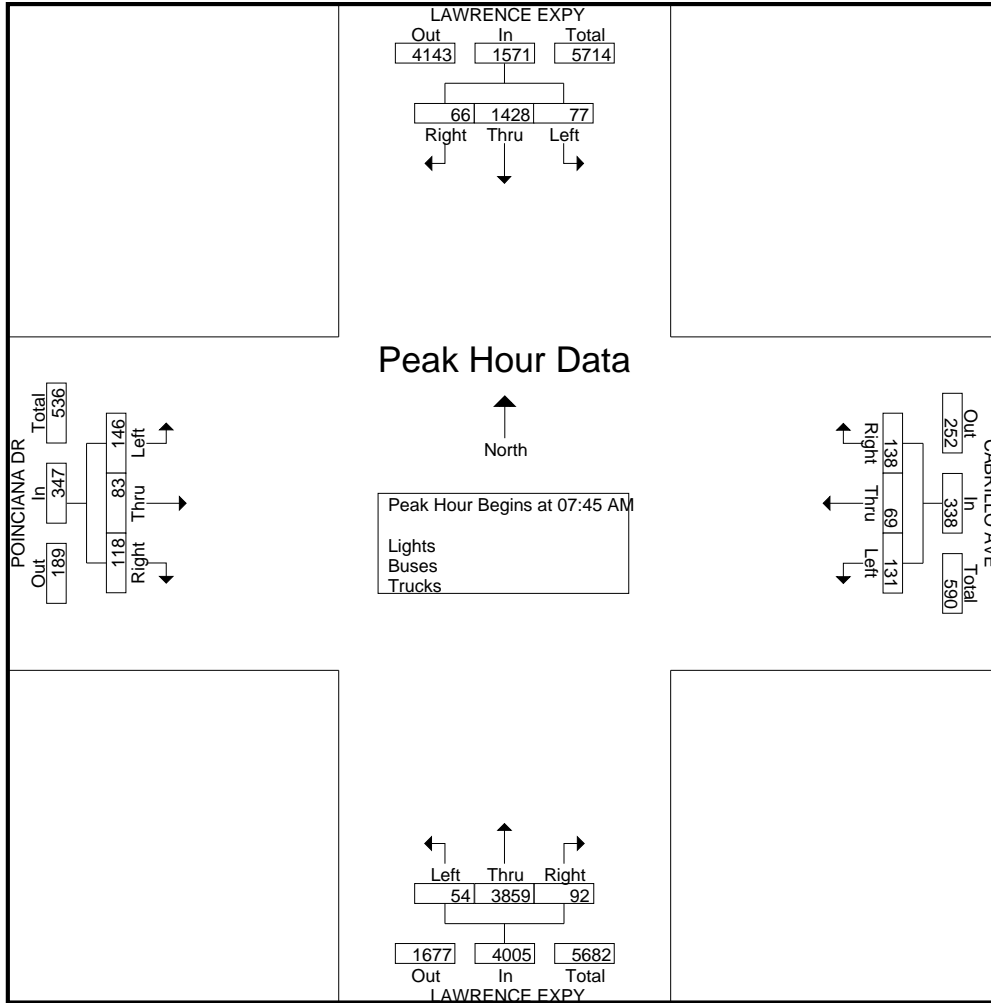
Start Time	LAWRENCE EXPY Southbound					CABRILLO AVE Westbound					LAWRENCE EXPY Northbound					POINCIANA DR Eastbound					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
07:00 AM	12	216	17	5	250	29	7	28	0	64	21	561	8	7	597	19	13	31	1	64	975
07:15 AM	15	260	13	0	288	16	22	45	0	83	46	681	13	3	743	33	20	30	0	83	1197
07:30 AM	30	377	19	0	426	39	24	43	1	107	25	844	14	3	886	25	19	40	0	84	1503
07:45 AM	22	371	33	1	427	36	24	29	2	91	35	935	13	5	988	24	21	45	0	90	1596
Total	79	1224	82	6	1391	120	77	145	3	345	127	3021	48	18	3214	101	73	146	1	321	5271
08:00 AM	17	343	8	1	369	29	10	36	1	76	19	1009	16	4	1048	31	18	31	0	80	1573
08:15 AM	15	384	16	0	415	31	19	31	0	81	21	966	12	3	1002	41	20	24	0	85	1583
08:30 AM	12	330	20	0	362	42	16	35	0	93	17	949	13	6	985	22	24	46	0	92	1532
08:45 AM	11	334	8	0	353	37	17	32	0	86	18	916	10	7	951	16	18	33	0	67	1457
Total	55	1391	52	1	1499	139	62	134	1	336	75	3840	51	20	3986	110	80	134	0	324	6145
09:00 AM	8	257	6	0	271	40	10	30	0	80	21	945	11	0	977	28	17	20	0	65	1393
09:15 AM	14	339	10	1	364	46	11	28	0	85	17	929	17	0	963	16	29	45	0	90	1502
09:30 AM	13	303	8	0	324	37	11	34	0	82	13	880	15	1	909	20	13	39	0	72	1387
09:45 AM	13	281	15	0	309	25	7	24	0	56	15	812	15	2	844	21	8	47	0	76	1285
Total	48	1180	39	1	1268	148	39	116	0	303	66	3566	58	3	3693	85	67	151	0	303	5567
Grand Total	182	3795	173	8	4158	407	178	395	4	984	268	10427	157	41	10893	296	220	431	1	948	16983
Apprch %	4.4	91.3	4.2	0.2		41.4	18.1	40.1	0.4		2.5	95.7	1.4	0.4		31.2	23.2	45.5	0.1		
Total %	1.1	22.3	1	0	24.5	2.4	1	2.3	0	5.8	1.6	61.4	0.9	0.2	64.1	1.7	1.3	2.5	0	5.6	
Lights	175	3649	169	8	4001	405	173	394	4	976	259	10337	155	41	10792	292	214	426	1	933	16702
% Lights	96.2	96.2	97.7	100	96.2	99.5	97.2	99.7	100	99.2	96.6	99.1	98.7	100	99.1	98.6	97.3	98.8	100	98.4	98.3
Buses	2	39	3	0	44	1	1	1	0	3	4	31	1	0	36	0	5	1	0	6	89
% Buses	1.1	1	1.7	0	1.1	0.2	0.6	0.3	0	0.3	1.5	0.3	0.6	0	0.3	0	2.3	0.2	0	0.6	0.5
Trucks	5	107	1	0	113	1	4	0	0	5	5	59	1	0	65	4	1	4	0	9	192
% Trucks	2.7	2.8	0.6	0	2.7	0.2	2.2	0	0	0.5	1.9	0.6	0.6	0	0.6	1.4	0.5	0.9	0	0.9	1.1

Start Time	LAWRENCE EXPY Southbound				CABRILLO AVE Westbound				LAWRENCE EXPY Northbound				POINCIANA DR Eastbound				Int. Total
	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	
Peak Hour Analysis From 07:00 AM to 09:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:45 AM																	
07:45 AM	<b>22</b>	371	<b>33</b>	<b>426</b>	36	<b>24</b>	29	89	<b>35</b>	935	13	983	24	21	45	90	<b>1588</b>
08:00 AM	17	343	8	368	29	10	<b>36</b>	75	19	<b>1009</b>	<b>16</b>	<b>1044</b>	31	18	31	80	1567
08:15 AM	15	<b>384</b>	16	415	31	19	31	81	21	966	12	999	<b>41</b>	20	24	85	1580
08:30 AM	12	330	20	362	<b>42</b>	16	35	<b>93</b>	17	949	13	979	22	<b>24</b>	<b>46</b>	<b>92</b>	1526
Total Volume	66	1428	77	1571	138	69	131	338	92	3859	54	4005	118	83	146	347	6261
% App. Total	4.2	90.9	4.9		40.8	20.4	38.8		2.3	96.4	1.3		34	23.9	42.1		
PHF	.750	.930	.583	.922	.821	.719	.910	.909	.657	.956	.844	.959	.720	.865	.793	.943	.986

# Traffic Data Service

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

File Name : 1AM FINAL  
 Site Code : 00000001  
 Start Date : 5/15/2018  
 Page No : 2



# Traffic Data Service

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

File Name : 1AM FINAL  
 Site Code : 00000001  
 Start Date : 5/15/2018  
 Page No : 1

Groups Printed- Bikes

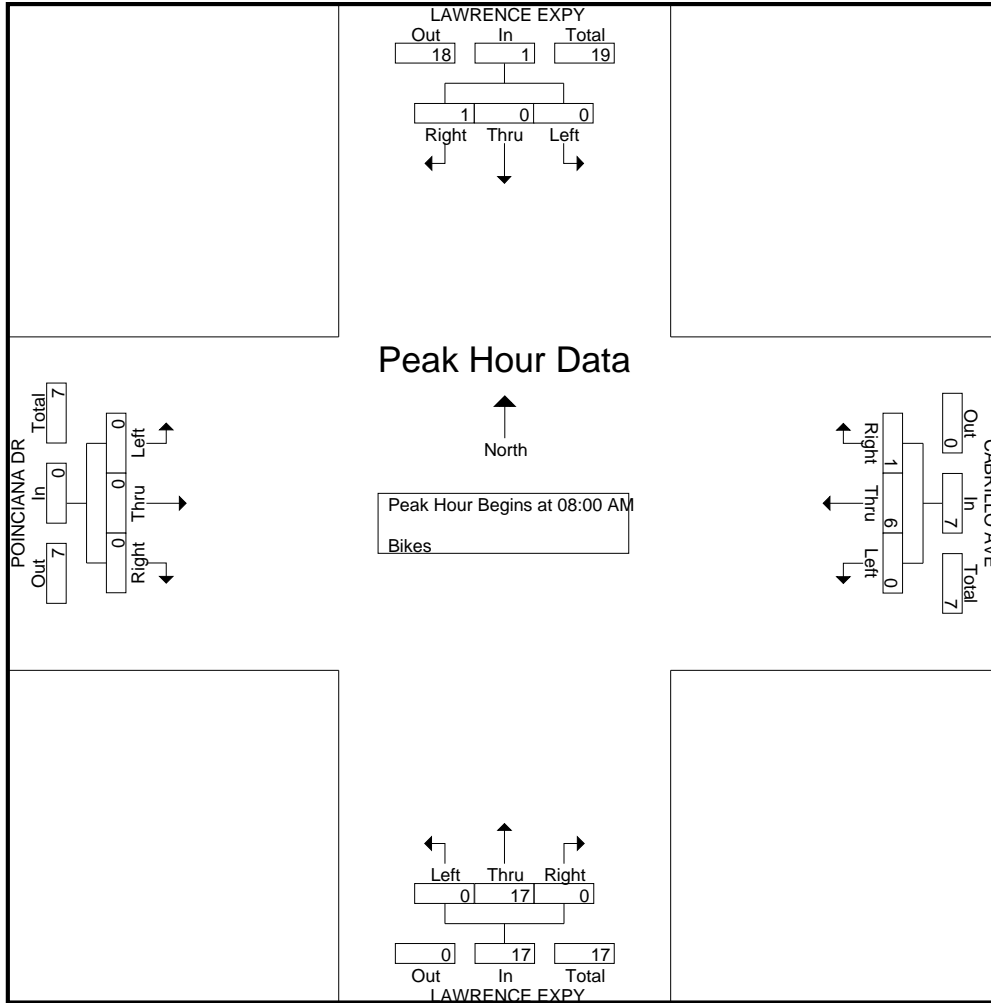
Start Time	LAWRENCE EXPY Southbound					CABRILLO AVE Westbound					LAWRENCE EXPY Northbound					POINCIANA DR Eastbound					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	0
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	0	0	1	0	1	1
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0
<b>Total</b>	0	0	0	0	0	0	0	0	0	0	0	7	0	0	7	0	0	1	0	1	1
08:00 AM	1	0	0	0	1	0	3	0	0	3	0	8	0	0	8	0	0	0	0	0	0
08:15 AM	0	0	0	0	0	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	0
08:30 AM	0	0	0	0	0	1	2	0	0	3	0	4	0	0	4	0	0	0	0	0	0
08:45 AM	0	0	0	0	0	0	1	0	0	1	0	2	0	0	2	0	0	0	0	0	0
<b>Total</b>	1	0	0	0	1	1	6	0	0	7	0	17	0	0	17	0	0	0	0	0	0
09:00 AM	0	0	0	0	0	0	1	0	0	1	0	2	0	0	2	0	0	0	0	0	0
09:15 AM	0	1	0	0	1	1	1	0	0	2	0	1	0	0	1	1	1	0	0	2	2
09:30 AM	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	0	1	0	0	1	1
09:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>Total</b>	0	1	0	0	1	1	2	0	0	3	0	5	0	0	5	1	2	0	0	3	3
Grand Total	1	1	0	0	2	2	8	0	0	10	0	29	0	0	29	1	2	1	0	4	45
Apprch %	50	50	0	0		20	80	0	0		0	100	0	0		25	50	25	0		
Total %	2.2	2.2	0	0	4.4	4.4	17.8	0	0	22.2	0	64.4	0	0	64.4	2.2	4.4	2.2	0	8.9	

Start Time	LAWRENCE EXPY Southbound				CABRILLO AVE Westbound				LAWRENCE EXPY Northbound				POINCIANA DR Eastbound				Int. Total
	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	
Peak Hour Analysis From 07:00 AM to 09:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 08:00 AM																	
08:00 AM	1	0	0	1	0	3	0	3	0	8	0	8	0	0	0	0	12
08:15 AM	0	0	0	0	0	0	0	0	0	3	0	3	0	0	0	0	3
08:30 AM	0	0	0	0	1	2	0	3	0	4	0	4	0	0	0	0	7
08:45 AM	0	0	0	0	0	1	0	1	0	2	0	2	0	0	0	0	3
Total Volume	1	0	0	1	1	6	0	7	0	17	0	17	0	0	0	0	25
% App. Total	100	0	0		14.3	85.7	0		0	100	0		0	0	0		
PHF	.250	.000	.000	.250	.250	.500	.000	.583	.000	.531	.000	.531	.000	.000	.000	.000	.521

# Traffic Data Service

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

File Name : 1AM FINAL  
Site Code : 00000001  
Start Date : 5/15/2018  
Page No : 2



# Traffic Data Service

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

File Name : 1PM FINAL  
Site Code : 00000001  
Start Date : 5/15/2018  
Page No : 1

## Groups Printed- Lights - Buses - Trucks

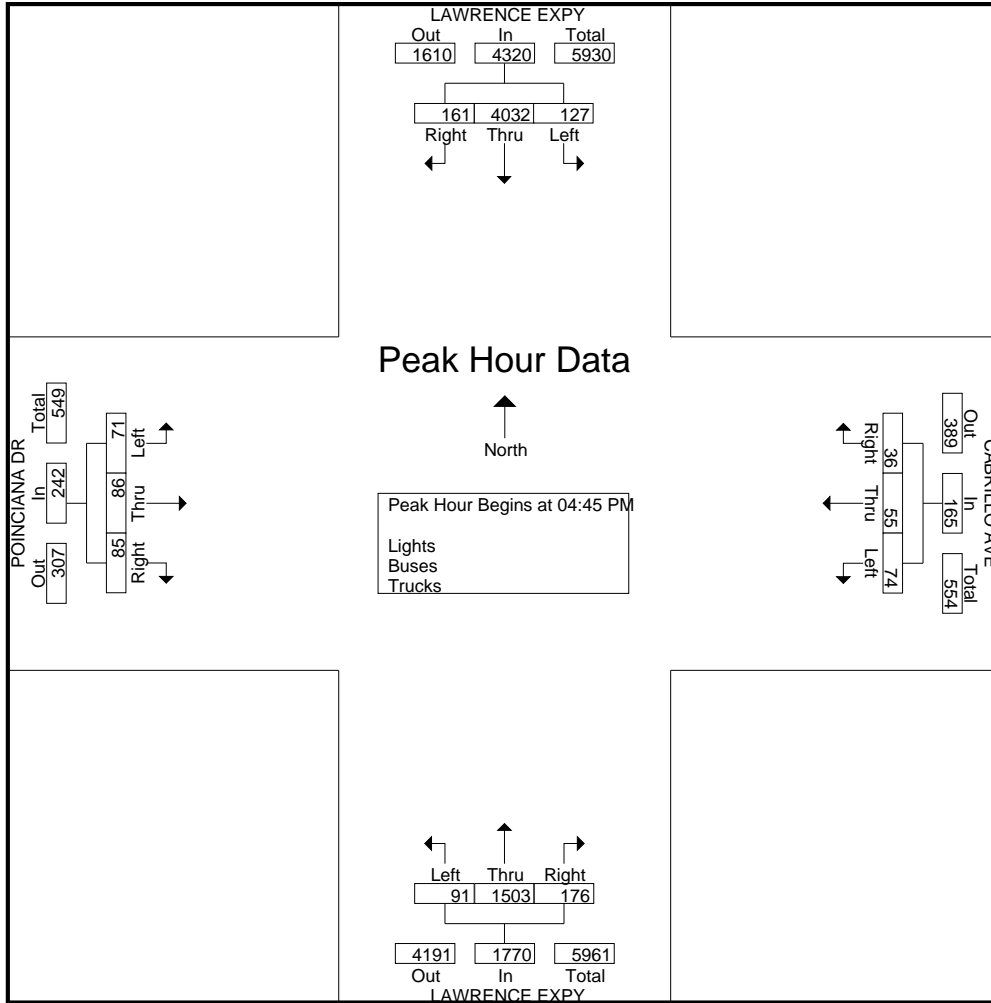
Start Time	LAWRENCE EXPY Southbound					CABRILLO AVE Westbound					LAWRENCE EXPY Northbound					POINCIANA DR Eastbound					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
04:00 PM	27	903	24	0	954	12	7	13	0	32	43	361	24	1	429	13	10	21	0	44	1459
04:15 PM	19	902	21	1	943	7	5	24	0	36	37	372	29	2	440	21	5	34	0	60	1479
04:30 PM	36	954	28	0	1018	11	12	19	0	42	43	319	19	3	384	29	16	19	0	64	1508
04:45 PM	39	1046	25	0	1110	7	15	21	0	43	37	355	24	1	417	26	15	20	0	61	1631
Total	121	3805	98	1	4025	37	39	77	0	153	160	1407	96	7	1670	89	46	94	0	229	6077
05:00 PM	42	1029	30	0	1101	13	11	14	0	38	49	384	17	0	450	20	21	9	0	50	1639
05:15 PM	38	929	34	1	1002	5	14	12	0	31	50	430	21	4	505	18	30	22	1	71	1609
05:30 PM	42	1028	38	0	1108	11	15	27	0	53	40	334	29	0	403	21	20	20	0	61	1625
05:45 PM	50	945	31	1	1027	13	19	23	1	56	48	430	14	1	493	17	17	18	0	52	1628
Total	172	3931	133	2	4238	42	59	76	1	178	187	1578	81	5	1851	76	88	69	1	234	6501
06:00 PM	47	874	27	3	951	15	9	9	0	33	58	406	29	3	496	23	14	17	0	54	1534
06:15 PM	44	1007	29	3	1083	19	16	21	0	56	27	350	25	1	403	15	16	18	0	49	1591
06:30 PM	48	985	25	4	1062	12	15	23	0	50	39	349	11	0	399	15	18	24	0	57	1568
06:45 PM	24	1034	21	2	1081	15	16	13	1	45	26	385	25	0	436	17	16	15	0	48	1610
Total	163	3900	102	12	4177	61	56	66	1	184	150	1490	90	4	1734	70	64	74	0	208	6303
Grand Total	456	11636	333	15	12440	140	154	219	2	515	497	4475	267	16	5255	235	198	237	1	671	18881
Apprch %	3.7	93.5	2.7	0.1		27.2	29.9	42.5	0.4		9.5	85.2	5.1	0.3		35	29.5	35.3	0.1		
Total %	2.4	61.6	1.8	0.1	65.9	0.7	0.8	1.2	0	2.7	2.6	23.7	1.4	0.1	27.8	1.2	1	1.3	0	3.6	
Lights	455	11576	326	15	12372	138	154	219	2	513	495	4424	266	16	5201	234	194	235	1	664	18750
% Lights	99.8	99.5	97.9	100	99.5	98.6	100	100	100	99.6	99.6	98.9	99.6	100	99	99.6	98	99.2	100	99	99.3
Buses	0	26	6	0	32	1	0	0	0	1	0	11	1	0	12	0	4	0	0	4	49
% Buses	0	0.2	1.8	0	0.3	0.7	0	0	0	0.2	0	0.2	0.4	0	0.2	0	2	0	0	0.6	0.3
Trucks	1	34	1	0	36	1	0	0	0	1	2	40	0	0	42	1	0	2	0	3	82
% Trucks	0.2	0.3	0.3	0	0.3	0.7	0	0	0	0.2	0.4	0.9	0	0	0.8	0.4	0	0.8	0	0.4	0.4

Start Time	LAWRENCE EXPY Southbound					CABRILLO AVE Westbound					LAWRENCE EXPY Northbound					POINCIANA DR Eastbound					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
Peak Hour Analysis From 04:00 PM to 06:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 04:45 PM																					
04:45 PM	39	<b>1046</b>	25		<b>1110</b>	7	<b>15</b>	21		43	37	355	24		416	<b>26</b>	15	20		61	1630
05:00 PM	42	1029	30		1101	13	11	14		38	49	384	17		450	20	21	9		50	<b>1639</b>
05:15 PM	38	929	34		1001	5	14	12		31	<b>50</b>	<b>430</b>	21		<b>501</b>	18	<b>30</b>	<b>22</b>		<b>70</b>	1603
05:30 PM	42	1028	<b>38</b>		1108	11	15	<b>27</b>		<b>53</b>	40	334	<b>29</b>		403	21	20	20		61	1625
Total Volume	161	4032	127		4320	36	55	74		165	176	1503	91		1770	85	86	71		242	6497
% App. Total	3.7	93.3	2.9			21.8	33.3	44.8			9.9	84.9	5.1			35.1	35.5	29.3			
PHF	.958	.964	.836		.973	.692	.917	.685		.778	.880	.874	.784		.883	.817	.717	.807		.864	.991

# Traffic Data Service

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

File Name : 1PM FINAL  
 Site Code : 00000001  
 Start Date : 5/15/2018  
 Page No : 2



# Traffic Data Service

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

File Name : 1PM FINAL  
 Site Code : 00000001  
 Start Date : 5/15/2018  
 Page No : 1

Groups Printed- Bikes

Start Time	LAWRENCE EXPY Southbound					CABRILLO AVE Westbound					LAWRENCE EXPY Northbound					POINCIANA DR Eastbound					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15 PM	1	1	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	1	0	0	1	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0
04:45 PM	1	2	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>Total</b>	<b>2</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>7</b>
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	1
05:15 PM	1	0	0	0	1	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	3
05:30 PM	1	2	0	0	3	0	1	0	0	1	0	0	0	0	0	2	2	0	0	4	8
05:45 PM	0	2	0	0	2	0	2	0	0	2	0	1	0	0	1	0	0	0	0	0	5
<b>Total</b>	<b>2</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>0</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>3</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>17</b>
06:00 PM	0	2	0	0	2	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	3
06:15 PM	1	0	0	0	1	0	1	0	0	1	1	1	0	0	2	0	0	1	0	1	5
06:30 PM	0	2	0	0	2	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	3
06:45 PM	0	2	0	0	2	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	3
<b>Total</b>	<b>1</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>2</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>1</b>	<b>14</b>
Grand Total	5	14	0	0	19	0	7	0	0	7	2	3	0	0	5	3	3	1	0	7	38
Apprch %	26.3	73.7	0	0		0	100	0	0		40	60	0	0		42.9	42.9	14.3	0		
Total %	13.2	36.8	0	0	50	0	18.4	0	0	18.4	5.3	7.9	0	0	13.2	7.9	7.9	2.6	0	18.4	

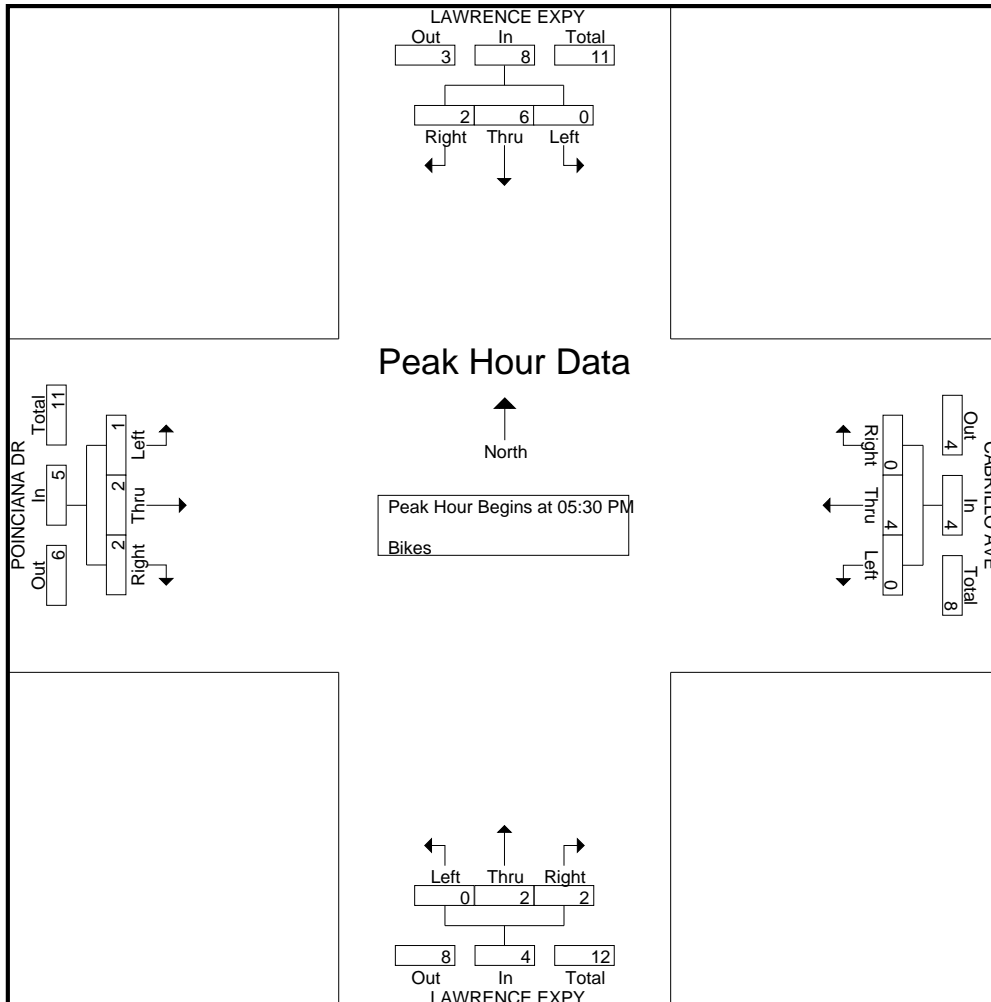
Start Time	LAWRENCE EXPY Southbound				CABRILLO AVE Westbound				LAWRENCE EXPY Northbound				POINCIANA DR Eastbound				Int. Total
	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	
Peak Hour Analysis From 04:00 PM to 06:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 05:30 PM																	
05:30 PM	1	2	0	3	0	1	0	1	0	0	0	0	2	2	0	4	8
05:45 PM	0	2	0	2	0	2	0	2	0	1	0	1	0	0	0	0	5
06:00 PM	0	2	0	2	0	0	0	0	1	0	0	1	0	0	0	0	3
06:15 PM	1	0	0	1	0	1	0	1	1	1	0	2	0	0	1	1	5
Total Volume	2	6	0	8	0	4	0	4	2	2	0	4	2	2	1	5	21
% App. Total	25	75	0		0	100	0		50	50	0		40	40	20		
PHF	.500	.750	.000	.667	.000	.500	.000	.500	.500	.500	.000	.500	.250	.250	.250	.313	.656



# Traffic Data Service

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

File Name : 1PM FINAL  
 Site Code : 00000001  
 Start Date : 5/15/2018  
 Page No : 2



North/South	East/West	Count Date	AM																Grand Total	PM																Grand Total		
			PHF	Northbound				Southbound				Eastbound				Westbound				PHF	Northbound				Southbound				Eastbound				Westbound					
			whole intersection	L	T	R	Total	L	T	R	Total	L	T	R	Total	L	T	R		Total	L	T	R	Total	L	T	R	Total	L	T	R	Total						
Mary Avenue	Fremont Avenue	December 2016	0.95	240	428	65	733	114	266	130	510	165	357	88	610	52	795	164	1011	2864	0.96	153	197	86	436	226	527	170	923	193	1033	182	1408	133	487	114	734	3501
Mary Avenue	Remington Drive	December 2016	0.87	47	542	80	669	57	348	35	440	62	117	43	222	114	153	72	339	1670	0.96	43	303	110	456	121	706	43	870	15	206	67	288	130	144	36	310	1924
Sunnyvale-Saratoga Road	Fremont Avenue	December 2016	0.92	312	2251	121	2684	148	682	242	1072	280	433	140	853	186	659	166	1011	5620	0.94	186	998	245	1429	348	1867	307	2522	286	907	195	1388	185	437	99	721	6060
Sunnyvale-Saratoga Road	Remington Drive	December 2016	0.95	143	2339	315	2797	32	599	99	730	150	280	96	526	366	237	48	651	4704	0.97	173	862	299	1334	116	1957	173	2246	117	370	169	656	368	261	57	686	4922
Sunnyvale-Saratoga Road	Talisman Drive	December 2016	0.96	26	2117	496	2639	35	452	5	492	19	5	27	51	257	2	24	283	3465	0.96	35	558	531	1124	52	1768	22	1842	12	4	24	40	418	18	39	475	3481

North/South	East/West	Count Date	AM		PM	
			Bike	Ped	Bike	Ped
Mary Avenue	Fremont Avenue	December 2016	54	26	13	10
Mary Avenue	Remington Drive	December 2016	26	39	16	17
Sunnyvale-Saratoga Road	Fremont Avenue	December 2016	43	213	17	57
Sunnyvale-Saratoga Road	Remington Drive	December 2016	34	49	23	30
Sunnyvale-Saratoga Road	Talisman Drive	December 2016	23	4	11	10

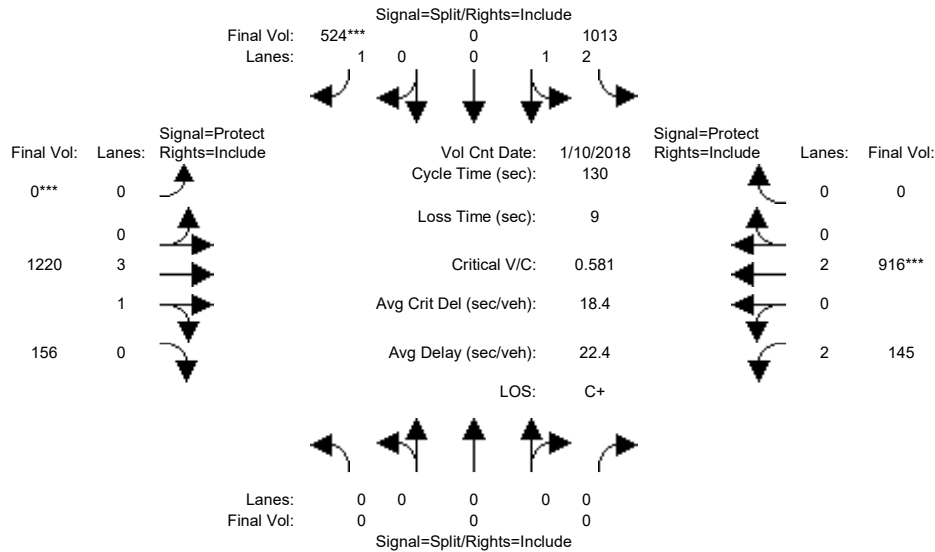
# **Appendix C:**

## **Study Intersection LOS Calculations**

Vallco Special Area Specific Plan  
SJ17-1776

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

Intersection #1: Stevens Creek Boulevard / SR 85 Ramps (West)



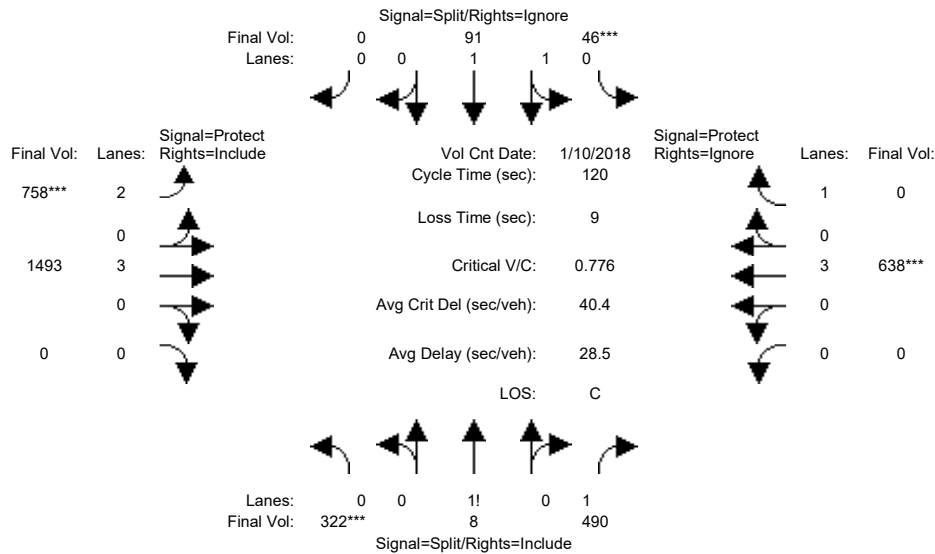
Street Name:	SR-85 (West)						Stevens Creek Boulevard					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	7	10	10	0	10	10	7	10	0
Y+R:	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Volume Module:	>> Count Date: 10 Jan 2018 << 08:00:00 AM											
Base Vol:	0	0	0	1013	0	524	0	1220	156	145	916	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	1013	0	524	0	1220	156	145	916	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	1013	0	524	0	1220	156	145	916	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	1013	0	524	0	1220	156	145	916	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	1013	0	524	0	1220	156	145	916	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	1013	0	524	0	1220	156	145	916	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.87	1.00	0.92	0.92	0.99	0.95	0.83	1.00	0.92
Lanes:	0.00	0.00	0.00	3.00	0.00	1.00	0.00	3.53	0.47	2.00	2.00	0.00
Final Sat.:	0	0	0	4950	0	1750	0	6648	850	3150	3800	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.20	0.00	0.30	0.00	0.18	0.18	0.05	0.24	0.00
Crit Moves:				****			****			****		
Green Time:	0.0	0.0	0.0	67.0	0.0	67.0	0.0	41.7	41.7	12.2	54.0	0.0
Volume/Cap:	0.00	0.00	0.00	0.40	0.00	0.58	0.00	0.57	0.57	0.49	0.58	0.00
Delay/Veh:	0.0	0.0	0.0	19.3	0.0	22.7	0.0	25.5	25.5	53.3	16.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	19.3	0.0	22.7	0.0	25.5	25.5	53.3	16.0	0.0
LOS by Move:	A	A	A	B-	A	C+	A	C	C	D-	B	A
HCM2kAvgQ:	0	0	0	9	0	16	0	10	10	3	9	0

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

Vallco Special Area Specific Plan  
SJ17-1776

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

Intersection #2: Stevens Creek Boulevard / SR-85 Ramps (East)



Street Name:	SR-85 Ramps (East)						Stevens Creek Boulevard					
	North Bound			South Bound			East Bound			West Bound		
Approach:												
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	4.0	5.0	5.0

Volume Module:	>>	Count	Date:	10 Jan 2018	<<	08:00:00 AM												
Base Vol:	322	8	490	46	91	0	758	1493	0	0	638	576						
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00						
Initial Bse:	322	8	490	46	91	0	758	1493	0	0	638	576						
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0						
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0						
Initial Fut:	322	8	490	46	91	0	758	1493	0	0	638	576						
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00						
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00						
PHF Volume:	322	8	490	46	91	0	758	1493	0	0	638	0						
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0						
Reduced Vol:	322	8	490	46	91	0	758	1493	0	0	638	0						
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00						
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00						
Final Volume:	322	8	490	46	91	0	758	1493	0	0	638	0						

Saturation Flow Module:														
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900		
Adjustment:	0.92	0.92	0.92	0.95	0.99	0.92	0.83	1.00	0.92	0.92	1.00	0.92		
Lanes:	0.56	0.01	1.43	0.69	1.31	0.00	2.00	3.00	0.00	0.00	3.00	1.00		
Final Sat.:	980	24	2496	1242	2457	0	3150	5700	0	0	5700	1750		

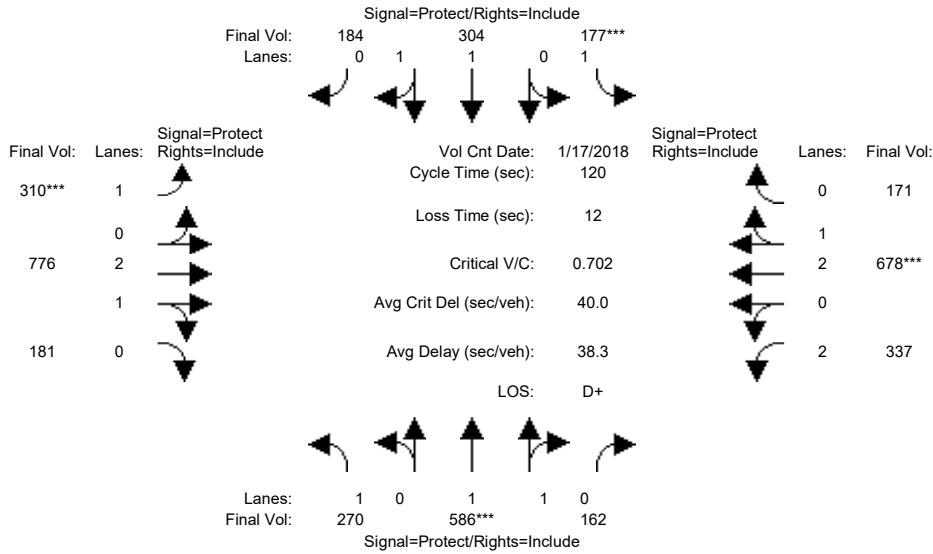
Capacity Analysis Module:														
Vol/Sat:	0.33	0.33	0.20	0.04	0.04	0.00	0.24	0.26	0.00	0.00	0.11	0.00		
Crit Moves:	***			***			***			***				
Green Time:	48.7	48.7	48.7	10.0	10.0	0.0	35.7	52.3	0.0	0.0	16.6	0.0		
Volume/Cap:	0.81	0.81	0.48	0.44	0.44	0.00	0.81	0.60	0.00	0.00	0.81	0.00		
Delay/Veh:	36.5	36.5	26.6	53.4	53.4	0.0	33.3	13.0	0.0	0.0	51.1	0.0		
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		
AdjDel/Veh:	36.5	36.5	26.6	53.4	53.4	0.0	33.3	13.0	0.0	0.0	51.1	0.0		
LOS by Move:	D+	D+	C	D-	D-	A	C-	B	A	A	D-	A		
HCM2kAvgQ:	22	22	10	3	3	0	15	9	0	0	8	0		

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

Vallco Special Area Specific Plan  
SJ17-1776

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

Intersection #3: Stelling Road / Stevens Creek Boulevard



Street Name:	Stelling Road						Stevens Creek Boulevard					
	North Bound			South Bound			East Bound			West Bound		
Approach:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:	>>	Count	Date:	17 Jan 2018	<<	08:00:00 AM						
Base Vol:	270	586	162	177	304	184	310	776	181	337	678	171
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	270	586	162	177	304	184	310	776	181	337	678	171
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	270	586	162	177	304	184	310	776	181	337	678	171
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	270	586	162	177	304	184	310	776	181	337	678	171
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	270	586	162	177	304	184	310	776	181	337	678	171
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	270	586	162	177	304	184	310	776	181	337	678	171

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	0.99	0.95	0.92	0.99	0.95	0.83	0.99	0.95
Lanes:	1.00	1.55	0.45	1.00	1.23	0.77	1.00	2.41	0.59	2.00	2.37	0.63
Final Sat.:	1750	2898	801	1750	2304	1394	1750	4539	1059	3150	4471	1128

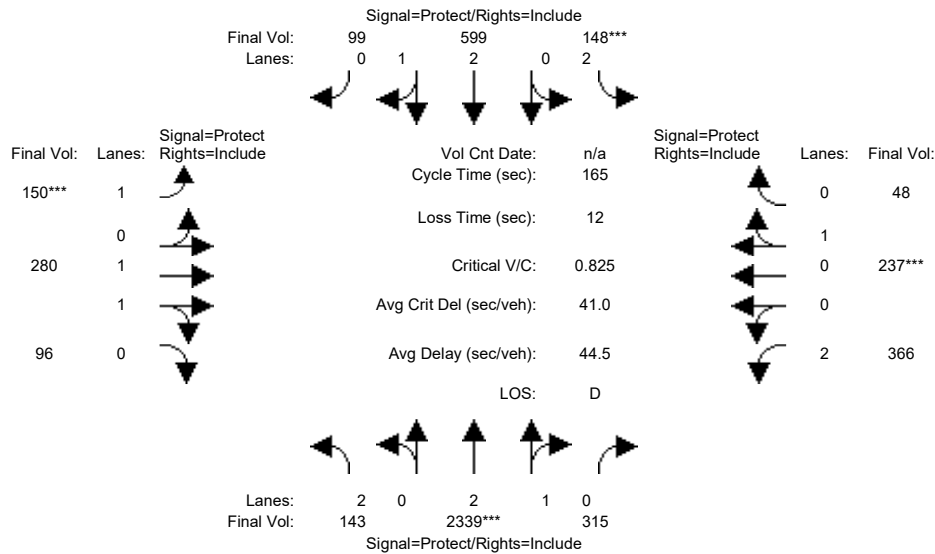
Capacity Analysis Module:												
Vol/Sat:	0.15	0.20	0.20	0.10	0.13	0.13	0.18	0.17	0.17	0.11	0.15	0.15
Crit Moves:	****			****			****			****		
Green Time:	27.9	34.5	34.5	17.3	23.9	23.9	30.3	34.6	34.6	21.6	25.9	25.9
Volume/Cap:	0.66	0.70	0.70	0.70	0.66	0.66	0.70	0.59	0.59	0.59	0.70	0.70
Delay/Veh:	45.8	40.3	40.3	57.5	46.6	46.6	36.6	27.4	27.4	40.2	37.4	37.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	45.8	40.3	40.3	57.5	46.6	46.6	36.6	27.4	27.4	40.2	37.4	37.4
LOS by Move:	D	D	D	E+	D	D	D+	C	C	D	D+	D+
HCM2kAvgQ:	11	14	14	8	9	9	10	8	8	6	9	9

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

Vallco Special Area Specific Plan  
SJ17-1776

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

Intersection #4: Sunnyvale Saratoga Road / Remington Drive



Street Name:	Sunnyvale Saratoga Road						Remington Drive					
	North Bound			South Bound			East Bound			West Bound		
Approach:												
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:												
Base Vol:	143	2339	315	148	599	99	150	280	96	366	237	48
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	143	2339	315	148	599	99	150	280	96	366	237	48
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	143	2339	315	148	599	99	150	280	96	366	237	48
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	143	2339	315	148	599	99	150	280	96	366	237	48
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	143	2339	315	148	599	99	150	280	96	366	237	48
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	143	2339	315	148	599	99	150	280	96	366	237	48

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	0.99	0.95	0.83	0.99	0.95	0.92	0.98	0.95	0.83	0.95	0.95
Lanes:	2.00	2.63	0.37	2.00	2.56	0.44	1.00	1.48	0.52	2.00	0.83	0.17
Final Sat.:	3150	4934	665	3150	4805	794	1750	2755	944	3150	1497	303

Capacity Analysis Module:												
Vol/Sat:	0.05	0.47	0.47	0.05	0.12	0.12	0.09	0.10	0.10	0.12	0.16	0.16
Crit Moves:	****			****			****			****		
Green Time:	27.8	94.8	94.8	9.4	76.4	76.4	17.1	22.8	22.8	26.0	31.7	31.7
Volume/Cap:	0.27	0.83	0.83	0.83	0.27	0.27	0.83	0.74	0.74	0.74	0.83	0.83
Delay/Veh:	60.0	30.3	30.3	102.7	27.2	27.2	97.9	73.8	73.8	71.9	78.9	78.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	60.0	30.3	30.3	102.7	27.2	27.2	97.9	73.8	73.8	71.9	78.9	78.9
LOS by Move:	E	C	C	F	C	C	F	E	E	E	E-	E-
HCM2kAvgQ:	4	36	36	5	7	7	10	11	11	12	17	17

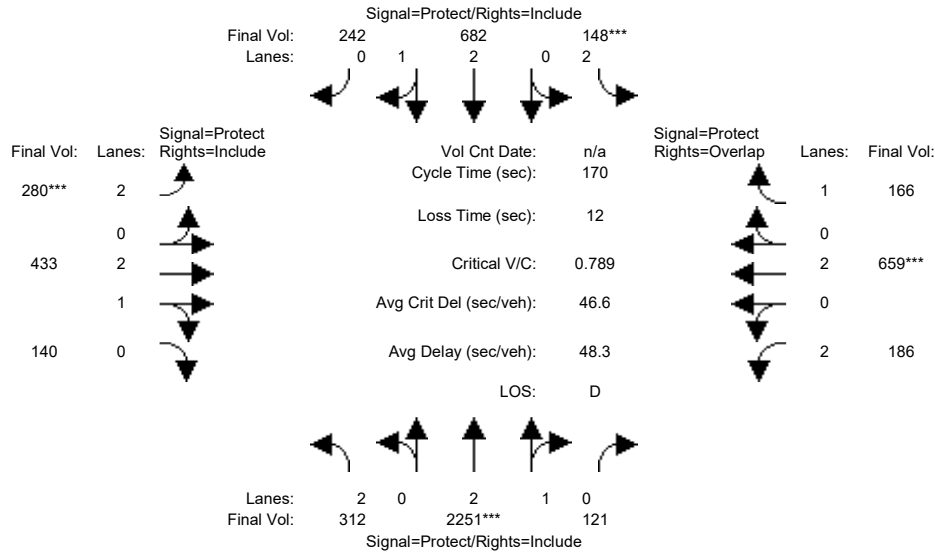
Note: Queue reported is the number of cars per lane.



Vallco Special Area Specific Plan  
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Level Of Service Computation Report  
2000 HCM Operations (Future Volume Alternative)  
Existing AM

Intersection #5: Sunnyvale Saratoga Road / Fremont Avenue



Street Name:	Sunnyvale Saratoga Road						Fremont Avenue					
	North Bound			South Bound			East Bound			West Bound		
Approach:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:												
Base Vol:	312	2251	121	148	682	242	280	433	140	186	659	166
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	312	2251	121	148	682	242	280	433	140	186	659	166
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	312	2251	121	148	682	242	280	433	140	186	659	166
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	312	2251	121	148	682	242	280	433	140	186	659	166
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	312	2251	121	148	682	242	280	433	140	186	659	166
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	312	2251	121	148	682	242	280	433	140	186	659	166

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	0.98	0.95	0.83	0.99	0.95	0.83	0.99	0.95	0.83	1.00	0.92
Lanes:	2.00	2.84	0.16	2.00	2.19	0.81	2.00	2.24	0.76	2.00	2.00	1.00
Final Sat.:	3150	5314	286	3150	4131	1466	3150	4230	1368	3150	3800	1750

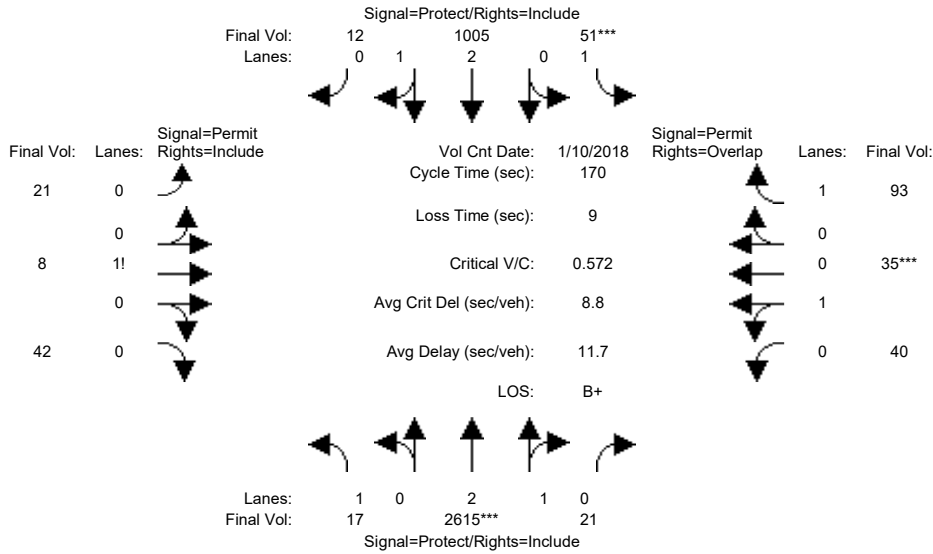
Capacity Analysis Module:												
Vol/Sat:	0.10	0.42	0.42	0.05	0.17	0.17	0.09	0.10	0.10	0.06	0.17	0.09
Crit Moves:	****			****			****			****		
Green Time:	38.0	91.3	91.3	10.1	63.4	63.4	19.2	35.9	35.9	20.7	37.4	47.5
Volume/Cap:	0.44	0.79	0.79	0.79	0.44	0.44	0.79	0.49	0.49	0.49	0.79	0.34
Delay/Veh:	57.3	33.0	33.0	98.6	40.2	40.2	84.7	59.3	59.3	70.7	67.6	49.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	57.3	33.0	33.0	98.6	40.2	40.2	84.7	59.3	59.3	70.7	67.6	49.2
LOS by Move:	E+	C-	C-	F	D	D	F	E+	E+	E	E	D
HCM2kAvgQ:	8	33	33	5	12	12	10	9	9	5	16	7

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

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

Intersection #6: Sunnyvale Saratoga Road / Cheyenne Drive



Street Name:	Sunnyvale Saratoga Road						Cheyenne Drive					
	North Bound			South Bound			East Bound			West Bound		
Approach:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:	>>	Count	Date:	10 Jan 2018	<<	08:00:00 AM						
Base Vol:	17	2615	21	51	1005	12	21	8	42	40	35	93
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	17	2615	21	51	1005	12	21	8	42	40	35	93
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	17	2615	21	51	1005	12	21	8	42	40	35	93
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	17	2615	21	51	1005	12	21	8	42	40	35	93
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	17	2615	21	51	1005	12	21	8	42	40	35	93
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	17	2615	21	51	1005	12	21	8	42	40	35	93

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	0.98	0.95	0.92	0.92	0.92	0.95	0.95	0.92
Lanes:	1.00	2.98	0.02	1.00	2.96	0.04	0.30	0.11	0.59	0.53	0.47	1.00
Final Sat.:	1750	5555	45	1750	5534	66	518	197	1035	960	840	1750

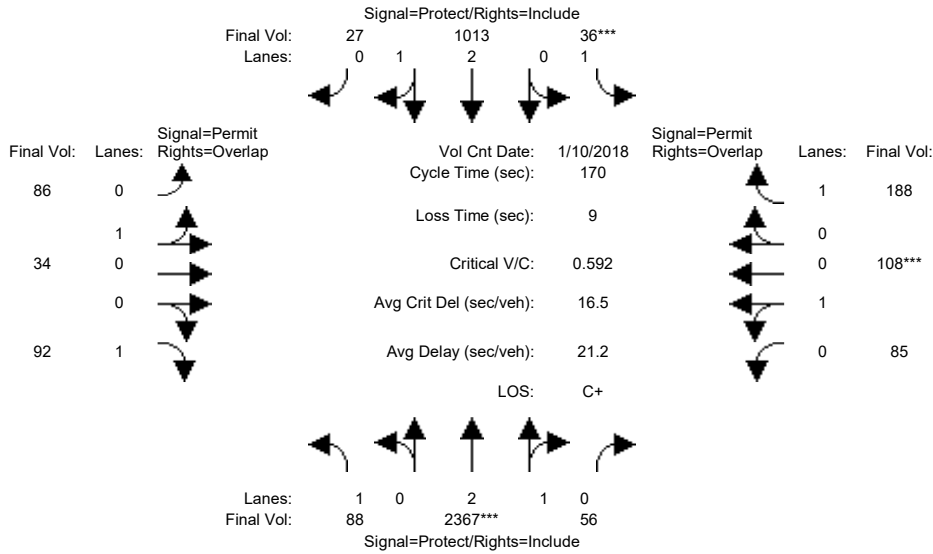
Capacity Analysis Module:												
Vol/Sat:	0.01	0.47	0.47	0.03	0.18	0.18	0.04	0.04	0.04	0.04	0.04	0.05
Crit Moves:	****			****						****		
Green Time:	27.5	140	139.9	8.7	121	121.1	12.4	12.4	12.4	12.4	12.4	21.1
Volume/Cap:	0.06	0.57	0.57	0.57	0.25	0.25	0.56	0.56	0.56	0.57	0.57	0.43
Delay/Veh:	60.4	5.2	5.2	87.5	8.6	8.6	81.5	81.5	81.5	82.2	82.2	70.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	60.4	5.2	5.2	87.5	8.6	8.6	81.5	81.5	81.5	82.2	82.2	70.3
LOS by Move:	E	A	A	F	A	A	F	F	F	F	F	E
HCM2kAvgQ:	1	15	15	3	6	6	5	5	5	5	5	5

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

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

Intersection #7: Sunnyvale Saratoga Road / Alberta Avenue



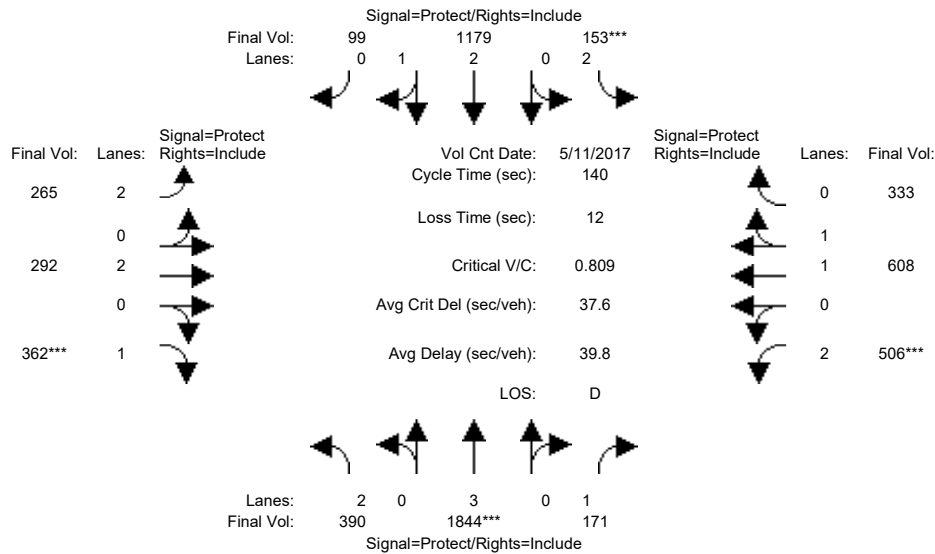
Street Name:	Sunnyvale Saratoga Road						Alberta Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date:	10 Jan 2018 << 08:00:00 AM											
Base Vol:	88	2367	56	36	1013	27	86	34	92	85	108	188
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	88	2367	56	36	1013	27	86	34	92	85	108	188
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	88	2367	56	36	1013	27	86	34	92	85	108	188
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	88	2367	56	36	1013	27	86	34	92	85	108	188
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	88	2367	56	36	1013	27	86	34	92	85	108	188
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	88	2367	56	36	1013	27	86	34	92	85	108	188
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	0.98	0.95	0.95	0.95	0.92	0.95	0.95	0.92
Lanes:	1.00	2.93	0.07	1.00	2.92	0.08	0.72	0.28	1.00	0.44	0.56	1.00
Final Sat.:	1750	5470	129	1750	5454	145	1290	510	1750	793	1007	1750
Capacity Analysis Module:												
Vol/Sat:	0.05	0.43	0.43	0.02	0.19	0.19	0.07	0.07	0.05	0.11	0.11	0.11
Crit Moves:	****			****						****		
Green Time:	27.8	123	123.4	7.0	103	102.6	30.6	30.6	58.4	30.6	30.6	37.6
Volume/Cap:	0.31	0.60	0.60	0.50	0.31	0.31	0.37	0.37	0.15	0.60	0.60	0.49
Delay/Veh:	63.2	11.5	11.5	85.1	16.4	16.4	62.0	62.0	38.8	67.0	67.0	58.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	63.2	11.5	11.5	85.1	16.4	16.4	62.0	62.0	38.8	67.0	67.0	58.7
LOS by Move:	E	B+	B+	F	B	B	E	E	D+	E	E	E+
HCM2kAvgQ:	4	20	20	2	9	9	6	6	3	10	10	9

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

Vallco Special Area Specific Plan  
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Level Of Service Computation Report  
2000 HCM Operations (Future Volume Alternative)  
Existing AM

Intersection #8: De Anza Boulevard / Homestead Road



Street Name:	De Anza Boulevard						Homestead Road					
	North Bound			South Bound			East Bound			West Bound		
Approach:												
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:	>>	Count	Date:	11 May 2017	<<	08:00:00 AM						
Base Vol:	390	1844	171	153	1179	99	265	292	362	506	608	333
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	390	1844	171	153	1179	99	265	292	362	506	608	333
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	390	1844	171	153	1179	99	265	292	362	506	608	333
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	390	1844	171	153	1179	99	265	292	362	506	608	333
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	390	1844	171	153	1179	99	265	292	362	506	608	333
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	390	1844	171	153	1179	99	265	292	362	506	608	333

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	0.99	0.95	0.83	1.00	0.92	0.83	0.99	0.95
Lanes:	2.00	3.00	1.00	2.00	2.76	0.24	2.00	2.00	1.00	2.00	1.27	0.73
Final Sat.:	3150	5700	1750	3150	5166	434	3150	3800	1750	3150	2390	1309

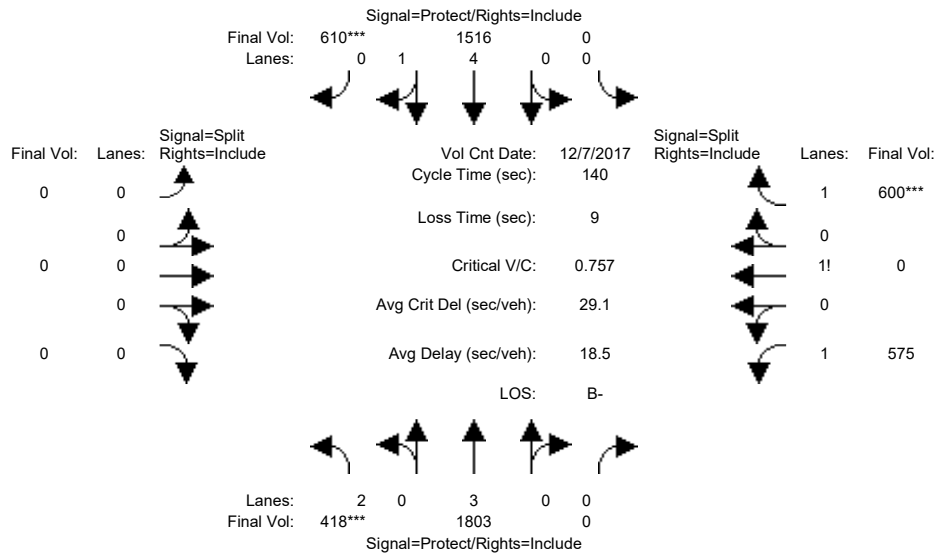
Capacity Analysis Module:												
Vol/Sat:	0.12	0.32	0.10	0.05	0.23	0.23	0.08	0.08	0.21	0.16	0.25	0.25
Crit Moves:	****			****			****			****		
Green Time:	22.6	56.0	56.0	8.4	41.7	41.7	15.8	35.8	35.8	27.8	47.8	47.8
Volume/Cap:	0.77	0.81	0.24	0.81	0.77	0.77	0.75	0.30	0.81	0.81	0.75	0.75
Delay/Veh:	55.7	23.0	15.7	84.5	34.2	34.2	68.5	42.2	59.4	61.3	43.2	43.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	55.7	23.0	15.7	84.5	34.2	34.2	68.5	42.2	59.4	61.3	43.2	43.2
LOS by Move:	E+	C+	B	F	C-	C-	E	D	E+	E	D	D
HCM2kAvgQ:	11	21	3	4	15	15	7	4	15	13	16	16

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

Vallco Special Area Specific Plan  
SJ17-1776

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

Intersection #9: De Anza Boulevard / I-280 Ramps (North)



Street Name:	De Anza Boulevard						I-280 Ramps (North)					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	0	0	0	10	10	10
Y+R:	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0

Volume Module:	>>	Count	Date:	7 Dec 2017	<<	08:00:00 AM						
Base Vol:	418	1803	0	0	1516	610	0	0	0	575	0	600
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	418	1803	0	0	1516	610	0	0	0	575	0	600
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	418	1803	0	0	1516	610	0	0	0	575	0	600
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	418	1803	0	0	1516	610	0	0	0	575	0	600
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	418	1803	0	0	1516	610	0	0	0	575	0	600
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	418	1803	0	0	1516	610	0	0	0	575	0	600

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	2.00	3.00	0.00	0.00	4.00	1.00	0.00	0.00	0.00	1.49	0.00	1.51
Final Sat.:	3150	5700	0	0	7600	1750	0	0	0	2606	0	2644

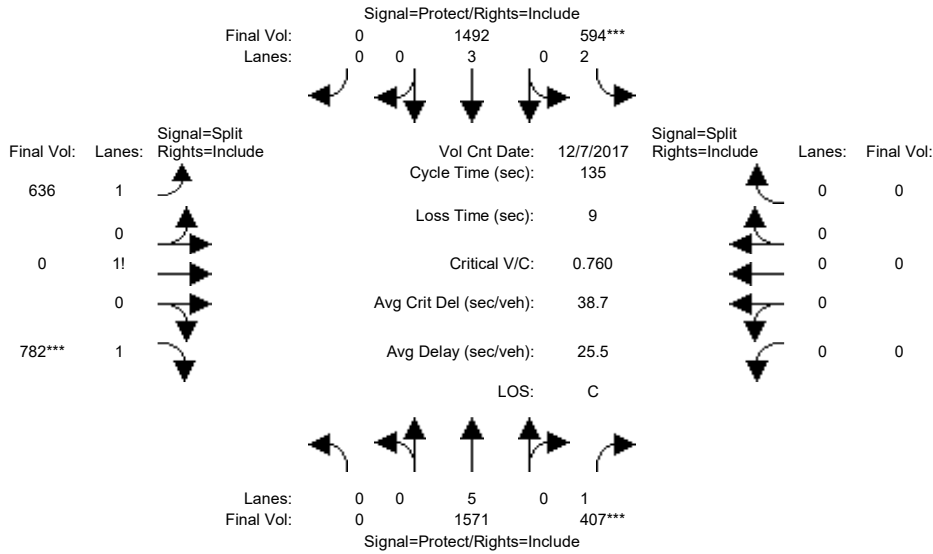
Capacity Analysis Module:												
Vol/Sat:	0.13	0.32	0.00	0.00	0.20	0.35	0.00	0.00	0.00	0.22	0.00	0.23
Crit Moves:	***					***						***
Green Time:	24.5	89.0	0.0	0.0	64.5	64.5	0.0	0.0	0.0	42.0	0.0	42.0
Volume/Cap:	0.76	0.50	0.00	0.00	0.43	0.76	0.00	0.00	0.00	0.74	0.00	0.76
Delay/Veh:	53.1	0.1	0.0	0.0	11.0	14.7	0.0	0.0	0.0	45.8	0.0	46.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	53.1	0.1	0.0	0.0	11.0	14.7	0.0	0.0	0.0	45.8	0.0	46.6
LOS by Move:	D-	A	A	A	B+	B	A	A	A	D	A	D
HCM2kAvgQ:	10	1	0	0	6	17	0	0	0	17	0	18

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

Vallco Special Area Specific Plan  
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Level Of Service Computation Report  
2000 HCM Operations (Future Volume Alternative)  
Existing AM

Intersection #10: De Anza Boulevard / I-280 Ramps (South)



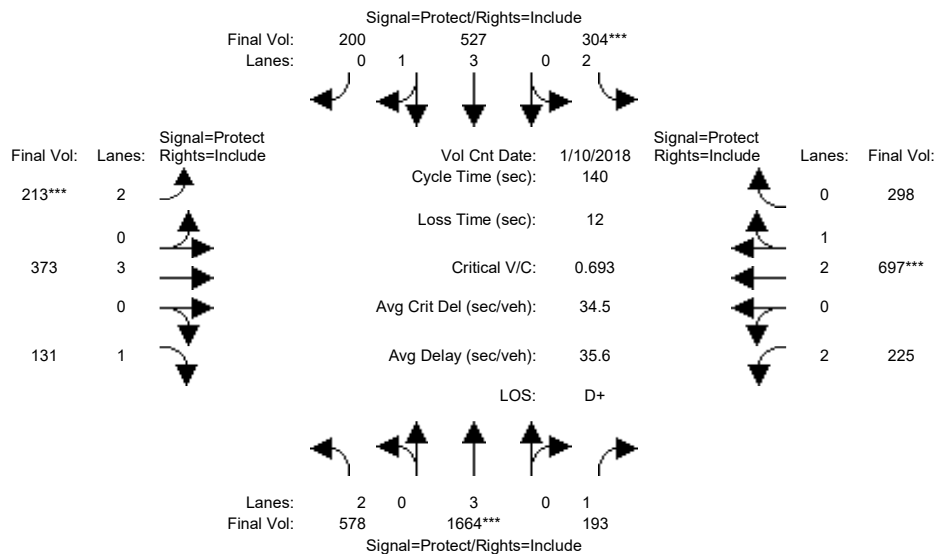
Street Name:	De Anza Boulevard						I-280 Ramps (South)					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	0	0	0
Y+R:	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Volume Module: >> Count Date:	7 Dec 2017 << 08:00:00 AM											
Base Vol:	0	1571	407	594	1492	0	636	0	782	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	1571	407	594	1492	0	636	0	782	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	1571	407	594	1492	0	636	0	782	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	1571	407	594	1492	0	636	0	782	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1571	407	594	1492	0	636	0	782	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	0	1571	407	594	1492	0	636	0	782	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	5.00	1.00	2.00	3.00	0.00	1.45	0.00	1.55	0.00	0.00	0.00
Final Sat.:	0	9500	1750	3150	5700	0	2535	0	2715	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.17	0.23	0.19	0.26	0.00	0.25	0.00	0.29	0.00	0.00	0.00
Crit Moves:	****			****			****			****		
Green Time:	0.0	41.3	41.3	33.5	74.8	0.0	51.2	0.0	51.2	0.0	0.0	0.0
Volume/Cap:	0.00	0.54	0.76	0.76	0.47	0.00	0.66	0.00	0.76	0.00	0.00	0.00
Delay/Veh:	0.0	27.7	36.2	41.0	3.2	0.0	35.5	0.0	38.4	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	27.7	36.2	41.0	3.2	0.0	35.5	0.0	38.4	0.0	0.0	0.0
LOS by Move:	A	C	D+	D	A	A	D+	A	D+	A	A	A
HCM2kAvgQ:	0	9	15	13	3	0	17	0	21	0	0	0

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

Vallco Special Area Specific Plan  
SJ17-1776

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

Intersection #11: De Anza Boulevard / Stevens Creek Boulevard



Street Name:	De Anza Boulevard						Stevens Creek Boulevard					
	North Bound			South Bound			East Bound			West Bound		
Approach:												
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:	>>	Count	Date:	10 Jan 2018	<<	08:00:00 AM											
Base Vol:	578	1664	193	304	527	200	213	373	131	225	697	298					
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00					
Initial Bse:	578	1664	193	304	527	200	213	373	131	225	697	298					
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0					
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0					
Initial Fut:	578	1664	193	304	527	200	213	373	131	225	697	298					
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00					
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00					
PHF Volume:	578	1664	193	304	527	200	213	373	131	225	697	298					
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0					
Reduced Vol:	578	1664	193	304	527	200	213	373	131	225	697	298					
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00					
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00					
Final Volume:	578	1664	193	304	527	200	213	373	131	225	697	298					

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.95
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00	2.00	2.07	0.93
Final Sat.:	3150	5700	1750	3150	5700	1750	3150	5700	1750	3150	3921	1676

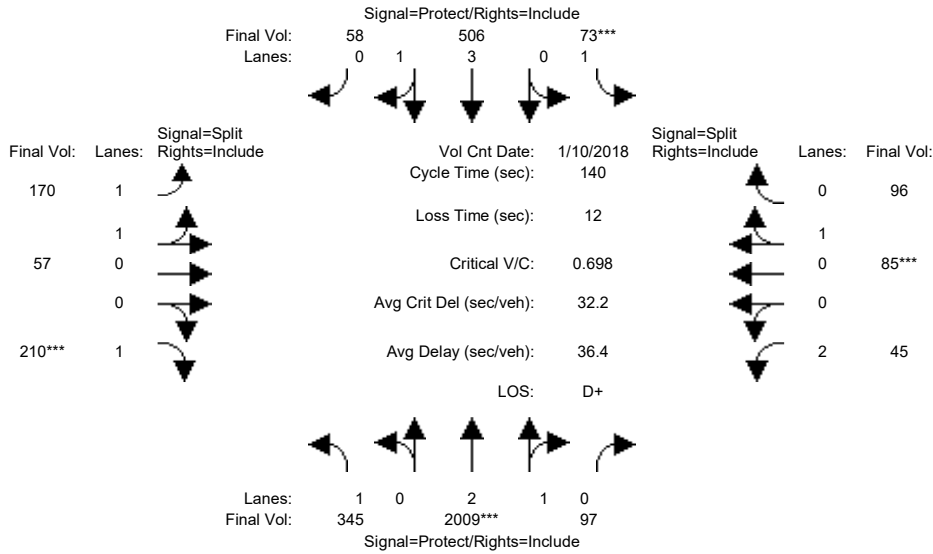
Capacity Analysis Module:												
Vol/Sat:	0.18	0.29	0.11	0.10	0.09	0.11	0.07	0.07	0.07	0.07	0.18	0.18
Crit Moves:	****			****			****			****		
Green Time:	48.3	59.0	59.0	19.5	30.1	30.1	13.7	25.4	25.4	24.2	35.9	35.9
Volume/Cap:	0.53	0.69	0.26	0.69	0.43	0.53	0.69	0.36	0.41	0.41	0.69	0.69
Delay/Veh:	24.3	18.0	13.8	56.0	39.0	40.2	67.8	50.4	51.6	52.1	48.6	48.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	24.3	18.0	13.8	56.0	39.0	40.2	67.8	50.4	51.6	52.1	48.6	48.6
LOS by Move:	C	B	B	E+	D	D	E	D	D-	D-	D	D
HCM2kAvgQ:	9	14	3	7	6	7	5	4	5	5	12	12

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

Vallco Special Area Specific Plan  
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Level Of Service Computation Report  
2000 HCM Operations (Future Volume Alternative)  
Existing AM

Intersection #12: De Anza Boulevard / McClellan Road



Street Name:	De Anza Boulevard						McClellan Road					
	North Bound			South Bound			East Bound			West Bound		
Approach:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:	>>	Count	Date:	10 Jan 2018	<<	08:00:00 AM											
Base Vol:	345	2009	97	73	506	58	170	57	210	45	85	96					
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00					
Initial Bse:	345	2009	97	73	506	58	170	57	210	45	85	96					
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0					
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0					
Initial Fut:	345	2009	97	73	506	58	170	57	210	45	85	96					
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00					
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00					
PHF Volume:	345	2009	97	73	506	58	170	57	210	45	85	96					
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0					
Reduced Vol:	345	2009	97	73	506	58	170	57	210	45	85	96					
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00					
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00					
Final Volume:	345	2009	97	73	506	58	170	57	210	45	85	96					

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	0.99	0.95	0.93	0.95	0.92	0.83	0.95	0.95
Lanes:	1.00	2.86	0.14	1.00	3.57	0.43	1.50	0.50	1.00	2.00	0.47	0.53
Final Sat.:	1750	5342	258	1750	6727	771	2658	891	1750	3150	845	955

Capacity Analysis Module:												
Vol/Sat:	0.20	0.38	0.38	0.04	0.08	0.08	0.06	0.06	0.12	0.01	0.10	0.10
Crit Moves:	****			****			****			****		
Green Time:	60.6	75.4	75.4	8.4	23.1	23.1	24.1	24.1	24.1	20.2	20.2	20.2
Volume/Cap:	0.46	0.70	0.70	0.70	0.46	0.46	0.37	0.37	0.70	0.10	0.70	0.70
Delay/Veh:	28.5	24.6	24.6	83.4	53.0	53.0	51.7	51.7	61.6	52.1	65.2	65.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	28.5	24.6	24.6	83.4	53.0	53.0	51.7	51.7	61.6	52.1	65.2	65.2
LOS by Move:	C	C	C	F	D-	D-	D-	D-	E	D-	E	E
HCM2kAvgQ:	11	21	21	3	5	5	5	5	10	1	9	9

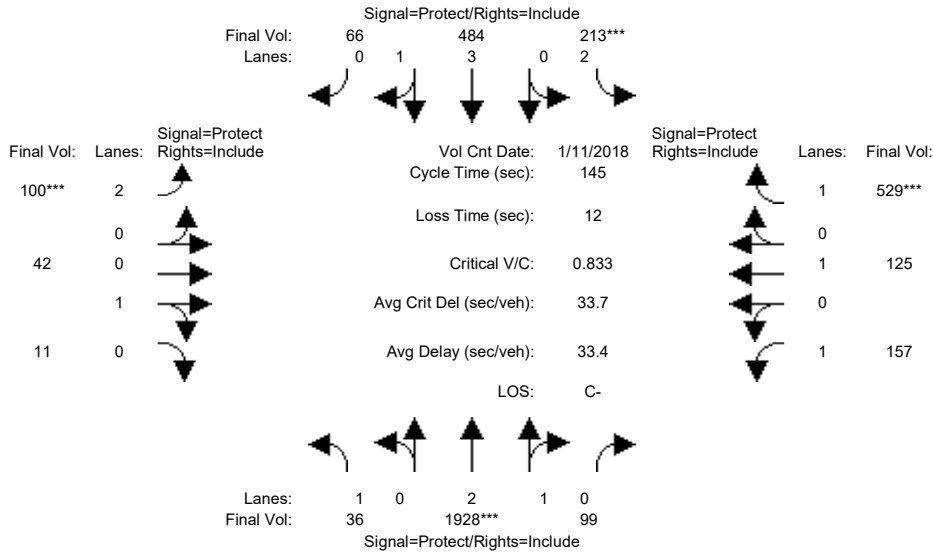
Note: Queue reported is the number of cars per lane.



Vallco Special Area Specific Plan  
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Level Of Service Computation Report  
2000 HCM Operations (Future Volume Alternative)  
Existing AM

Intersection #13: De Anza Boulevard / Bollinger Road



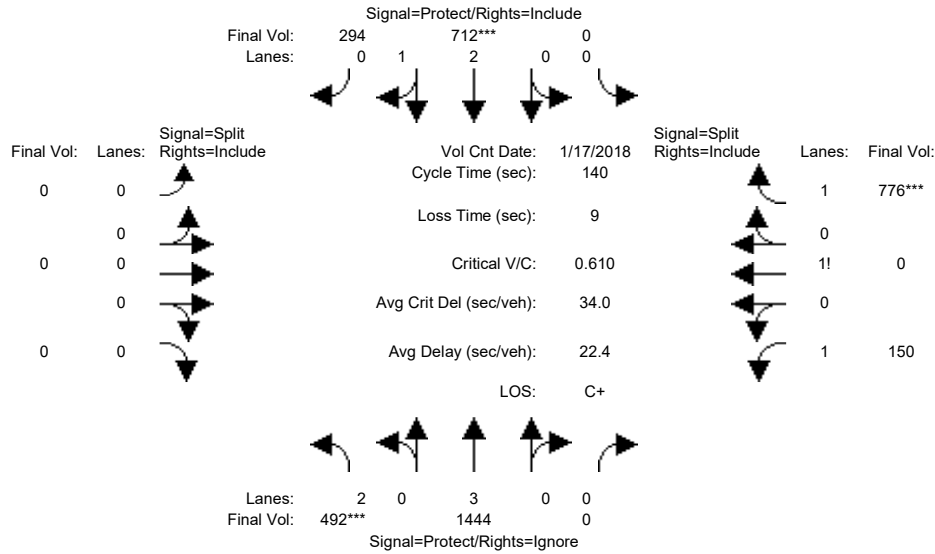
Street Name:	De Anza Boulevard						Bollinger road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	10	10	10	7	10	10	10	10	10
Y+R:	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Volume Module: >> Count Date:	11 Jan 2018 << 08:00:00 AM											
Base Vol:	36	1928	99	213	484	66	100	42	11	157	125	529
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	36	1928	99	213	484	66	100	42	11	157	125	529
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	36	1928	99	213	484	66	100	42	11	157	125	529
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	36	1928	99	213	484	66	100	42	11	157	125	529
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	36	1928	99	213	484	66	100	42	11	157	125	529
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	36	1928	99	213	484	66	100	42	11	157	125	529
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.83	0.99	0.95	0.83	0.95	0.95	0.92	1.00	0.92
Lanes:	1.00	2.85	0.15	2.00	3.50	0.50	2.00	0.79	0.21	1.00	1.00	1.00
Final Sat.:	1750	5326	273	3150	6599	900	3150	1426	374	1750	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.02	0.36	0.36	0.07	0.07	0.07	0.03	0.03	0.03	0.09	0.07	0.30
Crit Moves:	****			****			****			****		
Green Time:	29.4	62.3	62.3	11.6	44.6	44.6	7.0	25.7	25.7	33.4	52.0	52.0
Volume/Cap:	0.10	0.84	0.84	0.84	0.24	0.24	0.66	0.17	0.17	0.39	0.18	0.84
Delay/Veh:	39.2	21.3	21.3	83.7	26.5	26.5	77.9	50.8	50.8	47.8	32.0	52.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	39.2	21.3	21.3	83.7	26.5	26.5	77.9	50.8	50.8	47.8	32.0	52.7
LOS by Move:	D	C+	C+	F	C	C	E-	D	D	D	C-	D-
HCM2kAvgQ:	1	23	23	6	3	3	4	2	2	6	4	24

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

Vallco Special Area Specific Plan  
SJ17-1776

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

Intersection #14: De Anza Boulevard / SR-85 Ramps (North)



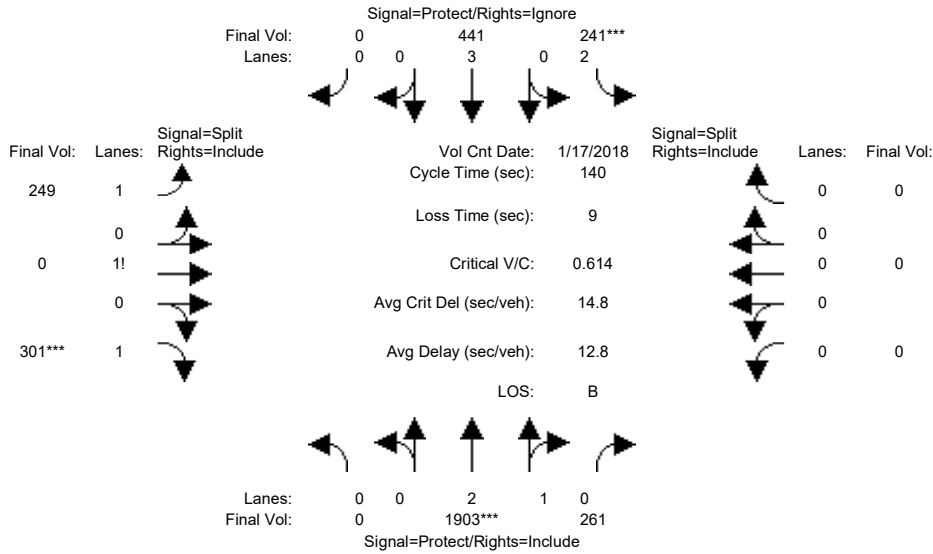
Street Name:	De Anza Boulevard						SR-85 Ramps (North)						
Approach:	North Bound			South Bound			East Bound			West Bound			
Movement:	L	T	R	L	T	R	L	T	R	L	T	R	
Min. Green:	7	10	10	7	10	10	0	0	0	7	10	10	
Y+R:	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	
Volume Module: >> Count Date:	17 Jan 2018 << 08:00:00 AM												
Base Vol:	492	1444	0	0	0	712	294	0	0	0	150	0	776
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	492	1444	0	0	0	712	294	0	0	0	150	0	776
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	492	1444	0	0	0	712	294	0	0	0	150	0	776
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	492	1444	0	0	0	712	294	0	0	0	150	0	776
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	492	1444	0	0	0	712	294	0	0	0	150	0	776
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	492	1444	0	0	0	712	294	0	0	0	150	0	776
Saturation Flow Module:													
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.92	1.00	0.95	0.92	1.00	0.92	0.92	0.92	1.00	0.95
Lanes:	2.00	3.00	0.00	0.00	2.09	0.91	0.00	0.00	0.00	0.00	1.17	0.00	1.83
Final Sat.:	3150	5700	0	0	3961	1636	0	0	0	0	2040	0	3301
Capacity Analysis Module:													
Vol/Sat:	0.16	0.25	0.00	0.00	0.18	0.18	0.00	0.00	0.00	0.00	0.07	0.00	0.24
Crit Moves:	***				***	***							***
Green Time:	35.8	77.1	0.0	0.0	41.2	41.2	0.0	0.0	0.0	0.0	53.9	0.0	53.9
Volume/Cap:	0.61	0.46	0.00	0.00	0.61	0.61	0.00	0.00	0.00	0.00	0.19	0.00	0.61
Delay/Veh:	36.8	3.6	0.0	0.0	31.3	31.3	0.0	0.0	0.0	0.0	28.6	0.0	35.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	36.8	3.6	0.0	0.0	31.3	31.3	0.0	0.0	0.0	0.0	28.6	0.0	35.3
LOS by Move:	D+	A	A	A	C	C	A	A	A	C	A	D+	
HCM2kAvgQ:	10	3	0	0	11	11	0	0	0	0	4	0	15

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

Vallco Special Area Specific Plan  
SJ17-1776

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

Intersection #15: De Anza Boulevard / SR-85 Ramps (South)



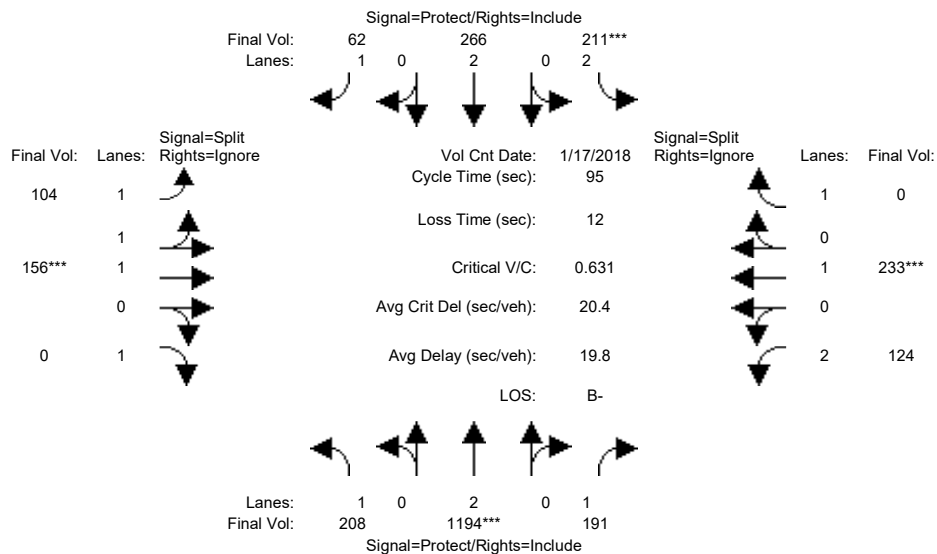
Street Name:	De Anza Boulevard						SR-85 Ramps (South)					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	0	0	0
Y+R:	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Volume Module: >> Count Date:	17 Jan 2018 << 08:00:00 AM											
Base Vol:	0	1903	261	241	441	0	249	0	301	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	1903	261	241	441	0	249	0	301	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	1903	261	241	441	0	249	0	301	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	1903	261	241	441	0	249	0	301	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1903	261	241	441	0	249	0	301	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	0	1903	261	241	441	0	249	0	301	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.99	0.95	0.83	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	2.62	0.38	2.00	3.00	0.00	1.45	0.00	1.55	0.00	0.00	0.00
Final Sat.:	0	4924	675	3150	5700	0	2542	0	2708	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.39	0.39	0.08	0.08	0.00	0.10	0.00	0.11	0.00	0.00	0.00
Crit Moves:	****			****			****			****		
Green Time:	0.0	88.2	88.2	17.5	106	0.0	25.4	0.0	25.4	0.0	0.0	0.0
Volume/Cap:	0.00	0.61	0.61	0.61	0.10	0.00	0.54	0.00	0.61	0.00	0.00	0.00
Delay/Veh:	0.0	0.3	0.3	55.4	0.0	0.0	52.6	0.0	54.1	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.3	0.3	55.4	0.0	0.0	52.6	0.0	54.1	0.0	0.0	0.0
LOS by Move:	A	A	A	E+	A	A	D-	A	D-	A	A	A
HCM2kAvgQ:	0	1	1	6	0	0	8	0	9	0	0	0

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

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2000 HCM Operations (Future Volume Alternative)  
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Intersection #16: De Anza Boulevard/Saratoga-Sunnyvale Road / Prospect Road



Street Name: De Anza Boulevard/Saratoga-Sunnyv	Prospect Road											
	North Bound			South Bound			East Bound			West Bound		
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0

Volume Module:	>> Count	Date:	17 Jan 2018	<<	08:00:00 AM
Base Vol:	208 1194 191	211 266 62	104 156 88	124 233 541	
Growth Adj:	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	
Initial Bse:	208 1194 191	211 266 62	104 156 88	124 233 541	
Added Vol:	0 0 0	0 0 0	0 0 0	0 0 0	
PasserByVol:	0 0 0	0 0 0	0 0 0	0 0 0	
Initial Fut:	208 1194 191	211 266 62	104 156 88	124 233 541	
User Adj:	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 0.00	1.00 1.00 0.00	
PHF Adj:	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 0.00	1.00 1.00 0.00	
PHF Volume:	208 1194 191	211 266 62	104 156 0	124 233 0	
Reduct Vol:	0 0 0	0 0 0	0 0 0	0 0 0	
Reduced Vol:	208 1194 191	211 266 62	104 156 0	124 233 0	
PCE Adj:	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 0.00	1.00 1.00 0.00	
MLF Adj:	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 0.00	1.00 1.00 0.00	
Final Volume:	208 1194 191	211 266 62	104 156 0	124 233 0	

Saturation Flow Module:												
Sat/Lane:	1900 1900 1900	1900 1900 1900	1900 1900 1900	1900 1900 1900								
Adjustment:	0.92 1.00 0.92	0.83 1.00 0.92	0.93 0.98 0.92	0.83 1.00 0.92								
Lanes:	1.00 2.00 1.00	2.00 2.00 1.00	1.24 1.76 1.00	2.00 1.00 1.00								
Final Sat.:	1750 3800 1750	3150 3800 1750	2178 3268 1750	3150 1900 1750								

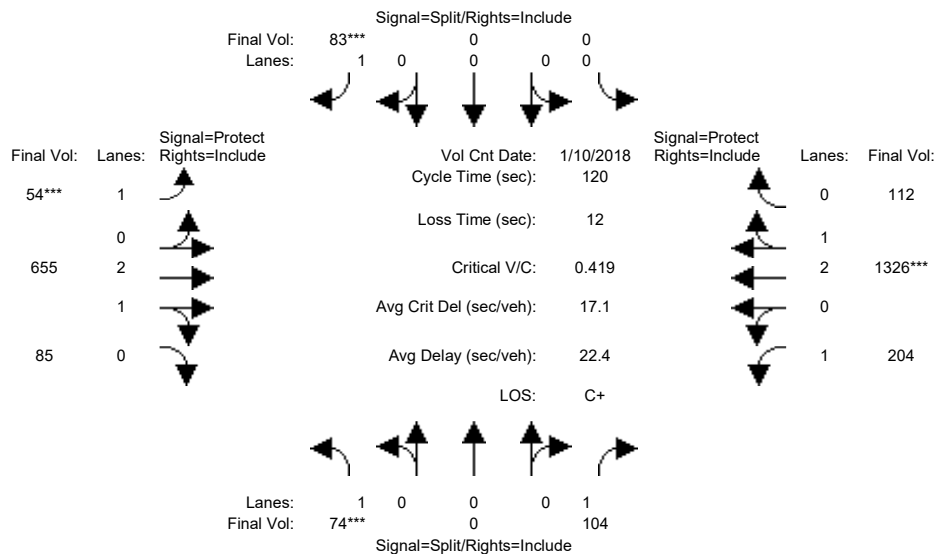
Capacity Analysis Module:												
Vol/Sat:	0.12 0.31 0.11	0.07 0.07 0.04	0.05 0.05 0.00	0.04 0.12 0.00								
Crit Moves:	****	****	****	****								
Green Time:	29.3 45.5 45.5	9.7 25.9 25.9	10.0 10.0 0.0	17.8 17.8 0.0								
Volume/Cap:	0.39 0.66 0.23	0.66 0.26 0.13	0.45 0.45 0.00	0.21 0.66 0.00								
Delay/Veh:	18.6 8.1 5.7	42.8 20.4 19.6	40.5 40.5 0.0	32.9 40.2 0.0								
User DelAdj:	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00								
AdjDel/Veh:	18.6 8.1 5.7	42.8 20.4 19.6	40.5 40.5 0.0	32.9 40.2 0.0								
LOS by Move:	B- A A	D C+ B-	D D A	C- D A								
HCM2kAvgQ:	4 8	2 4 2	1 3 3	0 2 6 0								

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

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Existing AM

Intersection #17: Torre Avenue-Vista Drive / Stevens Creek Boulevard



Street Name:	Torre Avenue-Vista Drive						Stevens Creek Boulevard					
	North Bound			South Bound			East Bound			West Bound		
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:	>>	Count	Date:	10 Jan 2018	<<	08:00:00 AM												
Base Vol:	74	0	104	0	0	83	54	655	85	204	1326	112						
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00						
Initial Bse:	74	0	104	0	0	83	54	655	85	204	1326	112						
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0						
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0						
Initial Fut:	74	0	104	0	0	83	54	655	85	204	1326	112						
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00						
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00						
PHF Volume:	74	0	104	0	0	83	54	655	85	204	1326	112						
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0						
Reduced Vol:	74	0	104	0	0	83	54	655	85	204	1326	112						
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00						
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00						
Final Volume:	74	0	104	0	0	83	54	655	85	204	1326	112						

Saturation Flow Module:														
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900		
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	0.99	0.95	0.92	0.99	0.95		
Lanes:	1.00	0.00	1.00	0.00	0.00	1.00	1.00	2.64	0.36	1.00	2.76	0.24		
Final Sat.:	1750	0	1750	0	0	1750	1750	4956	643	1750	5163	436		

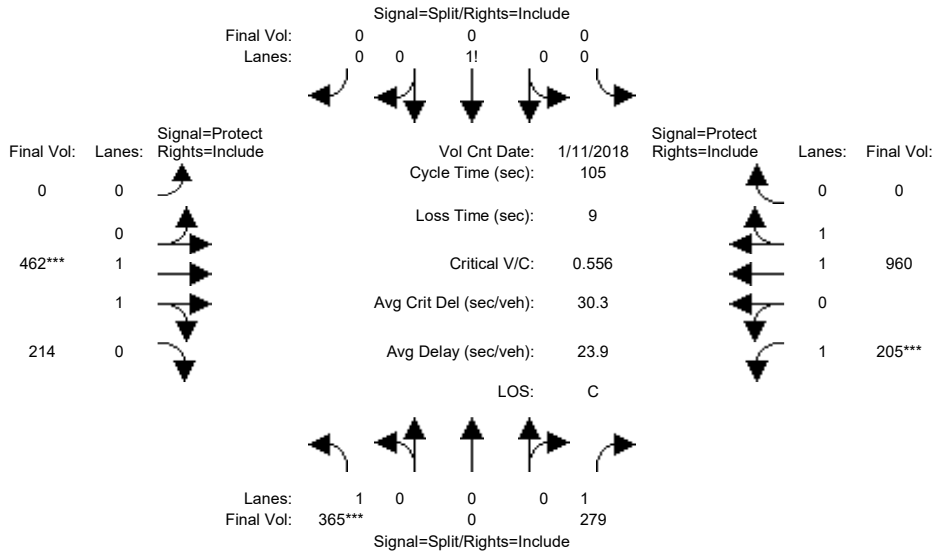
Capacity Analysis Module:														
Vol/Sat:	0.04	0.00	0.06	0.00	0.00	0.05	0.03	0.13	0.13	0.12	0.26	0.26		
Crit Moves:	***					***	***				***			
Green Time:	17.0	0.0	17.0	0.0	0.0	13.6	8.8	43.7	43.7	38.6	73.5	73.5		
Volume/Cap:	0.30	0.00	0.42	0.00	0.00	0.42	0.42	0.36	0.36	0.36	0.42	0.42		
Delay/Veh:	46.8	0.0	48.1	0.0	0.0	51.0	55.3	28.0	28.0	31.7	12.2	12.2		
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		
AdjDel/Veh:	46.8	0.0	48.1	0.0	0.0	51.0	55.3	28.0	28.0	31.7	12.2	12.2		
LOS by Move:	D	A	D	A	A	D	E+	C	C	C	B	B		
HCM2kAvgQ:	3	0	4	0	0	3	2	6	6	6	9	9		

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

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Intersection #18: Blaney Avenue / Homestead Road



Street Name:	Blaney Avenue						Homestead Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:	>>	Count	Date:	11 Jan 2018	<<	08:00:00 AM						
Base Vol:	365	0	279	0	0	0	0	462	214	205	960	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	365	0	279	0	0	0	0	462	214	205	960	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	365	0	279	0	0	0	0	462	214	205	960	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	365	0	279	0	0	0	0	462	214	205	960	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	365	0	279	0	0	0	0	462	214	205	960	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	365	0	279	0	0	0	0	462	214	205	960	0

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	0.92	0.92	0.92	0.99	0.95	0.92	0.97	0.92
Lanes:	1.00	0.00	1.00	0.00	1.00	0.00	0.00	1.35	0.65	1.00	2.00	0.00
Final Sat.:	1750	0	1750	0	1750	0	0	2528	1171	1750	3700	0

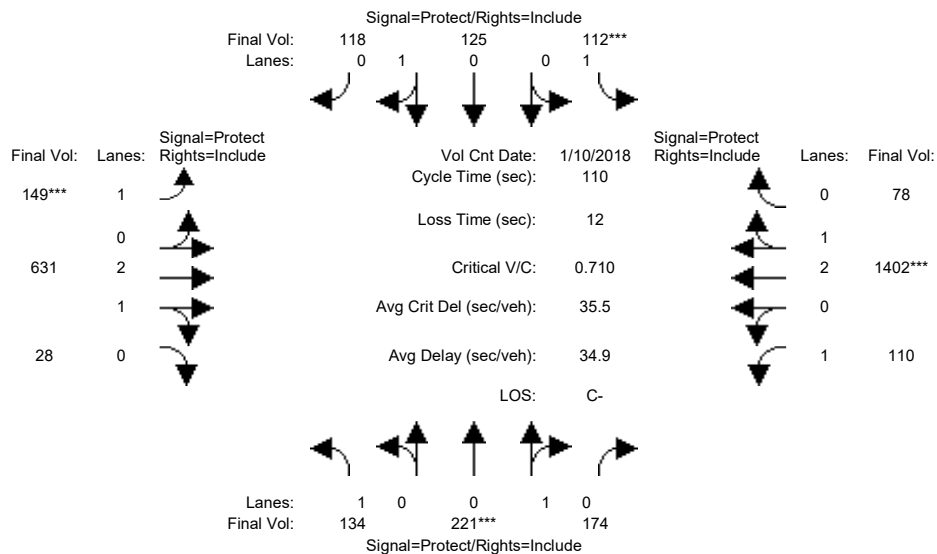
Capacity Analysis Module:												
Vol/Sat:	0.21	0.00	0.16	0.00	0.00	0.00	0.00	0.18	0.18	0.12	0.26	0.00
Crit Moves:	***							***		***		
Green Time:	39.4	0.0	39.4	0.0	0.0	0.0	0.0	34.5	34.5	22.1	56.6	0.0
Volume/Cap:	0.56	0.00	0.43	0.00	0.00	0.00	0.00	0.56	0.56	0.56	0.48	0.00
Delay/Veh:	27.0	0.0	24.8	0.0	0.0	0.0	0.0	29.5	29.5	38.9	15.2	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	27.0	0.0	24.8	0.0	0.0	0.0	0.0	29.5	29.5	38.9	15.2	0.0
LOS by Move:	C	A	C	A	A	A	A	C	C	D+	B	A
HCM2kAvgQ:	10	0	7	0	0	0	0	9	9	6	9	0

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

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Intersection #19: Blaney Avenue / Stevens Creek Boulevard



Street Name:	Blaney Avenue						Stevens Creek Boulevard					
	North Bound			South Bound			East Bound			West Bound		
Approach:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:	>>	Count	Date:	10 Jan 2018	<<	08:00:00 AM						
Base Vol:	134	221	174	112	125	118	149	631	28	110	1402	78
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	134	221	174	112	125	118	149	631	28	110	1402	78
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	134	221	174	112	125	118	149	631	28	110	1402	78
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	134	221	174	112	125	118	149	631	28	110	1402	78
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	134	221	174	112	125	118	149	631	28	110	1402	78
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	134	221	174	112	125	118	149	631	28	110	1402	78

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.95	0.95	0.92	0.95	0.95	0.92	0.98	0.95	0.92	0.98	0.95
Lanes:	1.00	0.56	0.44	1.00	0.51	0.49	1.00	2.87	0.13	1.00	2.84	0.16
Final Sat.:	1750	1007	793	1750	926	874	1750	5362	238	1750	5304	295

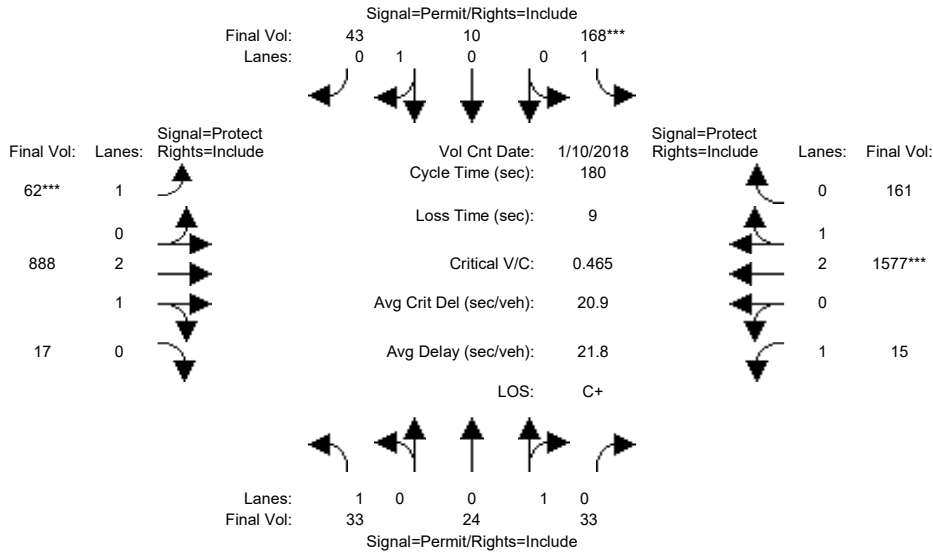
Capacity Analysis Module:												
Vol/Sat:	0.08	0.22	0.22	0.06	0.14	0.14	0.09	0.12	0.12	0.06	0.26	0.26
Crit Moves:	****			****			****			****		
Green Time:	15.9	34.0	34.0	9.9	28.0	28.0	13.2	35.1	35.1	19.0	40.9	40.9
Volume/Cap:	0.53	0.71	0.71	0.71	0.53	0.53	0.71	0.37	0.37	0.36	0.71	0.71
Delay/Veh:	45.7	37.9	37.9	62.7	36.5	36.5	57.4	29.0	29.0	40.9	30.6	30.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	45.7	37.9	37.9	62.7	36.5	36.5	57.4	29.0	29.0	40.9	30.6	30.6
LOS by Move:	D	D+	D+	E	D+	D+	E+	C	C	D	C	C
HCM2kAvgQ:	5	13	13	5	8	8	5	6	6	3	14	14

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

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Intersection #20: Portal Avenue / Stevens Creek Boulevard



Street Name:	Portal Avenue						Stevens Creek Boulevard					
	North Bound			South Bound			East Bound			West Bound		
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:	>>	Count	Date:	10 Jan 2018	<<	08:00:00 AM						
Base Vol:	33	24	33	168	10	43	62	888	17	15	1577	161
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	33	24	33	168	10	43	62	888	17	15	1577	161
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	33	24	33	168	10	43	62	888	17	15	1577	161
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	33	24	33	168	10	43	62	888	17	15	1577	161
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	33	24	33	168	10	43	62	888	17	15	1577	161
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	33	24	33	168	10	43	62	888	17	15	1577	161

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.95	0.95	0.92	0.95	0.95	0.92	0.98	0.95	0.92	0.99	0.95
Lanes:	1.00	0.42	0.58	1.00	0.19	0.81	1.00	2.94	0.06	1.00	2.71	0.29
Final Sat.:	1750	758	1042	1750	340	1460	1750	5495	105	1750	5081	519

Capacity Analysis Module:													
Vol/Sat:	0.02	0.03	0.03	0.10	0.03	0.03	0.04	0.16	0.16	0.01	0.31	0.31	
Crit Moves:				****				****					
Green Time:	37.2	37.2	37.2	37.2	37.2	37.2	13.7	108	107.9	26.0	120	120.1	
Volume/Cap:	0.09	0.15	0.15	0.47	0.14	0.14	0.47	0.27	0.27	0.06	0.47	0.47	
Delay/Veh:	57.9	58.7	58.7	63.6	58.6	58.6	82.2	17.3	17.3	66.6	14.5	14.5	
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
AdjDel/Veh:	57.9	58.7	58.7	63.6	58.6	58.6	82.2	17.3	17.3	66.6	14.5	14.5	
LOS by Move:	E+	E+	E+	E	E+	E+	F	B	B	E	B	B	
HCM2kAvgQ:	2	3	3	9	2	2	3	8	8	1	15	15	

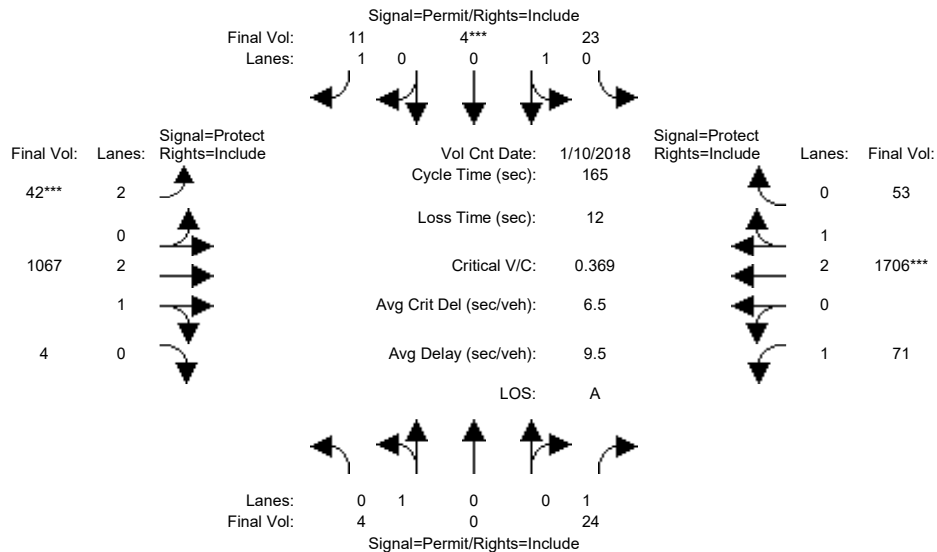
Note: Queue reported is the number of cars per lane.



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Existing AM

Intersection #21: Perimeter Road / Stevens Creek Boulevard



Street Name:	Perimeter Road						Stevens Creek Boulevard					
	North Bound			South Bound			East Bound			West Bound		
Approach:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:	>>	Count	Date:	10 Jan 2018	<<	08:00:00 AM						
Base Vol:	4	0	24	23	4	11	42	1067	4	71	1706	53
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	4	0	24	23	4	11	42	1067	4	71	1706	53
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	4	0	24	23	4	11	42	1067	4	71	1706	53
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	4	0	24	23	4	11	42	1067	4	71	1706	53
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	4	0	24	23	4	11	42	1067	4	71	1706	53
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	4	0	24	23	4	11	42	1067	4	71	1706	53

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.92	0.95	0.95	0.92	0.83	0.98	0.95	0.92	0.98	0.95
Lanes:	1.00	0.00	1.00	0.85	0.15	1.00	2.00	2.99	0.01	1.00	2.91	0.09
Final Sat.:	1800	0	1750	1533	267	1750	3150	5579	21	1750	5431	169

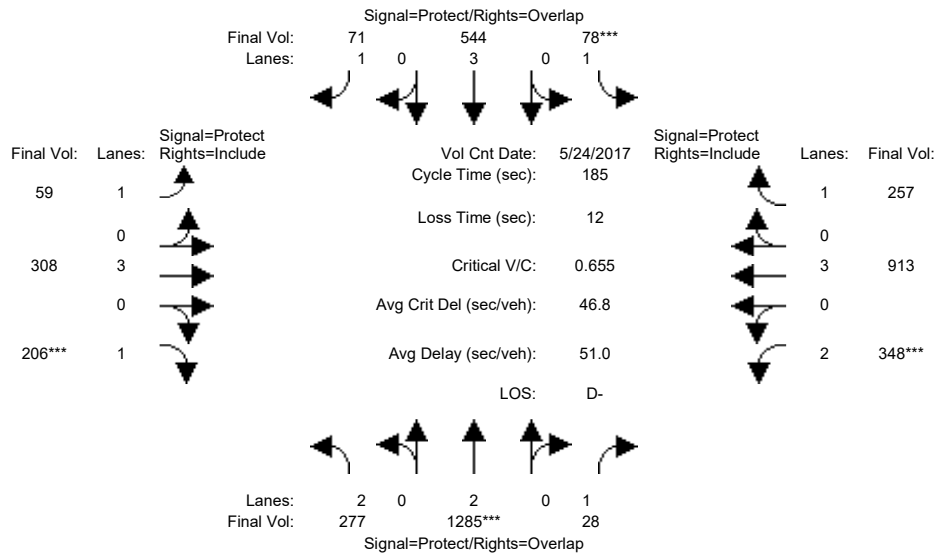
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.01	0.02	0.02	0.01	0.01	0.19	0.19	0.04	0.31	0.31
Crit Moves:					****		****				****	
Green Time:	10.0	0.0	10.0	10.0	10.0	10.0	7.0	117	117.0	26.0	136	136.0
Volume/Cap:	0.04	0.00	0.23	0.25	0.25	0.10	0.31	0.27	0.27	0.26	0.38	0.38
Delay/Veh:	73.1	0.0	74.9	75.1	75.1	73.7	78.0	8.7	8.7	61.6	3.8	3.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	73.1	0.0	74.9	75.1	75.1	73.7	78.0	8.7	8.7	61.6	3.8	3.8
LOS by Move:	E	A	E	E-	E-	E	E-	A	A	E	A	A
HCM2kAvgQ:	0	0	1	2	2	1	1	6	6	3	8	8

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

Vallco Special Area Specific Plan  
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Level Of Service Computation Report  
2000 HCM Operations (Future Volume Alternative)  
Existing AM

Intersection #22: Wolfe Road / El Camino Real



Street Name:	Wolfe Road						El Camino Real					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:	>>	Count	Date:	24 May 2017	<<	08:00:00 AM						
Base Vol:	277	1285	28	78	544	71	59	308	206	348	913	257
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	277	1285	28	78	544	71	59	308	206	348	913	257
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	277	1285	28	78	544	71	59	308	206	348	913	257
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	277	1285	28	78	544	71	59	308	206	348	913	257
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	277	1285	28	78	544	71	59	308	206	348	913	257
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	277	1285	28	78	544	71	59	308	206	348	913	257

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.83	1.00	0.92
Lanes:	2.00	2.00	1.00	1.00	3.00	1.00	1.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	3150	3800	1750	1750	5700	1750	1750	5700	1750	3150	5700	1750

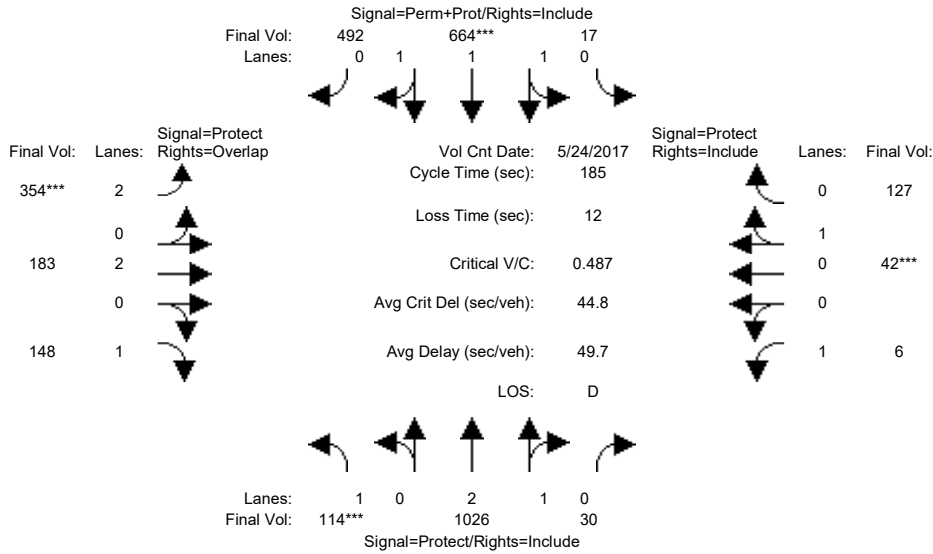
Capacity Analysis Module:												
Vol/Sat:	0.09	0.34	0.02	0.04	0.10	0.04	0.03	0.05	0.12	0.11	0.16	0.15
Crit Moves:	****			****			****			****		
Green Time:	51.9	95.6	126.8	12.6	56.3	68.9	12.6	33.3	33.3	31.2	51.9	51.9
Volume/Cap:	0.31	0.65	0.02	0.65	0.31	0.11	0.50	0.30	0.65	0.65	0.57	0.52
Delay/Veh:	51.3	32.6	9.1	94.2	48.3	37.0	84.1	64.2	73.5	72.8	56.0	55.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	51.3	32.6	9.1	94.2	48.3	37.0	84.1	64.2	73.5	72.8	56.0	55.6
LOS by Move:	D-	C-	A	F	D	D+	F	E	E	E	E+	E+
HCM2kAvgQ:	7	25	1	6	7	3	4	5	12	11	14	12

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

Vallco Special Area Specific Plan  
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Level Of Service Computation Report  
2000 HCM Operations (Future Volume Alternative)  
Existing AM

Intersection #23: Wolfe Road / Fremont Avenue



Street Name:	Wolfe Road						Fremont Avenue					
	North Bound			South Bound			East Bound			West Bound		
Approach:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:	>> Count	Date:	24 May 2017	<<	08:00:00 AM
Base Vol:	114 1026 30	17 664 492	354 183 148	6 42 127	
Growth Adj:	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	
Initial Bse:	114 1026 30	17 664 492	354 183 148	6 42 127	
Added Vol:	0 0 0	0 0 0	0 0 0	0 0 0	
PasserByVol:	0 0 0	0 0 0	0 0 0	0 0 0	
Initial Fut:	114 1026 30	17 664 492	354 183 148	6 42 127	
User Adj:	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	
PHF Adj:	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	
PHF Volume:	114 1026 30	17 664 492	354 183 148	6 42 127	
Reduct Vol:	0 0 0	0 0 0	0 0 0	0 0 0	
Reduced Vol:	114 1026 30	17 664 492	354 183 148	6 42 127	
PCE Adj:	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	
MLF Adj:	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	
Final Volume:	114 1026 30	17 664 492	354 183 148	6 42 127	

Saturation Flow Module:												
Sat/Lane:	1900 1900 1900	1900 1900 1900	1900 1900 1900	1900 1900 1900								
Adjustment:	0.92 0.98 0.95	0.95 0.98 0.95	0.83 1.00 0.92	0.92 0.95 0.95								
Lanes:	1.00 2.91 0.09	0.05 1.95 1.00	2.00 2.00 1.00	1.00 0.25 0.75								
Final Sat.:	1750 5441 159	93 3622 1800	3150 3800 1750	1750 447 1353								

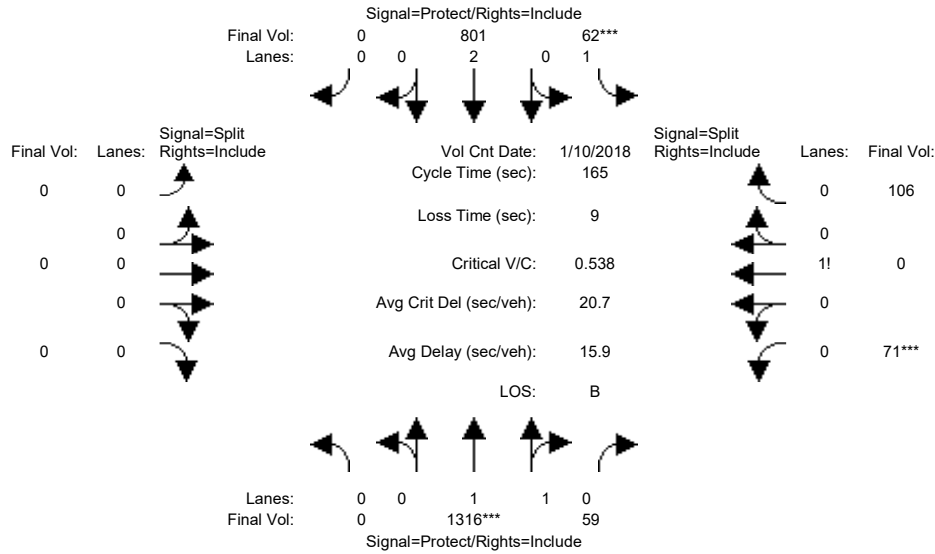
Capacity Analysis Module:												
Vol/Sat:	0.07 0.19 0.19	0.00 0.18 0.27	0.11 0.05 0.08	0.00 0.09 0.09								
Crit Moves:	***	****	****	****								
Green Time:	21.4 56.3 56.3	57.8 89.7 89.7	33.6 36.2 57.6	25.4 28.0 28.0								
Volume/Cap:	0.56 0.62 0.62	0.59 0.38 0.56	0.62 0.25 0.27	0.03 0.62 0.62								
Delay/Veh:	78.9 54.4 54.4	52.5 29.3 33.2	70.0 61.3 46.9	67.3 75.8 75.8								
User DelAdj:	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00								
AdjDel/Veh:	78.9 54.4 54.4	52.5 29.3 33.2	70.0 61.3 46.9	67.3 75.8 75.8								
LOS by Move:	E- D- D-	D- C C-	E E D	E E- E-								
HCM2kAvgQ:	6 16 16	16 12 20	11 4 6	0 10 10								

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

Vallco Special Area Specific Plan  
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Level Of Service Computation Report  
2000 HCM Operations (Future Volume Alternative)  
Existing AM

Intersection #24: Wolfe Road / Marion Way



Street Name:	Wolfe Road						Marion Way					
	North Bound			South Bound			East Bound			West Bound		
Approach:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	0	0	0	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:	>>	Count	Date:	10 Jan 2018	<<	08:00:00 AM						
Base Vol:	0	1316	59	62	801	0	0	0	0	71	0	106
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	1316	59	62	801	0	0	0	0	71	0	106
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	1316	59	62	801	0	0	0	0	71	0	106
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	1316	59	62	801	0	0	0	0	71	0	106
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1316	59	62	801	0	0	0	0	71	0	106
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	0	1316	59	62	801	0	0	0	0	71	0	106

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.97	0.95	0.92	1.00	0.92	0.92	1.00	0.92	0.92	0.92	0.92
Lanes:	0.00	1.91	0.09	1.00	2.00	0.00	0.00	0.00	0.00	0.40	0.00	0.60
Final Sat.:	0	3541	159	1750	3800	0	0	0	0	702	0	1048

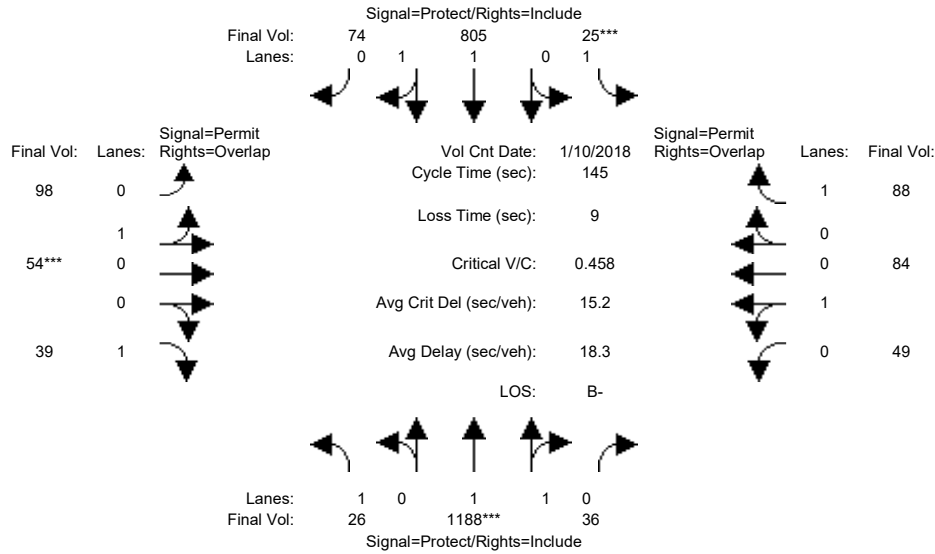
Capacity Analysis Module:												
Vol/Sat:	0.00	0.37	0.37	0.04	0.21	0.00	0.00	0.00	0.00	0.10	0.00	0.10
Crit Moves:	****			****						****		
Green Time:	0.0	114	114.1	10.9	125	0.0	0.0	0.0	0.0	31.0	0.0	31.0
Volume/Cap:	0.00	0.54	0.54	0.54	0.28	0.00	0.00	0.00	0.00	0.54	0.00	0.54
Delay/Veh:	0.0	12.7	12.7	79.6	6.2	0.0	0.0	0.0	0.0	62.3	0.0	62.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	12.7	12.7	79.6	6.2	0.0	0.0	0.0	0.0	62.3	0.0	62.3
LOS by Move:	A	B	B	E-	A	A	A	A	A	E	A	E
HCM2kAvgQ:	0	17	17	3	6	0	0	0	0	9	0	9

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

Vallco Special Area Specific Plan  
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Level Of Service Computation Report  
2000 HCM Operations (Future Volume Alternative)  
Existing AM

Intersection #25: Wolfe Road / Inverness Way



Street Name:	Wolfe Road						Inverness Way					
	North Bound			South Bound			East Bound			West Bound		
Approach:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:	>>	Count	Date:	10 Jan 2018	<<	08:00:00 AM						
Base Vol:	26	1188	36	25	805	74	98	54	39	49	84	88
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	26	1188	36	25	805	74	98	54	39	49	84	88
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	26	1188	36	25	805	74	98	54	39	49	84	88
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	26	1188	36	25	805	74	98	54	39	49	84	88
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	26	1188	36	25	805	74	98	54	39	49	84	88
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	26	1188	36	25	805	74	98	54	39	49	84	88

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.97	0.95	0.92	0.98	0.95	0.95	0.95	0.92	0.95	0.95	0.92
Lanes:	1.00	1.94	0.06	1.00	1.83	0.17	0.64	0.36	1.00	0.37	0.63	1.00
Final Sat.:	1750	3591	109	1750	3388	311	1161	639	1750	663	1137	1750

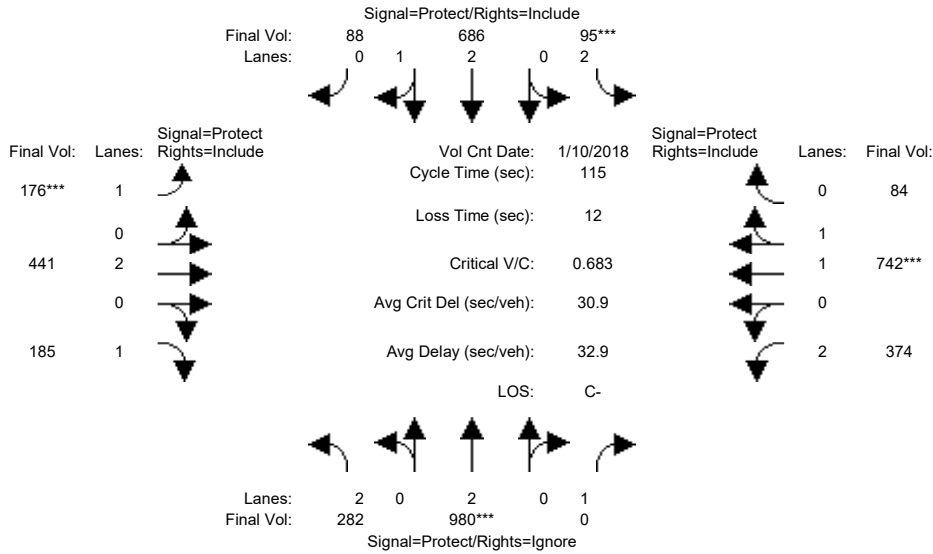
Capacity Analysis Module:												
Vol/Sat:	0.01	0.33	0.33	0.01	0.24	0.24	0.08	0.08	0.02	0.07	0.07	0.05
Crit Moves:	****			****			****			****		
Green Time:	18.5	103	102.8	7.0	91.2	91.2	26.2	26.2	44.8	26.2	26.2	33.2
Volume/Cap:	0.12	0.47	0.47	0.30	0.38	0.38	0.47	0.47	0.07	0.41	0.41	0.22
Delay/Veh:	56.2	9.3	9.3	68.6	13.2	13.2	54.2	54.2	35.5	53.4	53.4	45.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	56.2	9.3	9.3	68.6	13.2	13.2	54.2	54.2	35.5	53.4	53.4	45.6
LOS by Move:	E+	A	A	E	B	B	D-	D-	D+	D-	D-	D
HCM2kAvgQ:	1	12	12	1	9	9	7	7	1	6	6	3

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

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

Intersection #26: Wolfe Road / Homestead Road



Street Name:	Wolfe Road						Homestead Road					
	North Bound			South Bound			East Bound			West Bound		
Approach:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:	>>	Count	Date:	10 Jan 2018	<<	08:00:00 AM						
Base Vol:	282	980	418	95	686	88	176	441	185	374	742	84
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	282	980	418	95	686	88	176	441	185	374	742	84
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	282	980	418	95	686	88	176	441	185	374	742	84
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	282	980	0	95	686	88	176	441	185	374	742	84
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	282	980	0	95	686	88	176	441	185	374	742	84
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	282	980	0	95	686	88	176	441	185	374	742	84

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	0.99	0.95	0.92	1.00	0.92	0.83	0.98	0.95
Lanes:	2.00	2.00	1.00	2.00	2.65	0.35	1.00	2.00	1.00	2.00	1.79	0.21
Final Sat.:	3150	3800	1750	3150	4962	637	1750	3800	1750	3150	3323	376

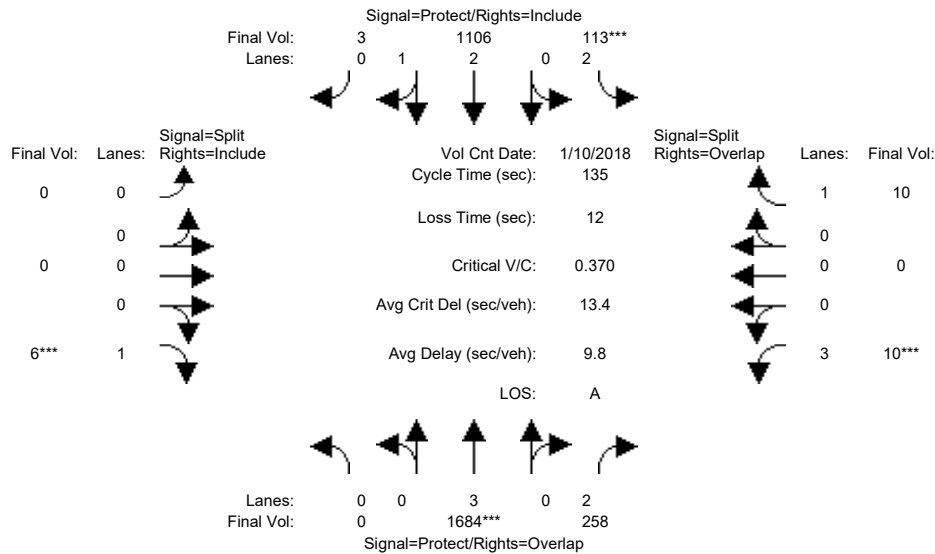
Capacity Analysis Module:												
Vol/Sat:	0.09	0.26	0.00	0.03	0.14	0.14	0.10	0.12	0.11	0.12	0.22	0.22
Crit Moves:	****			****			****			****		
Green Time:	19.5	42.6	0.0	7.0	30.1	30.1	16.6	26.4	26.4	27.0	36.8	36.8
Volume/Cap:	0.53	0.70	0.00	0.50	0.53	0.53	0.70	0.51	0.46	0.51	0.70	0.70
Delay/Veh:	38.6	20.3	0.0	52.0	28.2	28.2	55.1	39.1	39.0	38.7	36.0	36.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	38.6	20.3	0.0	52.0	28.2	28.2	55.1	39.1	39.0	38.7	36.0	36.0
LOS by Move:	D+	C+	A	D-	C	C	E+	D	D+	D+	D+	D+
HCM2kAvgQ:	5	12	0	2	7	7	6	6	6	6	12	12

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

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Intersection #27: Wolfe Road / Apple Park



Street Name:	Wolfe Road						Apple Park					
	North Bound			South Bound			East Bound			West Bound		
Approach:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	0	0	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:	>>	Count	Date:	10 Jan 2018	<<	08:00:00 AM						
Base Vol:	0	1684	258	113	1106	3	0	0	6	10	0	10
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	1684	258	113	1106	3	0	0	6	10	0	10
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	1684	258	113	1106	3	0	0	6	10	0	10
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	1684	258	113	1106	3	0	0	6	10	0	10
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1684	258	113	1106	3	0	0	6	10	0	10
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	0	1684	258	113	1106	3	0	0	6	10	0	10

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.83	0.83	0.98	0.95	0.92	1.00	0.92	0.80	1.00	0.92
Lanes:	0.00	3.00	2.00	2.00	2.99	0.01	0.00	0.00	1.00	3.00	0.00	1.00
Final Sat.:	0	5700	3150	3150	5585	15	0	0	1750	4551	0	1750

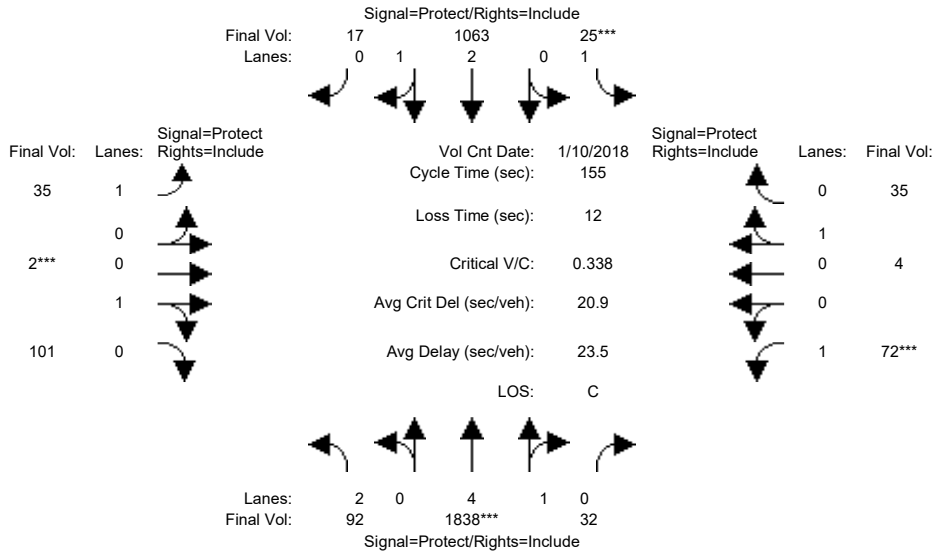
Capacity Analysis Module:												
Vol/Sat:	0.00	0.30	0.08	0.04	0.20	0.20	0.00	0.00	0.00	0.00	0.00	0.01
Crit Moves:	****			****			****			****		
Green Time:	0.0	91.8	101.8	11.2	103	103.0	0.0	0.0	10.0	10.0	0.0	21.2
Volume/Cap:	0.00	0.43	0.11	0.43	0.26	0.26	0.00	0.00	0.05	0.03	0.00	0.04
Delay/Veh:	0.0	9.9	4.5	60.1	4.8	4.8	0.0	0.0	58.2	58.0	0.0	48.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	9.9	4.5	60.1	4.8	4.8	0.0	0.0	58.2	58.0	0.0	48.3
LOS by Move:	A	A	A	E	A	A	A	A	E+	E+	A	D
HCM2kAvgQ:	0	10	2	3	4	4	0	0	0	0	0	0

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

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Intersection #28: Wolfe Road / Pruneridge Avenue



Street Name:	Wolfe Road						Pruneridge Avenue					
	North Bound			South Bound			East Bound			West Bound		
Approach:	L	T	R	L	T	R	L	T	R	L	T	R
Movement:												
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:	>>	Count	Date:	10 Jan 2018	<<	08:00:00 AM						
Base Vol:	92	1838	32	25	1063	17	35	2	101	72	4	35
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	92	1838	32	25	1063	17	35	2	101	72	4	35
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	92	1838	32	25	1063	17	35	2	101	72	4	35
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	92	1838	32	25	1063	17	35	2	101	72	4	35
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	92	1838	32	25	1063	17	35	2	101	72	4	35
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	92	1838	32	25	1063	17	35	2	101	72	4	35

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	0.99	0.95	0.92	0.98	0.95	0.92	0.95	0.95	0.92	0.95	0.95
Lanes:	2.00	4.91	0.09	1.00	2.95	0.05	1.00	0.02	0.98	1.00	0.10	0.90
Final Sat.:	3150	9239	161	1750	5512	88	1750	35	1765	1750	185	1615

Capacity Analysis Module:												
Vol/Sat:	0.03	0.20	0.20	0.01	0.19	0.19	0.02	0.06	0.06	0.04	0.02	0.02
Crit Moves:	****			****			****			****		
Green Time:	18.6	91.0	91.0	7.0	79.4	79.4	18.5	26.2	26.2	18.8	26.5	26.5
Volume/Cap:	0.24	0.34	0.34	0.32	0.38	0.38	0.17	0.34	0.34	0.34	0.13	0.13
Delay/Veh:	62.2	16.5	16.5	74.0	22.9	22.9	61.7	57.5	57.5	63.3	54.7	54.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	62.2	16.5	16.5	74.0	22.9	22.9	61.7	57.5	57.5	63.3	54.7	54.7
LOS by Move:	E	B	B	E	C+	C+	E	E+	E+	E	D-	D-
HCM2kAvgQ:	2	9	9	1	10	10	2	5	5	4	2	2

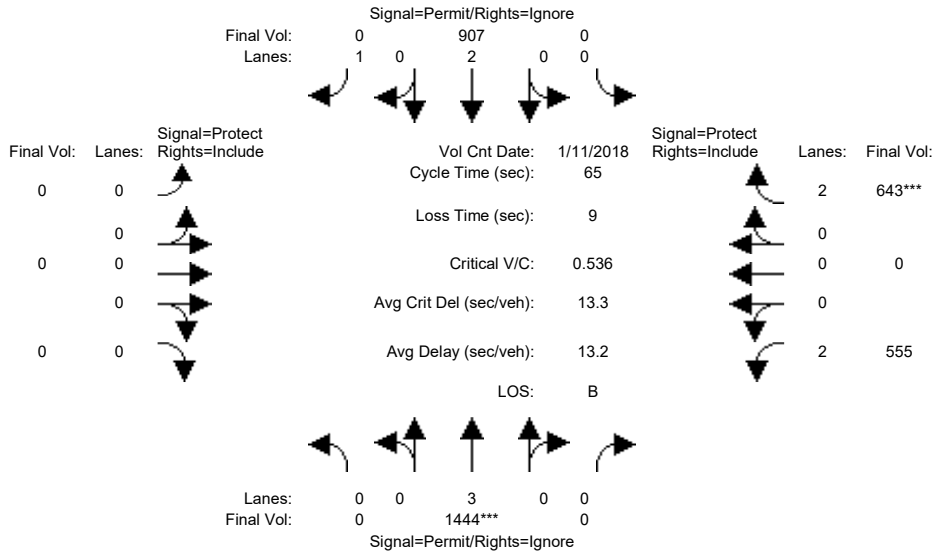
Note: Queue reported is the number of cars per lane.



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Intersection #29: Wolfe Road / I-280 Ramp (North)



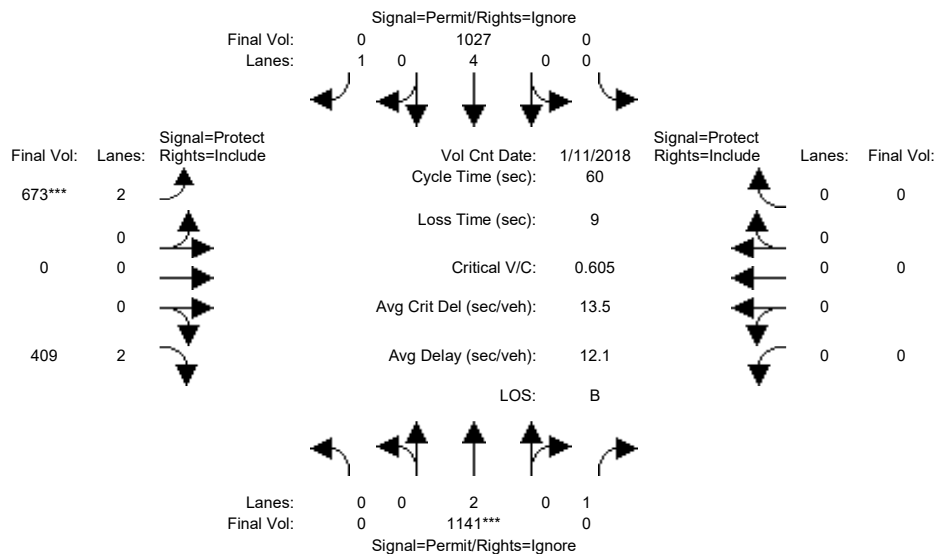
Street Name:	Wolfe Road						I-280 Ramp (North)					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	10	10	0	10	10	0	0	0	10	10	10
Y+R:	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Volume Module: >> Count Date:	11 Jan 2018 << 08:00:00 AM											
Base Vol:	0	1444	406	0	907	429	0	0	0	555	0	643
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	1444	406	0	907	429	0	0	0	555	0	643
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	1444	406	0	907	429	0	0	0	555	0	643
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	1444	0	0	907	0	0	0	0	555	0	643
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1444	0	0	907	0	0	0	0	555	0	643
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	0	1444	0	0	907	0	0	0	0	555	0	643
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.83	1.00	0.83
Lanes:	0.00	3.00	0.00	0.00	2.00	1.00	0.00	0.00	0.00	2.00	0.00	2.00
Final Sat.:	0	5600	0	0	3800	1750	0	0	0	3150	0	3150
Capacity Analysis Module:												
Vol/Sat:	0.00	0.26	0.00	0.00	0.24	0.00	0.00	0.00	0.00	0.18	0.00	0.20
Crit Moves:	****											
Green Time:	0.0	31.3	0.0	0.0	31.3	0.0	0.0	0.0	0.0	24.7	0.0	24.7
Volume/Cap:	0.00	0.54	0.00	0.00	0.50	0.00	0.00	0.00	0.00	0.46	0.00	0.54
Delay/Veh:	0.0	12.0	0.0	0.0	11.7	0.0	0.0	0.0	0.0	15.4	0.0	16.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	12.0	0.0	0.0	11.7	0.0	0.0	0.0	0.0	15.4	0.0	16.1
LOS by Move:	A	B	A	A	B+	A	A	A	A	B	A	B
HCM2kAvgQ:	0	4	0	0	3	0	0	0	0	5	0	7

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

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Existing AM

Intersection #30: Wolfe Road / I-280 Ramp (South)



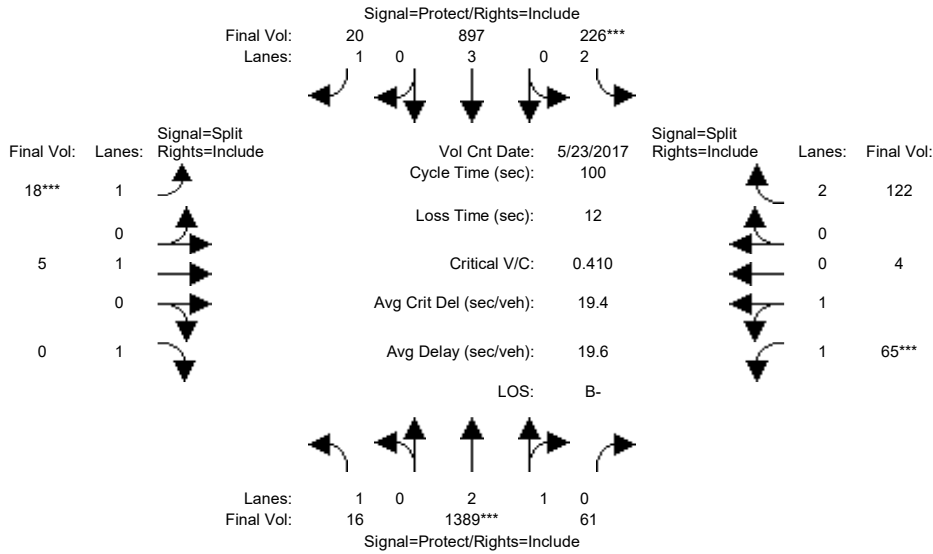
Street Name:	Wolfe Road						I-280 Ramp (South)					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	0	0	0
Y+R:	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Volume Module: >> Count Date: 11 Jan 2018 << 08:00:00 AM												
Base Vol:	0	1141	475	0	1027	394	673	0	409	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	1141	475	0	1027	394	673	0	409	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	1141	475	0	1027	394	673	0	409	0	0	0
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	1141	0	0	1027	0	673	0	409	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1141	0	0	1027	0	673	0	409	0	0	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	0	1141	0	0	1027	0	673	0	409	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.83	1.00	0.83	0.92	1.00	0.92
Lanes:	0.00	2.00	1.00	0.00	4.00	1.00	2.00	0.00	2.00	0.00	0.00	0.00
Final Sat.:	0	3800	1750	0	7600	1750	3150	0	3150	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.30	0.00	0.00	0.14	0.00	0.21	0.00	0.13	0.00	0.00	0.00
Crit Moves:	****			****			****			****		
Green Time:	0.0	29.8	0.0	0.0	29.8	0.0	21.2	0.0	21.2	0.0	0.0	0.0
Volume/Cap:	0.00	0.60	0.00	0.00	0.27	0.00	0.60	0.00	0.37	0.00	0.00	0.00
Delay/Veh:	0.0	11.4	0.0	0.0	8.8	0.0	16.9	0.0	14.6	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	11.4	0.0	0.0	8.8	0.0	16.9	0.0	14.6	0.0	0.0	0.0
LOS by Move:	A	B+	A	A	A	A	B	A	B	A	A	A
HCM2kAvgQ:	0	5	0	0	1	0	7	0	4	0	0	0

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

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Existing AM

Intersection #31: Wolfe Road / Vallco Parkway



Street Name:	Wolfe Road						Vallco Parkway					
	North Bound			South Bound			East Bound			West Bound		
Approach:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:	>>	Count	Date:	23 May 2017	<<	08:00:00 AM						
Base Vol:	16	1389	61	226	897	20	18	5	0	65	4	122
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	16	1389	61	226	897	20	18	5	0	65	4	122
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	16	1389	61	226	897	20	18	5	0	65	4	122
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	16	1389	61	226	897	20	18	5	0	65	4	122
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	16	1389	61	226	897	20	18	5	0	65	4	122
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	16	1389	61	226	897	20	18	5	0	65	4	122

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.83	1.00	0.92	0.92	1.00	0.92	0.93	0.95	0.83
Lanes:	1.00	2.87	0.13	2.00	3.00	1.00	1.00	1.00	1.00	1.89	0.11	2.00
Final Sat.:	1750	5364	236	3150	5700	1750	1750	1900	1750	3344	206	3150

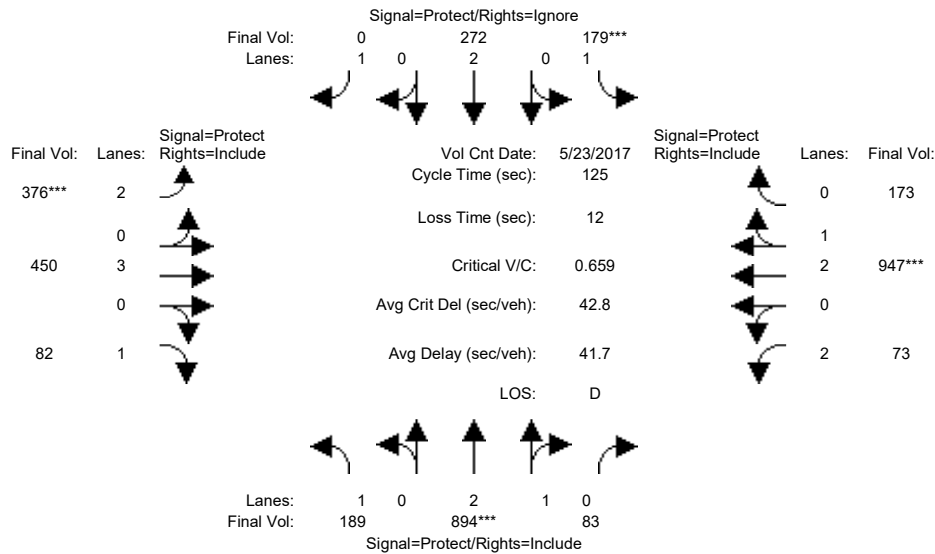
Capacity Analysis Module:												
Vol/Sat:	0.01	0.26	0.26	0.07	0.16	0.01	0.01	0.00	0.00	0.02	0.02	0.04
Crit Moves:	****			****			****			****		
Green Time:	20.9	53.2	53.2	14.8	47.1	47.1	10.0	10.0	0.0	10.0	10.0	10.0
Volume/Cap:	0.04	0.49	0.49	0.49	0.33	0.02	0.10	0.03	0.00	0.19	0.19	0.39
Delay/Veh:	31.6	14.9	14.9	39.9	16.7	14.2	41.2	40.7	0.0	41.6	41.6	42.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	31.6	14.9	14.9	39.9	16.7	14.2	41.2	40.7	0.0	41.6	41.6	42.9
LOS by Move:	C	B	B	D	B	B	D	D	A	D	D	D
HCM2kAvgQ:	0	10	10	4	6	0	1	0	0	1	1	2

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

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Intersection #32: Wolfe Road-Miller Avenue / Stevens Creek Boulevard



Street Name:	Wolfe Road-Miller Avenue						Stevens Creek Boulevard					
	North Bound			South Bound			East Bound			West Bound		
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0

Volume Module:	>>	Count	Date:	23 May 2017	<<	08:00:00 AM						
Base Vol:	189	894	83	179	272	475	376	450	82	73	947	173
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	189	894	83	179	272	475	376	450	82	73	947	173
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	189	894	83	179	272	475	376	450	82	73	947	173
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	189	894	83	179	272	0	376	450	82	73	947	173
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	189	894	83	179	272	0	376	450	82	73	947	173
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	189	894	83	179	272	0	376	450	82	73	947	173

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.99	0.95	0.92	1.00	0.92	0.83	1.00	0.92	0.83	0.99	0.95
Lanes:	1.00	2.74	0.26	1.00	2.00	1.00	2.00	3.00	1.00	2.00	2.52	0.48
Final Sat.:	1750	5124	476	1750	3800	1750	3150	5700	1750	3150	4734	865

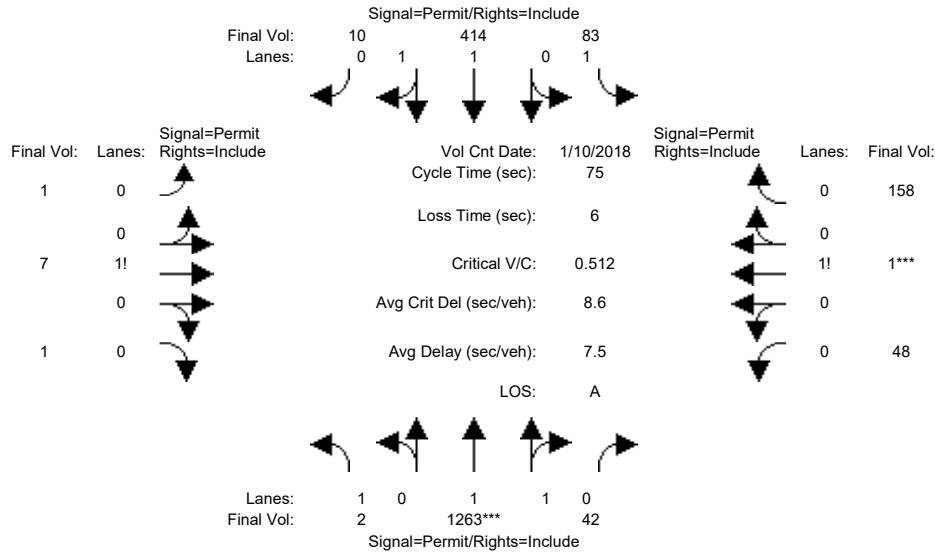
Capacity Analysis Module:												
Vol/Sat:	0.11	0.17	0.17	0.10	0.07	0.00	0.12	0.08	0.05	0.02	0.20	0.20
Crit Moves:	****			****			****			****		
Green Time:	30.1	33.1	33.1	19.4	22.3	0.0	22.6	35.6	35.6	24.9	37.9	37.9
Volume/Cap:	0.45	0.66	0.66	0.66	0.40	0.00	0.66	0.28	0.16	0.12	0.66	0.66
Delay/Veh:	41.1	42.1	42.1	55.6	45.8	0.0	50.5	34.8	33.7	41.1	38.9	38.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	41.1	42.1	42.1	55.6	45.8	0.0	50.5	34.8	33.7	41.1	38.9	38.9
LOS by Move:	D	D	D	E+	D	A	D	C-	C-	D	D+	D+
HCM2kAvgQ:	6	11	11	8	5	0	8	3	2	1	11	11

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

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2000 HCM Operations (Future Volume Alternative)  
Existing AM

Intersection #33: Miller Avenue / Calle De Barcelona



Street Name:	Miller Avenue						Calle De Barcelona					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:	>>	Count	Date:	10 Jan 2018	<<	08:00:00 AM						
Base Vol:	2	1263	42	83	414	10	1	7	1	48	1	158
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	2	1263	42	83	414	10	1	7	1	48	1	158
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	2	1263	42	83	414	10	1	7	1	48	1	158
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	2	1263	42	83	414	10	1	7	1	48	1	158
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	2	1263	42	83	414	10	1	7	1	48	1	158
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	2	1263	42	83	414	10	1	7	1	48	1	158

Saturation Flow Module:	
Sat/Lane:	1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
Adjustment:	0.92 0.97 0.95 0.92 0.97 0.95 0.92 0.92 0.92 0.92 0.92 0.92
Lanes:	1.00 1.93 0.07 1.00 1.95 0.05 0.11 0.78 0.11 0.23 0.01 0.76
Final Sat.:	1750 3581 119 1750 3613 87 194 1361 194 406 8 1336

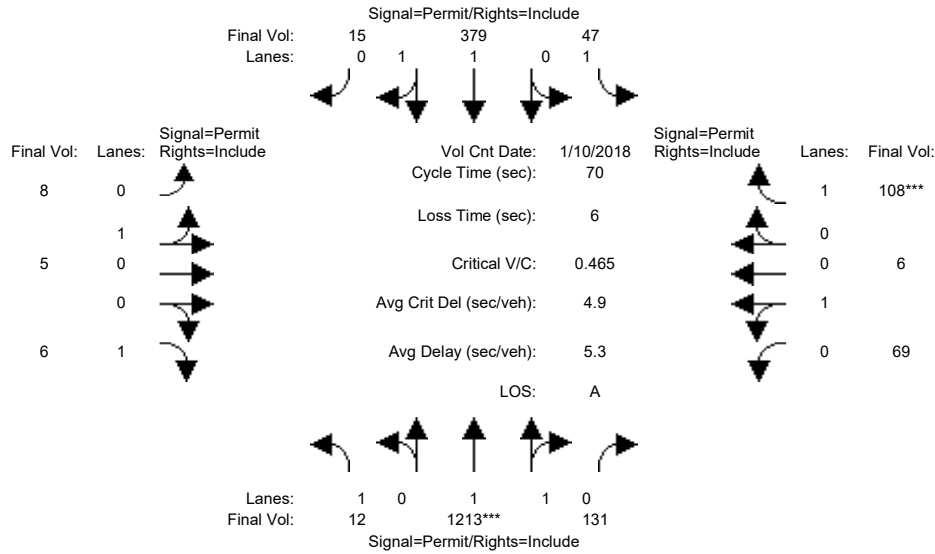
Capacity Analysis Module:	
Vol/Sat:	0.00 0.35 0.35 0.05 0.11 0.11 0.01 0.01 0.01 0.12 0.12 0.12
Crit Moves:	****
Green Time:	51.7 51.7 51.7 51.7 51.7 51.7 17.3 17.3 17.3 17.3 17.3 17.3
Volume/Cap:	0.00 0.51 0.51 0.07 0.17 0.17 0.02 0.02 0.02 0.51 0.51 0.51
Delay/Veh:	3.6 5.8 5.8 3.8 4.1 4.1 22.3 22.3 22.3 26.3 26.3 26.3
User DelAdj:	1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
AdjDel/Veh:	3.6 5.8 5.8 3.8 4.1 4.1 22.3 22.3 22.3 26.3 26.3 26.3
LOS by Move:	A A A A A A C+ C+ C+ C C C
HCM2kAvgQ:	0 7 7 1 2 2 0 0 0 5 5 5

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

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Existing AM

Intersection #34: Miller Avenue / Phil Lane



Street Name:	Miller Avenue						Phil Lane					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:	>>	Count	Date:	10 Jan 2018	<<	08:00:00 AM						
Base Vol:	12	1213	131	47	379	15	8	5	6	69	6	108
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	12	1213	131	47	379	15	8	5	6	69	6	108
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	12	1213	131	47	379	15	8	5	6	69	6	108
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	12	1213	131	47	379	15	8	5	6	69	6	108
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	12	1213	131	47	379	15	8	5	6	69	6	108
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	12	1213	131	47	379	15	8	5	6	69	6	108

Saturation Flow Module:	
Sat/Lane:	1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
Adjustment:	0.92 0.98 0.95 0.92 0.97 0.95 0.95 0.95 0.92 0.95 0.95 0.92
Lanes:	1.00 1.80 0.20 1.00 1.92 0.08 0.62 0.38 1.00 0.92 0.08 1.00
Final Sat.:	1750 3339 361 1750 3559 141 1108 692 1750 1656 144 1750

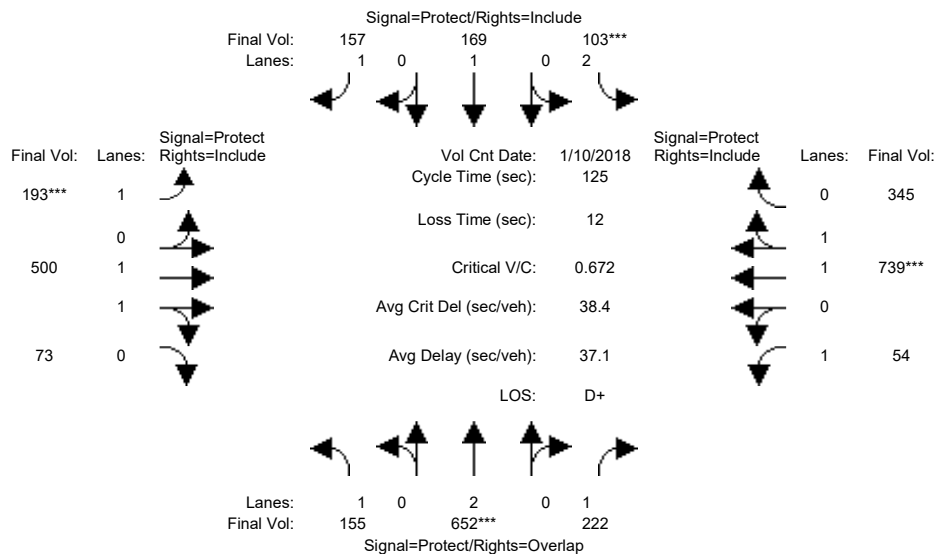
Capacity Analysis Module:	
Vol/Sat:	0.01 0.36 0.36 0.03 0.11 0.11 0.01 0.01 0.00 0.04 0.04 0.06
Crit Moves:	****
Green Time:	54.0 54.0 54.0 54.0 54.0 54.0 10.0 10.0 10.0 10.0 10.0 10.0
Volume/Cap:	0.01 0.47 0.47 0.03 0.14 0.14 0.05 0.05 0.02 0.29 0.29 0.43
Delay/Veh:	1.8 3.0 3.0 1.9 2.1 2.1 26.0 26.0 25.8 27.5 27.5 28.6
User DelAdj:	1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
AdjDel/Veh:	1.8 3.0 3.0 1.9 2.1 2.1 26.0 26.0 25.8 27.5 27.5 28.6
LOS by Move:	A A A A A A C C C C C C
HCM2kAvgQ:	0 5 5 0 1 1 0 0 0 2 2 3

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

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Existing AM

Intersection #35: Miller Avenue / Bollinger Road



Street Name:	Miller Avenue						Bollinger Road					
	North Bound			South Bound			East Bound			West Bound		
Approach:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:	>>	Count	Date:	10 Jan 2018	<<	08:00:00 AM						
Base Vol:	155	652	222	103	169	157	193	500	73	54	739	345
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	155	652	222	103	169	157	193	500	73	54	739	345
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	155	652	222	103	169	157	193	500	73	54	739	345
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	155	652	222	103	169	157	193	500	73	54	739	345
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	155	652	222	103	169	157	193	500	73	54	739	345
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	155	652	222	103	169	157	193	500	73	54	739	345

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.83	1.00	0.92	0.92	0.98	0.95	0.92	0.99	0.95
Lanes:	1.00	2.00	1.00	2.00	1.00	1.00	1.00	1.74	0.26	1.00	1.35	0.65
Final Sat.:	1750	3800	1750	3150	1900	1750	1750	3228	471	1750	2522	1177

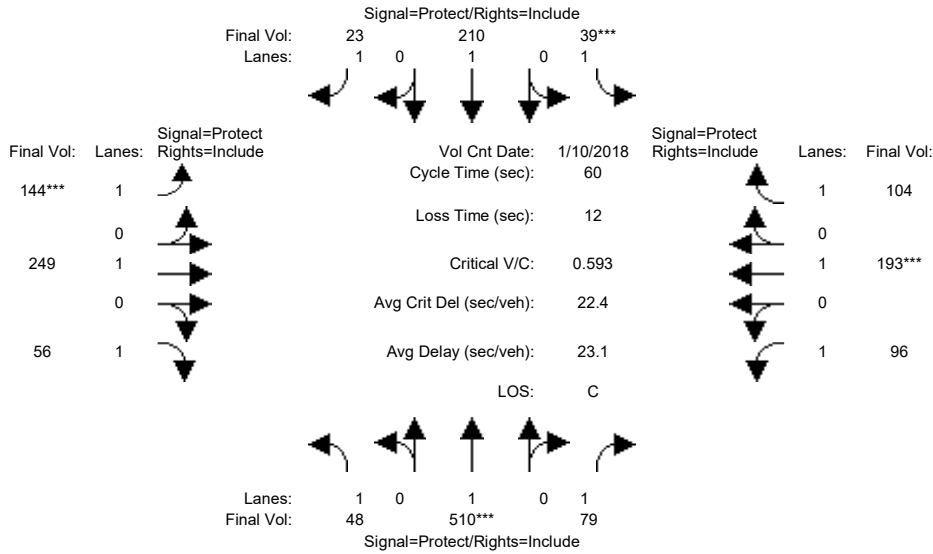
Capacity Analysis Module:												
Vol/Sat:	0.09	0.17	0.13	0.03	0.09	0.09	0.11	0.15	0.15	0.03	0.29	0.29
Crit Moves:	****			****			****			****		
Green Time:	19.2	31.6	51.4	7.0	19.4	19.4	20.3	54.6	54.6	19.7	54.0	54.0
Volume/Cap:	0.58	0.68	0.31	0.58	0.57	0.58	0.68	0.35	0.35	0.20	0.68	0.68
Delay/Veh:	52.2	44.1	25.1	62.5	51.6	52.0	55.7	23.6	23.6	46.1	29.7	29.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	52.2	44.1	25.1	62.5	51.6	52.0	55.7	23.6	23.6	46.1	29.7	29.7
LOS by Move:	D-	D	C	E	D-	D-	E+	C	C	D	C	C
HCM2kAvgQ:	6	11	6	2	6	6	8	7	7	2	17	17

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

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Existing AM

Intersection #36: Miller Avenue / Rainbow Drive



Street Name:	Miller Avenue						Rainbow Drive					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 10 Jan 2018 << 08:00:00 AM												
Base Vol:	48	510	79	39	210	23	144	249	56	96	193	104
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	48	510	79	39	210	23	144	249	56	96	193	104
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	48	510	79	39	210	23	144	249	56	96	193	104
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	48	510	79	39	210	23	144	249	56	96	193	104
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	48	510	79	39	210	23	144	249	56	96	193	104
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	48	510	79	39	210	23	144	249	56	96	193	104
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1750	1900	1750	1750	1900	1750	1750	1900	1750	1750	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.03	0.27	0.05	0.02	0.11	0.01	0.08	0.13	0.03	0.05	0.10	0.06
Crit Moves:	****			****			****			****		
Green Time:	12.7	23.7	23.7	7.0	18.1	18.1	7.3	10.2	10.2	7.1	10.0	10.0
Volume/Cap:	0.13	0.68	0.11	0.19	0.37	0.04	0.68	0.77	0.19	0.46	0.61	0.36
Delay/Veh:	19.4	17.5	11.6	24.4	16.9	14.9	33.8	34.9	21.7	26.3	26.6	22.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	19.4	17.5	11.6	24.4	16.9	14.9	33.8	34.9	21.7	26.3	26.6	22.9
LOS by Move:	B-	B	B+	C	B	B	C-	C-	C+	C	C	C+
HCM2kAvgQ:	1	8	1	1	3	0	4	7	1	2	4	2

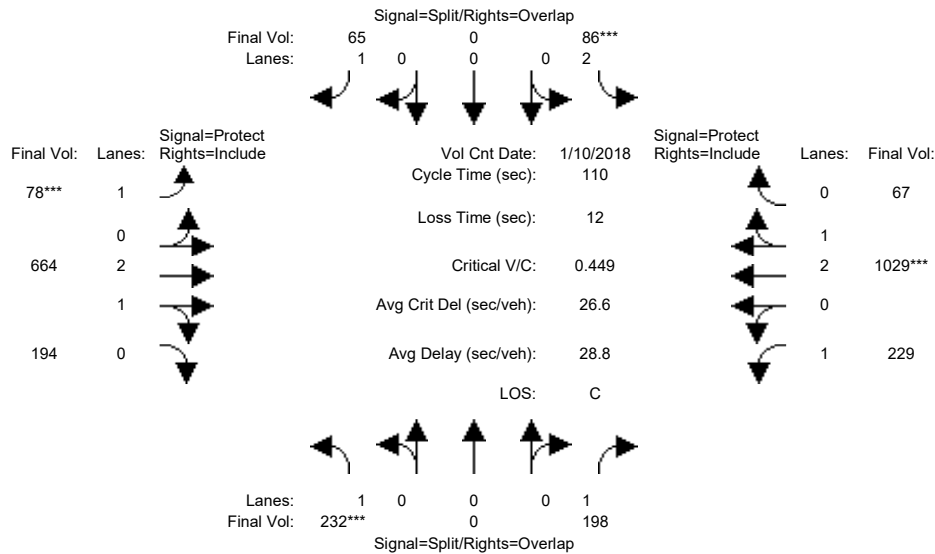
Note: Queue reported is the number of cars per lane.



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Existing AM

Intersection #37: Finch Avenue / Stevens Creek Boulevard



Street Name:	Finch Avenue						Stevens Creek Boulevard					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	0	0	0	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:	>>	Count	Date:	10 Jan 2018	<<	08:00:00 AM												
Base Vol:	232	0	198	86	0	65	78	664	194	229	1029	67						
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00						
Initial Bse:	232	0	198	86	0	65	78	664	194	229	1029	67						
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0						
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0						
Initial Fut:	232	0	198	86	0	65	78	664	194	229	1029	67						
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00						
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00						
PHF Volume:	232	0	198	86	0	65	78	664	194	229	1029	67						
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0						
Reduced Vol:	232	0	198	86	0	65	78	664	194	229	1029	67						
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00						
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00						
Final Volume:	232	0	198	86	0	65	78	664	194	229	1029	67						

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.83	1.00	0.92	0.92	0.99	0.95	0.92	0.98	0.95
Lanes:	1.00	0.00	1.00	2.00	0.00	1.00	1.00	2.30	0.70	1.00	2.81	0.19
Final Sat.:	1750	0	1750	3150	0	1750	1750	4332	1266	1750	5257	342

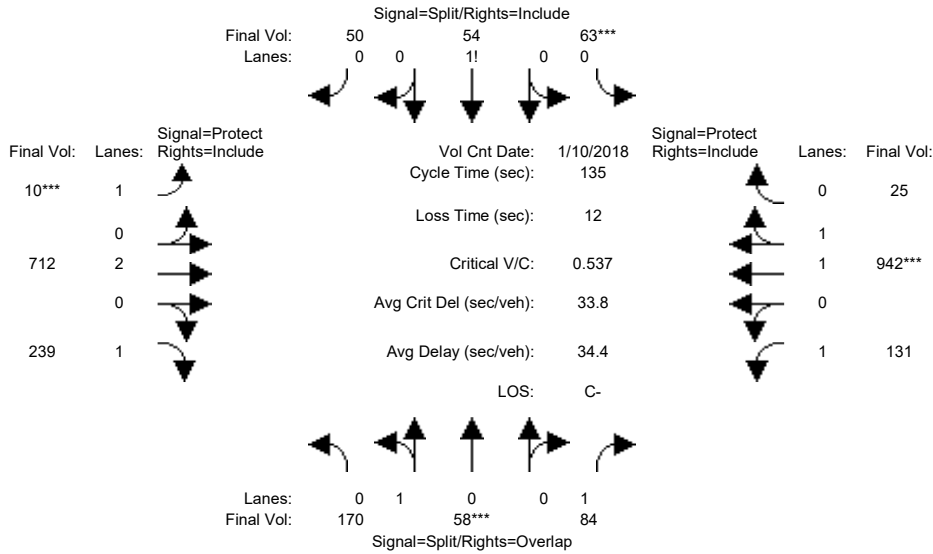
Capacity Analysis Module:												
Vol/Sat:	0.13	0.00	0.11	0.03	0.00	0.04	0.04	0.15	0.15	0.13	0.20	0.20
Crit Moves:	***			***			***			***		
Green Time:	32.5	0.0	59.6	6.7	0.0	17.6	10.9	31.7	31.7	27.1	47.9	47.9
Volume/Cap:	0.45	0.00	0.21	0.45	0.00	0.23	0.45	0.53	0.53	0.53	0.45	0.45
Delay/Veh:	32.1	0.0	13.1	51.6	0.0	40.7	48.6	33.2	33.2	37.2	21.9	21.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	32.1	0.0	13.1	51.6	0.0	40.7	48.6	33.2	33.2	37.2	21.9	21.9
LOS by Move:	C-	A	B	D-	A	D	D	C-	C-	D+	C+	C+
HCM2kAvgQ:	7	0	4	2	0	2	3	8	8	7	8	8

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

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

Intersection #38: Tantau Avenue / Homestead Road



Street Name:	Tantau Avenue						Homestead Road					
	North Bound			South Bound			East Bound			West Bound		
Approach:												
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:	>>	Count	Date:	10 Jan 2018	<<	08:00:00 AM						
Base Vol:	170	58	84	63	54	50	10	712	239	131	942	25
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	170	58	84	63	54	50	10	712	239	131	942	25
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	170	58	84	63	54	50	10	712	239	131	942	25
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	170	58	84	63	54	50	10	712	239	131	942	25
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	170	58	84	63	54	50	10	712	239	131	942	25
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	170	58	84	63	54	50	10	712	239	131	942	25

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.92	0.92	0.92	0.92	0.92	1.00	0.92	0.92	0.97	0.95
Lanes:	0.75	0.25	1.00	0.38	0.32	0.30	1.00	2.00	1.00	1.00	1.95	0.05
Final Sat.:	1342	458	1750	660	566	524	1750	3800	1750	1750	3604	96

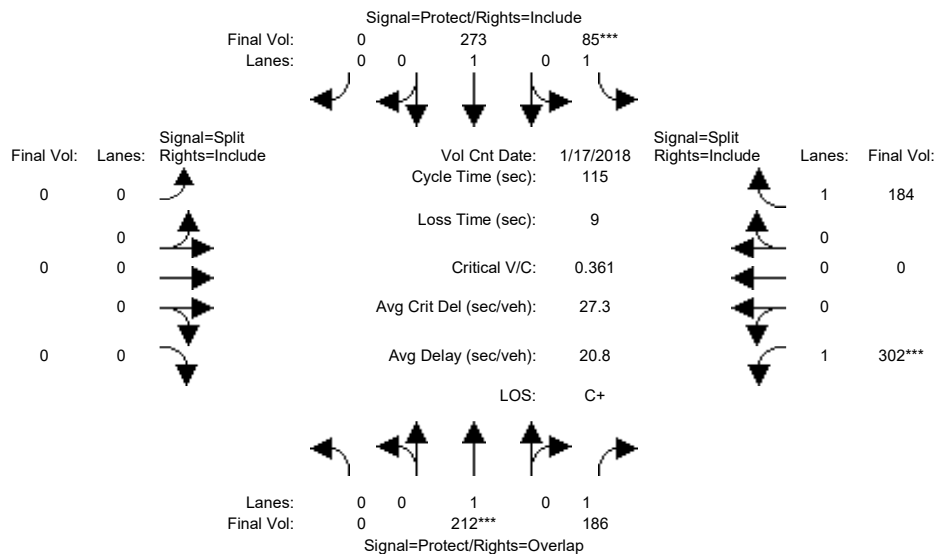
Capacity Analysis Module:												
Vol/Sat:	0.13	0.13	0.05	0.10	0.10	0.10	0.01	0.19	0.14	0.07	0.26	0.26
Crit Moves:	****			****			****			****		
Green Time:	30.4	30.4	50.3	22.9	22.9	22.9	7.0	49.8	49.8	19.9	62.7	62.7
Volume/Cap:	0.56	0.56	0.13	0.56	0.56	0.56	0.11	0.51	0.37	0.51	0.56	0.56
Delay/Veh:	48.2	48.2	28.0	53.9	53.9	53.9	61.6	33.4	31.5	54.7	26.6	26.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	48.2	48.2	28.0	53.9	53.9	53.9	61.6	33.4	31.5	54.7	26.6	26.6
LOS by Move:	D	D	C	D-	D-	D-	E	C-	C	D-	C	C
HCM2kAvgQ:	9	9	2	7	7	7	0	11	7	5	14	14

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

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

Intersection #39: Tantau Avenue / Pruneridge Avenue



Street Name:	Tantau Avenue						Pruneridge Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	0	0	0	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:	>>	Count	Date:	17 Jan 2018	<<	08:00:00 AM						
Base Vol:	0	212	186	85	273	0	0	0	0	302	0	184
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	212	186	85	273	0	0	0	0	302	0	184
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	212	186	85	273	0	0	0	0	302	0	184
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	212	186	85	273	0	0	0	0	302	0	184
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	212	186	85	273	0	0	0	0	302	0	184
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	0	212	186	85	273	0	0	0	0	302	0	184

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	1.00	1.00	1.00	1.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Final Sat.:	0	1900	1750	1750	1900	0	0	0	0	1750	0	1750

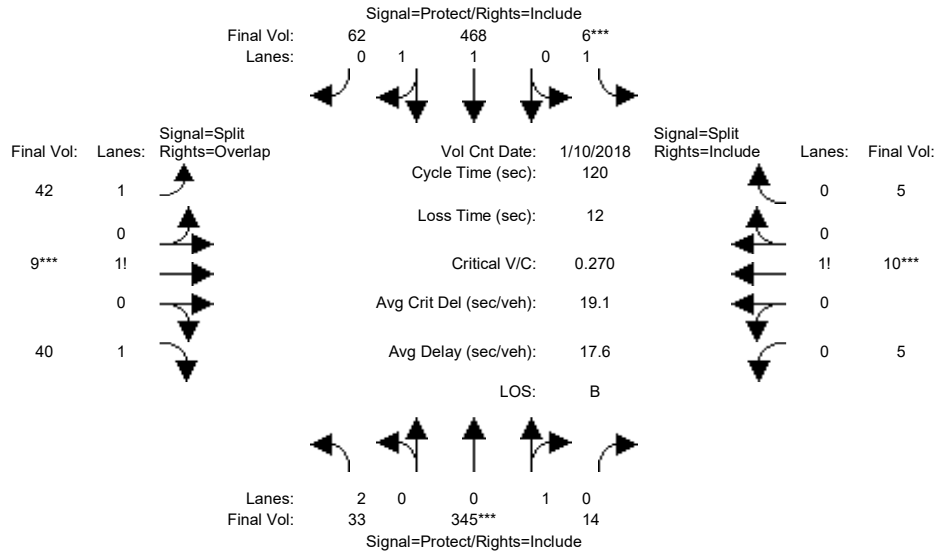
Capacity Analysis Module:												
Vol/Sat:	0.00	0.11	0.11	0.05	0.14	0.00	0.00	0.00	0.00	0.17	0.00	0.11
Crit Moves:	****			****						****		
Green Time:	0.0	35.5	90.5	15.5	51.0	0.0	0.0	0.0	0.0	55.0	0.0	55.0
Volume/Cap:	0.00	0.36	0.14	0.36	0.32	0.00	0.00	0.00	0.00	0.36	0.00	0.22
Delay/Veh:	0.0	31.3	3.0	46.2	21.0	0.0	0.0	0.0	0.0	19.2	0.0	17.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	31.3	3.0	46.2	21.0	0.0	0.0	0.0	0.0	19.2	0.0	17.6
LOS by Move:	A	C	A	D	C+	A	A	A	A	B-	A	B
HCM2kAvgQ:	0	6	2	3	6	0	0	0	0	7	0	4

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

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2000 HCM Operations (Future Volume Alternative)  
Existing AM

Intersection #40: Tantau Avenue / Apple Parkway/Tantau 14 (private)



Street Name:	Tantau Avenue						Apple Parkway/Tantau 14 (private)					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:	>>	Count	Date:	10 Jan 2018	<<	08:00:00 AM						
Base Vol:	33	345	14	6	468	62	42	9	40	5	10	5
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	33	345	14	6	468	62	42	9	40	5	10	5
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	33	345	14	6	468	62	42	9	40	5	10	5
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	33	345	14	6	468	62	42	9	40	5	10	5
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	33	345	14	6	468	62	42	9	40	5	10	5
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	33	345	14	6	468	62	42	9	40	5	10	5

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	0.95	0.95	0.92	0.98	0.95	0.92	0.92	0.92	0.92	0.92	0.92
Lanes:	2.00	0.96	0.04	1.00	1.76	0.24	1.42	0.18	1.40	0.25	0.50	0.25
Final Sat.:	3150	1730	70	1750	3267	433	2485	315	2450	438	875	438

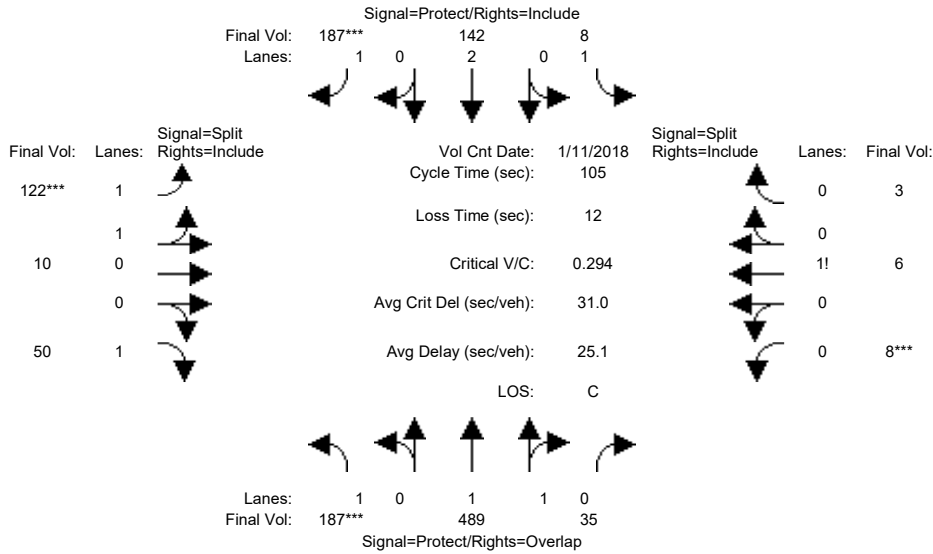
Capacity Analysis Module:												
Vol/Sat:	0.01	0.20	0.20	0.00	0.14	0.14	0.02	0.03	0.02	0.01	0.01	0.01
Crit Moves:	****			****			****			****		
Green Time:	25.1	79.6	79.6	7.0	61.5	61.5	11.4	11.4	36.5	10.0	10.0	10.0
Volume/Cap:	0.05	0.30	0.30	0.06	0.28	0.28	0.18	0.30	0.05	0.14	0.14	0.14
Delay/Veh:	38.0	8.6	8.6	53.6	16.7	16.7	50.2	51.1	29.6	51.4	51.4	51.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	38.0	8.6	8.6	53.6	16.7	16.7	50.2	51.1	29.6	51.4	51.4	51.4
LOS by Move:	D+	A	A	D-	B	B	D	D-	C	D-	D-	D-
HCM2kAvgQ:	1	6	6	0	5	5	1	2	1	1	1	1

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

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2000 HCM Operations (Future Volume Alternative)  
Existing AM

Intersection #41: Tantau Avenue / Vallco Parkway



Street Name:	Tantau Avenue						Vallco Parkway					
	North Bound			South Bound			East Bound			West Bound		
Approach:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:	>>	Count	Date:	11 Jan 2018	<<	08:00:00 AM						
Base Vol:	187	489	35	8	142	187	122	10	50	8	6	3
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	187	489	35	8	142	187	122	10	50	8	6	3
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	187	489	35	8	142	187	122	10	50	8	6	3
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	187	489	35	8	142	187	122	10	50	8	6	3
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	187	489	35	8	142	187	122	10	50	8	6	3
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	187	489	35	8	142	187	122	10	50	8	6	3

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	1.00	0.92	0.93	0.95	0.92	0.92	0.92	0.92
Lanes:	1.00	1.86	0.14	1.00	2.00	1.00	1.85	0.15	1.00	0.47	0.35	0.18
Final Sat.:	1750	3453	247	1750	3800	1750	3281	269	1750	824	618	309

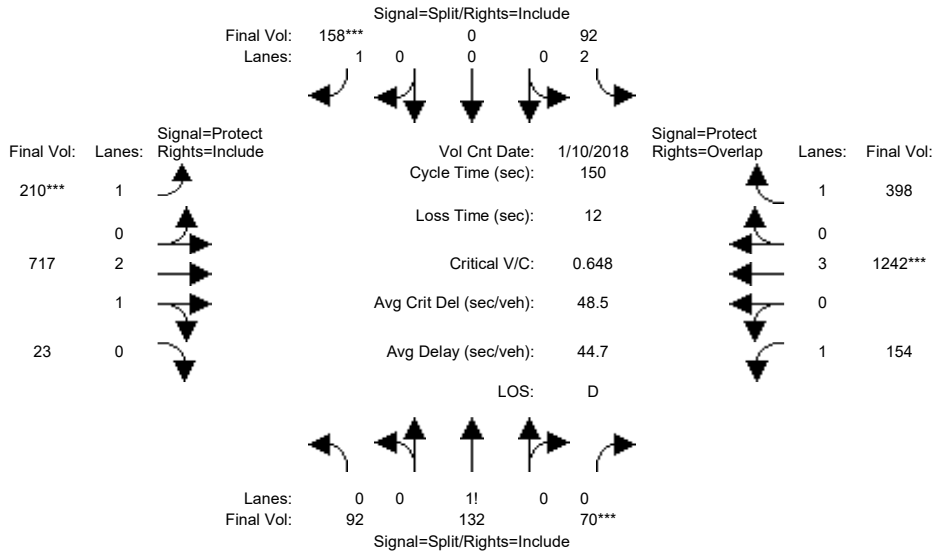
Capacity Analysis Module:												
Vol/Sat:	0.11	0.14	0.14	0.00	0.04	0.11	0.04	0.04	0.03	0.01	0.01	0.01
Crit Moves:	***					***	***			***		
Green Time:	35.3	48.1	58.1	22.6	35.3	35.3	12.3	12.3	12.3	10.0	10.0	10.0
Volume/Cap:	0.32	0.31	0.26	0.02	0.11	0.32	0.32	0.32	0.24	0.10	0.10	0.10
Delay/Veh:	26.2	18.1	12.3	32.5	24.0	26.2	42.9	42.9	42.7	43.7	43.7	43.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	26.2	18.1	12.3	32.5	24.0	26.2	42.9	42.9	42.7	43.7	43.7	43.7
LOS by Move:	C	B-	B	C-	C	C	D	D	D	D	D	D
HCM2kAvgQ:	5	5	4	0	1	5	2	2	2	1	1	1

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

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2000 HCM Operations (Future Volume Alternative)  
Existing AM

Intersection #42: Tantau Avenue / Stevens Creek Boulevard



Street Name:	Tantau Avenue						Stevens Creek Boulevard					
	North Bound			South Bound			East Bound			West Bound		
Approach:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:	>>	Count	Date:	10 Jan 2018	<<	08:00:00 AM						
Base Vol:	92	132	70	92	0	158	210	717	23	154	1242	398
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	92	132	70	92	0	158	210	717	23	154	1242	398
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	92	132	70	92	0	158	210	717	23	154	1242	398
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	92	132	70	92	0	158	210	717	23	154	1242	398
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	92	132	70	92	0	158	210	717	23	154	1242	398
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	92	132	70	92	0	158	210	717	23	154	1242	398

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.92	0.92	0.83	1.00	0.92	0.92	0.98	0.95	0.92	1.00	0.92
Lanes:	0.31	0.45	0.24	2.00	0.00	1.00	1.00	2.90	0.10	1.00	3.00	1.00
Final Sat.:	548	786	417	3150	0	1750	1750	5426	174	1750	5700	1750

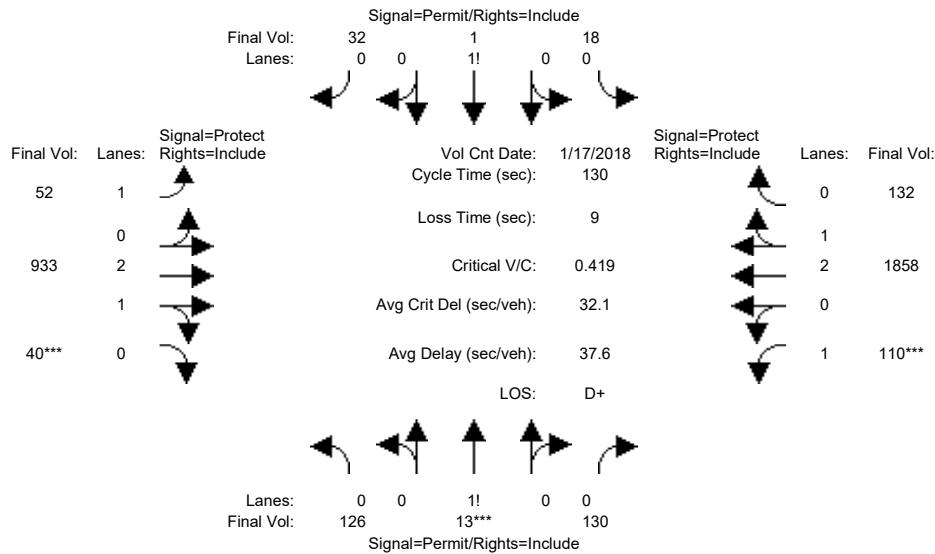
Capacity Analysis Module:												
Vol/Sat:	0.17	0.17	0.17	0.03	0.00	0.09	0.12	0.13	0.13	0.09	0.22	0.23
Crit Moves:	***			***			***			***		
Green Time:	38.9	38.9	38.9	20.9	0.0	20.9	27.8	46.9	46.9	31.3	50.4	71.3
Volume/Cap:	0.65	0.65	0.65	0.21	0.00	0.65	0.65	0.42	0.42	0.42	0.65	0.48
Delay/Veh:	52.7	52.7	52.7	57.5	0.0	67.1	61.1	41.0	41.0	52.3	43.0	27.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	52.7	52.7	52.7	57.5	0.0	67.1	61.1	41.0	41.0	52.3	43.0	27.1
LOS by Move:	D-	D-	D-	E+	A	E	E	D	D	D-	D	C
HCM2kAvgQ:	14	14	14	2	0	7	10	9	9	6	15	12

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

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

Intersection #43: Stern Avenue / Steven Creek Boulevard



Street Name:	Stern Avenue						Steven Creek Boulevard					
	North Bound			South Bound			East Bound			West Bound		
Approach:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	47	47	47	47	47	47	20	42	42	25	47	47
Y+R:	4.6	4.6	4.6	4.6	4.6	4.6	4.9	5.6	5.6	4.9	5.9	5.9

Volume Module:	>>	Count	Date:	17 Jan 2018	<<	08:00:00 AM						
Base Vol:	115	12	118	16	1	29	47	849	36	100	1691	120
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	115	12	118	16	1	29	47	849	36	100	1691	120
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	115	12	118	16	1	29	47	849	36	100	1691	120
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
PHF Volume:	126	13	130	18	1	32	52	933	40	110	1858	132
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	126	13	130	18	1	32	52	933	40	110	1858	132
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	126	13	130	18	1	32	52	933	40	110	1858	132

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.98	0.95	0.92	0.98	0.95
Lanes:	0.47	0.05	0.48	0.35	0.02	0.63	1.00	2.87	0.13	1.00	2.79	0.21
Final Sat.:	821	86	843	609	38	1103	1750	5372	228	1750	5228	371

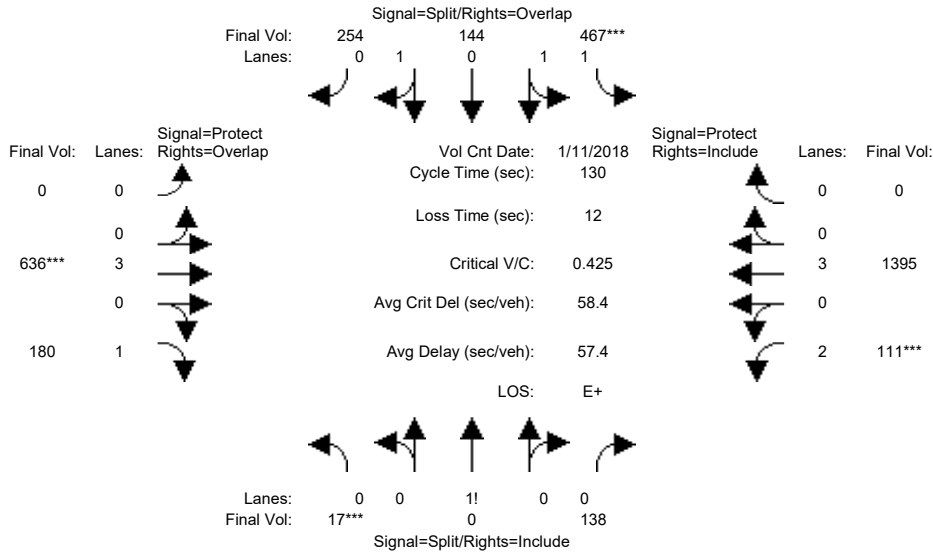
Capacity Analysis Module:												
Vol/Sat:	0.15	0.15	0.15	0.03	0.03	0.03	0.03	0.17	0.17	0.06	0.36	0.36
Crit Moves:	****						****			****		
Green Time:	47.0	47.0	47.0	47.0	47.0	47.0	22.1	49.0	49.0	25.0	51.9	51.9
Volume/Cap:	0.43	0.43	0.43	0.08	0.08	0.08	0.17	0.46	0.46	0.33	0.89	0.89
Delay/Veh:	31.8	31.8	31.8	27.3	27.3	27.3	46.4	30.7	30.7	45.8	41.3	41.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	31.8	31.8	31.8	27.3	27.3	27.3	46.4	30.7	30.7	45.8	41.3	41.3
LOS by Move:	C	C	C	C	C	C	D	C	C	D	D	D
HCM2kAvgQ:	9	9	9	1	1	1	2	10	10	4	25	25

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

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2000 HCM Operations (Future Volume Alternative)  
Existing AM

Intersection #44: I-280 Ramps (West)-Calvert Drive / Stevens Creek Boulevard



Street Name:	I-280 Ramps (West)-Calvert Drive						Stevens Creek Boulevard					
	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	56	56	56	57	57	57	0	32	32	23	36	36
Y+R:	6.0	6.0	6.0	5.4	5.4	5.4	0.0	5.9	5.9	5.4	5.6	5.6

Volume Module:	>>	Count	Date:	11 Jan 2018	<<	08:00:00 AM						
Base Vol:	17	0	138	467	144	254	0	636	180	111	1395	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	17	0	138	467	144	254	0	636	180	111	1395	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	17	0	138	467	144	254	0	636	180	111	1395	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	17	0	138	467	144	254	0	636	180	111	1395	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	17	0	138	467	144	254	0	636	180	111	1395	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	17	0	138	467	144	254	0	636	180	111	1395	0

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.92	0.92	0.93	0.95	0.95	0.92	1.00	0.92	0.83	1.00	0.92
Lanes:	0.11	0.00	0.89	1.64	0.49	0.87	0.00	3.00	1.00	2.00	3.00	0.00
Final Sat.:	192	0	1558	2888	891	1571	0	5700	1750	3150	5700	0

Capacity Analysis Module:												
Vol/Sat:	0.09	0.00	0.09	0.16	0.16	0.16	0.00	0.11	0.10	0.04	0.24	0.00
Crit Moves:	***			***			***			***		
Green Time:	40.4	0.0	40.4	41.2	41.2	41.2	0.0	23.1	63.6	16.6	39.7	0.0
Volume/Cap:	0.28	0.00	0.28	0.51	0.51	0.51	0.00	0.63	0.21	0.28	0.80	0.00
Delay/Veh:	47.2	0.0	47.2	50.4	50.4	50.4	0.0	69.7	26.3	71.3	60.2	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	47.2	0.0	47.2	50.4	50.4	50.4	0.0	69.7	26.3	71.3	60.2	0.0
LOS by Move:	D	A	D	D	D	D	A	E	C	E	E	A
HCM2kAvgQ:	7	0	7	14	14	14	0	11	6	3	22	0

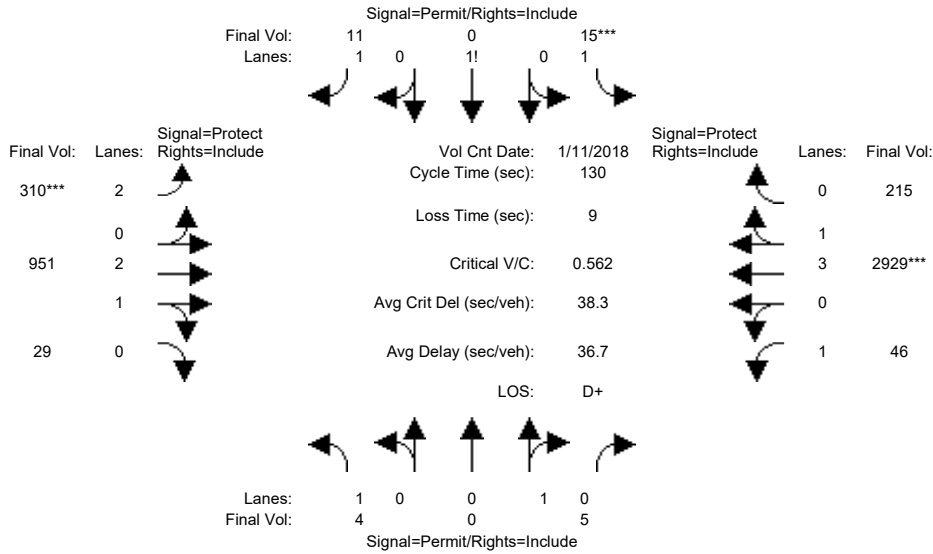
Note: Queue reported is the number of cars per lane.



Vallco Special Area Specific Plan  
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2000 HCM Operations (Future Volume Alternative)  
Existing AM

Intersection #45: Agilent Driveway / Stevens Creek Boulevard



Street Name:	Agilent Driveway						Stevens Creek Boulevard					
	North Bound			South Bound			East Bound			West Bound		
Approach:												
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	47	47	47	45	45	45	15	44	44	25	54	54
Y+R:	3.0	3.0	3.0	4.6	4.6	4.6	5.0	5.6	5.6	5.0	5.6	5.6

Volume Module:	>>	Count	Date:	11 Jan 2018	<<	08:00:00 AM						
Base Vol:	4	0	5	14	0	10	285	875	27	42	2695	198
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	4	0	5	14	0	10	285	875	27	42	2695	198
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	4	0	5	14	0	10	285	875	27	42	2695	198
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
PHF Volume:	4	0	5	15	0	11	310	951	29	46	2929	215
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	4	0	5	15	0	11	310	951	29	46	2929	215
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	4	0	5	15	0	11	310	951	29	46	2929	215

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.95	0.92	1.00	0.92	0.83	0.98	0.95	0.92	0.99	0.95
Lanes:	1.00	0.00	1.00	1.58	0.00	1.42	2.00	2.91	0.09	1.00	3.71	0.29
Final Sat.:	1750	0	1800	2771	0	2479	3150	5432	168	1750	6986	513

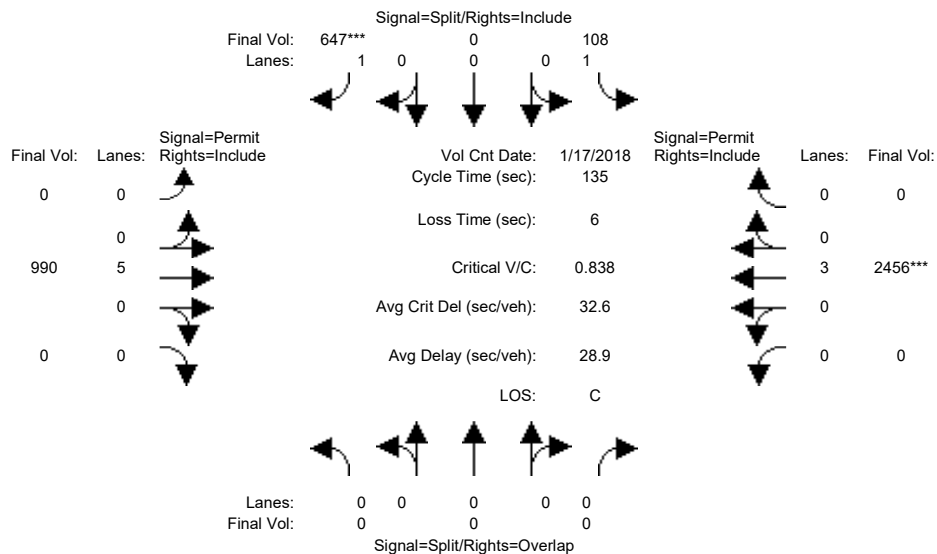
Capacity Analysis Module:													
Vol/Sat:	0.00	0.00	0.00	0.01	0.00	0.00	0.10	0.18	0.18	0.03	0.42	0.42	
Crit Moves:				****				****					
Green Time:	45.0	0.0	45.0	45.0	0.0	45.0	15.0	48.5	48.5	27.5	61.0	61.0	
Volume/Cap:	0.01	0.00	0.01	0.02	0.00	0.01	0.85	0.47	0.47	0.12	0.89	0.89	
Delay/Veh:	27.9	0.0	27.9	27.9	0.0	27.9	73.7	31.2	31.2	41.6	34.9	34.9	
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
AdjDel/Veh:	27.9	0.0	27.9	27.9	0.0	27.9	73.7	31.2	31.2	41.6	34.9	34.9	
LOS by Move:	C	A	C	C	A	C	E	C	C	D	C-	C-	
HCM2kAvgQ:	0	0	0	0	0	0	8	10	10	1	29	29	

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

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2000 HCM Operations (Future Volume Alternative)  
Existing AM

Intersection #46: Lawrence Expressway Ramp (West) / Stevens Creek Boulevard



Street Name:	Lawrence Expressway Ramp (West)						Stevens Creek Boulevard					
	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	10	0	10	0	10	0	0	10	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:	>>	Count	Date:	17 Jan 2018	<<	08:00:00 AM						
Base Vol:	0	0	0	108	0	647	0	990	0	0	2456	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	108	0	647	0	990	0	0	2456	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	108	0	647	0	990	0	0	2456	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	108	0	647	0	990	0	0	2456	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	108	0	647	0	990	0	0	2456	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	0	0	0	108	0	647	0	990	0	0	2456	0

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	0.00	0.00	1.00	0.00	1.00	0.00	5.00	0.00	0.00	3.00	0.00
Final Sat.:	0	0	0	1750	0	1750	0	9500	0	0	5700	0

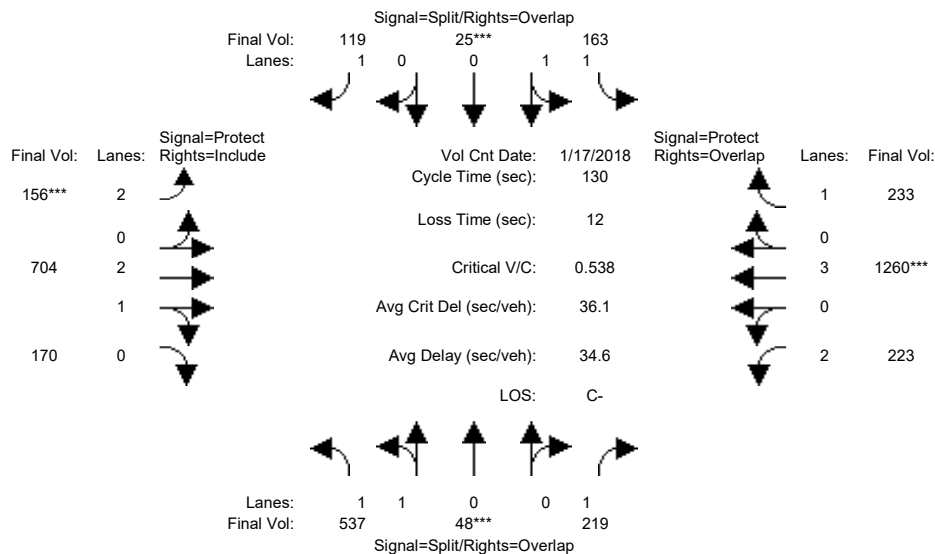
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.06	0.00	0.37	0.00	0.10	0.00	0.00	0.43	0.00
Crit Moves:						****					****	
Green Time:	0.0	0.0	0.0	59.6	0.0	59.6	0.0	69.4	0.0	0.0	69.4	0.0
Volume/Cap:	0.00	0.00	0.00	0.14	0.00	0.84	0.00	0.20	0.00	0.00	0.84	0.00
Delay/Veh:	0.0	0.0	0.0	22.5	0.0	41.5	0.0	17.8	0.0	0.0	30.3	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	22.5	0.0	41.5	0.0	17.8	0.0	0.0	30.3	0.0
LOS by Move:	A	A	A	C+	A	D	A	B	A	A	C	A
HCM2kAvgQ:	0	0	0	3	0	28	0	4	0	0	29	0

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

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2000 HCM Operations (Future Volume Alternative)  
Existing AM

Intersection #47: Lawrence Expressway / El Camino Real



Street Name:	Lawrence Expressway						El Camino Real					
	North Bound			South Bound			East Bound			West Bound		
Approach:	L	T	R	L	T	R	L	T	R	L	T	R
Movement:												
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:	>>	Count	Date:	17 Jan 2018	<<	08:00:00 AM						
Base Vol:	537	48	219	163	25	119	156	704	170	223	1260	233
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	537	48	219	163	25	119	156	704	170	223	1260	233
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	537	48	219	163	25	119	156	704	170	223	1260	233
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	537	48	219	163	25	119	156	704	170	223	1260	233
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	537	48	219	163	25	119	156	704	170	223	1260	233
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	537	48	219	163	25	119	156	704	170	223	1260	233

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.93	0.95	0.92	0.93	0.95	0.92	0.83	0.99	0.95	0.83	1.00	0.92
Lanes:	1.84	0.16	1.00	1.74	0.26	1.00	2.00	2.40	0.60	2.00	3.00	1.00
Final Sat.:	3259	291	1750	3078	472	1750	3150	4509	1089	3150	5700	1750

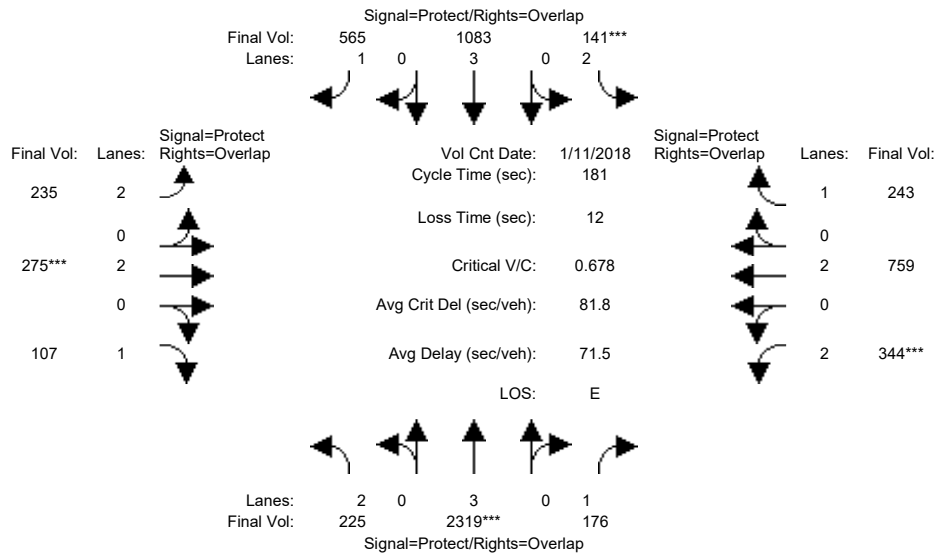
Capacity Analysis Module:												
Vol/Sat:	0.16	0.16	0.13	0.05	0.05	0.07	0.05	0.16	0.16	0.07	0.22	0.13
Crit Moves:	****			****			****			****		
Green Time:	39.8	39.8	60.2	12.8	12.8	24.8	12.0	45.0	45.0	20.4	53.4	66.2
Volume/Cap:	0.54	0.54	0.27	0.54	0.54	0.36	0.54	0.45	0.45	0.45	0.54	0.26
Delay/Veh:	38.0	38.0	21.6	57.5	57.5	46.4	58.4	33.1	33.1	50.4	29.2	18.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	38.0	38.0	21.6	57.5	57.5	46.4	58.4	33.1	33.1	50.4	29.2	18.2
LOS by Move:	D+	D+	C+	E+	E+	D	E+	C-	C-	D	C	B-
HCM2kAvgQ:	11	11	6	5	5	5	4	9	9	5	13	6

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

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

Intersection #48: Lawrence Expressway / Homestead Road



Street Name:	Lawrence Expressway						Homestead Road					
	North Bound			South Bound			East Bound			West Bound		
Approach:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	16	86	86	23	93	93	24	44	44	18	35	35
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	7.0	10.0	10.0

Volume Module:	>>	Count	Date:	11 Jan 2018	<<	08:00:00 AM						
Base Vol:	225	2936	176	141	1354	565	235	275	107	344	759	243
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	225	2936	176	141	1354	565	235	275	107	344	759	243
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	225	2936	176	141	1354	565	235	275	107	344	759	243
User Adj:	1.00	0.79	1.00	1.00	0.80	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	225	2319	176	141	1083	565	235	275	107	344	759	243
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	225	2319	176	141	1083	565	235	275	107	344	759	243
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	225	2319	176	141	1083	565	235	275	107	344	759	243

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	3150	5700	1750	3150	5700	1750	3150	3800	1750	3150	3800	1750

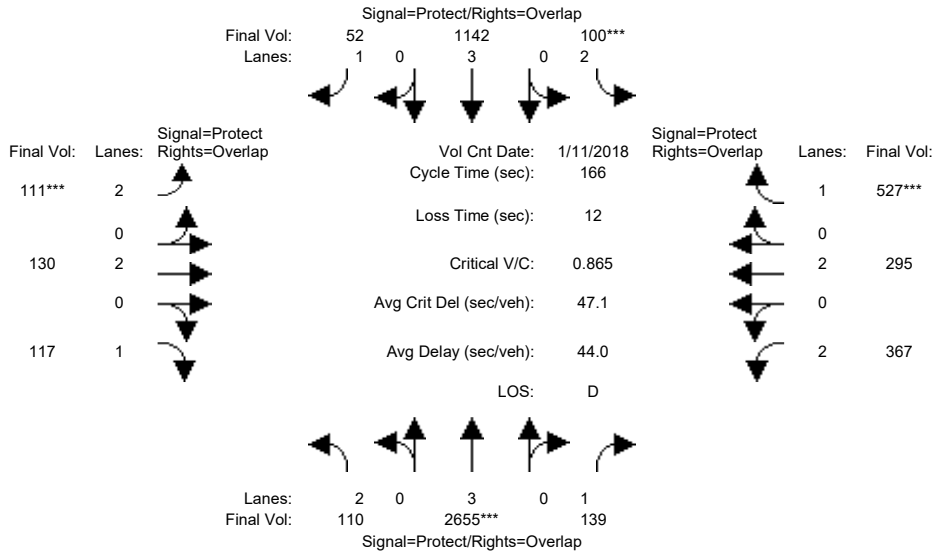
Capacity Analysis Module:												
Vol/Sat:	0.07	0.41	0.10	0.04	0.19	0.32	0.07	0.07	0.06	0.11	0.20	0.14
Crit Moves:	****			****			****			****		
Green Time:	15.8	85.1	102.9	22.7	92.0	116.3	24.3	43.5	59.3	17.8	37.0	59.8
Volume/Cap:	0.82	0.87	0.18	0.36	0.37	0.50	0.56	0.30	0.19	1.11	0.98	0.42
Delay/Veh:	104.4	72.2	35.7	80.8	46.2	38.3	75.7	57.1	44.2	166.6	98.8	48.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	104.4	72.2	35.7	80.8	46.2	38.3	75.7	57.1	44.2	166.6	98.8	48.2
LOS by Move:	F	E	D+	F	D	D+	E-	E+	D	F	F	D
HCM2kAvgQ:	7	40	8	5	17	28	7	6	4	17	26	11

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

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

Intersection #49: Lawrence Expressway / Pruneridge Avenue



Street Name:	Lawrence Expressway						Pruneridge Avenue					
	North Bound			South Bound			East Bound			West Bound		
Approach:												
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	16	89	89	13	87	87	14	22	22	25	34	34
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:	>>	Count	Date:	11 Jan 2018	<<	08:00:00 AM											
Base Vol:	110	3361	139	100	1427	52	111	130	117	367	295	527					
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00					
Initial Bse:	110	3361	139	100	1427	52	111	130	117	367	295	527					
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0					
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0					
Initial Fut:	110	3361	139	100	1427	52	111	130	117	367	295	527					
User Adj:	1.00	0.79	1.00	1.00	0.80	1.00	1.00	1.00	1.00	1.00	1.00	1.00					
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00					
PHF Volume:	110	2655	139	100	1142	52	111	130	117	367	295	527					
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0					
Reduced Vol:	110	2655	139	100	1142	52	111	130	117	367	295	527					
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00					
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00					
Final Volume:	110	2655	139	100	1142	52	111	130	117	367	295	527					

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	3150	5700	1750	3150	5700	1750	3150	3800	1750	3150	3800	1750

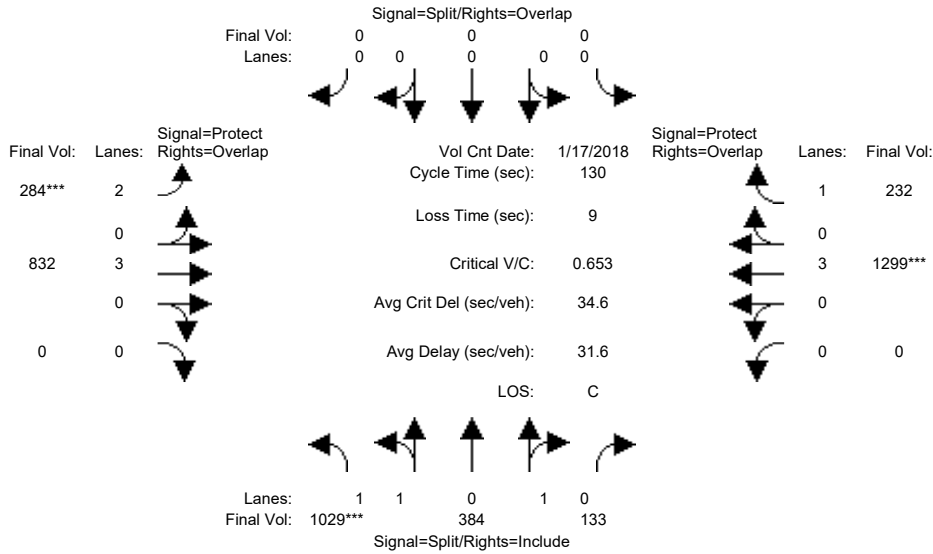
Capacity Analysis Module:												
Vol/Sat:	0.03	0.47	0.08	0.03	0.20	0.03	0.04	0.03	0.07	0.12	0.08	0.30
Crit Moves:	****			****			****			****		
Green Time:	15.8	89.0	116.7	13.0	86.2	100.2	14.0	24.3	40.2	27.7	38.0	51.0
Volume/Cap:	0.37	0.87	0.11	0.41	0.39	0.05	0.42	0.23	0.28	0.70	0.34	0.98
Delay/Veh:	71.1	36.4	8.0	73.9	24.1	13.5	73.2	62.8	51.5	69.4	53.7	90.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	71.1	36.4	8.0	73.9	24.1	13.5	73.2	62.8	51.5	69.4	53.7	90.6
LOS by Move:	E	D+	A	E	C	B	E	E	D-	E	D-	F
HCM2kAvgQ:	3	41	2	3	11	1	3	3	5	12	6	34

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

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

Intersection #50: Lawrence Expressway Ramps (East) / Stevens Creek Boulevard



Street Name:	Lawrence Expressway Ramps (East)						Stevens Creek Boulevard					
	North Bound			South Bound			East Bound			West Bound		
Approach:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	0	0	0	7	10	0	0	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:	>>	Count	Date:	17 Jan 2018	<<	08:00:00 AM						
Base Vol:	1029	384	133	0	0	0	284	832	0	0	1299	232
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	1029	384	133	0	0	0	284	832	0	0	1299	232
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	1029	384	133	0	0	0	284	832	0	0	1299	232
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	1029	384	133	0	0	0	284	832	0	0	1299	232
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	1029	384	133	0	0	0	284	832	0	0	1299	232
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	1029	384	133	0	0	0	284	832	0	0	1299	232

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.93	0.95	0.95	0.92	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.92
Lanes:	2.00	0.74	0.26	0.00	0.00	0.00	2.00	3.00	0.00	0.00	3.00	1.00
Final Sat.:	3550	1337	463	0	0	0	3150	5700	0	0	5700	1750

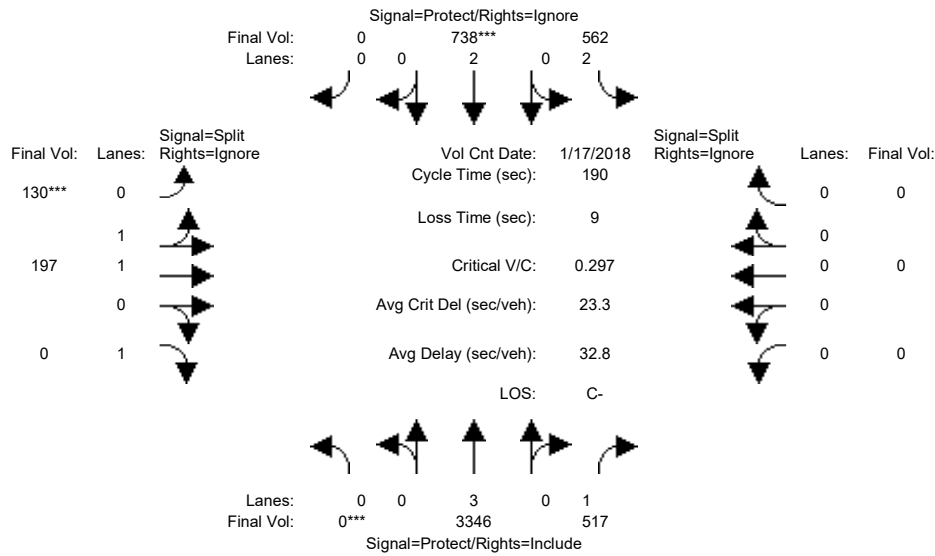
Capacity Analysis Module:												
Vol/Sat:	0.29	0.29	0.29	0.00	0.00	0.00	0.09	0.15	0.00	0.00	0.23	0.13
Crit Moves:	***						****			****		
Green Time:	57.7	57.7	57.7	0.0	0.0	0.0	17.9	63.3	0.0	0.0	45.4	45.4
Volume/Cap:	0.65	0.65	0.65	0.00	0.00	0.00	0.65	0.30	0.00	0.00	0.65	0.38
Delay/Veh:	29.0	28.8	28.8	0.0	0.0	0.0	56.6	20.1	0.0	0.0	36.5	32.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	29.0	28.8	28.8	0.0	0.0	0.0	56.6	20.1	0.0	0.0	36.5	32.2
LOS by Move:	C	C	C	A	A	A	E+	C+	A	A	D+	C-
HCM2kAvgQ:	17	17	17	0	0	0	7	6	0	0	14	7

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

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2000 HCM Operations (Future Volume Alternative)  
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Intersection #51: Lawrence Expressway / Calverty Drive-I-280 SB Ramp



Street Name:	Lawrence Expressway						I-280 SB Ramp					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	116	116	32	152	0	30	30	30	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:	>>	Count	Date:	17 Jan 2018	<<	08:00:00 AM						
Base Vol:	0	3346	517	562	738	0	130	197	235	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	3346	517	562	738	0	130	197	235	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	3346	517	562	738	0	130	197	235	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Volume:	0	3346	517	562	738	0	130	197	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	3346	517	562	738	0	130	197	0	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
Final Volume:	0	3346	517	562	738	0	130	197	0	0	0	0

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.83	1.00	0.92	0.95	0.99	0.92	0.92	1.00	0.92
Lanes:	0.00	3.00	1.00	2.00	2.00	0.00	0.82	1.18	1.00	0.00	0.00	0.00
Final Sat.:	0	5700	1750	3150	3800	0	1470	2228	1750	0	0	0

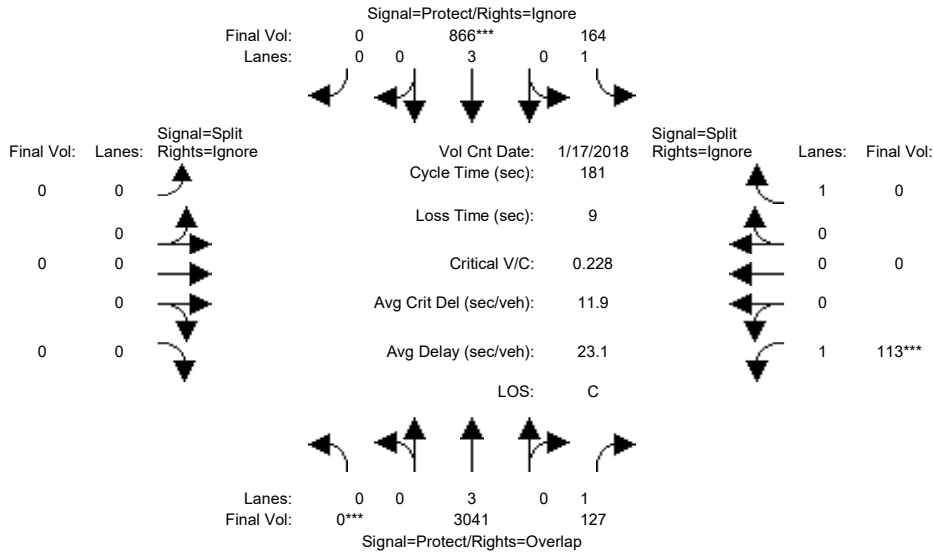
Capacity Analysis Module:												
Vol/Sat:	0.00	0.59	0.30	0.18	0.19	0.00	0.09	0.09	0.00	0.00	0.00	0.00
Crit Moves:	***				****		****					
Green Time:	0.0	117	116.9	34.3	151	0.0	29.8	29.8	0.0	0.0	0.0	0.0
Volume/Cap:	0.00	0.95	0.48	0.99	0.24	0.00	0.56	0.56	0.00	0.00	0.00	0.00
Delay/Veh:	0.0	25.7	11.1	112.4	0.0	0.0	75.7	75.7	0.0	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	25.7	11.1	112.4	0.0	0.0	75.7	75.7	0.0	0.0	0.0	0.0
LOS by Move:	A	C	B+	F	A	A	E-	E-	A	A	A	A
HCM2kAvgQ:	0	55	9	24	0	0	9	9	0	0	0	0

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

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Existing AM

Intersection #52: Lawrence Expressway / Mitty Way



Street Name:	Lawrence Expressway						Mitty Way					
	North Bound			South Bound			East Bound			West Bound		
Approach:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	116	116	28	148	148	0	0	0	25	25	25
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	0.0	0.0	0.0	4.0	4.0	4.0

Volume Module:	>>	Count	Date:	17 Jan 2018	<<	08:00:00 AM						
Base Vol:	0	3041	127	164	866	0	0	0	0	113	0	741
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	3041	127	164	866	0	0	0	0	113	0	741
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	3041	127	164	866	0	0	0	0	113	0	741
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Volume:	0	3041	127	164	866	0	0	0	0	113	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	3041	127	164	866	0	0	0	0	113	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
FinalVolume:	0	3041	127	164	866	0	0	0	0	113	0	0

Saturation Flow Module:	
Sat/Lane:	1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
Adjustment:	0.92 1.00 0.92 0.92 1.00 0.92 0.92 1.00 0.92 0.92 1.00 0.92
Lanes:	0.00 3.00 1.00 1.00 3.00 0.00 0.00 0.00 0.00 1.00 0.00 1.00
Final Sat.:	0 5700 1750 1750 5700 0 0 0 0 1750 0 1750

Capacity Analysis Module:	
Vol/Sat:	0.00 0.53 0.07 0.09 0.15 0.00 0.00 0.00 0.00 0.06 0.00 0.00
Crit Moves:	**** * 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00
Green Time:	0.0 119 143.4 28.6 147 0.0 0.0 0.0 0.0 24.9 0.0 0.0
Volume/Cap:	0.00 0.81 0.09 0.59 0.19 0.00 0.00 0.00 0.00 0.47 0.00 0.00
Delay/Veh:	0.0 24.7 4.3 74.6 3.8 0.0 0.0 0.0 0.0 73.8 0.0 0.0
User DelAdj:	1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
AdjDel/Veh:	0.0 24.7 4.3 74.6 3.8 0.0 0.0 0.0 0.0 73.8 0.0 0.0
LOS by Move:	A C A E A A A A A E A A
HCM2kAvgQ:	0 39 2 9 4 0 0 0 0 7 0 0

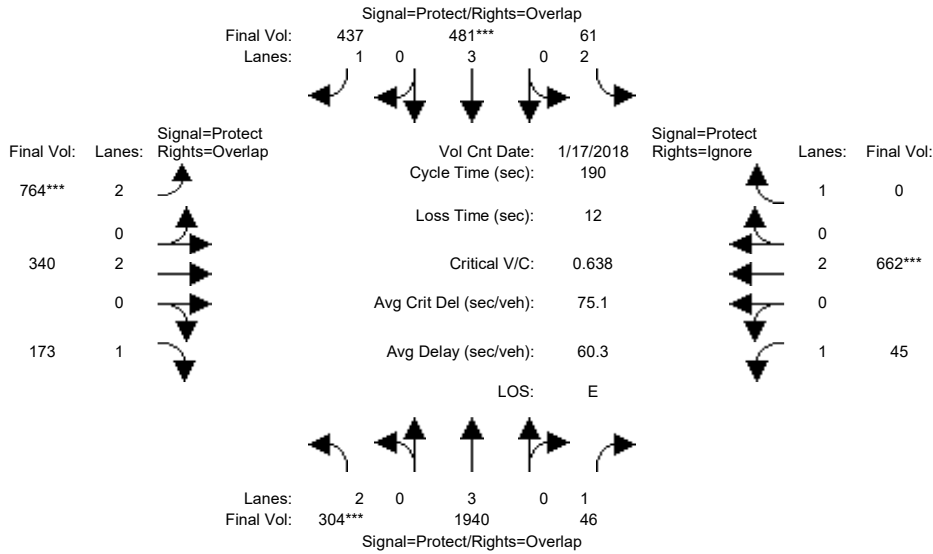
Note: Queue reported is the number of cars per lane.



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Existing AM

Intersection #53: Lawrence Expressway / Bollinger Road



Street Name:	Lawrence Expressway						Bollinger Road					
	North Bound			South Bound			East Bound			West Bound		
Approach:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	19	70	70	14	64	64	51	80	80	11	41	41
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:	>>	Count	Date:	17 Jan 2018	<<	08:00:00 AM						
Base Vol:	304	1940	46	61	481	437	764	340	173	45	662	255
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	304	1940	46	61	481	437	764	340	173	45	662	255
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	304	1940	46	61	481	437	764	340	173	45	662	255
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	304	1940	46	61	481	437	764	340	173	45	662	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	304	1940	46	61	481	437	764	340	173	45	662	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
Final Volume:	304	1940	46	61	481	437	764	340	173	45	662	0

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.92
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	2.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	3150	5700	1750	3150	5700	1750	3150	3800	1750	1750	3800	1750

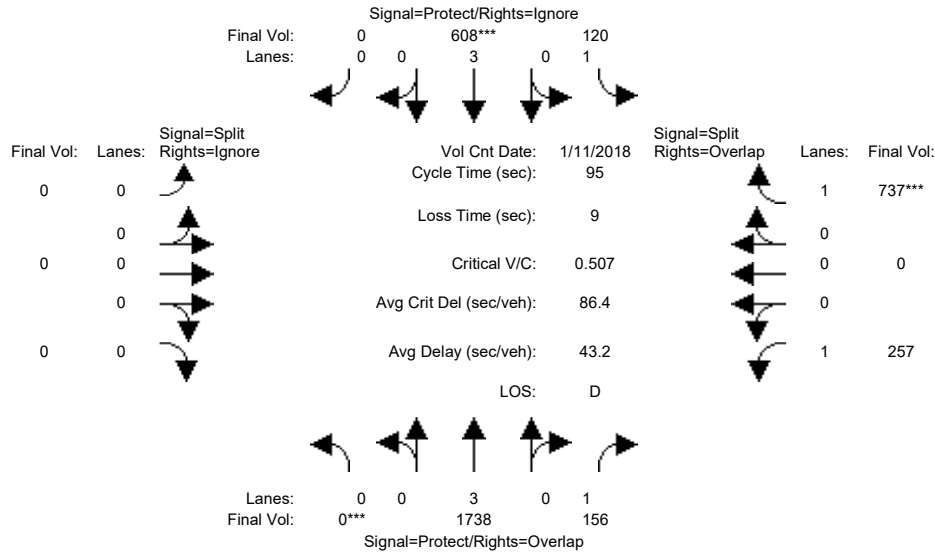
Capacity Analysis Module:												
Vol/Sat:	0.10	0.34	0.03	0.02	0.08	0.25	0.24	0.09	0.10	0.03	0.17	0.00
Crit Moves:	***				***		***				***	
Green Time:	20.2	70.7	82.0	14.1	64.7	116.2	51.5	81.7	102.0	11.2	41.4	0.0
Volume/Cap:	0.91	0.91	0.06	0.26	0.25	0.41	0.89	0.21	0.18	0.43	0.80	0.00
Delay/Veh:	110.2	58.4	26.8	82.7	48.7	27.0	77.7	33.6	22.5	88.3	75.1	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	110.2	58.4	26.8	82.7	48.7	27.0	77.7	33.6	22.5	88.3	75.1	0.0
LOS by Move:	F	E+	C	F	D	C	E-	C-	C+	F	E-	A
HCM2kAvgQ:	11	36	1	2	7	18	27	6	5	3	19	0

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

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Intersection #54: Lawrence Expressway / Doyle Road



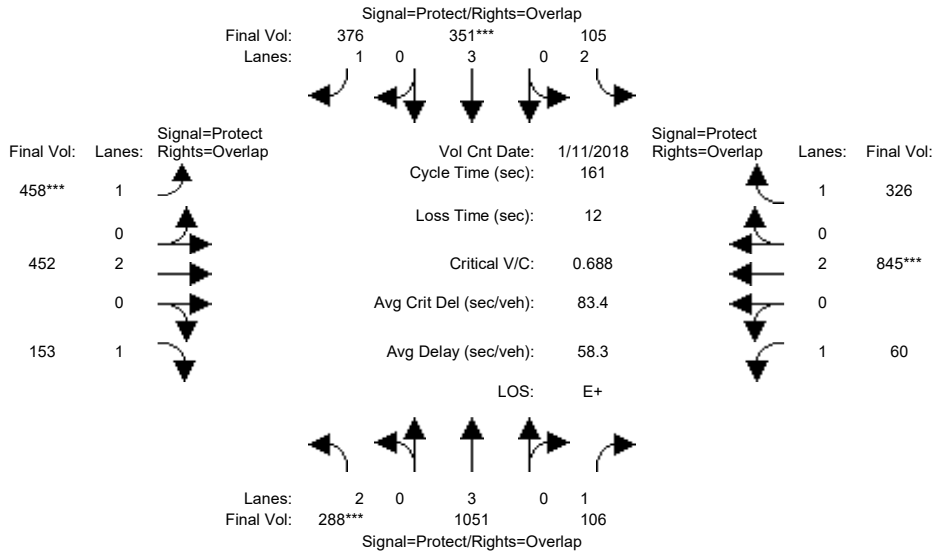
Street Name:	Lawrence Expressway						Doyle Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	53	53	14	68	68	0	0	0	18	18	18
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	0.0	0.0	0.0	4.0	4.0	4.0
Volume Module: >> Count Date:	11 Jan 2018 << 08:00:00 AM											
Base Vol:	0	1738	156	120	608	0	0	0	0	257	0	737
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	1738	156	120	608	0	0	0	0	257	0	737
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	1738	156	120	608	0	0	0	0	257	0	737
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	0	1738	156	120	608	0	0	0	0	257	0	737
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1738	156	120	608	0	0	0	0	257	0	737
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00
Final Volume:	0	1738	156	120	608	0	0	0	0	257	0	737
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	3.00	1.00	1.00	3.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Final Sat.:	0	5700	1750	1750	5700	0	0	0	0	1750	0	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.30	0.09	0.07	0.11	0.00	0.00	0.00	0.00	0.15	0.00	0.42
Crit Moves:	***			****						****		
Green Time:	0.0	53.8	71.8	14.2	68.0	0.0	0.0	0.0	0.0	18.0	0.0	32.2
Volume/Cap:	0.00	0.54	0.12	0.46	0.15	0.00	0.00	0.00	0.00	0.78	0.00	1.24
Delay/Veh:	0.0	13.0	3.2	38.2	4.3	0.0	0.0	0.0	0.0	47.5	0.0	154.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	13.0	3.2	38.2	4.3	0.0	0.0	0.0	0.0	47.5	0.0	154.2
LOS by Move:	A	B	A	D+	A	A	A	A	A	D	A	F
HCM2kAvgQ:	0	10	1	3	2	0	0	0	0	10	0	45

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

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

Intersection #55: Lawrence Expressway / Prospect Road



Street Name:	Lawrence Expressway						Prospect Road					
	North Bound			South Bound			East Bound			West Bound		
Approach:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	26	49	49	17	40	40	31	65	65	14	48	48
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:	>>	Count	Date:	11 Jan 2018	<<	08:00:00 AM						
Base Vol:	288	1051	106	105	351	376	458	452	153	60	845	326
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	288	1051	106	105	351	376	458	452	153	60	845	326
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	288	1051	106	105	351	376	458	452	153	60	845	326
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	288	1051	106	105	351	376	458	452	153	60	845	326
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	288	1051	106	105	351	376	458	452	153	60	845	326
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	288	1051	106	105	351	376	458	452	153	60	845	326

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	3150	5700	1750	3150	5700	1750	1750	3800	1750	1750	3800	1750

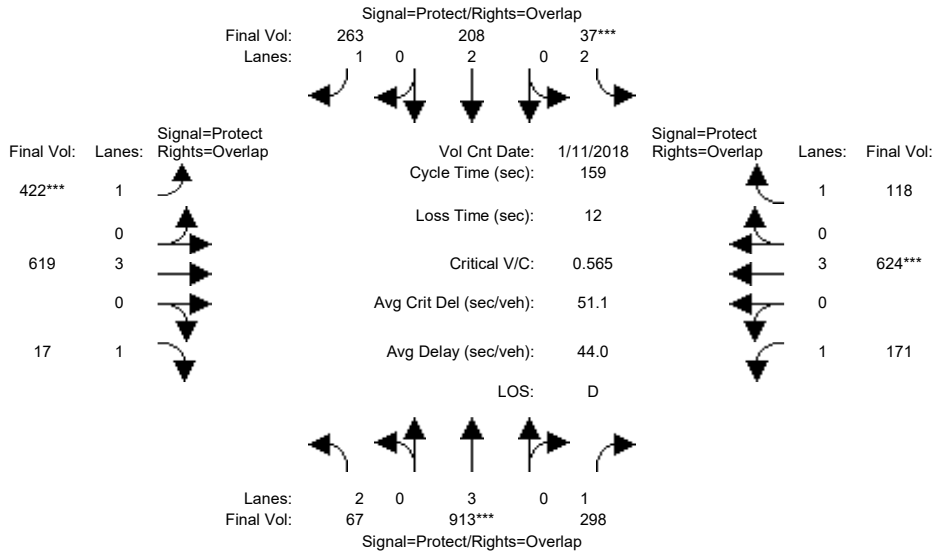
Capacity Analysis Module:												
Vol/Sat:	0.09	0.18	0.06	0.03	0.06	0.21	0.26	0.12	0.09	0.03	0.22	0.19
Crit Moves:	***				***		***				***	
Green Time:	26.0	49.0	63.7	17.0	40.0	75.0	35.0	68.3	94.3	14.7	48.0	65.0
Volume/Cap:	0.57	0.61	0.15	0.32	0.25	0.46	1.20	0.28	0.15	0.38	0.75	0.46
Delay/Veh:	63.8	48.4	31.4	67.2	48.5	29.7	177.2	30.4	15.2	70.3	53.7	35.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	63.8	48.4	31.4	67.2	48.5	29.7	177.2	30.4	15.2	70.3	53.7	35.7
LOS by Move:	E	D	C	E	D	C	F	C	B	E	D-	D+
HCM2kAvgQ:	8	15	3	3	4	13	35	7	4	3	20	12

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

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

Intersection #56: Lawrence Expressway / Saratoga Avenue



Street Name:	Lawrence Expressway						Saratoga Avenue					
	North Bound			South Bound			East Bound			West Bound		
Approach:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	12	59	59	9	56	56	39	53	53	22	36	36
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:	>>	Count	Date:	11 Jan 2018	<<	08:00:00 AM						
Base Vol:	67	913	298	37	208	263	422	619	17	171	624	118
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	67	913	298	37	208	263	422	619	17	171	624	118
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	67	913	298	37	208	263	422	619	17	171	624	118
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	67	913	298	37	208	263	422	619	17	171	624	118
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	67	913	298	37	208	263	422	619	17	171	624	118
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	67	913	298	37	208	263	422	619	17	171	624	118

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	2.00	3.00	1.00	2.00	2.00	1.00	1.00	3.00	1.00	1.00	3.00	1.00
Final Sat.:	3150	5700	1750	3150	3800	1750	1750	5700	1750	1750	5700	1750

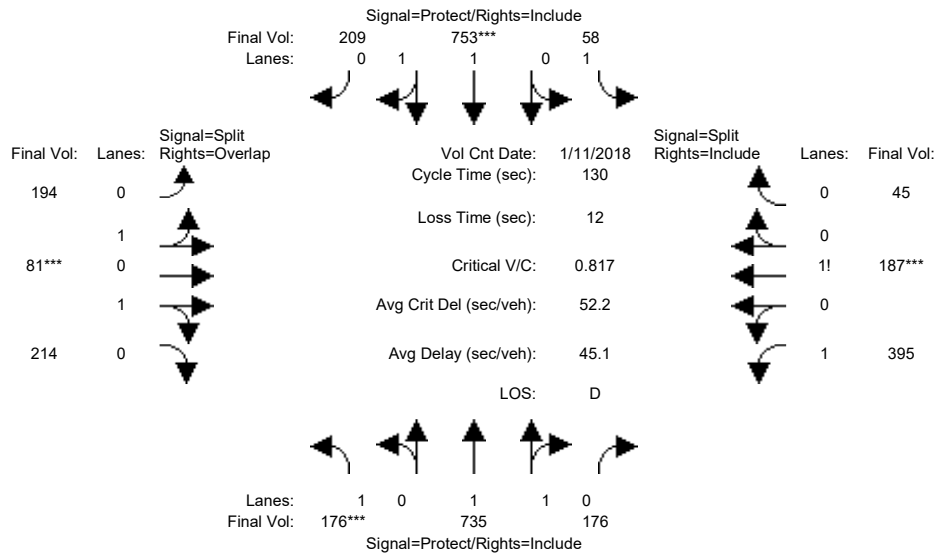
Capacity Analysis Module:												
Vol/Sat:	0.02	0.16	0.17	0.01	0.05	0.15	0.24	0.11	0.01	0.10	0.11	0.07
Crit Moves:	****			****			****			****		
Green Time:	12.0	59.0	82.2	9.0	56.0	99.0	43.0	55.8	67.8	23.2	36.0	45.0
Volume/Cap:	0.28	0.43	0.33	0.21	0.16	0.24	0.89	0.31	0.02	0.67	0.48	0.24
Delay/Veh:	70.1	37.6	22.6	72.2	35.3	13.4	74.5	37.6	26.4	71.1	53.7	44.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	70.1	37.6	22.6	72.2	35.3	13.4	74.5	37.6	26.4	71.1	53.7	44.1
LOS by Move:	E	D+	C+	E	D+	B	E	D+	C	E	D-	D
HCM2kAvgQ:	2	11	9	1	3	6	21	7	0	10	9	5

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

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

Intersection #57: Saratoga Avenue / Cox Avenue



Street Name:	Saratoga Avenue						Cox Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:	>>	Count	Date:	11 Jan 2018	<<	08:00:00 AM						
Base Vol:	176	735	176	58	753	209	194	81	214	395	187	45
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	176	735	176	58	753	209	194	81	214	395	187	45
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	176	735	176	58	753	209	194	81	214	395	187	45
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	176	735	176	58	753	209	194	81	214	395	187	45
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	176	735	176	58	753	209	194	81	214	395	187	45
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	176	735	176	58	753	209	194	81	214	395	187	45

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	0.98	0.95	0.95	0.95	0.95	0.92	0.92	0.92
Lanes:	1.00	1.60	0.40	1.00	1.55	0.45	0.79	0.33	0.88	1.46	0.44	0.10
Final Sat.:	1750	2985	715	1750	2896	804	1428	596	1575	2555	762	183

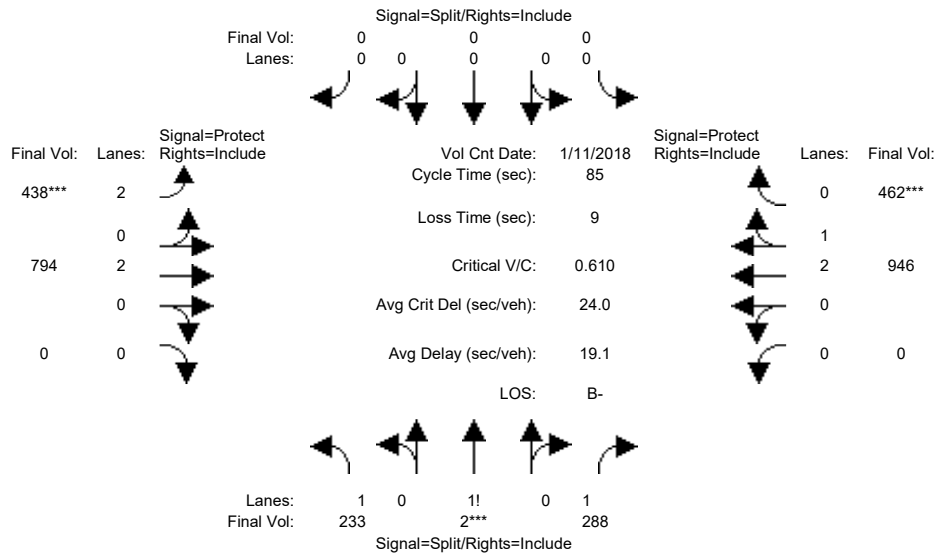
Capacity Analysis Module:												
Vol/Sat:	0.10	0.25	0.25	0.03	0.26	0.26	0.14	0.14	0.14	0.15	0.25	0.25
Crit Moves:	***			****			****			****		
Green Time:	16.0	47.1	47.1	10.3	41.4	41.4	21.6	21.6	37.6	39.0	39.0	39.0
Volume/Cap:	0.82	0.68	0.68	0.42	0.82	0.82	0.82	0.82	0.47	0.51	0.82	0.82
Delay/Veh:	76.6	36.5	36.5	59.0	45.4	45.4	60.9	60.9	38.3	38.0	49.0	49.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	76.6	36.5	36.5	59.0	45.4	45.4	60.9	60.9	38.3	38.0	49.0	49.0
LOS by Move:	E-	D+	D+	E+	D	D	E	E	D+	D+	D	D
HCM2kAvgQ:	8	15	15	2	19	19	12	12	9	10	19	19

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

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

Intersection #58: SR-85 (North) / Saratoga Avenue



Street Name:	SR-85 (North)						Saratoga Avenue					
	North Bound			South Bound			East Bound			West Bound		
Approach:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	0	0	0	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:	>>	Count	Date:	11 Jan 2018	<<	08:00:00 AM						
Base Vol:	233	2	288	0	0	0	438	794	0	0	946	462
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	233	2	288	0	0	0	438	794	0	0	946	462
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	233	2	288	0	0	0	438	794	0	0	946	462
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	233	2	288	0	0	0	438	794	0	0	946	462
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	233	2	288	0	0	0	438	794	0	0	946	462
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	233	2	288	0	0	0	438	794	0	0	946	462

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.92	0.92	0.92	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.95
Lanes:	1.44	0.01	1.55	0.00	0.00	0.00	2.00	2.00	0.00	0.00	2.00	1.00
Final Sat.:	2527	13	2710	0	0	0	3150	3800	0	0	3798	1800

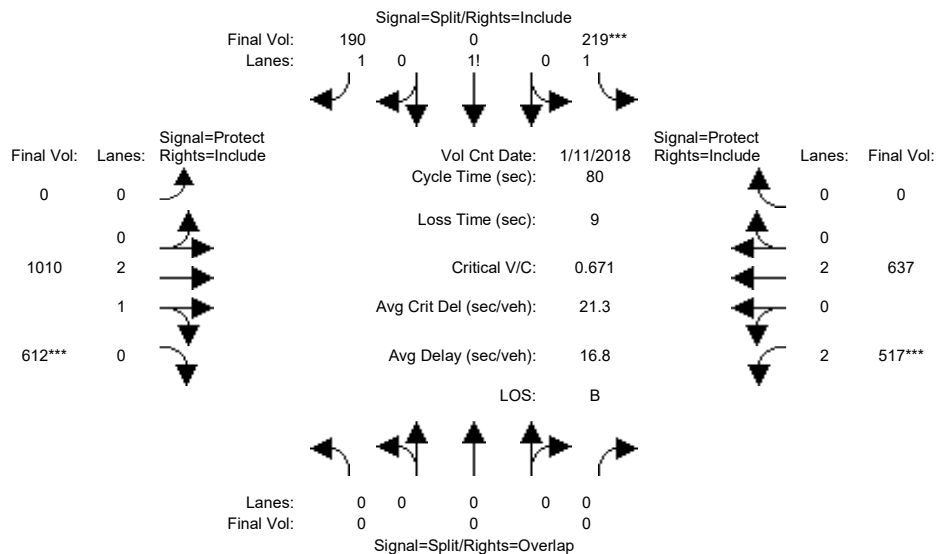
Capacity Analysis Module:												
Vol/Sat:	0.09	0.15	0.11	0.00	0.00	0.00	0.14	0.21	0.00	0.00	0.25	0.26
Crit Moves:	****						****					
Green Time:	20.9	20.9	20.9	0.0	0.0	0.0	19.4	55.1	0.0	0.0	35.7	35.7
Volume/Cap:	0.38	0.61	0.43	0.00	0.00	0.00	0.61	0.32	0.00	0.00	0.59	0.61
Delay/Veh:	26.8	29.7	27.3	0.0	0.0	0.0	31.0	6.7	0.0	0.0	19.4	19.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	26.8	29.7	27.3	0.0	0.0	0.0	31.0	6.7	0.0	0.0	19.4	19.7
LOS by Move:	C	C	C	A	A	A	C	A	A	A	B-	B-
HCM2kAvgQ:	4	7	5	0	0	0	6	4	0	0	9	9

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

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

Intersection #59: SR-85 (South) / Saratoga Avenue



Street Name:	SR-85 (South)						Saratoga Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:	>>	Count	Date:	11 Jan 2018	<<	08:00:00 AM						
Base Vol:	0	0	0	219	0	190	0	1010	612	517	637	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	219	0	190	0	1010	612	517	637	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	219	0	190	0	1010	612	517	637	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	219	0	190	0	1010	612	517	637	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	219	0	190	0	1010	612	517	637	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	0	0	0	219	0	190	0	1010	612	517	637	0

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.83	1.00	0.92
Lanes:	0.00	0.00	0.00	1.54	0.00	1.46	0.00	2.00	1.00	2.00	2.00	0.00
Final Sat.:	0	0	0	2687	0	2563	0	3800	1750	3150	3800	0

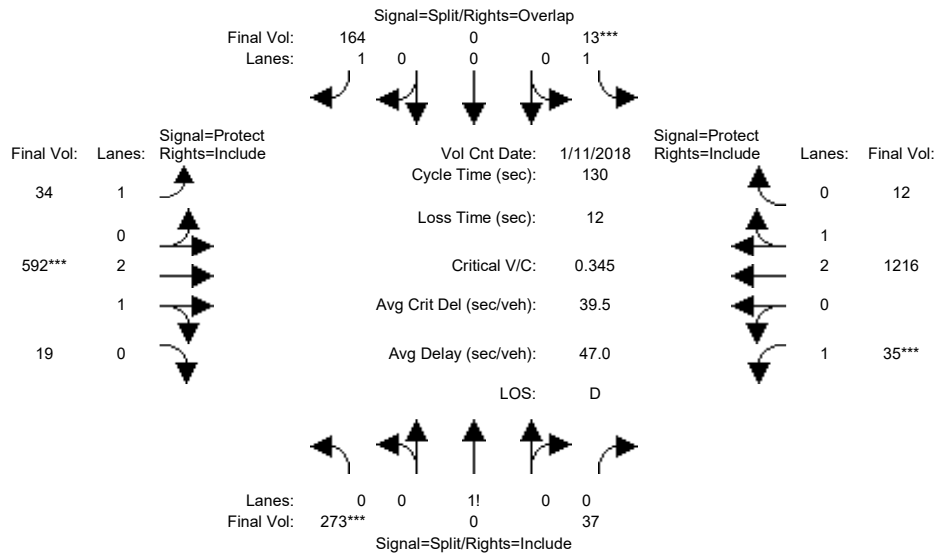
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.08	0.00	0.07	0.00	0.27	0.35	0.16	0.17	0.00
Crit Moves:				****					****	****		
Green Time:	0.0	0.0	0.0	10.0	0.0	10.0	0.0	41.5	41.5	19.5	61.0	0.0
Volume/Cap:	0.00	0.00	0.00	0.65	0.00	0.59	0.00	0.51	0.67	0.67	0.22	0.00
Delay/Veh:	0.0	0.0	0.0	35.8	0.0	34.5	0.0	12.8	15.0	29.8	2.7	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	35.8	0.0	34.5	0.0	12.8	15.0	29.8	2.7	0.0
LOS by Move:	A	A	A	D+	A	C-	A	B	B	C	A	A
HCM2kAvgQ:	0	0	0	5	0	4	0	8	13	7	2	0

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

Vallco Special Area Specific Plan  
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Level Of Service Computation Report  
2000 HCM Operations (Future Volume Alternative)  
Existing AM

Intersection #60: Cabot Avenue-Loma Linda Drive / Stevens Creek Boulevard



Street Name:	Cabot Avenue-Loma Linda Drive						Stevens Creek Boulevard					
	North Bound			South Bound			East Bound			West Bound		
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	32	32	32	32	32	32	13	35	35	10	32	32
Y+R:	5.1	5.1	5.1	5.1	5.1	5.1	4.5	6.4	6.4	4.5	6.4	6.4

Volume Module:	>>	Count	Date:	11 Jan 2018	<<	7:15:00 AM						
Base Vol:	259	0	35	12	0	156	32	562	18	33	1155	11
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	259	0	35	12	0	156	32	562	18	33	1155	11
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	259	0	35	12	0	156	32	562	18	33	1155	11
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	273	0	37	13	0	164	34	592	19	35	1216	12
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	273	0	37	13	0	164	34	592	19	35	1216	12
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	273	0	37	13	0	164	34	592	19	35	1216	12

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.92	0.92	0.92	1.00	0.92	0.92	0.98	0.95	0.92	0.98	0.95
Lanes:	0.88	0.00	0.12	1.00	0.00	1.00	1.00	2.90	0.10	1.00	2.97	0.03
Final Sat.:	1542	0	208	1750	0	1750	1750	5426	174	1750	5547	53

Capacity Analysis Module:												
Vol/Sat:	0.18	0.00	0.18	0.01	0.00	0.09	0.02	0.11	0.11	0.02	0.22	0.22
Crit Moves:	***			***			***			***		
Green Time:	41.0	0.0	41.0	32.0	0.0	45.0	13.0	35.0	35.0	10.0	32.0	32.0
Volume/Cap:	0.56	0.00	0.56	0.03	0.00	0.27	0.19	0.40	0.40	0.26	0.89	0.89
Delay/Veh:	38.3	0.0	38.3	37.2	0.0	30.9	54.2	39.1	39.1	57.5	54.9	54.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	38.3	0.0	38.3	37.2	0.0	30.9	54.2	39.1	39.1	57.5	54.9	54.9
LOS by Move:	D+	A	D+	D+	A	C	D-	D	D	E+	D-	D-
HCM2kAvgQ:	11	0	11	0	0	5	1	7	7	1	17	17

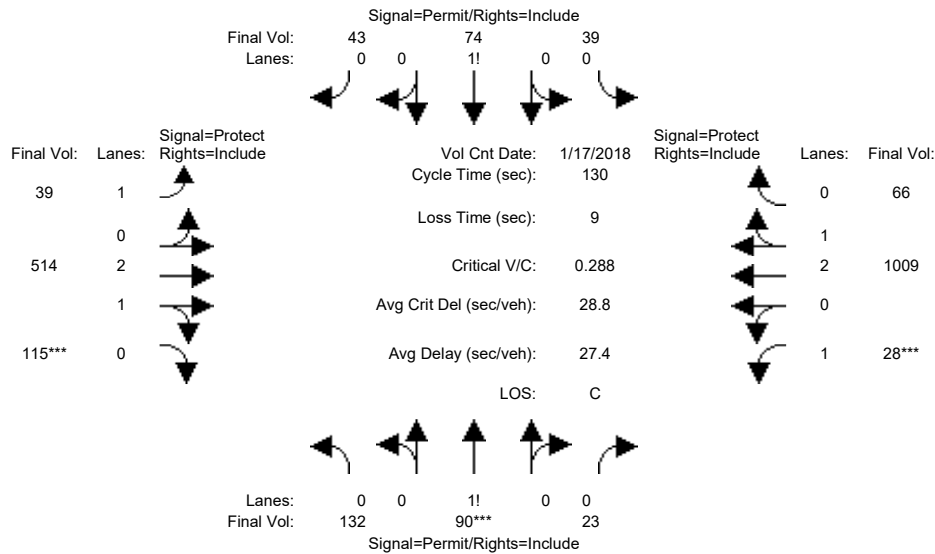
Note: Queue reported is the number of cars per lane.



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Level Of Service Computation Report  
2000 HCM Operations (Future Volume Alternative)  
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Intersection #61: Cronin Drive/Albany Drive / Stevens Creek Boulevard



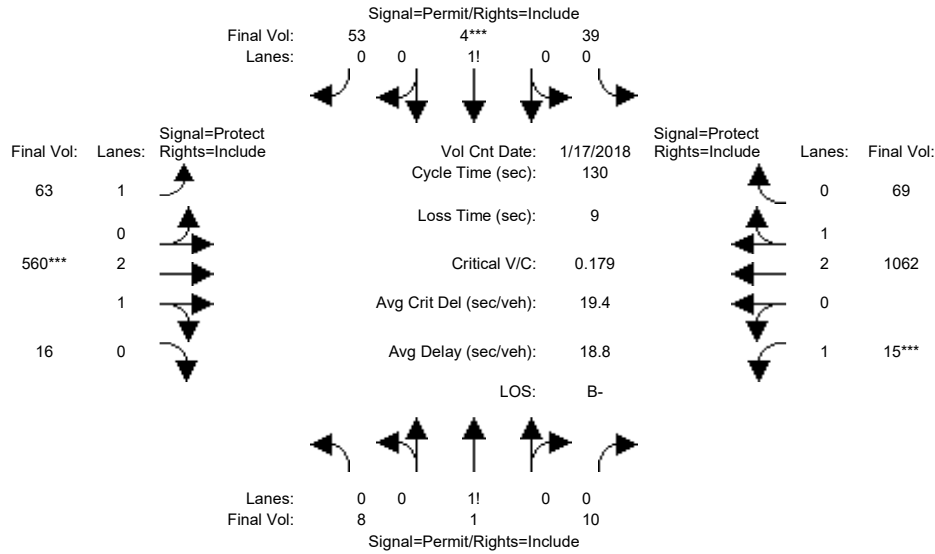
Street Name:	Cronin Drive/Albany Drive						Stevens Creek Boulevard					
	North Bound			South Bound			East Bound			West Bound		
Approach:												
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	45	45	45	45	45	45	12	49	49	20	57	57
Y+R:	5.1	5.1	5.1	5.1	5.1	5.1	5.0	5.9	5.9	5.0	5.9	5.9
Volume Module: >> Count Date: 17 Jan 2018 << 08:00:00 AM												
Base Vol:	127	86	22	37	71	41	37	493	110	27	969	63
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	127	86	22	37	71	41	37	493	110	27	969	63
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	127	86	22	37	71	41	37	493	110	27	969	63
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
PHF Volume:	132	90	23	39	74	43	39	514	115	28	1009	66
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	132	90	23	39	74	43	39	514	115	28	1009	66
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	132	90	23	39	74	43	39	514	115	28	1009	66
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.99	0.95	0.92	0.98	0.95
Lanes:	0.54	0.37	0.09	0.25	0.48	0.27	1.00	2.43	0.57	1.00	2.81	0.19
Final Sat.:	946	640	164	435	834	482	1750	4577	1021	1750	5258	342
Capacity Analysis Module:												
Vol/Sat:	0.14	0.14	0.14	0.09	0.09	0.09	0.02	0.11	0.11	0.02	0.19	0.19
Crit Moves:	****						****			****		
Green Time:	52.0	52.0	52.0	52.0	52.0	52.0	12.0	49.0	49.0	20.0	57.0	57.0
Volume/Cap:	0.35	0.35	0.35	0.22	0.22	0.22	0.24	0.30	0.30	0.10	0.44	0.44
Delay/Veh:	27.5	27.5	27.5	25.8	25.8	25.8	55.5	28.5	28.5	47.5	25.5	25.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	27.5	27.5	27.5	25.8	25.8	25.8	55.5	28.5	28.5	47.5	25.5	25.5
LOS by Move:	C	C	C	C	C	C	E+	C	C	D	C	C
HCM2kAvgQ:	7	7	7	4	4	4	1	6	6	1	10	10

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

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2000 HCM Operations (Future Volume Alternative)  
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Intersection #62: Woodhams Road / Stevens Creek Boulevard



Street Name:	Woodhams Road						Stevens Creek Boulevard					
	North Bound			South Bound			East Bound			West Bound		
Approach:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	35	35	35	35	35	35	11	64	64	15	68	68
Y+R:	5.4	5.4	5.4	5.4	5.4	5.4	5.5	5.9	5.9	5.5	5.9	5.9

Volume Module:	>>	Count	Date:	17 Jan 2018	<<	08:00:00 AM						
Base Vol:	8	1	10	38	4	51	61	543	16	15	1030	67
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	8	1	10	38	4	51	61	543	16	15	1030	67
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	8	1	10	38	4	51	61	543	16	15	1030	67
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
PHF Volume:	8	1	10	39	4	53	63	560	16	15	1062	69
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	8	1	10	39	4	53	63	560	16	15	1062	69
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	8	1	10	39	4	53	63	560	16	15	1062	69

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.98	0.95	0.92	0.98	0.95
Lanes:	0.42	0.05	0.53	0.41	0.04	0.55	1.00	2.91	0.09	1.00	2.81	0.19
Final Sat.:	737	92	921	715	75	960	1750	5440	160	1750	5258	342

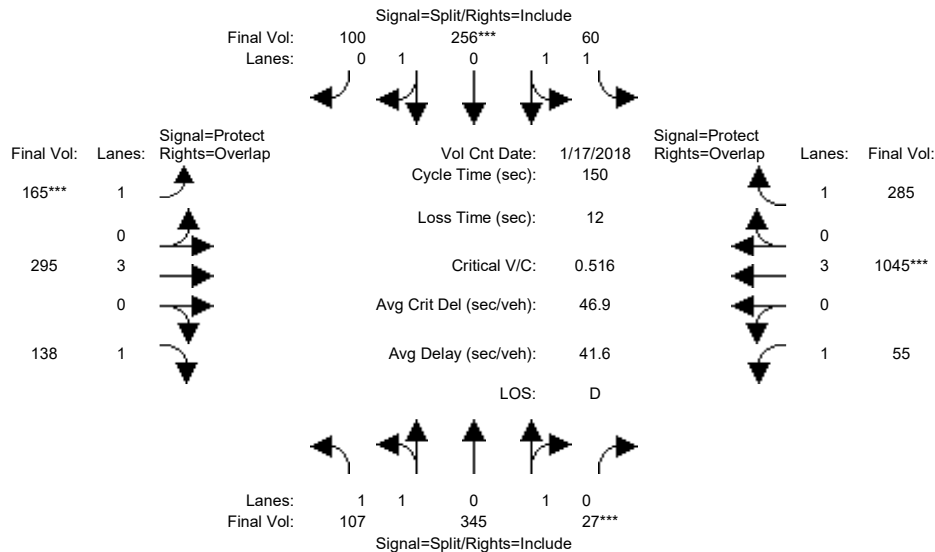
Capacity Analysis Module:												
Vol/Sat:	0.01	0.01	0.01	0.05	0.05	0.05	0.04	0.10	0.10	0.01	0.20	0.20
Crit Moves:					****			****			****	
Green Time:	36.8	36.8	36.8	36.8	36.8	36.8	11.7	69.2	69.2	15.0	72.5	72.5
Volume/Cap:	0.04	0.04	0.04	0.19	0.19	0.19	0.40	0.19	0.19	0.08	0.36	0.36
Delay/Veh:	33.8	33.8	33.8	35.5	35.5	35.5	57.5	15.9	15.9	51.5	16.0	16.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	33.8	33.8	33.8	35.5	35.5	35.5	57.5	15.9	15.9	51.5	16.0	16.0
LOS by Move:	C-	C-	C-	D+	D+	D+	E+	B	B	D-	B	B
HCM2kAvgQ:	1	1	1	3	3	3	3	4	4	1	8	8

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

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

Intersection #63: Kiely Boulevard / Stevens Creek Boulevard



Street Name:	Kiely Boulevard						Stevens Creek Boulevard					
	North Bound			South Bound			East Bound			West Bound		
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:	>>	Count	Date:	17 Jan 2018	<<	08:00:00 AM						
Base Vol:	107	345	27	60	256	100	165	295	138	55	1045	285
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	107	345	27	60	256	100	165	295	138	55	1045	285
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	107	345	27	60	256	100	165	295	138	55	1045	285
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	107	345	27	60	256	100	165	295	138	55	1045	285
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	107	345	27	60	256	100	165	295	138	55	1045	285
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	107	345	27	60	256	100	165	295	138	55	1045	285

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	0.98	0.95	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	1.85	0.15	1.00	1.42	0.58	1.00	3.00	1.00	1.00	3.00	1.00
Final Sat.:	1750	3431	269	1750	2660	1039	1750	5700	1750	1750	5700	1750

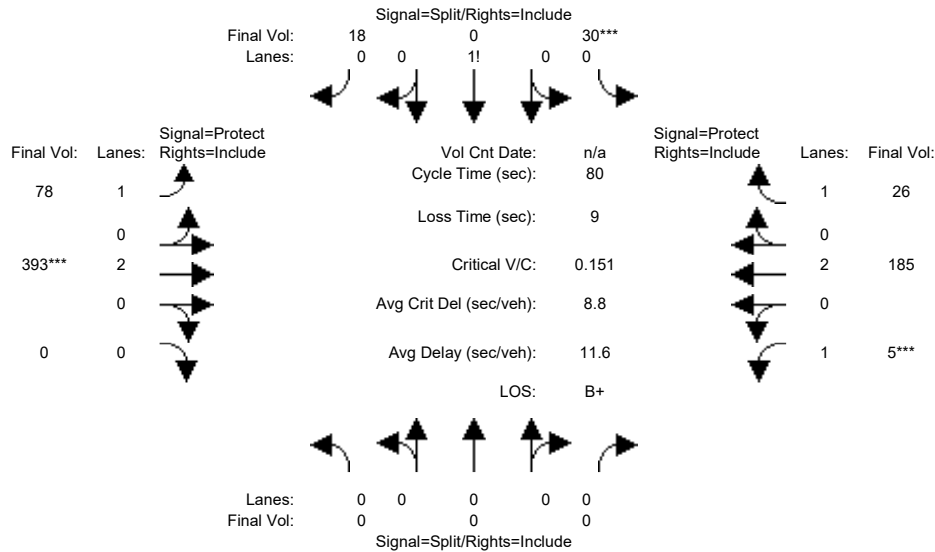
Capacity Analysis Module:												
Vol/Sat:	0.06	0.10	0.10	0.03	0.10	0.10	0.09	0.05	0.08	0.03	0.18	0.16
Crit Moves:	***			****			****			****		
Green Time:	29.2	29.2	29.2	28.0	28.0	28.0	27.4	47.5	76.8	33.3	53.3	81.3
Volume/Cap:	0.31	0.52	0.52	0.18	0.52	0.52	0.52	0.16	0.15	0.14	0.52	0.30
Delay/Veh:	51.9	54.5	54.5	51.4	55.5	55.5	56.8	37.0	19.5	47.1	38.4	19.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	51.9	54.5	54.5	51.4	55.5	55.5	56.8	37.0	19.5	47.1	38.4	19.0
LOS by Move:	D-	D-	D-	D-	E+	E+	E+	D+	B-	D	D+	B-
HCM2kAvgQ:	5	8	8	3	8	8	7	3	3	2	12	7

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

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2000 HCM Operations (Future Volume Alternative)  
Existing AM

Intersection #64: Perimeter Road / Vallco Parkway



Street Name:	Perimeter Road						Vallco Parkway					
	North Bound			South Bound			East Bound			West Bound		
Approach:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	10	10	10	7	10	0	7	10	10
Y+R:	0.0	0.0	0.0	4.0	4.0	4.0	4.0	4.0	0.0	4.0	4.0	4.0

Volume Module: 9:00:00 AM

Base Vol:	0	0	0	30	0	18	78	393	0	5	185	26
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	30	0	18	78	393	0	5	185	26
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	30	0	18	78	393	0	5	185	26
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	30	0	18	78	393	0	5	185	26
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	30	0	18	78	393	0	5	185	26
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	0	0	0	30	0	18	78	393	0	5	185	26

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	0.92	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	0.00	0.00	0.62	0.00	0.38	1.00	2.00	0.00	1.00	2.00	1.00
Final Sat.:	0	0	0	1094	0	656	1750	3800	0	1750	3800	1750

Capacity Analysis Module:

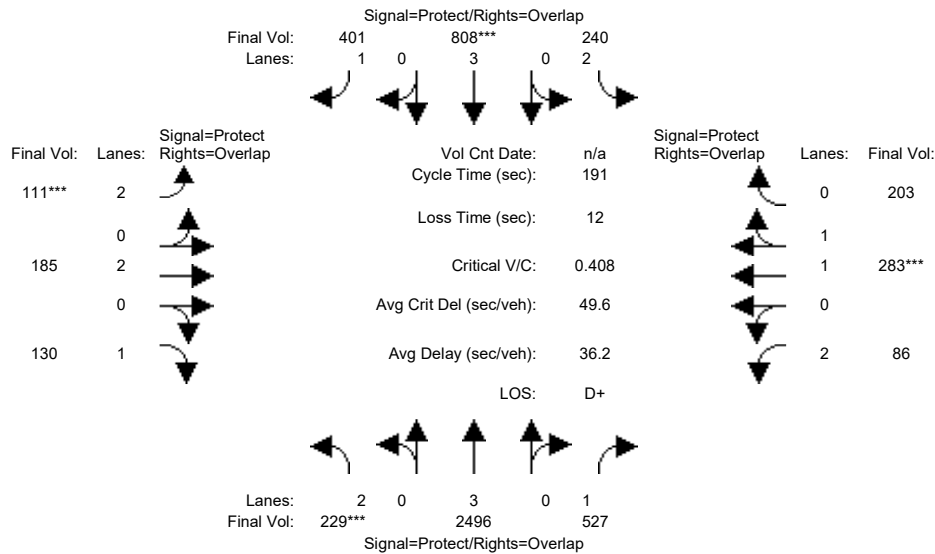
Vol/Sat:	0.00	0.00	0.00	0.03	0.00	0.03	0.04	0.10	0.00	0.00	0.05	0.01
Crit Moves:				****			****			****		
Green Time:	0.0	0.0	0.0	13.4	0.0	13.4	23.7	50.6	0.0	7.0	33.9	33.9
Volume/Cap:	0.00	0.00	0.00	0.16	0.00	0.16	0.15	0.16	0.00	0.03	0.11	0.04
Delay/Veh:	0.0	0.0	0.0	28.8	0.0	28.8	20.9	6.1	0.0	33.5	14.0	13.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	28.8	0.0	28.8	20.9	6.1	0.0	33.5	14.0	13.5
LOS by Move:	A	A	A	C	A	C	C+	A	A	C-	B	B
HCM2kAvgQ:	0	0	0	1	0	1	1	2	0	0	1	0

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

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Existing AM

Intersection #65: Lawrence Expressway / Kifer Road



Street Name:	Lawrence Expressway						Kifer Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	24	108	108	16	100	100	14	30	30	14	30	30
Y+R:	5.9	6.2	6.2	6.1	6.2	6.2	5.8	5.5	5.5	5.9	5.5	5.5

Volume Module:	North Bound			South Bound			East Bound			West Bound		
Base Vol:	229	3160	527	240	1010	401	111	185	130	86	283	203
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	229	3160	527	240	1010	401	111	185	130	86	283	203
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	229	3160	527	240	1010	401	111	185	130	86	283	203
User Adj:	1.00	0.79	1.00	1.00	0.80	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	229	2496	527	240	808	401	111	185	130	86	283	203
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	229	2496	527	240	808	401	111	185	130	86	283	203
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	229	2496	527	240	808	401	111	185	130	86	283	203

Saturation Flow Module:	North Bound			South Bound			East Bound			West Bound		
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92	0.83	0.99	0.95
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	2.00	2.00	1.00	2.00	1.14	0.86
Final Sat.:	3150	5700	1750	3150	5700	1750	3150	3800	1750	3150	2153	1545

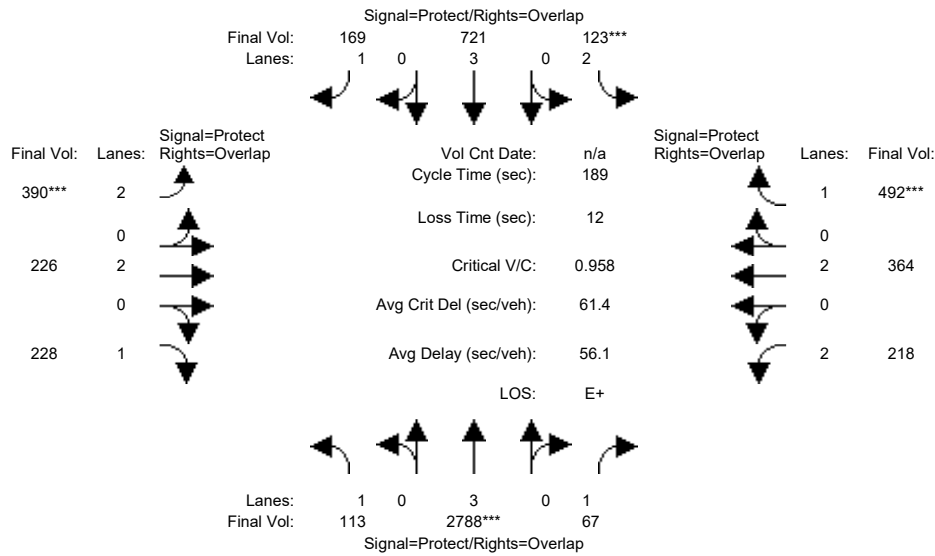
Capacity Analysis Module:	North Bound			South Bound			East Bound			West Bound		
Vol/Sat:	0.07	0.44	0.30	0.08	0.14	0.23	0.04	0.05	0.07	0.03	0.13	0.13
Crit Moves:	***			****			****				****	
Green Time:	25.5	115	129.5	17.0	106	121.0	14.9	31.8	57.3	14.9	31.8	48.8
Volume/Cap:	0.55	0.73	0.44	0.86	0.26	0.36	0.45	0.29	0.25	0.35	0.79	0.51
Delay/Veh:	74.4	26.4	13.6	103.0	20.8	15.9	80.7	66.0	47.9	79.6	78.7	57.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	74.4	26.4	13.6	103.0	20.8	15.9	80.7	66.0	47.9	79.6	78.7	57.9
LOS by Move:	E	C	B	F	C+	B	F	E	D	E-	E-	E+
HCM2kAvgQ:	7	30	13	10	7	11	4	4	6	3	15	12

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

Vallco Special Area Specific Plan  
SJ17-1776

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

Intersection #66: Lawrence Expressway / Reed Avenue/Monroe Street



Street Name:	Lawrence Expressway						Reed Avenue/Monroe Street					
	North Bound			South Bound			East Bound			West Bound		
Approach:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	17	96	96	13	91	91	23	42	42	15	33	33
Y+R:	6.0	6.2	6.2	6.1	6.2	6.2	5.7	5.6	5.6	5.6	5.7	5.7

Volume Module:												
Base Vol:	113	3529	67	123	901	169	390	226	228	218	364	492
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	113	3529	67	123	901	169	390	226	228	218	364	492
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	113	3529	67	123	901	169	390	226	228	218	364	492
User Adj:	1.00	0.79	1.00	1.00	0.80	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	113	2788	67	123	721	169	390	226	228	218	364	492
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	113	2788	67	123	721	169	390	226	228	218	364	492
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	113	2788	67	123	721	169	390	226	228	218	364	492

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92
Lanes:	1.00	3.00	1.00	2.00	3.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	1750	5700	1750	3150	5700	1750	3150	3800	1750	3150	3800	1750

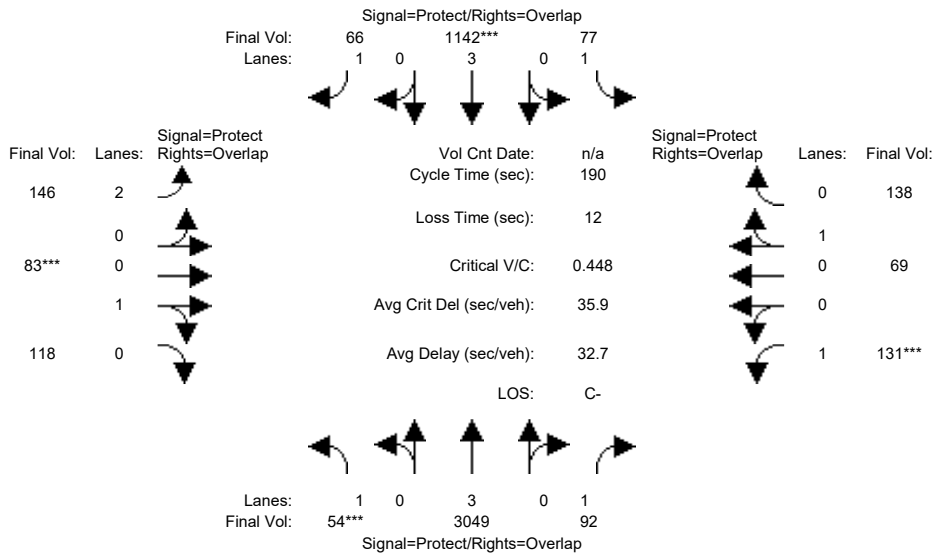
Capacity Analysis Module:												
Vol/Sat:	0.06	0.49	0.04	0.04	0.13	0.10	0.12	0.06	0.13	0.07	0.10	0.28
Crit Moves:	****			****			****			****		
Green Time:	18.0	101	117.1	13.6	96.4	120.6	24.2	45.6	63.7	16.3	37.8	51.5
Volume/Cap:	0.68	0.92	0.06	0.54	0.25	0.15	0.97	0.25	0.39	0.80	0.48	1.03
Delay/Veh:	89.4	43.4	13.6	83.2	24.8	13.1	114.8	55.2	45.9	96.4	64.2	115.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	89.4	43.4	13.6	83.2	24.8	13.1	114.8	55.2	45.9	96.4	64.2	115.4
LOS by Move:	F	D	B	F	C	B	F	E+	D	F	E	F
HCM2kAvgQ:	6	46	1	4	7	4	17	5	10	9	9	36

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

Vallco Special Area Specific Plan  
SJ17-1776

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

Intersection #67: Lawrence Expressway / Poinciana Drive/Cabrillo Avenue



Street Name:	Lawrence Expressway						Poinciana Drive/Cabrillo Avenue					
	North Bound			South Bound			East Bound			West Bound		
Approach:												
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	116	116	11	117	117	16	26	26	15	24	24
Y+R:	5.1	6.2	6.2	4.9	6.2	6.2	5.9	5.8	5.8	5.4	5.8	5.8

Volume Module:												
Base Vol:	54	3859	92	77	1428	66	146	83	118	131	69	138
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	54	3859	92	77	1428	66	146	83	118	131	69	138
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	54	3859	92	77	1428	66	146	83	118	131	69	138
User Adj:	1.00	0.79	1.00	1.00	0.80	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	54	3049	92	77	1142	66	146	83	118	131	69	138
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	54	3049	92	77	1142	66	146	83	118	131	69	138
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	54	3049	92	77	1142	66	146	83	118	131	69	138

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.83	0.95	0.95	0.92	0.95	0.95
Lanes:	1.00	3.00	1.00	1.00	3.00	1.00	2.00	0.41	0.59	1.00	0.33	0.67
Final Sat.:	1750	5700	1750	1750	5700	1750	3150	743	1057	1750	600	1200

Capacity Analysis Module:												
Vol/Sat:	0.03	0.53	0.05	0.04	0.20	0.04	0.05	0.11	0.11	0.07	0.12	0.12
Crit Moves:	***			****			****			****		
Green Time:	10.6	122	138.3	11.6	124	140.8	17.3	27.4	38.0	15.8	26.0	37.6
Volume/Cap:	0.56	0.83	0.07	0.72	0.31	0.05	0.51	0.77	0.56	0.90	0.84	0.58
Delay/Veh:	89.7	26.2	7.1	104.0	13.8	6.3	79.5	87.6	66.8	127.4	97.9	67.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	89.7	26.2	7.1	104.0	13.8	6.3	79.5	87.6	66.8	127.4	97.9	67.9
LOS by Move:	F	C	A	F	B	A	E-	F	E	F	F	E
HCM2kAvgQ:	3	43	2	5	9	1	5	13	11	10	14	11

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

Vallco Special Area Specific Plan  
SJ17-1776

Summary Scenario Comparison Report (With Average Critical Delay)  
Future Volume Alternative

Intersection	???				Existing AM				Existing AM PP					???				
	LOS	Avg Del (sec)	Crit V/C	Avg Crit Del (sec)	LOS	Avg Del (sec)	Crit V/C	Avg Crit Del (sec)	LOS	Avg Del (sec)	Crit V/C	Crit V/C Change	Avg Crit Del (sec)	Avg Crit Del Change	LOS	Avg Del (sec)	Crit V/C	Avg Crit Del (sec)
#1 Stevens Creek Boulevard / SR 85 Ramps (west)	?	xx.x	x.xxx	xx.x	C+	22.4	0.581	18.4	C+	22.3	0.586	+ 0.005	18.3	- 0.1	?	xx.x	x.xxx	xx.x
#2 Stevens Creek Boulevard / SR 85 Ramps (east)	?	xx.x	x.xxx	xx.x	C	28.5	0.776	40.4	C	28.3	0.780	+ 0.004	40.7	+ 0.3	?	xx.x	x.xxx	xx.x
#3 Stevens Creek Boulevard / Stelling Road	?	xx.x	x.xxx	xx.x	D+	38.3	0.702	40.0	D+	38.5	0.726	+ 0.023	40.8	+ 0.8	?	xx.x	x.xxx	xx.x
#4 Sunnyvale-Saratoga Road / Remington Drive	?	xx.x	x.xxx	xx.x	D	44.5	0.825	41.0	D	44.4	0.829	+ 0.003	41.1	+ 0.1	?	xx.x	x.xxx	xx.x
#5 Sunnyvale-Saratoga Road / Fremont Avenue	?	xx.x	x.xxx	xx.x	D	48.3	0.789	46.6	D	48.7	0.796	+ 0.007	47.3	+ 0.6	?	xx.x	x.xxx	xx.x
#6 Sunnyvale-Saratoga Road / Cheyenne Drive	?	xx.x	x.xxx	xx.x	B+	11.7	0.572	8.8	B+	11.6	0.575	+ 0.003	8.8	- 0.0	?	xx.x	x.xxx	xx.x
#7 Sunnyvale-Saratoga Road / Alberta Avenue	?	xx.x	x.xxx	xx.x	C+	21.2	0.592	16.5	C+	21.1	0.595	+ 0.003	16.5	- 0.0	?	xx.x	x.xxx	xx.x
#8 De Anza Boulevard / Homestead Road	?	xx.x	x.xxx	xx.x	D	39.8	0.809	37.6	D	41.2	0.833	+ 0.024	40.1	+ 2.5	?	xx.x	x.xxx	xx.x
#9 De Anza Boulevard / I-280 Ramps (north)	?	xx.x	x.xxx	xx.x	B-	18.5	0.757	29.1	B-	18.9	0.765	+ 0.008	29.6	+ 0.5	?	xx.x	x.xxx	xx.x
#10 De Anza Boulevard / I-280 Ramps (south)	?	xx.x	x.xxx	xx.x	C	25.5	0.760	38.7	C	26.4	0.781	+ 0.021	39.3	+ 0.6	?	xx.x	x.xxx	xx.x
#11 De Anza Boulevard / Stevens Creek Boulevard	?	xx.x	x.xxx	xx.x	D+	35.6	0.693	34.5	D+	37.9	0.745	+ 0.052	37.9	+ 3.4	?	xx.x	x.xxx	xx.x
#12 De Anza Boulevard / McClellan Road/Pacifica Drive	?	xx.x	x.xxx	xx.x	D+	36.4	0.698	32.2	D+	36.0	0.747	+ 0.048	32.0	- 0.2	?	xx.x	x.xxx	xx.x
#13 De Anza Boulevard / Bollinger Road	?	xx.x	x.xxx	xx.x	C-	33.4	0.833	33.7	C-	33.9	0.883	+ 0.050	34.7	+ 1.0	?	xx.x	x.xxx	xx.x
#14 De Anza Boulevard / SR 85 Ramps (north)	?	xx.x	x.xxx	xx.x	C+	22.4	0.610	34.0	C	24.9	0.675	+ 0.065	35.4	+ 1.5	?	xx.x	x.xxx	xx.x
#15 De Anza Boulevard / SR 85 Ramps (south)	?	xx.x	x.xxx	xx.x	B	12.8	0.614	14.8	B	13.1	0.638	+ 0.024	15.2	+ 0.4	?	xx.x	x.xxx	xx.x
#16 Saratoga-Sunnyvale Road / Prospect Road	?	xx.x	x.xxx	xx.x	B-	19.8	0.631	20.4	B-	19.8	0.647	+ 0.016	20.4	+ 0.0	?	xx.x	x.xxx	xx.x
#17 Stevens Creek Boulevard / Torre Avenue	?	xx.x	x.xxx	xx.x	C+	22.4	0.419	17.1	C+	21.1	0.448	+ 0.029	16.2	- 0.9	?	xx.x	x.xxx	xx.x
#18 Homestead Road / Blaney Avenue	?	xx.x	x.xxx	xx.x	C	23.9	0.556	30.3	C	23.9	0.574	+ 0.018	30.3	+ 0.0	?	xx.x	x.xxx	xx.x
#19 Stevens Creek Boulevard / Blaney Avenue	?	xx.x	x.xxx	xx.x	C-	34.9	0.710	35.5	C-	34.6	0.758	+ 0.048	36.8	+ 1.3	?	xx.x	x.xxx	xx.x
#20 Stevens Creek Boulevard / Portal Avenue	?	xx.x	x.xxx	xx.x	C+	21.8	0.465	20.9	B-	19.5	0.494	+ 0.029	19.8	- 1.0	?	xx.x	x.xxx	xx.x
#21 Stevens Creek Boulevard / Perimeter Road	?	xx.x	x.xxx	xx.x	A	9.5	0.369	6.5	C	26.8	0.598	+ 0.229	31.9	+ 25.4	?	xx.x	x.xxx	xx.x
#22 Wolfe Road / El Camino Real	?	xx.x	x.xxx	xx.x	D-	51.0	0.655	46.8	D-	51.4	0.685	+ 0.031	49.2	+ 2.4	?	xx.x	x.xxx	xx.x
#23 Wolfe Road / Fremont Avenue	?	xx.x	x.xxx	xx.x	D	49.7	0.487	44.8	D	50.0	0.517	+ 0.030	44.6	- 0.1	?	xx.x	x.xxx	xx.x
#24 Wolfe Road / Marion Way	?	xx.x	x.xxx	xx.x	B	15.9	0.538	20.7	B	16.1	0.557	+ 0.020	21.2	+ 0.4	?	xx.x	x.xxx	xx.x
#25 Wolfe Road / Inverness Way	?	xx.x	x.xxx	xx.x	B-	18.3	0.458	15.2	B	18.0	0.473	+ 0.015	15.0	- 0.3	?	xx.x	x.xxx	xx.x
#26 Wolfe Road / Homestead Road	?	xx.x	x.xxx	xx.x	C-	32.9	0.683	30.9	C-	33.0	0.699	+ 0.016	30.9	- 0.1	?	xx.x	x.xxx	xx.x



Vallco Special Area Specific Plan  
SJ17-1776

Summary Scenario Comparison Report (With Average Critical Delay)  
Future Volume Alternative

Intersection	???				Existing AM				Existing AM PP					???				
	LOS	Avg Del (sec)	Crit V/C	Avg Crit Del (sec)	LOS	Avg Del (sec)	Crit V/C	Avg Crit Del (sec)	LOS	Avg Del (sec)	Crit V/C	Crit V/C Change	Avg Crit Del (sec)	Avg Crit Del Change	LOS	Avg Del (sec)	Crit V/C	Avg Crit Del (sec)
#27 Wolfe Road / Apple Park	?	xx.x	x.xxx	xx.x	A	9.8	0.370	13.4	A	9.6	0.385	+ 0.015	13.3	- 0.1	?	xx.x	x.xxx	xx.x
#28 Wolfe Road / Pruneridge Avenue	?	xx.x	x.xxx	xx.x	C	23.5	0.338	20.9	C	23.2	0.389	+ 0.051	24.9	+ 4.0	?	xx.x	x.xxx	xx.x
#29 Wolfe Road / I-280 Ramps (north)	?	xx.x	x.xxx	xx.x	B	13.2	0.536	13.3	B	15.6	0.694	+ 0.158	16.5	+ 3.2	?	xx.x	x.xxx	xx.x
#30 Wolfe Road / I-280 Ramps (south)	?	xx.x	x.xxx	xx.x	B	12.1	0.605	13.5	B	13.2	0.690	+ 0.085	14.7	+ 1.2	?	xx.x	x.xxx	xx.x
#31 Wolfe Road / Vallco Parkway	?	xx.x	x.xxx	xx.x	B-	19.6	0.410	19.4	C	26.6	0.666	+ 0.257	29.2	+ 9.8	?	xx.x	x.xxx	xx.x
#32 Wolfe Road-Miller Avenue / Stevens Creek Boulevard	?	xx.x	x.xxx	xx.x	D	41.7	0.659	42.8	D	45.7	0.793	+ 0.133	48.0	+ 5.2	?	xx.x	x.xxx	xx.x
#33 Miller Avenue / Calle de Barcelona	?	xx.x	x.xxx	xx.x	A	7.5	0.512	8.6	A	7.3	0.542	+ 0.030	8.4	- 0.1	?	xx.x	x.xxx	xx.x
#34 Miller Avenue / Phil Lane	?	xx.x	x.xxx	xx.x	A	5.3	0.465	4.9	A	5.4	0.498	+ 0.033	5.1	+ 0.2	?	xx.x	x.xxx	xx.x
#35 Miller Avenue / Bollinger Road	?	xx.x	x.xxx	xx.x	D+	37.1	0.672	38.4	D+	38.0	0.706	+ 0.034	39.7	+ 1.2	?	xx.x	x.xxx	xx.x
#36 Miller Avenue / Rainbow Drive	?	xx.x	x.xxx	xx.x	C	23.1	0.593	22.4	C	23.5	0.610	+ 0.017	23.0	+ 0.6	?	xx.x	x.xxx	xx.x
#37 Stevens Creek Boulevard / Finch Avenue	?	xx.x	x.xxx	xx.x	C	28.8	0.449	26.6	C	27.4	0.491	+ 0.042	25.0	- 1.6	?	xx.x	x.xxx	xx.x
#38 Tantau Avenue / Homestead Road	?	xx.x	x.xxx	xx.x	C-	34.4	0.537	33.8	C-	34.8	0.548	+ 0.011	33.5	- 0.3	?	xx.x	x.xxx	xx.x
#39 Tantau Avenue / Pruneridge Avenue	?	xx.x	x.xxx	xx.x	C+	20.8	0.361	27.3	C+	20.9	0.393	+ 0.032	26.9	- 0.4	?	xx.x	x.xxx	xx.x
#40 N Tantau Ave / Apple Parkway-Tantau 14	?	xx.x	x.xxx	xx.x	B	17.6	0.270	19.1	B	16.9	0.285	+ 0.015	18.7	- 0.5	?	xx.x	x.xxx	xx.x
#41 Tantau Avenue / Vallco Parkway	?	xx.x	x.xxx	xx.x	C	25.1	0.294	31.0	C	27.0	0.451	+ 0.156	31.3	+ 0.4	?	xx.x	x.xxx	xx.x
#42 Stevens Creek Boulevard / Tantau Avenue	?	xx.x	x.xxx	xx.x	D	44.7	0.648	48.5	D	45.6	0.716	+ 0.068	49.7	+ 1.2	?	xx.x	x.xxx	xx.x
#43 Stevens Creek Boulevard / Stern Avenue	?	xx.x	x.xxx	xx.x	D+	37.6	0.419	32.1	D	48.8	0.647	+ 0.227	55.5	+ 23.4	?	xx.x	x.xxx	xx.x
#44 Stevens Creek Boulevard / Calvert Drive/I-280 Ramps (west)	?	xx.x	x.xxx	xx.x	E+	57.4	0.425	58.4	E	66.8	0.434	+ 0.009	59.1	+ 0.7	?	xx.x	x.xxx	xx.x
#45 Stevens Creek Boulevard / Agilent Driveway	?	xx.x	x.xxx	xx.x	D+	36.7	0.562	38.3	D	45.8	0.612	+ 0.050	49.7	+ 11.5	?	xx.x	x.xxx	xx.x
#46 Stevens Creek Boulevard / Lawrence Expressway Ramps	?	xx.x	x.xxx	xx.x	C	28.9	0.838	32.6	C-	33.3	0.919	+ 0.081	38.5	+ 5.9	?	xx.x	x.xxx	xx.x
#47 Lawrence Expressway / El Camino Real	?	xx.x	x.xxx	xx.x	C-	34.6	0.538	36.1	D+	36.9	0.578	+ 0.040	38.6	+ 2.5	?	xx.x	x.xxx	xx.x
#48 Lawrence Expressway / Homestead Road	?	xx.x	x.xxx	xx.x	E	71.5	0.678	81.8	E	72.8	0.686	+ 0.009	83.4	+ 1.6	?	xx.x	x.xxx	xx.x
#49 Lawrence Expressway / Pruneridge Avenue	?	xx.x	x.xxx	xx.x	D	44.0	0.865	47.1	D	43.9	0.871	+ 0.006	47.4	+ 0.3	?	xx.x	x.xxx	xx.x
#50 Stevens Creek Boulevard / Lawrence Expressway Ramps	?	xx.x	x.xxx	xx.x	C	31.6	0.653	34.6	C-	33.1	0.730	+ 0.077	36.3	+ 1.7	?	xx.x	x.xxx	xx.x
#51 Lawrence Expressway / Calvert Drive-I-280 Southbound Ramp	?	xx.x	x.xxx	xx.x	C-	32.8	0.297	23.3	D+	35.3	0.304	+ 0.007	24.9	+ 1.6	?	xx.x	x.xxx	xx.x
#52 Lawrence Expressway / Mitty Way	?	xx.x	x.xxx	xx.x	C	23.1	0.228	11.9	C	23.8	0.232	+ 0.004	11.9	+ 0.0	?	xx.x	x.xxx	xx.x

Vallco Special Area Specific Plan  
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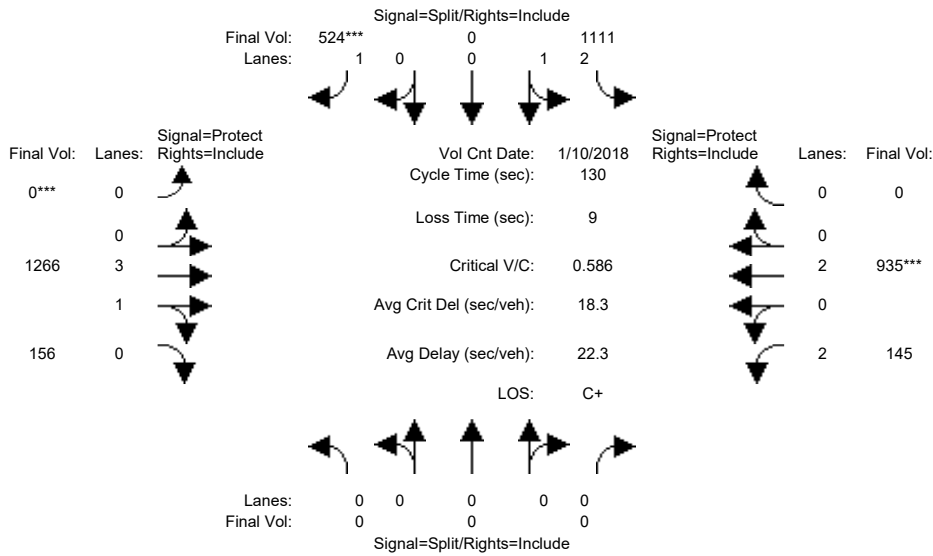
Summary Scenario Comparison Report (With Average Critical Delay)  
Future Volume Alternative

Intersection	???				Existing AM				Existing AM PP					???				
	LOS	Avg Del (sec)	Crit V/C	Avg Crit Del (sec)	LOS	Avg Del (sec)	Crit V/C	Avg Crit Del (sec)	LOS	Avg Del (sec)	Crit V/C	Crit V/C Change	Avg Crit Del (sec)	Avg Crit Del Change	LOS	Avg Del (sec)	Crit V/C	Avg Crit Del (sec)
#53 Lawrence Expressway / Bollinger Road	?	xx.x	x.xxx	xx.x	E	60.3	0.638	75.1	E	67.9	0.672	+ 0.033	88.6	+ 13.5	?	xx.x	x.xxx	xx.x
#54 Lawrence Expressway / Doyle Road	?	xx.x	x.xxx	xx.x	D	43.2	0.507	86.4	D	43.3	0.518	+ 0.011	88.0	+ 1.5	?	xx.x	x.xxx	xx.x
#55 Lawrence Expressway / Prospect Road	?	xx.x	x.xxx	xx.x	E+	58.3	0.688	83.4	E+	58.5	0.694	+ 0.006	82.9	- 0.5	?	xx.x	x.xxx	xx.x
#56 Lawrence Expressway / Saratoga Avenue	?	xx.x	x.xxx	xx.x	D	44.0	0.565	51.1	D-	53.3	0.641	+ 0.076	67.9	+ 16.8	?	xx.x	x.xxx	xx.x
#57 Saratoga Avenue / Cox Avenue	?	xx.x	x.xxx	xx.x	D	45.1	0.817	52.2	D	45.3	0.824	+ 0.006	52.6	+ 0.3	?	xx.x	x.xxx	xx.x
#58 Saratoga Avenue / SR 85 Ramps (north)	?	xx.x	x.xxx	xx.x	B-	19.1	0.610	24.0	C+	20.1	0.639	+ 0.029	24.9	+ 0.9	?	xx.x	x.xxx	xx.x
#59 Saratoga Avenue / SR 85 Ramps (south)	?	xx.x	x.xxx	xx.x	B	16.8	0.671	21.3	B	17.0	0.676	+ 0.005	21.5	+ 0.2	?	xx.x	x.xxx	xx.x
#60 Stevens Creek Boulevard / Cabot Avenue	?	xx.x	x.xxx	xx.x	D	47.0	0.345	39.5	D-	51.7	0.351	+ 0.006	39.7	+ 0.2	?	xx.x	x.xxx	xx.x
#61 Stevens Creek Boulevard / Cronin Drive-Albany Drive	?	xx.x	x.xxx	xx.x	C	27.4	0.288	28.8	C	27.7	0.296	+ 0.008	29.0	+ 0.1	?	xx.x	x.xxx	xx.x
#62 Stevens Creek Boulevard / Woodhams Road	?	xx.x	x.xxx	xx.x	B-	18.8	0.179	19.4	C+	20.1	0.192	+ 0.013	20.5	+ 1.0	?	xx.x	x.xxx	xx.x
#63 Stevens Creek Boulevard / Kiely Boulevard	?	xx.x	x.xxx	xx.x	D	41.6	0.516	46.9	D	41.8	0.526	+ 0.010	47.1	+ 0.2	?	xx.x	x.xxx	xx.x
#64 Vallco Parkway / Perimeter Road	?	xx.x	x.xxx	xx.x	B+	11.6	0.151	8.8	C+	20.4	0.507	+ 0.357	21.4	12.6	?	xx.x	x.xxx	xx.x
#65 Kifer Road / Lawrence Expressway	?	xx.x	x.xxx	xx.x	D+	36.2	0.408	49.6	D+	36.4	0.416	+ 0.008	49.3	-0.3	?	xx.x	x.xxx	xx.x
#66 Reed Avenue/Monroe Street / Lawrence Expressway	?	xx.x	x.xxx	xx.x	E+	56.1	0.958	61.4	E+	56.5	0.962	+ 0.004	61.8	0.5	?	xx.x	x.xxx	xx.x
#67 Cabrillo Avenue / Lawrence Expressway	?	xx.x	x.xxx	xx.x	C-	32.7	0.448	35.9	C-	33.2	0.47	+ 0.022	36.9	0.9	?	xx.x	x.xxx	xx.x

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

Intersection #1: Stevens Creek Boulevard / SR 85 Ramps (West)



Street Name:	SR-85 (West)						Stevens Creek Boulevard					
	North Bound			South Bound			East Bound			West Bound		
Approach:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	7	10	10	0	10	10	7	10	0
Y+R:	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0

Volume Module:	>>	Count	Date:	10 Jan 2018	<<	08:00:00 AM						
Base Vol:	0	0	0	1013	0	524	0	1220	156	145	916	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	1013	0	524	0	1220	156	145	916	0
Added Vol:	0	0	0	98	0	0	0	46	0	0	19	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	1111	0	524	0	1266	156	145	935	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	1111	0	524	0	1266	156	145	935	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	1111	0	524	0	1266	156	145	935	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	0	0	0	1111	0	524	0	1266	156	145	935	0

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.87	1.00	0.92	0.92	0.99	0.95	0.83	1.00	0.92
Lanes:	0.00	0.00	0.00	3.00	0.00	1.00	0.00	3.54	0.46	2.00	2.00	0.00
Final Sat.:	0	0	0	4950	0	1750	0	6676	823	3150	3800	0

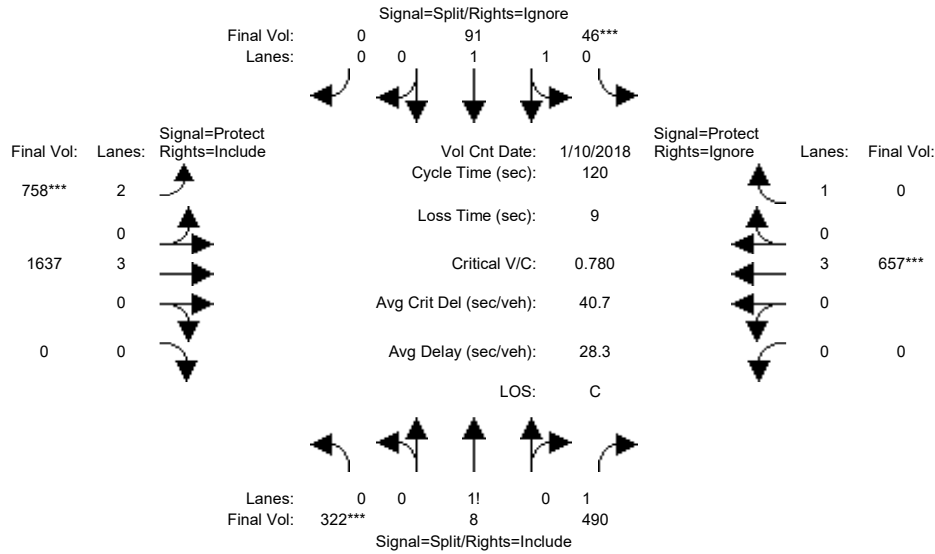
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.22	0.00	0.30	0.00	0.19	0.19	0.05	0.25	0.00
Crit Moves:				****		****	****			****		
Green Time:	0.0	0.0	0.0	66.4	0.0	66.4	0.0	42.5	42.5	12.1	54.6	0.0
Volume/Cap:	0.00	0.00	0.00	0.44	0.00	0.59	0.00	0.58	0.58	0.50	0.59	0.00
Delay/Veh:	0.0	0.0	0.0	20.2	0.0	23.2	0.0	24.9	24.9	53.6	15.6	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	20.2	0.0	23.2	0.0	24.9	24.9	53.6	15.6	0.0
LOS by Move:	A	A	A	C+	A	C	A	C	C	D-	B	A
HCM2kAvgQ:	0	0	0	10	0	16	0	10	10	3	9	0

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

Vallco Special Area Specific Plan  
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Level Of Service Computation Report  
2000 HCM Operations (Future Volume Alternative)  
Existing AM PP

Intersection #2: Stevens Creek Boulevard / SR-85 Ramps (East)



Street Name:	SR-85 Ramps (East)						Stevens Creek Boulevard					
	North Bound			South Bound			East Bound			West Bound		
Approach:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	4.0	5.0	5.0

Volume Module:	>>	Count	Date:	10 Jan 2018	<<	08:00:00 AM						
Base Vol:	322	8	490	46	91	0	758	1493	0	0	638	576
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	322	8	490	46	91	0	758	1493	0	0	638	576
Added Vol:	0	0	0	0	0	0	0	144	0	0	19	28
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	322	8	490	46	91	0	758	1637	0	0	657	604
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	322	8	490	46	91	0	758	1637	0	0	657	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	322	8	490	46	91	0	758	1637	0	0	657	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
Final Volume:	322	8	490	46	91	0	758	1637	0	0	657	0

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.92	0.92	0.95	0.99	0.92	0.83	1.00	0.92	0.92	1.00	0.92
Lanes:	0.56	0.01	1.43	0.69	1.31	0.00	2.00	3.00	0.00	0.00	3.00	1.00
Final Sat.:	980	24	2496	1242	2457	0	3150	5700	0	0	5700	1750

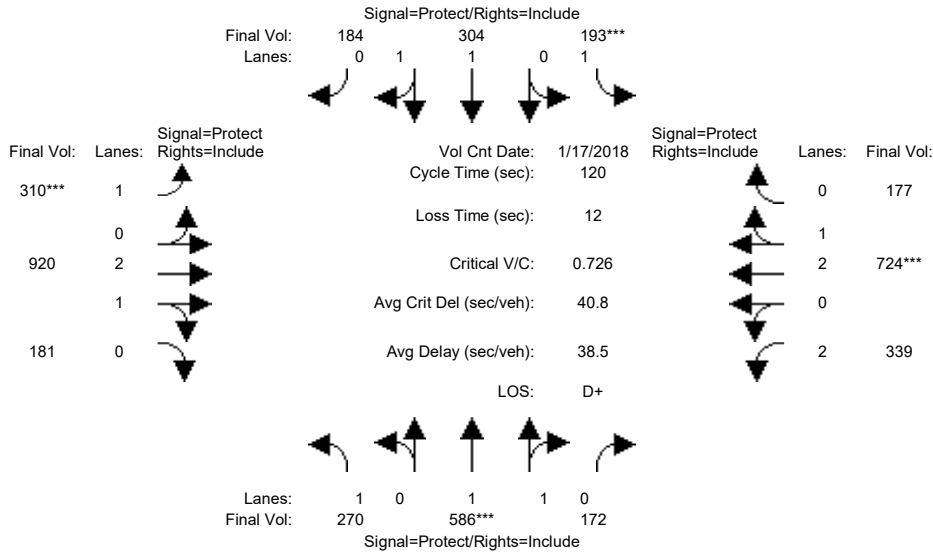
Capacity Analysis Module:												
Vol/Sat:	0.33	0.33	0.20	0.04	0.04	0.00	0.24	0.29	0.00	0.00	0.12	0.00
Crit Moves:	***			***			***			***		
Green Time:	48.5	48.5	48.5	10.0	10.0	0.0	35.5	52.5	0.0	0.0	17.0	0.0
Volume/Cap:	0.81	0.81	0.49	0.44	0.44	0.00	0.81	0.66	0.00	0.00	0.81	0.00
Delay/Veh:	36.9	36.9	26.7	53.4	53.4	0.0	33.7	13.5	0.0	0.0	50.8	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	36.9	36.9	26.7	53.4	53.4	0.0	33.7	13.5	0.0	0.0	50.8	0.0
LOS by Move:	D+	D+	C	D-	D-	A	C-	B	A	A	D	A
HCM2kAvgQ:	22	22	10	3	3	0	15	11	0	0	8	0

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

Vallco Special Area Specific Plan  
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Level Of Service Computation Report  
2000 HCM Operations (Future Volume Alternative)  
Existing AM PP

Intersection #3: Stelling Road / Stevens Creek Boulevard



Street Name:	Stelling Road						Stevens Creek Boulevard					
	North Bound			South Bound			East Bound			West Bound		
Approach:												
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:	>>	Count	Date:	17 Jan 2018	<<	08:00:00 AM						
Base Vol:	270	586	162	177	304	184	310	776	181	337	678	171
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	270	586	162	177	304	184	310	776	181	337	678	171
Added Vol:	0	0	10	16	0	0	0	144	0	2	46	6
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	270	586	172	193	304	184	310	920	181	339	724	177
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	270	586	172	193	304	184	310	920	181	339	724	177
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	270	586	172	193	304	184	310	920	181	339	724	177
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	270	586	172	193	304	184	310	920	181	339	724	177

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	0.99	0.95	0.92	0.99	0.95	0.83	0.99	0.95
Lanes:	1.00	1.53	0.47	1.00	1.23	0.77	1.00	2.49	0.51	2.00	2.39	0.61
Final Sat.:	1750	2860	839	1750	2304	1394	1750	4678	920	3150	4498	1100

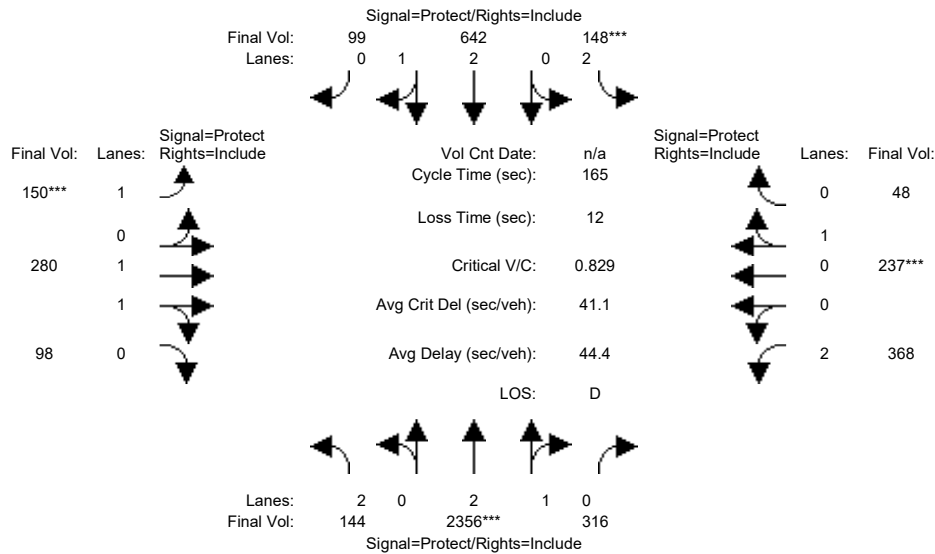
Capacity Analysis Module:												
Vol/Sat:	0.15	0.20	0.20	0.11	0.13	0.13	0.18	0.20	0.20	0.11	0.16	0.16
Crit Moves:	****			****			****			****		
Green Time:	28.1	33.9	33.9	18.2	24.0	24.0	29.3	36.1	36.1	19.8	26.6	26.6
Volume/Cap:	0.66	0.73	0.73	0.73	0.66	0.66	0.73	0.65	0.65	0.65	0.73	0.73
Delay/Veh:	45.6	41.4	41.4	58.1	46.4	46.4	38.8	26.9	26.9	43.7	37.3	37.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	45.6	41.4	41.4	58.1	46.4	46.4	38.8	26.9	26.9	43.7	37.3	37.3
LOS by Move:	D	D	D	E+	D	D	D+	C	C	D	D+	D+
HCM2kAvgQ:	11	14	14	9	9	9	10	10	10	6	10	10

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

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

Intersection #4: Sunnyvale Saratoga Road / Remington Drive



Street Name:	Sunnyvale Saratoga Road						Remington Drive					
	North Bound			South Bound			East Bound			West Bound		
Approach:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:												
Base Vol:	143	2339	315	148	599	99	150	280	96	366	237	48
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	143	2339	315	148	599	99	150	280	96	366	237	48
Added Vol:	1	17	1	0	43	0	0	0	2	2	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	144	2356	316	148	642	99	150	280	98	368	237	48
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	144	2356	316	148	642	99	150	280	98	368	237	48
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	144	2356	316	148	642	99	150	280	98	368	237	48
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	144	2356	316	148	642	99	150	280	98	368	237	48

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	0.99	0.95	0.83	0.99	0.95	0.92	0.98	0.95	0.83	0.95	0.95
Lanes:	2.00	2.63	0.37	2.00	2.58	0.42	1.00	1.47	0.53	2.00	0.83	0.17
Final Sat.:	3150	4937	662	3150	4851	748	1750	2740	959	3150	1497	303

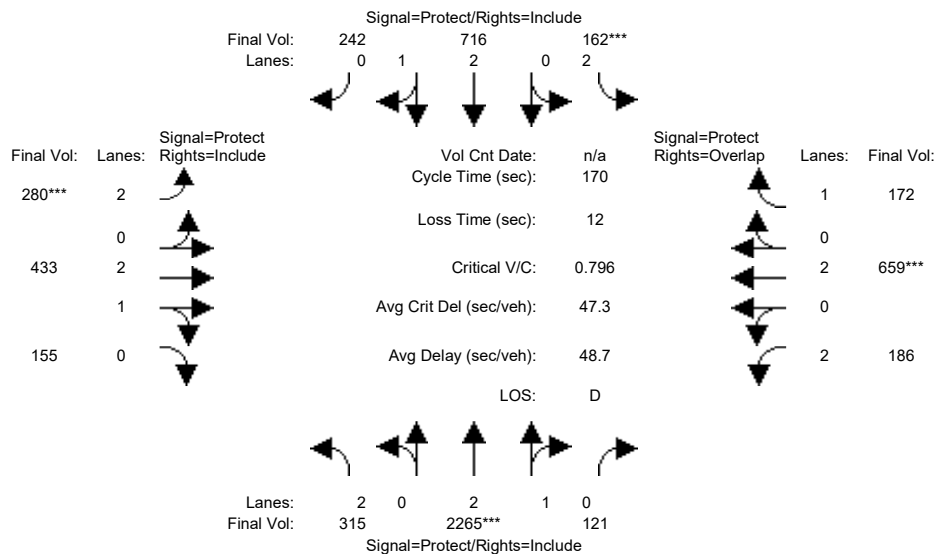
Capacity Analysis Module:												
Vol/Sat:	0.05	0.48	0.48	0.05	0.13	0.13	0.09	0.10	0.10	0.12	0.16	0.16
Crit Moves:	****			****			****			****		
Green Time:	26.8	95.0	95.0	9.4	77.6	77.6	17.1	22.7	22.7	25.9	31.5	31.5
Volume/Cap:	0.28	0.83	0.83	0.83	0.28	0.28	0.83	0.74	0.74	0.74	0.83	0.83
Delay/Veh:	60.9	30.3	30.3	103.4	26.7	26.7	98.6	74.2	74.2	72.4	79.4	79.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	60.9	30.3	30.3	103.4	26.7	26.7	98.6	74.2	74.2	72.4	79.4	79.4
LOS by Move:	E	C	C	F	C	C	F	E	E	E	E-	E-
HCM2kAvgQ:	4	36	36	5	7	7	10	11	11	12	17	17

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

Vallco Special Area Specific Plan  
SJ17-1776

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

Intersection #5: Sunnyvale Saratoga Road / Fremont Avenue



Street Name:	Sunnyvale Saratoga Road						Fremont Avenue					
	North Bound			South Bound			East Bound			West Bound		
Approach:	L	T	R	L	T	R	L	T	R	L	T	R
Movement:												
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:												
Base Vol:	312	2251	121	148	682	242	280	433	140	186	659	166
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	312	2251	121	148	682	242	280	433	140	186	659	166
Added Vol:	3	14	0	14	34	0	0	0	15	0	0	6
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	315	2265	121	162	716	242	280	433	155	186	659	172
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	315	2265	121	162	716	242	280	433	155	186	659	172
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	315	2265	121	162	716	242	280	433	155	186	659	172
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	315	2265	121	162	716	242	280	433	155	186	659	172

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	0.98	0.95	0.83	0.99	0.95	0.83	1.00	0.95	0.83	1.00	0.92
Lanes:	2.00	2.84	0.16	2.00	2.21	0.79	2.00	2.18	0.82	2.00	2.00	1.00
Final Sat.:	3150	5316	284	3150	4184	1414	3150	4122	1476	3150	3800	1750

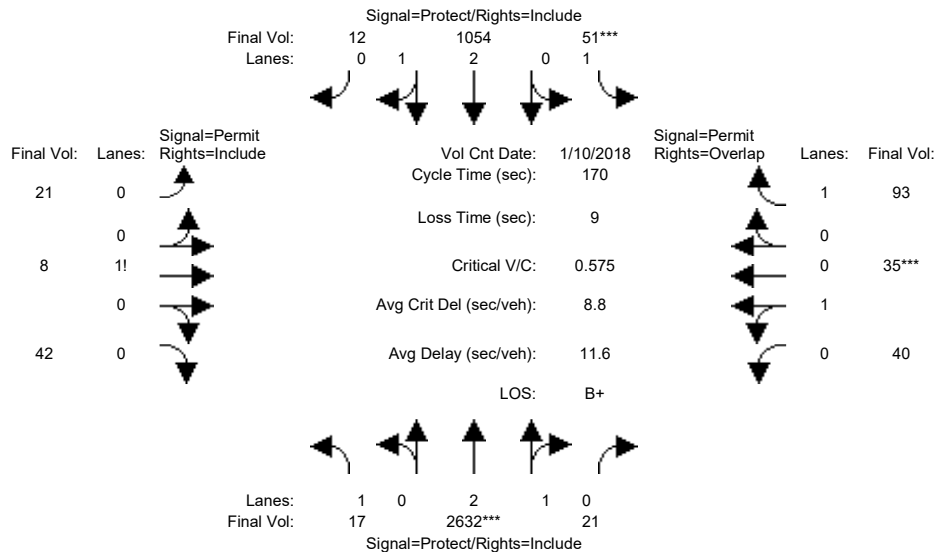
Capacity Analysis Module:												
Vol/Sat:	0.10	0.43	0.43	0.05	0.17	0.17	0.09	0.11	0.11	0.06	0.17	0.10
Crit Moves:	****			****			****			****		
Green Time:	37.6	91.0	91.0	11.0	64.4	64.4	19.0	35.9	35.9	20.2	37.0	48.0
Volume/Cap:	0.45	0.80	0.80	0.80	0.45	0.45	0.80	0.50	0.50	0.50	0.80	0.35
Delay/Veh:	57.7	33.5	33.5	97.6	39.7	39.7	85.5	59.5	59.5	71.2	68.3	49.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	57.7	33.5	33.5	97.6	39.7	39.7	85.5	59.5	59.5	71.2	68.3	49.0
LOS by Move:	E+	C-	C-	F	D	D	F	E+	E+	E	E	D
HCM2kAvgQ:	8	34	34	5	12	12	10	9	9	5	16	7

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

Vallco Special Area Specific Plan  
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Level Of Service Computation Report  
2000 HCM Operations (Future Volume Alternative)  
Existing AM PP

Intersection #6: Sunnyvale Saratoga Road / Cheyenne Drive



Street Name:	Sunnyvale Saratoga Road						Cheyenne Drive					
	North Bound			South Bound			East Bound			West Bound		
Approach:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:	>>	Count	Date:	10 Jan 2018	<<	08:00:00 AM						
Base Vol:	17	2615	21	51	1005	12	21	8	42	40	35	93
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	17	2615	21	51	1005	12	21	8	42	40	35	93
Added Vol:	0	17	0	0	49	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	17	2632	21	51	1054	12	21	8	42	40	35	93
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	17	2632	21	51	1054	12	21	8	42	40	35	93
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	17	2632	21	51	1054	12	21	8	42	40	35	93
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	17	2632	21	51	1054	12	21	8	42	40	35	93

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	0.98	0.95	0.92	0.92	0.92	0.95	0.95	0.92
Lanes:	1.00	2.98	0.02	1.00	2.96	0.04	0.30	0.11	0.59	0.53	0.47	1.00
Final Sat.:	1750	5556	44	1750	5537	63	518	197	1035	960	840	1750

Capacity Analysis Module:												
Vol/Sat:	0.01	0.47	0.47	0.03	0.19	0.19	0.04	0.04	0.04	0.04	0.04	0.05
Crit Moves:	****			****						****		
Green Time:	26.4	140	140.1	8.6	122	122.2	12.3	12.3	12.3	12.3	12.3	20.9
Volume/Cap:	0.06	0.58	0.58	0.58	0.26	0.26	0.56	0.56	0.56	0.58	0.58	0.43
Delay/Veh:	61.3	5.2	5.2	87.8	8.3	8.3	81.8	81.8	81.8	82.5	82.5	70.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	61.3	5.2	5.2	87.8	8.3	8.3	81.8	81.8	81.8	82.5	82.5	70.4
LOS by Move:	E	A	A	F	A	A	F	F	F	F	F	E
HCM2kAvgQ:	1	16	16	3	6	6	5	5	5	5	5	5

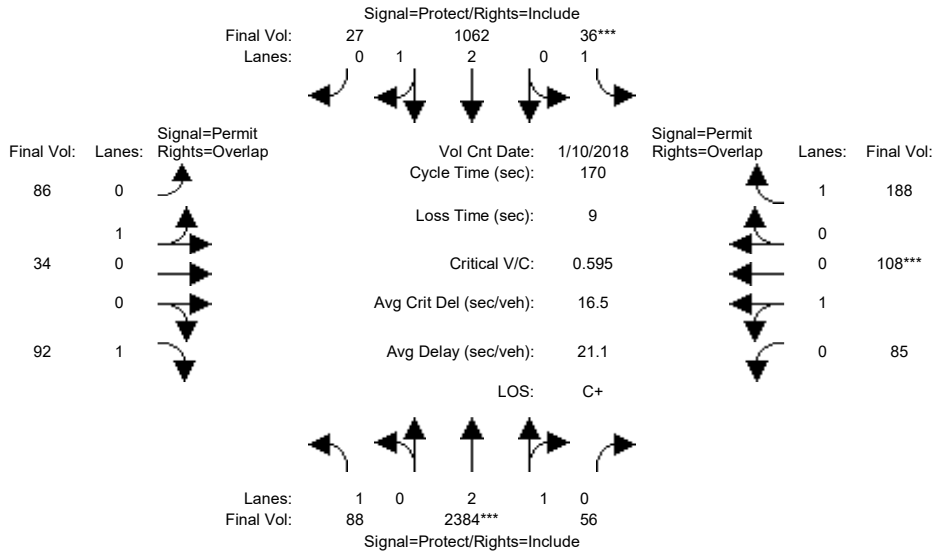
Note: Queue reported is the number of cars per lane.



Vallco Special Area Specific Plan  
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Level Of Service Computation Report  
2000 HCM Operations (Future Volume Alternative)  
Existing AM PP

Intersection #7: Sunnyvale Saratoga Road / Alberta Avenue



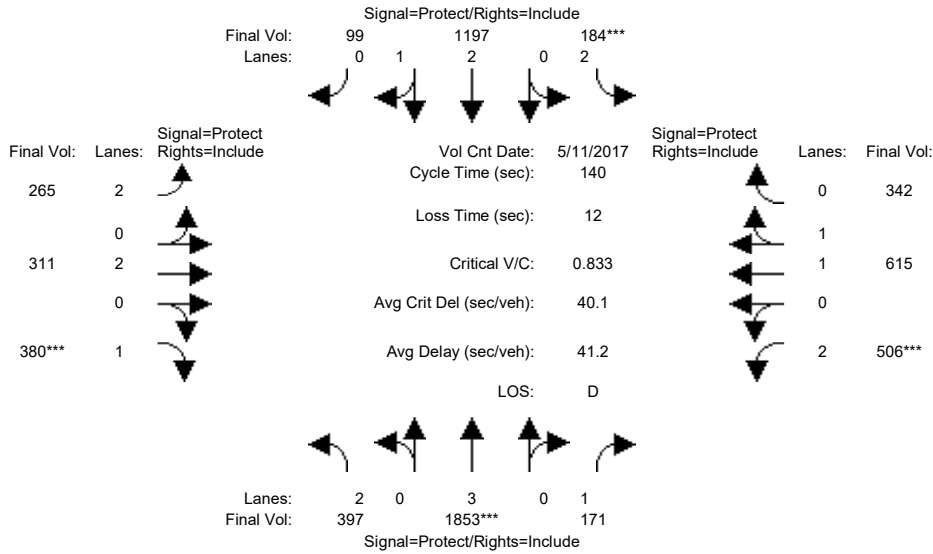
Street Name:	Sunnyvale Saratoga Road						Alberta Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 10 Jan 2018 << 08:00:00 AM												
Base Vol:	88	2367	56	36	1013	27	86	34	92	85	108	188
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	88	2367	56	36	1013	27	86	34	92	85	108	188
Added Vol:	0	17	0	0	49	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	88	2384	56	36	1062	27	86	34	92	85	108	188
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	88	2384	56	36	1062	27	86	34	92	85	108	188
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	88	2384	56	36	1062	27	86	34	92	85	108	188
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	88	2384	56	36	1062	27	86	34	92	85	108	188
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	0.98	0.95	0.95	0.95	0.92	0.95	0.95	0.92
Lanes:	1.00	2.93	0.07	1.00	2.92	0.08	0.72	0.28	1.00	0.44	0.56	1.00
Final Sat.:	1750	5471	129	1750	5461	139	1290	510	1750	793	1007	1750
Capacity Analysis Module:												
Vol/Sat:	0.05	0.44	0.44	0.02	0.19	0.19	0.07	0.07	0.05	0.11	0.11	0.11
Crit Moves:	****			****						****		
Green Time:	26.8	124	123.6	7.0	104	103.8	30.4	30.4	57.2	30.4	30.4	37.4
Volume/Cap:	0.32	0.60	0.60	0.50	0.32	0.32	0.37	0.37	0.16	0.60	0.60	0.49
Delay/Veh:	64.1	11.5	11.5	85.1	16.1	16.1	62.1	62.1	39.6	67.3	67.3	58.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	64.1	11.5	11.5	85.1	16.1	16.1	62.1	62.1	39.6	67.3	67.3	58.9
LOS by Move:	E	B+	B+	F	B	B	E	E	D	E	E	E+
HCM2kAvgQ:	4	20	20	2	9	9	6	6	3	10	10	9

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

Vallco Special Area Specific Plan  
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Level Of Service Computation Report  
2000 HCM Operations (Future Volume Alternative)  
Existing AM PP

Intersection #8: De Anza Boulevard / Homestead Road



Street Name:	De Anza Boulevard						Homestead Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:	>>	Count	Date:	11 May 2017	<<	08:00:00 AM						
Base Vol:	390	1844	171	153	1179	99	265	292	362	506	608	333
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	390	1844	171	153	1179	99	265	292	362	506	608	333
Added Vol:	7	9	0	31	18	0	0	19	18	0	7	9
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	397	1853	171	184	1197	99	265	311	380	506	615	342
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	397	1853	171	184	1197	99	265	311	380	506	615	342
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	397	1853	171	184	1197	99	265	311	380	506	615	342
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	397	1853	171	184	1197	99	265	311	380	506	615	342

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	0.99	0.95	0.83	1.00	0.92	0.83	0.99	0.95
Lanes:	2.00	3.00	1.00	2.00	2.76	0.24	2.00	2.00	1.00	2.00	1.27	0.73
Final Sat.:	3150	5700	1750	3150	5172	428	3150	3800	1750	3150	2377	1322

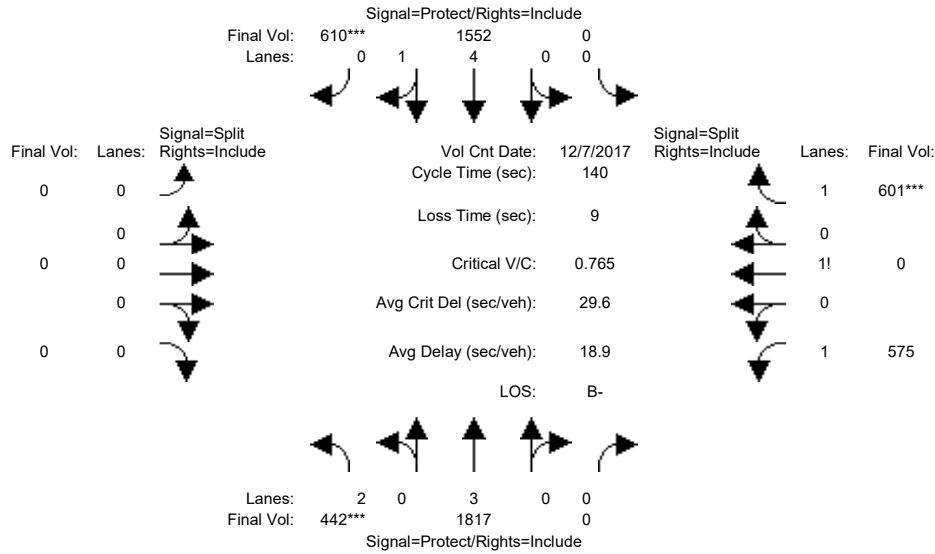
Capacity Analysis Module:												
Vol/Sat:	0.13	0.33	0.10	0.06	0.23	0.23	0.08	0.08	0.22	0.16	0.26	0.26
Crit Moves:	****			****			****			****		
Green Time:	22.7	54.7	54.7	9.8	41.7	41.7	15.6	36.5	36.5	27.0	47.9	47.9
Volume/Cap:	0.78	0.83	0.25	0.83	0.78	0.78	0.76	0.31	0.83	0.83	0.76	0.76
Delay/Veh:	56.3	24.9	16.7	83.8	34.5	34.5	69.4	41.8	61.2	63.9	43.5	43.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	56.3	24.9	16.7	83.8	34.5	34.5	69.4	41.8	61.2	63.9	43.5	43.5
LOS by Move:	E+	C	B	F	C-	C-	E	D	E	E	D	D
HCM2kAvgQ:	11	22	3	5	16	16	7	4	17	13	16	16

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

Vallco Special Area Specific Plan  
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Level Of Service Computation Report  
2000 HCM Operations (Future Volume Alternative)  
Existing AM PP

Intersection #9: De Anza Boulevard / I-280 Ramps (North)



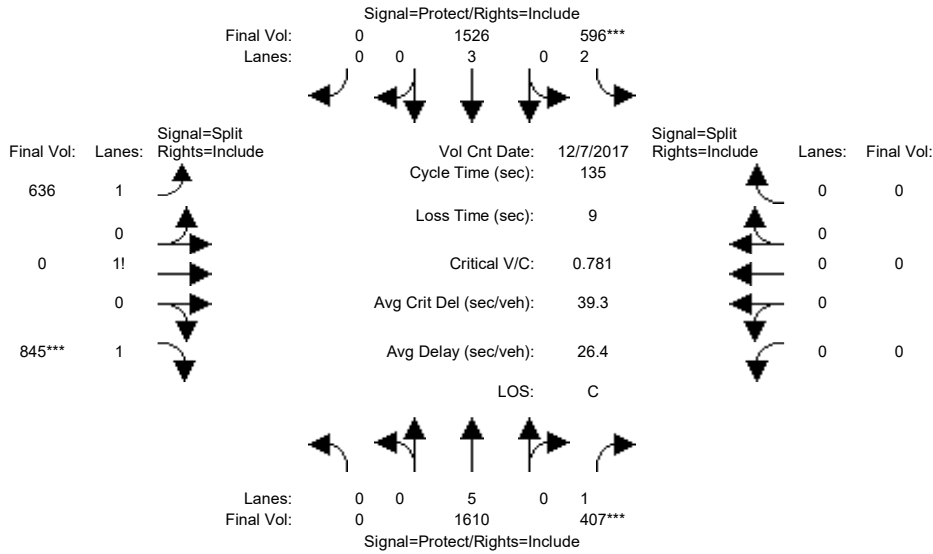
Street Name:	De Anza Boulevard						I-280 Ramps (North)					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	0	0	0	10	10	10
Y+R:	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Volume Module: >> Count Date: 7 Dec 2017 << 08:00:00 AM												
Base Vol:	418	1803	0	0	1516	610	0	0	0	575	0	600
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	418	1803	0	0	1516	610	0	0	0	575	0	600
Added Vol:	24	14	0	0	36	0	0	0	0	0	0	1
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	442	1817	0	0	1552	610	0	0	0	575	0	601
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	442	1817	0	0	1552	610	0	0	0	575	0	601
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	442	1817	0	0	1552	610	0	0	0	575	0	601
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	442	1817	0	0	1552	610	0	0	0	575	0	601
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	2.00	3.00	0.00	0.00	4.00	1.00	0.00	0.00	0.00	1.49	0.00	1.51
Final Sat.:	3150	5700	0	0	7600	1750	0	0	0	2606	0	2644
Capacity Analysis Module:												
Vol/Sat:	0.14	0.32	0.00	0.00	0.20	0.35	0.00	0.00	0.00	0.22	0.00	0.23
Crit Moves:	***					***						***
Green Time:	25.7	89.4	0.0	0.0	63.8	63.8	0.0	0.0	0.0	41.6	0.0	41.6
Volume/Cap:	0.77	0.50	0.00	0.00	0.45	0.77	0.00	0.00	0.00	0.74	0.00	0.77
Delay/Veh:	52.3	0.1	0.0	0.0	11.6	15.4	0.0	0.0	0.0	46.3	0.0	47.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	52.3	0.1	0.0	0.0	11.6	15.4	0.0	0.0	0.0	46.3	0.0	47.1
LOS by Move:	D-	A	A	A	B+	B	A	A	A	D	A	D
HCM2kAvgQ:	11	1	0	0	6	18	0	0	0	17	0	18

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

Vallco Special Area Specific Plan  
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Level Of Service Computation Report  
2000 HCM Operations (Future Volume Alternative)  
Existing AM PP

Intersection #10: De Anza Boulevard / I-280 Ramps (South)



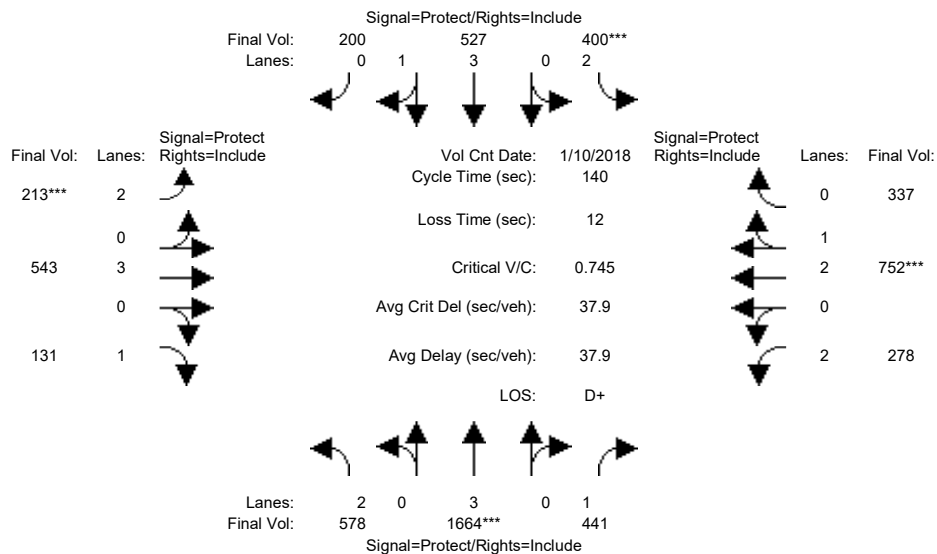
Street Name:	De Anza Boulevard						I-280 Ramps (South)					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	0	0	0
Y+R:	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Volume Module: >> Count Date: 7 Dec 2017 << 08:00:00 AM												
Base Vol:	0	1571	407	594	1492	0	636	0	782	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	1571	407	594	1492	0	636	0	782	0	0	0
Added Vol:	0	39	0	2	34	0	0	0	63	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	1610	407	596	1526	0	636	0	845	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	1610	407	596	1526	0	636	0	845	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1610	407	596	1526	0	636	0	845	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	0	1610	407	596	1526	0	636	0	845	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	5.00	1.00	2.00	3.00	0.00	1.43	0.00	1.57	0.00	0.00	0.00
Final Sat.:	0	9500	1750	3150	5700	0	2502	0	2748	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.17	0.23	0.19	0.27	0.00	0.25	0.00	0.31	0.00	0.00	0.00
Crit Moves:	****			****			****			****		
Green Time:	0.0	40.2	40.2	32.7	72.9	0.0	53.1	0.0	53.1	0.0	0.0	0.0
Volume/Cap:	0.00	0.57	0.78	0.78	0.50	0.00	0.65	0.00	0.78	0.00	0.00	0.00
Delay/Veh:	0.0	29.0	38.6	42.9	4.4	0.0	33.9	0.0	38.0	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	29.0	38.6	42.9	4.4	0.0	33.9	0.0	38.0	0.0	0.0	0.0
LOS by Move:	A	C	D+	D	A	A	C-	A	D+	A	A	A
HCM2kAvgQ:	0	9	16	13	4	0	16	0	22	0	0	0

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

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

Intersection #11: De Anza Boulevard / Stevens Creek Boulevard



Street Name:	De Anza Boulevard						Stevens Creek Boulevard					
	North Bound			South Bound			East Bound			West Bound		
Approach:	L	T	R	L	T	R	L	T	R	L	T	R
Movement:												
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:	>>	Count	Date:	10 Jan 2018	<<	08:00:00 AM						
Base Vol:	578	1664	193	304	527	200	213	373	131	225	697	298
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	578	1664	193	304	527	200	213	373	131	225	697	298
Added Vol:	0	0	248	96	0	0	0	170	0	53	55	39
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	578	1664	441	400	527	200	213	543	131	278	752	337
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	578	1664	441	400	527	200	213	543	131	278	752	337
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	578	1664	441	400	527	200	213	543	131	278	752	337
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	578	1664	441	400	527	200	213	543	131	278	752	337

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.95
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00	2.00	2.04	0.96
Final Sat.:	3150	5700	1750	3150	5700	1750	3150	5700	1750	3150	3865	1732

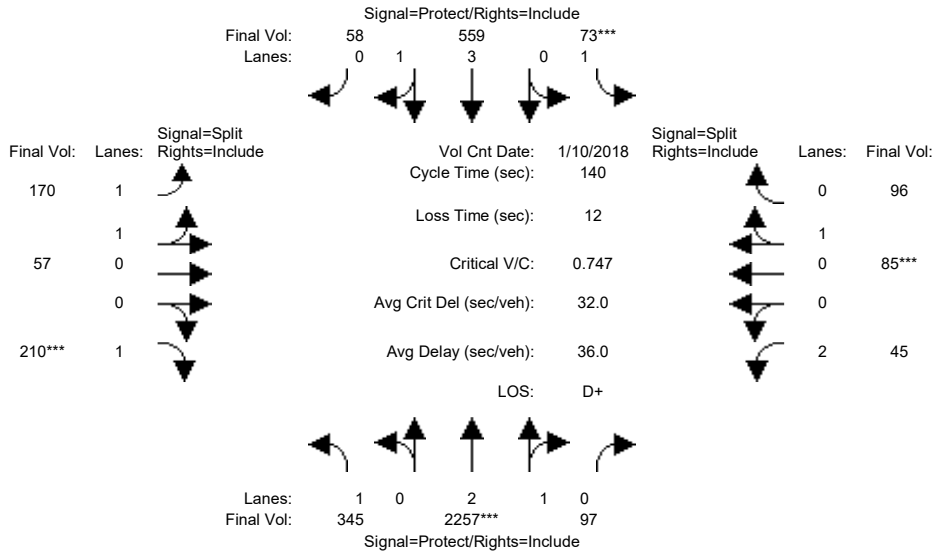
Capacity Analysis Module:												
Vol/Sat:	0.18	0.29	0.25	0.13	0.09	0.11	0.07	0.10	0.07	0.09	0.19	0.19
Crit Moves:	****			****			****			****		
Green Time:	48.5	54.9	54.9	23.9	30.2	30.2	12.7	25.6	25.6	23.7	36.6	36.6
Volume/Cap:	0.53	0.74	0.64	0.74	0.43	0.53	0.74	0.52	0.41	0.52	0.74	0.74
Delay/Veh:	24.2	22.3	21.8	53.2	38.9	40.1	72.3	52.2	51.4	53.9	49.6	49.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	24.2	22.3	21.8	53.2	38.9	40.1	72.3	52.2	51.4	53.9	49.6	49.6
LOS by Move:	C	C+	C+	D-	D+	D	E	D-	D-	D-	D	D
HCM2kAvgQ:	9	16	12	10	6	7	5	6	5	6	14	14

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

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2000 HCM Operations (Future Volume Alternative)  
Existing AM PP

Intersection #12: De Anza Boulevard / McClellan Road



Street Name:	De Anza Boulevard						McClellan Road					
	North Bound			South Bound			East Bound			West Bound		
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:	>>	Count	Date:	10 Jan 2018	<<	08:00:00 AM						
Base Vol:	345	2009	97	73	506	58	170	57	210	45	85	96
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	345	2009	97	73	506	58	170	57	210	45	85	96
Added Vol:	0	248	0	0	53	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	345	2257	97	73	559	58	170	57	210	45	85	96
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	345	2257	97	73	559	58	170	57	210	45	85	96
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	345	2257	97	73	559	58	170	57	210	45	85	96
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	345	2257	97	73	559	58	170	57	210	45	85	96

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	0.99	0.95	0.93	0.95	0.92	0.83	0.95	0.95
Lanes:	1.00	2.87	0.13	1.00	3.61	0.39	1.50	0.50	1.00	2.00	0.47	0.53
Final Sat.:	1750	5369	231	1750	6794	705	2658	891	1750	3150	845	955

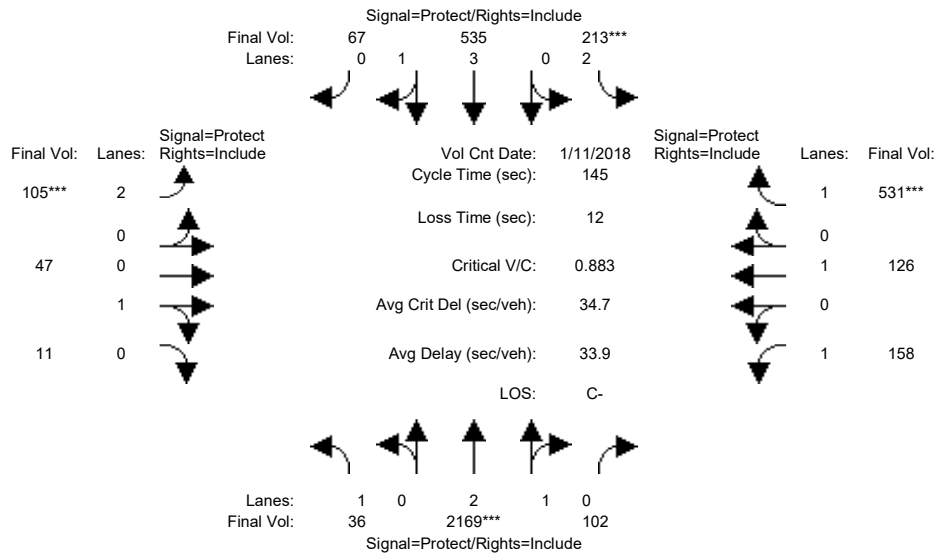
Capacity Analysis Module:												
Vol/Sat:	0.20	0.42	0.42	0.04	0.08	0.08	0.06	0.06	0.12	0.01	0.10	0.10
Crit Moves:	****			****			****			****		
Green Time:	61.1	78.8	78.8	7.8	25.5	25.5	22.5	22.5	22.5	18.9	18.9	18.9
Volume/Cap:	0.45	0.75	0.75	0.75	0.45	0.45	0.40	0.40	0.75	0.11	0.75	0.75
Delay/Veh:	28.1	24.1	24.1	91.7	51.2	51.2	53.1	53.1	66.5	53.3	70.3	70.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	28.1	24.1	24.1	91.7	51.2	51.2	53.1	53.1	66.5	53.3	70.3	70.3
LOS by Move:	C	C	C	F	D-	D-	D-	D-	E	D-	E	E
HCM2kAvgQ:	10	24	24	4	6	6	5	5	11	1	9	9

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

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2000 HCM Operations (Future Volume Alternative)  
Existing AM PP

Intersection #13: De Anza Boulevard / Bollinger Road



Street Name:	De Anza Boulevard						Bollinger road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	10	10	10	7	10	10	10	10	10
Y+R:	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0

Volume Module:	>>	Count	Date:	11 Jan 2018	<<	08:00:00 AM						
Base Vol:	36	1928	99	213	484	66	100	42	11	157	125	529
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	36	1928	99	213	484	66	100	42	11	157	125	529
Added Vol:	0	241	3	0	51	1	5	5	0	1	1	2
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	36	2169	102	213	535	67	105	47	11	158	126	531
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	36	2169	102	213	535	67	105	47	11	158	126	531
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	36	2169	102	213	535	67	105	47	11	158	126	531
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	36	2169	102	213	535	67	105	47	11	158	126	531

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.83	0.99	0.95	0.83	0.95	0.95	0.92	1.00	0.92
Lanes:	1.00	2.86	0.14	2.00	3.54	0.46	2.00	0.81	0.19	1.00	1.00	1.00
Final Sat.:	1750	5348	252	3150	6664	835	3150	1459	341	1750	1900	1750

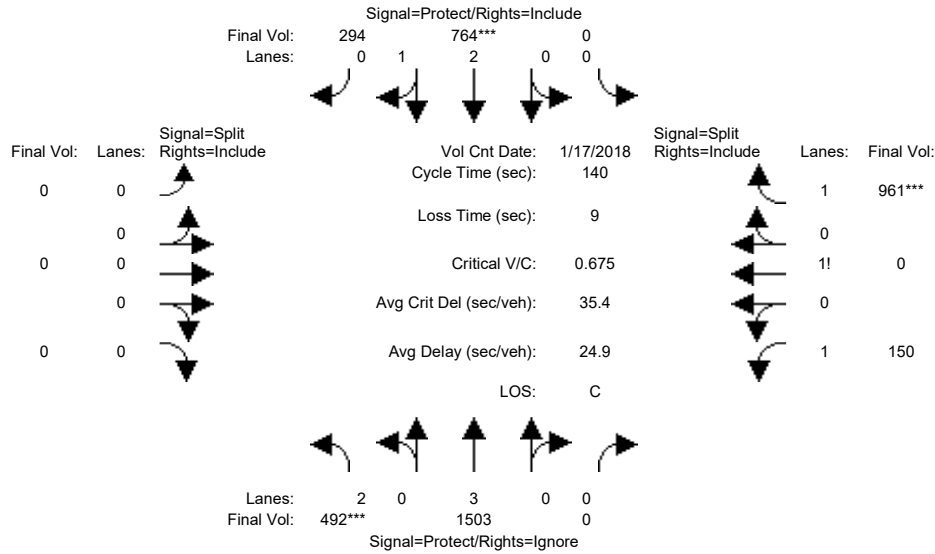
Capacity Analysis Module:												
Vol/Sat:	0.02	0.41	0.41	0.07	0.08	0.08	0.03	0.03	0.03	0.09	0.07	0.30
Crit Moves:	****			****			****			****		
Green Time:	28.8	65.8	65.8	11.0	47.9	47.9	7.0	24.4	24.4	31.9	49.2	49.2
Volume/Cap:	0.10	0.89	0.89	0.89	0.24	0.24	0.69	0.19	0.19	0.41	0.20	0.89
Delay/Veh:	39.8	20.8	20.8	94.5	23.7	23.7	80.6	52.2	52.2	49.2	34.0	61.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	39.8	20.8	20.8	94.5	23.7	23.7	80.6	52.2	52.2	49.2	34.0	61.3
LOS by Move:	D	C+	C+	F	C	C	F	D-	D-	D	C-	E
HCM2kAvgQ:	1	28	28	6	3	3	4	2	2	6	4	26

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

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2000 HCM Operations (Future Volume Alternative)  
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Intersection #14: De Anza Boulevard / SR-85 Ramps (North)



Street Name:	De Anza Boulevard						SR-85 Ramps (North)					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	0	0	0	7	10	10
Y+R:	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0

Volume Module:	>>	Count	Date:	17 Jan 2018	<<	08:00:00 AM						
Base Vol:	492	1444	0	0	712	294	0	0	0	150	0	776
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	492	1444	0	0	712	294	0	0	0	150	0	776
Added Vol:	0	59	0	0	52	0	0	0	0	0	0	185
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	492	1503	0	0	764	294	0	0	0	150	0	961
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	492	1503	0	0	764	294	0	0	0	150	0	961
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	492	1503	0	0	764	294	0	0	0	150	0	961
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	492	1503	0	0	764	294	0	0	0	150	0	961

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.92	1.00	0.95	0.92	1.00	0.92	0.92	1.00	0.95
Lanes:	2.00	3.00	0.00	0.00	2.14	0.86	0.00	0.00	0.00	1.14	0.00	1.86
Final Sat.:	3150	5700	0	0	4042	1555	0	0	0	1992	0	3351

Capacity Analysis Module:												
Vol/Sat:	0.16	0.26	0.00	0.00	0.19	0.19	0.00	0.00	0.00	0.08	0.00	0.29
Crit Moves:	***				***							***
Green Time:	32.4	71.6	0.0	0.0	39.2	39.2	0.0	0.0	0.0	59.4	0.0	59.4
Volume/Cap:	0.68	0.52	0.00	0.00	0.68	0.68	0.00	0.00	0.00	0.18	0.00	0.68
Delay/Veh:	41.7	7.0	0.0	0.0	34.4	34.4	0.0	0.0	0.0	25.1	0.0	33.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	41.7	7.0	0.0	0.0	34.4	34.4	0.0	0.0	0.0	25.1	0.0	33.6
LOS by Move:	D	A	A	A	C-	C-	A	A	A	C	A	C-
HCM2kAvgQ:	10	6	0	0	12	12	0	0	0	4	0	19

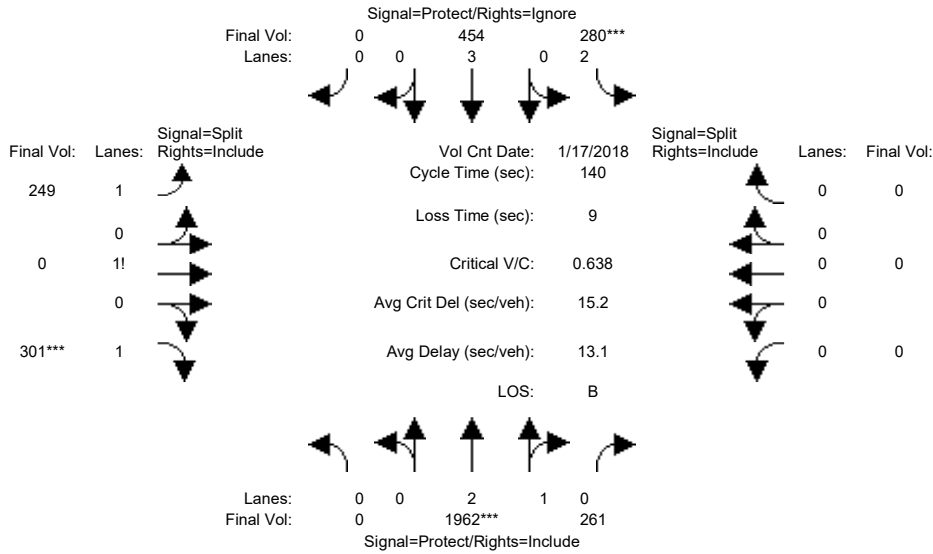
Note: Queue reported is the number of cars per lane.



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Level Of Service Computation Report  
2000 HCM Operations (Future Volume Alternative)  
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Intersection #15: De Anza Boulevard / SR-85 Ramps (South)



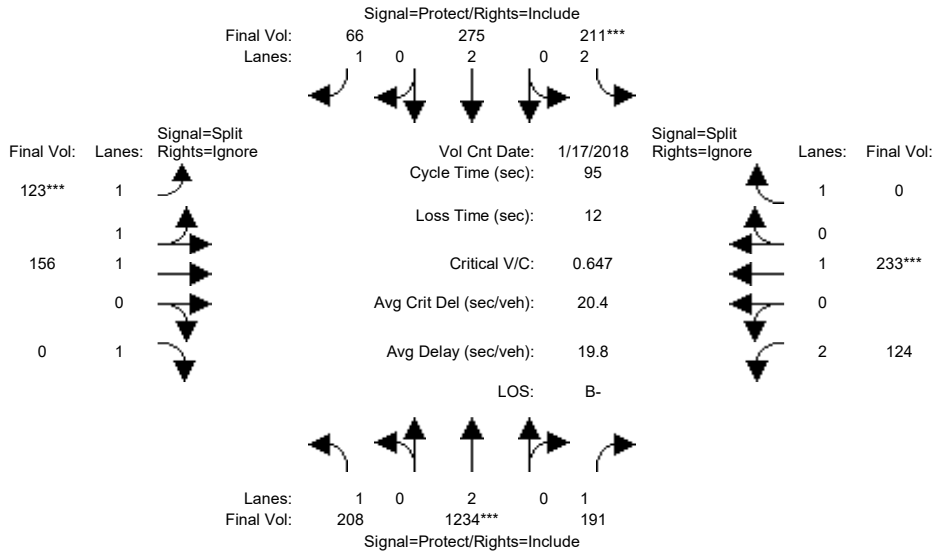
Street Name:	De Anza Boulevard						SR-85 Ramps (South)					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	0	0	0
Y+R:	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Volume Module: >> Count Date: 17 Jan 2018 << 08:00:00 AM												
Base Vol:	0	1903	261	241	441	0	249	0	301	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	1903	261	241	441	0	249	0	301	0	0	0
Added Vol:	0	59	0	39	13	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	1962	261	280	454	0	249	0	301	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	1962	261	280	454	0	249	0	301	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1962	261	280	454	0	249	0	301	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	0	1962	261	280	454	0	249	0	301	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.99	0.95	0.83	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	2.63	0.37	2.00	3.00	0.00	1.45	0.00	1.55	0.00	0.00	0.00
Final Sat.:	0	4942	657	3150	5700	0	2542	0	2708	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.40	0.40	0.09	0.08	0.00	0.10	0.00	0.11	0.00	0.00	0.00
Crit Moves:	****			****			****			****		
Green Time:	0.0	87.1	87.1	19.5	107	0.0	24.4	0.0	24.4	0.0	0.0	0.0
Volume/Cap:	0.00	0.64	0.64	0.64	0.10	0.00	0.56	0.00	0.64	0.00	0.00	0.00
Delay/Veh:	0.0	0.4	0.4	53.9	0.0	0.0	53.7	0.0	55.3	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.4	0.4	53.9	0.0	0.0	53.7	0.0	55.3	0.0	0.0	0.0
LOS by Move:	A	A	A	D-	A	A	D-	A	E+	A	A	A
HCM2kAvgQ:	0	1	1	6	0	0	8	0	9	0	0	0

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

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

Intersection #16: De Anza Boulevard/Saratoga-Sunnyvale Road / Prospect Road



Street Name: De Anza Boulevard/Saratoga-Sunnyvale	Prospect Road											
	North Bound			South Bound			East Bound			West Bound		
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0

Volume Module:	>>	Count	Date:	17 Jan 2018	<<	08:00:00 AM						
Base Vol:	208	1194	191	211	266	62	104	156	88	124	233	541
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	208	1194	191	211	266	62	104	156	88	124	233	541
Added Vol:	0	40	0	0	9	4	19	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	208	1234	191	211	275	66	123	156	88	124	233	541
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Volume:	208	1234	191	211	275	66	123	156	0	124	233	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	208	1234	191	211	275	66	123	156	0	124	233	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
Final Volume:	208	1234	191	211	275	66	123	156	0	124	233	0

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.83	1.00	0.92	0.93	0.98	0.92	0.83	1.00	0.92
Lanes:	1.00	2.00	1.00	2.00	2.00	1.00	1.36	1.64	1.00	2.00	1.00	1.00
Final Sat.:	1750	3800	1750	3150	3800	1750	2401	3045	1750	3150	1900	1750

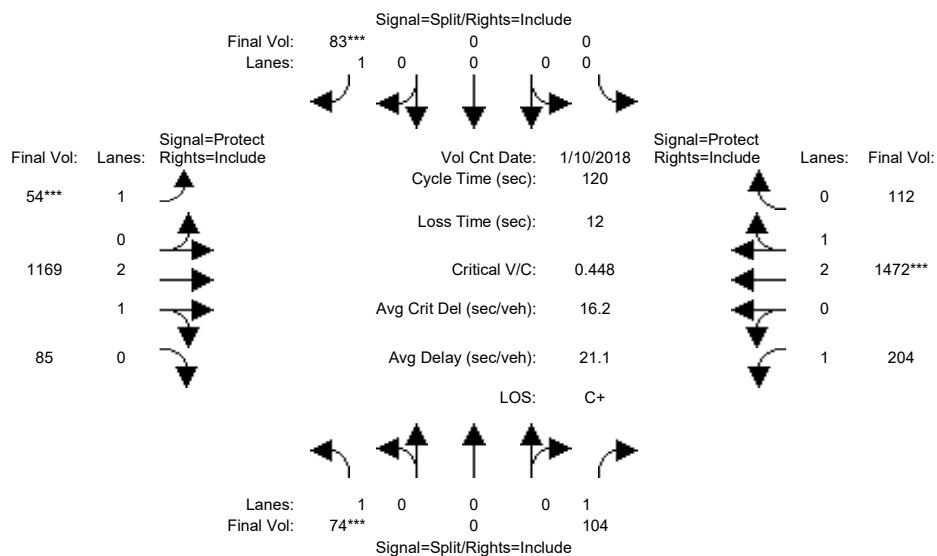
Capacity Analysis Module:												
Vol/Sat:	0.12	0.32	0.11	0.07	0.07	0.04	0.05	0.05	0.00	0.04	0.12	0.00
Crit Moves:	****			****			****			****		
Green Time:	29.5	46.1	46.1	9.5	26.1	26.1	10.0	10.0	0.0	17.4	17.4	0.0
Volume/Cap:	0.38	0.67	0.22	0.67	0.26	0.14	0.49	0.49	0.00	0.21	0.67	0.00
Delay/Veh:	18.4	7.9	5.4	43.6	20.3	19.5	40.7	40.7	0.0	33.2	41.1	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	18.4	7.9	5.4	43.6	20.3	19.5	40.7	40.7	0.0	33.2	41.1	0.0
LOS by Move:	B-	A	A	D	C+	B-	D	D	A	C-	D	A
HCM2kAvgQ:	4	9	2	4	2	1	3	3	0	2	6	0

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

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2000 HCM Operations (Future Volume Alternative)  
Existing AM PP

Intersection #17: Torre Avenue-Vista Drive / Stevens Creek Boulevard



Street Name:	Torre Avenue-Vista Drive						Stevens Creek Boulevard					
	North Bound			South Bound			East Bound			West Bound		
Approach:												
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:	>>	Count	Date:	10 Jan 2018	<<	08:00:00 AM						
Base Vol:	74	0	104	0	0	83	54	655	85	204	1326	112
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	74	0	104	0	0	83	54	655	85	204	1326	112
Added Vol:	0	0	0	0	0	0	0	514	0	0	146	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	74	0	104	0	0	83	54	1169	85	204	1472	112
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	74	0	104	0	0	83	54	1169	85	204	1472	112
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	74	0	104	0	0	83	54	1169	85	204	1472	112
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	74	0	104	0	0	83	54	1169	85	204	1472	112

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	0.99	0.95	0.92	0.99	0.95
Lanes:	1.00	0.00	1.00	0.00	0.00	1.00	1.00	2.79	0.21	1.00	2.78	0.22
Final Sat.:	1750	0	1750	0	0	1750	1750	5220	380	1750	5204	396

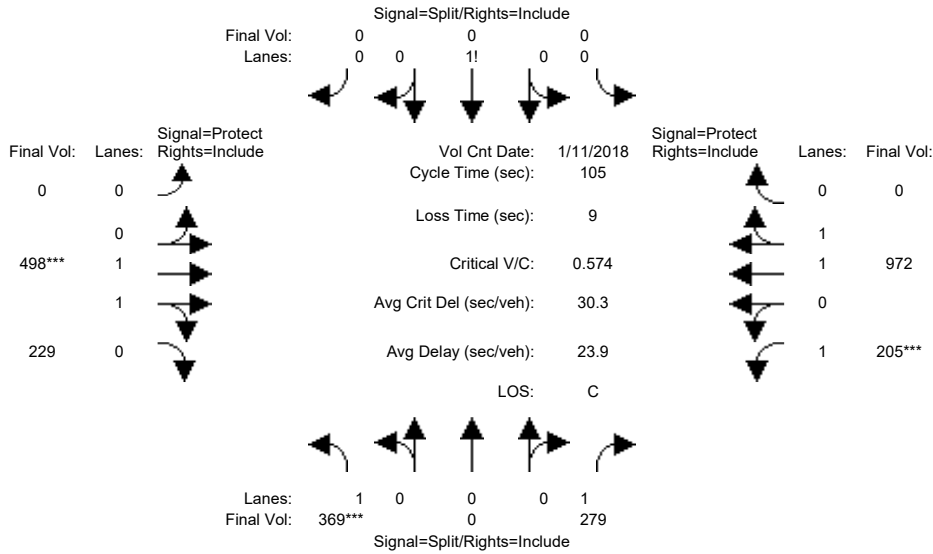
Capacity Analysis Module:												
Vol/Sat:	0.04	0.00	0.06	0.00	0.00	0.05	0.03	0.22	0.22	0.12	0.28	0.28
Crit Moves:	***					***	***				***	
Green Time:	15.9	0.0	15.9	0.0	0.0	12.7	8.3	55.2	55.2	28.8	75.7	75.7
Volume/Cap:	0.32	0.00	0.45	0.00	0.00	0.45	0.45	0.49	0.49	0.49	0.45	0.45
Delay/Veh:	47.9	0.0	49.4	0.0	0.0	52.1	56.3	22.7	22.7	40.2	11.5	11.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	47.9	0.0	49.4	0.0	0.0	52.1	56.3	22.7	22.7	40.2	11.5	11.5
LOS by Move:	D	A	D	A	A	D-	E+	C+	C+	D	B+	B+
HCM2kAvgQ:	3	0	4	0	0	4	2	10	10	7	10	10

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

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Existing AM PP

Intersection #18: Blaney Avenue / Homestead Road



Street Name:	Blaney Avenue						Homestead Road					
	North Bound			South Bound			East Bound			West Bound		
Approach:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:	>>	Count	Date:	11 Jan 2018	<<	08:00:00 AM						
Base Vol:	365	0	279	0	0	0	0	462	214	205	960	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	365	0	279	0	0	0	0	462	214	205	960	0
Added Vol:	4	0	0	0	0	0	0	36	15	0	12	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	369	0	279	0	0	0	0	498	229	205	972	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	369	0	279	0	0	0	0	498	229	205	972	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	369	0	279	0	0	0	0	498	229	205	972	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	369	0	279	0	0	0	0	498	229	205	972	0

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	0.92	0.92	0.92	0.99	0.95	0.92	0.97	0.92
Lanes:	1.00	0.00	1.00	0.00	1.00	0.00	0.00	1.35	0.65	1.00	2.00	0.00
Final Sat.:	1750	0	1750	0	1750	0	0	2534	1165	1750	3700	0

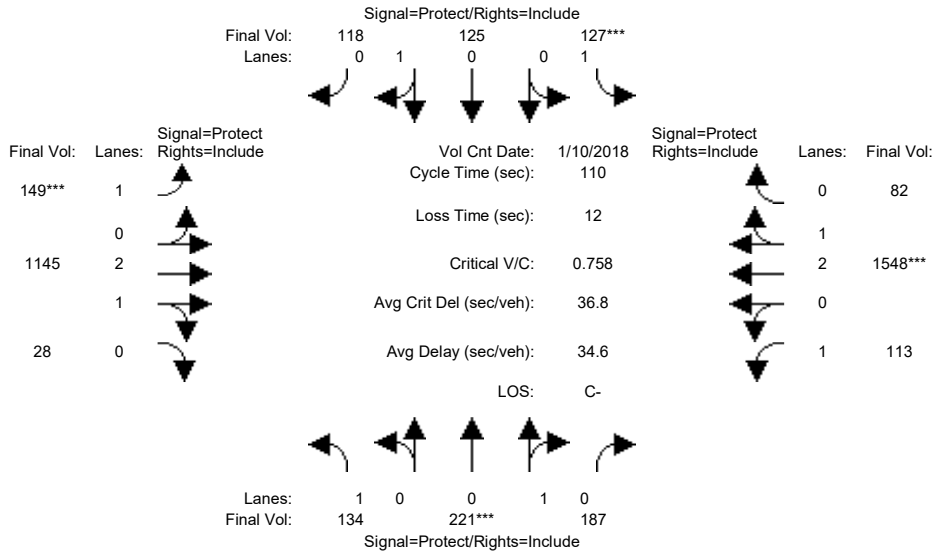
Capacity Analysis Module:												
Vol/Sat:	0.21	0.00	0.16	0.00	0.00	0.00	0.00	0.20	0.20	0.12	0.26	0.00
Crit Moves:	***						***			***		
Green Time:	38.6	0.0	38.6	0.0	0.0	0.0	0.0	36.0	36.0	21.4	57.4	0.0
Volume/Cap:	0.57	0.00	0.43	0.00	0.00	0.00	0.00	0.57	0.57	0.57	0.48	0.00
Delay/Veh:	27.9	0.0	25.5	0.0	0.0	0.0	0.0	28.9	28.9	39.9	14.8	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	27.9	0.0	25.5	0.0	0.0	0.0	0.0	28.9	28.9	39.9	14.8	0.0
LOS by Move:	C	A	C	A	A	A	A	C	C	D	B	A
HCM2kAvgQ:	11	0	7	0	0	0	0	10	10	6	9	0

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

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2000 HCM Operations (Future Volume Alternative)  
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Intersection #19: Blaney Avenue / Stevens Creek Boulevard



Street Name:	Blaney Avenue						Stevens Creek Boulevard					
	North Bound			South Bound			East Bound			West Bound		
Approach:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:	>>	Count	Date:	10 Jan 2018	<<	08:00:00 AM						
Base Vol:	134	221	174	112	125	118	149	631	28	110	1402	78
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	134	221	174	112	125	118	149	631	28	110	1402	78
Added Vol:	0	0	13	15	0	0	0	514	0	3	146	4
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	134	221	187	127	125	118	149	1145	28	113	1548	82
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	134	221	187	127	125	118	149	1145	28	113	1548	82
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	134	221	187	127	125	118	149	1145	28	113	1548	82
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	134	221	187	127	125	118	149	1145	28	113	1548	82

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.95	0.95	0.92	0.95	0.95	0.92	0.98	0.95	0.92	0.98	0.95
Lanes:	1.00	0.54	0.46	1.00	0.51	0.49	1.00	2.93	0.07	1.00	2.84	0.16
Final Sat.:	1750	975	825	1750	926	874	1750	5466	134	1750	5318	282

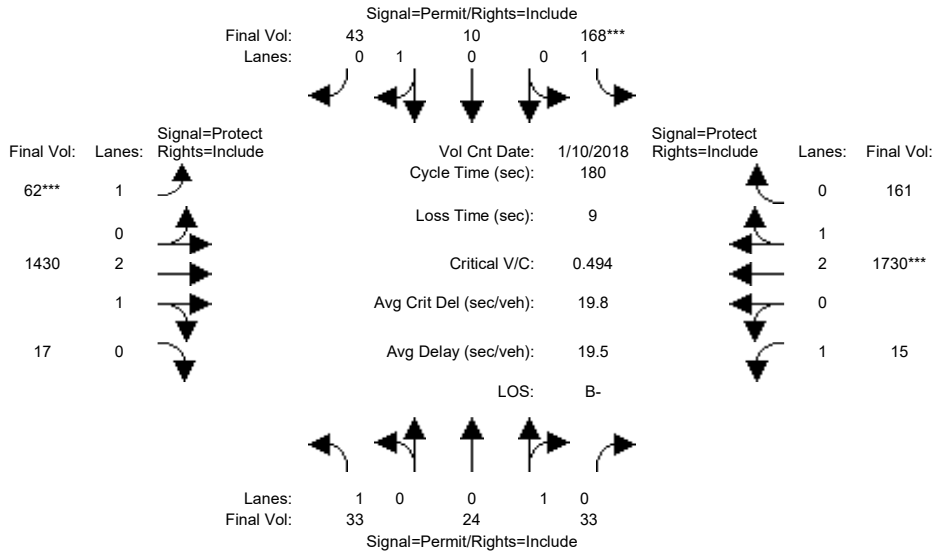
Capacity Analysis Module:												
Vol/Sat:	0.08	0.23	0.23	0.07	0.14	0.14	0.09	0.21	0.21	0.06	0.29	0.29
Crit Moves:	****			****			****			****		
Green Time:	15.7	32.9	32.9	10.5	27.7	27.7	12.4	41.7	41.7	12.9	42.2	42.2
Volume/Cap:	0.54	0.76	0.76	0.76	0.54	0.54	0.76	0.55	0.55	0.55	0.76	0.76
Delay/Veh:	46.0	41.1	41.1	66.5	36.9	36.9	63.0	27.1	27.1	49.1	31.1	31.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	46.0	41.1	41.1	66.5	36.9	36.9	63.0	27.1	27.1	49.1	31.1	31.1
LOS by Move:	D	D	D	E	D+	D+	E	C	C	D	C	C
HCM2kAvgQ:	5	14	14	6	8	8	6	10	10	4	16	16

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

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Intersection #20: Portal Avenue / Stevens Creek Boulevard



Street Name:	Portal Avenue						Stevens Creek Boulevard					
	North Bound			South Bound			East Bound			West Bound		
Approach:												
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:	>>	Count	Date:	10 Jan 2018	<<	08:00:00 AM						
Base Vol:	33	24	33	168	10	43	62	888	17	15	1577	161
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	33	24	33	168	10	43	62	888	17	15	1577	161
Added Vol:	0	0	0	0	0	0	0	542	0	0	153	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	33	24	33	168	10	43	62	1430	17	15	1730	161
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	33	24	33	168	10	43	62	1430	17	15	1730	161
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	33	24	33	168	10	43	62	1430	17	15	1730	161
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	33	24	33	168	10	43	62	1430	17	15	1730	161

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.95	0.95	0.92	0.95	0.95	0.92	0.98	0.95	0.92	0.99	0.95
Lanes:	1.00	0.42	0.58	1.00	0.19	0.81	1.00	2.96	0.04	1.00	2.74	0.26
Final Sat.:	1750	758	1042	1750	340	1460	1750	5534	66	1750	5123	477

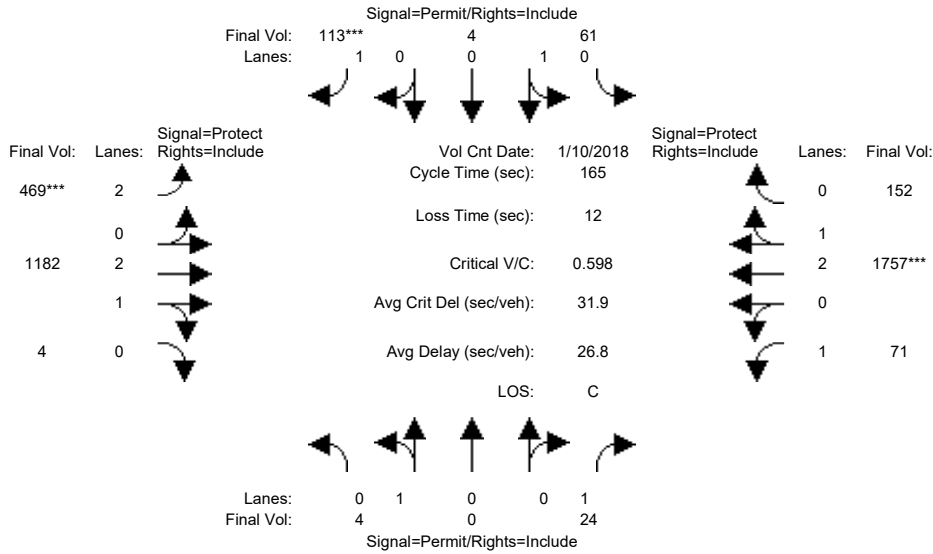
Capacity Analysis Module:													
Vol/Sat:	0.02	0.03	0.03	0.10	0.03	0.03	0.04	0.26	0.26	0.01	0.34	0.34	
Crit Moves:				****				****					
Green Time:	35.0	35.0	35.0	35.0	35.0	35.0	12.9	118	118.2	17.8	123	123.1	
Volume/Cap:	0.10	0.16	0.16	0.49	0.15	0.15	0.49	0.39	0.39	0.09	0.49	0.49	
Delay/Veh:	59.7	60.5	60.5	65.7	60.4	60.4	83.4	14.4	14.4	73.9	13.7	13.7	
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
AdjDel/Veh:	59.7	60.5	60.5	65.7	60.4	60.4	83.4	14.4	14.4	73.9	13.7	13.7	
LOS by Move:	E+	E	E	E	E	E	F	B	B	E	B	B	
HCM2kAvgQ:	2	3	3	9	2	2	3	12	12	1	16	16	

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

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Intersection #21: Perimeter Road / Stevens Creek Boulevard



Street Name:	Perimeter Road						Stevens Creek Boulevard					
	North Bound			South Bound			East Bound			West Bound		
Approach:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:	>>	Count	Date:	10 Jan 2018	<<	08:00:00 AM						
Base Vol:	4	0	24	23	4	11	42	1067	4	71	1706	53
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	4	0	24	23	4	11	42	1067	4	71	1706	53
Added Vol:	0	0	0	38	0	102	427	115	0	0	51	99
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	4	0	24	61	4	113	469	1182	4	71	1757	152
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	4	0	24	61	4	113	469	1182	4	71	1757	152
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	4	0	24	61	4	113	469	1182	4	71	1757	152
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	4	0	24	61	4	113	469	1182	4	71	1757	152

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.92	0.95	0.95	0.92	0.83	0.98	0.95	0.92	0.99	0.95
Lanes:	1.00	0.00	1.00	0.94	0.06	1.00	2.00	2.99	0.01	1.00	2.75	0.25
Final Sat.:	1800	0	1750	1689	111	1750	3150	5581	19	1750	5154	446

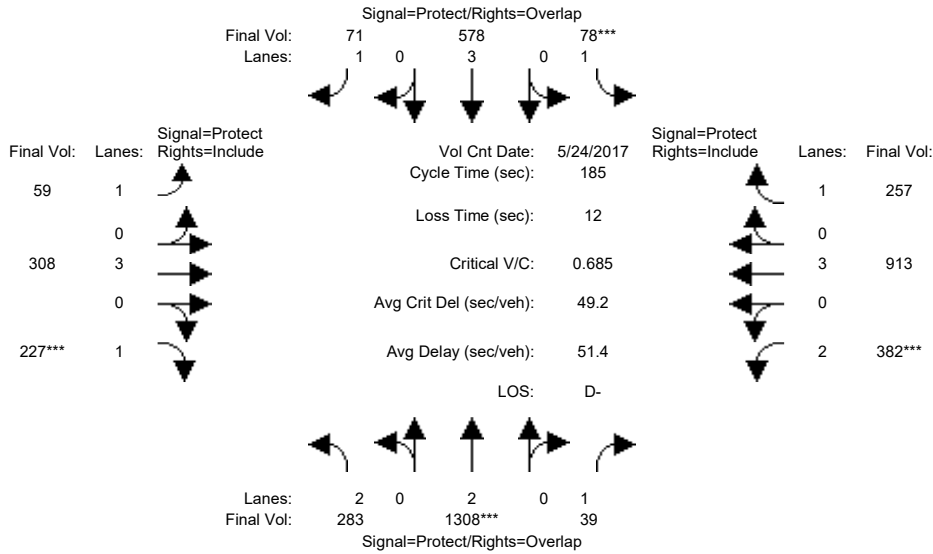
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.01	0.04	0.04	0.06	0.15	0.21	0.21	0.04	0.34	0.34
Crit Moves:						****	****				****	
Green Time:	17.8	0.0	17.8	17.8	17.8	17.8	41.1	113	112.6	22.6	94.1	94.1
Volume/Cap:	0.02	0.00	0.13	0.33	0.33	0.60	0.60	0.31	0.31	0.30	0.60	0.60
Delay/Veh:	65.8	0.0	66.9	69.1	69.1	75.4	55.9	10.6	10.6	64.8	23.4	23.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	65.8	0.0	66.9	69.1	69.1	75.4	55.9	10.6	10.6	64.8	23.4	23.4
LOS by Move:	E	A	E	E	E	E-	E+	B+	B+	E	C	C
HCM2kAvgQ:	0	0	1	3	3	7	12	8	8	3	20	20

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

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Intersection #22: Wolfe Road / El Camino Real



Street Name:	Wolfe Road						El Camino Real					
	North Bound			South Bound			East Bound			West Bound		
Approach:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:	>>	Count	Date:	24 May 2017	<<	08:00:00 AM						
Base Vol:	277	1285	28	78	544	71	59	308	206	348	913	257
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	277	1285	28	78	544	71	59	308	206	348	913	257
Added Vol:	6	23	11	0	34	0	0	0	21	34	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	283	1308	39	78	578	71	59	308	227	382	913	257
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	283	1308	39	78	578	71	59	308	227	382	913	257
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	283	1308	39	78	578	71	59	308	227	382	913	257
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	283	1308	39	78	578	71	59	308	227	382	913	257

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.83	1.00	0.92
Lanes:	2.00	2.00	1.00	1.00	3.00	1.00	1.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	3150	3800	1750	1750	5700	1750	1750	5700	1750	3150	5700	1750

Capacity Analysis Module:												
Vol/Sat:	0.09	0.34	0.02	0.04	0.10	0.04	0.03	0.05	0.13	0.12	0.16	0.15
Crit Moves:	****			****			****			****		
Green Time:	49.3	92.9	125.6	12.0	55.6	68.9	13.2	35.0	35.0	32.7	54.5	54.5
Volume/Cap:	0.34	0.69	0.03	0.69	0.34	0.11	0.47	0.29	0.69	0.69	0.54	0.50
Delay/Veh:	53.4	35.1	9.5	98.4	49.1	37.0	83.1	62.7	73.9	72.9	53.7	53.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	53.4	35.1	9.5	98.4	49.1	37.0	83.1	62.7	73.9	72.9	53.7	53.2
LOS by Move:	D-	D+	A	F	D	D+	F	E	E	E	D-	D-
HCM2kAvgQ:	7	26	1	6	8	3	4	5	13	12	13	12

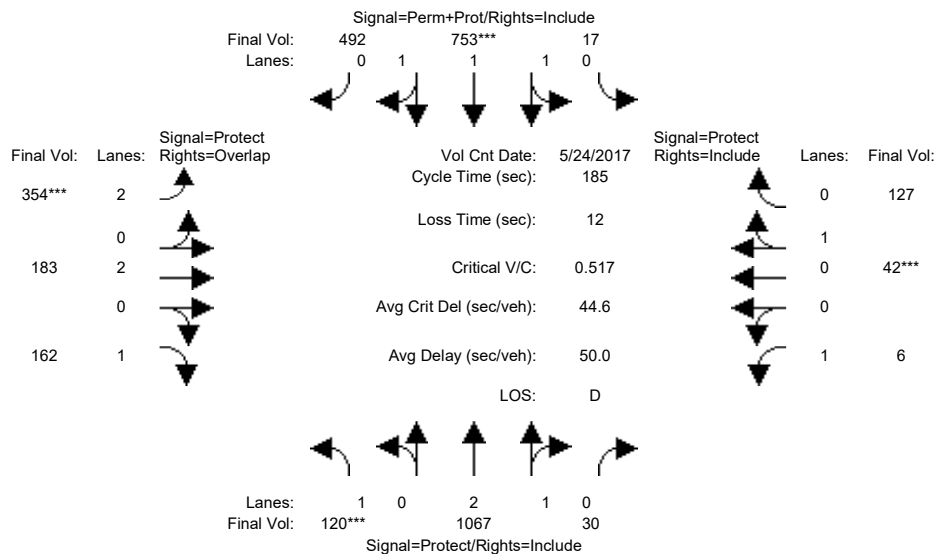
Note: Queue reported is the number of cars per lane.



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Intersection #23: Wolfe Road / Fremont Avenue



Street Name:	Wolfe Road						Fremont Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:	>>	Count	Date:	24 May 2017	<<	08:00:00 AM						
Base Vol:	114	1026	30	17	664	492	354	183	148	6	42	127
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	114	1026	30	17	664	492	354	183	148	6	42	127
Added Vol:	6	41	0	0	89	0	0	0	14	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	120	1067	30	17	753	492	354	183	162	6	42	127
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	120	1067	30	17	753	492	354	183	162	6	42	127
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	120	1067	30	17	753	492	354	183	162	6	42	127
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	120	1067	30	17	753	492	354	183	162	6	42	127

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.95	0.98	0.95	0.83	1.00	0.92	0.92	0.95	0.95
Lanes:	1.00	2.91	0.09	0.05	1.95	1.00	2.00	2.00	1.00	1.00	0.25	0.75
Final Sat.:	1750	5447	153	82	3627	1800	3150	3800	1750	1750	447	1353

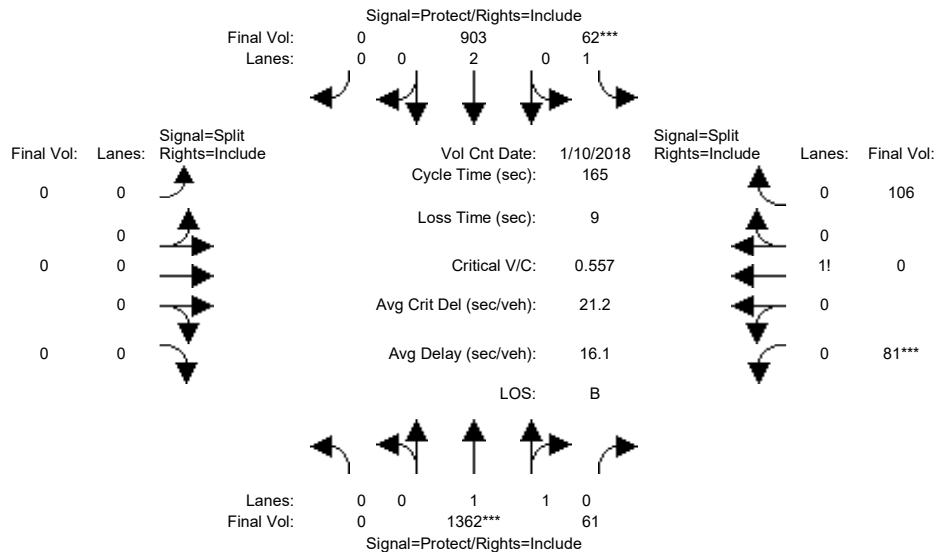
Capacity Analysis Module:												
Vol/Sat:	0.07	0.20	0.20	0.00	0.21	0.27	0.11	0.05	0.09	0.00	0.09	0.09
Crit Moves:	***			****			****			****		
Green Time:	22.9	55.5	55.5	61.9	91.3	91.3	31.8	34.4	57.3	24.1	26.6	26.6
Volume/Cap:	0.55	0.65	0.65	0.62	0.42	0.55	0.65	0.26	0.30	0.03	0.65	0.65
Delay/Veh:	77.3	55.8	55.8	50.9	29.2	32.0	72.4	62.9	47.6	68.4	78.7	78.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	77.3	55.8	55.8	50.9	29.2	32.0	72.4	62.9	47.6	68.4	78.7	78.7
LOS by Move:	E-	E+	E+	D	C	C-	E	E	D	E	E-	E-
HCM2kAvgQ:	7	17	17	18	13	19	11	4	7	0	10	10

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

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Intersection #24: Wolfe Road / Marion Way



Street Name:	Wolfe Road						Marion Way					
	North Bound			South Bound			East Bound			West Bound		
Approach:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	0	0	0	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:	>>	Count	Date:	10 Jan 2018	<<	08:00:00 AM						
Base Vol:	0	1316	59	62	801	0	0	0	0	71	0	106
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	1316	59	62	801	0	0	0	0	71	0	106
Added Vol:	0	46	2	0	102	0	0	0	0	10	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	1362	61	62	903	0	0	0	0	81	0	106
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	1362	61	62	903	0	0	0	0	81	0	106
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1362	61	62	903	0	0	0	0	81	0	106
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	0	1362	61	62	903	0	0	0	0	81	0	106

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.97	0.95	0.92	1.00	0.92	0.92	1.00	0.92	0.92	0.92	0.92
Lanes:	0.00	1.91	0.09	1.00	2.00	0.00	0.00	0.00	0.00	0.43	0.00	0.57
Final Sat.:	0	3541	159	1750	3800	0	0	0	0	758	0	992

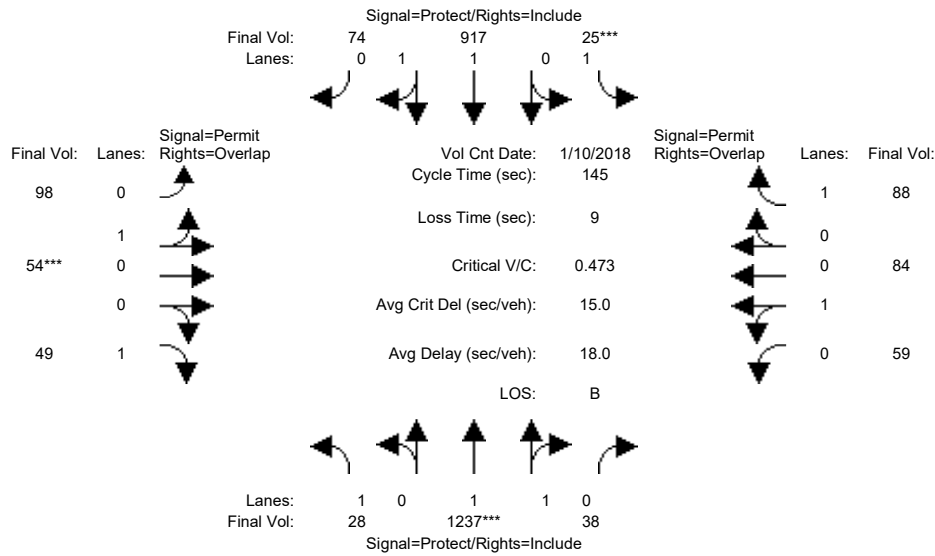
Capacity Analysis Module:												
Vol/Sat:	0.00	0.38	0.38	0.04	0.24	0.00	0.00	0.00	0.00	0.11	0.00	0.11
Crit Moves:	****			****						****		
Green Time:	0.0	114	113.9	10.5	124	0.0	0.0	0.0	0.0	31.6	0.0	31.6
Volume/Cap:	0.00	0.56	0.56	0.56	0.32	0.00	0.00	0.00	0.00	0.56	0.00	0.56
Delay/Veh:	0.0	13.1	13.1	81.2	6.6	0.0	0.0	0.0	0.0	62.4	0.0	62.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	13.1	13.1	81.2	6.6	0.0	0.0	0.0	0.0	62.4	0.0	62.4
LOS by Move:	A	B	B	F	A	A	A	A	A	E	A	E
HCM2kAvgQ:	0	18	18	3	7	0	0	0	0	10	0	10

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

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Intersection #25: Wolfe Road / Inverness Way



Street Name:	Wolfe Road						Inverness Way					
	North Bound			South Bound			East Bound			West Bound		
Approach:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:	>>	Count	Date:	10 Jan 2018	<<	08:00:00 AM						
Base Vol:	26	1188	36	25	805	74	98	54	39	49	84	88
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	26	1188	36	25	805	74	98	54	39	49	84	88
Added Vol:	2	49	2	0	112	0	0	0	10	10	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	28	1237	38	25	917	74	98	54	49	59	84	88
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	28	1237	38	25	917	74	98	54	49	59	84	88
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	28	1237	38	25	917	74	98	54	49	59	84	88
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	28	1237	38	25	917	74	98	54	49	59	84	88

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.97	0.95	0.92	0.98	0.95	0.95	0.95	0.92	0.95	0.95	0.92
Lanes:	1.00	1.94	0.06	1.00	1.85	0.15	0.64	0.36	1.00	0.41	0.59	1.00
Final Sat.:	1750	3590	110	1750	3424	276	1161	639	1750	743	1057	1750

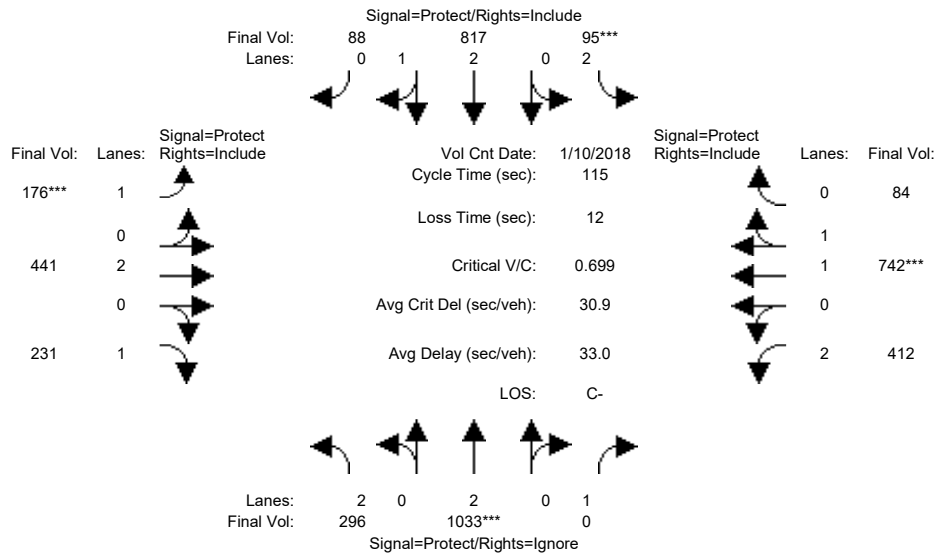
Capacity Analysis Module:												
Vol/Sat:	0.02	0.34	0.34	0.01	0.27	0.27	0.08	0.08	0.03	0.08	0.08	0.05
Crit Moves:	****			****			****			****		
Green Time:	16.9	104	103.6	7.0	93.7	93.7	25.4	25.4	42.3	25.4	25.4	32.4
Volume/Cap:	0.14	0.48	0.48	0.30	0.41	0.41	0.48	0.48	0.10	0.45	0.45	0.23
Delay/Veh:	57.8	9.2	9.2	68.6	12.5	12.5	55.0	55.0	37.5	54.6	54.6	46.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	57.8	9.2	9.2	68.6	12.5	12.5	55.0	55.0	37.5	54.6	54.6	46.3
LOS by Move:	E+	A	A	E	B	B	E+	E+	D+	D-	D-	D
HCM2kAvgQ:	1	12	12	1	11	11	7	7	2	6	6	3

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

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Intersection #26: Wolfe Road / Homestead Road



Street Name:	Wolfe Road						Homestead Road					
	North Bound			South Bound			East Bound			West Bound		
Approach:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:	>>	Count	Date:	10 Jan 2018	<<	08:00:00 AM											
Base Vol:	282	980	418	95	686	88	176	441	185	374	742	84					
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00					
Initial Bse:	282	980	418	95	686	88	176	441	185	374	742	84					
Added Vol:	14	53	12	0	131	0	0	0	46	38	0	0					
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0					
Initial Fut:	296	1033	430	95	817	88	176	441	231	412	742	84					
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00					
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00					
PHF Volume:	296	1033	0	95	817	88	176	441	231	412	742	84					
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0					
Reduced Vol:	296	1033	0	95	817	88	176	441	231	412	742	84					
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00					
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00					
Final Volume:	296	1033	0	95	817	88	176	441	231	412	742	84					

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	0.99	0.95	0.92	1.00	0.92	0.83	0.98	0.95
Lanes:	2.00	2.00	1.00	2.00	2.70	0.30	1.00	2.00	1.00	2.00	1.79	0.21
Final Sat.:	3150	3800	1750	3150	5055	544	1750	3800	1750	3150	3323	376

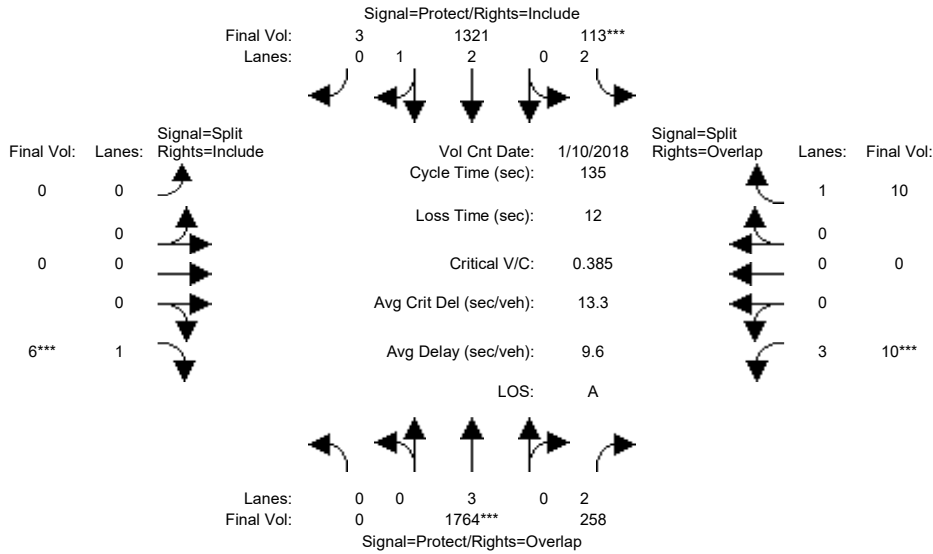
Capacity Analysis Module:												
Vol/Sat:	0.09	0.27	0.00	0.03	0.16	0.16	0.10	0.12	0.13	0.13	0.22	0.22
Crit Moves:	****			****			****			****		
Green Time:	18.7	43.8	0.0	7.0	32.1	32.1	16.2	26.2	26.2	26.0	36.0	36.0
Volume/Cap:	0.58	0.71	0.00	0.50	0.58	0.58	0.71	0.51	0.58	0.58	0.71	0.71
Delay/Veh:	40.4	19.6	0.0	52.0	27.0	27.0	56.6	39.3	41.6	40.8	37.1	37.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	40.4	19.6	0.0	52.0	27.0	27.0	56.6	39.3	41.6	40.8	37.1	37.1
LOS by Move:	D	B-	A	D-	C	C	E+	D	D	D	D+	D+
HCM2kAvgQ:	5	12	0	2	8	8	6	6	7	7	12	12

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

Vallco Special Area Specific Plan  
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Level Of Service Computation Report  
2000 HCM Operations (Future Volume Alternative)  
Existing AM PP

Intersection #27: Wolfe Road / Apple Park



Street Name:	Wolfe Road						Apple Park					
	North Bound			South Bound			East Bound			West Bound		
Approach:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	0	0	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:	>>	Count	Date:	10 Jan 2018	<<	08:00:00 AM						
Base Vol:	0	1684	258	113	1106	3	0	0	6	10	0	10
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	1684	258	113	1106	3	0	0	6	10	0	10
Added Vol:	0	80	0	0	215	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	1764	258	113	1321	3	0	0	6	10	0	10
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	1764	258	113	1321	3	0	0	6	10	0	10
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1764	258	113	1321	3	0	0	6	10	0	10
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	0	1764	258	113	1321	3	0	0	6	10	0	10

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.83	0.83	0.98	0.95	0.92	1.00	0.92	0.80	1.00	0.92
Lanes:	0.00	3.00	2.00	2.00	2.99	0.01	0.00	0.00	1.00	3.00	0.00	1.00
Final Sat.:	0	5700	3150	3150	5587	13	0	0	1750	4551	0	1750

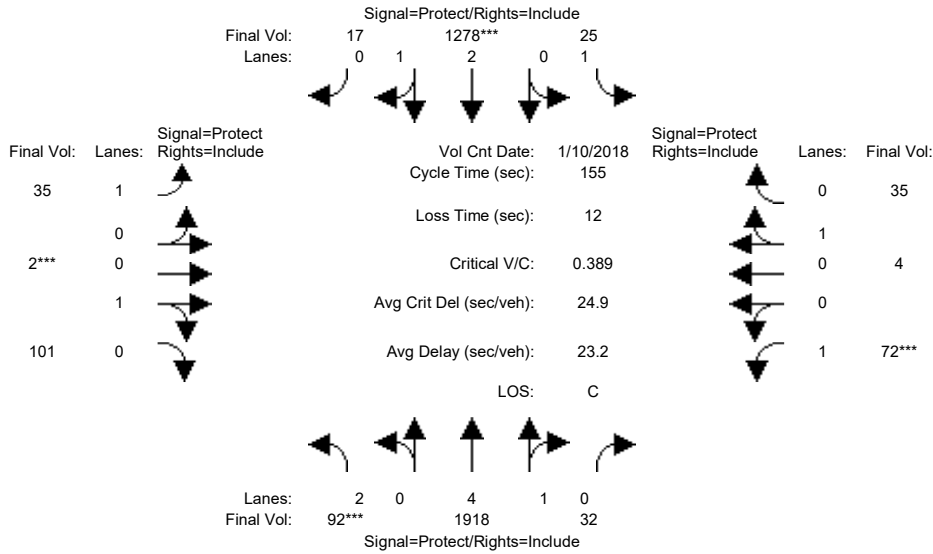
Capacity Analysis Module:												
Vol/Sat:	0.00	0.31	0.08	0.04	0.24	0.24	0.00	0.00	0.00	0.00	0.00	0.01
Crit Moves:	****			****			****			****		
Green Time:	0.0	92.3	102.3	10.7	103	103.0	0.0	0.0	10.0	10.0	0.0	20.7
Volume/Cap:	0.00	0.45	0.11	0.45	0.31	0.31	0.00	0.00	0.05	0.03	0.00	0.04
Delay/Veh:	0.0	9.9	4.3	60.7	5.0	5.0	0.0	0.0	58.2	58.0	0.0	48.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	9.9	4.3	60.7	5.0	5.0	0.0	0.0	58.2	58.0	0.0	48.7
LOS by Move:	A	A	A	E	A	A	A	A	E+	E+	A	D
HCM2kAvgQ:	0	11	2	3	6	6	0	0	0	0	0	0

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

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Existing AM PP

Intersection #28: Wolfe Road / Pruneridge Avenue



Street Name:	Wolfe Road						Pruneridge Avenue					
	North Bound			South Bound			East Bound			West Bound		
Approach:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:	>>	Count	Date:	10 Jan 2018	<<	08:00:00 AM						
Base Vol:	92	1838	32	25	1063	17	35	2	101	72	4	35
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	92	1838	32	25	1063	17	35	2	101	72	4	35
Added Vol:	0	80	0	0	215	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	92	1918	32	25	1278	17	35	2	101	72	4	35
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	92	1918	32	25	1278	17	35	2	101	72	4	35
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	92	1918	32	25	1278	17	35	2	101	72	4	35
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	92	1918	32	25	1278	17	35	2	101	72	4	35

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	0.99	0.95	0.92	0.98	0.95	0.92	0.95	0.95	0.92	0.95	0.95
Lanes:	2.00	4.91	0.09	1.00	2.96	0.04	1.00	0.02	0.98	1.00	0.10	0.90
Final Sat.:	3150	9245	154	1750	5526	74	1750	35	1765	1750	185	1615

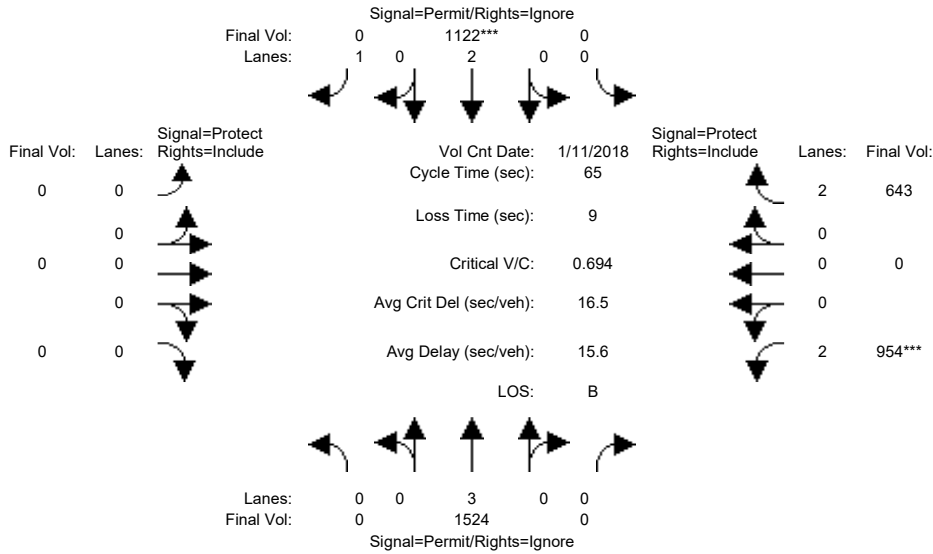
Capacity Analysis Module:												
Vol/Sat:	0.03	0.21	0.21	0.01	0.23	0.23	0.02	0.06	0.06	0.04	0.02	0.02
Crit Moves:	***			****			****			****		
Green Time:	11.6	85.2	85.2	18.6	92.2	92.2	16.1	22.8	22.8	16.4	23.1	23.1
Volume/Cap:	0.39	0.38	0.38	0.12	0.39	0.39	0.19	0.39	0.39	0.39	0.15	0.15
Delay/Veh:	69.4	19.9	19.9	61.2	16.6	16.6	64.0	60.7	60.7	66.0	57.7	57.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	69.4	19.9	19.9	61.2	16.6	16.6	64.0	60.7	60.7	66.0	57.7	57.7
LOS by Move:	E	B-	B-	E	B	B	E	E	E	E	E+	E+
HCM2kAvgQ:	2	10	10	1	11	11	2	5	5	4	2	2

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

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Intersection #29: Wolfe Road / I-280 Ramp (North)



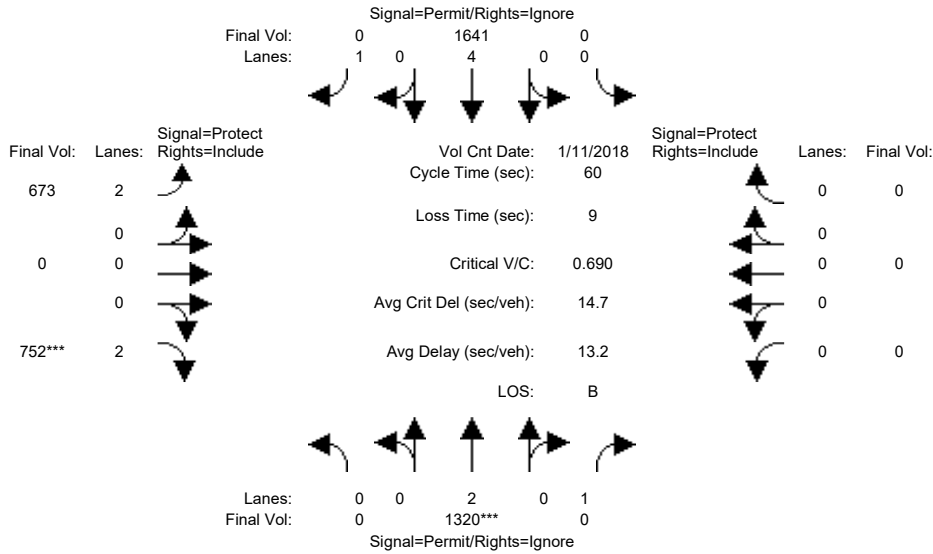
Street Name:	Wolfe Road						I-280 Ramp (North)					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	10	10	0	10	10	0	0	0	10	10	10
Y+R:	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Volume Module: >> Count Date:	11 Jan 2018 << 08:00:00 AM											
Base Vol:	0	1444	406	0	907	429	0	0	0	555	0	643
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	1444	406	0	907	429	0	0	0	555	0	643
Added Vol:	0	80	99	0	215	0	0	0	0	399	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	1524	505	0	1122	429	0	0	0	954	0	643
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	1524	0	0	1122	0	0	0	0	954	0	643
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1524	0	0	1122	0	0	0	0	954	0	643
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	0	1524	0	0	1122	0	0	0	0	954	0	643
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.83	1.00	0.83
Lanes:	0.00	3.00	0.00	0.00	2.00	1.00	0.00	0.00	0.00	2.00	0.00	2.00
Final Sat.:	0	5600	0	0	3800	1750	0	0	0	3150	0	3150
Capacity Analysis Module:												
Vol/Sat:	0.00	0.27	0.00	0.00	0.30	0.00	0.00	0.00	0.00	0.30	0.00	0.20
Crit Moves:	****						****					
Green Time:	0.0	27.6	0.0	0.0	27.6	0.0	0.0	0.0	0.0	28.4	0.0	28.4
Volume/Cap:	0.00	0.64	0.00	0.00	0.69	0.00	0.00	0.00	0.00	0.69	0.00	0.47
Delay/Veh:	0.0	15.3	0.0	0.0	16.6	0.0	0.0	0.0	0.0	16.4	0.0	13.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	15.3	0.0	0.0	16.6	0.0	0.0	0.0	0.0	16.4	0.0	13.2
LOS by Move:	A	B	A	A	B	A	A	A	A	B	A	B
HCM2kAvgQ:	0	6	0	0	7	0	0	0	0	11	0	6

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

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Intersection #30: Wolfe Road / I-280 Ramp (South)



Street Name:	Wolfe Road						I-280 Ramp (South)					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	0	0	0
Y+R:	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Volume Module: >> Count Date:	11 Jan 2018 << 08:00:00 AM											
Base Vol:	0	1141	475	0	1027	394	673	0	409	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	1141	475	0	1027	394	673	0	409	0	0	0
Added Vol:	0	179	107	0	614	0	0	0	343	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	1320	582	0	1641	394	673	0	752	0	0	0
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	1320	0	0	1641	0	673	0	752	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1320	0	0	1641	0	673	0	752	0	0	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	0	1320	0	0	1641	0	673	0	752	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.83	1.00	0.83	0.92	1.00	0.92
Lanes:	0.00	2.00	1.00	0.00	4.00	1.00	2.00	0.00	2.00	0.00	0.00	0.00
Final Sat.:	0	3800	1750	0	7600	1750	3150	0	3150	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.35	0.00	0.00	0.22	0.00	0.21	0.00	0.24	0.00	0.00	0.00
Crit Moves:	****						****					
Green Time:	0.0	30.2	0.0	0.0	30.2	0.0	20.8	0.0	20.8	0.0	0.0	0.0
Volume/Cap:	0.00	0.69	0.00	0.00	0.43	0.00	0.62	0.00	0.69	0.00	0.00	0.00
Delay/Veh:	0.0	12.4	0.0	0.0	9.5	0.0	17.4	0.0	18.7	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	12.4	0.0	0.0	9.5	0.0	17.4	0.0	18.7	0.0	0.0	0.0
LOS by Move:	A	B	A	A	A	A	B	A	B-	A	A	A
HCM2kAvgQ:	0	6	0	0	2	0	7	0	9	0	0	0

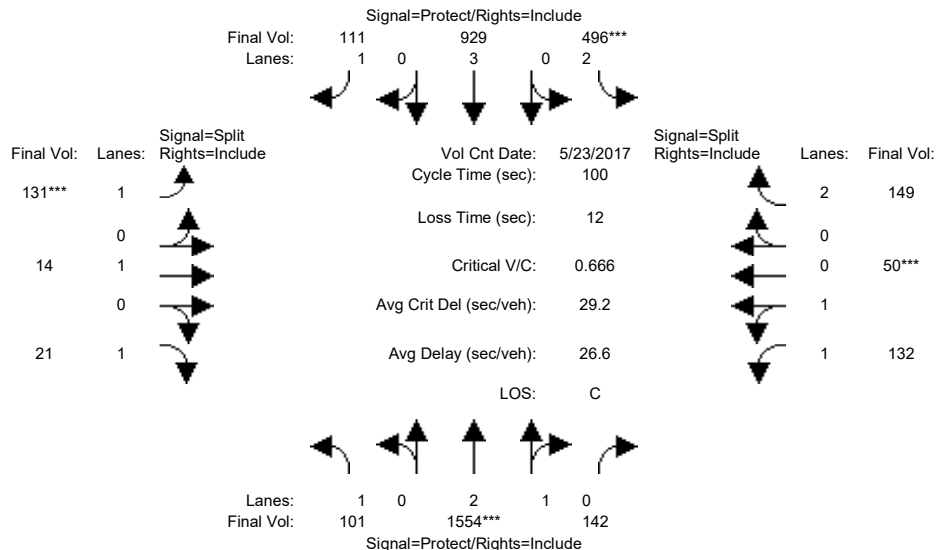
Note: Queue reported is the number of cars per lane.



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Level Of Service Computation Report  
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Intersection #31: Wolfe Road / Vallco Parkway



Street Name:	Wolfe Road						Vallco Parkway					
	North Bound			South Bound			East Bound			West Bound		
Approach:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:	>>	Count	Date:	23 May 2017	<<	08:00:00 AM						
Base Vol:	16	1389	61	226	897	20	18	5	0	65	4	122
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	16	1389	61	226	897	20	18	5	0	65	4	122
Added Vol:	85	165	81	270	32	91	113	9	21	67	46	27
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	101	1554	142	496	929	111	131	14	21	132	50	149
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	101	1554	142	496	929	111	131	14	21	132	50	149
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	101	1554	142	496	929	111	131	14	21	132	50	149
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	101	1554	142	496	929	111	131	14	21	132	50	149

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.99	0.95	0.83	1.00	0.92	0.92	1.00	0.92	0.93	0.95	0.83
Lanes:	1.00	2.74	0.26	2.00	3.00	1.00	1.00	1.00	1.00	1.46	0.54	2.00
Final Sat.:	1750	5131	469	3150	5700	1750	1750	1900	1750	2575	975	3150

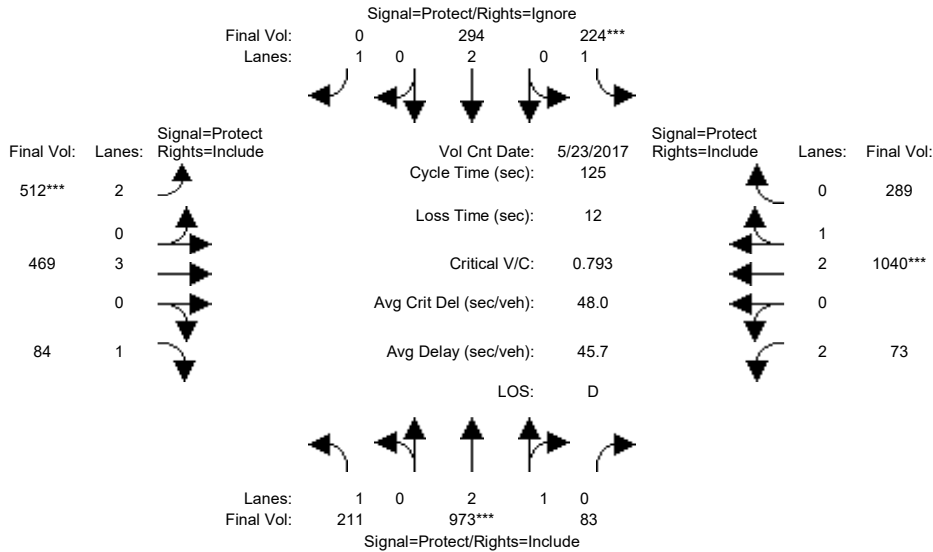
Capacity Analysis Module:												
Vol/Sat:	0.06	0.30	0.30	0.16	0.16	0.06	0.07	0.01	0.01	0.05	0.05	0.05
Crit Moves:	****			****			****			****		
Green Time:	20.2	44.1	44.1	22.9	46.9	46.9	10.9	10.9	10.9	10.0	10.0	10.0
Volume/Cap:	0.29	0.69	0.69	0.69	0.35	0.14	0.69	0.07	0.11	0.51	0.51	0.47
Delay/Veh:	34.3	23.2	23.2	38.0	16.9	15.1	52.9	40.1	40.4	44.0	44.0	43.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	34.3	23.2	23.2	38.0	16.9	15.1	52.9	40.1	40.4	44.0	44.0	43.6
LOS by Move:	C-	C	C	D+	B	B	D-	D	D	D	D	D
HCM2kAvgQ:	3	15	15	9	6	2	6	0	1	3	3	3

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

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Existing AM PP

Intersection #32: Wolfe Road-Miller Avenue / Stevens Creek Boulevard



Street Name:	Wolfe Road-Miller Avenue						Stevens Creek Boulevard					
	North Bound			South Bound			East Bound			West Bound		
Approach:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0

Volume Module:	>> Count	Date:	23 May 2017	<< 08:00:00 AM
Base Vol:	189 894 83	179 272 475	376 450 82	73 947 173
Growth Adj:	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00
Initial Bse:	189 894 83	179 272 475	376 450 82	73 947 173
Added Vol:	22 79 0	45 22 37	136 19 2	0 93 116
PasserByVol:	0 0 0	0 0 0	0 0 0	0 0 0
Initial Fut:	211 973 83	224 294 512	512 469 84	73 1040 289
User Adj:	1.00 1.00 1.00	1.00 1.00 0.00	1.00 1.00 1.00	1.00 1.00 1.00
PHF Adj:	1.00 1.00 1.00	1.00 1.00 0.00	1.00 1.00 1.00	1.00 1.00 1.00
PHF Volume:	211 973 83	224 294 0	512 469 84	73 1040 289
Reduct Vol:	0 0 0	0 0 0	0 0 0	0 0 0
Reduced Vol:	211 973 83	224 294 0	512 469 84	73 1040 289
PCE Adj:	1.00 1.00 1.00	1.00 1.00 0.00	1.00 1.00 1.00	1.00 1.00 1.00
MLF Adj:	1.00 1.00 1.00	1.00 1.00 0.00	1.00 1.00 1.00	1.00 1.00 1.00
Final Volume:	211 973 83	224 294 0	512 469 84	73 1040 289

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.99	0.95	0.92	1.00	0.92	0.83	1.00	0.92	0.83	0.99	0.95
Lanes:	1.00	2.76	0.24	1.00	2.00	1.00	2.00	3.00	1.00	2.00	2.32	0.68
Final Sat.:	1750	5159	440	1750	3800	1750	3150	5700	1750	3150	4381	1217

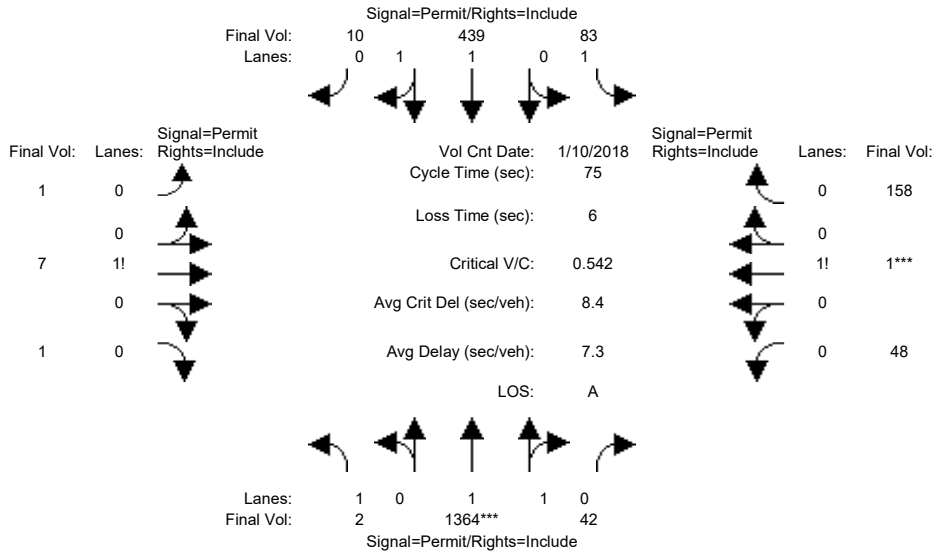
Capacity Analysis Module:												
Vol/Sat:	0.12	0.19	0.19	0.13	0.08	0.00	0.16	0.08	0.05	0.02	0.24	0.24
Crit Moves:	****			****			****			****		
Green Time:	30.0	29.7	29.7	20.2	19.9	0.0	25.6	37.5	37.5	25.5	37.4	37.4
Volume/Cap:	0.50	0.79	0.79	0.79	0.49	0.00	0.79	0.27	0.16	0.11	0.79	0.79
Delay/Veh:	42.0	48.1	48.1	64.6	48.5	0.0	53.8	33.4	32.3	40.6	42.9	42.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	42.0	48.1	48.1	64.6	48.5	0.0	53.8	33.4	32.3	40.6	42.9	42.9
LOS by Move:	D	D	D	E	D	A	D-	C-	C-	D	D	D
HCM2kAvgQ:	7	13	13	11	5	0	11	3	2	1	15	15

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

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2000 HCM Operations (Future Volume Alternative)  
Existing AM PP

Intersection #33: Miller Avenue / Calle De Barcelona



Street Name:	Miller Avenue						Calle De Barcelona					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:	>>	Count	Date:	10 Jan 2018	<<	08:00:00 AM						
Base Vol:	2	1263	42	83	414	10	1	7	1	48	1	158
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	2	1263	42	83	414	10	1	7	1	48	1	158
Added Vol:	0	101	0	0	25	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	2	1364	42	83	439	10	1	7	1	48	1	158
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	2	1364	42	83	439	10	1	7	1	48	1	158
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	2	1364	42	83	439	10	1	7	1	48	1	158
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	2	1364	42	83	439	10	1	7	1	48	1	158

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.97	0.95	0.92	0.97	0.95	0.92	0.92	0.92	0.92	0.92	0.92
Lanes:	1.00	1.94	0.06	1.00	1.95	0.05	0.11	0.78	0.11	0.23	0.01	0.76
Final Sat.:	1750	3589	111	1750	3618	82	194	1361	194	406	8	1336

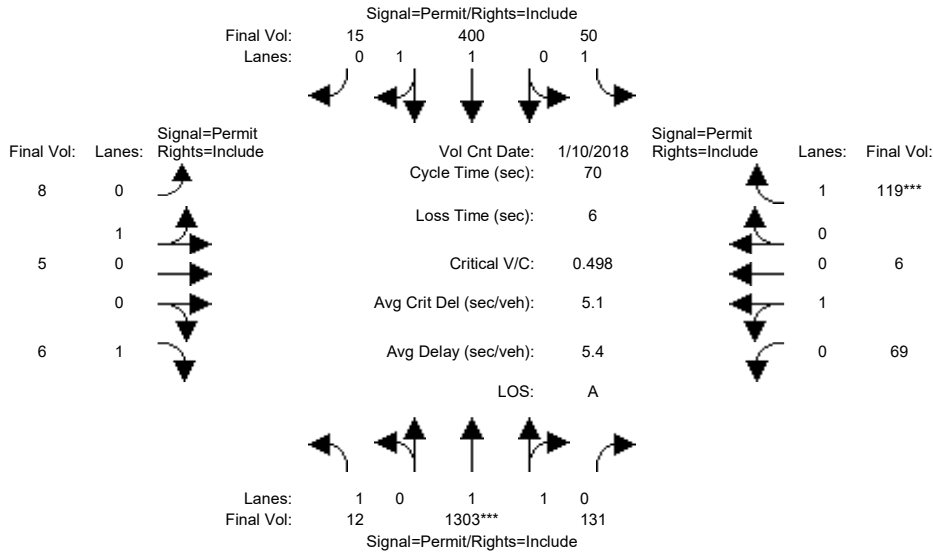
Capacity Analysis Module:												
Vol/Sat:	0.00	0.38	0.38	0.05	0.12	0.12	0.01	0.01	0.01	0.12	0.12	0.12
Crit Moves:	****									****		
Green Time:	52.6	52.6	52.6	52.6	52.6	52.6	16.4	16.4	16.4	16.4	16.4	16.4
Volume/Cap:	0.00	0.54	0.54	0.07	0.17	0.17	0.02	0.02	0.02	0.54	0.54	0.54
Delay/Veh:	3.3	5.6	5.6	3.5	3.8	3.8	23.1	23.1	23.1	27.6	27.6	27.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	3.3	5.6	5.6	3.5	3.8	3.8	23.1	23.1	23.1	27.6	27.6	27.6
LOS by Move:	A	A	A	A	A	A	C	C	C	C	C	C
HCM2kAvgQ:	0	8	8	1	2	2	0	0	0	5	5	5

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

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2000 HCM Operations (Future Volume Alternative)  
Existing AM PP

Intersection #34: Miller Avenue / Phil Lane



Street Name:	Miller Avenue						Phil Lane					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:	>>	Count	Date:	10 Jan 2018	<<	08:00:00 AM						
Base Vol:	12	1213	131	47	379	15	8	5	6	69	6	108
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	12	1213	131	47	379	15	8	5	6	69	6	108
Added Vol:	0	90	0	3	21	0	0	0	0	0	0	11
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	12	1303	131	50	400	15	8	5	6	69	6	119
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	12	1303	131	50	400	15	8	5	6	69	6	119
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	12	1303	131	50	400	15	8	5	6	69	6	119
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	12	1303	131	50	400	15	8	5	6	69	6	119

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	0.97	0.95	0.95	0.95	0.92	0.95	0.95	0.92
Lanes:	1.00	1.81	0.19	1.00	1.93	0.07	0.62	0.38	1.00	0.92	0.08	1.00
Final Sat.:	1750	3362	338	1750	3566	134	1108	692	1750	1656	144	1750

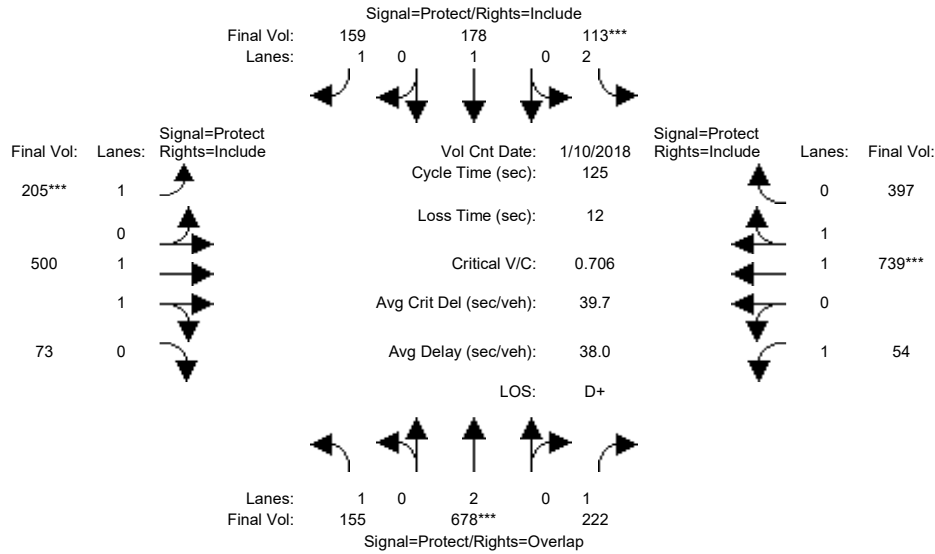
Capacity Analysis Module:												
Vol/Sat:	0.01	0.39	0.39	0.03	0.11	0.11	0.01	0.01	0.00	0.04	0.04	0.07
Crit Moves:	****											****
Green Time:	54.0	54.0	54.0	54.0	54.0	54.0	10.0	10.0	10.0	10.0	10.0	10.0
Volume/Cap:	0.01	0.50	0.50	0.04	0.15	0.15	0.05	0.05	0.02	0.29	0.29	0.48
Delay/Veh:	1.8	3.1	3.1	1.9	2.1	2.1	26.0	26.0	25.8	27.5	27.5	29.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	1.8	3.1	3.1	1.9	2.1	2.1	26.0	26.0	25.8	27.5	27.5	29.0
LOS by Move:	A	A	A	A	A	A	C	C	C	C	C	C
HCM2kAvgQ:	0	6	6	0	1	1	0	0	0	2	2	3

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

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Intersection #35: Miller Avenue / Bollinger Road



Street Name:	Miller Avenue						Bollinger Road					
	North Bound			South Bound			East Bound			West Bound		
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:	>>	Count	Date:	10 Jan 2018	<<	08:00:00 AM											
Base Vol:	155	652	222	103	169	157	193	500	73	54	739	345					
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00					
Initial Bse:	155	652	222	103	169	157	193	500	73	54	739	345					
Added Vol:	0	26	0	10	9	2	12	0	0	0	0	52					
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0					
Initial Fut:	155	678	222	113	178	159	205	500	73	54	739	397					
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00					
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00					
PHF Volume:	155	678	222	113	178	159	205	500	73	54	739	397					
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0					
Reduced Vol:	155	678	222	113	178	159	205	500	73	54	739	397					
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00					
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00					
Final Volume:	155	678	222	113	178	159	205	500	73	54	739	397					

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.83	1.00	0.92	0.92	0.98	0.95	0.92	0.99	0.95
Lanes:	1.00	2.00	1.00	2.00	1.00	1.00	1.00	1.74	0.26	1.00	1.28	0.72
Final Sat.:	1750	3800	1750	3150	1900	1750	1750	3228	471	1750	2406	1293

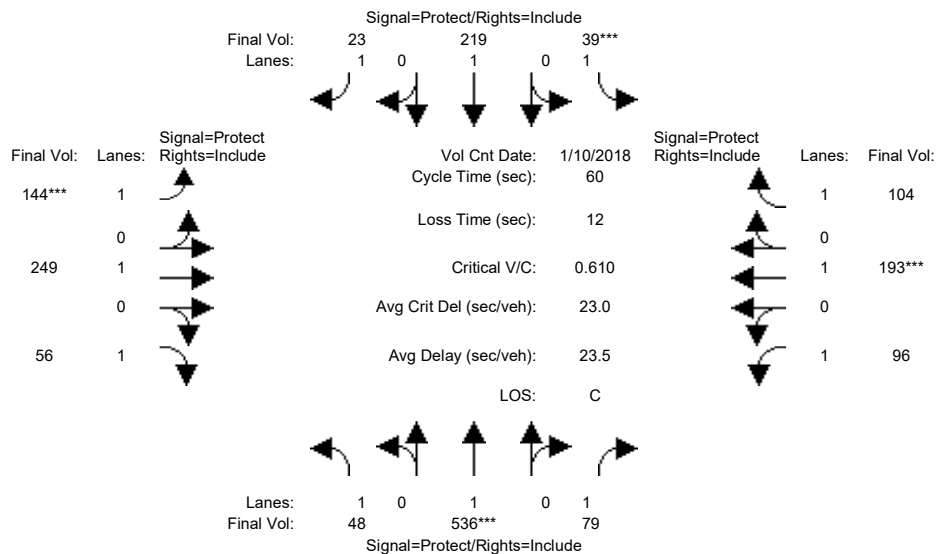
Capacity Analysis Module:												
Vol/Sat:	0.09	0.18	0.13	0.04	0.09	0.09	0.12	0.15	0.15	0.03	0.31	0.31
Crit Moves:	****			****			****			****		
Green Time:	18.7	31.4	51.2	7.0	19.7	19.7	20.6	54.8	54.8	19.8	54.0	54.0
Volume/Cap:	0.59	0.71	0.31	0.64	0.59	0.58	0.71	0.35	0.35	0.19	0.71	0.71
Delay/Veh:	53.3	45.2	25.2	65.5	52.1	51.7	57.4	23.5	23.5	46.0	30.6	30.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	53.3	45.2	25.2	65.5	52.1	51.7	57.4	23.5	23.5	46.0	30.6	30.6
LOS by Move:	D-	D	C	E	D-	D-	E+	C	C	D	C	C
HCM2kAvgQ:	6	12	6	3	6	6	8	7	7	2	18	18

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

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Intersection #36: Miller Avenue / Rainbow Drive



Street Name:	Miller Avenue						Rainbow Drive					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:	>>	Count	Date:	10 Jan 2018	<<	08:00:00 AM						
Base Vol:	48	510	79	39	210	23	144	249	56	96	193	104
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	48	510	79	39	210	23	144	249	56	96	193	104
Added Vol:	0	26	0	0	9	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	48	536	79	39	219	23	144	249	56	96	193	104
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	48	536	79	39	219	23	144	249	56	96	193	104
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	48	536	79	39	219	23	144	249	56	96	193	104
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	48	536	79	39	219	23	144	249	56	96	193	104

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1750	1900	1750	1750	1900	1750	1750	1900	1750	1750	1900	1750

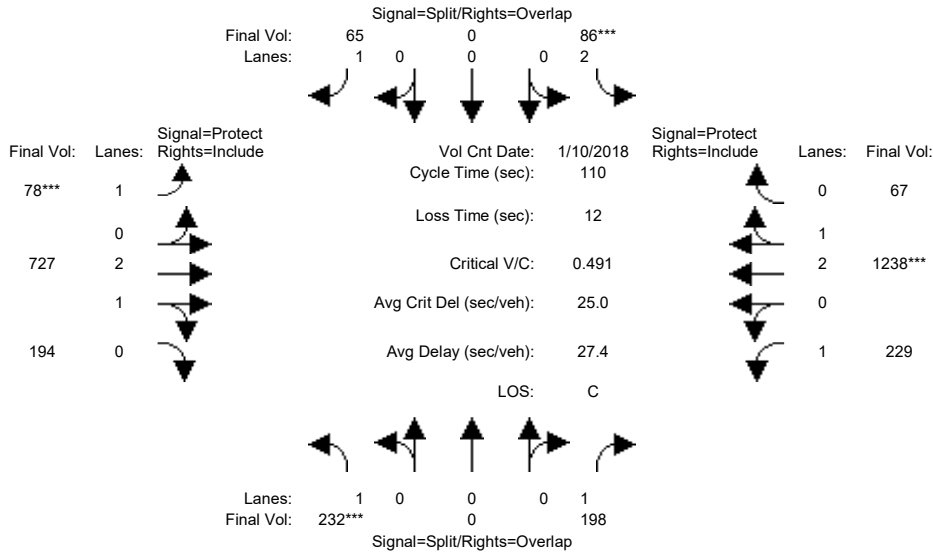
Capacity Analysis Module:												
Vol/Sat:	0.03	0.28	0.05	0.02	0.12	0.01	0.08	0.13	0.03	0.05	0.10	0.06
Crit Moves:	****			****			****			****		
Green Time:	12.8	24.0	24.0	7.0	18.2	18.2	7.0	10.0	10.0	7.0	10.0	10.0
Volume/Cap:	0.13	0.71	0.11	0.19	0.38	0.04	0.71	0.79	0.19	0.47	0.61	0.36
Delay/Veh:	19.3	18.1	11.4	24.4	16.8	14.8	36.2	36.2	21.8	26.5	26.6	22.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	19.3	18.1	11.4	24.4	16.8	14.8	36.2	36.2	21.8	26.5	26.6	22.9
LOS by Move:	B-	B-	B+	C	B	B	D+	D+	C+	C	C	C+
HCM2kAvgQ:	1	9	1	1	3	0	4	7	1	2	4	2

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

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Intersection #37: Finch Avenue / Stevens Creek Boulevard



Street Name:	Finch Avenue						Stevens Creek Boulevard					
	North Bound			South Bound			East Bound			West Bound		
Approach:												
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	0	0	0	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:	>>	Count	Date:	10 Jan 2018	<<	08:00:00 AM											
Base Vol:	232	0	198	86	0	65	78	664	194	229	1029	67					
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00					
Initial Bse:	232	0	198	86	0	65	78	664	194	229	1029	67					
Added Vol:	0	0	0	0	0	0	0	63	0	0	209	0					
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0					
Initial Fut:	232	0	198	86	0	65	78	727	194	229	1238	67					
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00					
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00					
PHF Volume:	232	0	198	86	0	65	78	727	194	229	1238	67					
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0					
Reduced Vol:	232	0	198	86	0	65	78	727	194	229	1238	67					
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00					
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00					
Final Volume:	232	0	198	86	0	65	78	727	194	229	1238	67					

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.83	1.00	0.92	0.92	0.99	0.95	0.92	0.98	0.95
Lanes:	1.00	0.00	1.00	2.00	0.00	1.00	1.00	2.34	0.66	1.00	2.84	0.16
Final Sat.:	1750	0	1750	3150	0	1750	1750	4419	1179	1750	5312	287

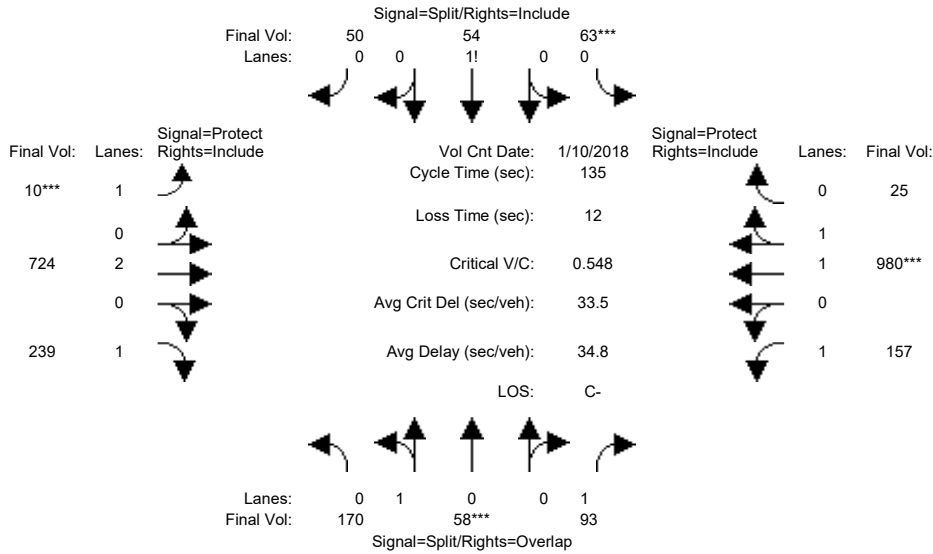
Capacity Analysis Module:												
Vol/Sat:	0.13	0.00	0.11	0.03	0.00	0.04	0.04	0.16	0.16	0.13	0.23	0.23
Crit Moves:	***			***			***			***		
Green Time:	29.7	0.0	57.2	6.1	0.0	16.1	10.0	34.6	34.6	27.6	52.2	52.2
Volume/Cap:	0.49	0.00	0.22	0.49	0.00	0.25	0.49	0.52	0.52	0.52	0.49	0.49
Delay/Veh:	34.6	0.0	14.4	52.6	0.0	42.1	49.9	31.2	31.2	36.7	19.9	19.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	34.6	0.0	14.4	52.6	0.0	42.1	49.9	31.2	31.2	36.7	19.9	19.9
LOS by Move:	C-	A	B	D-	A	D	D	C	C	D+	B-	B-
HCM2kAvgQ:	7	0	4	2	0	2	3	8	8	7	10	10

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

Vallco Special Area Specific Plan  
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Level Of Service Computation Report  
2000 HCM Operations (Future Volume Alternative)  
Existing AM PP

Intersection #38: Tantau Avenue / Homestead Road



Street Name:	Tantau Avenue						Homestead Road					
	North Bound			South Bound			East Bound			West Bound		
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:	>>	Count	Date:	10 Jan 2018	<<	08:00:00 AM						
Base Vol:	170	58	84	63	54	50	10	712	239	131	942	25
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	170	58	84	63	54	50	10	712	239	131	942	25
Added Vol:	0	0	9	0	0	0	0	12	0	26	38	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	170	58	93	63	54	50	10	724	239	157	980	25
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	170	58	93	63	54	50	10	724	239	157	980	25
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	170	58	93	63	54	50	10	724	239	157	980	25
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	170	58	93	63	54	50	10	724	239	157	980	25

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.92	0.92	0.92	0.92	0.92	1.00	0.92	0.92	0.97	0.95
Lanes:	0.75	0.25	1.00	0.38	0.32	0.30	1.00	2.00	1.00	1.00	1.95	0.05
Final Sat.:	1342	458	1750	660	566	524	1750	3800	1750	1750	3608	92

Capacity Analysis Module:												
Vol/Sat:	0.13	0.13	0.05	0.10	0.10	0.10	0.01	0.19	0.14	0.09	0.27	0.27
Crit Moves:	****			****			****			****		
Green Time:	29.8	29.8	52.4	22.4	22.4	22.4	7.0	48.1	48.1	22.7	63.8	63.8
Volume/Cap:	0.57	0.57	0.14	0.57	0.57	0.57	0.11	0.53	0.38	0.53	0.57	0.57
Delay/Veh:	49.0	49.0	26.8	54.7	54.7	54.7	61.6	34.9	32.8	53.3	26.2	26.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	49.0	49.0	26.8	54.7	54.7	54.7	61.6	34.9	32.8	53.3	26.2	26.2
LOS by Move:	D	D	C	D-	D-	D-	E	C-	C-	D-	C	C
HCM2kAvgQ:	9	9	3	8	8	8	0	11	8	6	14	14

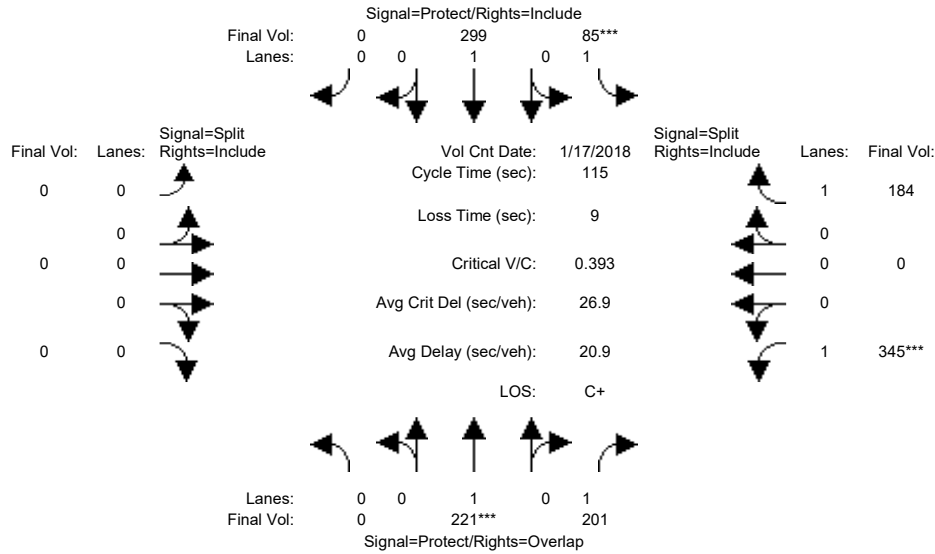
Note: Queue reported is the number of cars per lane.



Vallco Special Area Specific Plan  
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Intersection #39: Tantau Avenue / Pruneridge Avenue



Street Name:	Tantau Avenue						Pruneridge Avenue					
	North Bound			South Bound			East Bound			West Bound		
Approach:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	0	0	0	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:	>>	Count	Date:	17 Jan 2018	<<	08:00:00 AM						
Base Vol:	0	212	186	85	273	0	0	0	0	302	0	184
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	212	186	85	273	0	0	0	0	302	0	184
Added Vol:	0	9	15	0	26	0	0	0	0	43	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	221	201	85	299	0	0	0	0	345	0	184
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	221	201	85	299	0	0	0	0	345	0	184
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	221	201	85	299	0	0	0	0	345	0	184
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	0	221	201	85	299	0	0	0	0	345	0	184

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	1.00	1.00	1.00	1.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Final Sat.:	0	1900	1750	1750	1900	0	0	0	0	1750	0	1750

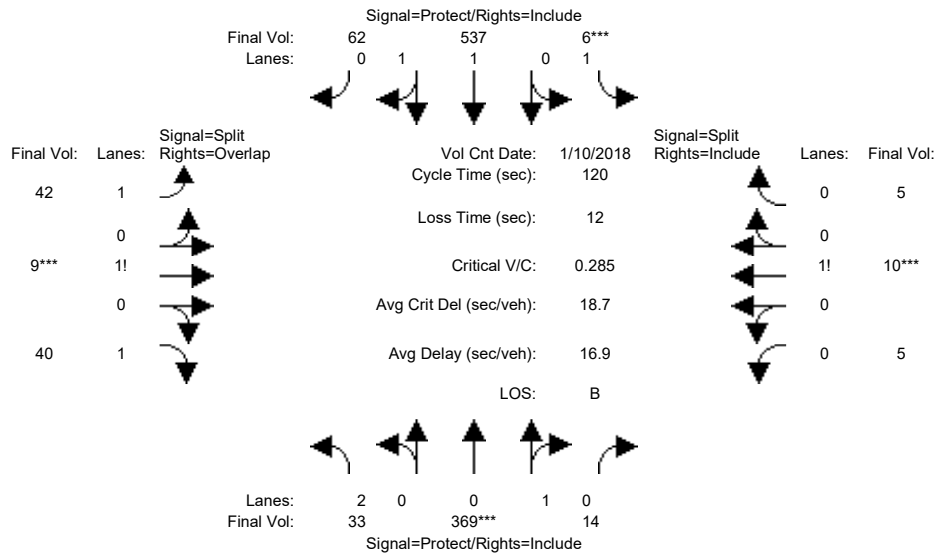
Capacity Analysis Module:												
Vol/Sat:	0.00	0.12	0.11	0.05	0.16	0.00	0.00	0.00	0.00	0.20	0.00	0.11
Crit Moves:	****			****						****		
Green Time:	0.0	34.1	91.8	14.2	48.3	0.0	0.0	0.0	0.0	57.7	0.0	57.7
Volume/Cap:	0.00	0.39	0.14	0.39	0.37	0.00	0.00	0.00	0.00	0.39	0.00	0.21
Delay/Veh:	0.0	32.7	2.7	47.6	23.3	0.0	0.0	0.0	0.0	18.1	0.0	16.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	32.7	2.7	47.6	23.3	0.0	0.0	0.0	0.0	18.1	0.0	16.1
LOS by Move:	A	C-	A	D	C	A	A	A	A	B-	A	B
HCM2kAvgQ:	0	6	2	3	7	0	0	0	0	8	0	4

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

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2000 HCM Operations (Future Volume Alternative)  
Existing AM PP

Intersection #40: Tantau Avenue / Apple Parkway/Tantau 14 (private)



Street Name:	Tantau Avenue						Apple Parkway/Tantau 14 (private)					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:	>>	Count	Date:	10 Jan 2018	<<	08:00:00 AM						
Base Vol:	33	345	14	6	468	62	42	9	40	5	10	5
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	33	345	14	6	468	62	42	9	40	5	10	5
Added Vol:	0	24	0	0	69	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	33	369	14	6	537	62	42	9	40	5	10	5
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	33	369	14	6	537	62	42	9	40	5	10	5
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	33	369	14	6	537	62	42	9	40	5	10	5
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	33	369	14	6	537	62	42	9	40	5	10	5

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	0.95	0.95	0.92	0.98	0.95	0.92	0.92	0.92	0.92	0.92	0.92
Lanes:	2.00	0.96	0.04	1.00	1.79	0.21	1.42	0.18	1.40	0.25	0.50	0.25
Final Sat.:	3150	1734	66	1750	3317	383	2485	315	2450	438	875	438

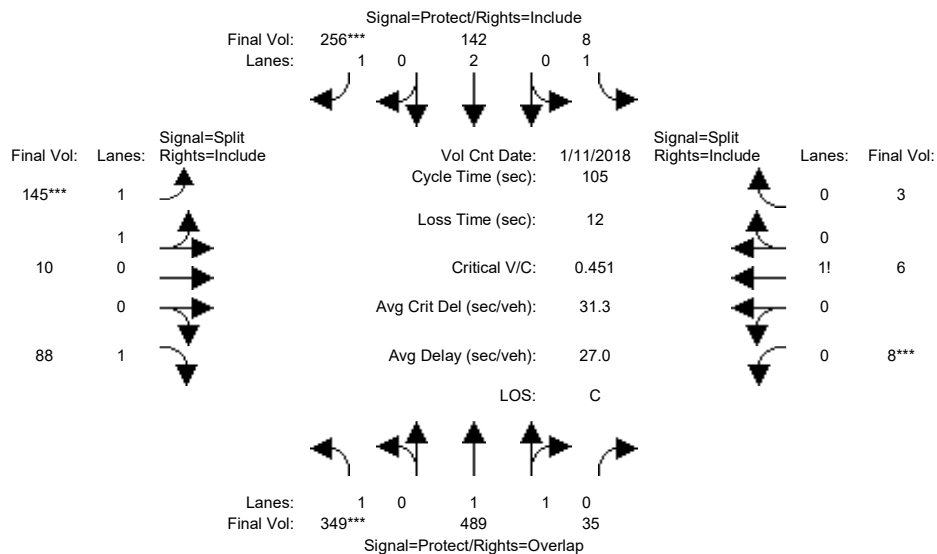
Capacity Analysis Module:												
Vol/Sat:	0.01	0.21	0.21	0.00	0.16	0.16	0.02	0.03	0.02	0.01	0.01	0.01
Crit Moves:	****			****			****			****		
Green Time:	23.1	80.2	80.2	7.0	64.1	64.1	10.8	10.8	33.9	10.0	10.0	10.0
Volume/Cap:	0.05	0.32	0.32	0.06	0.30	0.30	0.19	0.32	0.06	0.14	0.14	0.14
Delay/Veh:	39.6	8.5	8.5	53.6	15.6	15.6	50.8	51.8	31.4	51.4	51.4	51.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	39.6	8.5	8.5	53.6	15.6	15.6	50.8	51.8	31.4	51.4	51.4	51.4
LOS by Move:	D	A	A	D-	B	B	D	D-	C	D-	D-	D-
HCM2kAvgQ:	1	6	6	0	6	6	1	2	1	1	1	1

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

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2000 HCM Operations (Future Volume Alternative)  
Existing AM PP

Intersection #41: Tantau Avenue / Vallco Parkway



Street Name:	Tantau Avenue						Vallco Parkway					
	North Bound			South Bound			East Bound			West Bound		
Approach:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:	>>	Count	Date:	11 Jan 2018	<<	08:00:00 AM						
Base Vol:	187	489	35	8	142	187	122	10	50	8	6	3
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	187	489	35	8	142	187	122	10	50	8	6	3
Added Vol:	162	0	0	0	0	69	23	0	38	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	349	489	35	8	142	256	145	10	88	8	6	3
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	349	489	35	8	142	256	145	10	88	8	6	3
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	349	489	35	8	142	256	145	10	88	8	6	3
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	349	489	35	8	142	256	145	10	88	8	6	3

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	1.00	0.92	0.93	0.95	0.92	0.92	0.92	0.92
Lanes:	1.00	1.86	0.14	1.00	2.00	1.00	1.87	0.13	1.00	0.47	0.35	0.18
Final Sat.:	1750	3453	247	1750	3800	1750	3321	229	1750	824	618	309

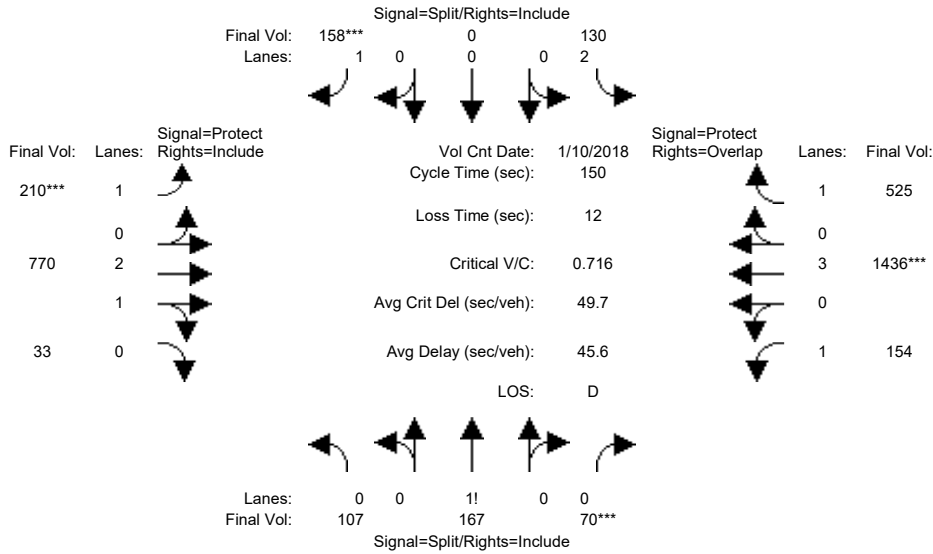
Capacity Analysis Module:												
Vol/Sat:	0.20	0.14	0.14	0.00	0.04	0.15	0.04	0.04	0.05	0.01	0.01	0.01
Crit Moves:	***					****	****			****		
Green Time:	41.8	49.3	59.3	23.2	30.7	30.7	10.5	10.5	10.5	10.0	10.0	10.0
Volume/Cap:	0.50	0.30	0.25	0.02	0.13	0.50	0.43	0.43	0.50	0.10	0.10	0.10
Delay/Veh:	24.3	17.3	11.7	32.0	27.4	31.6	45.3	45.3	47.0	43.7	43.7	43.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	24.3	17.3	11.7	32.0	27.4	31.6	45.3	45.3	47.0	43.7	43.7	43.7
LOS by Move:	C	B	B+	C-	C	C	D	D	D	D	D	D
HCM2kAvgQ:	9	5	4	0	2	7	2	2	3	1	1	1

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

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2000 HCM Operations (Future Volume Alternative)  
Existing AM PP

Intersection #42: Tantau Avenue / Stevens Creek Boulevard



Street Name:	Tantau Avenue						Stevens Creek Boulevard					
	North Bound			South Bound			East Bound			West Bound		
Approach:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:	>>	Count	Date:	10 Jan 2018	<<	08:00:00 AM						
Base Vol:	92	132	70	92	0	158	210	717	23	154	1242	398
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	92	132	70	92	0	158	210	717	23	154	1242	398
Added Vol:	15	35	0	38	0	0	0	53	10	0	194	127
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	107	167	70	130	0	158	210	770	33	154	1436	525
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	107	167	70	130	0	158	210	770	33	154	1436	525
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	107	167	70	130	0	158	210	770	33	154	1436	525
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	107	167	70	130	0	158	210	770	33	154	1436	525

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.92	0.92	0.83	1.00	0.92	0.92	0.98	0.95	0.92	1.00	0.92
Lanes:	0.31	0.49	0.20	2.00	0.00	1.00	1.00	2.87	0.13	1.00	3.00	1.00
Final Sat.:	544	850	356	3150	0	1750	1750	5370	230	1750	5700	1750

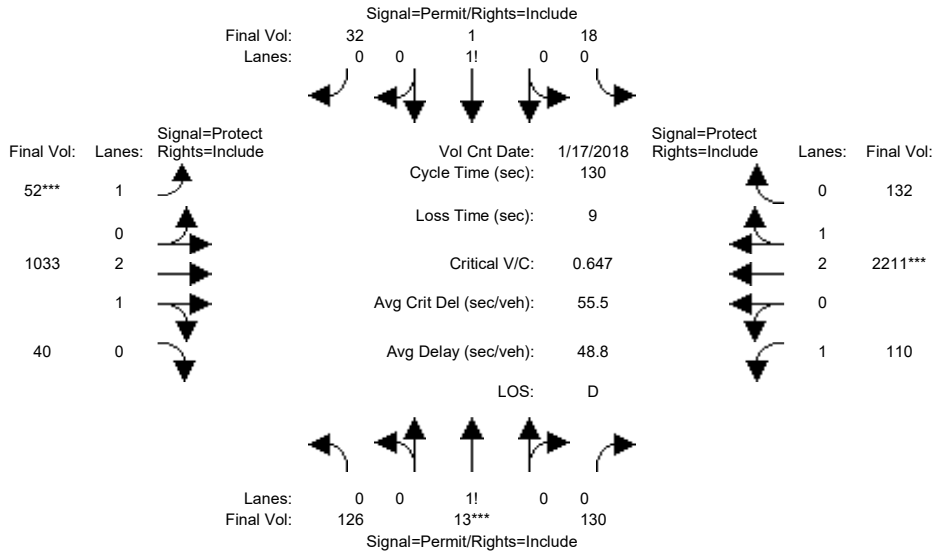
Capacity Analysis Module:												
Vol/Sat:	0.20	0.20	0.20	0.04	0.00	0.09	0.12	0.14	0.14	0.09	0.25	0.30
Crit Moves:	***			***			***			***		
Green Time:	41.2	41.2	41.2	18.9	0.0	18.9	25.1	48.3	48.3	29.6	52.8	71.7
Volume/Cap:	0.72	0.72	0.72	0.33	0.00	0.72	0.72	0.45	0.45	0.45	0.72	0.63
Delay/Veh:	54.2	54.2	54.2	60.2	0.0	73.6	67.2	40.4	40.4	53.9	43.4	30.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	54.2	54.2	54.2	60.2	0.0	73.6	67.2	40.4	40.4	53.9	43.4	30.7
LOS by Move:	D-	D-	D-	E	A	E	E	D	D	D-	D	C
HCM2kAvgQ:	16	16	16	3	0	8	10	9	9	6	17	18

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

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2000 HCM Operations (Future Volume Alternative)  
Existing AM PP

Intersection #43: Stern Avenue / Steven Creek Boulevard



Street Name:	Stern Avenue						Steven Creek Boulevard					
	North Bound			South Bound			East Bound			West Bound		
Approach:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	47	47	47	47	47	47	20	42	42	25	47	47
Y+R:	4.6	4.6	4.6	4.6	4.6	4.6	4.9	5.6	5.6	4.9	5.9	5.9

Volume Module:	>> Count	Date:	17 Jan 2018	<<	08:00:00 AM
Base Vol:	115 12 118	16 1 29	47 849 36	100 1691 120	
Growth Adj:	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00
Initial Bse:	115 12 118	16 1 29	47 849 36	100 1691 120	
Added Vol:	0 0 0	0 0 0	0 91 0	0 321 0	
PasserByVol:	0 0 0	0 0 0	0 0 0	0 0 0	
Initial Fut:	115 12 118	16 1 29	47 940 36	100 2012 120	
User Adj:	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00
PHF Adj:	0.91 0.91 0.91	0.91 0.91 0.91	0.91 0.91 0.91	0.91 0.91 0.91	0.91 0.91 0.91
PHF Volume:	126 13 130	18 1 32	52 1033 40	110 2211 132	
Reduct Vol:	0 0 0	0 0 0	0 0 0	0 0 0	
Reduced Vol:	126 13 130	18 1 32	52 1033 40	110 2211 132	
PCE Adj:	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00
MLF Adj:	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00
Final Volume:	126 13 130	18 1 32	52 1033 40	110 2211 132	

Saturation Flow Module:												
Sat/Lane:	1900 1900 1900	1900 1900 1900	1900 1900 1900	1900 1900 1900	1900 1900 1900							
Adjustment:	0.92 0.92 0.92	0.92 0.92 0.92	0.92 0.92 0.92	0.92 0.98 0.95	0.92 0.98 0.95							
Lanes:	0.47 0.05 0.48	0.35 0.02 0.63	1.00 2.89 0.11	1.00 2.82 0.18								
Final Sat.:	821 86 843	609 38 1103	1750 5393 207	1750 5284 315								

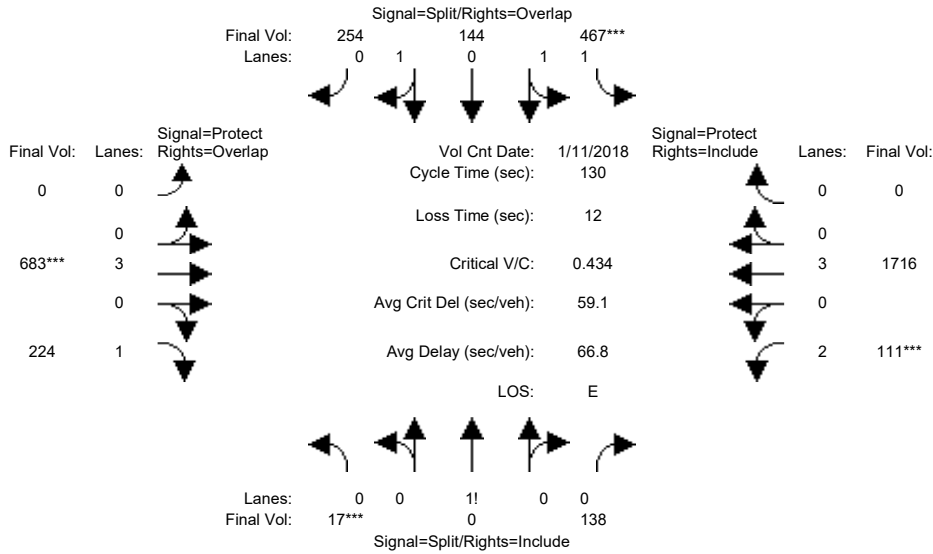
Capacity Analysis Module:												
Vol/Sat:	0.15 0.15 0.15	0.03 0.03 0.03	0.03 0.19 0.19	0.06 0.42 0.42								
Crit Moves:	****		****	****								
Green Time:	47.0 47.0 47.0	47.0 47.0 47.0	20.0 46.4 46.4	27.6 54.0 54.0								
Volume/Cap:	0.43 0.43 0.43	0.08 0.08 0.08	0.19 0.54 0.54	0.30 1.01 1.01								
Delay/Veh:	31.8 31.8 31.8	27.3 27.3 27.3	48.3 33.5 33.5	43.5 58.4 58.4								
User DelAdj:	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00								
AdjDel/Veh:	31.8 31.8 31.8	27.3 27.3 27.3	48.3 33.5 33.5	43.5 58.4 58.4								
LOS by Move:	C C C	C C C	D C- C-	D E+ E+								
HCM2kAvgQ:	9 9 9	1 1 1	2 11 11	4 32 32								

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

Vallco Special Area Specific Plan  
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Level Of Service Computation Report  
2000 HCM Operations (Future Volume Alternative)  
Existing AM PP

Intersection #44: I-280 Ramps (West)-Calvert Drive / Stevens Creek Boulevard



Street Name:	I-280 Ramps (West)-Calvert Drive						Stevens Creek Boulevard					
	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	56	56	56	57	57	57	0	32	32	23	36	36
Y+R:	6.0	6.0	6.0	5.4	5.4	5.4	0.0	5.9	5.9	5.4	5.6	5.6

Volume Module:	>>	Count	Date:	11 Jan 2018	<<	08:00:00 AM						
Base Vol:	17	0	138	467	144	254	0	636	180	111	1395	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	17	0	138	467	144	254	0	636	180	111	1395	0
Added Vol:	0	0	0	0	0	0	0	47	44	0	321	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	17	0	138	467	144	254	0	683	224	111	1716	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	17	0	138	467	144	254	0	683	224	111	1716	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	17	0	138	467	144	254	0	683	224	111	1716	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	17	0	138	467	144	254	0	683	224	111	1716	0

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.92	0.92	0.93	0.95	0.95	0.92	1.00	0.92	0.83	1.00	0.92
Lanes:	0.11	0.00	0.89	1.64	0.49	0.87	0.00	3.00	1.00	2.00	3.00	0.00
Final Sat.:	192	0	1558	2888	891	1571	0	5700	1750	3150	5700	0

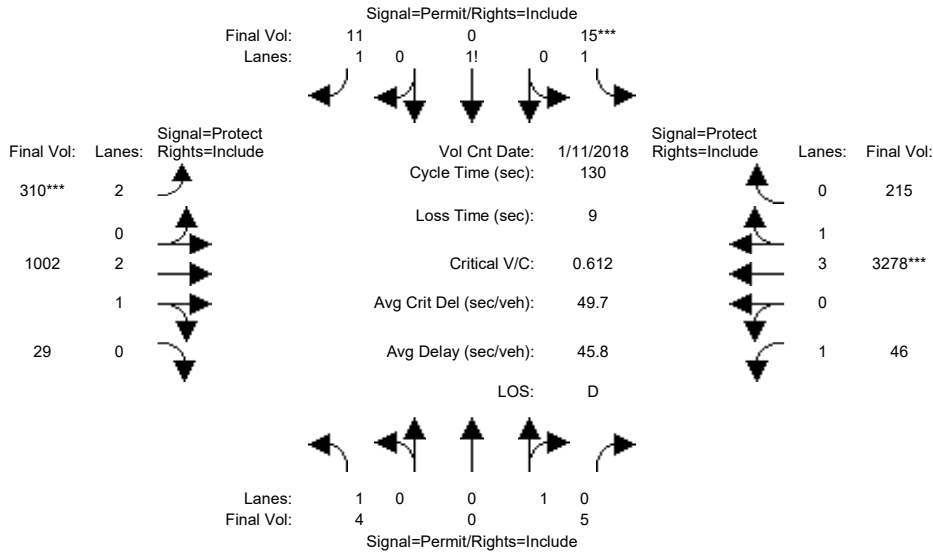
Capacity Analysis Module:												
Vol/Sat:	0.09	0.00	0.09	0.16	0.16	0.16	0.00	0.12	0.13	0.04	0.30	0.00
Crit Moves:	***			***			***			***		
Green Time:	40.4	0.0	40.4	41.2	41.2	41.2	0.0	23.1	63.6	16.6	39.7	0.0
Volume/Cap:	0.28	0.00	0.28	0.51	0.51	0.51	0.00	0.67	0.26	0.28	0.99	0.00
Delay/Veh:	47.2	0.0	47.2	50.4	50.4	50.4	0.0	70.9	27.1	71.3	80.2	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	47.2	0.0	47.2	50.4	50.4	50.4	0.0	70.9	27.1	71.3	80.2	0.0
LOS by Move:	D	A	D	D	D	D	A	E	C	E	F	A
HCM2kAvgQ:	7	0	7	14	14	14	0	12	7	3	30	0

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

Vallco Special Area Specific Plan  
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Level Of Service Computation Report  
2000 HCM Operations (Future Volume Alternative)  
Existing AM PP

Intersection #45: Agilent Driveway / Stevens Creek Boulevard



Street Name:	Agilent Driveway						Stevens Creek Boulevard					
	North Bound			South Bound			East Bound			West Bound		
Approach:												
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	47	47	47	45	45	45	15	44	44	25	54	54
Y+R:	3.0	3.0	3.0	4.6	4.6	4.6	5.0	5.6	5.6	5.0	5.6	5.6

Volume Module:	>>	Count	Date:	11 Jan 2018	<<	08:00:00 AM											
Base Vol:	4	0	5	14	0	10	285	875	27	42	2695	198					
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00					
Initial Bse:	4	0	5	14	0	10	285	875	27	42	2695	198					
Added Vol:	0	0	0	0	0	0	0	47	0	0	321	0					
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0					
Initial Fut:	4	0	5	14	0	10	285	922	27	42	3016	198					
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00					
PHF Adj:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92					
PHF Volume:	4	0	5	15	0	11	310	1002	29	46	3278	215					
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0					
Reduced Vol:	4	0	5	15	0	11	310	1002	29	46	3278	215					
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00					
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00					
Final Volume:	4	0	5	15	0	11	310	1002	29	46	3278	215					

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.95	0.92	1.00	0.92	0.83	0.98	0.95	0.92	0.99	0.95
Lanes:	1.00	0.00	1.00	1.58	0.00	1.42	2.00	2.91	0.09	1.00	3.74	0.26
Final Sat.:	1750	0	1800	2771	0	2479	3150	5440	159	1750	7037	462

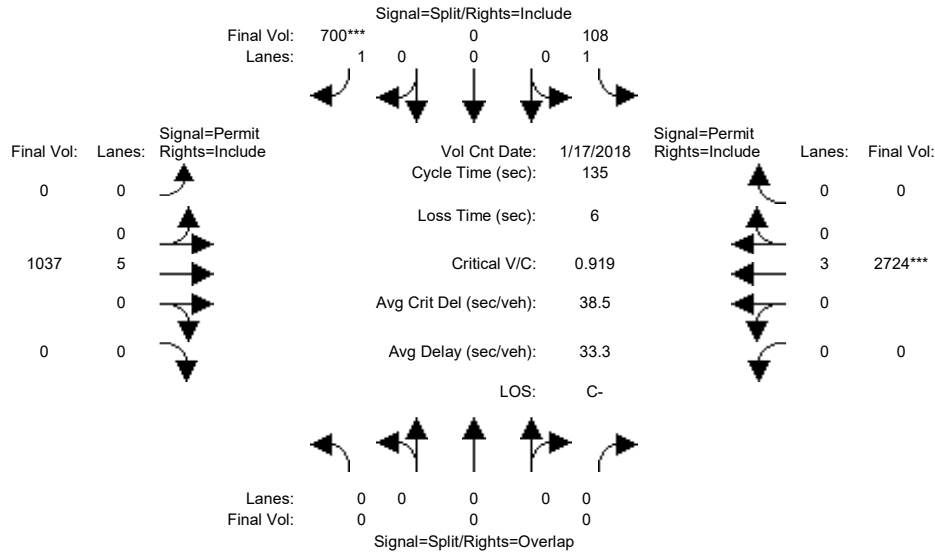
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.01	0.00	0.00	0.10	0.18	0.18	0.03	0.47	0.47
Crit Moves:				****			****			****		
Green Time:	45.0	0.0	45.0	45.0	0.0	45.0	15.0	48.5	48.5	27.5	61.0	61.0
Volume/Cap:	0.01	0.00	0.01	0.02	0.00	0.01	0.85	0.49	0.49	0.12	0.99	0.99
Delay/Veh:	27.9	0.0	27.9	27.9	0.0	27.9	73.7	31.5	31.5	41.6	47.8	47.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	27.9	0.0	27.9	27.9	0.0	27.9	73.7	31.5	31.5	41.6	47.8	47.8
LOS by Move:	C	A	C	C	A	C	E	C	C	D	D	D
HCM2kAvgQ:	0	0	0	0	0	0	8	10	10	1	36	36

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

Vallco Special Area Specific Plan  
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Level Of Service Computation Report  
2000 HCM Operations (Future Volume Alternative)  
Existing AM PP

Intersection #46: Lawrence Expressway Ramp (West) / Stevens Creek Boulevard



Street Name:	Lawrence Expressway Ramp (West)						Stevens Creek Boulevard					
	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	10	0	10	0	10	0	0	10	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 17 Jan 2018 << 08:00:00 AM												
Base Vol:	0	0	0	108	0	647	0	990	0	0	2456	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	108	0	647	0	990	0	0	2456	0
Added Vol:	0	0	0	0	0	53	0	47	0	0	268	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	108	0	700	0	1037	0	0	2724	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	108	0	700	0	1037	0	0	2724	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	108	0	700	0	1037	0	0	2724	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	0	0	0	108	0	700	0	1037	0	0	2724	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	0.00	0.00	1.00	0.00	1.00	0.00	5.00	0.00	0.00	3.00	0.00
Final Sat.:	0	0	0	1750	0	1750	0	9500	0	0	5700	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.06	0.00	0.40	0.00	0.11	0.00	0.00	0.48	0.00
Crit Moves:				****						****		
Green Time:	0.0	0.0	0.0	58.8	0.0	58.8	0.0	70.2	0.0	0.0	70.2	0.0
Volume/Cap:	0.00	0.00	0.00	0.14	0.00	0.92	0.00	0.21	0.00	0.00	0.92	0.00
Delay/Veh:	0.0	0.0	0.0	23.0	0.0	52.0	0.0	17.5	0.0	0.0	35.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	23.0	0.0	52.0	0.0	17.5	0.0	0.0	35.0	0.0
LOS by Move:	A	A	A	C	A	D-	A	B	A	A	C-	A
HCM2kAvgQ:	0	0	0	3	0	33	0	4	0	0	36	0

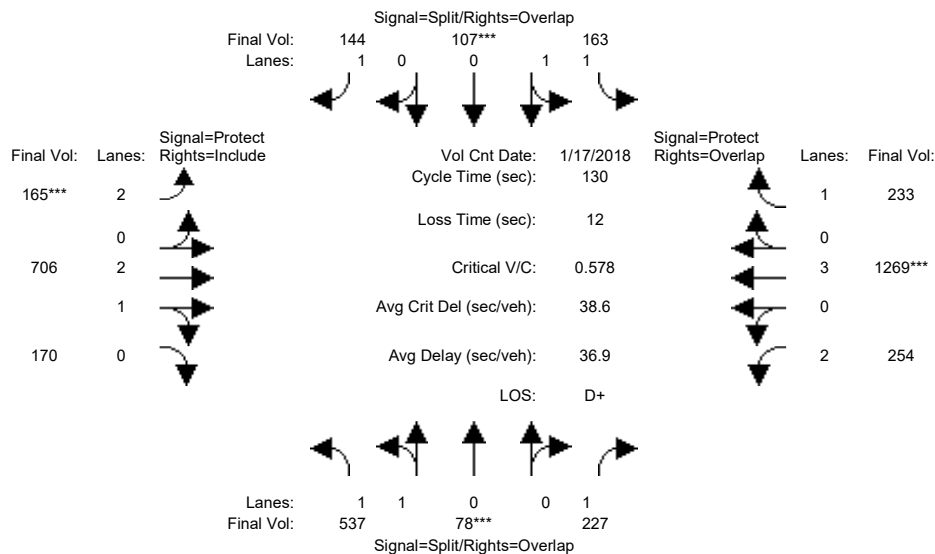
Note: Queue reported is the number of cars per lane.



Vallco Special Area Specific Plan  
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Level Of Service Computation Report  
2000 HCM Operations (Future Volume Alternative)  
Existing AM PP

Intersection #47: Lawrence Expressway / El Camino Real



Street Name:	Lawrence Expressway						El Camino Real					
	North Bound			South Bound			East Bound			West Bound		
Approach:												
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:	>>	Count	Date:	17 Jan 2018	<<	08:00:00 AM						
Base Vol:	537	48	219	163	25	119	156	704	170	223	1260	233
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	537	48	219	163	25	119	156	704	170	223	1260	233
Added Vol:	0	30	8	0	82	25	9	2	0	31	9	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	537	78	227	163	107	144	165	706	170	254	1269	233
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	537	78	227	163	107	144	165	706	170	254	1269	233
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	537	78	227	163	107	144	165	706	170	254	1269	233
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	537	78	227	163	107	144	165	706	170	254	1269	233

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.93	0.95	0.92	0.93	0.95	0.92	0.83	0.99	0.95	0.83	1.00	0.92
Lanes:	1.75	0.25	1.00	1.22	0.78	1.00	2.00	2.40	0.60	2.00	3.00	1.00
Final Sat.:	3100	450	1750	2143	1407	1750	3150	4512	1086	3150	5700	1750

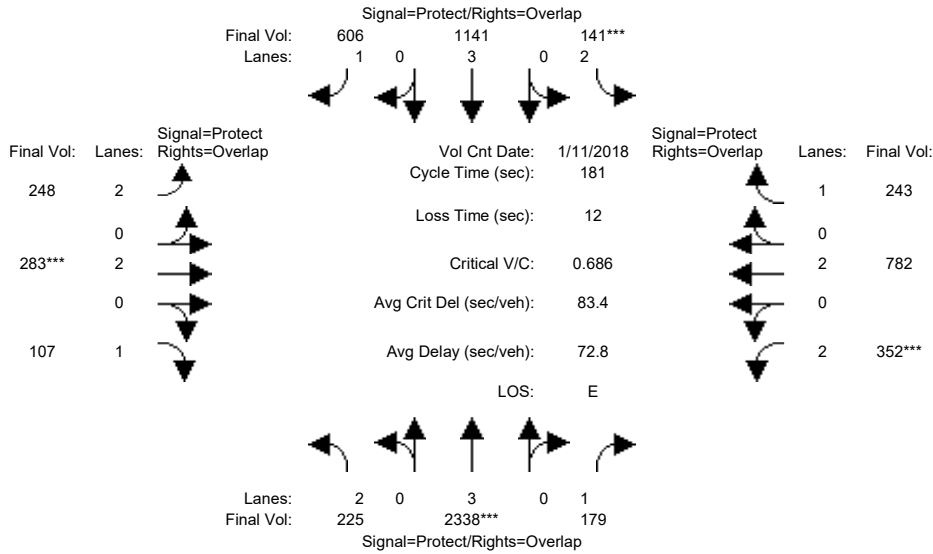
Capacity Analysis Module:												
Vol/Sat:	0.17	0.17	0.13	0.08	0.08	0.08	0.05	0.16	0.16	0.08	0.22	0.13
Crit Moves:	****			****			****			****		
Green Time:	39.0	39.0	60.0	17.1	17.1	28.9	11.8	40.8	40.8	21.0	50.1	67.2
Volume/Cap:	0.58	0.58	0.28	0.58	0.58	0.37	0.58	0.50	0.50	0.50	0.58	0.26
Delay/Veh:	39.3	39.3	21.8	54.8	54.8	43.4	59.6	36.5	36.5	50.4	32.0	17.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	39.3	39.3	21.8	54.8	54.8	43.4	59.6	36.5	36.5	50.4	32.0	17.6
LOS by Move:	D	D	C+	D-	D-	D	E+	D+	D+	D	C	B
HCM2kAvgQ:	11	11	6	6	6	5	4	9	9	6	13	5

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

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

Intersection #48: Lawrence Expressway / Homestead Road



Street Name:	Lawrence Expressway						Homestead Road					
	North Bound			South Bound			East Bound			West Bound		
Approach:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	16	86	86	23	93	93	24	44	44	18	35	35
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	7.0	10.0	10.0

Volume Module:	>>	Count	Date:	11 Jan 2018	<<	08:00:00 AM						
Base Vol:	225	2936	176	141	1354	565	235	275	107	344	759	243
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	225	2936	176	141	1354	565	235	275	107	344	759	243
Added Vol:	0	24	3	0	72	41	13	8	0	8	23	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	225	2960	179	141	1426	606	248	283	107	352	782	243
User Adj:	1.00	0.79	1.00	1.00	0.80	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	225	2338	179	141	1141	606	248	283	107	352	782	243
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	225	2338	179	141	1141	606	248	283	107	352	782	243
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	225	2338	179	141	1141	606	248	283	107	352	782	243

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	3150	5700	1750	3150	5700	1750	3150	3800	1750	3150	3800	1750

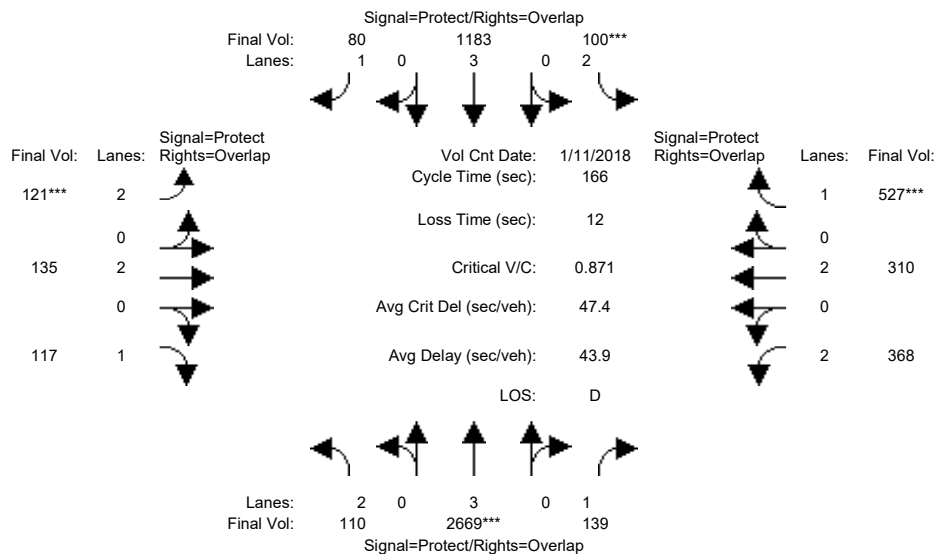
Capacity Analysis Module:												
Vol/Sat:	0.07	0.41	0.10	0.04	0.20	0.35	0.08	0.07	0.06	0.11	0.21	0.14
Crit Moves:	****			****			****			****		
Green Time:	15.8	85.1	102.9	22.7	92.0	115.9	23.9	43.5	59.3	17.8	37.5	60.2
Volume/Cap:	0.82	0.87	0.18	0.36	0.39	0.54	0.60	0.31	0.19	1.14	0.99	0.42
Delay/Veh:	104.4	72.8	35.8	80.8	46.8	40.2	77.2	57.2	44.2	175.6	103	47.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	104.4	72.8	35.8	80.8	46.8	40.2	77.2	57.2	44.2	175.6	103	47.8
LOS by Move:	F	E	D+	F	D	D	E-	E+	D	F	F	D
HCM2kAvgQ:	7	41	8	5	18	31	8	6	4	18	27	11

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

Vallco Special Area Specific Plan  
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Level Of Service Computation Report  
2000 HCM Operations (Future Volume Alternative)  
Existing AM PP

Intersection #49: Lawrence Expressway / Pruneridge Avenue



Street Name:	Lawrence Expressway						Pruneridge Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	16	89	89	13	87	87	14	22	22	25	34	34
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:	>>	Count	Date:	11 Jan 2018	<<	08:00:00 AM						
Base Vol:	110	3361	139	100	1427	52	111	130	117	367	295	527
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	110	3361	139	100	1427	52	111	130	117	367	295	527
Added Vol:	0	17	0	0	52	28	10	5	0	1	15	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	110	3378	139	100	1479	80	121	135	117	368	310	527
User Adj:	1.00	0.79	1.00	1.00	0.80	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	110	2669	139	100	1183	80	121	135	117	368	310	527
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	110	2669	139	100	1183	80	121	135	117	368	310	527
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	110	2669	139	100	1183	80	121	135	117	368	310	527

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	3150	5700	1750	3150	5700	1750	3150	3800	1750	3150	3800	1750

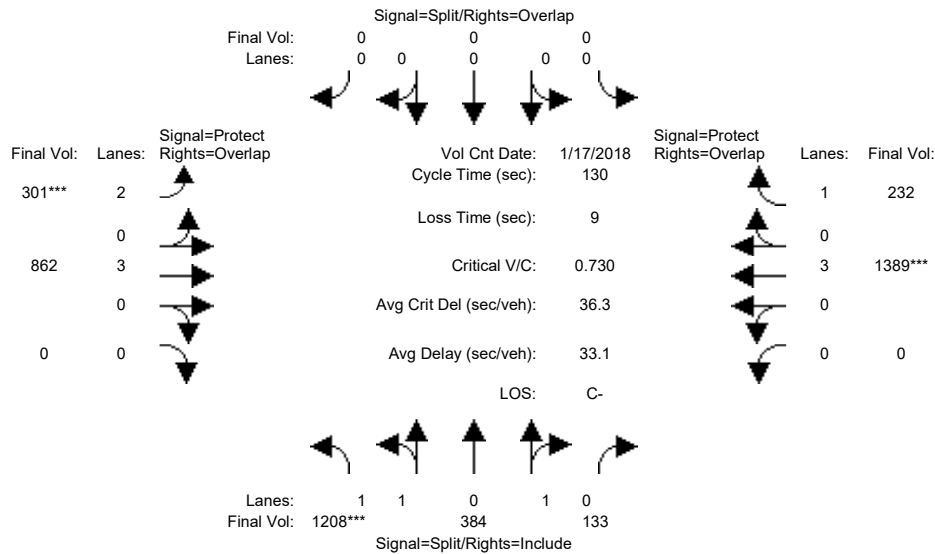
Capacity Analysis Module:												
Vol/Sat:	0.03	0.47	0.08	0.03	0.21	0.05	0.04	0.04	0.07	0.12	0.08	0.30
Crit Moves:	****			****			****			****		
Green Time:	15.8	89.0	116.7	13.0	86.2	100.2	14.0	24.3	40.2	27.7	38.0	51.0
Volume/Cap:	0.37	0.87	0.11	0.41	0.40	0.08	0.46	0.24	0.28	0.70	0.36	0.98
Delay/Veh:	71.1	36.6	8.0	73.9	24.3	13.7	73.6	62.9	51.5	69.5	54.0	90.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	71.1	36.6	8.0	73.9	24.3	13.7	73.6	62.9	51.5	69.5	54.0	90.6
LOS by Move:	E	D+	A	E	C	B	E	E	D-	E	D-	F
HCM2kAvgQ:	3	41	2	3	12	2	3	3	5	12	7	34

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

Vallco Special Area Specific Plan  
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Level Of Service Computation Report  
2000 HCM Operations (Future Volume Alternative)  
Existing AM PP

Intersection #50: Lawrence Expressway Ramps (East) / Stevens Creek Boulevard



Street Name:	Lawrence Expressway Ramps (East)						Stevens Creek Boulevard					
	North Bound			South Bound			East Bound			West Bound		
Approach:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	0	0	0	7	10	0	0	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:	>>	Count	Date:	17 Jan 2018	<<	08:00:00 AM						
Base Vol:	1029	384	133	0	0	0	284	832	0	0	1299	232
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	1029	384	133	0	0	0	284	832	0	0	1299	232
Added Vol:	179	0	0	0	0	0	17	30	0	0	90	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	1208	384	133	0	0	0	301	862	0	0	1389	232
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	1208	384	133	0	0	0	301	862	0	0	1389	232
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	1208	384	133	0	0	0	301	862	0	0	1389	232
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	1208	384	133	0	0	0	301	862	0	0	1389	232

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.93	0.95	0.95	0.92	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.92
Lanes:	2.00	0.74	0.26	0.00	0.00	0.00	2.00	3.00	0.00	0.00	3.00	1.00
Final Sat.:	3552	1337	463	0	0	0	3150	5700	0	0	5700	1750

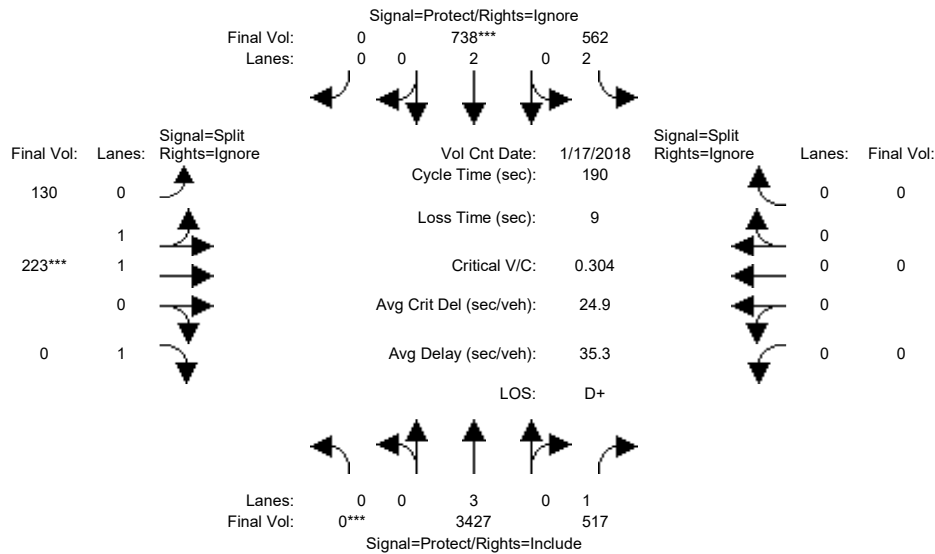
Capacity Analysis Module:												
Vol/Sat:	0.34	0.29	0.29	0.00	0.00	0.00	0.10	0.15	0.00	0.00	0.24	0.13
Crit Moves:	***						****			****		
Green Time:	60.6	60.6	60.6	0.0	0.0	0.0	17.0	60.4	0.0	0.0	43.4	43.4
Volume/Cap:	0.73	0.62	0.62	0.00	0.00	0.00	0.73	0.33	0.00	0.00	0.73	0.40
Delay/Veh:	29.3	26.4	26.4	0.0	0.0	0.0	60.8	22.0	0.0	0.0	39.6	33.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	29.3	26.4	26.4	0.0	0.0	0.0	60.8	22.0	0.0	0.0	39.6	33.7
LOS by Move:	C	C	C	A	A	A	E	C+	A	A	D	C-
HCM2kAvgQ:	21	16	16	0	0	0	7	7	0	0	15	7

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

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

Intersection #51: Lawrence Expressway / Calverty Drive-I-280 SB Ramp



Street Name:	Lawrence Expressway						I-280 SB Ramp					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	116	116	32	152	0	30	30	30	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:	>>	Count	Date:	17 Jan 2018	<<	08:00:00 AM						
Base Vol:	0	3346	517	562	738	0	130	197	235	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	3346	517	562	738	0	130	197	235	0	0	0
Added Vol:	0	81	0	0	0	0	0	26	18	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	3427	517	562	738	0	130	223	253	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Volume:	0	3427	517	562	738	0	130	223	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	3427	517	562	738	0	130	223	0	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
FinalVolume:	0	3427	517	562	738	0	130	223	0	0	0	0

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.83	1.00	0.92	0.95	0.99	0.92	0.92	1.00	0.92
Lanes:	0.00	3.00	1.00	2.00	2.00	0.00	0.76	1.24	1.00	0.00	0.00	0.00
Final Sat.:	0	5700	1750	3150	3800	0	1362	2336	1750	0	0	0

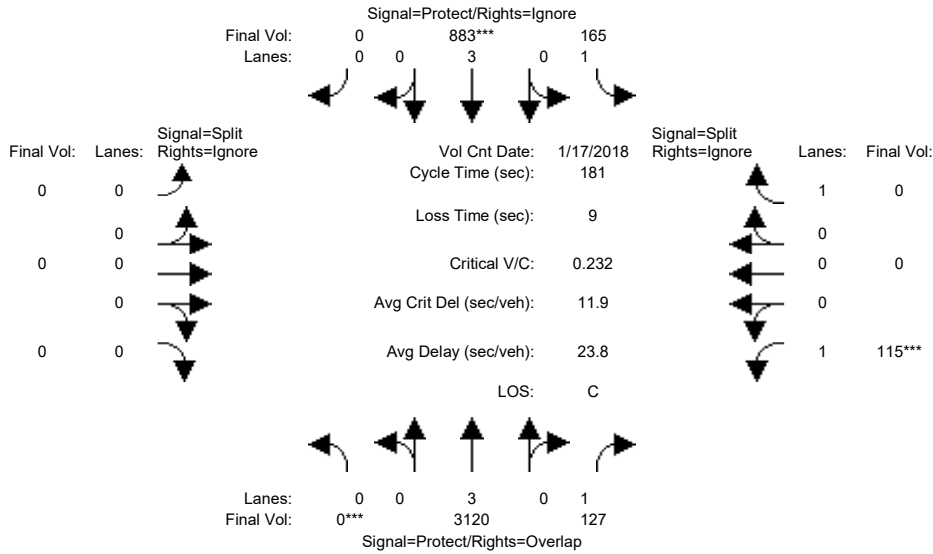
Capacity Analysis Module:												
Vol/Sat:	0.00	0.60	0.30	0.18	0.19	0.00	0.10	0.10	0.00	0.00	0.00	0.00
Crit Moves:	****				****			****				
Green Time:	0.0	117	116.9	34.3	151	0.0	29.8	29.8	0.0	0.0	0.0	0.0
Volume/Cap:	0.00	0.98	0.48	0.99	0.24	0.00	0.61	0.61	0.00	0.00	0.00	0.00
Delay/Veh:	0.0	29.6	11.1	112.4	0.0	0.0	76.9	76.9	0.0	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	29.6	11.1	112.4	0.0	0.0	76.9	76.9	0.0	0.0	0.0	0.0
LOS by Move:	A	C	B+	F	A	A	E-	E-	A	A	A	A
HCM2kAvgQ:	0	62	9	24	0	0	10	10	0	0	0	0

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

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2000 HCM Operations (Future Volume Alternative)  
Existing AM PP

Intersection #52: Lawrence Expressway / Mitty Way



Street Name:	Lawrence Expressway						Mitty Way					
	North Bound			South Bound			East Bound			West Bound		
Approach:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	116	116	28	148	148	0	0	0	25	25	25
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	0.0	0.0	0.0	4.0	4.0	4.0

Volume Module:	>>	Count	Date:	17 Jan 2018	<<	08:00:00 AM						
Base Vol:	0	3041	127	164	866	0	0	0	0	113	0	741
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	3041	127	164	866	0	0	0	0	113	0	741
Added Vol:	0	79	0	1	17	0	0	0	0	2	0	2
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	3120	127	165	883	0	0	0	0	115	0	743
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Volume:	0	3120	127	165	883	0	0	0	0	115	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	3120	127	165	883	0	0	0	0	115	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
Final Volume:	0	3120	127	165	883	0	0	0	0	115	0	0

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	3.00	1.00	1.00	3.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Final Sat.:	0	5700	1750	1750	5700	0	0	0	0	1750	0	1750

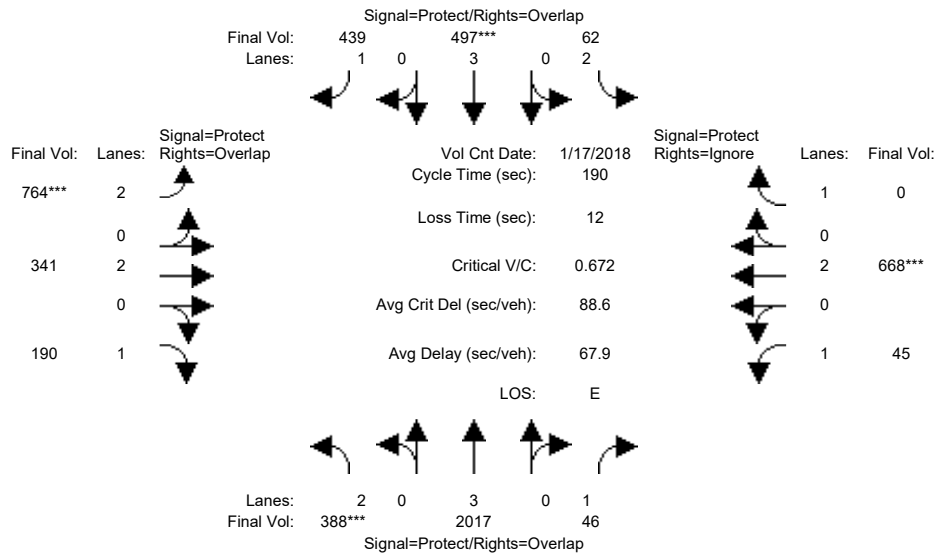
Capacity Analysis Module:												
Vol/Sat:	0.00	0.55	0.07	0.09	0.15	0.00	0.00	0.00	0.00	0.07	0.00	0.00
Crit Moves:	***				****					****		
Green Time:	0.0	119	143.4	28.6	147	0.0	0.0	0.0	0.0	24.9	0.0	0.0
Volume/Cap:	0.00	0.84	0.09	0.60	0.19	0.00	0.00	0.00	0.00	0.48	0.00	0.00
Delay/Veh:	0.0	25.7	4.3	74.7	3.8	0.0	0.0	0.0	0.0	74.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	25.7	4.3	74.7	3.8	0.0	0.0	0.0	0.0	74.0	0.0	0.0
LOS by Move:	A	C	A	E	A	A	A	A	A	E	A	A
HCM2kAvgQ:	0	41	2	9	4	0	0	0	0	7	0	0

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

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

Intersection #53: Lawrence Expressway / Bollinger Road



Street Name:	Lawrence Expressway						Bollinger Road					
	North Bound			South Bound			East Bound			West Bound		
Approach:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	19	70	70	14	64	64	51	80	80	11	41	41
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:	>>	Count	Date:	17 Jan 2018	<<	08:00:00 AM						
Base Vol:	304	1940	46	61	481	437	764	340	173	45	662	255
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	304	1940	46	61	481	437	764	340	173	45	662	255
Added Vol:	84	77	0	1	16	2	0	1	17	0	6	2
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	388	2017	46	62	497	439	764	341	190	45	668	257
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	388	2017	46	62	497	439	764	341	190	45	668	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	388	2017	46	62	497	439	764	341	190	45	668	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
Final Volume:	388	2017	46	62	497	439	764	341	190	45	668	0

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.92
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	2.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	3150	5700	1750	3150	5700	1750	3150	3800	1750	1750	3800	1750

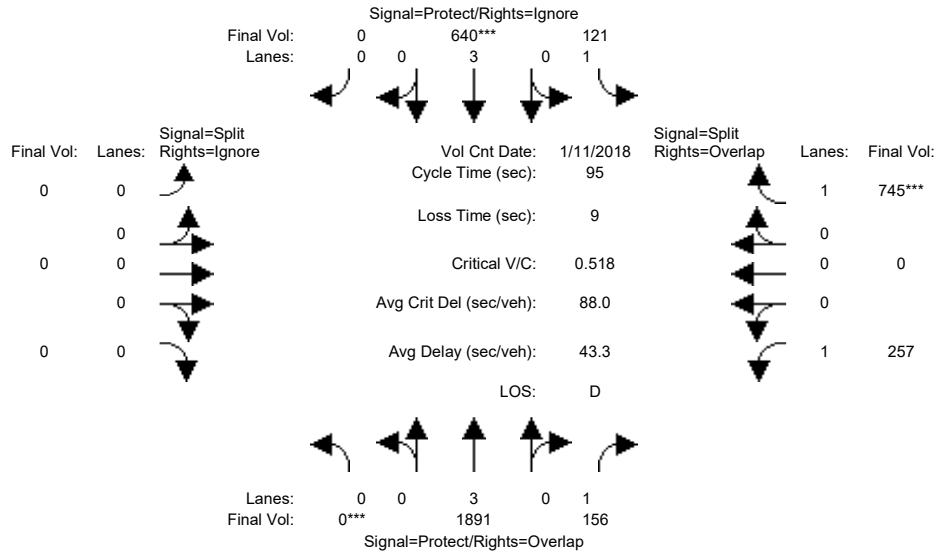
Capacity Analysis Module:												
Vol/Sat:	0.12	0.35	0.03	0.02	0.09	0.25	0.24	0.09	0.11	0.03	0.18	0.00
Crit Moves:	***			****			****			****		
Green Time:	20.2	70.7	82.0	14.1	64.7	116.2	51.5	81.7	102.0	11.2	41.4	0.0
Volume/Cap:	1.16	0.95	0.06	0.26	0.26	0.41	0.89	0.21	0.20	0.43	0.81	0.00
Delay/Veh:	183.2	63.1	26.8	82.7	48.9	27.1	77.7	33.6	22.8	88.3	75.6	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	183.2	63.1	26.8	82.7	48.9	27.1	77.7	33.6	22.8	88.3	75.6	0.0
LOS by Move:	F	E	C	F	D	C	E-	C-	C+	F	E-	A
HCM2kAvgQ:	18	39	1	2	7	18	27	6	6	3	20	0

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

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Level Of Service Computation Report  
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Existing AM PP

Intersection #54: Lawrence Expressway / Doyle Road



Street Name:	Lawrence Expressway						Doyle Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	53	53	14	68	68	0	0	0	18	18	18
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	0.0	0.0	0.0	4.0	4.0	4.0
Volume Module: >> Count Date:	11 Jan 2018 << 08:00:00 AM											
Base Vol:	0	1738	156	120	608	0	0	0	0	257	0	737
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	1738	156	120	608	0	0	0	0	257	0	737
Added Vol:	0	153	0	1	32	0	0	0	0	0	0	8
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	1891	156	121	640	0	0	0	0	257	0	745
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	0	1891	156	121	640	0	0	0	0	257	0	745
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1891	156	121	640	0	0	0	0	257	0	745
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00
Final Volume:	0	1891	156	121	640	0	0	0	0	257	0	745
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	3.00	1.00	1.00	3.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Final Sat.:	0	5700	1750	1750	5700	0	0	0	0	1750	0	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.33	0.09	0.07	0.11	0.00	0.00	0.00	0.00	0.15	0.00	0.43
Crit Moves:	***			****								
Green Time:	0.0	53.8	71.8	14.2	68.0	0.0	0.0	0.0	0.0	18.0	0.0	32.2
Volume/Cap:	0.00	0.59	0.12	0.46	0.16	0.00	0.00	0.00	0.00	0.78	0.00	1.26
Delay/Veh:	0.0	13.7	3.2	38.2	4.3	0.0	0.0	0.0	0.0	47.5	0.0	159.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	13.7	3.2	38.2	4.3	0.0	0.0	0.0	0.0	47.5	0.0	159.8
LOS by Move:	A	B	A	D+	A	A	A	A	A	D	A	F
HCM2kAvgQ:	0	11	1	3	2	0	0	0	0	10	0	46

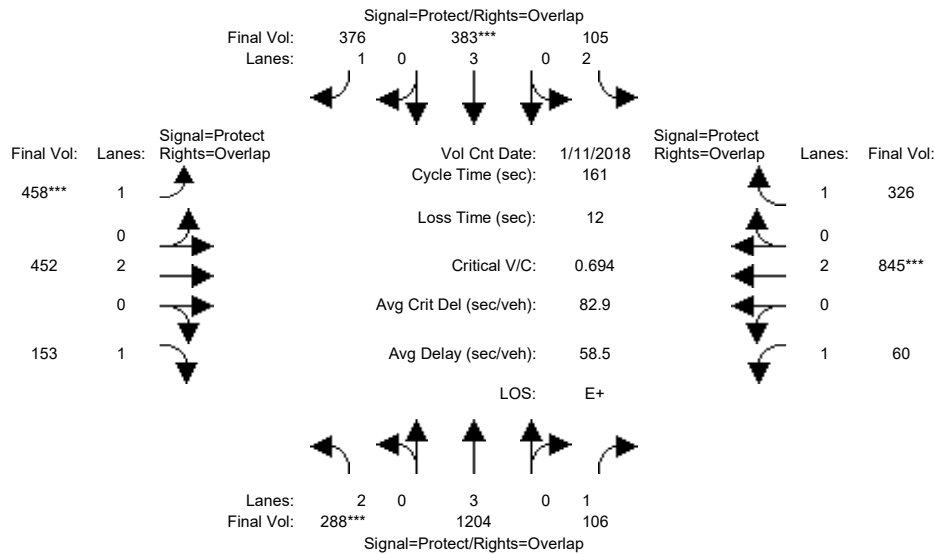
Note: Queue reported is the number of cars per lane.



Vallco Special Area Specific Plan  
SJ17-1776

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

Intersection #55: Lawrence Expressway / Prospect Road



Street Name:	Lawrence Expressway						Prospect Road					
	North Bound			South Bound			East Bound			West Bound		
Approach:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	26	49	49	17	40	40	31	65	65	14	48	48
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:	>>	Count	Date:	11 Jan 2018	<<	08:00:00 AM						
Base Vol:	288	1051	106	105	351	376	458	452	153	60	845	326
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	288	1051	106	105	351	376	458	452	153	60	845	326
Added Vol:	0	153	0	0	32	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	288	1204	106	105	383	376	458	452	153	60	845	326
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	288	1204	106	105	383	376	458	452	153	60	845	326
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	288	1204	106	105	383	376	458	452	153	60	845	326
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	288	1204	106	105	383	376	458	452	153	60	845	326

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	3150	5700	1750	3150	5700	1750	1750	3800	1750	1750	3800	1750

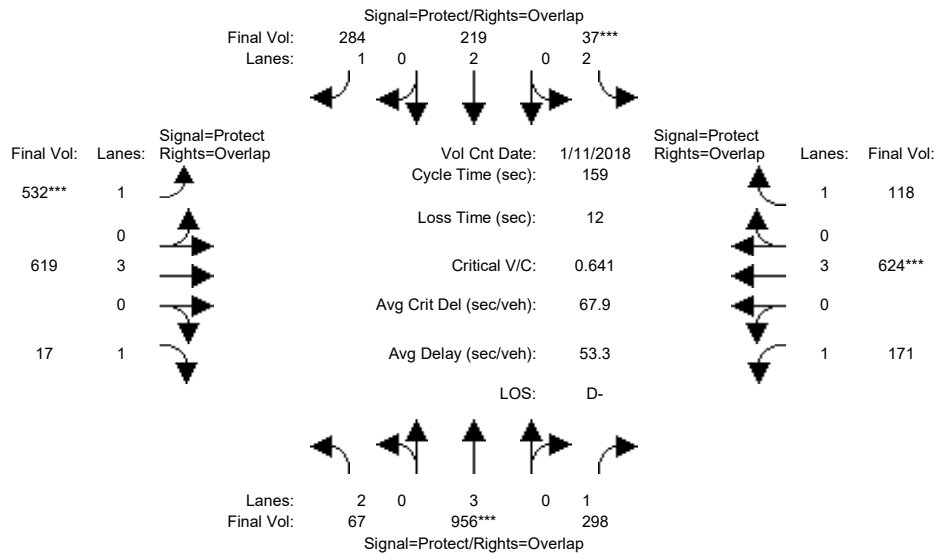
Capacity Analysis Module:												
Vol/Sat:	0.09	0.21	0.06	0.03	0.07	0.21	0.26	0.12	0.09	0.03	0.22	0.19
Crit Moves:	***				***		***				***	
Green Time:	26.0	49.0	63.7	17.0	40.0	75.0	35.0	68.3	94.3	14.7	48.0	65.0
Volume/Cap:	0.57	0.69	0.15	0.32	0.27	0.46	1.20	0.28	0.15	0.38	0.75	0.46
Delay/Veh:	63.8	50.6	31.4	67.2	48.8	29.7	177.2	30.4	15.2	70.3	53.7	35.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	63.8	50.6	31.4	67.2	48.8	29.7	177.2	30.4	15.2	70.3	53.7	35.7
LOS by Move:	E	D	C	E	D	C	F	C	B	E	D-	D+
HCM2kAvgQ:	8	18	3	3	5	13	35	7	4	3	20	12

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

Vallco Special Area Specific Plan  
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Level Of Service Computation Report  
2000 HCM Operations (Future Volume Alternative)  
Existing AM PP

Intersection #56: Lawrence Expressway / Saratoga Avenue



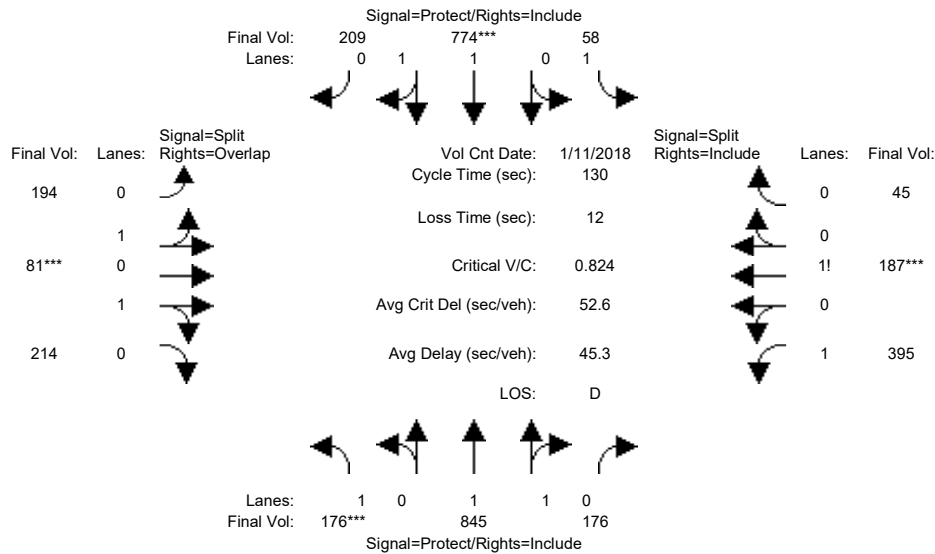
Street Name:	Lawrence Expressway						Saratoga Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	12	59	59	9	56	56	39	53	53	22	36	36
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 11 Jan 2018 << 08:00:00 AM												
Base Vol:	67	913	298	37	208	263	422	619	17	171	624	118
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	67	913	298	37	208	263	422	619	17	171	624	118
Added Vol:	0	43	0	0	11	21	110	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	67	956	298	37	219	284	532	619	17	171	624	118
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	67	956	298	37	219	284	532	619	17	171	624	118
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	67	956	298	37	219	284	532	619	17	171	624	118
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	67	956	298	37	219	284	532	619	17	171	624	118
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	2.00	3.00	1.00	2.00	2.00	1.00	1.00	3.00	1.00	1.00	3.00	1.00
Final Sat.:	3150	5700	1750	3150	3800	1750	1750	5700	1750	1750	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.02	0.17	0.17	0.01	0.06	0.16	0.30	0.11	0.01	0.10	0.11	0.07
Crit Moves:	****			****			****			****		
Green Time:	12.0	59.0	82.2	9.0	56.0	99.0	43.0	55.8	67.8	23.2	36.0	45.0
Volume/Cap:	0.28	0.45	0.33	0.21	0.16	0.26	1.12	0.31	0.02	0.67	0.48	0.24
Delay/Veh:	70.1	37.9	22.6	72.2	35.5	13.6	137.9	37.6	26.4	71.1	53.7	44.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	70.1	37.9	22.6	72.2	35.5	13.6	137.9	37.6	26.4	71.1	53.7	44.1
LOS by Move:	E	D+	C+	E	D+	B	F	D+	C	E	D-	D
HCM2kAvgQ:	2	11	9	1	4	6	36	7	0	10	9	5

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

Vallco Special Area Specific Plan  
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Level Of Service Computation Report  
2000 HCM Operations (Future Volume Alternative)  
Existing AM PP

Intersection #57: Saratoga Avenue / Cox Avenue



Street Name:	Saratoga Avenue						Cox Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:	>>	Count	Date:	11 Jan 2018	<<	08:00:00 AM						
Base Vol:	176	735	176	58	753	209	194	81	214	395	187	45
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	176	735	176	58	753	209	194	81	214	395	187	45
Added Vol:	0	110	0	0	21	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	176	845	176	58	774	209	194	81	214	395	187	45
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	176	845	176	58	774	209	194	81	214	395	187	45
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	176	845	176	58	774	209	194	81	214	395	187	45
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	176	845	176	58	774	209	194	81	214	395	187	45

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	0.98	0.95	0.95	0.95	0.95	0.92	0.92	0.92
Lanes:	1.00	1.65	0.35	1.00	1.56	0.44	0.79	0.33	0.88	1.46	0.44	0.10
Final Sat.:	1750	3062	638	1750	2913	787	1428	596	1575	2555	762	183

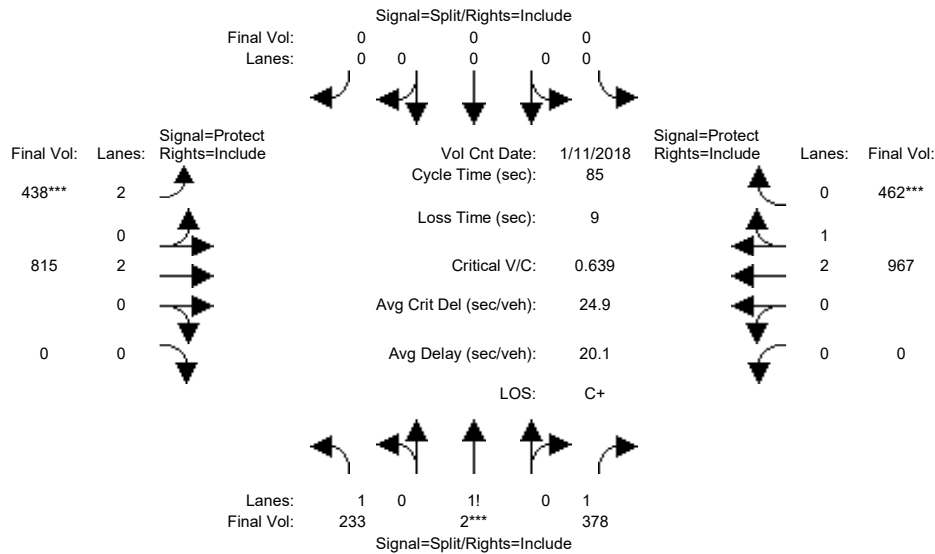
Capacity Analysis Module:												
Vol/Sat:	0.10	0.28	0.28	0.03	0.27	0.27	0.14	0.14	0.14	0.15	0.25	0.25
Crit Moves:	***			****			****			****		
Green Time:	15.9	48.4	48.4	9.4	41.9	41.9	21.4	21.4	37.3	38.7	38.7	38.7
Volume/Cap:	0.82	0.74	0.74	0.46	0.82	0.82	0.82	0.82	0.47	0.52	0.82	0.82
Delay/Veh:	77.8	37.6	37.6	60.4	45.4	45.4	61.6	61.6	38.6	38.3	49.7	49.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	77.8	37.6	37.6	60.4	45.4	45.4	61.6	61.6	38.6	38.3	49.7	49.7
LOS by Move:	E-	D+	D+	E	D	D	E	E	D+	D+	D	D
HCM2kAvgQ:	8	18	18	2	19	19	12	12	9	10	19	19

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

Vallco Special Area Specific Plan  
SJ17-1776

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

Intersection #58: SR-85 (North) / Saratoga Avenue



Street Name:	SR-85 (North)						Saratoga Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	0	0	0	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:	>>	Count	Date:	11 Jan 2018	<<	08:00:00 AM						
Base Vol:	233	2	288	0	0	0	438	794	0	0	946	462
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	233	2	288	0	0	0	438	794	0	0	946	462
Added Vol:	0	0	90	0	0	0	0	21	0	0	21	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	233	2	378	0	0	0	438	815	0	0	967	462
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	233	2	378	0	0	0	438	815	0	0	967	462
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	233	2	378	0	0	0	438	815	0	0	967	462
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	233	2	378	0	0	0	438	815	0	0	967	462

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.92	0.92	0.92	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.95
Lanes:	1.38	0.01	1.61	0.00	0.00	0.00	2.00	2.00	0.00	0.00	2.00	1.00
Final Sat.:	2413	11	2826	0	0	0	3150	3800	0	0	3797	1800

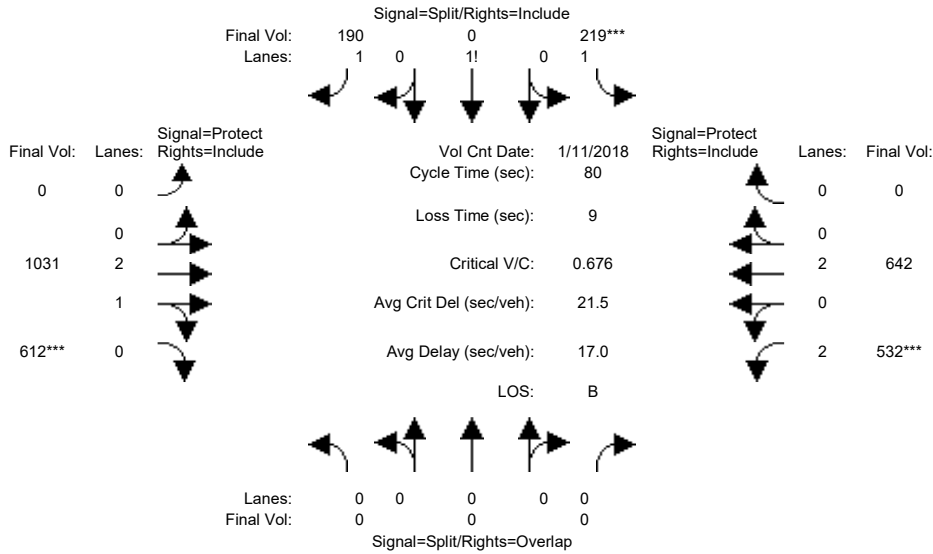
Capacity Analysis Module:												
Vol/Sat:	0.10	0.18	0.13	0.00	0.00	0.00	0.14	0.21	0.00	0.00	0.25	0.26
Crit Moves:	****						****					
Green Time:	23.4	23.4	23.4	0.0	0.0	0.0	18.5	52.6	0.0	0.0	34.1	34.1
Volume/Cap:	0.35	0.64	0.49	0.00	0.00	0.00	0.64	0.35	0.00	0.00	0.63	0.64
Delay/Veh:	24.9	28.6	26.1	0.0	0.0	0.0	32.3	7.9	0.0	0.0	21.0	21.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	24.9	28.6	26.1	0.0	0.0	0.0	32.3	7.9	0.0	0.0	21.0	21.1
LOS by Move:	C	C	C	A	A	A	C-	A	A	A	C+	C+
HCM2kAvgQ:	4	9	6	0	0	0	6	5	0	0	10	10

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

Vallco Special Area Specific Plan  
SJ17-1776

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

Intersection #59: SR-85 (South) / Saratoga Avenue



Street Name:	SR-85 (South)						Saratoga Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:	>>	Count	Date:	11 Jan 2018	<<	08:00:00 AM						
Base Vol:	0	0	0	219	0	190	0	1010	612	517	637	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	219	0	190	0	1010	612	517	637	0
Added Vol:	0	0	0	0	0	0	0	21	0	15	5	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	219	0	190	0	1031	612	532	642	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	219	0	190	0	1031	612	532	642	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	219	0	190	0	1031	612	532	642	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	0	0	0	219	0	190	0	1031	612	532	642	0

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.83	1.00	0.92
Lanes:	0.00	0.00	0.00	1.54	0.00	1.46	0.00	2.00	1.00	2.00	2.00	0.00
Final Sat.:	0	0	0	2687	0	2563	0	3800	1750	3150	3800	0

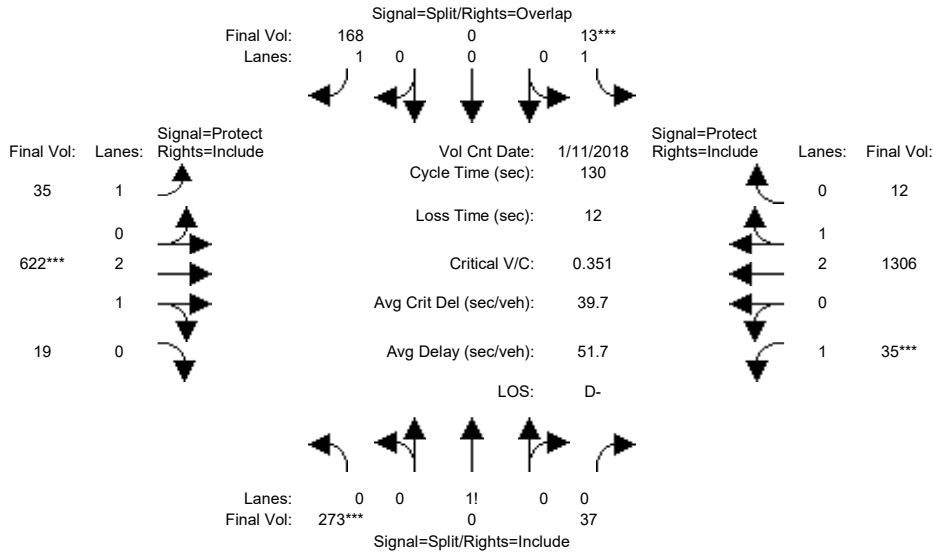
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.08	0.00	0.07	0.00	0.27	0.35	0.17	0.17	0.00
Crit Moves:				****					****	****		
Green Time:	0.0	0.0	0.0	10.0	0.0	10.0	0.0	41.1	41.1	19.9	61.0	0.0
Volume/Cap:	0.00	0.00	0.00	0.65	0.00	0.59	0.00	0.53	0.68	0.68	0.22	0.00
Delay/Veh:	0.0	0.0	0.0	35.8	0.0	34.5	0.0	13.1	15.3	29.6	2.8	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	35.8	0.0	34.5	0.0	13.1	15.3	29.6	2.8	0.0
LOS by Move:	A	A	A	D+	A	C-	A	B	B	C	A	A
HCM2kAvgQ:	0	0	0	5	0	4	0	9	13	7	2	0

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

Vallco Special Area Specific Plan  
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Level Of Service Computation Report  
2000 HCM Operations (Future Volume Alternative)  
Existing AM PP

Intersection #60: Cabot Avenue-Loma Linda Drive / Stevens Creek Boulevard



Street Name:	Cabot Avenue-Loma Linda Drive						Stevens Creek Boulevard					
	North Bound			South Bound			East Bound			West Bound		
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	32	32	32	32	32	32	13	35	35	10	32	32
Y+R:	5.1	5.1	5.1	5.1	5.1	5.1	4.5	6.4	6.4	4.5	6.4	6.4

Volume Module:	>>	Count	Date:	11 Jan 2018	<<	7:15:00 AM						
Base Vol:	259	0	35	12	0	156	32	562	18	33	1155	11
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	259	0	35	12	0	156	32	562	18	33	1155	11
Added Vol:	0	0	0	0	0	4	1	29	0	0	86	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	259	0	35	12	0	160	33	591	18	33	1241	11
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	273	0	37	13	0	168	35	622	19	35	1306	12
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	273	0	37	13	0	168	35	622	19	35	1306	12
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	273	0	37	13	0	168	35	622	19	35	1306	12

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.92	0.92	0.92	1.00	0.92	0.92	0.98	0.95	0.92	0.98	0.95
Lanes:	0.88	0.00	0.12	1.00	0.00	1.00	1.00	2.91	0.09	1.00	2.97	0.03
Final Sat.:	1542	0	208	1750	0	1750	1750	5434	166	1750	5551	49

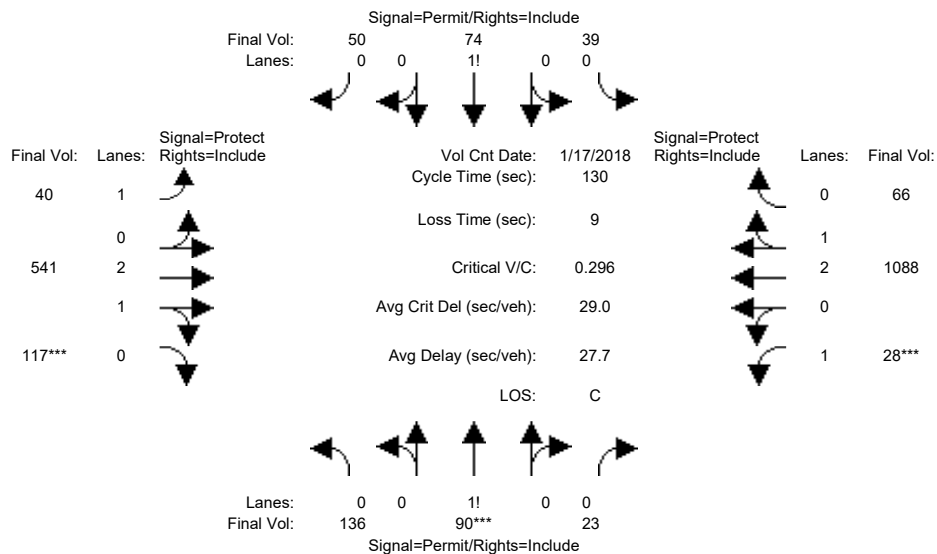
Capacity Analysis Module:												
Vol/Sat:	0.18	0.00	0.18	0.01	0.00	0.10	0.02	0.11	0.11	0.02	0.24	0.24
Crit Moves:	***			***			***			***		
Green Time:	41.0	0.0	41.0	32.0	0.0	45.0	13.0	35.0	35.0	10.0	32.0	32.0
Volume/Cap:	0.56	0.00	0.56	0.03	0.00	0.28	0.20	0.43	0.43	0.26	0.96	0.96
Delay/Veh:	38.3	0.0	38.3	37.2	0.0	31.0	54.3	39.4	39.4	57.5	63.3	63.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	38.3	0.0	38.3	37.2	0.0	31.0	54.3	39.4	39.4	57.5	63.3	63.3
LOS by Move:	D+	A	D+	D+	A	C	D-	D	D	E+	E	E
HCM2kAvgQ:	11	0	11	0	0	5	1	7	7	1	20	20

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

Vallco Special Area Specific Plan  
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2000 HCM Operations (Future Volume Alternative)  
Existing AM PP

Intersection #61: Cronin Drive/Albany Drive / Stevens Creek Boulevard



Street Name:	Cronin Drive/Albany Drive						Stevens Creek Boulevard					
	North Bound			South Bound			East Bound			West Bound		
Approach:												
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	45	45	45	45	45	45	12	49	49	20	57	57
Y+R:	5.1	5.1	5.1	5.1	5.1	5.1	5.0	5.9	5.9	5.0	5.9	5.9

Volume Module:	>>	Count	Date:	17 Jan 2018	<<	08:00:00 AM											
Base Vol:	127	86	22	37	71	41	37	493	110	27	969	63					
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00					
Initial Bse:	127	86	22	37	71	41	37	493	110	27	969	63					
Added Vol:	4	0	0	0	0	7	1	26	2	0	75	0					
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0					
Initial Fut:	131	86	22	37	71	48	38	519	112	27	1044	63					
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00					
PHF Adj:	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96					
PHF Volume:	136	90	23	39	74	50	40	541	117	28	1088	66					
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0					
Reduced Vol:	136	90	23	39	74	50	40	541	117	28	1088	66					
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00					
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00					
Final Volume:	136	90	23	39	74	50	40	541	117	28	1088	66					

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.99	0.95	0.92	0.98	0.95
Lanes:	0.55	0.36	0.09	0.24	0.45	0.31	1.00	2.45	0.55	1.00	2.82	0.18
Final Sat.:	959	630	161	415	796	538	1750	4605	994	1750	5281	319

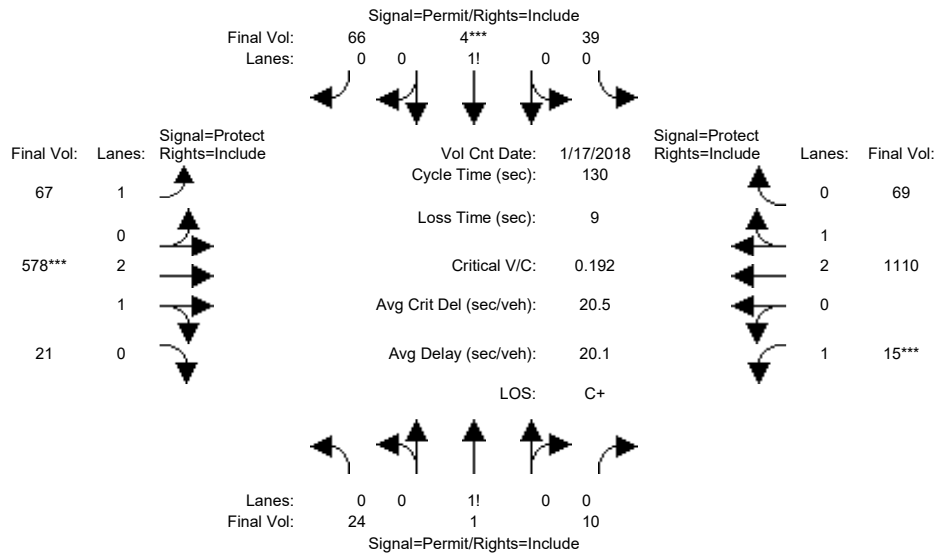
Capacity Analysis Module:												
Vol/Sat:	0.14	0.14	0.14	0.09	0.09	0.09	0.02	0.12	0.12	0.02	0.21	0.21
Crit Moves:	****						****			****		
Green Time:	52.0	52.0	52.0	52.0	52.0	52.0	12.0	49.0	49.0	20.0	57.0	57.0
Volume/Cap:	0.36	0.36	0.36	0.23	0.23	0.23	0.25	0.31	0.31	0.10	0.47	0.47
Delay/Veh:	27.6	27.6	27.6	26.0	26.0	26.0	55.6	28.7	28.7	47.5	26.0	26.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	27.6	27.6	27.6	26.0	26.0	26.0	55.6	28.7	28.7	47.5	26.0	26.0
LOS by Move:	C	C	C	C	C	C	E+	C	C	D	C	C
HCM2kAvgQ:	7	7	7	5	5	5	2	6	6	1	11	11

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

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2000 HCM Operations (Future Volume Alternative)  
Existing AM PP

Intersection #62: Woodhams Road / Stevens Creek Boulevard



Street Name:	Woodhams Road						Stevens Creek Boulevard					
	North Bound			South Bound			East Bound			West Bound		
Approach:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	35	35	35	35	35	35	11	64	64	15	68	68
Y+R:	5.4	5.4	5.4	5.4	5.4	5.4	5.5	5.9	5.9	5.5	5.9	5.9

Volume Module:	>>	Count	Date:	17 Jan 2018	<<	08:00:00 AM						
Base Vol:	8	1	10	38	4	51	61	543	16	15	1030	67
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	8	1	10	38	4	51	61	543	16	15	1030	67
Added Vol:	15	0	0	0	0	13	4	18	4	0	47	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	23	1	10	38	4	64	65	561	20	15	1077	67
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
PHF Volume:	24	1	10	39	4	66	67	578	21	15	1110	69
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	24	1	10	39	4	66	67	578	21	15	1110	69
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	24	1	10	39	4	66	67	578	21	15	1110	69

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.98	0.95	0.92	0.98	0.95
Lanes:	0.68	0.03	0.29	0.36	0.04	0.60	1.00	2.89	0.11	1.00	2.82	0.18
Final Sat.:	1184	51	515	627	66	1057	1750	5407	193	1750	5272	328

Capacity Analysis Module:												
Vol/Sat:	0.02	0.02	0.02	0.06	0.06	0.06	0.04	0.11	0.11	0.01	0.21	0.21
Crit Moves:					****			****			****	
Green Time:	39.1	39.1	39.1	39.1	39.1	39.1	11.4	66.9	66.9	15.0	70.5	70.5
Volume/Cap:	0.07	0.07	0.07	0.21	0.21	0.21	0.44	0.21	0.21	0.08	0.39	0.39
Delay/Veh:	32.5	32.5	32.5	34.1	34.1	34.1	58.2	17.2	17.2	51.5	17.3	17.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	32.5	32.5	32.5	34.1	34.1	34.1	58.2	17.2	17.2	51.5	17.3	17.3
LOS by Move:	C-	C-	C-	C-	C-	C-	E+	B	B	D-	B	B
HCM2kAvgQ:	1	1	1	3	3	3	3	4	4	1	9	9

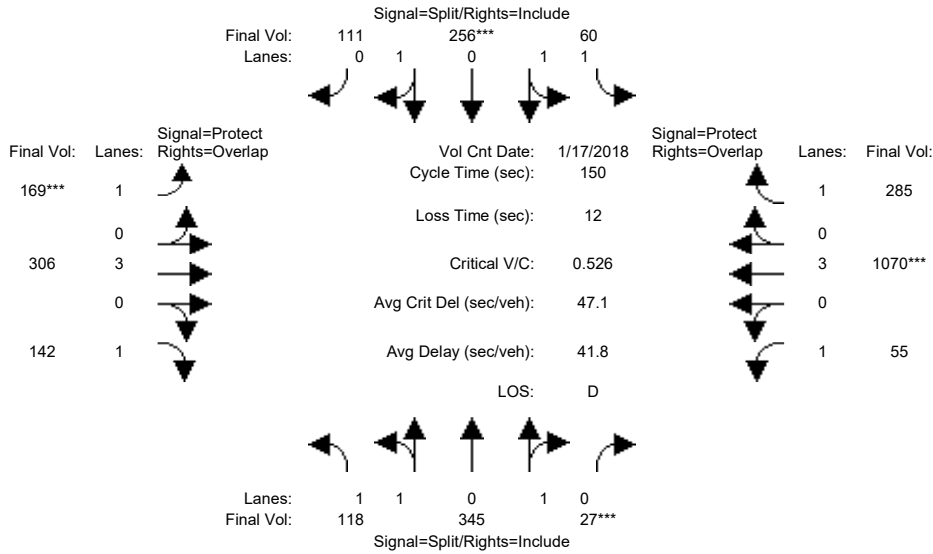
Note: Queue reported is the number of cars per lane.



Vallco Special Area Specific Plan  
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Level Of Service Computation Report  
2000 HCM Operations (Future Volume Alternative)  
Existing AM PP

Intersection #63: Kiely Boulevard / Stevens Creek Boulevard



Street Name:	Kiely Boulevard						Stevens Creek Boulevard					
	North Bound			South Bound			East Bound			West Bound		
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:	>>	Count	Date:	17 Jan 2018	<<	08:00:00 AM						
Base Vol:	107	345	27	60	256	100	165	295	138	55	1045	285
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	107	345	27	60	256	100	165	295	138	55	1045	285
Added Vol:	11	0	0	0	0	11	4	11	4	0	25	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	118	345	27	60	256	111	169	306	142	55	1070	285
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	118	345	27	60	256	111	169	306	142	55	1070	285
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	118	345	27	60	256	111	169	306	142	55	1070	285
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	118	345	27	60	256	111	169	306	142	55	1070	285

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	0.99	0.95	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	1.85	0.15	1.00	1.38	0.62	1.00	3.00	1.00	1.00	3.00	1.00
Final Sat.:	1750	3431	269	1750	2580	1119	1750	5700	1750	1750	5700	1750

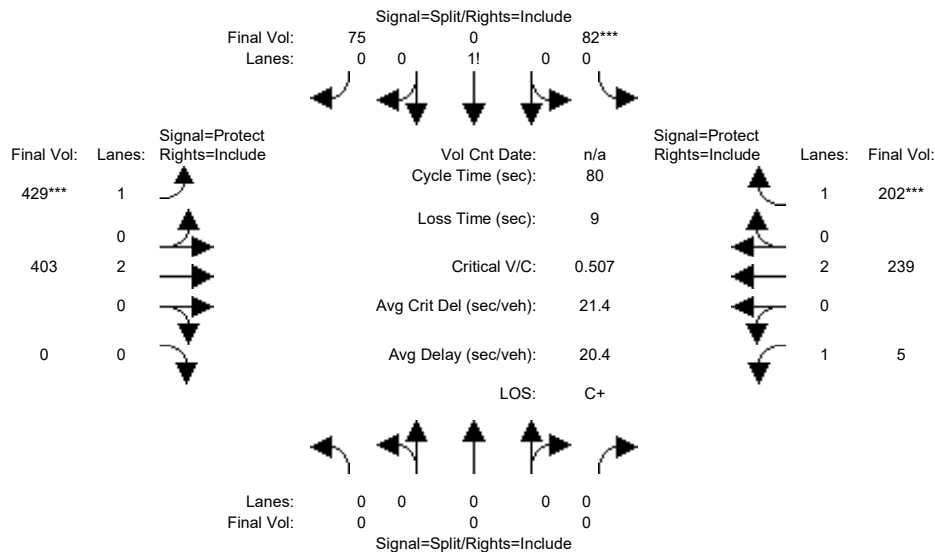
Capacity Analysis Module:												
Vol/Sat:	0.07	0.10	0.10	0.03	0.10	0.10	0.10	0.05	0.08	0.03	0.19	0.16
Crit Moves:	***			****			****			****		
Green Time:	28.7	28.7	28.7	28.3	28.3	28.3	27.5	47.7	76.3	33.4	53.5	81.8
Volume/Cap:	0.35	0.53	0.53	0.18	0.53	0.53	0.53	0.17	0.16	0.14	0.53	0.30
Delay/Veh:	52.8	55.1	55.1	51.2	55.5	55.5	57.0	36.9	19.8	47.0	38.5	18.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	52.8	55.1	55.1	51.2	55.5	55.5	57.0	36.9	19.8	47.0	38.5	18.7
LOS by Move:	D-	E+	E+	D-	E+	E+	E+	D+	B-	D	D+	B-
HCM2kAvgQ:	5	8	8	3	8	8	7	3	4	2	13	7

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

Vallco Special Area Specific Plan  
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Level Of Service Computation Report  
2000 HCM Operations (Future Volume Alternative)  
Existing AM PP

Intersection #64: Perimeter Road / Vallco Parkway



Street Name:	Perimeter Road						Vallco Parkway					
	North Bound			South Bound			East Bound			West Bound		
Approach:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	10	10	10	7	10	0	7	10	10
Y+R:	0.0	0.0	0.0	4.0	4.0	4.0	4.0	4.0	0.0	4.0	4.0	4.0

Volume Module: 9:00:00 AM

Base Vol:	0	0	0	30	0	18	78	393	0	5	185	26
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	30	0	18	78	393	0	5	185	26
Added Vol:	0	0	0	52	0	57	351	10	0	0	54	176
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	82	0	75	429	403	0	5	239	202
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	82	0	75	429	403	0	5	239	202
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	82	0	75	429	403	0	5	239	202
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	0	0	0	82	0	75	429	403	0	5	239	202

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	0.92	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	0.00	0.00	0.52	0.00	0.48	1.00	2.00	0.00	1.00	2.00	1.00
Final Sat.:	0	0	0	914	0	836	1750	3800	0	1750	3800	1750

Capacity Analysis Module:

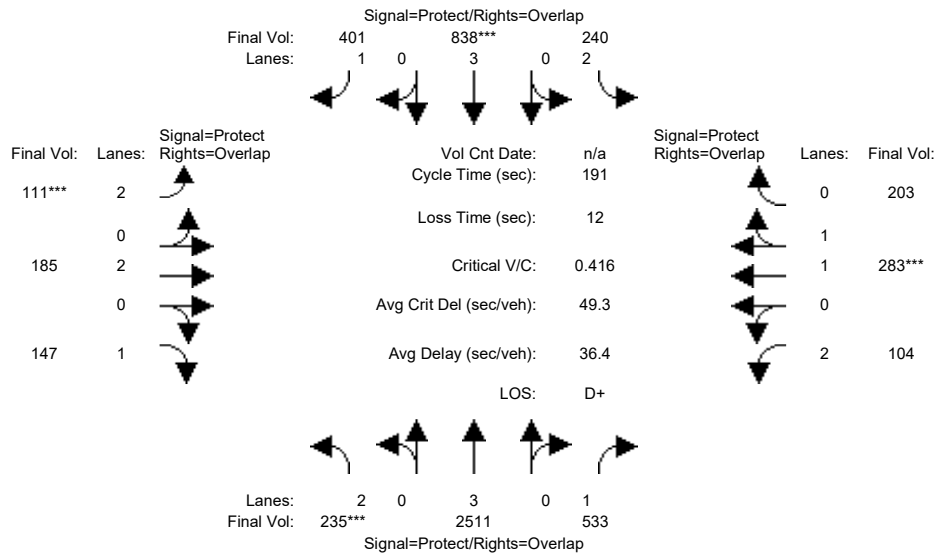
Vol/Sat:	0.00	0.00	0.00	0.09	0.00	0.09	0.25	0.11	0.00	0.00	0.06	0.12
Crit Moves:				****			****					****
Green Time:	0.0	0.0	0.0	14.1	0.0	14.1	38.7	33.4	0.0	23.4	18.2	18.2
Volume/Cap:	0.00	0.00	0.00	0.51	0.00	0.51	0.51	0.25	0.00	0.01	0.28	0.51
Delay/Veh:	0.0	0.0	0.0	31.2	0.0	31.2	14.7	15.2	0.0	20.1	25.6	28.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	31.2	0.0	31.2	14.7	15.2	0.0	20.1	25.6	28.1
LOS by Move:	A	A	A	C	A	C	B	B	A	C+	C	C
HCM2kAvgQ:	0	0	0	4	0	4	8	3	0	0	2	5

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

Vallco Special Area Specific Plan  
SJ17-1776

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

Intersection #65: Lawrence Expressway / Kifer Road



Street Name:	Lawrence Expressway						Kifer Road					
	North Bound			South Bound			East Bound			West Bound		
Approach:												
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	24	108	108	16	100	100	14	30	30	14	30	30
Y+R:	5.9	6.2	6.2	6.1	6.2	6.2	5.8	5.5	5.5	5.9	5.5	5.5

Volume Module:												
Base Vol:	229	3160	527	240	1010	401	111	185	130	86	283	203
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	229	3160	527	240	1010	401	111	185	130	86	283	203
Added Vol:	6	18	6	0	38	0	0	0	17	18	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	235	3178	533	240	1048	401	111	185	147	104	283	203
User Adj:	1.00	0.79	1.00	1.00	0.80	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	235	2511	533	240	838	401	111	185	147	104	283	203
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	235	2511	533	240	838	401	111	185	147	104	283	203
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	235	2511	533	240	838	401	111	185	147	104	283	203

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92	0.83	0.99	0.95
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	2.00	2.00	1.00	2.00	1.14	0.86
Final Sat.:	3150	5700	1750	3150	5700	1750	3150	3800	1750	3150	2153	1545

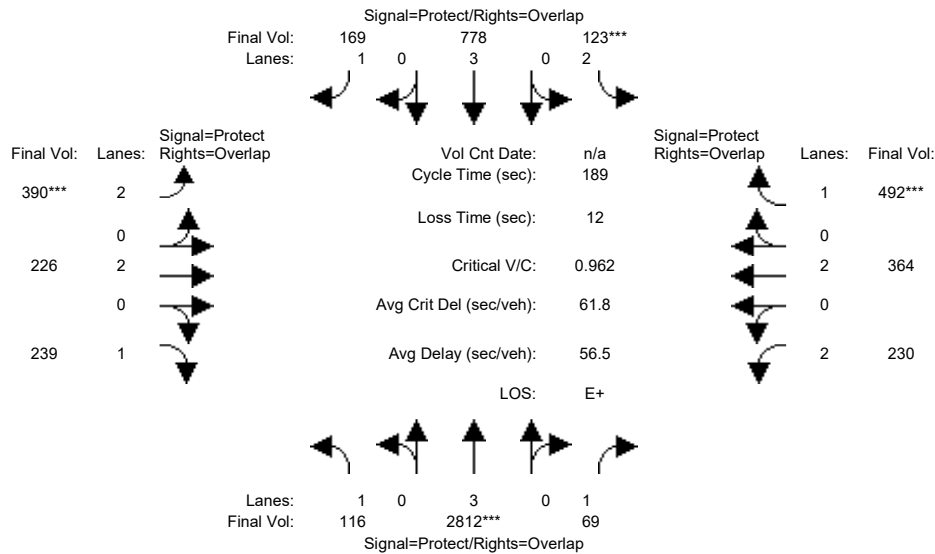
Capacity Analysis Module:												
Vol/Sat:	0.07	0.44	0.30	0.08	0.15	0.23	0.04	0.05	0.08	0.03	0.13	0.13
Crit Moves:	***			****			****			****		
Green Time:	25.5	115	129.5	17.0	106	121.0	14.9	31.8	57.3	14.9	31.8	48.8
Volume/Cap:	0.56	0.73	0.45	0.86	0.26	0.36	0.45	0.29	0.28	0.42	0.79	0.51
Delay/Veh:	74.8	26.6	13.7	103.0	20.9	15.9	80.7	66.0	48.4	80.3	78.7	57.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	74.8	26.6	13.7	103.0	20.9	15.9	80.7	66.0	48.4	80.3	78.7	57.9
LOS by Move:	E	C	B	F	C+	B	F	E	D	F	E-	E+
HCM2kAvgQ:	7	31	14	10	8	11	4	4	6	4	15	12

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

Vallco Special Area Specific Plan  
SJ17-1776

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

Intersection #66: Lawrence Expressway / Reed Avenue/Monroe Street



Street Name:	Lawrence Expressway						Reed Avenue/Monroe Street					
	North Bound			South Bound			East Bound			West Bound		
Approach:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	17	96	96	13	91	91	23	42	42	15	33	33
Y+R:	6.0	6.2	6.2	6.1	6.2	6.2	5.7	5.6	5.6	5.6	5.7	5.7

Volume Module:												
Base Vol:	113	3529	67	123	901	169	390	226	228	218	364	492
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	113	3529	67	123	901	169	390	226	228	218	364	492
Added Vol:	3	30	2	0	72	0	0	0	11	12	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	116	3559	69	123	973	169	390	226	239	230	364	492
User Adj:	1.00	0.79	1.00	1.00	0.80	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	116	2812	69	123	778	169	390	226	239	230	364	492
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	116	2812	69	123	778	169	390	226	239	230	364	492
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	116	2812	69	123	778	169	390	226	239	230	364	492

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92
Lanes:	1.00	3.00	1.00	2.00	3.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	1750	5700	1750	3150	5700	1750	3150	3800	1750	3150	3800	1750

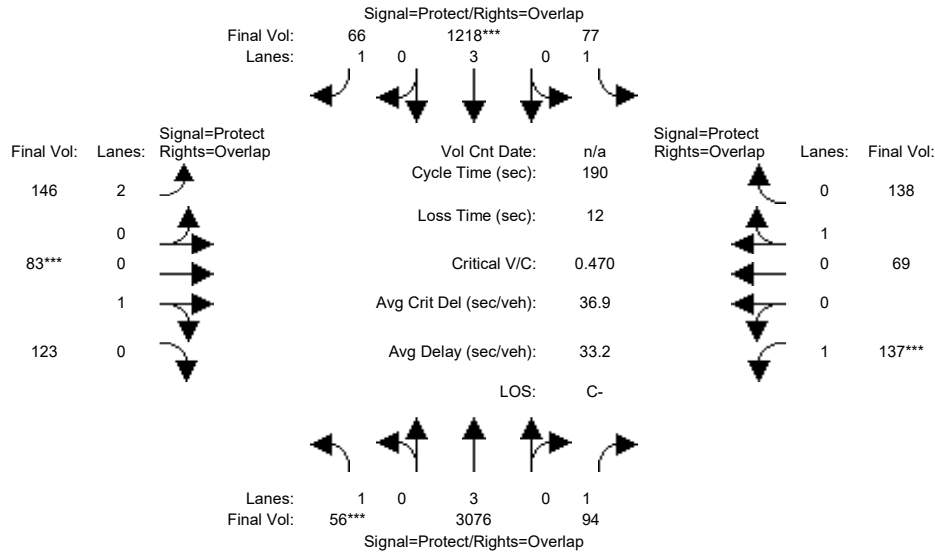
Capacity Analysis Module:												
Vol/Sat:	0.07	0.49	0.04	0.04	0.14	0.10	0.12	0.06	0.14	0.07	0.10	0.28
Crit Moves:	****			****			****			****		
Green Time:	18.0	101	117.1	13.6	96.4	120.6	24.2	45.6	63.7	16.3	37.8	51.5
Volume/Cap:	0.70	0.92	0.06	0.54	0.27	0.15	0.97	0.25	0.41	0.85	0.48	1.03
Delay/Veh:	91.0	44.2	13.6	83.2	25.1	13.1	114.8	55.2	46.3	102.2	64.2	115.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	91.0	44.2	13.6	83.2	25.1	13.1	114.8	55.2	46.3	102.2	64.2	115.4
LOS by Move:	F	D	B	F	C	B	F	E+	D	F	E	F
HCM2kAvgQ:	6	47	2	4	8	4	17	5	11	10	9	36

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

Vallco Special Area Specific Plan  
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Level Of Service Computation Report  
2000 HCM Operations (Future Volume Alternative)  
Existing AM PP

Intersection #67: Lawrence Expressway / Poinciana Drive/Cabrillo Avenue



Street Name:	Lawrence Expressway						Poinciana Drive/Cabrillo Avenue					
	North Bound			South Bound			East Bound			West Bound		
Approach:												
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	116	116	11	117	117	16	26	26	15	24	24
Y+R:	5.1	6.2	6.2	4.9	6.2	6.2	5.9	5.8	5.8	5.4	5.8	5.8

Volume Module:												
Base Vol:	54	3859	92	77	1428	66	146	83	118	131	69	138
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	54	3859	92	77	1428	66	146	83	118	131	69	138
Added Vol:	2	35	2	0	95	0	0	0	5	6	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	56	3894	94	77	1523	66	146	83	123	137	69	138
User Adj:	1.00	0.79	1.00	1.00	0.80	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	56	3076	94	77	1218	66	146	83	123	137	69	138
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	56	3076	94	77	1218	66	146	83	123	137	69	138
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	56	3076	94	77	1218	66	146	83	123	137	69	138

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.83	0.95	0.95	0.92	0.95	0.95
Lanes:	1.00	3.00	1.00	1.00	3.00	1.00	2.00	0.40	0.60	1.00	0.33	0.67
Final Sat.:	1750	5700	1750	1750	5700	1750	3150	725	1075	1750	600	1200

Capacity Analysis Module:												
Vol/Sat:	0.03	0.54	0.05	0.04	0.21	0.04	0.05	0.11	0.11	0.08	0.12	0.12
Crit Moves:	***			****			****			****		
Green Time:	10.6	122	138.3	11.6	124	140.8	17.3	27.4	38.0	15.8	26.0	37.6
Volume/Cap:	0.58	0.84	0.07	0.72	0.33	0.05	0.51	0.79	0.57	0.94	0.84	0.58
Delay/Veh:	91.2	26.5	7.1	104.0	14.1	6.3	79.5	89.6	67.3	138.4	97.9	67.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	91.2	26.5	7.1	104.0	14.1	6.3	79.5	89.6	67.3	138.4	97.9	67.9
LOS by Move:	F	C	A	F	B	A	E-	F	E	F	F	E
HCM2kAvgQ:	3	44	2	5	10	1	5	13	11	11	14	11

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

Vallco Special Area Specific Plan  
SJ17-1776

Summary Scenario Comparison Report (With Average Critical Delay)  
Future Volume Alternative

Intersection	???				Existing AM				Existing AM GP w/ Max Residential					???				
	LOS	Avg Del (sec)	Crit V/C	Avg Crit Del (sec)	LOS	Avg Del (sec)	Crit V/C	Avg Crit Del (sec)	LOS	Avg Del (sec)	Crit V/C	Crit V/C Change	Avg Crit Del (sec)	Avg Crit Del Change	LOS	Avg Del (sec)	Crit V/C	Avg Crit Del (sec)
#1 Stevens Creek Boulevard / SR 85 Ramps (west)	?	xx.x	x.xxx	xx.x	C+	22.4	0.581	18.4	C+	22.2	0.590	+ 0.010	18.2	- 0.2	?	xx.x	x.xxx	xx.x
#2 Stevens Creek Boulevard / SR 85 Ramps (east)	?	xx.x	x.xxx	xx.x	C	28.5	0.776	40.4	C	28.5	0.783	+ 0.006	40.9	+ 0.5	?	xx.x	x.xxx	xx.x
#3 Stevens Creek Boulevard / Stelling Road	?	xx.x	x.xxx	xx.x	D+	38.3	0.702	40.0	D+	38.4	0.728	+ 0.025	40.6	+ 0.5	?	xx.x	x.xxx	xx.x
#4 Sunnyvale-Saratoga Road / Remington Drive	?	xx.x	x.xxx	xx.x	D	44.5	0.825	41.0	D	44.5	0.831	+ 0.006	41.1	+ 0.1	?	xx.x	x.xxx	xx.x
#5 Sunnyvale-Saratoga Road / Fremont Avenue	?	xx.x	x.xxx	xx.x	D	48.3	0.789	46.6	D	48.6	0.797	+ 0.008	47.2	+ 0.5	?	xx.x	x.xxx	xx.x
#6 Sunnyvale-Saratoga Road / Cheyenne Drive	?	xx.x	x.xxx	xx.x	B+	11.7	0.572	8.8	B+	11.6	0.577	+ 0.005	8.8	- 0.0	?	xx.x	x.xxx	xx.x
#7 Sunnyvale-Saratoga Road / Alberta Avenue	?	xx.x	x.xxx	xx.x	C+	21.2	0.592	16.5	C+	21.1	0.597	+ 0.005	16.5	- 0.0	?	xx.x	x.xxx	xx.x
#8 De Anza Boulevard / Homestead Road	?	xx.x	x.xxx	xx.x	D	39.8	0.809	37.6	D	40.9	0.827	+ 0.018	39.3	+ 1.7	?	xx.x	x.xxx	xx.x
#9 De Anza Boulevard / I-280 Ramps (north)	?	xx.x	x.xxx	xx.x	B-	18.5	0.757	29.1	B-	19.1	0.770	+ 0.013	30.0	+ 0.9	?	xx.x	x.xxx	xx.x
#10 De Anza Boulevard / I-280 Ramps (south)	?	xx.x	x.xxx	xx.x	C	25.5	0.760	38.7	C	26.2	0.774	+ 0.014	39.1	+ 0.4	?	xx.x	x.xxx	xx.x
#11 De Anza Boulevard / Stevens Creek Boulevard	?	xx.x	x.xxx	xx.x	D+	35.6	0.693	34.5	D+	37.9	0.745	+ 0.051	37.8	+ 3.3	?	xx.x	x.xxx	xx.x
#12 De Anza Boulevard / McClellan Road/Pacifica Drive	?	xx.x	x.xxx	xx.x	D+	36.4	0.698	32.2	D+	36.2	0.725	+ 0.027	32.0	- 0.2	?	xx.x	x.xxx	xx.x
#13 De Anza Boulevard / Bollinger Road	?	xx.x	x.xxx	xx.x	C-	33.4	0.833	33.7	C-	33.5	0.860	+ 0.028	34.1	+ 0.4	?	xx.x	x.xxx	xx.x
#14 De Anza Boulevard / SR 85 Ramps (north)	?	xx.x	x.xxx	xx.x	C+	22.4	0.610	34.0	C	23.7	0.650	+ 0.040	34.8	+ 0.8	?	xx.x	x.xxx	xx.x
#15 De Anza Boulevard / SR 85 Ramps (south)	?	xx.x	x.xxx	xx.x	B	12.8	0.614	14.8	B	13.2	0.633	+ 0.020	15.2	+ 0.4	?	xx.x	x.xxx	xx.x
#16 Saratoga-Sunnyvale Road / Prospect Road	?	xx.x	x.xxx	xx.x	B-	19.8	0.631	20.4	B-	19.7	0.640	+ 0.009	20.4	+ 0.0	?	xx.x	x.xxx	xx.x
#17 Stevens Creek Boulevard / Torre Avenue	?	xx.x	x.xxx	xx.x	C+	22.4	0.419	17.1	C+	20.9	0.458	+ 0.039	15.9	- 1.2	?	xx.x	x.xxx	xx.x
#18 Homestead Road / Blaney Avenue	?	xx.x	x.xxx	xx.x	C	23.9	0.556	30.3	C	23.9	0.570	+ 0.013	30.4	+ 0.0	?	xx.x	x.xxx	xx.x
#19 Stevens Creek Boulevard / Blaney Avenue	?	xx.x	x.xxx	xx.x	C-	34.9	0.710	35.5	C-	34.6	0.761	+ 0.051	36.4	+ 0.9	?	xx.x	x.xxx	xx.x
#20 Stevens Creek Boulevard / Portal Avenue	?	xx.x	x.xxx	xx.x	C+	21.8	0.465	20.9	B-	19.7	0.503	+ 0.038	19.6	- 1.3	?	xx.x	x.xxx	xx.x
#21 Stevens Creek Boulevard / Perimeter Road	?	xx.x	x.xxx	xx.x	A	9.5	0.369	6.5	C	25.3	0.557	+ 0.188	28.3	+ 21.8	?	xx.x	x.xxx	xx.x
#22 Wolfe Road / El Camino Real	?	xx.x	x.xxx	xx.x	D-	51.0	0.655	46.8	D-	51.2	0.684	+ 0.030	48.2	+ 1.4	?	xx.x	x.xxx	xx.x
#23 Wolfe Road / Fremont Avenue	?	xx.x	x.xxx	xx.x	D	49.7	0.487	44.8	D	49.9	0.514	+ 0.027	45.0	+ 0.2	?	xx.x	x.xxx	xx.x
#24 Wolfe Road / Marion Way	?	xx.x	x.xxx	xx.x	B	15.9	0.538	20.7	B	15.8	0.567	+ 0.029	20.7	- 0.1	?	xx.x	x.xxx	xx.x
#25 Wolfe Road / Inverness Way	?	xx.x	x.xxx	xx.x	B-	18.3	0.458	15.2	B	17.8	0.484	+ 0.026	14.8	- 0.5	?	xx.x	x.xxx	xx.x
#26 Wolfe Road / Homestead Road	?	xx.x	x.xxx	xx.x	C-	32.9	0.683	30.9	C-	32.9	0.711	+ 0.028	30.8	- 0.1	?	xx.x	x.xxx	xx.x

Vallco Special Area Specific Plan  
SJ17-1776

Summary Scenario Comparison Report (With Average Critical Delay)  
Future Volume Alternative

Intersection	???				Existing AM				Existing AM GP w/ Max Residential						???			
	LOS	Avg Del (sec)	Crit V/C	Avg Crit Del (sec)	LOS	Avg Del (sec)	Crit V/C	Avg Crit Del (sec)	LOS	Avg Del (sec)	Crit V/C	Crit V/C Change	Avg Crit Del (sec)	Avg Crit Del Change	LOS	Avg Del (sec)	Crit V/C	Avg Crit Del (sec)
#27 Wolfe Road / Apple Park	?	xx.x	x.xxx	xx.x	A	9.8	0.370	13.4	A	9.7	0.396	+ 0.026	13.2	- 0.2	?	xx.x	x.xxx	xx.x
#28 Wolfe Road / Pruneridge Avenue	?	xx.x	x.xxx	xx.x	C	23.5	0.338	20.9	C	23.7	0.377	+ 0.039	25.7	+ 4.8	?	xx.x	x.xxx	xx.x
#29 Wolfe Road / I-280 Ramps (north)	?	xx.x	x.xxx	xx.x	B	13.2	0.536	13.3	B	14.6	0.621	+ 0.085	14.7	+ 1.4	?	xx.x	x.xxx	xx.x
#30 Wolfe Road / I-280 Ramps (south)	?	xx.x	x.xxx	xx.x	B	12.1	0.605	13.5	B	12.7	0.691	+ 0.086	14.1	+ 0.6	?	xx.x	x.xxx	xx.x
#31 Wolfe Road / Vallco Parkway	?	xx.x	x.xxx	xx.x	B-	19.6	0.410	19.4	C	27.7	0.656	+ 0.246	29.9	+ 10.5	?	xx.x	x.xxx	xx.x
#32 Wolfe Road-Miller Avenue / Stevens Creek Boulevard	?	xx.x	x.xxx	xx.x	D	41.7	0.659	42.8	D	44.9	0.764	+ 0.105	47.1	+ 4.3	?	xx.x	x.xxx	xx.x
#33 Miller Avenue / Calle de Barcelona	?	xx.x	x.xxx	xx.x	A	7.5	0.512	8.6	A	7.4	0.530	+ 0.018	8.5	- 0.1	?	xx.x	x.xxx	xx.x
#34 Miller Avenue / Phil Lane	?	xx.x	x.xxx	xx.x	A	5.3	0.465	4.9	A	5.4	0.485	+ 0.020	5.0	+ 0.1	?	xx.x	x.xxx	xx.x
#35 Miller Avenue / Bollinger Road	?	xx.x	x.xxx	xx.x	D+	37.1	0.672	38.4	D+	37.6	0.693	+ 0.021	39.2	+ 0.8	?	xx.x	x.xxx	xx.x
#36 Miller Avenue / Rainbow Drive	?	xx.x	x.xxx	xx.x	C	23.1	0.593	22.4	C	23.4	0.605	+ 0.012	22.8	+ 0.4	?	xx.x	x.xxx	xx.x
#37 Stevens Creek Boulevard / Finch Avenue	?	xx.x	x.xxx	xx.x	C	28.8	0.449	26.6	C	28.0	0.475	+ 0.026	25.6	- 1.0	?	xx.x	x.xxx	xx.x
#38 Tantau Avenue / Homestead Road	?	xx.x	x.xxx	xx.x	C-	34.4	0.537	33.8	C-	34.7	0.544	+ 0.007	33.6	- 0.2	?	xx.x	x.xxx	xx.x
#39 Tantau Avenue / Pruneridge Avenue	?	xx.x	x.xxx	xx.x	C+	20.8	0.361	27.3	C+	20.8	0.386	+ 0.025	27.1	- 0.2	?	xx.x	x.xxx	xx.x
#40 N Tantau Ave / Apple Parkway-Tantau 14	?	xx.x	x.xxx	xx.x	B	17.6	0.270	19.1	B	16.9	0.291	+ 0.022	18.5	- 0.7	?	xx.x	x.xxx	xx.x
#41 Tantau Avenue / Vallco Parkway	?	xx.x	x.xxx	xx.x	C	25.1	0.294	31.0	C	27.2	0.399	+ 0.104	31.7	+ 0.7	?	xx.x	x.xxx	xx.x
#42 Stevens Creek Boulevard / Tantau Avenue	?	xx.x	x.xxx	xx.x	D	44.7	0.648	48.5	D	45.1	0.689	+ 0.041	49.1	+ 0.6	?	xx.x	x.xxx	xx.x
#43 Stevens Creek Boulevard / Stern Avenue	?	xx.x	x.xxx	xx.x	D+	37.6	0.419	32.1	D	41.2	0.621	+ 0.201	44.6	+ 12.5	?	xx.x	x.xxx	xx.x
#44 Stevens Creek Boulevard / Calvert Drive/I-280 Ramps (west)	?	xx.x	x.xxx	xx.x	E+	57.4	0.425	58.4	E	61.3	0.438	+ 0.013	59.5	+ 1.1	?	xx.x	x.xxx	xx.x
#45 Stevens Creek Boulevard / Agilent Driveway	?	xx.x	x.xxx	xx.x	D+	36.7	0.562	38.3	D	40.7	0.593	+ 0.031	43.3	+ 5.0	?	xx.x	x.xxx	xx.x
#46 Stevens Creek Boulevard / Lawrence Expressway Ramps	?	xx.x	x.xxx	xx.x	C	28.9	0.838	32.6	C	31.2	0.889	+ 0.051	35.8	+ 3.2	?	xx.x	x.xxx	xx.x
#47 Lawrence Expressway / El Camino Real	?	xx.x	x.xxx	xx.x	C-	34.6	0.538	36.1	D+	36.7	0.578	+ 0.040	38.4	+ 2.3	?	xx.x	x.xxx	xx.x
#48 Lawrence Expressway / Homestead Road	?	xx.x	x.xxx	xx.x	E	71.5	0.678	81.8	E	72.6	0.688	+ 0.011	83.3	+ 1.5	?	xx.x	x.xxx	xx.x
#49 Lawrence Expressway / Pruneridge Avenue	?	xx.x	x.xxx	xx.x	D	44.0	0.865	47.1	D	44.1	0.875	+ 0.010	47.5	+ 0.4	?	xx.x	x.xxx	xx.x
#50 Stevens Creek Boulevard / Lawrence Expressway Ramps	?	xx.x	x.xxx	xx.x	C	31.6	0.653	34.6	C-	32.7	0.705	+ 0.052	36.0	+ 1.4	?	xx.x	x.xxx	xx.x
#51 Lawrence Expressway / Calvert Drive-I-280 Southbound Ramp	?	xx.x	x.xxx	xx.x	C-	32.8	0.297	23.3	C-	34.2	0.306	+ 0.009	25.3	+ 2.1	?	xx.x	x.xxx	xx.x
#52 Lawrence Expressway / Mitty Way	?	xx.x	x.xxx	xx.x	C	23.1	0.228	11.9	C	23.4	0.231	+ 0.003	11.8	- 0.0	?	xx.x	x.xxx	xx.x

Vallco Special Area Specific Plan  
SJ17-1776

Summary Scenario Comparison Report (With Average Critical Delay)  
Future Volume Alternative

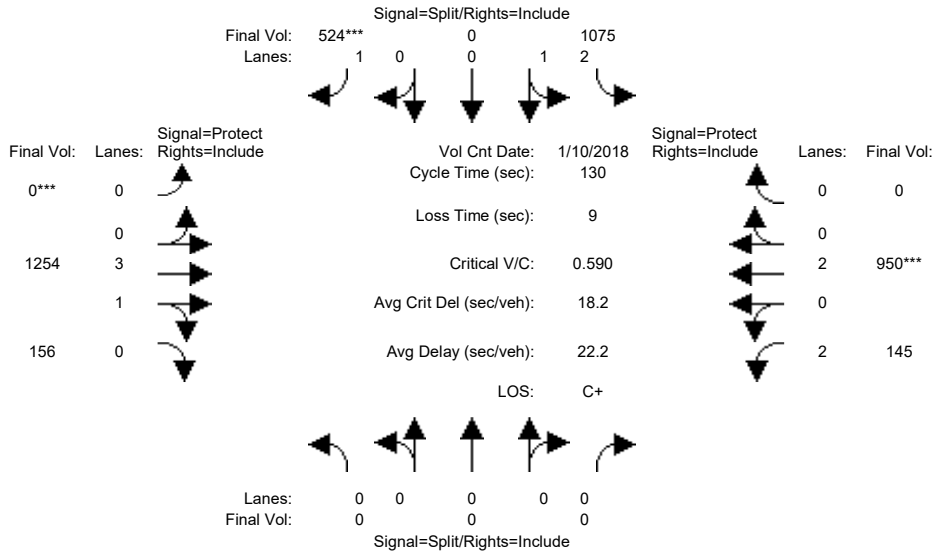
Intersection	???				Existing AM				Existing AM GP w/ Max Residential					???				
	LOS	Avg Del (sec)	Crit V/C	Avg Crit Del (sec)	LOS	Avg Del (sec)	Crit V/C	Avg Crit Del (sec)	LOS	Avg Del (sec)	Crit V/C	Crit V/C Change	Avg Crit Del (sec)	Avg Crit Del Change	LOS	Avg Del (sec)	Crit V/C	Avg Crit Del (sec)
#53 Lawrence Expressway / Bollinger Road	?	xx.x	x.xxx	xx.x	E	60.3	0.638	75.1	E	63.8	0.657	+ 0.019	81.2	+ 6.1	?	xx.x	x.xxx	xx.x
#54 Lawrence Expressway / Doyle Road	?	xx.x	x.xxx	xx.x	D	43.2	0.507	86.4	D	43.1	0.513	+ 0.006	86.8	+ 0.3	?	xx.x	x.xxx	xx.x
#55 Lawrence Expressway / Prospect Road	?	xx.x	x.xxx	xx.x	E+	58.3	0.688	83.4	E+	58.3	0.693	0.004	83	-0.4	?	xx.x	x.xxx	xx.x
#56 Lawrence Expressway / Saratoga Avenue	?	xx.x	x.xxx	xx.x	D	44.0	0.565	51.1	D	47.9	0.606	+ 0.041	58.2	+ 7.2	?	xx.x	x.xxx	xx.x
#57 Saratoga Avenue / Cox Avenue	?	xx.x	x.xxx	xx.x	D	45.1	0.817	52.2	D	45.2	0.822	+ 0.004	52.4	+ 0.2	?	xx.x	x.xxx	xx.x
#58 Saratoga Avenue / SR 85 Ramps (north)	?	xx.x	x.xxx	xx.x	B-	19.1	0.610	24.0	B-	19.7	0.625	+ 0.015	24.5	+ 0.5	?	xx.x	x.xxx	xx.x
#59 Saratoga Avenue / SR 85 Ramps (south)	?	xx.x	x.xxx	xx.x	B	16.8	0.671	21.3	B	16.9	0.674	+ 0.003	21.4	+ 0.1	?	xx.x	x.xxx	xx.x
#60 Stevens Creek Boulevard / Cabot Avenue	?	xx.x	x.xxx	xx.x	D	47.0	0.345	39.5	D	49.7	0.353	+ 0.008	39.7	+ 0.2	?	xx.x	x.xxx	xx.x
#61 Stevens Creek Boulevard / Cronin Drive-Albany Drive	?	xx.x	x.xxx	xx.x	C	27.4	0.288	28.8	C	27.7	0.298	+ 0.010	29.0	+ 0.2	?	xx.x	x.xxx	xx.x
#62 Stevens Creek Boulevard / Woodhams Road	?	xx.x	x.xxx	xx.x	B-	18.8	0.179	19.4	B-	19.5	0.191	+ 0.012	19.9	+ 0.5	?	xx.x	x.xxx	xx.x
#63 Stevens Creek Boulevard / Kiely Boulevard	?	xx.x	x.xxx	xx.x	D	41.6	0.516	46.9	D	41.8	0.524	+ 0.008	47.1	+ 0.2	?	xx.x	x.xxx	xx.x
#64 Vallco Parkway / Perimeter Road	?	xx.x	x.xxx	xx.x	B+	11.6	0.151	8.8	C+	21.5	0.415	+ 0.264	21.5	12.7	?	xx.x	x.xxx	xx.x
#65 Kifer Road / Lawrence Expressway	?	xx.x	x.xxx	xx.x	D+	36.2	0.408	49.6	D+	36.5	0.415	+ 0.007	49.5	-0.1	?	xx.x	x.xxx	xx.x
#66 Reed Avenue/Monroe Street / Lawrence Expressway	?	xx.x	x.xxx	xx.x	E+	56.1	0.958	61.4	E+	56.9	0.966	+ 0.008	62.3	1	?	xx.x	x.xxx	xx.x
#67 Cabrillo Avenue / Lawrence Expressway	?	xx.x	x.xxx	xx.x	C-	32.7	0.448	35.9	C-	33.2	0.463	+ 0.015	36.3	0.4	?	xx.x	x.xxx	xx.x



Vallco Special Area Specific Plan  
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Level Of Service Computation Report  
2000 HCM Operations (Future Volume Alternative)  
Existing AM GP w/ Max Residential

Intersection #1: Stevens Creek Boulevard / SR 85 Ramps (West)



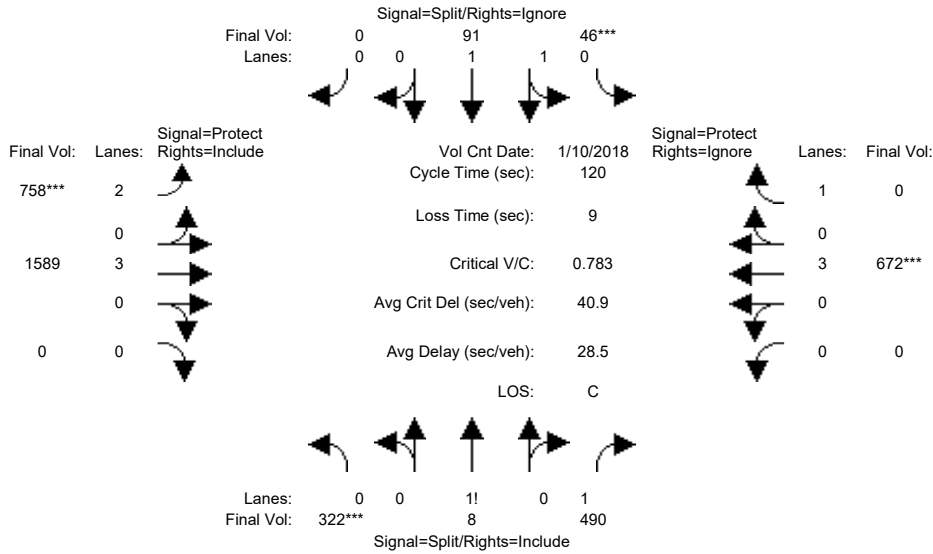
Street Name:	SR-85 (West)						Stevens Creek Boulevard					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	7	10	10	0	10	10	7	10	0
Y+R:	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Volume Module: >> Count Date:	10 Jan 2018 << 08:00:00 AM											
Base Vol:	0	0	0	1013	0	524	0	1220	156	145	916	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	1013	0	524	0	1220	156	145	916	0
Added Vol:	0	0	0	62	0	0	0	34	0	0	34	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	1075	0	524	0	1254	156	145	950	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	1075	0	524	0	1254	156	145	950	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	1075	0	524	0	1254	156	145	950	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	0	0	0	1075	0	524	0	1254	156	145	950	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.87	1.00	0.92	0.92	0.99	0.95	0.83	1.00	0.92
Lanes:	0.00	0.00	0.00	3.00	0.00	1.00	0.00	3.54	0.46	2.00	2.00	0.00
Final Sat.:	0	0	0	4950	0	1750	0	6669	830	3150	3800	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.22	0.00	0.30	0.00	0.19	0.19	0.05	0.25	0.00
Crit Moves:				****		****	****			****		
Green Time:	0.0	0.0	0.0	65.9	0.0	65.9	0.0	42.8	42.8	12.3	55.1	0.0
Volume/Cap:	0.00	0.00	0.00	0.43	0.00	0.59	0.00	0.57	0.57	0.49	0.59	0.00
Delay/Veh:	0.0	0.0	0.0	20.3	0.0	23.6	0.0	24.6	24.6	53.3	15.3	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	20.3	0.0	23.6	0.0	24.6	24.6	53.3	15.3	0.0
LOS by Move:	A	A	A	C+	A	C	A	C	C	D-	B	A
HCM2kAvgQ:	0	0	0	10	0	16	0	10	10	3	9	0

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

Vallco Special Area Specific Plan  
SJ17-1776

Level Of Service Computation Report  
2000 HCM Operations (Future Volume Alternative)  
Existing AM GP w/ Max Residential

Intersection #2: Stevens Creek Boulevard / SR-85 Ramps (East)



Street Name:	SR-85 Ramps (East)						Stevens Creek Boulevard					
	North Bound			South Bound			East Bound			West Bound		
Approach:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	4.0	5.0	5.0

Volume Module:	>>	Count	Date:	10 Jan 2018	<<	08:00:00 AM						
Base Vol:	322	8	490	46	91	0	758	1493	0	0	638	576
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	322	8	490	46	91	0	758	1493	0	0	638	576
Added Vol:	0	0	0	0	0	0	0	96	0	0	34	42
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	322	8	490	46	91	0	758	1589	0	0	672	618
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	322	8	490	46	91	0	758	1589	0	0	672	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	322	8	490	46	91	0	758	1589	0	0	672	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
Final Volume:	322	8	490	46	91	0	758	1589	0	0	672	0

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.92	0.92	0.95	0.99	0.92	0.83	1.00	0.92	0.92	1.00	0.92
Lanes:	0.56	0.01	1.43	0.69	1.31	0.00	2.00	3.00	0.00	0.00	3.00	1.00
Final Sat.:	980	24	2496	1242	2457	0	3150	5700	0	0	5700	1750

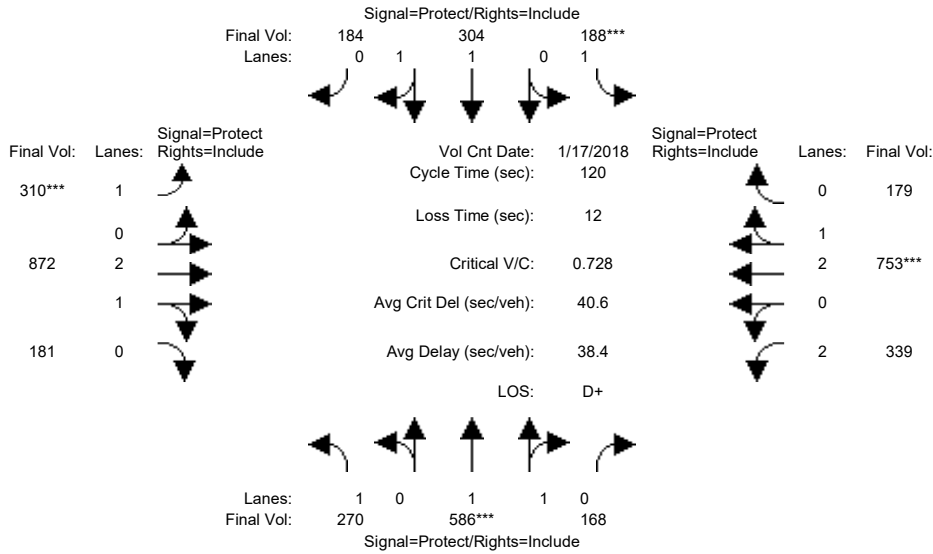
Capacity Analysis Module:												
Vol/Sat:	0.33	0.33	0.20	0.04	0.04	0.00	0.24	0.28	0.00	0.00	0.12	0.00
Crit Moves:	***			***			***			***		
Green Time:	48.3	48.3	48.3	10.0	10.0	0.0	35.4	52.7	0.0	0.0	17.3	0.0
Volume/Cap:	0.82	0.82	0.49	0.44	0.44	0.00	0.82	0.63	0.00	0.00	0.82	0.00
Delay/Veh:	37.2	37.2	26.9	53.4	53.4	0.0	34.0	13.0	0.0	0.0	50.6	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	37.2	37.2	26.9	53.4	53.4	0.0	34.0	13.0	0.0	0.0	50.6	0.0
LOS by Move:	D+	D+	C	D-	D-	A	C-	B	A	A	D	A
HCM2kAvgQ:	22	22	10	3	3	0	15	10	0	0	8	0

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

Vallco Special Area Specific Plan  
SJ17-1776

Level Of Service Computation Report  
2000 HCM Operations (Future Volume Alternative)  
Existing AM GP w/ Max Residential

Intersection #3: Stelling Road / Stevens Creek Boulevard



Street Name:	Stelling Road						Stevens Creek Boulevard					
	North Bound			South Bound			East Bound			West Bound		
Approach:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:	>>	Count	Date:	17 Jan 2018	<<	08:00:00 AM						
Base Vol:	270	586	162	177	304	184	310	776	181	337	678	171
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	270	586	162	177	304	184	310	776	181	337	678	171
Added Vol:	0	0	6	11	0	0	0	96	0	2	75	8
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	270	586	168	188	304	184	310	872	181	339	753	179
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	270	586	168	188	304	184	310	872	181	339	753	179
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	270	586	168	188	304	184	310	872	181	339	753	179
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	270	586	168	188	304	184	310	872	181	339	753	179

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	0.99	0.95	0.92	0.99	0.95	0.83	0.99	0.95
Lanes:	1.00	1.54	0.46	1.00	1.23	0.77	1.00	2.47	0.53	2.00	2.40	0.60
Final Sat.:	1750	2875	824	1750	2304	1394	1750	4636	962	3150	4523	1075

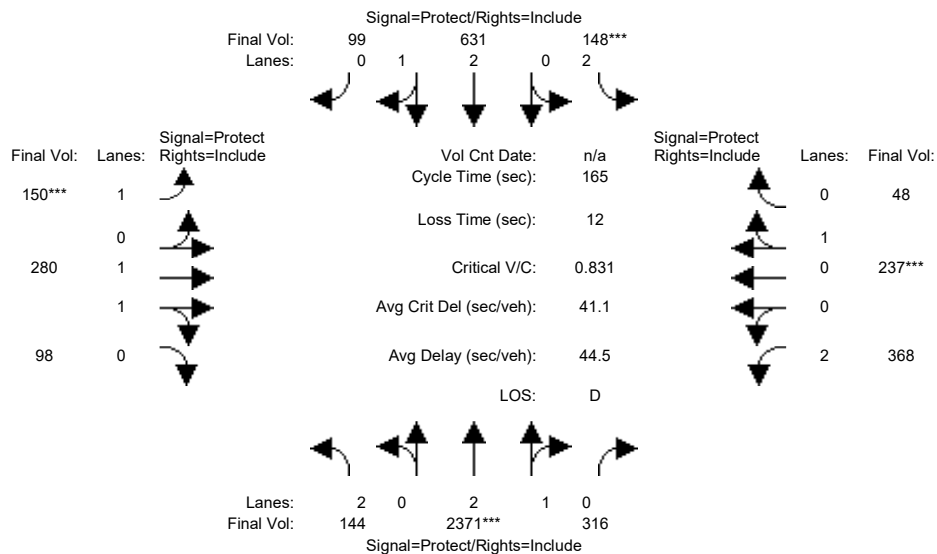
Capacity Analysis Module:												
Vol/Sat:	0.15	0.20	0.20	0.11	0.13	0.13	0.18	0.19	0.19	0.11	0.17	0.17
Crit Moves:	****			****			****			****		
Green Time:	27.7	33.6	33.6	17.7	23.7	23.7	29.2	36.0	36.0	20.6	27.5	27.5
Volume/Cap:	0.67	0.73	0.73	0.73	0.67	0.67	0.73	0.63	0.63	0.63	0.73	0.73
Delay/Veh:	46.3	41.7	41.7	58.8	47.0	47.0	39.0	26.6	26.6	42.0	36.5	36.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	46.3	41.7	41.7	58.8	47.0	47.0	39.0	26.6	26.6	42.0	36.5	36.5
LOS by Move:	D	D	D	E+	D	D	D+	C	C	D	D+	D+
HCM2kAvgQ:	11	14	14	9	10	10	10	9	9	6	10	10

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

Vallco Special Area Specific Plan  
SJ17-1776

Level Of Service Computation Report  
2000 HCM Operations (Future Volume Alternative)  
Existing AM GP w/ Max Residential

Intersection #4: Sunnyvale Saratoga Road / Remington Drive



Street Name:	Sunnyvale Saratoga Road						Remington Drive					
	North Bound			South Bound			East Bound			West Bound		
Approach:	L	T	R	L	T	R	L	T	R	L	T	R
Movement:												
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:												
Base Vol:	143	2339	315	148	599	99	150	280	96	366	237	48
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	143	2339	315	148	599	99	150	280	96	366	237	48
Added Vol:	1	32	1	0	32	0	0	0	2	2	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	144	2371	316	148	631	99	150	280	98	368	237	48
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	144	2371	316	148	631	99	150	280	98	368	237	48
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	144	2371	316	148	631	99	150	280	98	368	237	48
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	144	2371	316	148	631	99	150	280	98	368	237	48

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	0.99	0.95	0.83	0.99	0.95	0.92	0.98	0.95	0.83	0.95	0.95
Lanes:	2.00	2.63	0.37	2.00	2.58	0.42	1.00	1.47	0.53	2.00	0.83	0.17
Final Sat.:	3150	4941	658	3150	4840	759	1750	2740	959	3150	1497	303

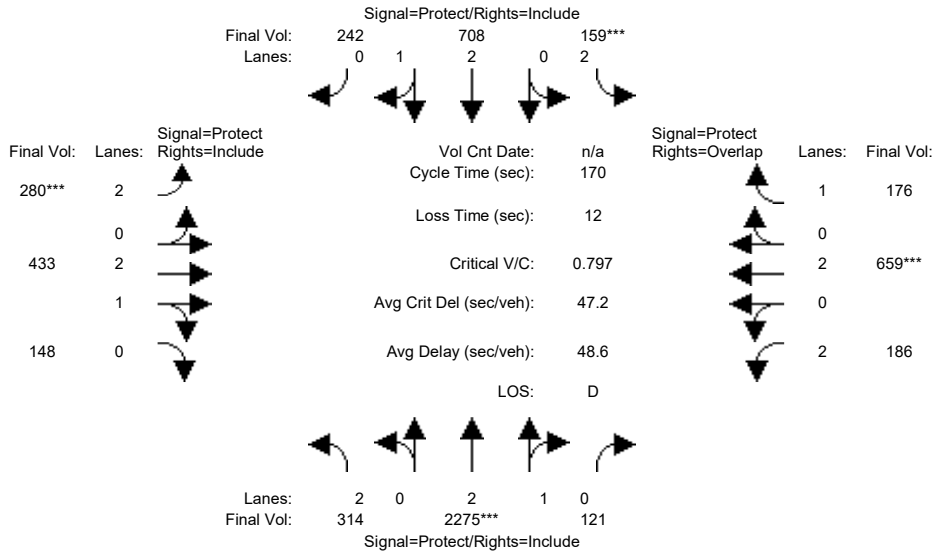
Capacity Analysis Module:												
Vol/Sat:	0.05	0.48	0.48	0.05	0.13	0.13	0.09	0.10	0.10	0.12	0.16	0.16
Crit Moves:	****			****			****			****		
Green Time:	27.1	95.2	95.2	9.3	77.4	77.4	17.0	22.6	22.6	25.8	31.4	31.4
Volume/Cap:	0.28	0.83	0.83	0.83	0.28	0.28	0.83	0.75	0.75	0.75	0.83	0.83
Delay/Veh:	60.6	30.3	30.3	103.9	26.8	26.8	99.2	74.4	74.4	72.6	79.9	79.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	60.6	30.3	30.3	103.9	26.8	26.8	99.2	74.4	74.4	72.6	79.9	79.9
LOS by Move:	E	C	C	F	C	C	F	E	E	E	E-	E-
HCM2kAvgQ:	4	36	36	5	7	7	10	11	11	12	17	17

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

Vallco Special Area Specific Plan  
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Level Of Service Computation Report  
2000 HCM Operations (Future Volume Alternative)  
Existing AM GP w/ Max Residential

Intersection #5: Sunnyvale Saratoga Road / Fremont Avenue



Street Name:	Sunnyvale Saratoga Road						Fremont Avenue					
	North Bound			South Bound			East Bound			West Bound		
Approach:	L	T	R	L	T	R	L	T	R	L	T	R
Movement:												
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:												
Base Vol:	312	2251	121	148	682	242	280	433	140	186	659	166
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	312	2251	121	148	682	242	280	433	140	186	659	166
Added Vol:	2	24	0	11	26	0	0	0	8	0	0	10
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	314	2275	121	159	708	242	280	433	148	186	659	176
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	314	2275	121	159	708	242	280	433	148	186	659	176
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	314	2275	121	159	708	242	280	433	148	186	659	176
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	314	2275	121	159	708	242	280	433	148	186	659	176

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	0.98	0.95	0.83	0.99	0.95	0.83	0.99	0.95	0.83	1.00	0.92
Lanes:	2.00	2.84	0.16	2.00	2.21	0.79	2.00	2.21	0.79	2.00	2.00	1.00
Final Sat.:	3150	5317	283	3150	4172	1426	3150	4172	1426	3150	3800	1750

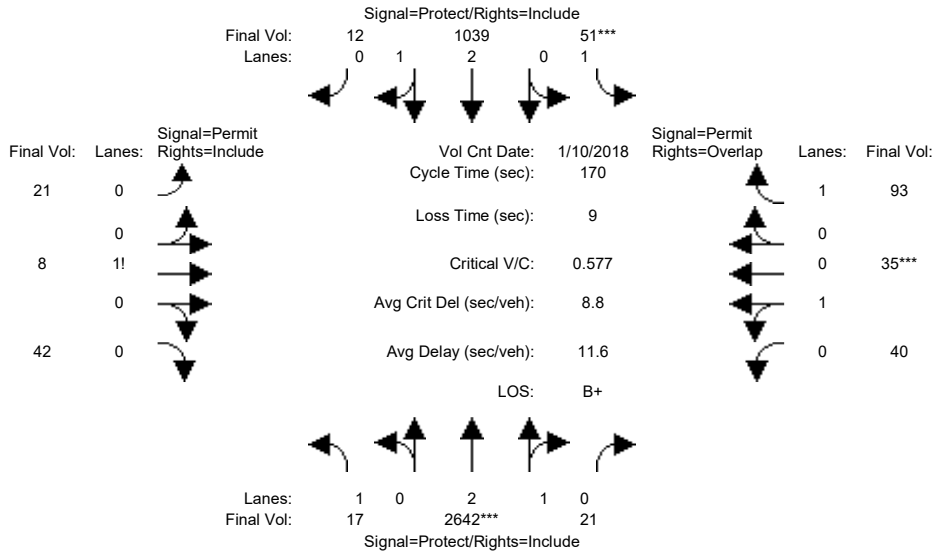
Capacity Analysis Module:												
Vol/Sat:	0.10	0.43	0.43	0.05	0.17	0.17	0.09	0.10	0.10	0.06	0.17	0.10
Crit Moves:	****			****			****			****		
Green Time:	37.8	91.3	91.3	10.8	64.3	64.3	19.0	35.7	35.7	20.3	37.0	47.8
Volume/Cap:	0.45	0.80	0.80	0.80	0.45	0.45	0.80	0.49	0.49	0.49	0.80	0.36
Delay/Veh:	57.6	33.4	33.4	98.2	39.7	39.7	85.6	59.6	59.6	71.1	68.4	49.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	57.6	33.4	33.4	98.2	39.7	39.7	85.6	59.6	59.6	71.1	68.4	49.3
LOS by Move:	E+	C-	C-	F	D	D	F	E+	E+	E	E	D
HCM2kAvgQ:	8	34	34	5	12	12	10	9	9	5	16	7

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

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Level Of Service Computation Report  
2000 HCM Operations (Future Volume Alternative)  
Existing AM GP w/ Max Residential

Intersection #6: Sunnyvale Saratoga Road / Cheyenne Drive



Street Name:	Sunnyvale Saratoga Road						Cheyenne Drive					
	North Bound			South Bound			East Bound			West Bound		
Approach:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:	>>	Count	Date:	10 Jan 2018	<<	08:00:00 AM						
Base Vol:	17	2615	21	51	1005	12	21	8	42	40	35	93
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	17	2615	21	51	1005	12	21	8	42	40	35	93
Added Vol:	0	27	0	0	34	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	17	2642	21	51	1039	12	21	8	42	40	35	93
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	17	2642	21	51	1039	12	21	8	42	40	35	93
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	17	2642	21	51	1039	12	21	8	42	40	35	93
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	17	2642	21	51	1039	12	21	8	42	40	35	93

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	0.98	0.95	0.92	0.92	0.92	0.95	0.95	0.92
Lanes:	1.00	2.98	0.02	1.00	2.96	0.04	0.30	0.11	0.59	0.53	0.47	1.00
Final Sat.:	1750	5556	44	1750	5536	64	518	197	1035	960	840	1750

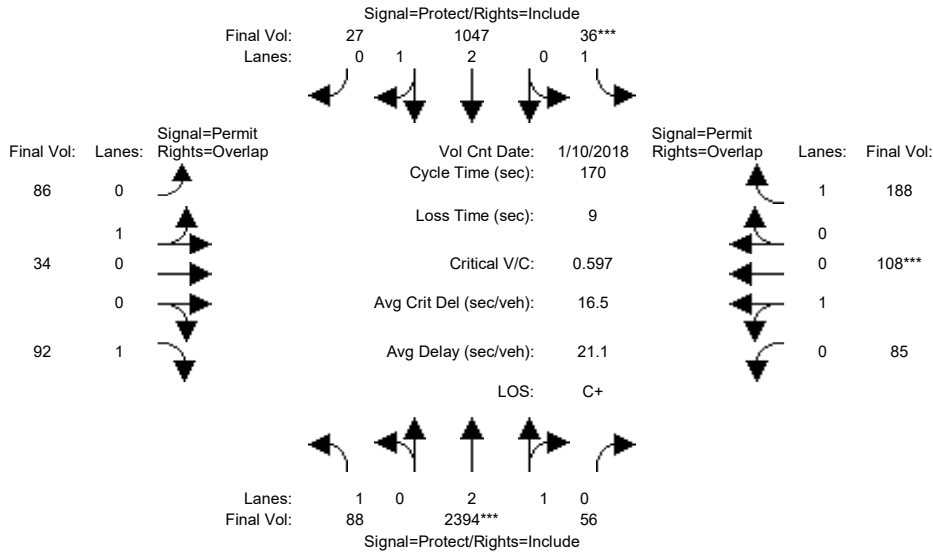
Capacity Analysis Module:												
Vol/Sat:	0.01	0.48	0.48	0.03	0.19	0.19	0.04	0.04	0.04	0.04	0.04	0.05
Crit Moves:	****			****						****		
Green Time:	26.8	140	140.1	8.6	122	122.0	12.3	12.3	12.3	12.3	12.3	20.9
Volume/Cap:	0.06	0.58	0.58	0.58	0.26	0.26	0.56	0.56	0.56	0.58	0.58	0.43
Delay/Veh:	61.0	5.2	5.2	88.0	8.4	8.4	81.9	81.9	81.9	82.6	82.6	70.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	61.0	5.2	5.2	88.0	8.4	8.4	81.9	81.9	81.9	82.6	82.6	70.5
LOS by Move:	E	A	A	F	A	A	F	F	F	F	F	E
HCM2kAvgQ:	1	16	16	3	6	6	5	5	5	5	5	5

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

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Level Of Service Computation Report  
2000 HCM Operations (Future Volume Alternative)  
Existing AM GP w/ Max Residential

Intersection #7: Sunnyvale Saratoga Road / Alberta Avenue



Street Name:	Sunnyvale Saratoga Road						Alberta Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:	>>	Count	Date:	10 Jan 2018	<<	08:00:00 AM						
Base Vol:	88	2367	56	36	1013	27	86	34	92	85	108	188
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	88	2367	56	36	1013	27	86	34	92	85	108	188
Added Vol:	0	27	0	0	34	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	88	2394	56	36	1047	27	86	34	92	85	108	188
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	88	2394	56	36	1047	27	86	34	92	85	108	188
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	88	2394	56	36	1047	27	86	34	92	85	108	188
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	88	2394	56	36	1047	27	86	34	92	85	108	188

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	0.98	0.95	0.95	0.95	0.92	0.95	0.95	0.92
Lanes:	1.00	2.93	0.07	1.00	2.92	0.08	0.72	0.28	1.00	0.44	0.56	1.00
Final Sat.:	1750	5472	128	1750	5459	141	1290	510	1750	793	1007	1750

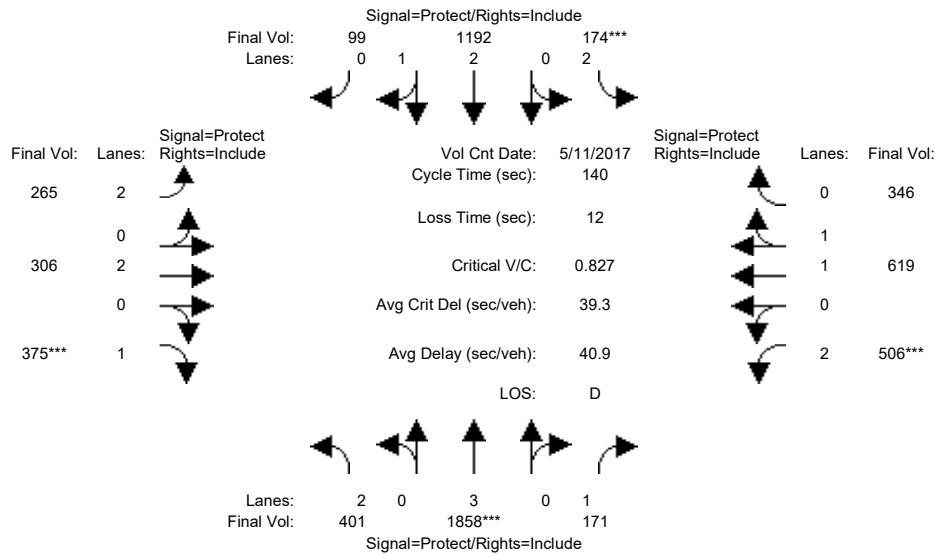
Capacity Analysis Module:												
Vol/Sat:	0.05	0.44	0.44	0.02	0.19	0.19	0.07	0.07	0.05	0.11	0.11	0.11
Crit Moves:	****			****						****		
Green Time:	27.1	124	123.7	7.0	104	103.5	30.3	30.3	57.5	30.3	30.3	37.3
Volume/Cap:	0.31	0.60	0.60	0.50	0.31	0.31	0.37	0.37	0.16	0.60	0.60	0.49
Delay/Veh:	63.8	11.5	11.5	85.1	16.1	16.1	62.2	62.2	39.4	67.5	67.5	59.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	63.8	11.5	11.5	85.1	16.1	16.1	62.2	62.2	39.4	67.5	67.5	59.0
LOS by Move:	E	B+	B+	F	B	B	E	E	D	E	E	E+
HCM2kAvgQ:	4	20	20	2	9	9	6	6	3	10	10	9

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

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Level Of Service Computation Report  
2000 HCM Operations (Future Volume Alternative)  
Existing AM GP w/ Max Residential

Intersection #8: De Anza Boulevard / Homestead Road



Street Name:	De Anza Boulevard						Homestead Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count	Date: 11 May 2017 << 08:00:00 AM											
Base Vol:	390	1844	171	153	1179	99	265	292	362	506	608	333
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	390	1844	171	153	1179	99	265	292	362	506	608	333
Added Vol:	11	14	0	21	13	0	0	14	13	0	11	13
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	401	1858	171	174	1192	99	265	306	375	506	619	346
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	401	1858	171	174	1192	99	265	306	375	506	619	346
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	401	1858	171	174	1192	99	265	306	375	506	619	346
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	401	1858	171	174	1192	99	265	306	375	506	619	346
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	0.99	0.95	0.83	1.00	0.92	0.83	0.99	0.95
Lanes:	2.00	3.00	1.00	2.00	2.76	0.24	2.00	2.00	1.00	2.00	1.26	0.74
Final Sat.:	3150	5700	1750	3150	5170	429	3150	3800	1750	3150	2372	1326
Capacity Analysis Module:												
Vol/Sat:	0.13	0.33	0.10	0.06	0.23	0.23	0.08	0.08	0.21	0.16	0.26	0.26
Crit Moves:	****			****			****			****		
Green Time:	23.0	55.2	55.2	9.4	41.6	41.6	15.5	36.3	36.3	27.2	48.0	48.0
Volume/Cap:	0.78	0.83	0.25	0.83	0.78	0.78	0.76	0.31	0.83	0.83	0.76	0.76
Delay/Veh:	56.0	24.3	16.3	84.3	34.7	34.7	69.9	42.0	60.8	63.3	43.7	43.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	56.0	24.3	16.3	84.3	34.7	34.7	69.9	42.0	60.8	63.3	43.7	43.7
LOS by Move:	E+	C	B	F	C-	C-	E	D	E	E	D	D
HCM2kAvgQ:	11	22	3	5	16	16	7	4	16	13	17	17

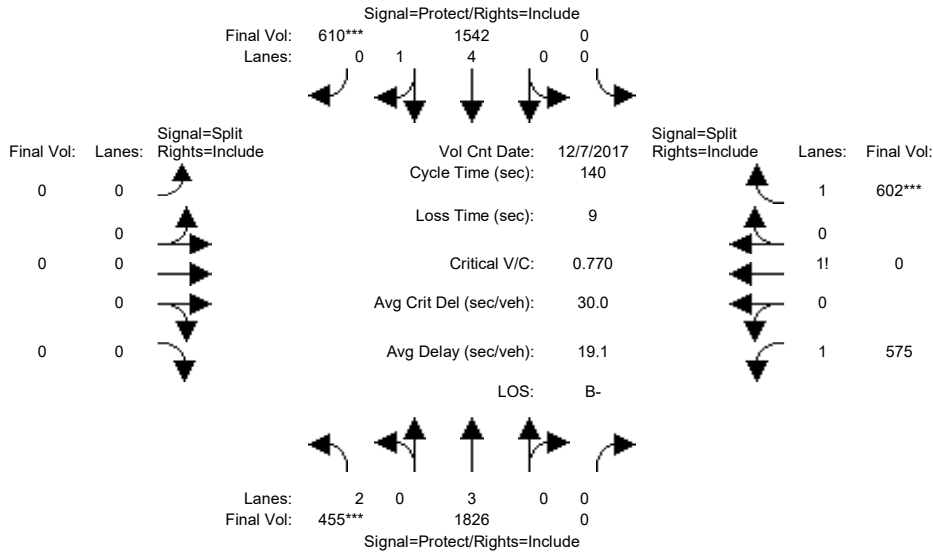
Note: Queue reported is the number of cars per lane.



Vallco Special Area Specific Plan  
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Level Of Service Computation Report  
2000 HCM Operations (Future Volume Alternative)  
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Intersection #9: De Anza Boulevard / I-280 Ramps (North)



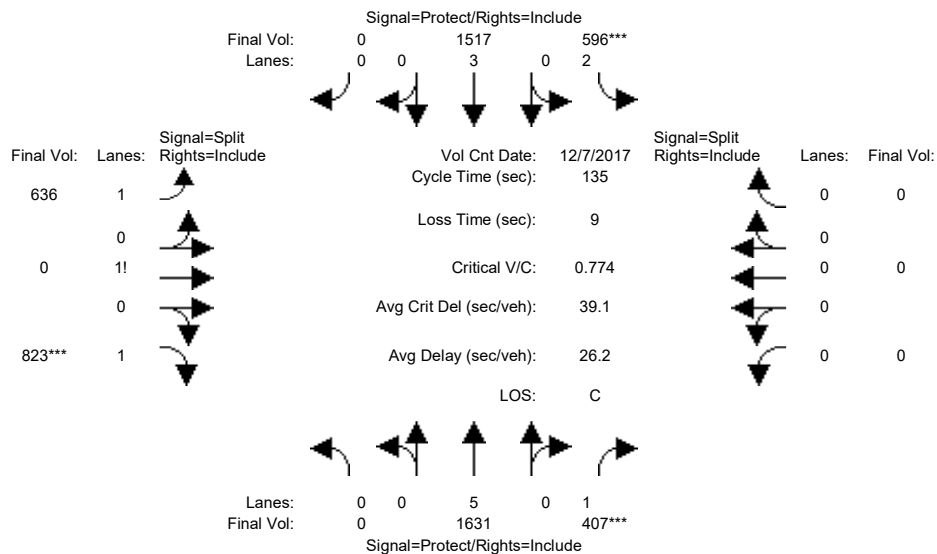
Street Name:	De Anza Boulevard						I-280 Ramps (North)					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	0	0	0	10	10	10
Y+R:	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Volume Module: >> Count Date: 7 Dec 2017 << 08:00:00 AM												
Base Vol:	418	1803	0	0	1516	610	0	0	0	575	0	600
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	418	1803	0	0	1516	610	0	0	0	575	0	600
Added Vol:	37	23	0	0	26	0	0	0	0	0	0	2
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	455	1826	0	0	1542	610	0	0	0	575	0	602
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	455	1826	0	0	1542	610	0	0	0	575	0	602
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	455	1826	0	0	1542	610	0	0	0	575	0	602
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	455	1826	0	0	1542	610	0	0	0	575	0	602
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	2.00	3.00	0.00	0.00	4.00	1.00	0.00	0.00	0.00	1.49	0.00	1.51
Final Sat.:	3150	5700	0	0	7600	1750	0	0	0	2605	0	2645
Capacity Analysis Module:												
Vol/Sat:	0.14	0.32	0.00	0.00	0.20	0.35	0.00	0.00	0.00	0.22	0.00	0.23
Crit Moves:	***				***	***						***
Green Time:	26.3	89.6	0.0	0.0	63.4	63.4	0.0	0.0	0.0	41.4	0.0	41.4
Volume/Cap:	0.77	0.50	0.00	0.00	0.45	0.77	0.00	0.00	0.00	0.75	0.00	0.77
Delay/Veh:	51.8	0.1	0.0	0.0	11.9	15.8	0.0	0.0	0.0	46.6	0.0	47.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	51.8	0.1	0.0	0.0	11.9	15.8	0.0	0.0	0.0	46.6	0.0	47.4
LOS by Move:	D-	A	A	A	B+	B	A	A	A	D	A	D
HCM2kAvgQ:	11	1	0	0	6	18	0	0	0	17	0	18

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

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Level Of Service Computation Report  
2000 HCM Operations (Future Volume Alternative)  
Existing AM GP w/ Max Residential

Intersection #10: De Anza Boulevard / I-280 Ramps (South)



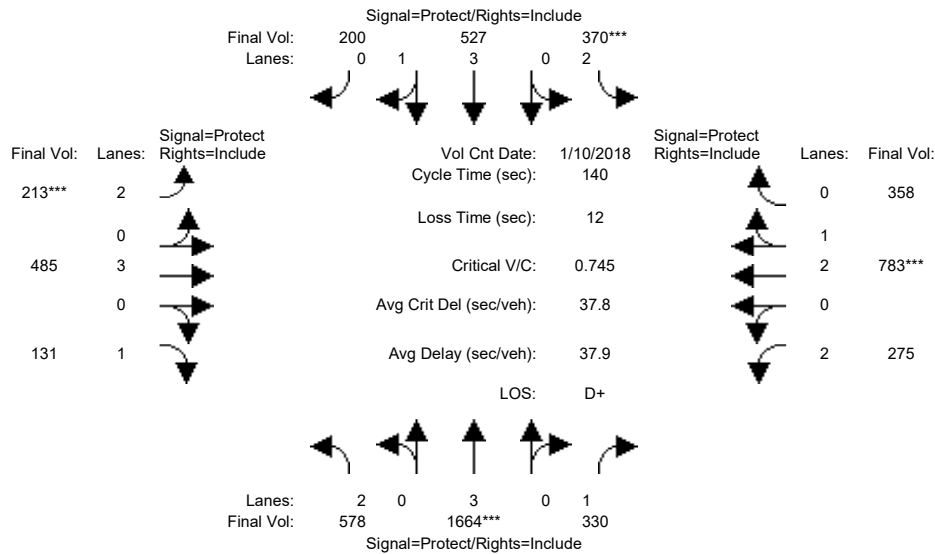
Street Name:	De Anza Boulevard						I-280 Ramps (South)					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	0	0	0
Y+R:	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Volume Module: >> Count Date:	7 Dec 2017 << 08:00:00 AM											
Base Vol:	0	1571	407	594	1492	0	636	0	782	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	1571	407	594	1492	0	636	0	782	0	0	0
Added Vol:	0	60	0	2	25	0	0	0	41	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	1631	407	596	1517	0	636	0	823	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	1631	407	596	1517	0	636	0	823	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1631	407	596	1517	0	636	0	823	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	0	1631	407	596	1517	0	636	0	823	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	5.00	1.00	2.00	3.00	0.00	1.44	0.00	1.56	0.00	0.00	0.00
Final Sat.:	0	9500	1750	3150	5700	0	2513	0	2737	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.17	0.23	0.19	0.27	0.00	0.25	0.00	0.30	0.00	0.00	0.00
Crit Moves:	****											
Green Time:	0.0	40.6	40.6	33.0	73.6	0.0	52.4	0.0	52.4	0.0	0.0	0.0
Volume/Cap:	0.00	0.57	0.77	0.77	0.49	0.00	0.65	0.00	0.77	0.00	0.00	0.00
Delay/Veh:	0.0	28.7	37.8	42.2	4.0	0.0	34.5	0.0	38.2	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	28.7	37.8	42.2	4.0	0.0	34.5	0.0	38.2	0.0	0.0	0.0
LOS by Move:	A	C	D+	D	A	A	C-	A	D+	A	A	A
HCM2kAvgQ:	0	9	15	13	4	0	17	0	22	0	0	0

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

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Level Of Service Computation Report  
2000 HCM Operations (Future Volume Alternative)  
Existing AM GP w/ Max Residential

Intersection #11: De Anza Boulevard / Stevens Creek Boulevard



Street Name:	De Anza Boulevard						Stevens Creek Boulevard					
	North Bound			South Bound			East Bound			West Bound		
Approach:	L	T	R	L	T	R	L	T	R	L	T	R
Movement:												
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:	>>	Count	Date:	10 Jan 2018	<<	08:00:00 AM						
Base Vol:	578	1664	193	304	527	200	213	373	131	225	697	298
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	578	1664	193	304	527	200	213	373	131	225	697	298
Added Vol:	0	0	137	66	0	0	0	112	0	50	86	60
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	578	1664	330	370	527	200	213	485	131	275	783	358
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	578	1664	330	370	527	200	213	485	131	275	783	358
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	578	1664	330	370	527	200	213	485	131	275	783	358
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	578	1664	330	370	527	200	213	485	131	275	783	358

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.95
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00	2.00	2.02	0.98
Final Sat.:	3150	5700	1750	3150	5700	1750	3150	5700	1750	3150	3841	1756

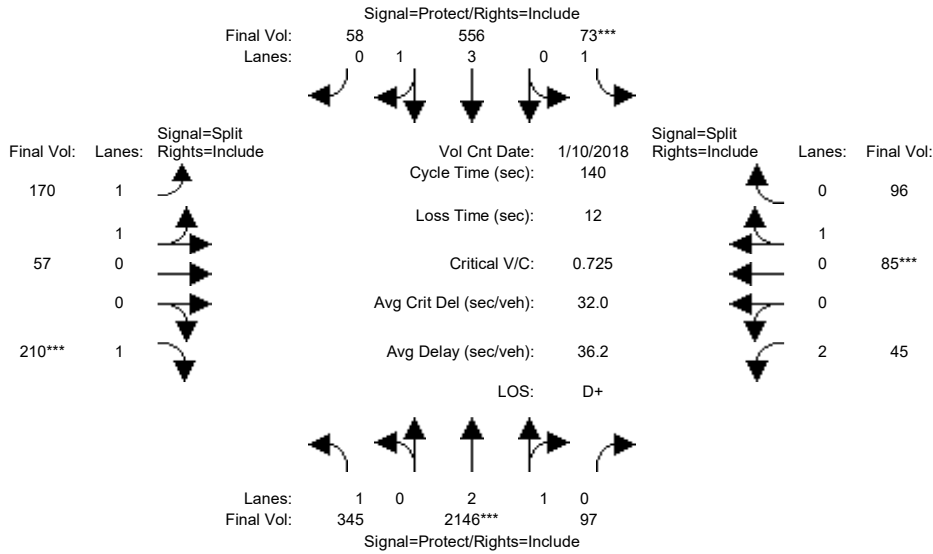
Capacity Analysis Module:												
Vol/Sat:	0.18	0.29	0.19	0.12	0.09	0.11	0.07	0.09	0.07	0.09	0.20	0.20
Crit Moves:	****			****			****			****		
Green Time:	47.4	54.9	54.9	22.1	29.5	29.5	12.7	25.2	25.2	25.8	38.3	38.3
Volume/Cap:	0.54	0.74	0.48	0.74	0.44	0.54	0.74	0.47	0.42	0.47	0.74	0.74
Delay/Veh:	25.3	22.2	18.7	55.3	39.6	40.9	72.2	51.8	51.8	51.6	48.4	48.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	25.3	22.2	18.7	55.3	39.6	40.9	72.2	51.8	51.8	51.6	48.4	48.4
LOS by Move:	C	C+	B-	E+	D	D	E	D-	D-	D-	D	D
HCM2kAvgQ:	9	16	7	9	6	7	5	6	5	6	15	15

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

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Level Of Service Computation Report  
2000 HCM Operations (Future Volume Alternative)  
Existing AM GP w/ Max Residential

Intersection #12: De Anza Boulevard / McClellan Road



Street Name:	De Anza Boulevard						McClellan Road					
	North Bound			South Bound			East Bound			West Bound		
Approach:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:	>>	Count	Date:	10 Jan 2018	<<	08:00:00 AM											
Base Vol:	345	2009	97	73	506	58	170	57	210	45	85	96					
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00					
Initial Bse:	345	2009	97	73	506	58	170	57	210	45	85	96					
Added Vol:	0	137	0	0	50	0	0	0	0	0	0	0					
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0					
Initial Fut:	345	2146	97	73	556	58	170	57	210	45	85	96					
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00					
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00					
PHF Volume:	345	2146	97	73	556	58	170	57	210	45	85	96					
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0					
Reduced Vol:	345	2146	97	73	556	58	170	57	210	45	85	96					
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00					
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00					
Final Volume:	345	2146	97	73	556	58	170	57	210	45	85	96					

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	0.99	0.95	0.93	0.95	0.92	0.83	0.95	0.95
Lanes:	1.00	2.87	0.13	1.00	3.61	0.39	1.50	0.50	1.00	2.00	0.47	0.53
Final Sat.:	1750	5358	242	1750	6790	708	2658	891	1750	3150	845	955

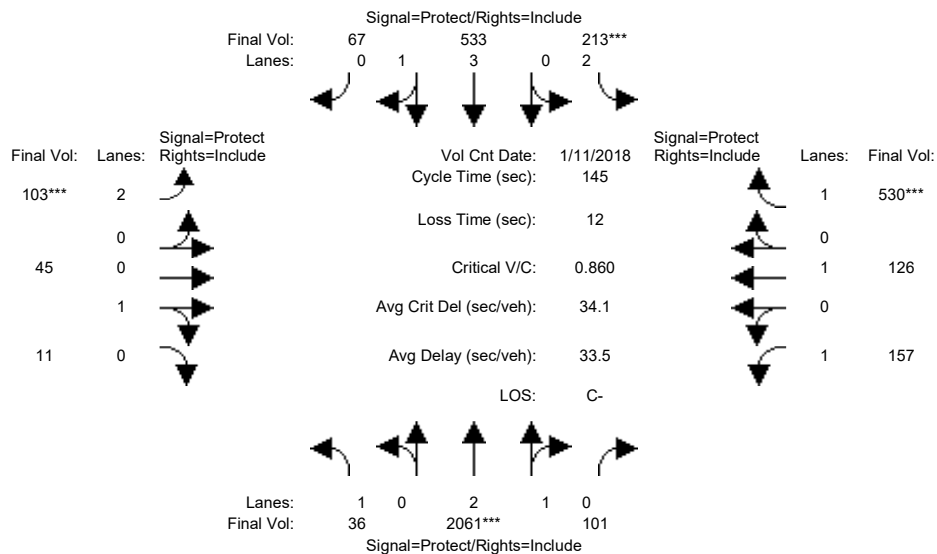
Capacity Analysis Module:												
Vol/Sat:	0.20	0.40	0.40	0.04	0.08	0.08	0.06	0.06	0.12	0.01	0.10	0.10
Crit Moves:	****			****			****			****		
Green Time:	60.3	77.4	77.4	8.1	25.1	25.1	23.2	23.2	23.2	19.4	19.4	19.4
Volume/Cap:	0.46	0.72	0.72	0.72	0.46	0.46	0.39	0.39	0.72	0.10	0.72	0.72
Delay/Veh:	28.7	24.3	24.3	87.7	51.6	51.6	52.5	52.5	64.2	52.8	67.8	67.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	28.7	24.3	24.3	87.7	51.6	51.6	52.5	52.5	64.2	52.8	67.8	67.8
LOS by Move:	C	C	C	F	D-	D-	D-	D-	E	D-	E	E
HCM2kAvgQ:	11	23	23	4	6	6	5	5	11	1	9	9

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

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Level Of Service Computation Report  
2000 HCM Operations (Future Volume Alternative)  
Existing AM GP w/ Max Residential

Intersection #13: De Anza Boulevard / Bollinger Road



Street Name:	De Anza Boulevard						Bollinger road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	10	10	10	7	10	10	10	10	10
Y+R:	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0

Volume Module:	>>	Count	Date:	11 Jan 2018	<<	08:00:00 AM						
Base Vol:	36	1928	99	213	484	66	100	42	11	157	125	529
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	36	1928	99	213	484	66	100	42	11	157	125	529
Added Vol:	0	133	2	0	49	1	3	3	0	0	1	1
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	36	2061	101	213	533	67	103	45	11	157	126	530
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	36	2061	101	213	533	67	103	45	11	157	126	530
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	36	2061	101	213	533	67	103	45	11	157	126	530
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	36	2061	101	213	533	67	103	45	11	157	126	530

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.83	0.99	0.95	0.83	0.95	0.95	0.92	1.00	0.92
Lanes:	1.00	2.85	0.15	2.00	3.53	0.47	2.00	0.80	0.20	1.00	1.00	1.00
Final Sat.:	1750	5338	262	3150	6661	837	3150	1446	354	1750	1900	1750

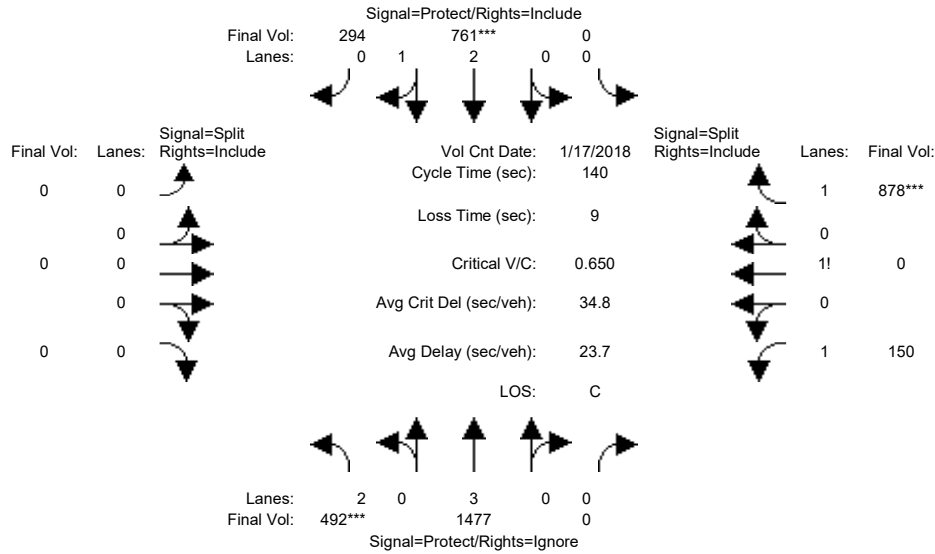
Capacity Analysis Module:												
Vol/Sat:	0.02	0.39	0.39	0.07	0.08	0.08	0.03	0.03	0.03	0.09	0.07	0.30
Crit Moves:	****			****			****			****		
Green Time:	28.4	64.3	64.3	11.3	47.1	47.1	7.0	25.0	25.0	32.5	50.4	50.4
Volume/Cap:	0.10	0.87	0.87	0.87	0.25	0.25	0.68	0.18	0.18	0.40	0.19	0.87
Delay/Veh:	40.2	20.8	20.8	89.3	24.4	24.4	79.5	51.6	51.6	48.6	33.2	57.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	40.2	20.8	20.8	89.3	24.4	24.4	79.5	51.6	51.6	48.6	33.2	57.1
LOS by Move:	D	C+	C+	F	C	C	E-	D-	D-	D	C-	E+
HCM2kAvgQ:	1	25	25	6	3	3	4	2	2	6	4	25

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

Vallco Special Area Specific Plan  
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Level Of Service Computation Report  
2000 HCM Operations (Future Volume Alternative)  
Existing AM GP w/ Max Residential

Intersection #14: De Anza Boulevard / SR-85 Ramps (North)



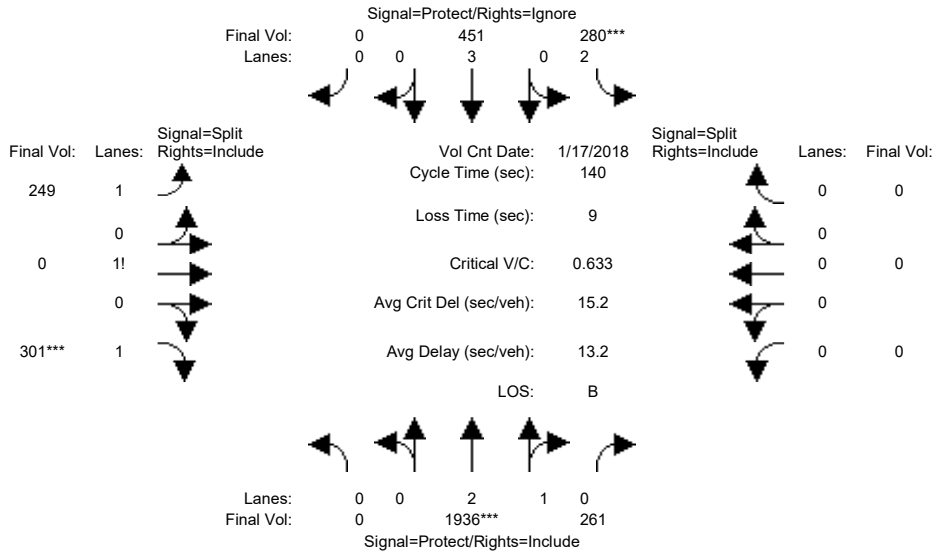
Street Name:	De Anza Boulevard						SR-85 Ramps (North)					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	0	0	0	7	10	10
Y+R:	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Volume Module: >> Count Date:	17 Jan 2018 << 08:00:00 AM											
Base Vol:	492	1444	0	0	712	294	0	0	0	150	0	776
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	492	1444	0	0	712	294	0	0	0	150	0	776
Added Vol:	0	33	0	0	49	0	0	0	0	0	0	102
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	492	1477	0	0	761	294	0	0	0	150	0	878
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	492	1477	0	0	761	294	0	0	0	150	0	878
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	492	1477	0	0	761	294	0	0	0	150	0	878
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	492	1477	0	0	761	294	0	0	0	150	0	878
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.92	1.00	0.95	0.92	1.00	0.92	0.92	1.00	0.95
Lanes:	2.00	3.00	0.00	0.00	2.13	0.87	0.00	0.00	0.00	1.15	0.00	1.85
Final Sat.:	3150	5700	0	0	4037	1560	0	0	0	2012	0	3331
Capacity Analysis Module:												
Vol/Sat:	0.16	0.26	0.00	0.00	0.19	0.19	0.00	0.00	0.00	0.07	0.00	0.26
Crit Moves:	***			****								****
Green Time:	33.6	74.2	0.0	0.0	40.6	40.6	0.0	0.0	0.0	56.8	0.0	56.8
Volume/Cap:	0.65	0.49	0.00	0.00	0.65	0.65	0.00	0.00	0.00	0.18	0.00	0.65
Delay/Veh:	39.8	5.3	0.0	0.0	32.6	32.6	0.0	0.0	0.0	26.8	0.0	34.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	39.8	5.3	0.0	0.0	32.6	32.6	0.0	0.0	0.0	26.8	0.0	34.6
LOS by Move:	D	A	A	A	C-	C-	A	A	A	C	A	C-
HCM2kAvgQ:	10	5	0	0	12	12	0	0	0	4	0	17

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

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Level Of Service Computation Report  
2000 HCM Operations (Future Volume Alternative)  
Existing AM GP w/ Max Residential

Intersection #15: De Anza Boulevard / SR-85 Ramps (South)



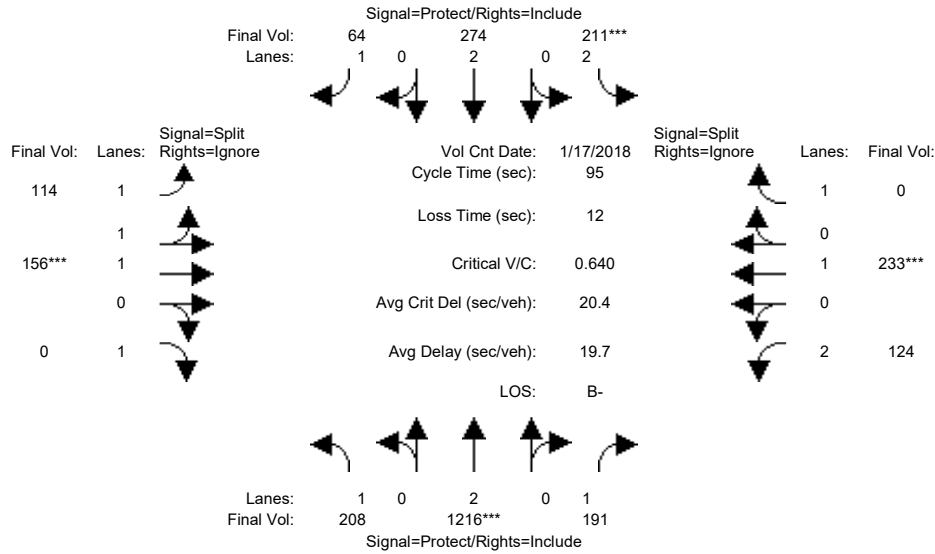
Street Name:	De Anza Boulevard						SR-85 Ramps (South)					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	0	0	0
Y+R:	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Volume Module: >> Count Date: 17 Jan 2018 << 08:00:00 AM												
Base Vol:	0	1903	261	241	441	0	249	0	301	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	1903	261	241	441	0	249	0	301	0	0	0
Added Vol:	0	33	0	39	10	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	1936	261	280	451	0	249	0	301	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	1936	261	280	451	0	249	0	301	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1936	261	280	451	0	249	0	301	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	0	1936	261	280	451	0	249	0	301	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.99	0.95	0.83	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	2.63	0.37	2.00	3.00	0.00	1.45	0.00	1.55	0.00	0.00	0.00
Final Sat.:	0	4934	665	3150	5700	0	2542	0	2708	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.39	0.39	0.09	0.08	0.00	0.10	0.00	0.11	0.00	0.00	0.00
Crit Moves:	****			****			****			****		
Green Time:	0.0	86.8	86.8	19.7	106	0.0	24.6	0.0	24.6	0.0	0.0	0.0
Volume/Cap:	0.00	0.63	0.63	0.63	0.10	0.00	0.56	0.00	0.63	0.00	0.00	0.00
Delay/Veh:	0.0	0.4	0.4	53.6	0.0	0.0	53.5	0.0	55.1	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.4	0.4	53.6	0.0	0.0	53.5	0.0	55.1	0.0	0.0	0.0
LOS by Move:	A	A	A	D-	A	A	D-	A	E+	A	A	A
HCM2kAvgQ:	0	1	1	6	0	0	8	0	9	0	0	0

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

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Level Of Service Computation Report  
2000 HCM Operations (Future Volume Alternative)  
Existing AM GP w/ Max Residential

Intersection #16: De Anza Boulevard/Saratoga-Sunnyvale Road / Prospect Road



Street Name: De Anza Boulevard/Saratoga-Sunnyv	Prospect Road											
	North Bound			South Bound			East Bound			West Bound		
Approach:	L	T	R	L	T	R	L	T	R	L	T	R
Movement:												
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Volume Module: >> Count Date: 17 Jan 2018 << 08:00:00 AM												
Base Vol:	208	1194	191	211	266	62	104	156	88	124	233	541
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	208	1194	191	211	266	62	104	156	88	124	233	541
Added Vol:	0	22	0	0	8	2	10	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	208	1216	191	211	274	64	114	156	88	124	233	541
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Volume:	208	1216	191	211	274	64	114	156	0	124	233	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	208	1216	191	211	274	64	114	156	0	124	233	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
Final Volume:	208	1216	191	211	274	64	114	156	0	124	233	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.83	1.00	0.92	0.93	0.98	0.92	0.83	1.00	0.92
Lanes:	1.00	2.00	1.00	2.00	2.00	1.00	1.31	1.69	1.00	2.00	1.00	1.00
Final Sat.:	1750	3800	1750	3150	3800	1750	2299	3147	1750	3150	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.12	0.32	0.11	0.07	0.07	0.04	0.05	0.05	0.00	0.04	0.12	0.00
Crit Moves:	****			****			****			****		
Green Time:	29.4	45.8	45.8	9.6	26.0	26.0	10.0	10.0	0.0	17.6	17.6	0.0
Volume/Cap:	0.38	0.66	0.23	0.66	0.26	0.13	0.47	0.47	0.00	0.21	0.66	0.00
Delay/Veh:	18.5	8.0	5.5	43.2	20.3	19.6	40.6	40.6	0.0	33.0	40.7	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	18.5	8.0	5.5	43.2	20.3	19.6	40.6	40.6	0.0	33.0	40.7	0.0
LOS by Move:	B-	A	A	D	C+	B-	D	D	A	C-	D	A
HCM2kAvgQ:	4	9	2	4	2	1	3	3	0	2	6	0

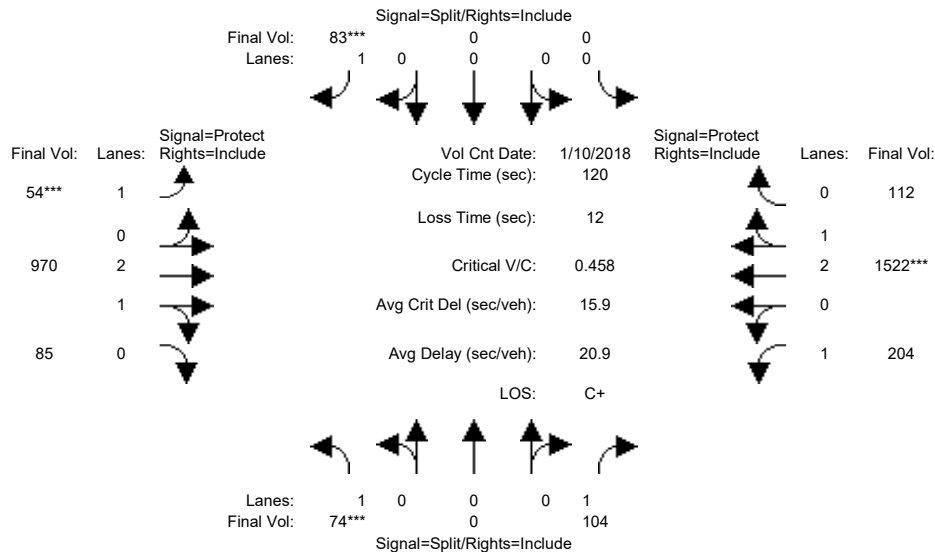
Note: Queue reported is the number of cars per lane.



Vallco Special Area Specific Plan  
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Level Of Service Computation Report  
2000 HCM Operations (Future Volume Alternative)  
Existing AM GP w/ Max Residential

Intersection #17: Torre Avenue-Vista Drive / Stevens Creek Boulevard



Street Name:	Torre Avenue-Vista Drive						Stevens Creek Boulevard					
	North Bound			South Bound			East Bound			West Bound		
Approach:	L - T - R			L - T - R			L - T - R			L - T - R		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:	>>	Count	Date:	10 Jan 2018	<<	08:00:00 AM						
Base Vol:	74	0	104	0	0	83	54	655	85	204	1326	112
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	74	0	104	0	0	83	54	655	85	204	1326	112
Added Vol:	0	0	0	0	0	0	0	315	0	0	196	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	74	0	104	0	0	83	54	970	85	204	1522	112
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	74	0	104	0	0	83	54	970	85	204	1522	112
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	74	0	104	0	0	83	54	970	85	204	1522	112
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	74	0	104	0	0	83	54	970	85	204	1522	112

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	0.99	0.95	0.92	0.99	0.95
Lanes:	1.00	0.00	1.00	0.00	0.00	1.00	1.00	2.75	0.25	1.00	2.79	0.21
Final Sat.:	1750	0	1750	0	0	1750	1750	5148	451	1750	5216	384

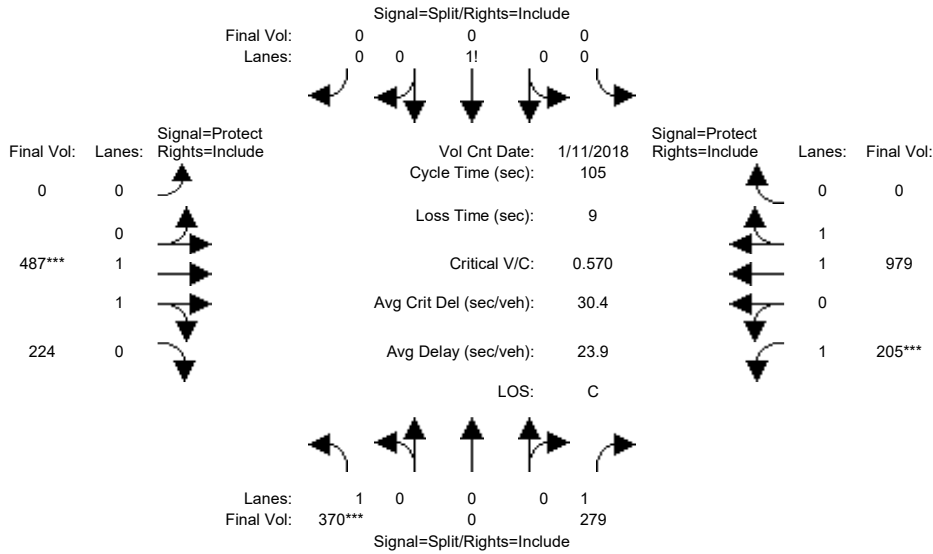
Capacity Analysis Module:												
Vol/Sat:	0.04	0.00	0.06	0.00	0.00	0.05	0.03	0.19	0.19	0.12	0.29	0.29
Crit Moves:	***					***	***				***	
Green Time:	15.6	0.0	15.6	0.0	0.0	12.4	8.1	52.2	52.2	32.3	76.4	76.4
Volume/Cap:	0.33	0.00	0.46	0.00	0.00	0.46	0.46	0.43	0.43	0.43	0.46	0.46
Delay/Veh:	48.3	0.0	49.8	0.0	0.0	52.5	56.7	23.7	23.7	36.9	11.3	11.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	48.3	0.0	49.8	0.0	0.0	52.5	56.7	23.7	23.7	36.9	11.3	11.3
LOS by Move:	D	A	D	A	A	D-	E+	C	C	D+	B+	B+
HCM2kAvgQ:	3	0	4	0	0	4	2	9	9	6	10	10

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

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2000 HCM Operations (Future Volume Alternative)  
Existing AM GP w/ Max Residential

Intersection #18: Blaney Avenue / Homestead Road



Street Name:	Blaney Avenue						Homestead Road					
	North Bound			South Bound			East Bound			West Bound		
Approach:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:	>>	Count	Date:	11 Jan 2018	<<	08:00:00 AM						
Base Vol:	365	0	279	0	0	0	0	462	214	205	960	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	365	0	279	0	0	0	0	462	214	205	960	0
Added Vol:	5	0	0	0	0	0	0	25	10	0	19	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	370	0	279	0	0	0	0	487	224	205	979	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	370	0	279	0	0	0	0	487	224	205	979	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	370	0	279	0	0	0	0	487	224	205	979	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	370	0	279	0	0	0	0	487	224	205	979	0

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	0.92	0.92	0.92	0.99	0.95	0.92	0.97	0.92
Lanes:	1.00	0.00	1.00	0.00	1.00	0.00	0.00	1.35	0.65	1.00	2.00	0.00
Final Sat.:	1750	0	1750	0	1750	0	0	2533	1165	1750	3700	0

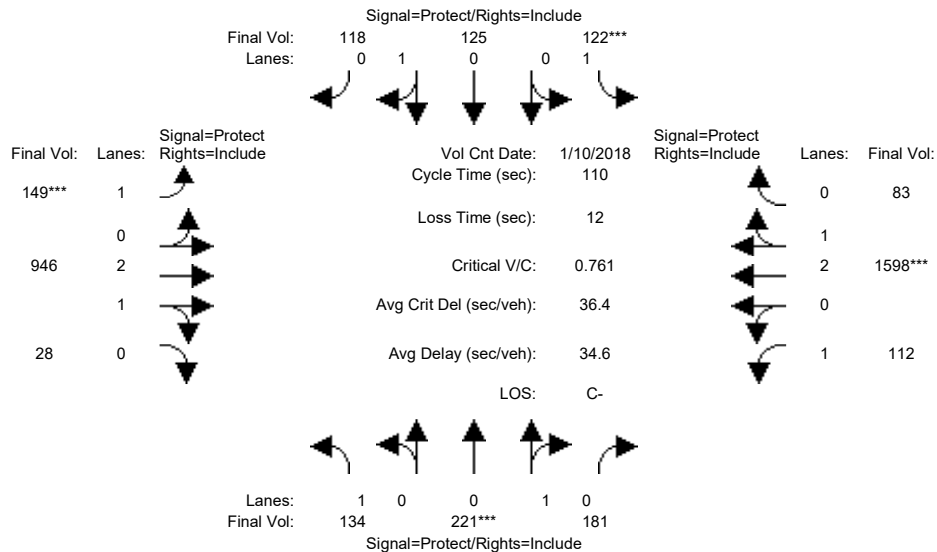
Capacity Analysis Module:												
Vol/Sat:	0.21	0.00	0.16	0.00	0.00	0.00	0.00	0.19	0.19	0.12	0.26	0.00
Crit Moves:	***						***			***		
Green Time:	39.0	0.0	39.0	0.0	0.0	0.0	0.0	35.4	35.4	21.6	57.0	0.0
Volume/Cap:	0.57	0.00	0.43	0.00	0.00	0.00	0.00	0.57	0.57	0.57	0.49	0.00
Delay/Veh:	27.5	0.0	25.2	0.0	0.0	0.0	0.0	29.2	29.2	39.7	15.1	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	27.5	0.0	25.2	0.0	0.0	0.0	0.0	29.2	29.2	39.7	15.1	0.0
LOS by Move:	C	A	C	A	A	A	A	C	C	D	B	A
HCM2kAvgQ:	11	0	7	0	0	0	0	9	9	6	10	0

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

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Level Of Service Computation Report  
2000 HCM Operations (Future Volume Alternative)  
Existing AM GP w/ Max Residential

Intersection #19: Blaney Avenue / Stevens Creek Boulevard



Street Name:	Blaney Avenue						Stevens Creek Boulevard					
	North Bound			South Bound			East Bound			West Bound		
Approach:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:	>>	Count	Date:	10 Jan 2018	<<	08:00:00 AM						
Base Vol:	134	221	174	112	125	118	149	631	28	110	1402	78
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	134	221	174	112	125	118	149	631	28	110	1402	78
Added Vol:	0	0	7	10	0	0	0	315	0	2	196	5
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	134	221	181	122	125	118	149	946	28	112	1598	83
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	134	221	181	122	125	118	149	946	28	112	1598	83
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	134	221	181	122	125	118	149	946	28	112	1598	83
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	134	221	181	122	125	118	149	946	28	112	1598	83

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.95	0.95	0.92	0.95	0.95	0.92	0.98	0.95	0.92	0.98	0.95
Lanes:	1.00	0.55	0.45	1.00	0.51	0.49	1.00	2.91	0.09	1.00	2.85	0.15
Final Sat.:	1750	990	810	1750	926	874	1750	5439	161	1750	5323	276

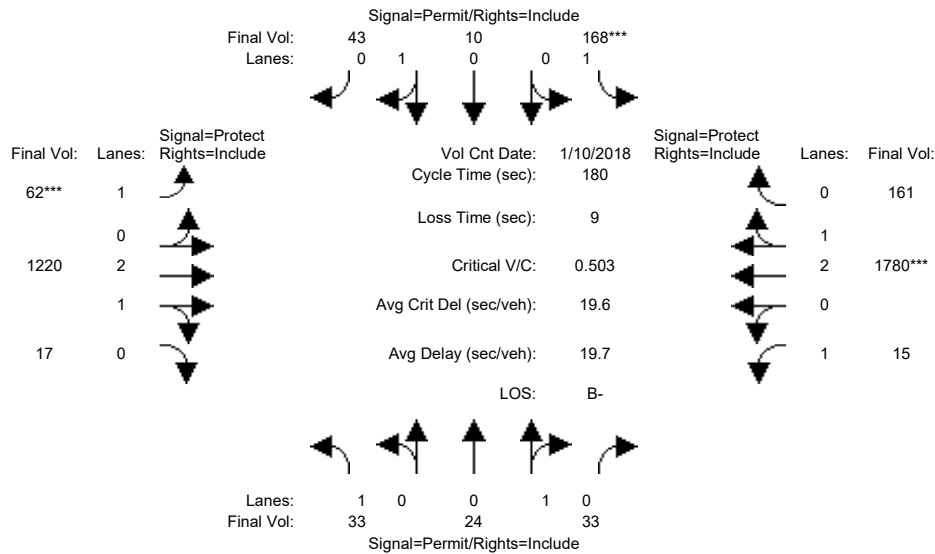
Capacity Analysis Module:												
Vol/Sat:	0.08	0.22	0.22	0.07	0.14	0.14	0.09	0.17	0.17	0.06	0.30	0.30
Crit Moves:	****			****			****			****		
Green Time:	15.3	32.3	32.3	10.1	27.0	27.0	12.3	40.7	40.7	15.0	43.4	43.4
Volume/Cap:	0.55	0.76	0.76	0.76	0.55	0.55	0.76	0.47	0.47	0.47	0.76	0.76
Delay/Veh:	46.8	41.8	41.8	67.9	37.7	37.7	63.4	26.6	26.6	45.3	30.4	30.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	46.8	41.8	41.8	67.9	37.7	37.7	63.4	26.6	26.6	45.3	30.4	30.4
LOS by Move:	D	D	D	E	D+	D+	E	C	C	D	C	C
HCM2kAvgQ:	5	13	13	6	8	8	6	8	8	4	17	17

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

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Level Of Service Computation Report  
2000 HCM Operations (Future Volume Alternative)  
Existing AM GP w/ Max Residential

Intersection #20: Portal Avenue / Stevens Creek Boulevard



Street Name:	Portal Avenue						Stevens Creek Boulevard					
	North Bound			South Bound			East Bound			West Bound		
Approach:												
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:	>>	Count	Date:	10 Jan 2018	<<	08:00:00 AM						
Base Vol:	33	24	33	168	10	43	62	888	17	15	1577	161
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	33	24	33	168	10	43	62	888	17	15	1577	161
Added Vol:	0	0	0	0	0	0	0	332	0	0	203	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	33	24	33	168	10	43	62	1220	17	15	1780	161
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	33	24	33	168	10	43	62	1220	17	15	1780	161
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	33	24	33	168	10	43	62	1220	17	15	1780	161
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	33	24	33	168	10	43	62	1220	17	15	1780	161

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.95	0.95	0.92	0.95	0.95	0.92	0.98	0.95	0.92	0.99	0.95
Lanes:	1.00	0.42	0.58	1.00	0.19	0.81	1.00	2.96	0.04	1.00	2.74	0.26
Final Sat.:	1750	758	1042	1750	340	1460	1750	5523	77	1750	5135	464

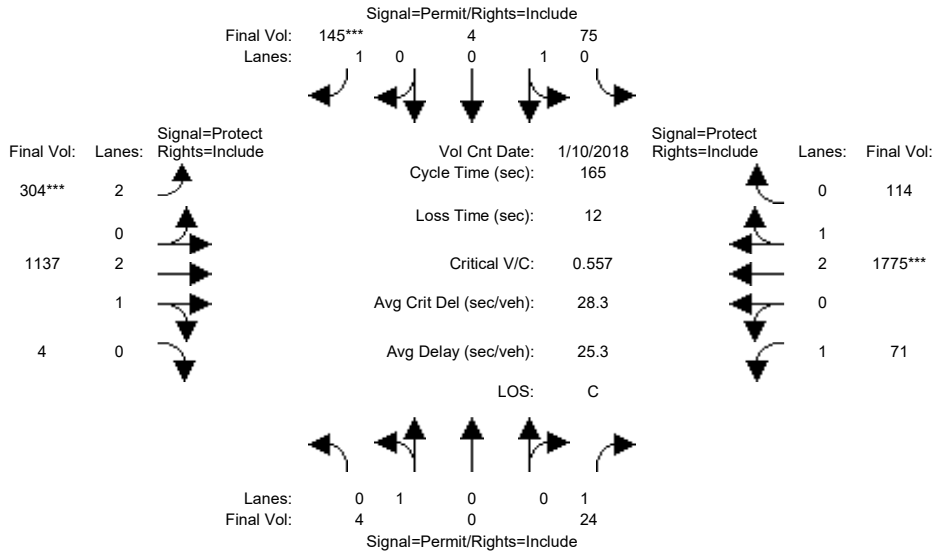
Capacity Analysis Module:													
Vol/Sat:	0.02	0.03	0.03	0.10	0.03	0.03	0.04	0.22	0.22	0.01	0.35	0.35	
Crit Moves:				****				****					
Green Time:	34.3	34.3	34.3	34.3	34.3	34.3	12.7	116	116.2	20.5	124	124.0	
Volume/Cap:	0.10	0.17	0.17	0.50	0.15	0.15	0.50	0.34	0.34	0.08	0.50	0.50	
Delay/Veh:	60.2	61.1	61.1	66.4	60.9	60.9	83.9	14.6	14.6	71.5	13.4	13.4	
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
AdjDel/Veh:	60.2	61.1	61.1	66.4	60.9	60.9	83.9	14.6	14.6	71.5	13.4	13.4	
LOS by Move:	E	E	E	E	E	E	F	B	B	E	B	B	
HCM2kAvgQ:	2	3	3	9	3	3	4	10	10	1	17	17	

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

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Level Of Service Computation Report  
2000 HCM Operations (Future Volume Alternative)  
Existing AM GP w/ Max Residential

Intersection #21: Perimeter Road / Stevens Creek Boulevard



Street Name:	Perimeter Road						Stevens Creek Boulevard					
	North Bound			South Bound			East Bound			West Bound		
Approach:	L	T	R	L	T	R	L	T	R	L	T	R
Movement:												
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:	>>	Count	Date:	10 Jan 2018	<<	08:00:00 AM						
Base Vol:	4	0	24	23	4	11	42	1067	4	71	1706	53
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	4	0	24	23	4	11	42	1067	4	71	1706	53
Added Vol:	0	0	0	52	0	134	262	70	0	0	69	61
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	4	0	24	75	4	145	304	1137	4	71	1775	114
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	4	0	24	75	4	145	304	1137	4	71	1775	114
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	4	0	24	75	4	145	304	1137	4	71	1775	114
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	4	0	24	75	4	145	304	1137	4	71	1775	114

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.92	0.95	0.95	0.92	0.83	0.98	0.95	0.92	0.98	0.95
Lanes:	1.00	0.00	1.00	0.95	0.05	1.00	2.00	2.99	0.01	1.00	2.81	0.19
Final Sat.:	1800	0	1750	1709	91	1750	3150	5580	20	1750	5262	338

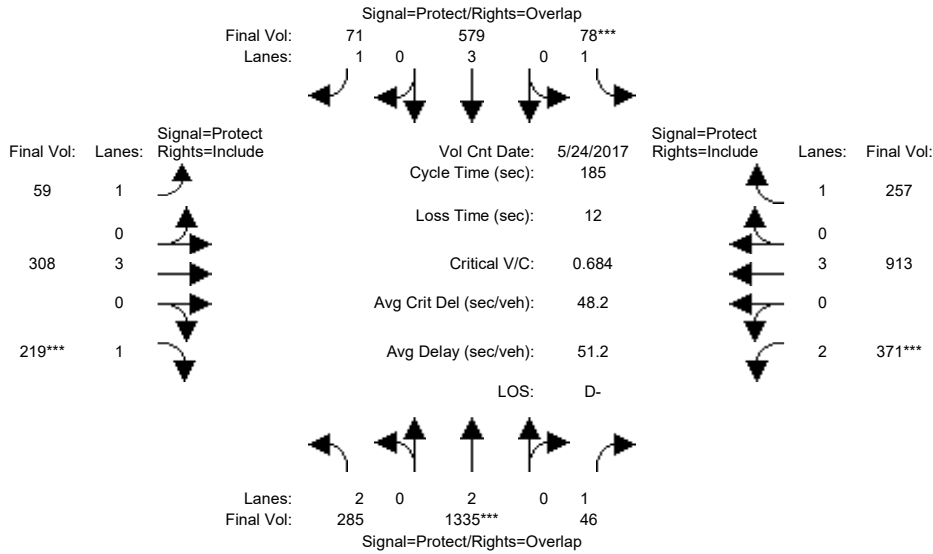
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.01	0.04	0.04	0.08	0.10	0.20	0.20	0.04	0.34	0.34
Crit Moves:						****	****				****	
Green Time:	24.5	0.0	24.5	24.5	24.5	24.5	28.6	106	106.3	22.1	99.9	99.9
Volume/Cap:	0.01	0.00	0.09	0.30	0.30	0.56	0.56	0.32	0.32	0.30	0.56	0.56
Delay/Veh:	59.9	0.0	60.8	63.2	63.2	67.9	63.7	13.2	13.2	65.2	19.6	19.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	59.9	0.0	60.8	63.2	63.2	67.9	63.7	13.2	13.2	65.2	19.6	19.6
LOS by Move:	E+	A	E	E	E	E	E	B	B	E	B-	B-
HCM2kAvgQ:	0	0	1	4	4	8	8	8	8	3	18	18

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

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Intersection #22: Wolfe Road / El Camino Real



Street Name:	Wolfe Road						El Camino Real					
	North Bound			South Bound			East Bound			West Bound		
Approach:												
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:	>>	Count	Date:	24 May 2017	<<	08:00:00 AM						
Base Vol:	277	1285	28	78	544	71	59	308	206	348	913	257
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	277	1285	28	78	544	71	59	308	206	348	913	257
Added Vol:	8	50	18	0	35	0	0	0	13	23	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	285	1335	46	78	579	71	59	308	219	371	913	257
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	285	1335	46	78	579	71	59	308	219	371	913	257
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	285	1335	46	78	579	71	59	308	219	371	913	257
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	285	1335	46	78	579	71	59	308	219	371	913	257

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.83	1.00	0.92
Lanes:	2.00	2.00	1.00	1.00	3.00	1.00	1.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	3150	3800	1750	1750	5700	1750	1750	5700	1750	3150	5700	1750

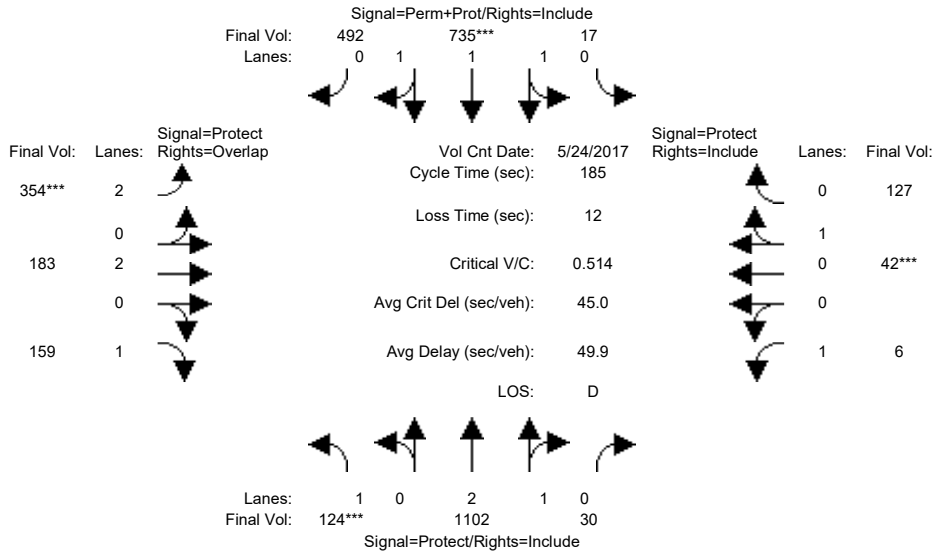
Capacity Analysis Module:												
Vol/Sat:	0.09	0.35	0.03	0.04	0.10	0.04	0.03	0.05	0.13	0.12	0.16	0.15
Crit Moves:	****			****			****			****		
Green Time:	50.4	95.0	126.8	12.0	56.6	69.4	12.8	33.8	33.8	31.8	52.8	52.8
Volume/Cap:	0.33	0.68	0.04	0.68	0.33	0.11	0.49	0.30	0.68	0.68	0.56	0.51
Delay/Veh:	52.6	33.9	9.2	98.2	48.4	36.7	83.7	63.7	74.7	73.5	55.1	54.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	52.6	33.9	9.2	98.2	48.4	36.7	83.7	63.7	74.7	73.5	55.1	54.8
LOS by Move:	D-	C-	A	F	D	D+	F	E	E	E	E+	D-
HCM2kAvgQ:	7	27	1	6	8	3	4	5	13	11	14	12

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

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Existing AM GP w/ Max Residential

Intersection #23: Wolfe Road / Fremont Avenue



Street Name:	Wolfe Road						Fremont Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:	>>	Count	Date:	24 May 2017	<<	08:00:00 AM						
Base Vol:	114	1026	30	17	664	492	354	183	148	6	42	127
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	114	1026	30	17	664	492	354	183	148	6	42	127
Added Vol:	10	76	0	0	71	0	0	0	11	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	124	1102	30	17	735	492	354	183	159	6	42	127
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	124	1102	30	17	735	492	354	183	159	6	42	127
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	124	1102	30	17	735	492	354	183	159	6	42	127
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	124	1102	30	17	735	492	354	183	159	6	42	127

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.95	0.98	0.95	0.83	1.00	0.92	0.92	0.95	0.95
Lanes:	1.00	2.92	0.08	0.05	1.95	1.00	2.00	2.00	1.00	1.00	0.25	0.75
Final Sat.:	1750	5451	148	84	3626	1800	3150	3800	1750	1750	447	1353

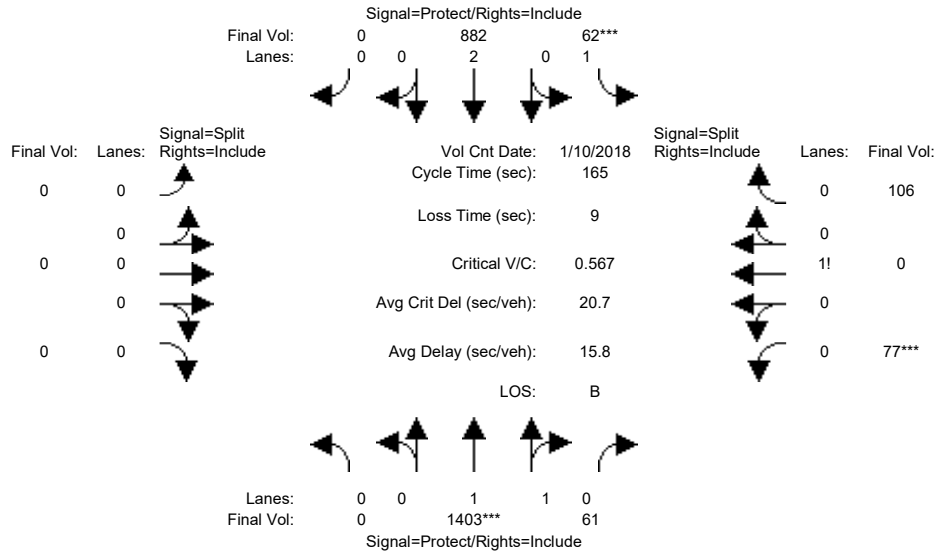
Capacity Analysis Module:												
Vol/Sat:	0.07	0.20	0.20	0.00	0.20	0.27	0.11	0.05	0.09	0.00	0.09	0.09
Crit Moves:	***			****			****			****		
Green Time:	23.5	57.1	57.1	60.4	90.8	90.8	31.8	34.3	57.8	24.0	26.5	26.5
Volume/Cap:	0.56	0.65	0.65	0.62	0.41	0.56	0.65	0.26	0.29	0.03	0.65	0.65
Delay/Veh:	76.9	54.8	54.8	51.9	29.3	32.4	72.5	63.0	47.1	68.4	78.8	78.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	76.9	54.8	54.8	51.9	29.3	32.4	72.5	63.0	47.1	68.4	78.8	78.8
LOS by Move:	E-	D-	D-	D-	C	C-	E	E	D	E	E-	E-
HCM2kAvgQ:	7	18	18	17	13	19	11	4	7	0	10	10

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

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Existing AM GP w/ Max Residential

Intersection #24: Wolfe Road / Marion Way



Street Name:	Wolfe Road						Marion Way					
	North Bound			South Bound			East Bound			West Bound		
Approach:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	0	0	0	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:	>>	Count	Date:	10 Jan 2018	<<	08:00:00 AM						
Base Vol:	0	1316	59	62	801	0	0	0	0	71	0	106
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	1316	59	62	801	0	0	0	0	71	0	106
Added Vol:	0	87	2	0	81	0	0	0	0	6	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	1403	61	62	882	0	0	0	0	77	0	106
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	1403	61	62	882	0	0	0	0	77	0	106
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1403	61	62	882	0	0	0	0	77	0	106
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	0	1403	61	62	882	0	0	0	0	77	0	106

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.97	0.95	0.92	1.00	0.92	0.92	1.00	0.92	0.92	0.92	0.92
Lanes:	0.00	1.91	0.09	1.00	2.00	0.00	0.00	0.00	0.00	0.42	0.00	0.58
Final Sat.:	0	3546	154	1750	3800	0	0	0	0	736	0	1014

Capacity Analysis Module:												
Vol/Sat:	0.00	0.40	0.40	0.04	0.23	0.00	0.00	0.00	0.00	0.10	0.00	0.10
Crit Moves:	****			****						****		
Green Time:	0.0	115	115.2	10.3	126	0.0	0.0	0.0	0.0	30.5	0.0	30.5
Volume/Cap:	0.00	0.57	0.57	0.57	0.31	0.00	0.00	0.00	0.00	0.57	0.00	0.57
Delay/Veh:	0.0	12.7	12.7	82.0	6.2	0.0	0.0	0.0	0.0	63.6	0.0	63.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	12.7	12.7	82.0	6.2	0.0	0.0	0.0	0.0	63.6	0.0	63.6
LOS by Move:	A	B	B	F	A	A	A	A	A	E	A	E
HCM2kAvgQ:	0	19	19	3	7	0	0	0	0	10	0	10

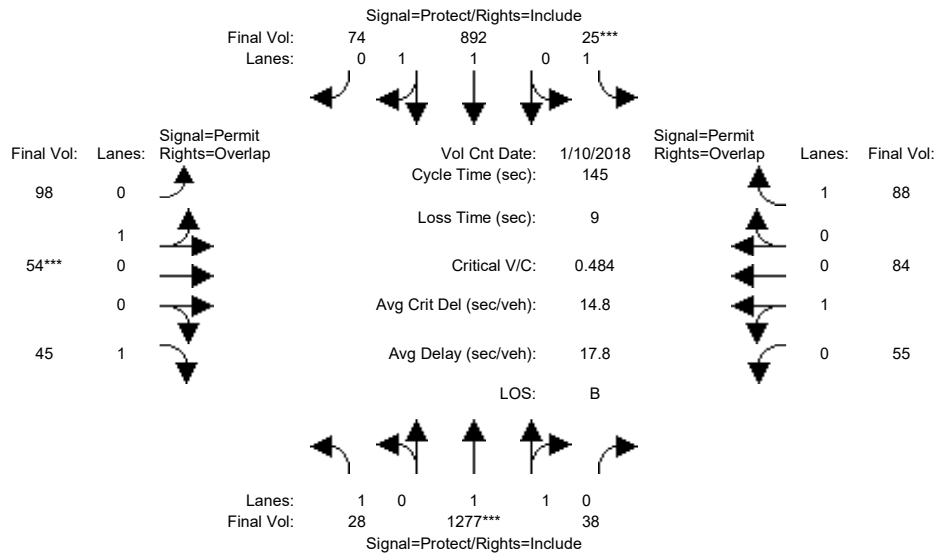
Note: Queue reported is the number of cars per lane.



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Intersection #25: Wolfe Road / Inverness Way



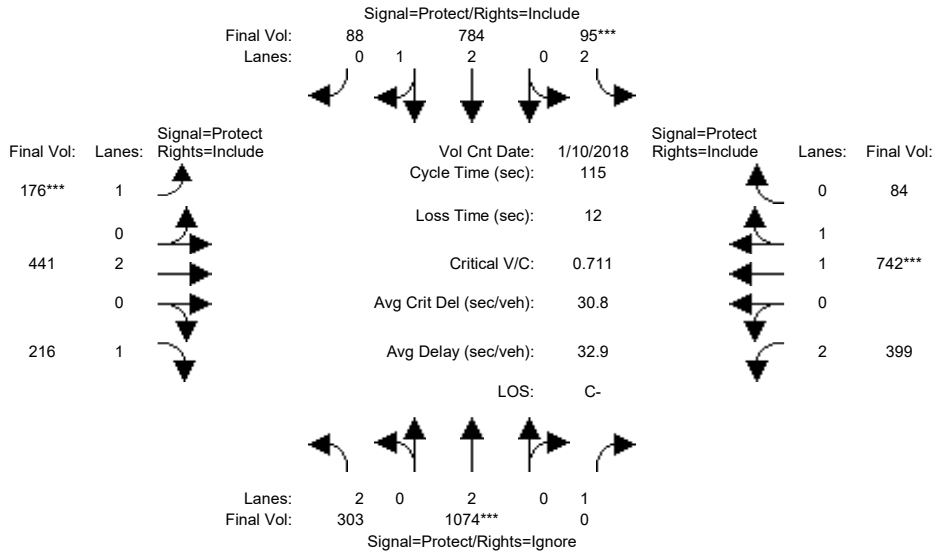
Street Name:	Wolfe Road						Inverness Way					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 10 Jan 2018 << 08:00:00 AM												
Base Vol:	26	1188	36	25	805	74	98	54	39	49	84	88
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	26	1188	36	25	805	74	98	54	39	49	84	88
Added Vol:	2	89	2	0	87	0	0	0	6	6	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	28	1277	38	25	892	74	98	54	45	55	84	88
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	28	1277	38	25	892	74	98	54	45	55	84	88
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	28	1277	38	25	892	74	98	54	45	55	84	88
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	28	1277	38	25	892	74	98	54	45	55	84	88
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.97	0.95	0.92	0.98	0.95	0.95	0.95	0.92	0.95	0.95	0.92
Lanes:	1.00	1.94	0.06	1.00	1.84	0.16	0.64	0.36	1.00	0.40	0.60	1.00
Final Sat.:	1750	3593	107	1750	3416	283	1161	639	1750	712	1088	1750
Capacity Analysis Module:												
Vol/Sat:	0.02	0.36	0.36	0.01	0.26	0.26	0.08	0.08	0.03	0.08	0.08	0.05
Crit Moves:	****			****			****			****		
Green Time:	17.4	104	104.2	7.0	93.9	93.9	24.8	24.8	42.1	24.8	24.8	31.8
Volume/Cap:	0.13	0.49	0.49	0.30	0.40	0.40	0.49	0.49	0.09	0.45	0.45	0.23
Delay/Veh:	57.4	9.0	9.0	68.6	12.3	12.3	55.7	55.7	37.5	55.1	55.1	46.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	57.4	9.0	9.0	68.6	12.3	12.3	55.7	55.7	37.5	55.1	55.1	46.9
LOS by Move:	E+	A	A	E	B	B	E+	E+	D+	E+	E+	D
HCM2kAvgQ:	1	13	13	1	10	10	7	7	2	6	6	3

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

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Existing AM GP w/ Max Residential

Intersection #26: Wolfe Road / Homestead Road



Street Name:	Wolfe Road						Homestead Road					
	North Bound			South Bound			East Bound			West Bound		
Approach:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:	>>	Count	Date:	10 Jan 2018	<<	08:00:00 AM											
Base Vol:	282	980	418	95	686	88	176	441	185	374	742	84					
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00					
Initial Bse:	282	980	418	95	686	88	176	441	185	374	742	84					
Added Vol:	21	94	18	0	98	0	0	0	31	25	0	0					
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0					
Initial Fut:	303	1074	436	95	784	88	176	441	216	399	742	84					
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00					
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00					
PHF Volume:	303	1074	0	95	784	88	176	441	216	399	742	84					
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0					
Reduced Vol:	303	1074	0	95	784	88	176	441	216	399	742	84					
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00					
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00					
Final Volume:	303	1074	0	95	784	88	176	441	216	399	742	84					

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	0.99	0.95	0.92	1.00	0.92	0.83	0.98	0.95
Lanes:	2.00	2.00	1.00	2.00	2.69	0.31	1.00	2.00	1.00	2.00	1.79	0.21
Final Sat.:	3150	3800	1750	3150	5034	565	1750	3800	1750	3150	3323	376

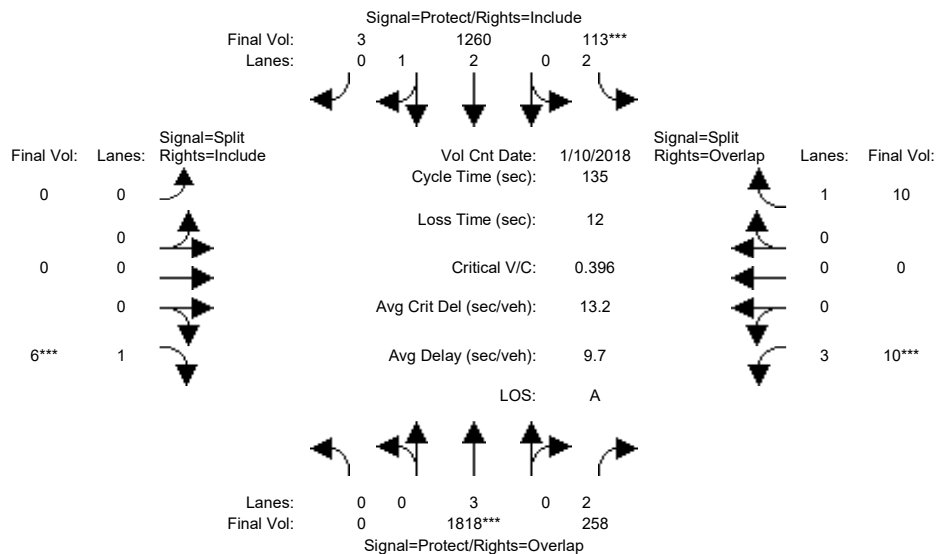
Capacity Analysis Module:												
Vol/Sat:	0.10	0.28	0.00	0.03	0.16	0.16	0.10	0.12	0.12	0.13	0.22	0.22
Crit Moves:	****			****			****			****		
Green Time:	19.8	44.7	0.0	7.0	32.0	32.0	15.9	25.3	25.3	26.0	35.3	35.3
Volume/Cap:	0.56	0.73	0.00	0.50	0.56	0.56	0.73	0.53	0.56	0.56	0.73	0.73
Delay/Veh:	38.9	19.1	0.0	52.0	26.8	26.8	57.9	40.2	41.8	40.5	37.9	37.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	38.9	19.1	0.0	52.0	26.8	26.8	57.9	40.2	41.8	40.5	37.9	37.9
LOS by Move:	D+	B-	A	D-	C	C	E+	D	D	D	D+	D+
HCM2kAvgQ:	5	13	0	2	7	7	6	6	7	7	13	13

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

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Existing AM GP w/ Max Residential

Intersection #27: Wolfe Road / Apple Park



Street Name:	Wolfe Road						Apple Park					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	0	0	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:	>>	Count	Date:	10 Jan 2018	<<	08:00:00 AM											
Base Vol:	0	1684	258	113	1106	3	0	0	6	10	0	10					
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00					
Initial Bse:	0	1684	258	113	1106	3	0	0	6	10	0	10					
Added Vol:	0	134	0	0	154	0	0	0	0	0	0	0					
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0					
Initial Fut:	0	1818	258	113	1260	3	0	0	6	10	0	10					
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00					
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00					
PHF Volume:	0	1818	258	113	1260	3	0	0	6	10	0	10					
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0					
Reduced Vol:	0	1818	258	113	1260	3	0	0	6	10	0	10					
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00					
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00					
Final Volume:	0	1818	258	113	1260	3	0	0	6	10	0	10					

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.83	0.83	0.98	0.95	0.92	1.00	0.92	0.80	1.00	0.92
Lanes:	0.00	3.00	2.00	2.00	2.99	0.01	0.00	0.00	1.00	3.00	0.00	1.00
Final Sat.:	0	5700	3150	3150	5587	13	0	0	1750	4551	0	1750

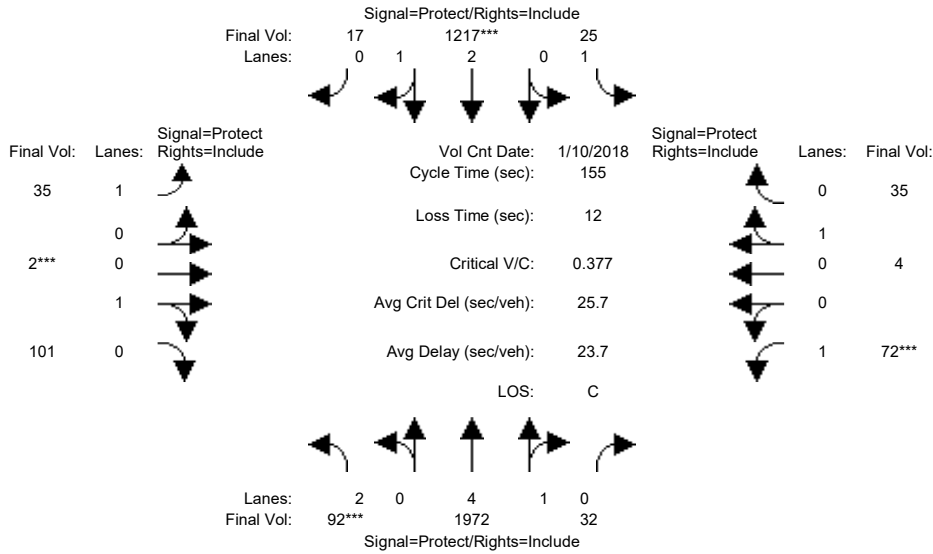
Capacity Analysis Module:												
Vol/Sat:	0.00	0.32	0.08	0.04	0.23	0.23	0.00	0.00	0.00	0.00	0.00	0.01
Crit Moves:	****			****			****			****		
Green Time:	0.0	92.6	102.6	10.4	103	103.0	0.0	0.0	10.0	10.0	0.0	20.4
Volume/Cap:	0.00	0.47	0.11	0.47	0.30	0.30	0.00	0.00	0.05	0.03	0.00	0.04
Delay/Veh:	0.0	9.9	4.3	61.0	4.9	4.9	0.0	0.0	58.2	58.0	0.0	49.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	9.9	4.3	61.0	4.9	4.9	0.0	0.0	58.2	58.0	0.0	49.0
LOS by Move:	A	A	A	E	A	A	A	A	E+	E+	A	D
HCM2kAvgQ:	0	11	2	3	5	5	0	0	0	0	0	0

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

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Existing AM GP w/ Max Residential

Intersection #28: Wolfe Road / Pruneridge Avenue



Street Name:	Wolfe Road						Pruneridge Avenue					
	North Bound			South Bound			East Bound			West Bound		
Approach:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:	>>	Count	Date:	10 Jan 2018	<<	08:00:00 AM						
Base Vol:	92	1838	32	25	1063	17	35	2	101	72	4	35
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	92	1838	32	25	1063	17	35	2	101	72	4	35
Added Vol:	0	134	0	0	154	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	92	1972	32	25	1217	17	35	2	101	72	4	35
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	92	1972	32	25	1217	17	35	2	101	72	4	35
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	92	1972	32	25	1217	17	35	2	101	72	4	35
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	92	1972	32	25	1217	17	35	2	101	72	4	35

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	0.99	0.95	0.92	0.98	0.95	0.92	0.95	0.95	0.92	0.95	0.95
Lanes:	2.00	4.92	0.08	1.00	2.96	0.04	1.00	0.02	0.98	1.00	0.10	0.90
Final Sat.:	3150	9250	150	1750	5523	77	1750	35	1765	1750	185	1615

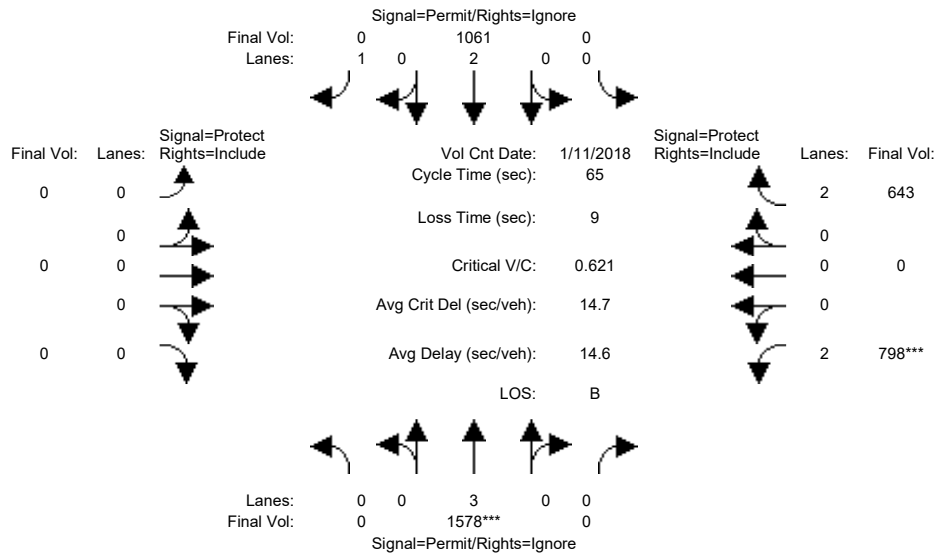
Capacity Analysis Module:												
Vol/Sat:	0.03	0.21	0.21	0.01	0.22	0.22	0.02	0.06	0.06	0.04	0.02	0.02
Crit Moves:	***			****			****			****		
Green Time:	12.0	84.6	84.6	17.9	90.6	90.6	16.6	23.5	23.5	16.9	23.8	23.8
Volume/Cap:	0.38	0.39	0.39	0.12	0.38	0.38	0.19	0.38	0.38	0.38	0.14	0.14
Delay/Veh:	68.9	20.3	20.3	61.8	17.3	17.3	63.5	60.0	60.0	65.4	57.0	57.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	68.9	20.3	20.3	61.8	17.3	17.3	63.5	60.0	60.0	65.4	57.0	57.0
LOS by Move:	E	C+	C+	E	B	B	E	E	E	E	E+	E+
HCM2kAvgQ:	2	11	11	1	10	10	2	5	5	4	2	2

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

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2000 HCM Operations (Future Volume Alternative)  
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Intersection #29: Wolfe Road / I-280 Ramp (North)



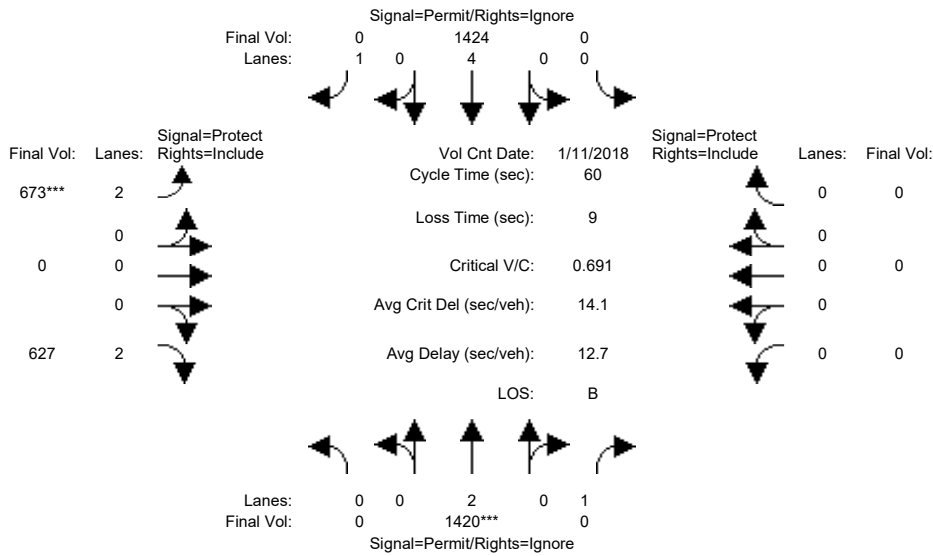
Street Name:	Wolfe Road						I-280 Ramp (North)					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	10	10	0	10	10	0	0	0	10	10	10
Y+R:	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Volume Module: >> Count Date: 11 Jan 2018 << 08:00:00 AM												
Base Vol:	0	1444	406	0	907	429	0	0	0	555	0	643
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	1444	406	0	907	429	0	0	0	555	0	643
Added Vol:	0	134	145	0	154	0	0	0	0	243	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	1578	551	0	1061	429	0	0	0	798	0	643
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	1578	0	0	1061	0	0	0	0	798	0	643
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1578	0	0	1061	0	0	0	0	798	0	643
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	0	1578	0	0	1061	0	0	0	0	798	0	643
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.83	1.00	0.83
Lanes:	0.00	3.00	0.00	0.00	2.00	1.00	0.00	0.00	0.00	2.00	0.00	2.00
Final Sat.:	0	5600	0	0	3800	1750	0	0	0	3150	0	3150
Capacity Analysis Module:												
Vol/Sat:	0.00	0.28	0.00	0.00	0.28	0.00	0.00	0.00	0.00	0.25	0.00	0.20
Crit Moves:	****						****					
Green Time:	0.0	29.5	0.0	0.0	29.5	0.0	0.0	0.0	0.0	26.5	0.0	26.5
Volume/Cap:	0.00	0.62	0.00	0.00	0.62	0.00	0.00	0.00	0.00	0.62	0.00	0.50
Delay/Veh:	0.0	14.0	0.0	0.0	14.1	0.0	0.0	0.0	0.0	16.2	0.0	14.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	14.0	0.0	0.0	14.1	0.0	0.0	0.0	0.0	16.2	0.0	14.6
LOS by Move:	A	B	A	A	B	A	A	A	A	B	A	B
HCM2kAvgQ:	0	5	0	0	5	0	0	0	0	8	0	6

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

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Level Of Service Computation Report  
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Intersection #30: Wolfe Road / I-280 Ramp (South)



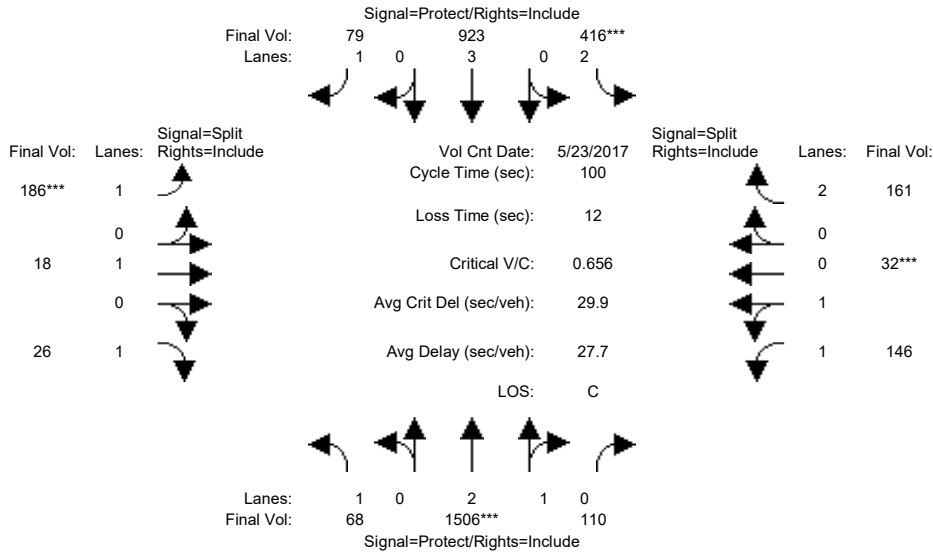
Street Name:	Wolfe Road						I-280 Ramp (South)					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	0	0	0
Y+R:	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Volume Module: >> Count Date: 11 Jan 2018 << 08:00:00 AM												
Base Vol:	0	1141	475	0	1027	394	673	0	409	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	1141	475	0	1027	394	673	0	409	0	0	0
Added Vol:	0	279	136	0	397	0	0	0	218	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	1420	611	0	1424	394	673	0	627	0	0	0
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	1420	0	0	1424	0	673	0	627	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1420	0	0	1424	0	673	0	627	0	0	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	0	1420	0	0	1424	0	673	0	627	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.83	1.00	0.83	0.92	1.00	0.92
Lanes:	0.00	2.00	1.00	0.00	4.00	1.00	2.00	0.00	2.00	0.00	0.00	0.00
Final Sat.:	0	3800	1750	0	7600	1750	3150	0	3150	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.37	0.00	0.00	0.19	0.00	0.21	0.00	0.20	0.00	0.00	0.00
Crit Moves:	****			****			****			****		
Green Time:	0.0	32.4	0.0	0.0	32.4	0.0	18.6	0.0	18.6	0.0	0.0	0.0
Volume/Cap:	0.00	0.69	0.00	0.00	0.35	0.00	0.69	0.00	0.64	0.00	0.00	0.00
Delay/Veh:	0.0	11.1	0.0	0.0	7.8	0.0	20.3	0.0	19.4	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	11.1	0.0	0.0	7.8	0.0	20.3	0.0	19.4	0.0	0.0	0.0
LOS by Move:	A	B+	A	A	A	A	C+	A	B-	A	A	A
HCM2kAvgQ:	0	5	0	0	1	0	8	0	7	0	0	0

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

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Intersection #31: Wolfe Road / Vallco Parkway



Street Name:	Wolfe Road						Vallco Parkway					
	North Bound			South Bound			East Bound			West Bound		
Approach:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:	>> Count	Date:	23 May 2017	<<	08:00:00 AM
Base Vol:	16 1389	61	226 897	20	18 5 0 65 4 122
Growth Adj:	1.00 1.00	1.00	1.00 1.00 1.00	1.00	1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse:	16 1389	61	226 897	20	18 5 0 65 4 122
Added Vol:	52 117	49	190 26 59	168 13 26	81 28 39
PasserByVol:	0 0	0	0 0 0	0	0 0 0 0 0 0
Initial Fut:	68 1506	110	416 923	79	186 18 26 146 32 161
User Adj:	1.00 1.00	1.00	1.00 1.00 1.00	1.00	1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj:	1.00 1.00	1.00	1.00 1.00 1.00	1.00	1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume:	68 1506	110	416 923	79	186 18 26 146 32 161
Reduct Vol:	0 0	0	0 0 0	0	0 0 0 0 0 0
Reduced Vol:	68 1506	110	416 923	79	186 18 26 146 32 161
PCE Adj:	1.00 1.00	1.00	1.00 1.00 1.00	1.00	1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj:	1.00 1.00	1.00	1.00 1.00 1.00	1.00	1.00 1.00 1.00 1.00 1.00 1.00
Final Volume:	68 1506	110	416 923	79	186 18 26 146 32 161

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.99	0.95	0.83	1.00	0.92	0.92	1.00	0.92	0.93	0.95	0.83
Lanes:	1.00	2.79	0.21	2.00	3.00	1.00	1.00	1.00	1.00	1.65	0.35	2.00
Final Sat.:	1750	5218	381	3150	5700	1750	1750	1900	1750	2912	638	3150

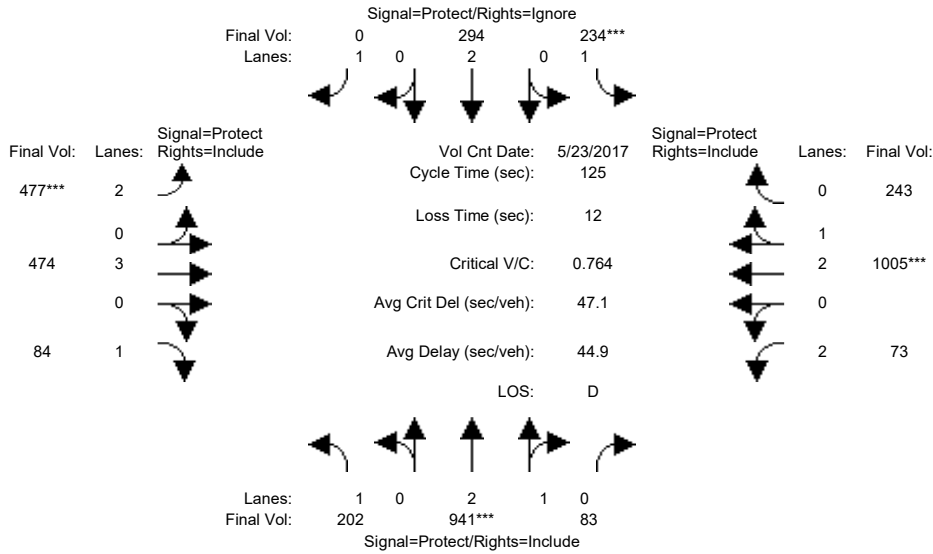
Capacity Analysis Module:												
Vol/Sat:	0.04	0.29	0.29	0.13	0.16	0.05	0.11	0.01	0.01	0.05	0.05	0.05
Crit Moves:	****			****			****			****		
Green Time:	18.8	42.7	42.7	19.5	43.5	43.5	15.7	15.7	15.7	10.0	10.0	10.0
Volume/Cap:	0.21	0.68	0.68	0.68	0.37	0.10	0.68	0.06	0.09	0.50	0.50	0.51
Delay/Veh:	34.6	23.8	23.8	40.3	19.2	16.8	46.3	35.9	36.2	43.8	43.8	44.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	34.6	23.8	23.8	40.3	19.2	16.8	46.3	35.9	36.2	43.8	43.8	44.1
LOS by Move:	C-	C	C	D	B-	B	D	D+	D+	D	D	D
HCM2kAvgQ:	2	14	14	7	6	1	7	0	1	3	3	3

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

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Level Of Service Computation Report  
2000 HCM Operations (Future Volume Alternative)  
Existing AM GP w/ Max Residential

Intersection #32: Wolfe Road-Miller Avenue / Stevens Creek Boulevard



Street Name:	Wolfe Road-Miller Avenue						Stevens Creek Boulevard					
	North Bound			South Bound			East Bound			West Bound		
Approach:												
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0

Volume Module:	>>	Count	Date:	23 May 2017	<<	08:00:00 AM						
Base Vol:	189	894	83	179	272	475	376	450	82	73	947	173
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	189	894	83	179	272	475	376	450	82	73	947	173
Added Vol:	13	47	0	55	22	50	101	24	2	0	58	70
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	202	941	83	234	294	525	477	474	84	73	1005	243
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	202	941	83	234	294	0	477	474	84	73	1005	243
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	202	941	83	234	294	0	477	474	84	73	1005	243
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	202	941	83	234	294	0	477	474	84	73	1005	243

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.99	0.95	0.92	1.00	0.92	0.83	1.00	0.92	0.83	0.99	0.95
Lanes:	1.00	2.75	0.25	1.00	2.00	1.00	2.00	3.00	1.00	2.00	2.39	0.61
Final Sat.:	1750	5145	454	1750	3800	1750	3150	5700	1750	3150	4508	1090

Capacity Analysis Module:												
Vol/Sat:	0.12	0.18	0.18	0.13	0.08	0.00	0.15	0.08	0.05	0.02	0.22	0.22
Crit Moves:	****			****			****			****		
Green Time:	30.6	29.9	29.9	21.9	21.2	0.0	24.8	36.6	36.6	24.6	36.5	36.5
Volume/Cap:	0.47	0.76	0.76	0.76	0.46	0.00	0.76	0.28	0.16	0.12	0.76	0.76
Delay/Veh:	41.1	46.9	46.9	60.0	47.2	0.0	53.0	34.2	33.0	41.3	42.6	42.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	41.1	46.9	46.9	60.0	47.2	0.0	53.0	34.2	33.0	41.3	42.6	42.6
LOS by Move:	D	D	D	E	D	A	D-	C-	C-	D	D	D
HCM2kAvgQ:	6	12	12	11	5	0	10	3	2	1	14	14

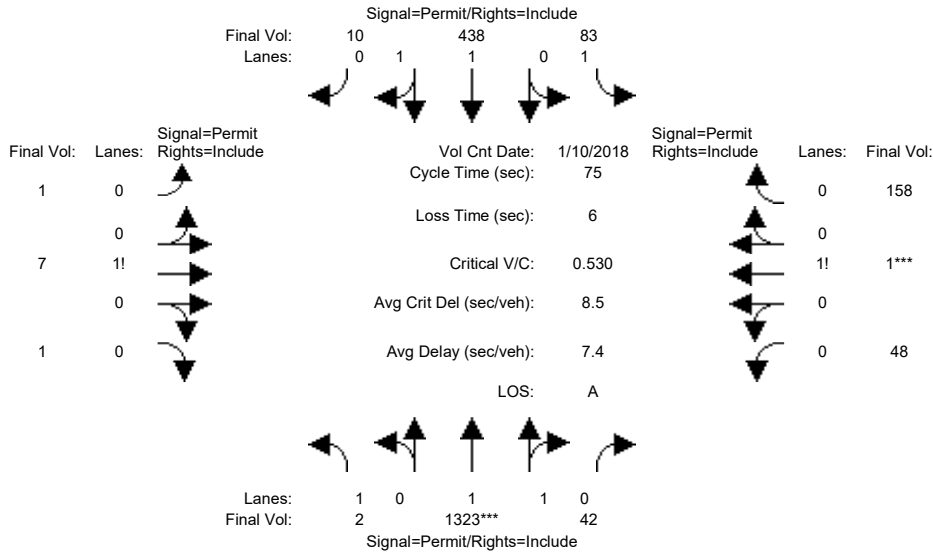
Note: Queue reported is the number of cars per lane.



Vallco Special Area Specific Plan  
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Level Of Service Computation Report  
2000 HCM Operations (Future Volume Alternative)  
Existing AM GP w/ Max Residential

Intersection #33: Miller Avenue / Calle De Barcelona



Street Name:	Miller Avenue						Calle De Barcelona					
	North Bound			South Bound			East Bound			West Bound		
Approach:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:	>>	Count	Date:	10 Jan 2018	<<	08:00:00 AM						
Base Vol:	2	1263	42	83	414	10	1	7	1	48	1	158
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	2	1263	42	83	414	10	1	7	1	48	1	158
Added Vol:	0	60	0	0	24	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	2	1323	42	83	438	10	1	7	1	48	1	158
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	2	1323	42	83	438	10	1	7	1	48	1	158
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	2	1323	42	83	438	10	1	7	1	48	1	158
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	2	1323	42	83	438	10	1	7	1	48	1	158

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.97	0.95	0.92	0.97	0.95	0.92	0.92	0.92	0.92	0.92	0.92
Lanes:	1.00	1.94	0.06	1.00	1.95	0.05	0.11	0.78	0.11	0.23	0.01	0.76
Final Sat.:	1750	3586	114	1750	3617	83	194	1361	194	406	8	1336

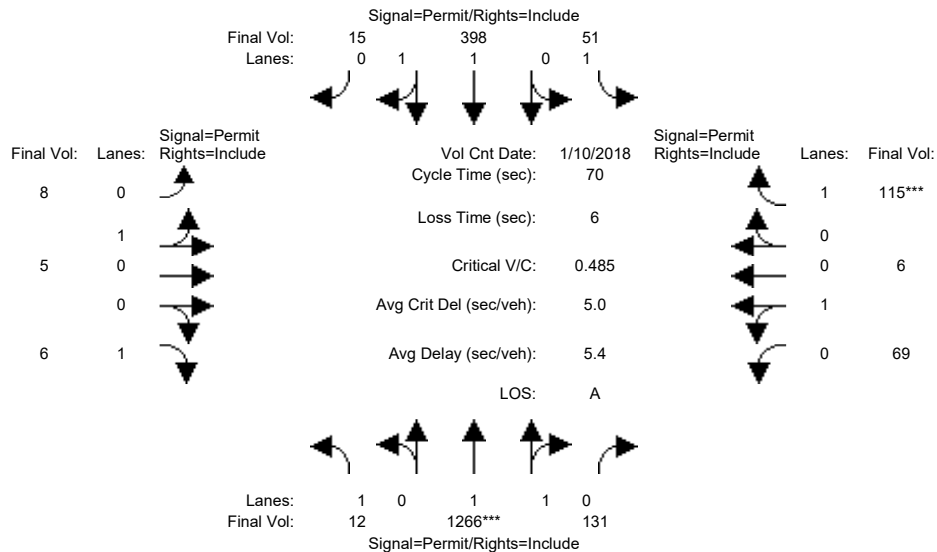
Capacity Analysis Module:												
Vol/Sat:	0.00	0.37	0.37	0.05	0.12	0.12	0.01	0.01	0.01	0.12	0.12	0.12
Crit Moves:	****									****		
Green Time:	52.2	52.2	52.2	52.2	52.2	52.2	16.8	16.8	16.8	16.8	16.8	16.8
Volume/Cap:	0.00	0.53	0.53	0.07	0.17	0.17	0.02	0.02	0.02	0.53	0.53	0.53
Delay/Veh:	3.5	5.7	5.7	3.6	4.0	4.0	22.8	22.8	22.8	27.0	27.0	27.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	3.5	5.7	5.7	3.6	4.0	4.0	22.8	22.8	22.8	27.0	27.0	27.0
LOS by Move:	A	A	A	A	A	A	C+	C+	C+	C	C	C
HCM2kAvgQ:	0	8	8	1	2	2	0	0	0	5	5	5

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

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Level Of Service Computation Report  
2000 HCM Operations (Future Volume Alternative)  
Existing AM GP w/ Max Residential

Intersection #34: Miller Avenue / Phil Lane



Street Name:	Miller Avenue						Phil Lane					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:	>>	Count	Date:	10 Jan 2018	<<	08:00:00 AM						
Base Vol:	12	1213	131	47	379	15	8	5	6	69	6	108
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	12	1213	131	47	379	15	8	5	6	69	6	108
Added Vol:	0	53	0	4	19	0	0	0	0	0	0	7
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	12	1266	131	51	398	15	8	5	6	69	6	115
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	12	1266	131	51	398	15	8	5	6	69	6	115
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	12	1266	131	51	398	15	8	5	6	69	6	115
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	12	1266	131	51	398	15	8	5	6	69	6	115

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	0.97	0.95	0.95	0.95	0.92	0.95	0.95	0.92
Lanes:	1.00	1.81	0.19	1.00	1.93	0.07	0.62	0.38	1.00	0.92	0.08	1.00
Final Sat.:	1750	3353	347	1750	3566	134	1108	692	1750	1656	144	1750

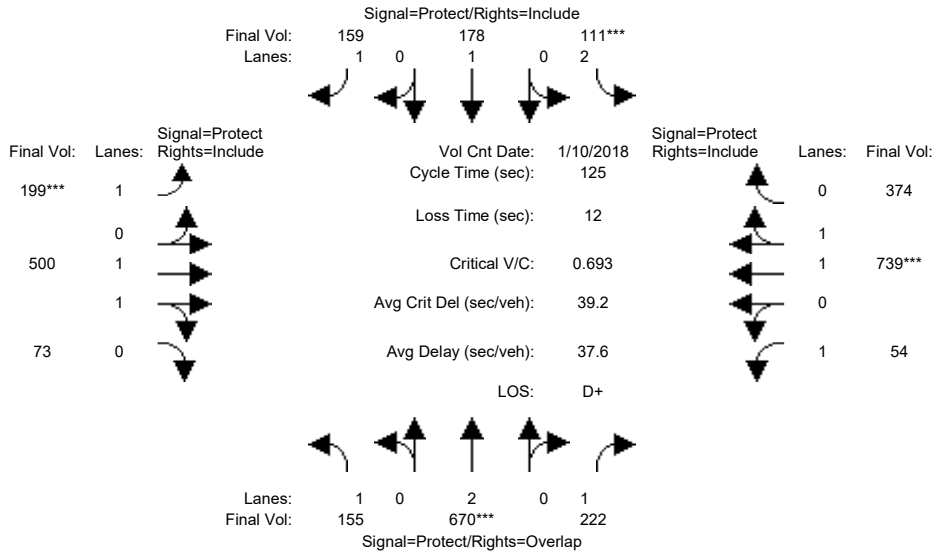
Capacity Analysis Module:												
Vol/Sat:	0.01	0.38	0.38	0.03	0.11	0.11	0.01	0.01	0.00	0.04	0.04	0.07
Crit Moves:	****											****
Green Time:	54.0	54.0	54.0	54.0	54.0	54.0	10.0	10.0	10.0	10.0	10.0	10.0
Volume/Cap:	0.01	0.49	0.49	0.04	0.14	0.14	0.05	0.05	0.02	0.29	0.29	0.46
Delay/Veh:	1.8	3.1	3.1	1.9	2.1	2.1	26.0	26.0	25.8	27.5	27.5	28.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	1.8	3.1	3.1	1.9	2.1	2.1	26.0	26.0	25.8	27.5	27.5	28.9
LOS by Move:	A	A	A	A	A	A	C	C	C	C	C	C
HCM2kAvgQ:	0	6	6	0	1	1	0	0	0	2	2	3

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

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Level Of Service Computation Report  
2000 HCM Operations (Future Volume Alternative)  
Existing AM GP w/ Max Residential

Intersection #35: Miller Avenue / Bollinger Road



Street Name:	Miller Avenue						Bollinger Road					
	North Bound			South Bound			East Bound			West Bound		
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:	>>	Count	Date:	10 Jan 2018	<<	08:00:00 AM											
Base Vol:	155	652	222	103	169	157	193	500	73	54	739	345					
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00					
Initial Bse:	155	652	222	103	169	157	193	500	73	54	739	345					
Added Vol:	0	18	0	8	9	2	6	0	0	0	0	29					
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0					
Initial Fut:	155	670	222	111	178	159	199	500	73	54	739	374					
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00					
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00					
PHF Volume:	155	670	222	111	178	159	199	500	73	54	739	374					
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0					
Reduced Vol:	155	670	222	111	178	159	199	500	73	54	739	374					
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00					
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00					
Final Volume:	155	670	222	111	178	159	199	500	73	54	739	374					

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.83	1.00	0.92	0.92	0.98	0.95	0.92	0.99	0.95
Lanes:	1.00	2.00	1.00	2.00	1.00	1.00	1.00	1.74	0.26	1.00	1.31	0.69
Final Sat.:	1750	3800	1750	3150	1900	1750	1750	3228	471	1750	2456	1243

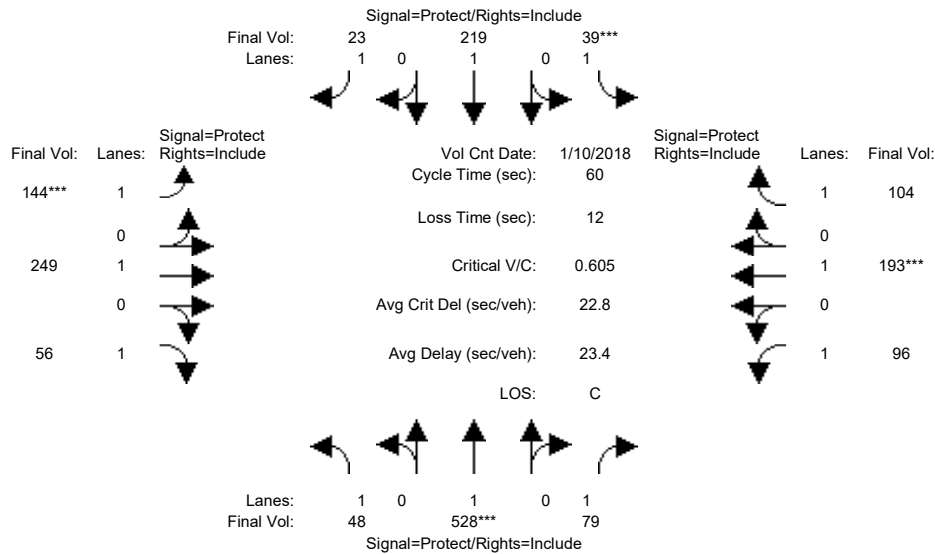
Capacity Analysis Module:												
Vol/Sat:	0.09	0.18	0.13	0.04	0.09	0.09	0.11	0.15	0.15	0.03	0.30	0.30
Crit Moves:	****			****			****			****		
Green Time:	18.8	31.6	51.4	7.0	19.9	19.9	20.4	54.6	54.6	19.8	54.0	54.0
Volume/Cap:	0.59	0.70	0.31	0.63	0.59	0.57	0.70	0.35	0.35	0.20	0.70	0.70
Delay/Veh:	53.0	44.6	25.1	64.8	51.9	51.5	56.7	23.6	23.6	46.1	30.2	30.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	53.0	44.6	25.1	64.8	51.9	51.5	56.7	23.6	23.6	46.1	30.2	30.2
LOS by Move:	D-	D	C	E	D-	D-	E+	C	C	D	C	C
HCM2kAvgQ:	6	11	6	3	6	6	8	7	7	2	18	18

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

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Level Of Service Computation Report  
2000 HCM Operations (Future Volume Alternative)  
Existing AM GP w/ Max Residential

Intersection #36: Miller Avenue / Rainbow Drive



Street Name:	Miller Avenue						Rainbow Drive					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:	>>	Count	Date:	10 Jan 2018	<<	08:00:00 AM						
Base Vol:	48	510	79	39	210	23	144	249	56	96	193	104
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	48	510	79	39	210	23	144	249	56	96	193	104
Added Vol:	0	18	0	0	9	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	48	528	79	39	219	23	144	249	56	96	193	104
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	48	528	79	39	219	23	144	249	56	96	193	104
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	48	528	79	39	219	23	144	249	56	96	193	104
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	48	528	79	39	219	23	144	249	56	96	193	104

Saturation Flow Module:	
Sat/Lane:	1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
Adjustment:	0.92 1.00 0.92 0.92 1.00 0.92 0.92 1.00 0.92 0.92 1.00 0.92
Lanes:	1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Final Sat.:	1750 1900 1750 1750 1900 1750 1750 1900 1750 1750 1900 1750

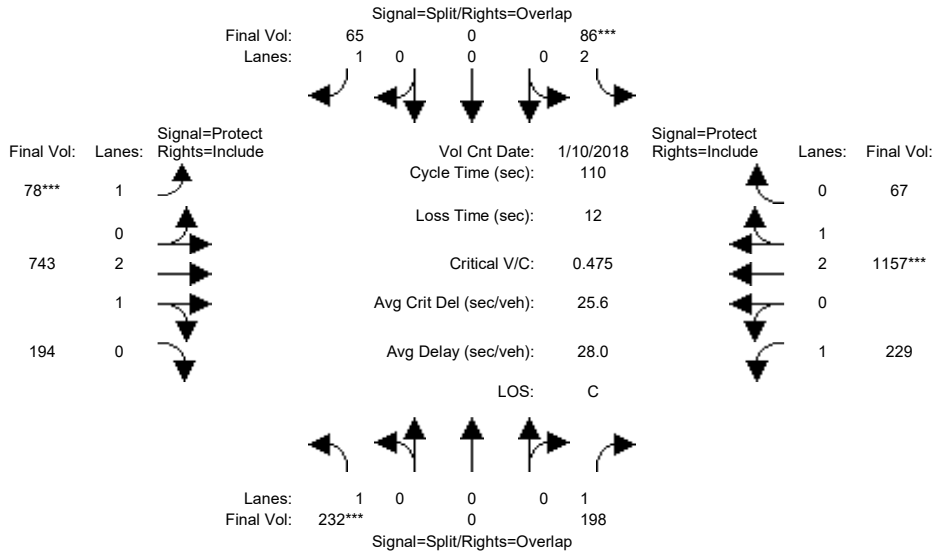
Capacity Analysis Module:	
Vol/Sat:	0.03 0.28 0.05 0.02 0.12 0.01 0.08 0.13 0.03 0.05 0.10 0.06
Crit Moves:	**** **** ****
Green Time:	12.7 23.9 23.9 7.0 18.2 18.2 7.1 10.0 10.0 7.0 10.0 10.0
Volume/Cap:	0.13 0.70 0.11 0.19 0.38 0.04 0.70 0.78 0.19 0.47 0.61 0.36
Delay/Veh:	19.3 17.9 11.4 24.4 16.9 14.8 35.4 35.8 21.8 26.4 26.6 22.9
User DelAdj:	1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
AdjDel/Veh:	19.3 17.9 11.4 24.4 16.9 14.8 35.4 35.8 21.8 26.4 26.6 22.9
LOS by Move:	B- B B+ C B D+ D+ C+ C C C+
HCM2kAvgQ:	1 8 1 1 3 0 4 7 1 2 4 2

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

Vallco Special Area Specific Plan  
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Level Of Service Computation Report  
2000 HCM Operations (Future Volume Alternative)  
Existing AM GP w/ Max Residential

Intersection #37: Finch Avenue / Stevens Creek Boulevard



Street Name:	Finch Avenue						Stevens Creek Boulevard					
	North Bound			South Bound			East Bound			West Bound		
Approach:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	0	0	0	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:	>>	Count	Date:	10 Jan 2018	<<	08:00:00 AM											
Base Vol:	232	0	198	86	0	65	78	664	194	229	1029	67					
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00					
Initial Bse:	232	0	198	86	0	65	78	664	194	229	1029	67					
Added Vol:	0	0	0	0	0	0	0	79	0	0	128	0					
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0					
Initial Fut:	232	0	198	86	0	65	78	743	194	229	1157	67					
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00					
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00					
PHF Volume:	232	0	198	86	0	65	78	743	194	229	1157	67					
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0					
Reduced Vol:	232	0	198	86	0	65	78	743	194	229	1157	67					
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00					
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00					
Final Volume:	232	0	198	86	0	65	78	743	194	229	1157	67					

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.83	1.00	0.92	0.92	0.99	0.95	0.92	0.98	0.95
Lanes:	1.00	0.00	1.00	2.00	0.00	1.00	1.00	2.36	0.64	1.00	2.83	0.17
Final Sat.:	1750	0	1750	3150	0	1750	1750	4439	1159	1750	5293	307

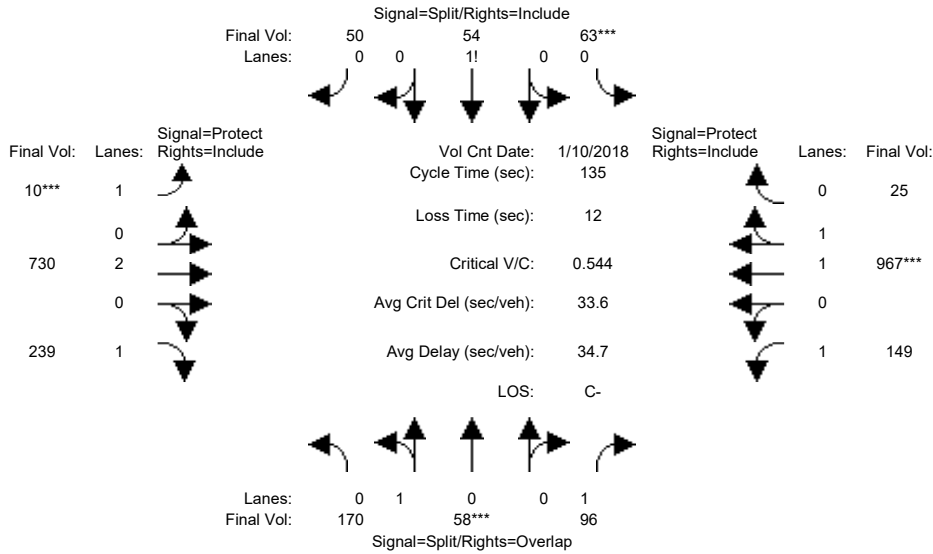
Capacity Analysis Module:												
Vol/Sat:	0.13	0.00	0.11	0.03	0.00	0.04	0.04	0.17	0.17	0.13	0.22	0.22
Crit Moves:	***			***			***			***		
Green Time:	30.7	0.0	57.5	6.3	0.0	16.7	10.3	34.2	34.2	26.7	50.6	50.6
Volume/Cap:	0.47	0.00	0.22	0.47	0.00	0.25	0.47	0.54	0.54	0.54	0.47	0.47
Delay/Veh:	33.7	0.0	14.3	52.2	0.0	41.6	49.4	31.7	31.7	37.6	20.6	20.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	33.7	0.0	14.3	52.2	0.0	41.6	49.4	31.7	31.7	37.6	20.6	20.6
LOS by Move:	C-	A	B	D-	A	D	D	C	C	D+	C+	C+
HCM2kAvgQ:	7	0	4	2	0	2	3	9	9	7	9	9

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

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2000 HCM Operations (Future Volume Alternative)  
Existing AM GP w/ Max Residential

Intersection #38: Tantau Avenue / Homestead Road



Street Name:	Tantau Avenue						Homestead Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:	>>	Count	Date:	10 Jan 2018	<<	08:00:00 AM						
Base Vol:	170	58	84	63	54	50	10	712	239	131	942	25
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	170	58	84	63	54	50	10	712	239	131	942	25
Added Vol:	0	0	12	0	0	0	0	18	0	18	25	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	170	58	96	63	54	50	10	730	239	149	967	25
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	170	58	96	63	54	50	10	730	239	149	967	25
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	170	58	96	63	54	50	10	730	239	149	967	25
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	170	58	96	63	54	50	10	730	239	149	967	25

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.92	0.92	0.92	0.92	0.92	1.00	0.92	0.92	0.97	0.95
Lanes:	0.75	0.25	1.00	0.38	0.32	0.30	1.00	2.00	1.00	1.00	1.95	0.05
Final Sat.:	1342	458	1750	660	566	524	1750	3800	1750	1750	3607	93

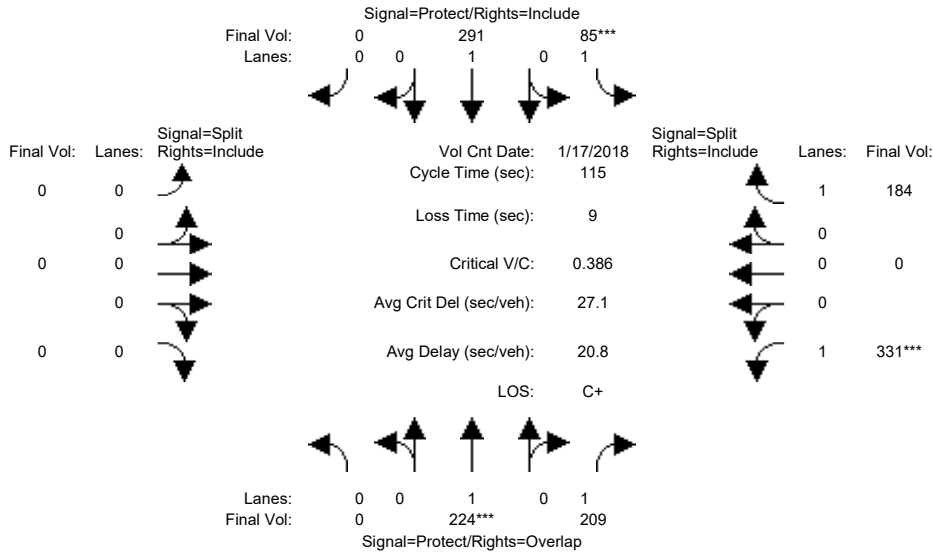
Capacity Analysis Module:												
Vol/Sat:	0.13	0.13	0.05	0.10	0.10	0.10	0.01	0.19	0.14	0.09	0.27	0.27
Crit Moves:	****			****			****			****		
Green Time:	30.0	30.0	51.6	22.6	22.6	22.6	7.0	48.8	48.8	21.6	63.4	63.4
Volume/Cap:	0.57	0.57	0.14	0.57	0.57	0.57	0.11	0.53	0.38	0.53	0.57	0.57
Delay/Veh:	48.8	48.8	27.4	54.4	54.4	54.4	61.6	34.5	32.2	54.0	26.4	26.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	48.8	48.8	27.4	54.4	54.4	54.4	61.6	34.5	32.2	54.0	26.4	26.4
LOS by Move:	D	D	C	D-	D-	D-	E	C-	C-	D-	C	C
HCM2kAvgQ:	9	9	3	7	7	7	0	11	8	6	14	14

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

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Level Of Service Computation Report  
2000 HCM Operations (Future Volume Alternative)  
Existing AM GP w/ Max Residential

Intersection #39: Tantau Avenue / Pruneridge Avenue



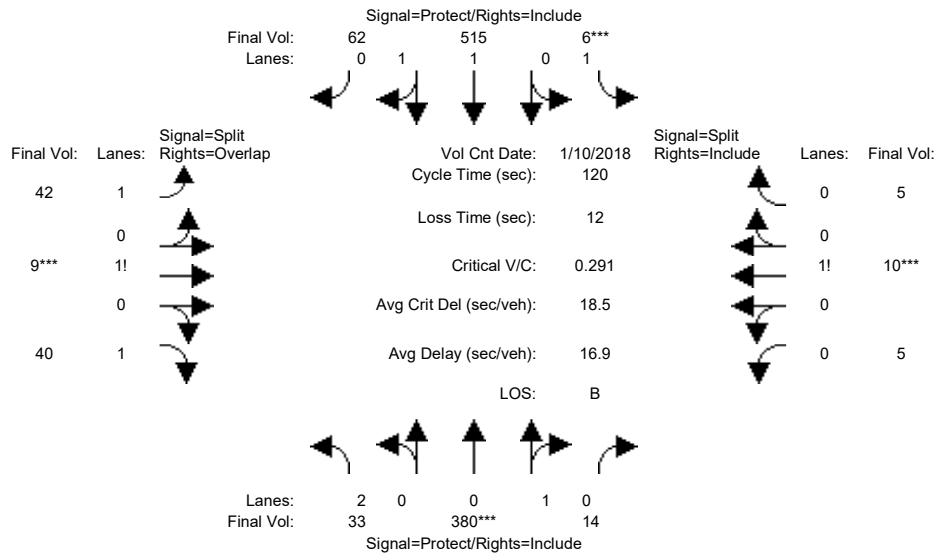
Street Name:	Tantau Avenue						Pruneridge Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	0	0	0	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 17 Jan 2018 << 08:00:00 AM												
Base Vol:	0	212	186	85	273	0	0	0	0	302	0	184
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	212	186	85	273	0	0	0	0	302	0	184
Added Vol:	0	12	23	0	18	0	0	0	0	29	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	224	209	85	291	0	0	0	0	331	0	184
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	224	209	85	291	0	0	0	0	331	0	184
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	224	209	85	291	0	0	0	0	331	0	184
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	0	224	209	85	291	0	0	0	0	331	0	184
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	1.00	1.00	1.00	1.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Final Sat.:	0	1900	1750	1750	1900	0	0	0	0	1750	0	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.12	0.12	0.05	0.15	0.00	0.00	0.00	0.00	0.19	0.00	0.11
Crit Moves:	****			****						****		
Green Time:	0.0	35.1	91.5	14.5	49.6	0.0	0.0	0.0	0.0	56.4	0.0	56.4
Volume/Cap:	0.00	0.39	0.15	0.39	0.35	0.00	0.00	0.00	0.00	0.39	0.00	0.21
Delay/Veh:	0.0	31.9	2.8	47.3	22.2	0.0	0.0	0.0	0.0	18.7	0.0	16.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	31.9	2.8	47.3	22.2	0.0	0.0	0.0	0.0	18.7	0.0	16.8
LOS by Move:	A	C	A	D	C+	A	A	A	A	B-	A	B
HCM2kAvgQ:	0	6	2	3	7	0	0	0	0	8	0	4

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

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Intersection #40: Tantau Avenue / Apple Parkway/Tantau 14 (private)



Street Name:	Tantau Avenue						Apple Parkway/Tantau 14 (private)					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:	>>	Count	Date:	10 Jan 2018	<<	08:00:00 AM											
Base Vol:	33	345	14	6	468	62	42	9	40	5	10	5					
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00					
Initial Bse:	33	345	14	6	468	62	42	9	40	5	10	5					
Added Vol:	0	35	0	0	47	0	0	0	0	0	0	0					
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0					
Initial Fut:	33	380	14	6	515	62	42	9	40	5	10	5					
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00					
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00					
PHF Volume:	33	380	14	6	515	62	42	9	40	5	10	5					
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0					
Reduced Vol:	33	380	14	6	515	62	42	9	40	5	10	5					
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00					
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00					
Final Volume:	33	380	14	6	515	62	42	9	40	5	10	5					

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	0.95	0.95	0.92	0.98	0.95	0.92	0.92	0.92	0.92	0.92	0.92
Lanes:	2.00	0.96	0.04	1.00	1.78	0.22	1.42	0.18	1.40	0.25	0.50	0.25
Final Sat.:	3150	1736	64	1750	3302	398	2485	315	2450	438	875	438

Capacity Analysis Module:												
Vol/Sat:	0.01	0.22	0.22	0.00	0.16	0.16	0.02	0.03	0.02	0.01	0.01	0.01
Crit Moves:	****			****			****			****		
Green Time:	23.8	80.5	80.5	7.0	63.7	63.7	10.5	10.5	34.3	10.0	10.0	10.0
Volume/Cap:	0.05	0.33	0.33	0.06	0.29	0.29	0.19	0.33	0.06	0.14	0.14	0.14
Delay/Veh:	39.0	8.5	8.5	53.6	15.7	15.7	51.0	52.1	31.1	51.4	51.4	51.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	39.0	8.5	8.5	53.6	15.7	15.7	51.0	52.1	31.1	51.4	51.4	51.4
LOS by Move:	D+	A	A	D-	B	B	D-	D-	C	D-	D-	D-
HCM2kAvgQ:	1	6	6	0	6	6	1	2	1	1	1	1

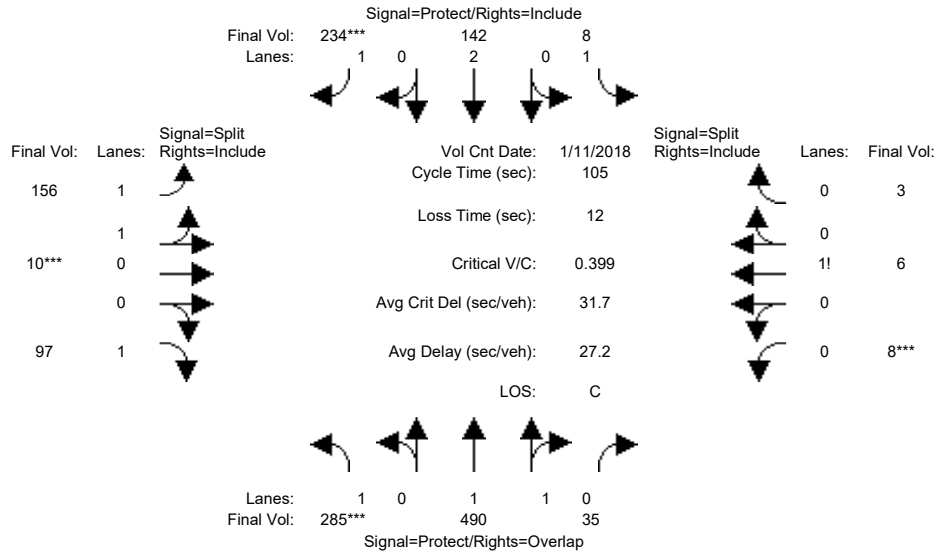
Note: Queue reported is the number of cars per lane.



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Level Of Service Computation Report  
2000 HCM Operations (Future Volume Alternative)  
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Intersection #41: Tantau Avenue / Vallco Parkway



Street Name:	Tantau Avenue						Vallco Parkway					
	North Bound			South Bound			East Bound			West Bound		
Approach:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:	>>	Count	Date:	11 Jan 2018	<<	08:00:00 AM						
Base Vol:	187	489	35	8	142	187	122	10	50	8	6	3
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	187	489	35	8	142	187	122	10	50	8	6	3
Added Vol:	98	1	0	0	0	47	34	0	47	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	285	490	35	8	142	234	156	10	97	8	6	3
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	285	490	35	8	142	234	156	10	97	8	6	3
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	285	490	35	8	142	234	156	10	97	8	6	3
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	285	490	35	8	142	234	156	10	97	8	6	3

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	1.00	0.92	0.93	0.95	0.92	0.92	0.92	0.92
Lanes:	1.00	1.86	0.14	1.00	2.00	1.00	1.88	0.12	1.00	0.47	0.35	0.18
Final Sat.:	1750	3453	247	1750	3800	1750	3336	214	1750	824	618	309

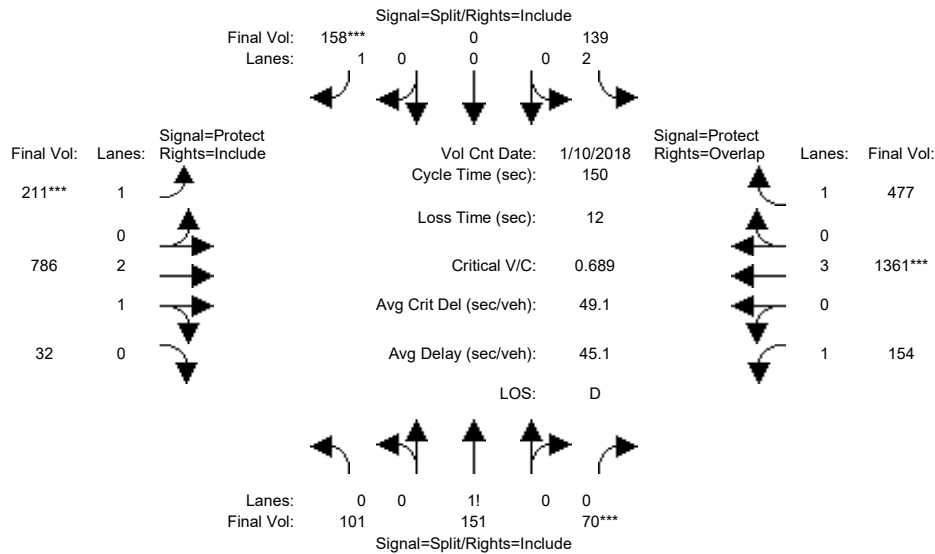
Capacity Analysis Module:												
Vol/Sat:	0.16	0.14	0.14	0.00	0.04	0.13	0.05	0.05	0.06	0.01	0.01	0.01
Crit Moves:	***					***		***		***		
Green Time:	38.4	47.6	57.6	22.4	31.5	31.5	13.1	13.1	13.1	10.0	10.0	10.0
Volume/Cap:	0.45	0.31	0.26	0.02	0.12	0.45	0.38	0.38	0.45	0.10	0.10	0.10
Delay/Veh:	25.7	18.4	12.5	32.7	26.8	30.3	42.8	42.8	44.1	43.7	43.7	43.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	25.7	18.4	12.5	32.7	26.8	30.3	42.8	42.8	44.1	43.7	43.7	43.7
LOS by Move:	C	B-	B	C-	C	C	D	D	D	D	D	D
HCM2kAvgQ:	7	5	4	0	2	6	3	3	3	1	1	1

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

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Level Of Service Computation Report  
2000 HCM Operations (Future Volume Alternative)  
Existing AM GP w/ Max Residential

Intersection #42: Tantau Avenue / Stevens Creek Boulevard



Street Name:	Tantau Avenue						Stevens Creek Boulevard					
	North Bound			South Bound			East Bound			West Bound		
Approach:												
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:	>>	Count	Date:	10 Jan 2018	<<	08:00:00 AM						
Base Vol:	92	132	70	92	0	158	210	717	23	154	1242	398
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	92	132	70	92	0	158	210	717	23	154	1242	398
Added Vol:	9	19	0	47	0	0	1	69	9	0	119	79
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	101	151	70	139	0	158	211	786	32	154	1361	477
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	101	151	70	139	0	158	211	786	32	154	1361	477
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	101	151	70	139	0	158	211	786	32	154	1361	477
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	101	151	70	139	0	158	211	786	32	154	1361	477

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.92	0.92	0.83	1.00	0.92	0.92	0.98	0.95	0.92	1.00	0.92
Lanes:	0.31	0.47	0.22	2.00	0.00	1.00	1.00	2.88	0.12	1.00	3.00	1.00
Final Sat.:	549	821	380	3150	0	1750	1750	5381	219	1750	5700	1750

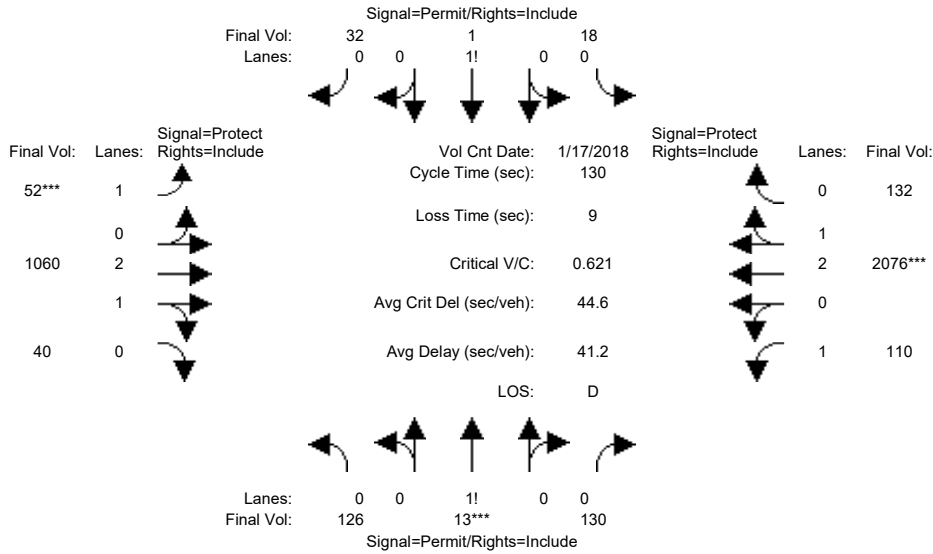
Capacity Analysis Module:												
Vol/Sat:	0.18	0.18	0.18	0.04	0.00	0.09	0.12	0.15	0.15	0.09	0.24	0.27
Crit Moves:	***			****			****			****		
Green Time:	40.1	40.1	40.1	19.7	0.0	19.7	26.3	48.8	48.8	29.4	52.0	71.7
Volume/Cap:	0.69	0.69	0.69	0.34	0.00	0.69	0.69	0.45	0.45	0.45	0.69	0.57
Delay/Veh:	53.7	53.7	53.7	59.7	0.0	70.8	64.5	40.1	40.1	54.1	43.1	29.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	53.7	53.7	53.7	59.7	0.0	70.8	64.5	40.1	40.1	54.1	43.1	29.1
LOS by Move:	D-	D-	D-	E+	A	E	E	D	D	D-	D	C
HCM2kAvgQ:	15	15	15	3	0	8	10	10	10	6	17	16

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

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Level Of Service Computation Report  
2000 HCM Operations (Future Volume Alternative)  
Existing AM GP w/ Max Residential

Intersection #43: Stern Avenue / Steven Creek Boulevard



Street Name:	Stern Avenue						Steven Creek Boulevard					
	North Bound			South Bound			East Bound			West Bound		
Approach:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	47	47	47	47	47	47	20	42	42	25	47	47
Y+R:	4.6	4.6	4.6	4.6	4.6	4.6	4.9	5.6	5.6	4.9	5.9	5.9

Volume Module:	>>	Count	Date:	17 Jan 2018	<<	08:00:00 AM						
Base Vol:	115	12	118	16	1	29	47	849	36	100	1691	120
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	115	12	118	16	1	29	47	849	36	100	1691	120
Added Vol:	0	0	0	0	0	0	0	116	0	0	198	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	115	12	118	16	1	29	47	965	36	100	1889	120
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
PHF Volume:	126	13	130	18	1	32	52	1060	40	110	2076	132
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	126	13	130	18	1	32	52	1060	40	110	2076	132
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	126	13	130	18	1	32	52	1060	40	110	2076	132

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.98	0.95	0.92	0.98	0.95
Lanes:	0.47	0.05	0.48	0.35	0.02	0.63	1.00	2.89	0.11	1.00	2.81	0.19
Final Sat.:	821	86	843	609	38	1103	1750	5398	201	1750	5265	334

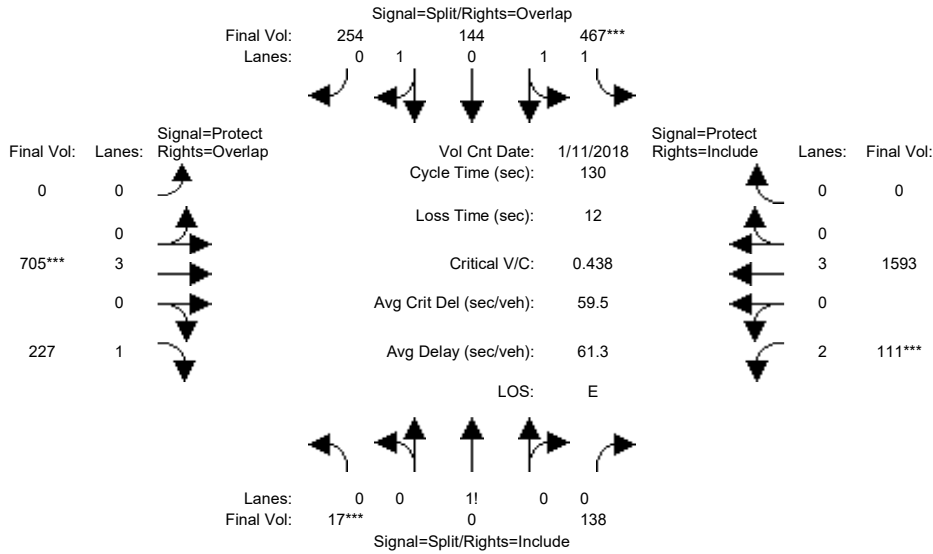
Capacity Analysis Module:												
Vol/Sat:	0.15	0.15	0.15	0.03	0.03	0.03	0.03	0.20	0.20	0.06	0.39	0.39
Crit Moves:	****						****			****		
Green Time:	47.0	47.0	47.0	47.0	47.0	47.0	20.0	46.4	46.4	27.6	54.0	54.0
Volume/Cap:	0.43	0.43	0.43	0.08	0.08	0.08	0.19	0.55	0.55	0.30	0.95	0.95
Delay/Veh:	31.8	31.8	31.8	27.3	27.3	27.3	48.3	33.8	33.8	43.5	46.1	46.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	31.8	31.8	31.8	27.3	27.3	27.3	48.3	33.8	33.8	43.5	46.1	46.1
LOS by Move:	C	C	C	C	C	C	D	C-	C-	D	D	D
HCM2kAvgQ:	9	9	9	1	1	1	2	12	12	4	29	29

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

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Level Of Service Computation Report  
2000 HCM Operations (Future Volume Alternative)  
Existing AM GP w/ Max Residential

Intersection #44: I-280 Ramps (West)-Calvert Drive / Stevens Creek Boulevard



Street Name:	I-280 Ramps (West)-Calvert Drive						Stevens Creek Boulevard					
	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	56	56	56	57	57	57	0	32	32	23	36	36
Y+R:	6.0	6.0	6.0	5.4	5.4	5.4	0.0	5.9	5.9	5.4	5.6	5.6

Volume Module:	>>	Count	Date:	11 Jan 2018	<<	08:00:00 AM						
Base Vol:	17	0	138	467	144	254	0	636	180	111	1395	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	17	0	138	467	144	254	0	636	180	111	1395	0
Added Vol:	0	0	0	0	0	0	0	69	47	0	198	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	17	0	138	467	144	254	0	705	227	111	1593	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	17	0	138	467	144	254	0	705	227	111	1593	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	17	0	138	467	144	254	0	705	227	111	1593	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	17	0	138	467	144	254	0	705	227	111	1593	0

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.92	0.92	0.93	0.95	0.95	0.92	1.00	0.92	0.83	1.00	0.92
Lanes:	0.11	0.00	0.89	1.64	0.49	0.87	0.00	3.00	1.00	2.00	3.00	0.00
Final Sat.:	192	0	1558	2888	891	1571	0	5700	1750	3150	5700	0

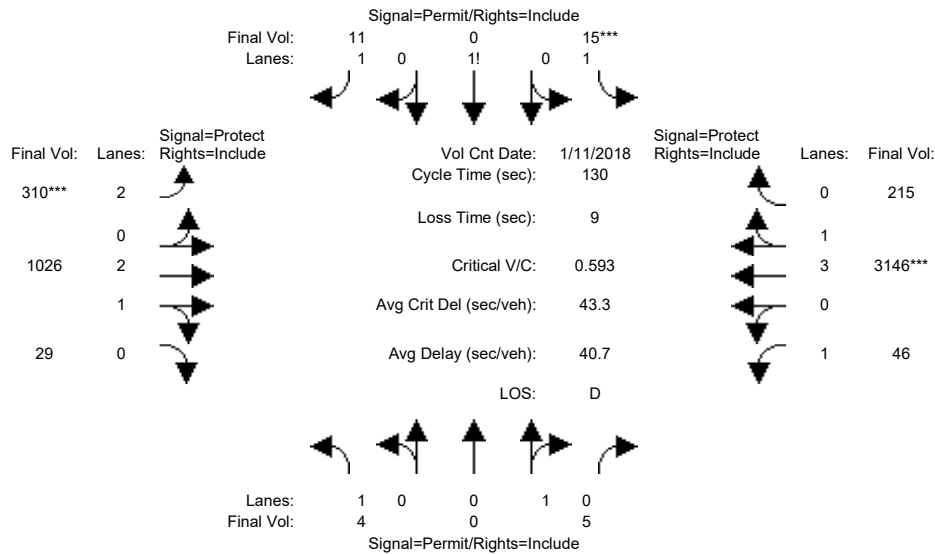
Capacity Analysis Module:												
Vol/Sat:	0.09	0.00	0.09	0.16	0.16	0.16	0.00	0.12	0.13	0.04	0.28	0.00
Crit Moves:	***			***			***			***		
Green Time:	40.4	0.0	40.4	41.2	41.2	41.2	0.0	23.1	63.6	16.6	39.7	0.0
Volume/Cap:	0.28	0.00	0.28	0.51	0.51	0.51	0.00	0.70	0.27	0.28	0.91	0.00
Delay/Veh:	47.2	0.0	47.2	50.4	50.4	50.4	0.0	71.6	27.2	71.3	68.2	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	47.2	0.0	47.2	50.4	50.4	50.4	0.0	71.6	27.2	71.3	68.2	0.0
LOS by Move:	D	A	D	D	D	D	A	E	C	E	E	A
HCM2kAvgQ:	7	0	7	14	14	14	0	12	8	3	27	0

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

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2000 HCM Operations (Future Volume Alternative)  
Existing AM GP w/ Max Residential

Intersection #45: Agilent Driveway / Stevens Creek Boulevard



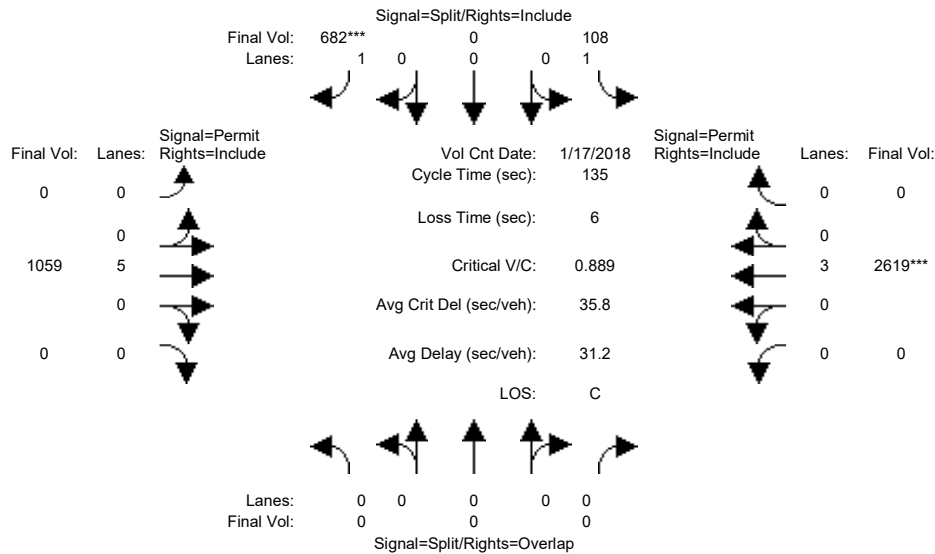
Street Name:	Agilent Driveway						Stevens Creek Boulevard					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	47	47	47	45	45	45	15	44	44	25	54	54
Y+R:	3.0	3.0	3.0	4.6	4.6	4.6	5.0	5.6	5.6	5.0	5.6	5.6
Volume Module: >> Count Date: 11 Jan 2018 << 08:00:00 AM												
Base Vol:	4	0	5	14	0	10	285	875	27	42	2695	198
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	4	0	5	14	0	10	285	875	27	42	2695	198
Added Vol:	0	0	0	0	0	0	0	69	0	0	199	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	4	0	5	14	0	10	285	944	27	42	2894	198
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
PHF Volume:	4	0	5	15	0	11	310	1026	29	46	3146	215
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	4	0	5	15	0	11	310	1026	29	46	3146	215
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	4	0	5	15	0	11	310	1026	29	46	3146	215
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.95	0.92	1.00	0.92	0.83	0.98	0.95	0.92	0.99	0.95
Lanes:	1.00	0.00	1.00	1.58	0.00	1.42	2.00	2.91	0.09	1.00	3.73	0.27
Final Sat.:	1750	0	1800	2771	0	2479	3150	5444	156	1750	7019	480
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.01	0.00	0.00	0.10	0.19	0.19	0.03	0.45	0.45
Crit Moves:				****				****				****
Green Time:	45.0	0.0	45.0	45.0	0.0	45.0	15.0	48.5	48.5	27.5	61.0	61.0
Volume/Cap:	0.01	0.00	0.01	0.02	0.00	0.01	0.85	0.51	0.51	0.12	0.96	0.96
Delay/Veh:	27.9	0.0	27.9	27.9	0.0	27.9	73.7	31.7	31.7	41.6	40.6	40.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	27.9	0.0	27.9	27.9	0.0	27.9	73.7	31.7	31.7	41.6	40.6	40.6
LOS by Move:	C	A	C	C	A	C	E	C	C	D	D	D
HCM2kAvgQ:	0	0	0	0	0	0	8	10	10	1	33	33

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

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Level Of Service Computation Report  
2000 HCM Operations (Future Volume Alternative)  
Existing AM GP w/ Max Residential

Intersection #46: Lawrence Expressway Ramp (West) / Stevens Creek Boulevard



Street Name:	Lawrence Expressway Ramp (West)						Stevens Creek Boulevard					
	North Bound			South Bound			East Bound			West Bound		
Approach:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	10	0	10	0	10	0	0	10	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:	>>	Count	Date:	17 Jan 2018	<<	08:00:00 AM						
Base Vol:	0	0	0	108	0	647	0	990	0	0	2456	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	108	0	647	0	990	0	0	2456	0
Added Vol:	0	0	0	0	0	35	0	69	0	0	163	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	108	0	682	0	1059	0	0	2619	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	108	0	682	0	1059	0	0	2619	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	108	0	682	0	1059	0	0	2619	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	0	0	0	108	0	682	0	1059	0	0	2619	0

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	0.00	0.00	1.00	0.00	1.00	0.00	5.00	0.00	0.00	3.00	0.00
Final Sat.:	0	0	0	1750	0	1750	0	9500	0	0	5700	0

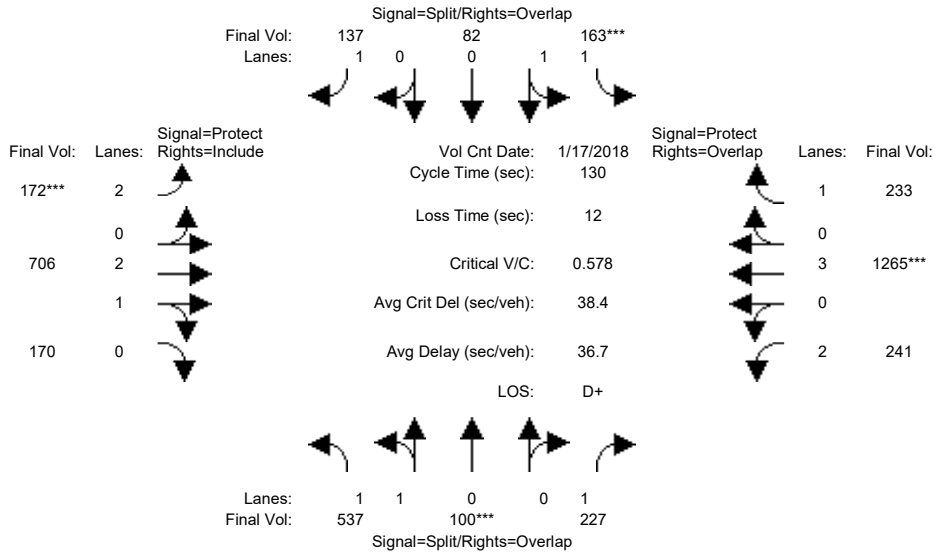
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.06	0.00	0.39	0.00	0.11	0.00	0.00	0.46	0.00
Crit Moves:						****					****	
Green Time:	0.0	0.0	0.0	59.2	0.0	59.2	0.0	69.8	0.0	0.0	69.8	0.0
Volume/Cap:	0.00	0.00	0.00	0.14	0.00	0.89	0.00	0.22	0.00	0.00	0.89	0.00
Delay/Veh:	0.0	0.0	0.0	22.8	0.0	47.2	0.0	17.7	0.0	0.0	32.9	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	22.8	0.0	47.2	0.0	17.7	0.0	0.0	32.9	0.0
LOS by Move:	A	A	A	C+	A	D	A	B	A	A	C-	A
HCM2kAvgQ:	0	0	0	3	0	31	0	5	0	0	33	0

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

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Level Of Service Computation Report  
2000 HCM Operations (Future Volume Alternative)  
Existing AM GP w/ Max Residential

Intersection #47: Lawrence Expressway / El Camino Real



Street Name:	Lawrence Expressway						El Camino Real					
	North Bound			South Bound			East Bound			West Bound		
Approach:												
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:	>>	Count	Date:	17 Jan 2018	<<	08:00:00 AM						
Base Vol:	537	48	219	163	25	119	156	704	170	223	1260	233
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	537	48	219	163	25	119	156	704	170	223	1260	233
Added Vol:	0	52	8	0	57	18	16	2	0	18	5	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	537	100	227	163	82	137	172	706	170	241	1265	233
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	537	100	227	163	82	137	172	706	170	241	1265	233
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	537	100	227	163	82	137	172	706	170	241	1265	233
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	537	100	227	163	82	137	172	706	170	241	1265	233

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.93	0.95	0.92	0.93	0.95	0.92	0.83	0.99	0.95	0.83	1.00	0.92
Lanes:	1.69	0.31	1.00	1.34	0.66	1.00	2.00	2.40	0.60	2.00	3.00	1.00
Final Sat.:	2993	557	1750	2362	1188	1750	3150	4512	1086	3150	5700	1750

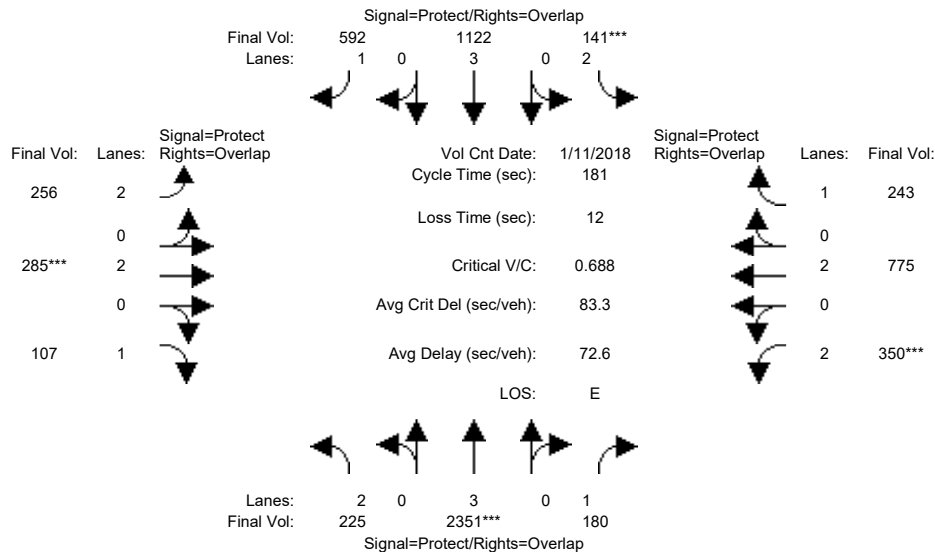
Capacity Analysis Module:												
Vol/Sat:	0.18	0.18	0.13	0.07	0.07	0.08	0.05	0.16	0.16	0.08	0.22	0.13
Crit Moves:	****			****			****			****		
Green Time:	40.3	40.3	60.7	15.5	15.5	27.8	12.3	41.7	41.7	20.4	49.9	65.4
Volume/Cap:	0.58	0.58	0.28	0.58	0.58	0.37	0.58	0.49	0.49	0.49	0.58	0.26
Delay/Veh:	38.5	38.5	21.4	56.1	56.1	44.2	59.2	35.7	35.7	50.8	32.1	18.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	38.5	38.5	21.4	56.1	56.1	44.2	59.2	35.7	35.7	50.8	32.1	18.7
LOS by Move:	D+	D+	C+	E+	E+	D	E+	D+	D+	D	C-	B-
HCM2kAvgQ:	12	12	6	6	6	5	4	9	9	6	13	6

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

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Level Of Service Computation Report  
2000 HCM Operations (Future Volume Alternative)  
Existing AM GP w/ Max Residential

Intersection #48: Lawrence Expressway / Homestead Road



Street Name:	Lawrence Expressway						Homestead Road					
	North Bound			South Bound			East Bound			West Bound		
Approach:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	16	86	86	23	93	93	24	44	44	18	35	35
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	7.0	10.0	10.0

Volume Module:	>>	Count	Date:	11 Jan 2018	<<	08:00:00 AM						
Base Vol:	225	2936	176	141	1354	565	235	275	107	344	759	243
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	225	2936	176	141	1354	565	235	275	107	344	759	243
Added Vol:	0	40	4	0	48	27	21	10	0	6	16	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	225	2976	180	141	1402	592	256	285	107	350	775	243
User Adj:	1.00	0.79	1.00	1.00	0.80	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	225	2351	180	141	1122	592	256	285	107	350	775	243
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	225	2351	180	141	1122	592	256	285	107	350	775	243
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	225	2351	180	141	1122	592	256	285	107	350	775	243

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	3150	5700	1750	3150	5700	1750	3150	3800	1750	3150	3800	1750

Capacity Analysis Module:												
Vol/Sat:	0.07	0.41	0.10	0.04	0.20	0.34	0.08	0.08	0.06	0.11	0.20	0.14
Crit Moves:	****			****			****			****		
Green Time:	15.8	85.1	102.9	22.7	92.0	116.0	24.0	43.5	59.3	17.8	37.3	60.1
Volume/Cap:	0.82	0.88	0.18	0.36	0.39	0.53	0.61	0.31	0.19	1.13	0.99	0.42
Delay/Veh:	104.4	73.3	35.8	80.8	46.6	39.5	77.6	57.3	44.2	173.3	102	47.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	104.4	73.3	35.8	80.8	46.6	39.5	77.6	57.3	44.2	173.3	102	47.9
LOS by Move:	F	E	D+	F	D	D	E-	E+	D	F	F	D
HCM2kAvgQ:	7	41	8	5	18	30	8	6	4	18	26	11

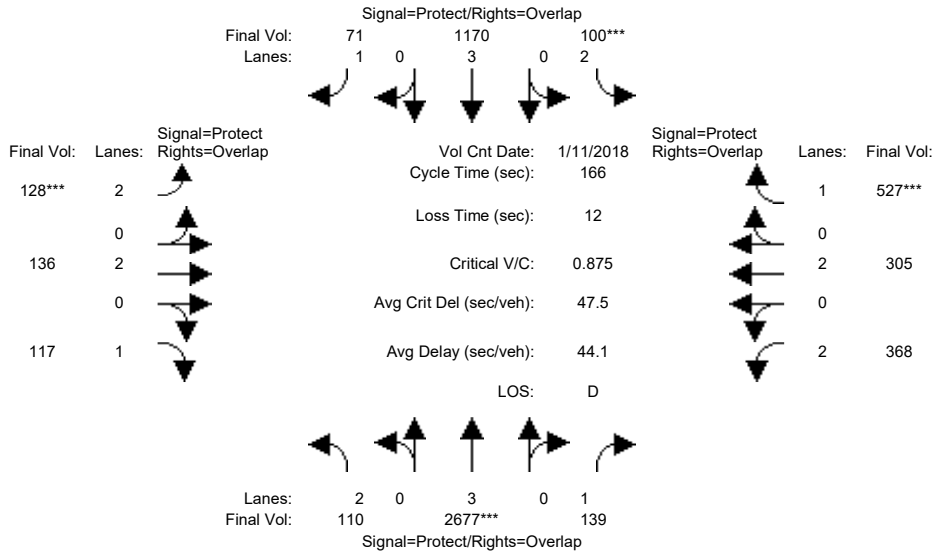
Note: Queue reported is the number of cars per lane.



Vallco Special Area Specific Plan  
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Level Of Service Computation Report  
2000 HCM Operations (Future Volume Alternative)  
Existing AM GP w/ Max Residential

Intersection #49: Lawrence Expressway / Pruneridge Avenue



Street Name:	Lawrence Expressway						Pruneridge Avenue					
	North Bound			South Bound			East Bound			West Bound		
Approach:												
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	16	89	89	13	87	87	14	22	22	25	34	34
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:	>>	Count	Date:	11 Jan 2018	<<	08:00:00 AM						
Base Vol:	110	3361	139	100	1427	52	111	130	117	367	295	527
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	110	3361	139	100	1427	52	111	130	117	367	295	527
Added Vol:	0	27	0	0	35	19	17	6	0	1	10	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	110	3388	139	100	1462	71	128	136	117	368	305	527
User Adj:	1.00	0.79	1.00	1.00	0.80	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	110	2677	139	100	1170	71	128	136	117	368	305	527
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	110	2677	139	100	1170	71	128	136	117	368	305	527
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	110	2677	139	100	1170	71	128	136	117	368	305	527

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	3150	5700	1750	3150	5700	1750	3150	3800	1750	3150	3800	1750

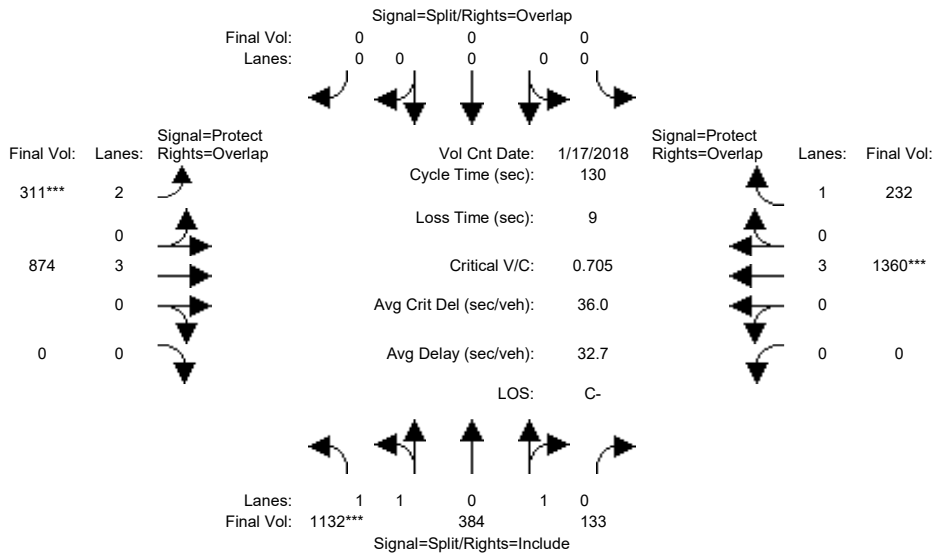
Capacity Analysis Module:												
Vol/Sat:	0.03	0.47	0.08	0.03	0.21	0.04	0.04	0.04	0.07	0.12	0.08	0.30
Crit Moves:	****			****			****			****		
Green Time:	15.8	89.0	116.7	13.0	86.2	100.2	14.0	24.3	40.2	27.7	38.0	51.0
Volume/Cap:	0.37	0.88	0.11	0.41	0.40	0.07	0.48	0.24	0.28	0.70	0.35	0.98
Delay/Veh:	71.1	36.8	8.0	73.9	24.2	13.6	73.9	62.9	51.5	69.5	53.9	90.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	71.1	36.8	8.0	73.9	24.2	13.6	73.9	62.9	51.5	69.5	53.9	90.6
LOS by Move:	E	D+	A	E	C	B	E	E	D-	E	D-	F
HCM2kAvgQ:	3	41	2	3	11	2	4	3	5	12	6	34

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

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Level Of Service Computation Report  
2000 HCM Operations (Future Volume Alternative)  
Existing AM GP w/ Max Residential

Intersection #50: Lawrence Expressway Ramps (East) / Stevens Creek Boulevard



Street Name:	Lawrence Expressway Ramps (East)						Stevens Creek Boulevard					
	North Bound			South Bound			East Bound			West Bound		
Approach:	L	T	R	L	T	R	L	T	R	L	T	R
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	0	0	0	7	10	0	0	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:	>>	Count	Date:	17 Jan 2018	<<	08:00:00 AM						
Base Vol:	1029	384	133	0	0	0	284	832	0	0	1299	232
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	1029	384	133	0	0	0	284	832	0	0	1299	232
Added Vol:	103	0	0	0	0	0	27	42	0	0	61	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	1132	384	133	0	0	0	311	874	0	0	1360	232
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	1132	384	133	0	0	0	311	874	0	0	1360	232
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	1132	384	133	0	0	0	311	874	0	0	1360	232
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	1132	384	133	0	0	0	311	874	0	0	1360	232

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.93	0.95	0.95	0.92	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.92
Lanes:	2.00	0.74	0.26	0.00	0.00	0.00	2.00	3.00	0.00	0.00	3.00	1.00
Final Sat.:	3551	1337	463	0	0	0	3150	5700	0	0	5700	1750

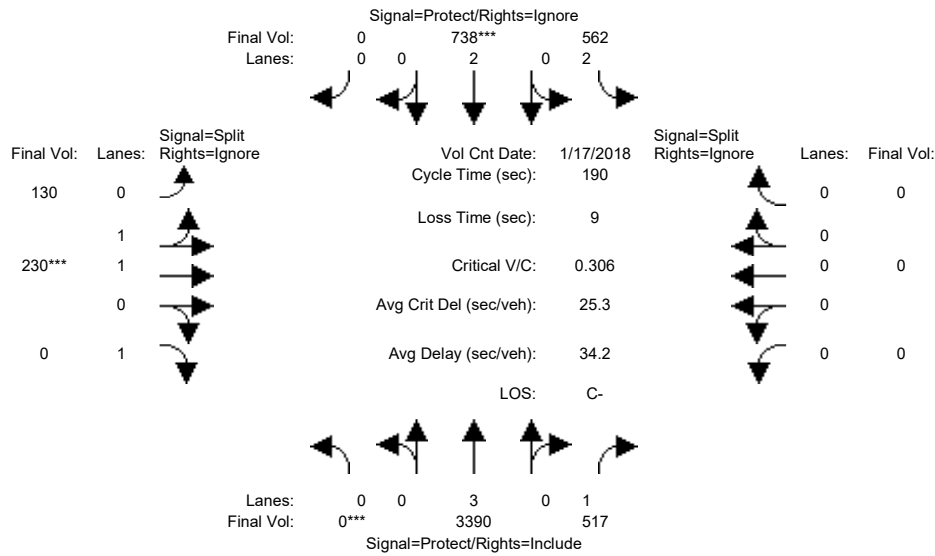
Capacity Analysis Module:												
Vol/Sat:	0.32	0.29	0.29	0.00	0.00	0.00	0.10	0.15	0.00	0.00	0.24	0.13
Crit Moves:	***						****			****		
Green Time:	58.8	58.8	58.8	0.0	0.0	0.0	18.2	62.2	0.0	0.0	44.0	44.0
Volume/Cap:	0.70	0.64	0.64	0.00	0.00	0.00	0.70	0.32	0.00	0.00	0.70	0.39
Delay/Veh:	29.6	27.9	27.9	0.0	0.0	0.0	58.5	20.9	0.0	0.0	38.6	33.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	29.6	27.9	27.9	0.0	0.0	0.0	58.5	20.9	0.0	0.0	38.6	33.2
LOS by Move:	C	C	C	A	A	A	E+	C+	A	A	D+	C-
HCM2kAvgQ:	20	17	17	0	0	0	7	7	0	0	15	7

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

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Level Of Service Computation Report  
2000 HCM Operations (Future Volume Alternative)  
Existing AM GP w/ Max Residential

Intersection #51: Lawrence Expressway / Calverty Drive-I-280 SB Ramp



Street Name:	Lawrence Expressway						I-280 SB Ramp					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	116	116	32	152	0	30	30	30	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:	>>	Count	Date:	17 Jan 2018	<<	08:00:00 AM						
Base Vol:	0	3346	517	562	738	0	130	197	235	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	3346	517	562	738	0	130	197	235	0	0	0
Added Vol:	0	44	0	0	0	0	0	33	14	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	3390	517	562	738	0	130	230	249	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Volume:	0	3390	517	562	738	0	130	230	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	3390	517	562	738	0	130	230	0	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
Final Volume:	0	3390	517	562	738	0	130	230	0	0	0	0

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.83	1.00	0.92	0.95	0.99	0.92	0.92	1.00	0.92
Lanes:	0.00	3.00	1.00	2.00	2.00	0.00	0.74	1.26	1.00	0.00	0.00	0.00
Final Sat.:	0	5700	1750	3150	3800	0	1336	2363	1750	0	0	0

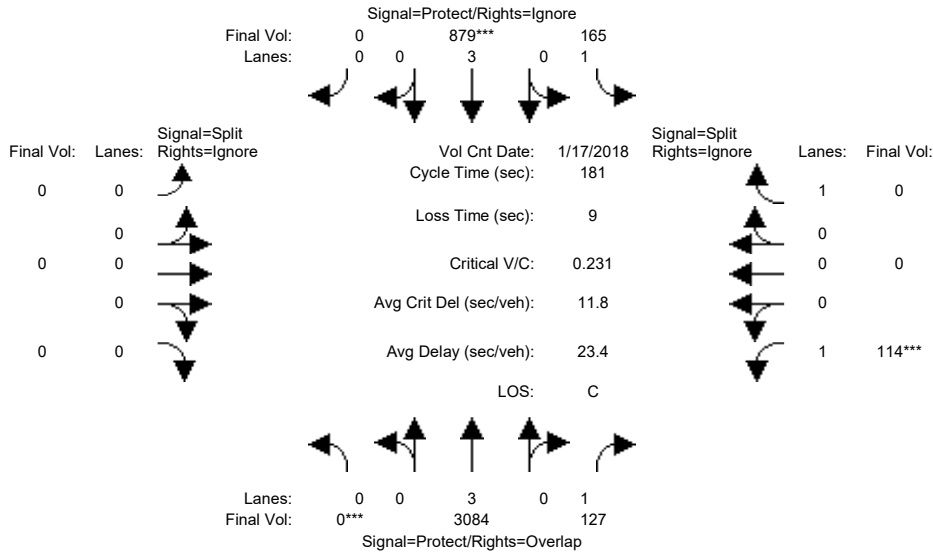
Capacity Analysis Module:												
Vol/Sat:	0.00	0.59	0.30	0.18	0.19	0.00	0.10	0.10	0.00	0.00	0.00	0.00
Crit Moves:	****				****		****					
Green Time:	0.0	117	116.9	34.3	151	0.0	29.8	29.8	0.0	0.0	0.0	0.0
Volume/Cap:	0.00	0.97	0.48	0.99	0.24	0.00	0.62	0.62	0.00	0.00	0.00	0.00
Delay/Veh:	0.0	27.6	11.1	112.4	0.0	0.0	77.2	77.2	0.0	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	27.6	11.1	112.4	0.0	0.0	77.2	77.2	0.0	0.0	0.0	0.0
LOS by Move:	A	C	B+	F	A	A	E-	E-	A	A	A	A
HCM2kAvgQ:	0	59	9	24	0	0	10	10	0	0	0	0

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

Vallco Special Area Specific Plan  
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Level Of Service Computation Report  
2000 HCM Operations (Future Volume Alternative)  
Existing AM GP w/ Max Residential

Intersection #52: Lawrence Expressway / Mitty Way



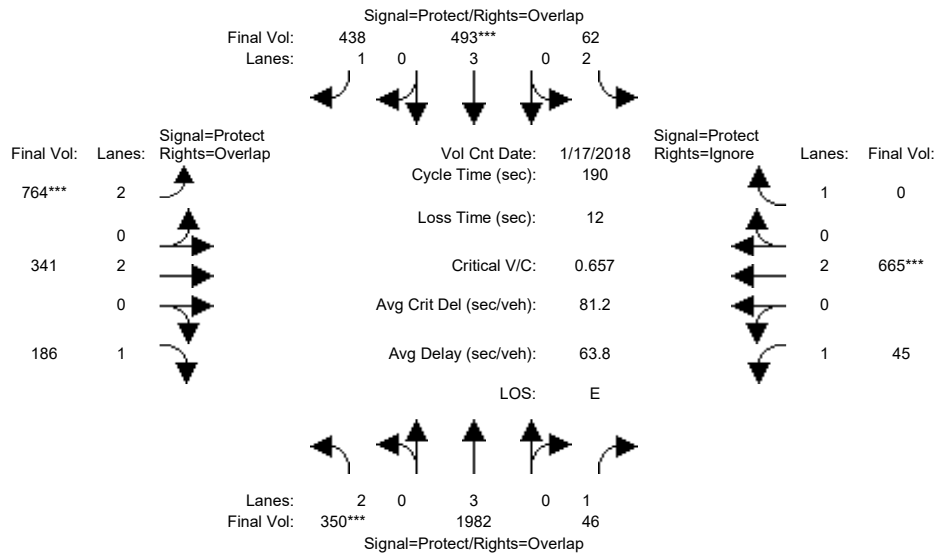
Street Name:	Lawrence Expressway						Mitty Way					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	116	116	28	148	148	0	0	0	25	25	25
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	0.0	0.0	0.0	4.0	4.0	4.0
Volume Module: >> Count Date:	17 Jan 2018 << 08:00:00 AM											
Base Vol:	0	3041	127	164	866	0	0	0	0	113	0	741
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	3041	127	164	866	0	0	0	0	113	0	741
Added Vol:	0	43	0	1	13	0	0	0	0	1	0	1
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	3084	127	165	879	0	0	0	0	114	0	742
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Volume:	0	3084	127	165	879	0	0	0	0	114	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	3084	127	165	879	0	0	0	0	114	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
Final Volume:	0	3084	127	165	879	0	0	0	0	114	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	3.00	1.00	1.00	3.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Final Sat.:	0	5700	1750	1750	5700	0	0	0	0	1750	0	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.54	0.07	0.09	0.15	0.00	0.00	0.00	0.00	0.07	0.00	0.00
Crit Moves:	***			****						****		
Green Time:	0.0	119	143.4	28.6	147	0.0	0.0	0.0	0.0	24.9	0.0	0.0
Volume/Cap:	0.00	0.83	0.09	0.60	0.19	0.00	0.00	0.00	0.00	0.47	0.00	0.00
Delay/Veh:	0.0	25.2	4.3	74.7	3.8	0.0	0.0	0.0	0.0	73.9	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	25.2	4.3	74.7	3.8	0.0	0.0	0.0	0.0	73.9	0.0	0.0
LOS by Move:	A	C	A	E	A	A	A	A	A	E	A	A
HCM2kAvgQ:	0	40	2	9	4	0	0	0	0	7	0	0

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

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Level Of Service Computation Report  
2000 HCM Operations (Future Volume Alternative)  
Existing AM GP w/ Max Residential

Intersection #53: Lawrence Expressway / Bollinger Road



Street Name:	Lawrence Expressway						Bollinger Road					
	North Bound			South Bound			East Bound			West Bound		
Approach:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	19	70	70	14	64	64	51	80	80	11	41	41
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:	>>	Count	Date:	17 Jan 2018	<<	08:00:00 AM						
Base Vol:	304	1940	46	61	481	437	764	340	173	45	662	255
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	304	1940	46	61	481	437	764	340	173	45	662	255
Added Vol:	46	42	0	1	12	1	0	1	13	0	3	1
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	350	1982	46	62	493	438	764	341	186	45	665	256
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	350	1982	46	62	493	438	764	341	186	45	665	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	350	1982	46	62	493	438	764	341	186	45	665	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
Final Volume:	350	1982	46	62	493	438	764	341	186	45	665	0

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.92
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	2.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	3150	5700	1750	3150	5700	1750	3150	3800	1750	1750	3800	1750

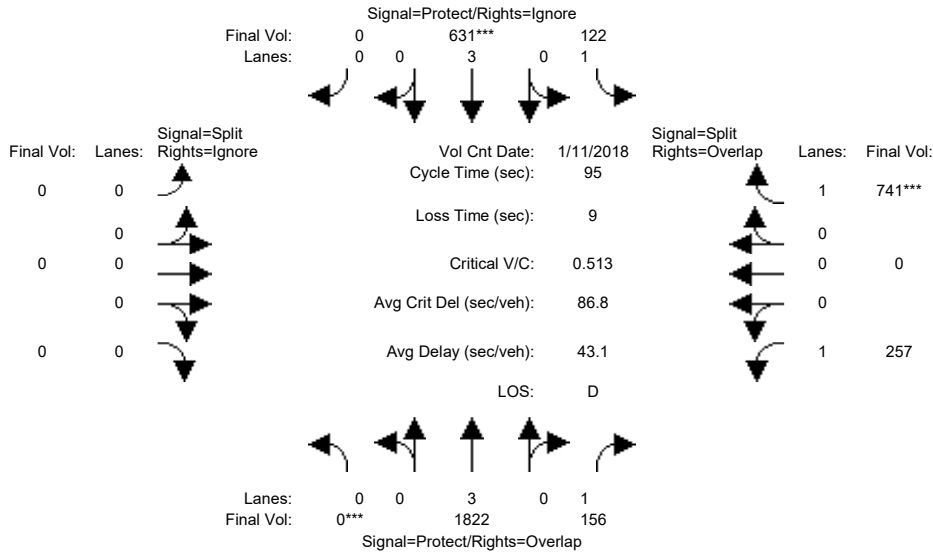
Capacity Analysis Module:												
Vol/Sat:	0.11	0.35	0.03	0.02	0.09	0.25	0.24	0.09	0.11	0.03	0.17	0.00
Crit Moves:	***			****			****			****		
Green Time:	20.2	70.7	82.0	14.1	64.7	116.2	51.5	81.7	102.0	11.2	41.4	0.0
Volume/Cap:	1.04	0.93	0.06	0.26	0.25	0.41	0.89	0.21	0.20	0.43	0.80	0.00
Delay/Veh:	145.2	60.7	26.8	82.7	48.9	27.1	77.7	33.6	22.7	88.3	75.3	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	145.2	60.7	26.8	82.7	48.9	27.1	77.7	33.6	22.7	88.3	75.3	0.0
LOS by Move:	F	E	C	F	D	C	E-	C-	C+	F	E-	A
HCM2kAvgQ:	15	38	1	2	7	18	27	6	6	3	20	0

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

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Level Of Service Computation Report  
2000 HCM Operations (Future Volume Alternative)  
Existing AM GP w/ Max Residential

Intersection #54: Lawrence Expressway / Doyle Road



Street Name:	Lawrence Expressway						Doyle Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	53	53	14	68	68	0	0	0	18	18	18
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	0.0	0.0	0.0	4.0	4.0	4.0

Volume Module:	>>	Count	Date:	11 Jan 2018	<<	08:00:00 AM						
Base Vol:	0	1738	156	120	608	0	0	0	0	257	0	737
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	1738	156	120	608	0	0	0	0	257	0	737
Added Vol:	0	84	0	2	23	0	0	0	0	0	0	4
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	1822	156	122	631	0	0	0	0	257	0	741
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	0	1822	156	122	631	0	0	0	0	257	0	741
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1822	156	122	631	0	0	0	0	257	0	741
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00
Final Volume:	0	1822	156	122	631	0	0	0	0	257	0	741

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	3.00	1.00	1.00	3.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Final Sat.:	0	5700	1750	1750	5700	0	0	0	0	1750	0	1750

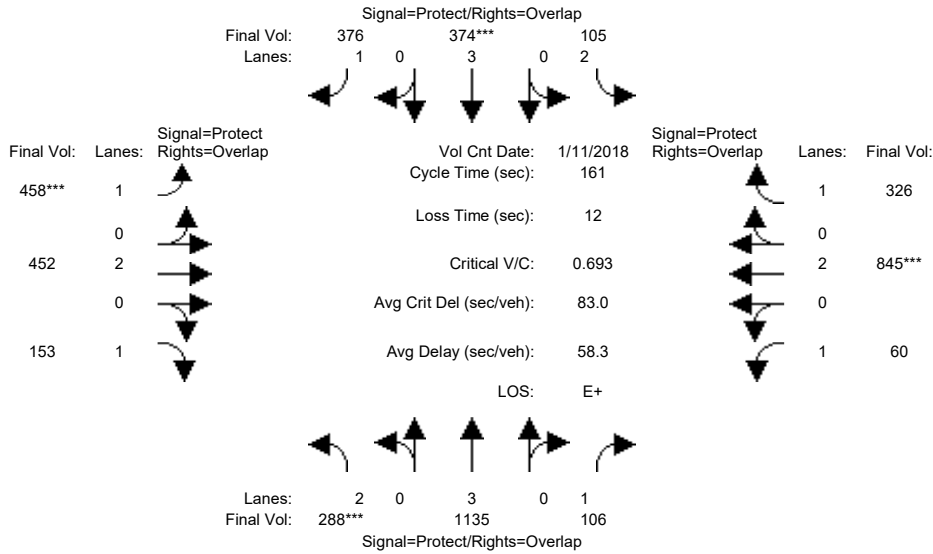
Capacity Analysis Module:												
Vol/Sat:	0.00	0.32	0.09	0.07	0.11	0.00	0.00	0.00	0.00	0.15	0.00	0.42
Crit Moves:	***				***							***
Green Time:	0.0	53.8	71.8	14.2	68.0	0.0	0.0	0.0	0.0	18.0	0.0	32.2
Volume/Cap:	0.00	0.56	0.12	0.47	0.15	0.00	0.00	0.00	0.00	0.78	0.00	1.25
Delay/Veh:	0.0	13.4	3.2	38.2	4.3	0.0	0.0	0.0	0.0	47.5	0.0	157.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	13.4	3.2	38.2	4.3	0.0	0.0	0.0	0.0	47.5	0.0	157.0
LOS by Move:	A	B	A	D+	A	A	A	A	A	D	A	F
HCM2kAvgQ:	0	11	1	3	2	0	0	0	0	10	0	45

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

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Level Of Service Computation Report  
2000 HCM Operations (Future Volume Alternative)  
Existing AM GP w/ Max Residential

Intersection #55: Lawrence Expressway / Prospect Road



Street Name:	Lawrence Expressway						Prospect Road					
	North Bound			South Bound			East Bound			West Bound		
Approach:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	26	49	49	17	40	40	31	65	65	14	48	48
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:	>>	Count	Date:	11 Jan 2018	<<	08:00:00 AM						
Base Vol:	288	1051	106	105	351	376	458	452	153	60	845	326
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	288	1051	106	105	351	376	458	452	153	60	845	326
Added Vol:	0	84	0	0	23	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	288	1135	106	105	374	376	458	452	153	60	845	326
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	288	1135	106	105	374	376	458	452	153	60	845	326
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	288	1135	106	105	374	376	458	452	153	60	845	326
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	288	1135	106	105	374	376	458	452	153	60	845	326

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	3150	5700	1750	3150	5700	1750	1750	3800	1750	1750	3800	1750

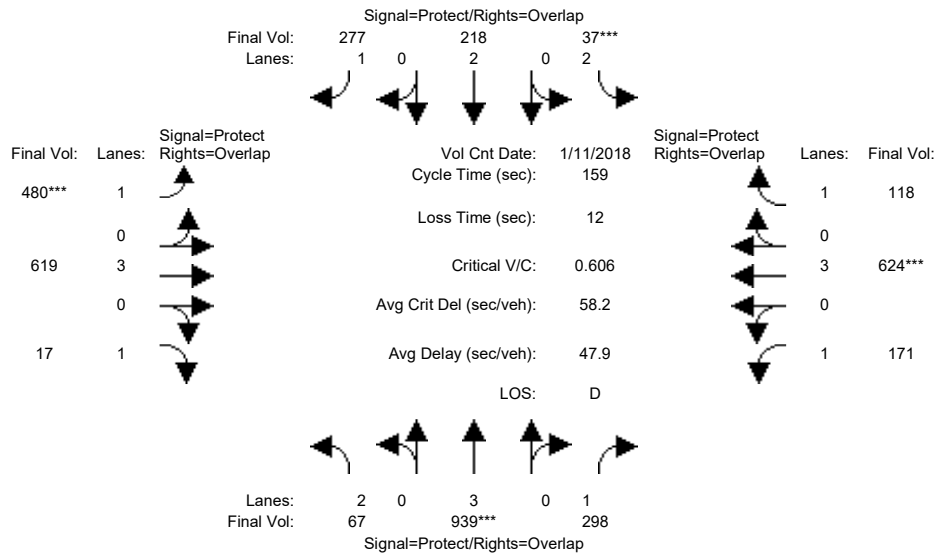
Capacity Analysis Module:												
Vol/Sat:	0.09	0.20	0.06	0.03	0.07	0.21	0.26	0.12	0.09	0.03	0.22	0.19
Crit Moves:	***			****			****			****		
Green Time:	26.0	49.0	63.7	17.0	40.0	75.0	35.0	68.3	94.3	14.7	48.0	65.0
Volume/Cap:	0.57	0.65	0.15	0.32	0.26	0.46	1.20	0.28	0.15	0.38	0.75	0.46
Delay/Veh:	63.8	49.6	31.4	67.2	48.8	29.7	177.2	30.4	15.2	70.3	53.7	35.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	63.8	49.6	31.4	67.2	48.8	29.7	177.2	30.4	15.2	70.3	53.7	35.7
LOS by Move:	E	D	C	E	D	C	F	C	B	E	D-	D+
HCM2kAvgQ:	8	16	3	3	5	13	35	7	4	3	20	12

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

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Level Of Service Computation Report  
2000 HCM Operations (Future Volume Alternative)  
Existing AM GP w/ Max Residential

Intersection #56: Lawrence Expressway / Saratoga Avenue



Street Name:	Lawrence Expressway						Saratoga Avenue					
	North Bound			South Bound			East Bound			West Bound		
Approach:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	12	59	59	9	56	56	39	53	53	22	36	36
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:	>>	Count	Date:	11 Jan 2018	<<	08:00:00 AM						
Base Vol:	67	913	298	37	208	263	422	619	17	171	624	118
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	67	913	298	37	208	263	422	619	17	171	624	118
Added Vol:	0	26	0	0	10	14	58	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	67	939	298	37	218	277	480	619	17	171	624	118
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	67	939	298	37	218	277	480	619	17	171	624	118
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	67	939	298	37	218	277	480	619	17	171	624	118
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	67	939	298	37	218	277	480	619	17	171	624	118

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	2.00	3.00	1.00	2.00	2.00	1.00	1.00	3.00	1.00	1.00	3.00	1.00
Final Sat.:	3150	5700	1750	3150	3800	1750	1750	5700	1750	1750	5700	1750

Capacity Analysis Module:												
Vol/Sat:	0.02	0.16	0.17	0.01	0.06	0.16	0.27	0.11	0.01	0.10	0.11	0.07
Crit Moves:	****			****			****			****		
Green Time:	12.0	59.0	82.2	9.0	56.0	99.0	43.0	55.8	67.8	23.2	36.0	45.0
Volume/Cap:	0.28	0.44	0.33	0.21	0.16	0.25	1.01	0.31	0.02	0.67	0.48	0.24
Delay/Veh:	70.1	37.8	22.6	72.2	35.4	13.6	103.0	37.6	26.4	71.1	53.7	44.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	70.1	37.8	22.6	72.2	35.4	13.6	103.0	37.6	26.4	71.1	53.7	44.1
LOS by Move:	E	D+	C+	E	D+	B	F	D+	C	E	D-	D
HCM2kAvgQ:	2	11	9	1	4	6	28	7	0	10	9	5

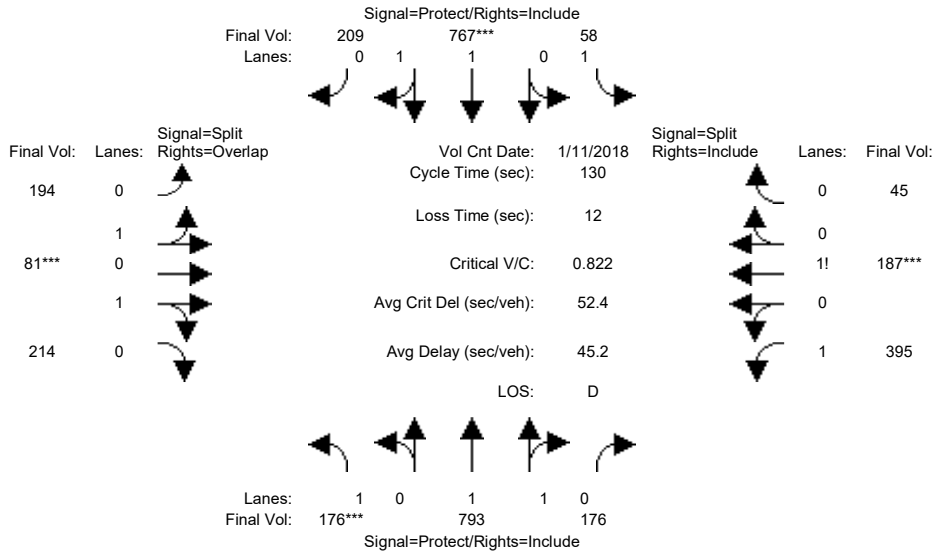
Note: Queue reported is the number of cars per lane.



Vallco Special Area Specific Plan  
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Level Of Service Computation Report  
2000 HCM Operations (Future Volume Alternative)  
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Intersection #57: Saratoga Avenue / Cox Avenue



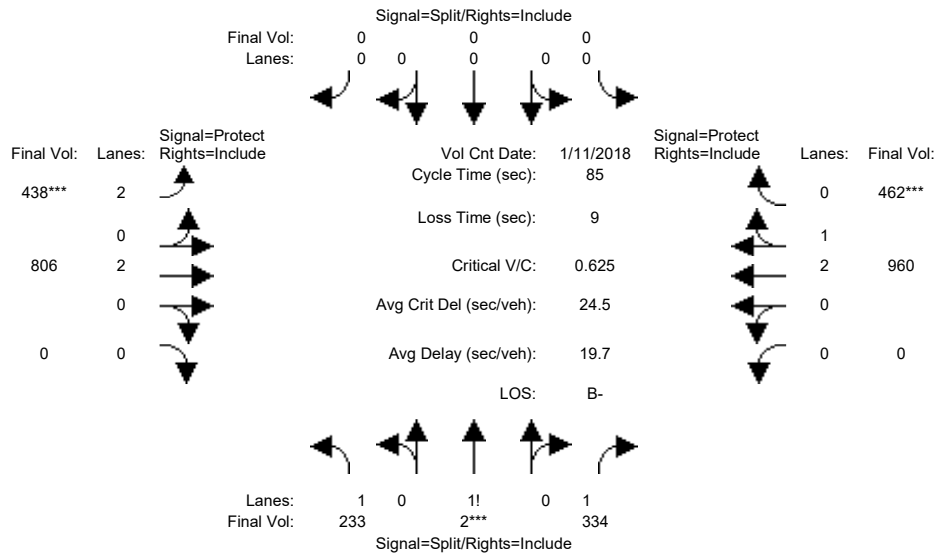
Street Name:	Saratoga Avenue						Cox Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date:	11 Jan 2018 << 08:00:00 AM											
Base Vol:	176	735	176	58	753	209	194	81	214	395	187	45
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	176	735	176	58	753	209	194	81	214	395	187	45
Added Vol:	0	58	0	0	14	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	176	793	176	58	767	209	194	81	214	395	187	45
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	176	793	176	58	767	209	194	81	214	395	187	45
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	176	793	176	58	767	209	194	81	214	395	187	45
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	176	793	176	58	767	209	194	81	214	395	187	45
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	0.98	0.95	0.95	0.95	0.95	0.92	0.92	0.92
Lanes:	1.00	1.63	0.37	1.00	1.56	0.44	0.79	0.33	0.88	1.46	0.44	0.10
Final Sat.:	1750	3027	672	1750	2907	792	1428	596	1575	2555	762	183
Capacity Analysis Module:												
Vol/Sat:	0.10	0.26	0.26	0.03	0.26	0.26	0.14	0.14	0.14	0.15	0.25	0.25
Crit Moves:	***			***			***			***		
Green Time:	15.9	47.8	47.8	9.8	41.8	41.8	21.5	21.5	37.4	38.8	38.8	38.8
Volume/Cap:	0.82	0.71	0.71	0.44	0.82	0.82	0.82	0.82	0.47	0.52	0.82	0.82
Delay/Veh:	77.4	37.0	37.0	59.8	45.4	45.4	61.3	61.3	38.5	38.2	49.5	49.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	77.4	37.0	37.0	59.8	45.4	45.4	61.3	61.3	38.5	38.2	49.5	49.5
LOS by Move:	E-	D+	D+	E+	D	D	E	E	D+	D+	D	D
HCM2kAvgQ:	8	17	17	2	19	19	12	12	9	10	19	19

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

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2000 HCM Operations (Future Volume Alternative)  
Existing AM GP w/ Max Residential

Intersection #58: SR-85 (North) / Saratoga Avenue



Street Name:	SR-85 (North)						Saratoga Avenue					
	North Bound			South Bound			East Bound			West Bound		
Approach:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	0	0	0	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:	>>	Count	Date:	11 Jan 2018	<<	08:00:00 AM						
Base Vol:	233	2	288	0	0	0	438	794	0	0	946	462
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	233	2	288	0	0	0	438	794	0	0	946	462
Added Vol:	0	0	46	0	0	0	0	12	0	0	14	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	233	2	334	0	0	0	438	806	0	0	960	462
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	233	2	334	0	0	0	438	806	0	0	960	462
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	233	2	334	0	0	0	438	806	0	0	960	462
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	233	2	334	0	0	0	438	806	0	0	960	462

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.92	0.92	0.92	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.95
Lanes:	1.41	0.01	1.58	0.00	0.00	0.00	2.00	2.00	0.00	0.00	2.00	1.00
Final Sat.:	2464	12	2774	0	0	0	3150	3800	0	0	3797	1800

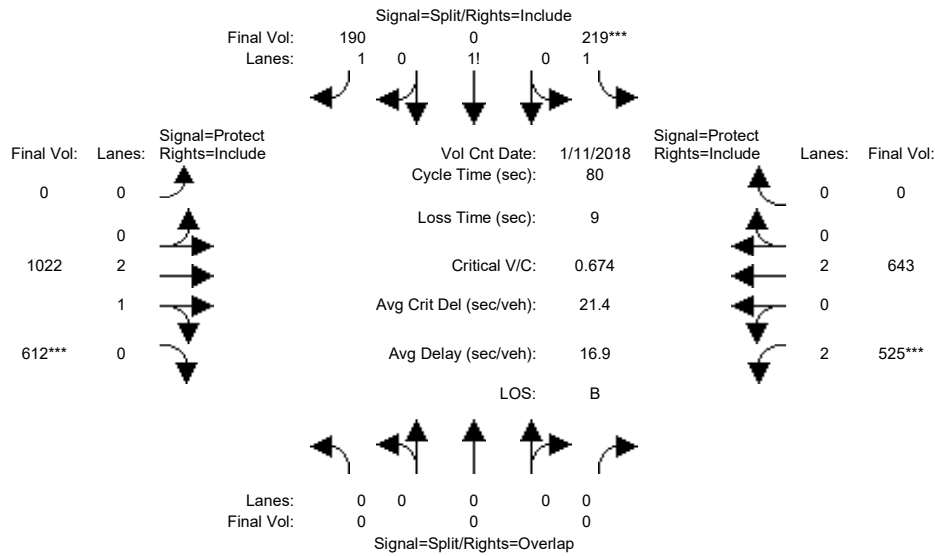
Capacity Analysis Module:												
Vol/Sat:	0.09	0.16	0.12	0.00	0.00	0.00	0.14	0.21	0.00	0.00	0.25	0.26
Crit Moves:	****						****					
Green Time:	22.2	22.2	22.2	0.0	0.0	0.0	18.9	53.8	0.0	0.0	34.9	34.9
Volume/Cap:	0.36	0.63	0.46	0.00	0.00	0.00	0.63	0.34	0.00	0.00	0.62	0.63
Delay/Veh:	25.8	29.1	26.7	0.0	0.0	0.0	31.6	7.3	0.0	0.0	20.3	20.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	25.8	29.1	26.7	0.0	0.0	0.0	31.6	7.3	0.0	0.0	20.3	20.4
LOS by Move:	C	C	C	A	A	A	C	A	A	A	C+	C+
HCM2kAvgQ:	4	8	5	0	0	0	6	5	0	0	9	10

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

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Level Of Service Computation Report  
2000 HCM Operations (Future Volume Alternative)  
Existing AM GP w/ Max Residential

Intersection #59: SR-85 (South) / Saratoga Avenue



Street Name:	SR-85 (South)						Saratoga Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:	>>	Count	Date:	11 Jan 2018	<<	08:00:00 AM						
Base Vol:	0	0	0	219	0	190	0	1010	612	517	637	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	219	0	190	0	1010	612	517	637	0
Added Vol:	0	0	0	0	0	0	0	12	0	8	6	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	219	0	190	0	1022	612	525	643	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	219	0	190	0	1022	612	525	643	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	219	0	190	0	1022	612	525	643	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	0	0	0	219	0	190	0	1022	612	525	643	0

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.83	1.00	0.92
Lanes:	0.00	0.00	0.00	1.54	0.00	1.46	0.00	2.00	1.00	2.00	2.00	0.00
Final Sat.:	0	0	0	2687	0	2563	0	3800	1750	3150	3800	0

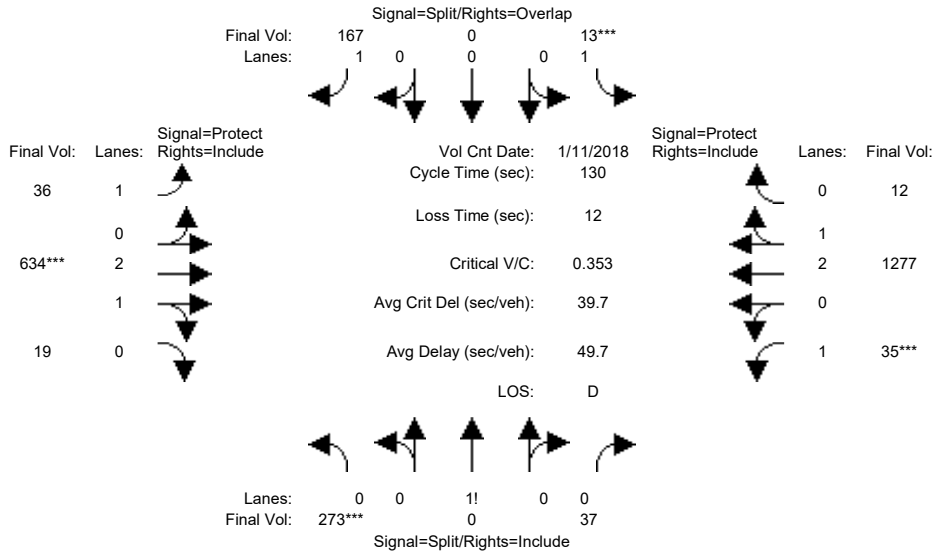
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.08	0.00	0.07	0.00	0.27	0.35	0.17	0.17	0.00
Crit Moves:				****					****	****		
Green Time:	0.0	0.0	0.0	10.0	0.0	10.0	0.0	41.3	41.3	19.7	61.0	0.0
Volume/Cap:	0.00	0.00	0.00	0.65	0.00	0.59	0.00	0.52	0.68	0.68	0.22	0.00
Delay/Veh:	0.0	0.0	0.0	35.8	0.0	34.5	0.0	13.0	15.2	29.7	2.8	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	35.8	0.0	34.5	0.0	13.0	15.2	29.7	2.8	0.0
LOS by Move:	A	A	A	D+	A	C-	A	B	B	C	A	A
HCM2kAvgQ:	0	0	0	5	0	4	0	9	13	7	2	0

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

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Level Of Service Computation Report  
2000 HCM Operations (Future Volume Alternative)  
Existing AM GP w/ Max Residential

Intersection #60: Cabot Avenue-Loma Linda Drive / Stevens Creek Boulevard



Street Name:	Cabot Avenue-Loma Linda Drive						Stevens Creek Boulevard					
	North Bound			South Bound			East Bound			West Bound		
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	32	32	32	32	32	32	13	35	35	10	32	32
Y+R:	5.1	5.1	5.1	5.1	5.1	5.1	4.5	6.4	6.4	4.5	6.4	6.4

Volume Module:	>>	Count	Date:	11 Jan 2018	<<	7:15:00 AM						
Base Vol:	259	0	35	12	0	156	32	562	18	33	1155	11
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	259	0	35	12	0	156	32	562	18	33	1155	11
Added Vol:	0	0	0	0	0	3	2	40	0	0	58	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	259	0	35	12	0	159	34	602	18	33	1213	11
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	273	0	37	13	0	167	36	634	19	35	1277	12
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	273	0	37	13	0	167	36	634	19	35	1277	12
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	273	0	37	13	0	167	36	634	19	35	1277	12

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.92	0.92	0.92	1.00	0.92	0.92	0.98	0.95	0.92	0.98	0.95
Lanes:	0.88	0.00	0.12	1.00	0.00	1.00	1.00	2.91	0.09	1.00	2.97	0.03
Final Sat.:	1542	0	208	1750	0	1750	1750	5437	163	1750	5550	50

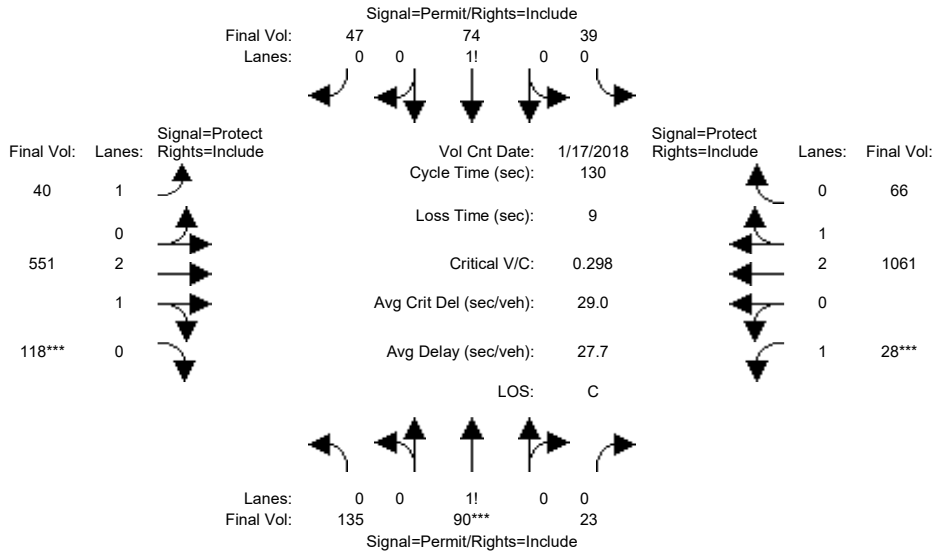
Capacity Analysis Module:												
Vol/Sat:	0.18	0.00	0.18	0.01	0.00	0.10	0.02	0.12	0.12	0.02	0.23	0.23
Crit Moves:	***			***			***			***		
Green Time:	41.0	0.0	41.0	32.0	0.0	45.0	13.0	35.0	35.0	10.0	32.0	32.0
Volume/Cap:	0.56	0.00	0.56	0.03	0.00	0.28	0.20	0.43	0.43	0.26	0.93	0.93
Delay/Veh:	38.3	0.0	38.3	37.2	0.0	31.0	54.3	39.5	39.5	57.5	59.9	59.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	38.3	0.0	38.3	37.2	0.0	31.0	54.3	39.5	39.5	57.5	59.9	59.9
LOS by Move:	D+	A	D+	D+	A	C	D-	D	D	E+	E+	E+
HCM2kAvgQ:	11	0	11	0	0	5	1	7	7	1	19	19

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

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Level Of Service Computation Report  
2000 HCM Operations (Future Volume Alternative)  
Existing AM GP w/ Max Residential

Intersection #61: Cronin Drive/Albany Drive / Stevens Creek Boulevard



Street Name:	Cronin Drive/Albany Drive						Stevens Creek Boulevard					
	North Bound			South Bound			East Bound			West Bound		
Approach:	L - T - R			L - T - R			L - T - R			L - T - R		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	45	45	45	45	45	45	12	49	49	20	57	57
Y+R:	5.1	5.1	5.1	5.1	5.1	5.1	5.0	5.9	5.9	5.0	5.9	5.9

Volume Module:	>>	Count	Date:	17 Jan 2018	<<	08:00:00 AM						
Base Vol:	127	86	22	37	71	41	37	493	110	27	969	63
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	127	86	22	37	71	41	37	493	110	27	969	63
Added Vol:	3	0	0	0	0	4	1	36	3	0	50	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	130	86	22	37	71	45	38	529	113	27	1019	63
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
PHF Volume:	135	90	23	39	74	47	40	551	118	28	1061	66
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	135	90	23	39	74	47	40	551	118	28	1061	66
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	135	90	23	39	74	47	40	551	118	28	1061	66

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.99	0.95	0.92	0.98	0.95
Lanes:	0.55	0.36	0.09	0.24	0.47	0.29	1.00	2.45	0.55	1.00	2.82	0.18
Final Sat.:	956	632	162	423	812	515	1750	4613	985	1750	5274	326

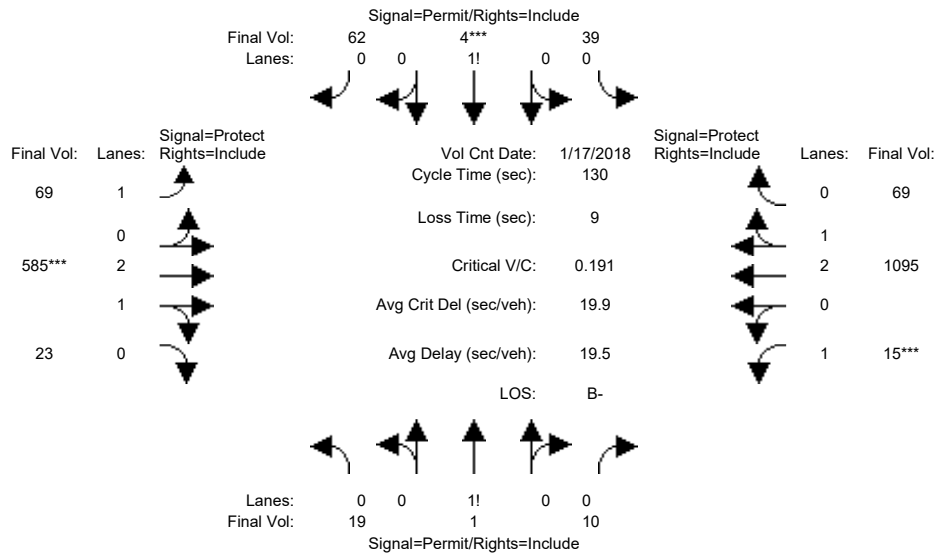
Capacity Analysis Module:												
Vol/Sat:	0.14	0.14	0.14	0.09	0.09	0.09	0.02	0.12	0.12	0.02	0.20	0.20
Crit Moves:	****						****			****		
Green Time:	52.0	52.0	52.0	52.0	52.0	52.0	12.0	49.0	49.0	20.0	57.0	57.0
Volume/Cap:	0.35	0.35	0.35	0.23	0.23	0.23	0.25	0.32	0.32	0.10	0.46	0.46
Delay/Veh:	27.6	27.6	27.6	25.9	25.9	25.9	55.6	28.7	28.7	47.5	25.8	25.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	27.6	27.6	27.6	25.9	25.9	25.9	55.6	28.7	28.7	47.5	25.8	25.8
LOS by Move:	C	C	C	C	C	C	E+	C	C	D	C	C
HCM2kAvgQ:	7	7	7	4	4	4	2	6	6	1	10	10

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

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2000 HCM Operations (Future Volume Alternative)  
Existing AM GP w/ Max Residential

Intersection #62: Woodhams Road / Stevens Creek Boulevard



Street Name:	Woodhams Road						Stevens Creek Boulevard					
	North Bound			South Bound			East Bound			West Bound		
Approach:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	35	35	35	35	35	35	11	64	64	15	68	68
Y+R:	5.4	5.4	5.4	5.4	5.4	5.4	5.5	5.9	5.9	5.5	5.9	5.9

Volume Module:	>>	Count	Date:	17 Jan 2018	<<	08:00:00 AM						
Base Vol:	8	1	10	38	4	51	61	543	16	15	1030	67
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	8	1	10	38	4	51	61	543	16	15	1030	67
Added Vol:	10	0	0	0	0	9	6	24	6	0	32	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	18	1	10	38	4	60	67	567	22	15	1062	67
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
PHF Volume:	19	1	10	39	4	62	69	585	23	15	1095	69
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	19	1	10	39	4	62	69	585	23	15	1095	69
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	19	1	10	39	4	62	69	585	23	15	1095	69

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.98	0.95	0.92	0.98	0.95
Lanes:	0.63	0.03	0.34	0.37	0.04	0.59	1.00	2.88	0.12	1.00	2.82	0.18
Final Sat.:	1086	60	603	652	69	1029	1750	5391	209	1750	5267	332

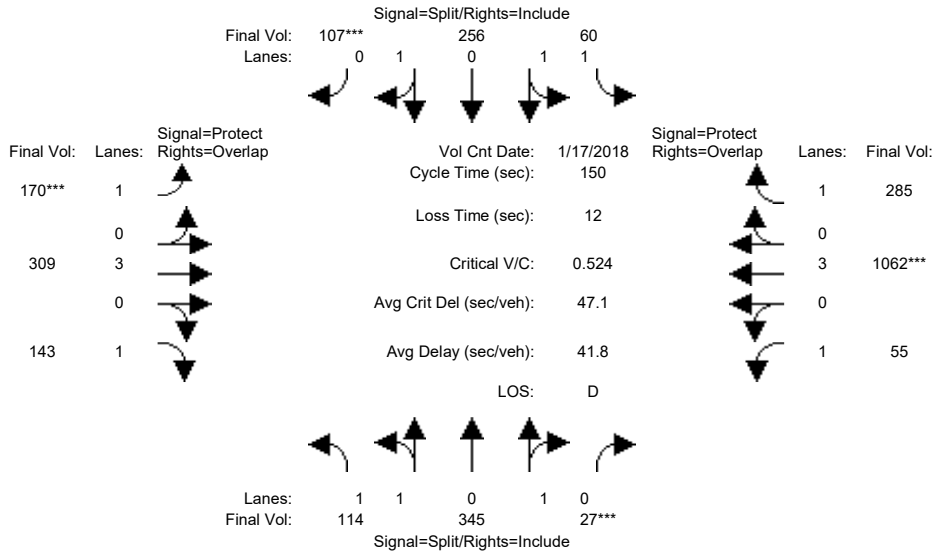
Capacity Analysis Module:												
Vol/Sat:	0.02	0.02	0.02	0.06	0.06	0.06	0.04	0.11	0.11	0.01	0.21	0.21
Crit Moves:					****			****			****	
Green Time:	37.8	37.8	37.8	37.8	37.8	37.8	11.6	68.2	68.2	15.0	71.6	71.6
Volume/Cap:	0.06	0.06	0.06	0.21	0.21	0.21	0.44	0.21	0.21	0.08	0.38	0.38
Delay/Veh:	33.3	33.3	33.3	35.0	35.0	35.0	58.1	16.5	16.5	51.5	16.6	16.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	33.3	33.3	33.3	35.0	35.0	35.0	58.1	16.5	16.5	51.5	16.6	16.6
LOS by Move:	C-	C-	C-	C-	C-	C-	E+	B	B	D-	B	B
HCM2kAvgQ:	1	1	1	3	3	3	3	4	4	1	9	9

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

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Level Of Service Computation Report  
2000 HCM Operations (Future Volume Alternative)  
Existing AM GP w/ Max Residential

Intersection #63: Kiely Boulevard / Stevens Creek Boulevard



Street Name:	Kiely Boulevard						Stevens Creek Boulevard					
	North Bound			South Bound			East Bound			West Bound		
Approach:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:	>>	Count	Date:	17 Jan 2018	<<	08:00:00 AM						
Base Vol:	107	345	27	60	256	100	165	295	138	55	1045	285
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	107	345	27	60	256	100	165	295	138	55	1045	285
Added Vol:	7	0	0	0	0	7	5	14	5	0	17	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	114	345	27	60	256	107	170	309	143	55	1062	285
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	114	345	27	60	256	107	170	309	143	55	1062	285
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	114	345	27	60	256	107	170	309	143	55	1062	285
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	114	345	27	60	256	107	170	309	143	55	1062	285

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	0.98	0.95	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	1.85	0.15	1.00	1.39	0.61	1.00	3.00	1.00	1.00	3.00	1.00
Final Sat.:	1750	3431	269	1750	2609	1090	1750	5700	1750	1750	5700	1750

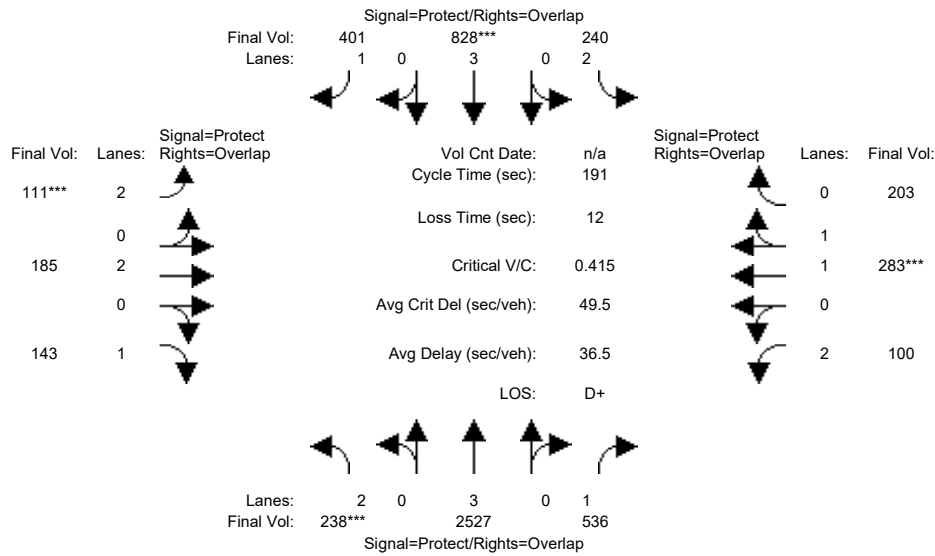
Capacity Analysis Module:												
Vol/Sat:	0.07	0.10	0.10	0.03	0.10	0.10	0.10	0.05	0.08	0.03	0.19	0.16
Crit Moves:	***			***			***			***		
Green Time:	28.8	28.8	28.8	28.1	28.1	28.1	27.8	47.7	76.5	33.4	53.3	81.4
Volume/Cap:	0.34	0.52	0.52	0.18	0.52	0.52	0.52	0.17	0.16	0.14	0.52	0.30
Delay/Veh:	52.5	55.0	55.0	51.3	55.6	55.6	56.7	36.9	19.7	47.0	38.5	18.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	52.5	55.0	55.0	51.3	55.6	55.6	56.7	36.9	19.7	47.0	38.5	18.9
LOS by Move:	D-	E+	E+	D-	E+	E+	E+	D+	B-	D	D+	B-
HCM2kAvgQ:	5	8	8	3	8	8	7	3	4	2	13	7

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

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Level Of Service Computation Report  
2000 HCM Operations (Future Volume Alternative)  
Existing AM GP w/ Max Residential

Intersection #65: Lawrence Expressway / Kifer Road



Street Name:	Lawrence Expressway						Kifer Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	24	108	108	16	100	100	14	30	30	14	30	30
Y+R:	5.9	6.2	6.2	6.1	6.2	6.2	5.8	5.5	5.5	5.9	5.5	5.5

Volume Module:												
Base Vol:	229	3160	527	240	1010	401	111	185	130	86	283	203
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	229	3160	527	240	1010	401	111	185	130	86	283	203
Added Vol:	9	39	9	0	25	0	0	0	13	14	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	238	3199	536	240	1035	401	111	185	143	100	283	203
User Adj:	1.00	0.79	1.00	1.00	0.80	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	238	2527	536	240	828	401	111	185	143	100	283	203
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	238	2527	536	240	828	401	111	185	143	100	283	203
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	238	2527	536	240	828	401	111	185	143	100	283	203

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92	0.83	0.99	0.95
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	2.00	2.00	1.00	2.00	1.14	0.86
Final Sat.:	3150	5700	1750	3150	5700	1750	3150	3800	1750	3150	2153	1545

Capacity Analysis Module:												
Vol/Sat:	0.08	0.44	0.31	0.08	0.15	0.23	0.04	0.05	0.08	0.03	0.13	0.13
Crit Moves:	***			****			****			****		
Green Time:	25.5	115	129.5	17.0	106	121.0	14.9	31.8	57.3	14.9	31.8	48.8
Volume/Cap:	0.57	0.74	0.45	0.86	0.26	0.36	0.45	0.29	0.27	0.41	0.79	0.51
Delay/Veh:	74.9	26.7	13.7	103.0	20.8	15.9	80.7	66.0	48.3	80.2	78.7	57.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	74.9	26.7	13.7	103.0	20.8	15.9	80.7	66.0	48.3	80.2	78.7	57.9
LOS by Move:	E	C	B	F	C+	B	F	E	D	F	E-	E+
HCM2kAvgQ:	7	31	14	10	8	11	4	4	6	4	15	12

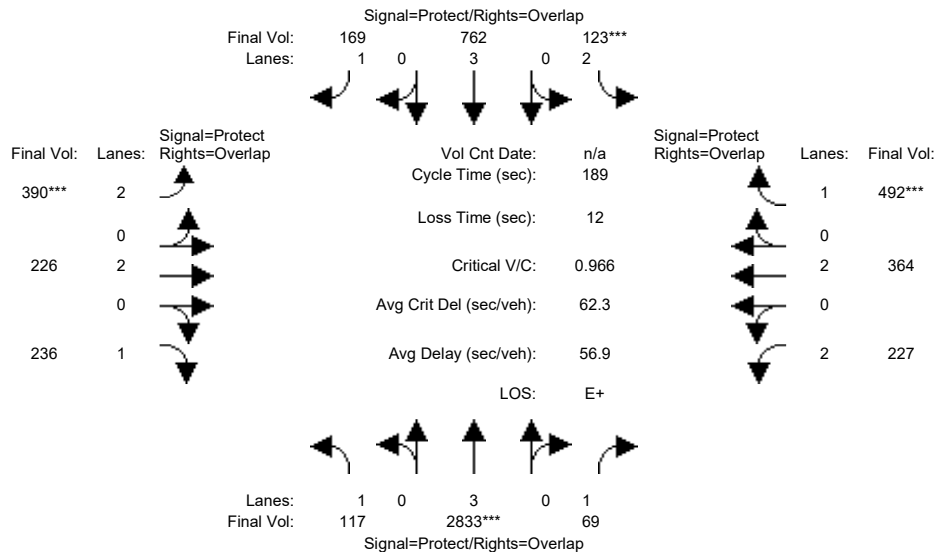
Note: Queue reported is the number of cars per lane.



Vallco Special Area Specific Plan  
SJ17-1776

Level Of Service Computation Report  
2000 HCM Operations (Future Volume Alternative)  
Existing AM GP w/ Max Residential

Intersection #66: Lawrence Expressway / Reed Avenue/Monroe Street



Street Name:	Lawrence Expressway						Reed Avenue/Monroe Street					
	North Bound			South Bound			East Bound			West Bound		
Approach:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	17	96	96	13	91	91	23	42	42	15	33	33
Y+R:	6.0	6.2	6.2	6.1	6.2	6.2	5.7	5.6	5.6	5.6	5.7	5.7

Volume Module:												
Base Vol:	113	3529	67	123	901	169	390	226	228	218	364	492
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	113	3529	67	123	901	169	390	226	228	218	364	492
Added Vol:	4	57	2	0	52	0	0	0	8	9	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	117	3586	69	123	953	169	390	226	236	227	364	492
User Adj:	1.00	0.79	1.00	1.00	0.80	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	117	2833	69	123	762	169	390	226	236	227	364	492
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	117	2833	69	123	762	169	390	226	236	227	364	492
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	117	2833	69	123	762	169	390	226	236	227	364	492

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92
Lanes:	1.00	3.00	1.00	2.00	3.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	1750	5700	1750	3150	5700	1750	3150	3800	1750	3150	3800	1750

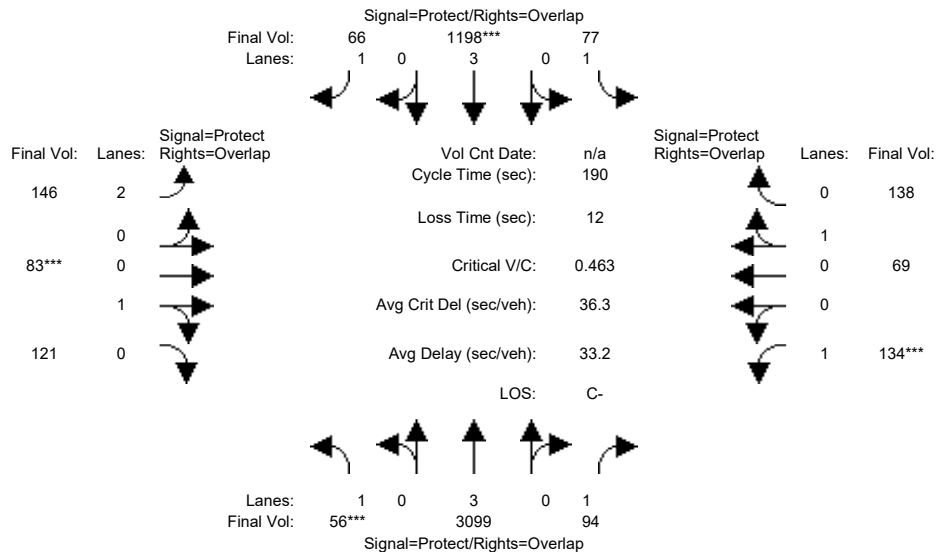
Capacity Analysis Module:												
Vol/Sat:	0.07	0.50	0.04	0.04	0.13	0.10	0.12	0.06	0.13	0.07	0.10	0.28
Crit Moves:	****			****			****			****		
Green Time:	18.0	101	117.1	13.6	96.4	120.6	24.2	45.6	63.7	16.3	37.8	51.5
Volume/Cap:	0.70	0.93	0.06	0.54	0.26	0.15	0.97	0.25	0.40	0.84	0.48	1.03
Delay/Veh:	91.5	45.0	13.6	83.2	25.0	13.1	114.8	55.2	46.2	100.6	64.2	115.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	91.5	45.0	13.6	83.2	25.0	13.1	114.8	55.2	46.2	100.6	64.2	115.4
LOS by Move:	F	D	B	F	C	B	F	E+	D	F	E	F
HCM2kAvgQ:	7	48	2	4	8	4	17	5	10	10	9	36

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

Vallco Special Area Specific Plan  
SJ17-1776

Level Of Service Computation Report  
2000 HCM Operations (Future Volume Alternative)  
Existing AM GP w/ Max Residential

Intersection #67: Lawrence Expressway / Poinciana Drive/Cabrillo Avenue



Street Name:	Lawrence Expressway						Poinciana Drive/Cabrillo Avenue					
	North Bound			South Bound			East Bound			West Bound		
Approach:												
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	116	116	11	117	117	16	26	26	15	24	24
Y+R:	5.1	6.2	6.2	4.9	6.2	6.2	5.9	5.8	5.8	5.4	5.8	5.8

Volume Module:												
Base Vol:	54	3859	92	77	1428	66	146	83	118	131	69	138
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	54	3859	92	77	1428	66	146	83	118	131	69	138
Added Vol:	2	64	2	0	69	0	0	0	3	3	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	56	3923	94	77	1497	66	146	83	121	134	69	138
User Adj:	1.00	0.79	1.00	1.00	0.80	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	56	3099	94	77	1198	66	146	83	121	134	69	138
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	56	3099	94	77	1198	66	146	83	121	134	69	138
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	56	3099	94	77	1198	66	146	83	121	134	69	138

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.83	0.95	0.95	0.92	0.95	0.95
Lanes:	1.00	3.00	1.00	1.00	3.00	1.00	2.00	0.41	0.59	1.00	0.33	0.67
Final Sat.:	1750	5700	1750	1750	5700	1750	3150	732	1068	1750	600	1200

Capacity Analysis Module:												
Vol/Sat:	0.03	0.54	0.05	0.04	0.21	0.04	0.05	0.11	0.11	0.08	0.12	0.12
Crit Moves:	***			****			****			****		
Green Time:	10.6	122	138.3	11.6	124	140.8	17.3	27.4	38.0	15.8	26.0	37.6
Volume/Cap:	0.58	0.84	0.07	0.72	0.32	0.05	0.51	0.78	0.57	0.92	0.84	0.58
Delay/Veh:	91.2	26.9	7.1	104.0	14.0	6.3	79.5	88.7	67.1	132.7	97.9	67.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	91.2	26.9	7.1	104.0	14.0	6.3	79.5	88.7	67.1	132.7	97.9	67.9
LOS by Move:	F	C	A	F	B	A	E-	F	E	F	F	E
HCM2kAvgQ:	3	45	2	5	9	1	5	13	11	11	14	11

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

Vallco Special Area Specific Plan  
SJ17-1776

Summary Scenario Comparison Report (With Average Critical Delay)  
Future Volume Alternative

Intersection	???				Existing AM				Existing AM Retail and Residential Alternative					???				
	LOS	Avg Del (sec)	Crit V/C	Avg Crit Del (sec)	LOS	Avg Del (sec)	Crit V/C	Avg Crit Del (sec)	LOS	Avg Del (sec)	Crit V/C	Crit V/C Change	Avg Crit Del (sec)	Avg Crit Del Change	LOS	Avg Del (sec)	Crit V/C	Avg Crit Del (sec)
#1 Stevens Creek Boulevard / SR 85 Ramps (west)	?	xx.x	x.xxx	xx.x	C+	22.4	0.581	18.4	C+	22.1	0.593	+ 0.012	18.2	- 0.3	?	xx.x	x.xxx	xx.x
#2 Stevens Creek Boulevard / SR 85 Ramps (east)	?	xx.x	x.xxx	xx.x	C	28.5	0.776	40.4	C	28.7	0.785	+ 0.008	41.0	+ 0.6	?	xx.x	x.xxx	xx.x
#3 Stevens Creek Boulevard / Stelling Road	?	xx.x	x.xxx	xx.x	D+	38.3	0.702	40.0	D+	38.2	0.726	+ 0.024	40.2	+ 0.2	?	xx.x	x.xxx	xx.x
#4 Sunnyvale-Saratoga Road / Remington Drive	?	xx.x	x.xxx	xx.x	D	44.5	0.825	41.0	D	44.6	0.833	+ 0.008	41.2	+ 0.2	?	xx.x	x.xxx	xx.x
#5 Sunnyvale-Saratoga Road / Fremont Avenue	?	xx.x	x.xxx	xx.x	D	48.3	0.789	46.6	D	48.5	0.796	+ 0.008	46.9	+ 0.3	?	xx.x	x.xxx	xx.x
#6 Sunnyvale-Saratoga Road / Cheyenne Drive	?	xx.x	x.xxx	xx.x	B+	11.7	0.572	8.8	B+	11.7	0.578	+ 0.006	8.8	- 0.0	?	xx.x	x.xxx	xx.x
#7 Sunnyvale-Saratoga Road / Alberta Avenue	?	xx.x	x.xxx	xx.x	C+	21.2	0.592	16.5	C+	21.1	0.598	+ 0.006	16.5	- 0.0	?	xx.x	x.xxx	xx.x
#8 De Anza Boulevard / Homestead Road	?	xx.x	x.xxx	xx.x	D	39.8	0.809	37.6	D	40.5	0.819	+ 0.010	38.3	+ 0.7	?	xx.x	x.xxx	xx.x
#9 De Anza Boulevard / I-280 Ramps (north)	?	xx.x	x.xxx	xx.x	B-	18.5	0.757	29.1	B-	19.2	0.774	+ 0.017	30.3	+ 1.2	?	xx.x	x.xxx	xx.x
#10 De Anza Boulevard / I-280 Ramps (south)	?	xx.x	x.xxx	xx.x	C	25.5	0.760	38.7	C	25.9	0.766	+ 0.006	38.8	+ 0.2	?	xx.x	x.xxx	xx.x
#11 De Anza Boulevard / Stevens Creek Boulevard	?	xx.x	x.xxx	xx.x	D+	35.6	0.693	34.5	D+	37.8	0.739	+ 0.046	37.3	+ 2.7	?	xx.x	x.xxx	xx.x
#12 De Anza Boulevard / McClellan Road/Pacifica Drive	?	xx.x	x.xxx	xx.x	D+	36.4	0.698	32.2	D+	36.5	0.702	+ 0.003	32.1	- 0.0	?	xx.x	x.xxx	xx.x
#13 De Anza Boulevard / Bollinger Road	?	xx.x	x.xxx	xx.x	C-	33.4	0.833	33.7	C-	33.2	0.836	+ 0.003	33.7	+ 0.0	?	xx.x	x.xxx	xx.x
#14 De Anza Boulevard / SR 85 Ramps (north)	?	xx.x	x.xxx	xx.x	C+	22.4	0.610	34.0	C+	22.5	0.622	+ 0.011	34.0	+ 0.1	?	xx.x	x.xxx	xx.x
#15 De Anza Boulevard / SR 85 Ramps (south)	?	xx.x	x.xxx	xx.x	B	12.8	0.614	14.8	B	13.2	0.626	+ 0.012	15.2	+ 0.4	?	xx.x	x.xxx	xx.x
#16 Saratoga-Sunnyvale Road / Prospect Road	?	xx.x	x.xxx	xx.x	B-	19.8	0.631	20.4	B-	19.7	0.632	+ 0.001	20.3	- 0.0	?	xx.x	x.xxx	xx.x
#17 Stevens Creek Boulevard / Torre Avenue	?	xx.x	x.xxx	xx.x	C+	22.4	0.419	17.1	C+	20.9	0.464	+ 0.044	15.8	- 1.3	?	xx.x	x.xxx	xx.x
#18 Homestead Road / Blaney Avenue	?	xx.x	x.xxx	xx.x	C	23.9	0.556	30.3	C	24.0	0.564	+ 0.008	30.4	+ 0.1	?	xx.x	x.xxx	xx.x
#19 Stevens Creek Boulevard / Blaney Avenue	?	xx.x	x.xxx	xx.x	C-	34.9	0.710	35.5	C-	34.8	0.759	+ 0.048	35.9	+ 0.3	?	xx.x	x.xxx	xx.x
#20 Stevens Creek Boulevard / Portal Avenue	?	xx.x	x.xxx	xx.x	C+	21.8	0.465	20.9	C+	20.2	0.508	+ 0.043	19.4	- 1.4	?	xx.x	x.xxx	xx.x
#21 Stevens Creek Boulevard / Perimeter Road	?	xx.x	x.xxx	xx.x	A	9.5	0.369	6.5	C+	21.2	0.496	+ 0.127	20.7	+ 14.1	?	xx.x	x.xxx	xx.x
#22 Wolfe Road / El Camino Real	?	xx.x	x.xxx	xx.x	D-	51.0	0.655	46.8	D	51.0	0.681	+ 0.026	47.1	+ 0.3	?	xx.x	x.xxx	xx.x
#23 Wolfe Road / Fremont Avenue	?	xx.x	x.xxx	xx.x	D	49.7	0.487	44.8	D	49.8	0.508	+ 0.021	45.2	+ 0.5	?	xx.x	x.xxx	xx.x
#24 Wolfe Road / Marion Way	?	xx.x	x.xxx	xx.x	B	15.9	0.538	20.7	B	15.4	0.572	+ 0.035	20.2	- 0.6	?	xx.x	x.xxx	xx.x
#25 Wolfe Road / Inverness Way	?	xx.x	x.xxx	xx.x	B-	18.3	0.458	15.2	B	17.6	0.493	+ 0.035	14.7	- 0.6	?	xx.x	x.xxx	xx.x
#26 Wolfe Road / Homestead Road	?	xx.x	x.xxx	xx.x	C-	32.9	0.683	30.9	C-	32.9	0.719	+ 0.036	30.8	- 0.1	?	xx.x	x.xxx	xx.x

Vallco Special Area Specific Plan  
SJ17-1776

Summary Scenario Comparison Report (With Average Critical Delay)  
Future Volume Alternative

Intersection	???				Existing AM				Existing AM Retail and Residential Alternative						???			
	LOS	Avg Del (sec)	Crit V/C	Avg Crit Del (sec)	LOS	Avg Del (sec)	Crit V/C	Avg Crit Del (sec)	LOS	Avg Del (sec)	Crit V/C	Crit V/C Change	Avg Crit Del (sec)	Avg Crit Del Change	LOS	Avg Del (sec)	Crit V/C	Avg Crit Del (sec)
#27 Wolfe Road / Apple Park	?	xx.x	x.xxx	xx.x	A	9.8	0.370	13.4	A	9.7	0.403	+ 0.033	13.2	- 0.2	?	xx.x	x.xxx	xx.x
#28 Wolfe Road / Pruneridge Avenue	?	xx.x	x.xxx	xx.x	C	23.5	0.338	20.9	C+	22.3	0.357	+ 0.020	19.8	- 1.1	?	xx.x	x.xxx	xx.x
#29 Wolfe Road / I-280 Ramps (north)	?	xx.x	x.xxx	xx.x	B	13.2	0.536	13.3	B	13.3	0.564	+ 0.028	13.0	- 0.3	?	xx.x	x.xxx	xx.x
#30 Wolfe Road / I-280 Ramps (south)	?	xx.x	x.xxx	xx.x	B	12.1	0.605	13.5	B	12.6	0.713	+ 0.108	14.3	+ 0.9	?	xx.x	x.xxx	xx.x
#31 Wolfe Road / Vallco Parkway	?	xx.x	x.xxx	xx.x	B-	19.6	0.410	19.4	C	27.9	0.621	+ 0.211	29.4	+ 10.0	?	xx.x	x.xxx	xx.x
#32 Wolfe Road-Miller Avenue / Stevens Creek Boulevard	?	xx.x	x.xxx	xx.x	D	41.7	0.659	42.8	D	43.9	0.724	+ 0.065	45.9	+ 3.0	?	xx.x	x.xxx	xx.x
#33 Miller Avenue / Calle de Barcelona	?	xx.x	x.xxx	xx.x	A	7.5	0.512	8.6	A	7.5	0.515	+ 0.003	8.6	- 0.0	?	xx.x	x.xxx	xx.x
#34 Miller Avenue / Phil Lane	?	xx.x	x.xxx	xx.x	A	5.3	0.465	4.9	A	5.3	0.469	+ 0.004	4.9	+ 0.0	?	xx.x	x.xxx	xx.x
#35 Miller Avenue / Bollinger Road	?	xx.x	x.xxx	xx.x	D+	37.1	0.672	38.4	D+	37.3	0.677	+ 0.005	38.7	+ 0.3	?	xx.x	x.xxx	xx.x
#36 Miller Avenue / Rainbow Drive	?	xx.x	x.xxx	xx.x	C	23.1	0.593	22.4	C	23.2	0.597	+ 0.004	22.6	+ 0.1	?	xx.x	x.xxx	xx.x
#37 Stevens Creek Boulevard / Finch Avenue	?	xx.x	x.xxx	xx.x	C	28.8	0.449	26.6	C	29.1	0.515	+ 0.066	33.4	+ 6.8	?	xx.x	x.xxx	xx.x
#38 Tantau Avenue / Homestead Road	?	xx.x	x.xxx	xx.x	C-	34.4	0.537	33.8	C-	34.4	0.540	+ 0.003	33.7	- 0.1	?	xx.x	x.xxx	xx.x
#39 Tantau Avenue / Pruneridge Avenue	?	xx.x	x.xxx	xx.x	C+	20.8	0.361	27.3	C+	20.6	0.377	+ 0.016	27.3	+ 0.0	?	xx.x	x.xxx	xx.x
#40 N Tantau Ave / Apple Parkway-Tantau 14	?	xx.x	x.xxx	xx.x	B	17.6	0.270	19.1	B	16.9	0.296	+ 0.026	18.3	- 0.8	?	xx.x	x.xxx	xx.x
#41 Tantau Avenue / Vallco Parkway	?	xx.x	x.xxx	xx.x	C	25.1	0.294	31.0	C	27.1	0.337	+ 0.043	31.9	+ 0.9	?	xx.x	x.xxx	xx.x
#42 Stevens Creek Boulevard / Tantau Avenue	?	xx.x	x.xxx	xx.x	D	44.7	0.648	48.5	D	44.6	0.657	+ 0.009	48.5	+ 0.0	?	xx.x	x.xxx	xx.x
#43 Stevens Creek Boulevard / Stern Avenue	?	xx.x	x.xxx	xx.x	D+	37.6	0.419	32.1	D+	37.3	0.591	+ 0.172	38.8	+ 6.6	?	xx.x	x.xxx	xx.x
#44 Stevens Creek Boulevard / Calvert Drive/I-280 Ramps (west)	?	xx.x	x.xxx	xx.x	E+	57.4	0.425	58.4	E+	58.6	0.441	+ 0.015	59.8	+ 1.4	?	xx.x	x.xxx	xx.x
#45 Stevens Creek Boulevard / Agilent Driveway	?	xx.x	x.xxx	xx.x	D+	36.7	0.562	38.3	D+	37.6	0.571	+ 0.009	39.3	+ 1.1	?	xx.x	x.xxx	xx.x
#46 Stevens Creek Boulevard / Lawrence Expressway Ramps	?	xx.x	x.xxx	xx.x	C	28.9	0.838	32.6	C	29.5	0.854	+ 0.016	33.6	+ 1.0	?	xx.x	x.xxx	xx.x
#47 Lawrence Expressway / El Camino Real	?	xx.x	x.xxx	xx.x	C-	34.6	0.538	36.1	D+	36.3	0.576	+ 0.038	38.1	+ 2.0	?	xx.x	x.xxx	xx.x
#48 Lawrence Expressway / Homestead Road	?	xx.x	x.xxx	xx.x	E	71.5	0.678	81.8	E	72.3	0.689	+ 0.011	82.9	+ 1.1	?	xx.x	x.xxx	xx.x
#49 Lawrence Expressway / Pruneridge Avenue	?	xx.x	x.xxx	xx.x	D	44.0	0.865	47.1	D	44.3	0.877	+ 0.012	47.6	+ 0.5	?	xx.x	x.xxx	xx.x
#50 Stevens Creek Boulevard / Lawrence Expressway Ramps	?	xx.x	x.xxx	xx.x	C	31.6	0.653	34.6	C-	32.2	0.675	+ 0.022	35.6	+ 1.0	?	xx.x	x.xxx	xx.x
#51 Lawrence Expressway / Calvert Drive-I-280 Southbound Ramp	?	xx.x	x.xxx	xx.x	C-	32.8	0.297	23.3	C-	33.2	0.307	+ 0.010	25.5	+ 2.3	?	xx.x	x.xxx	xx.x
#52 Lawrence Expressway / Mitty Way	?	xx.x	x.xxx	xx.x	C	23.1	0.228	11.9	C	23.1	0.229	+ 0.001	11.8	- 0.0	?	xx.x	x.xxx	xx.x

Vallco Special Area Specific Plan  
SJ17-1776

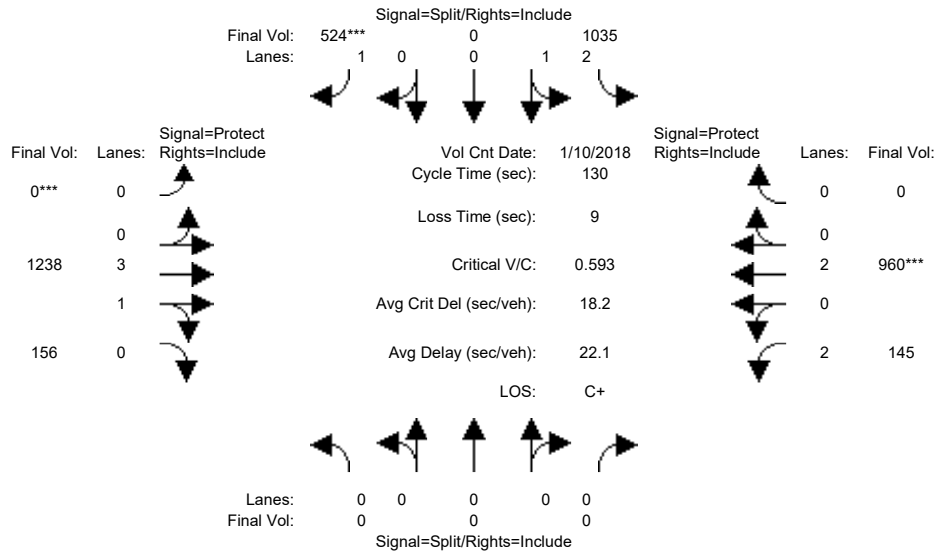
Summary Scenario Comparison Report (With Average Critical Delay)  
Future Volume Alternative

Intersection	???				Existing AM				Existing AM Retail and Residential Alternative						???			
	LOS	Avg Del (sec)	Crit V/C	Avg Crit Del (sec)	LOS	Avg Del (sec)	Crit V/C	Avg Crit Del (sec)	LOS	Avg Del (sec)	Crit V/C	Crit V/C Change	Avg Crit Del (sec)	Avg Crit Del Change	LOS	Avg Del (sec)	Crit V/C	Avg Crit Del (sec)
#53 Lawrence Expressway / Bollinger Road	?	xx.x	x.xxx	xx.x	E	60.3	0.638	75.1	E	60.5	0.641	+ 0.003	75.5	+ 0.4	?	xx.x	x.xxx	xx.x
#54 Lawrence Expressway / Doyle Road	?	xx.x	x.xxx	xx.x	D	43.2	0.507	86.4	D	43.2	0.509	+ 0.002	86.3	- 0.2	?	xx.x	x.xxx	xx.x
#55 Lawrence Expressway / Prospect Road	?	xx.x	x.xxx	xx.x	E+	58.3	0.688	83.4	E+	58.2	0.690	+ 0.002	83.2	- 0.2	?	xx.x	x.xxx	xx.x
#56 Lawrence Expressway / Saratoga Avenue	?	xx.x	x.xxx	xx.x	D	44.0	0.565	51.1	D	44.1	0.567	+ 0.002	51.2	+ 0.2	?	xx.x	x.xxx	xx.x
#57 Saratoga Avenue / Cox Avenue	?	xx.x	x.xxx	xx.x	D	45.1	0.817	52.2	D	45.1	0.819	+ 0.001	52.3	+ 0.1	?	xx.x	x.xxx	xx.x
#58 Saratoga Avenue / SR 85 Ramps (north)	?	xx.x	x.xxx	xx.x	B-	19.1	0.610	24.0	B-	19.1	0.610	+ 0.000	24.0	- 0.0	?	xx.x	x.xxx	xx.x
#59 Saratoga Avenue / SR 85 Ramps (south)	?	xx.x	x.xxx	xx.x	B	16.8	0.671	21.3	B	16.8	0.671	+ 0.000	21.3	- 0.0	?	xx.x	x.xxx	xx.x
#60 Stevens Creek Boulevard / Cabot Avenue	?	xx.x	x.xxx	xx.x	D	47.0	0.345	39.5	D	48.0	0.354	+ 0.010	39.8	+ 0.2	?	xx.x	x.xxx	xx.x
#61 Stevens Creek Boulevard / Cronin Drive-Albany Drive	?	xx.x	x.xxx	xx.x	C	27.4	0.288	28.8	C	27.6	0.298	+ 0.010	29.0	+ 0.2	?	xx.x	x.xxx	xx.x
#62 Stevens Creek Boulevard / Woodhams Road	?	xx.x	x.xxx	xx.x	B-	18.8	0.179	19.4	B-	18.8	0.188	+ 0.009	19.2	- 0.2	?	xx.x	x.xxx	xx.x
#63 Stevens Creek Boulevard / Kiely Boulevard	?	xx.x	x.xxx	xx.x	D	41.6	0.516	46.9	D	41.7	0.522	+ 0.006	47.1	+ 0.2	?	xx.x	x.xxx	xx.x
#64 Vallco Parkway / Perimeter Road	?	xx.x	x.xxx	xx.x	B+	11.6	0.151	8.8	C+	22.7	0.311	+ 0.160	22.3	13.5	?	xx.x	x.xxx	xx.x
#65 Kifer Road / Lawrence Expressway	?	xx.x	x.xxx	xx.x	D+	36.2	0.408	49.6	D+	36.5	0.414	+ 0.006	49.7	0.1	?	xx.x	x.xxx	xx.x
#66 Reed Avenue/Monroe Street / Lawrence Expressway	?	xx.x	x.xxx	xx.x	E+	56.1	0.958	61.4	E+	57.2	0.97	+ 0.012	62.8	1.4	?	xx.x	x.xxx	xx.x
#67 Cabrillo Avenue / Lawrence Expressway	?	xx.x	x.xxx	xx.x	C-	32.7	0.448	35.9	C-	33.2	0.455	+ 0.007	35.8	-0.1	?	xx.x	x.xxx	xx.x

Vallco Special Area Specific Plan  
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Level Of Service Computation Report  
2000 HCM Operations (Future Volume Alternative)  
Existing AM With Retail and Residential Alternative

Intersection #1: Stevens Creek Boulevard / SR 85 Ramps (West)



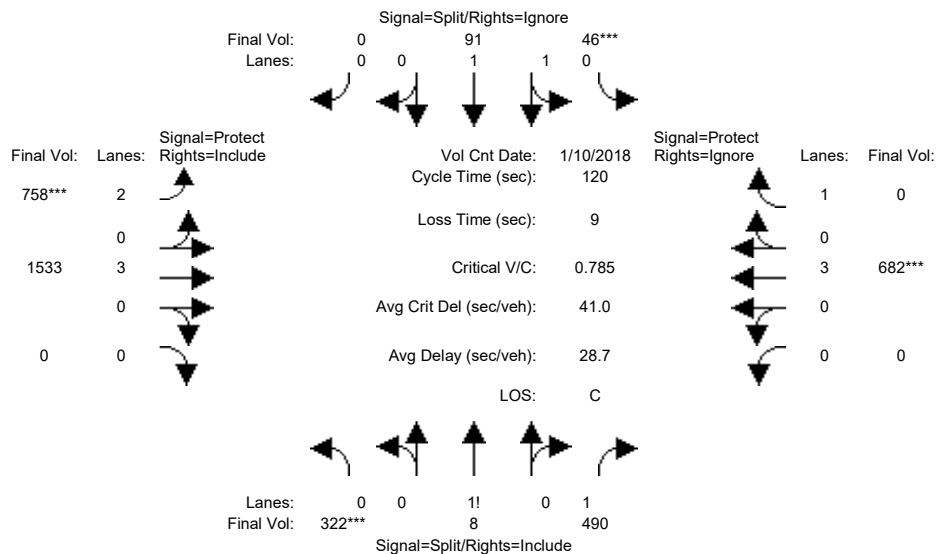
Street Name:	SR-85 (West)						Stevens Creek Boulevard					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	7	10	10	0	10	10	7	10	0
Y+R:	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Volume Module:	>> Count Date: 10 Jan 2018 << 08:00:00 AM											
Base Vol:	0	0	0	1013	0	524	0	1220	156	145	916	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	1013	0	524	0	1220	156	145	916	0
Added Vol:	0	0	0	22	0	0	0	18	0	0	44	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	1035	0	524	0	1238	156	145	960	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	1035	0	524	0	1238	156	145	960	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	1035	0	524	0	1238	156	145	960	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	1035	0	524	0	1238	156	145	960	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.87	1.00	0.92	0.92	0.99	0.95	0.83	1.00	0.92
Lanes:	0.00	0.00	0.00	3.00	0.00	1.00	0.00	3.53	0.47	2.00	2.00	0.00
Final Sat.:	0	0	0	4950	0	1750	0	6659	839	3150	3800	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.21	0.00	0.30	0.00	0.19	0.19	0.05	0.25	0.00
Crit Moves:				****			****			****		
Green Time:	0.0	0.0	0.0	65.6	0.0	65.6	0.0	42.9	42.9	12.4	55.4	0.0
Volume/Cap:	0.00	0.00	0.00	0.41	0.00	0.59	0.00	0.56	0.56	0.48	0.59	0.00
Delay/Veh:	0.0	0.0	0.0	20.3	0.0	23.8	0.0	24.3	24.3	53.0	15.1	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	20.3	0.0	23.8	0.0	24.3	24.3	53.0	15.1	0.0
LOS by Move:	A	A	A	C+	A	C	A	C	C	D-	B	A
HCM2k95thQ:	0	0	0	18	0	28	0	18	18	6	17	0

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

Vallco Special Area Specific Plan  
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Level Of Service Computation Report  
2000 HCM Operations (Future Volume Alternative)  
Existing AM With Retail and Residential Alternative

Intersection #2: Stevens Creek Boulevard / SR-85 Ramps (East)



Street Name:	SR-85 Ramps (East)						Stevens Creek Boulevard					
	North Bound			South Bound			East Bound			West Bound		
Approach:												
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	4.0	5.0	5.0

Volume Module:	>>	Count	Date:	10 Jan 2018	<<	08:00:00 AM						
Base Vol:	322	8	490	46	91	0	758	1493	0	0	638	576
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	322	8	490	46	91	0	758	1493	0	0	638	576
Added Vol:	0	0	0	0	0	0	0	40	0	0	44	52
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	322	8	490	46	91	0	758	1533	0	0	682	628
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	322	8	490	46	91	0	758	1533	0	0	682	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	322	8	490	46	91	0	758	1533	0	0	682	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
Final Volume:	322	8	490	46	91	0	758	1533	0	0	682	0

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.92	0.92	0.95	0.99	0.92	0.83	1.00	0.92	0.92	1.00	0.92
Lanes:	0.56	0.01	1.43	0.69	1.31	0.00	2.00	3.00	0.00	0.00	3.00	1.00
Final Sat.:	980	24	2496	1242	2457	0	3150	5700	0	0	5700	1750

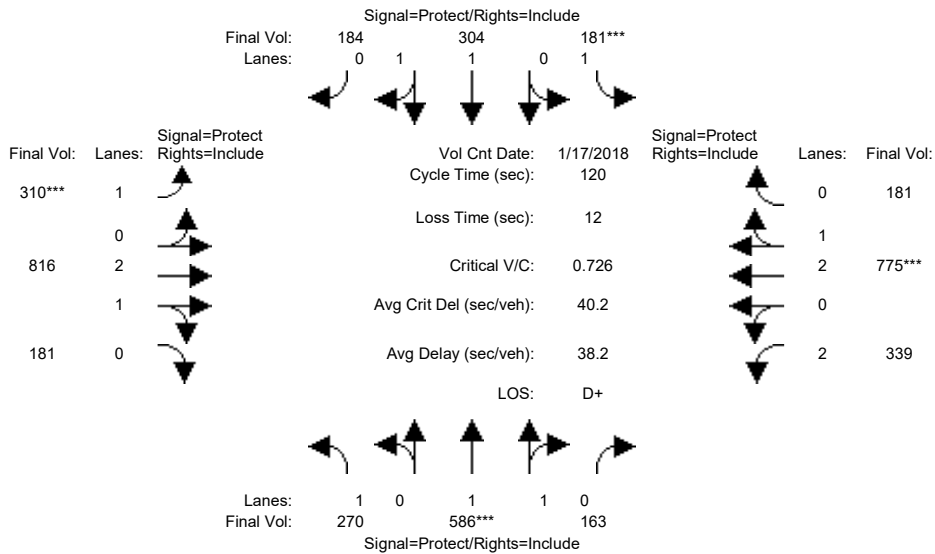
Capacity Analysis Module:												
Vol/Sat:	0.33	0.33	0.20	0.04	0.04	0.00	0.24	0.27	0.00	0.00	0.12	0.00
Crit Moves:	***			***			***			***		
Green Time:	48.2	48.2	48.2	10.0	10.0	0.0	35.3	52.8	0.0	0.0	17.5	0.0
Volume/Cap:	0.82	0.82	0.49	0.44	0.44	0.00	0.82	0.61	0.00	0.00	0.82	0.00
Delay/Veh:	37.4	37.4	27.0	53.4	53.4	0.0	34.3	12.7	0.0	0.0	50.4	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	37.4	37.4	27.0	53.4	53.4	0.0	34.3	12.7	0.0	0.0	50.4	0.0
LOS by Move:	D+	D+	C	D-	D-	A	C-	B	A	A	D	A
HCM2k95thQ:	37	37	19	6	6	0	26	17	0	0	15	0

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

Vallco Special Area Specific Plan  
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Level Of Service Computation Report  
2000 HCM Operations (Future Volume Alternative)  
Existing AM With Retail and Residential Alternative

Intersection #3: Stelling Road / Stevens Creek Boulevard



Street Name:	Stelling Road						Stevens Creek Boulevard					
	North Bound			South Bound			East Bound			West Bound		
Approach:												
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:	>>	Count	Date:	17 Jan 2018	<<	08:00:00 AM											
Base Vol:	270	586	162	177	304	184	310	776	181	337	678	171					
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00					
Initial Bse:	270	586	162	177	304	184	310	776	181	337	678	171					
Added Vol:	0	0	1	4	0	0	0	40	0	2	97	10					
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0					
Initial Fut:	270	586	163	181	304	184	310	816	181	339	775	181					
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00					
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00					
PHF Volume:	270	586	163	181	304	184	310	816	181	339	775	181					
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0					
Reduced Vol:	270	586	163	181	304	184	310	816	181	339	775	181					
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00					
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00					
Final Volume:	270	586	163	181	304	184	310	816	181	339	775	181					

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	0.99	0.95	0.92	0.99	0.95	0.83	0.99	0.95
Lanes:	1.00	1.55	0.45	1.00	1.23	0.77	1.00	2.44	0.56	2.00	2.41	0.59
Final Sat.:	1750	2894	805	1750	2304	1394	1750	4582	1016	3150	4538	1060

Capacity Analysis Module:												
Vol/Sat:	0.15	0.20	0.20	0.10	0.13	0.13	0.18	0.18	0.18	0.11	0.17	0.17
Crit Moves:	****			****			****			****		
Green Time:	27.2	33.4	33.4	17.1	23.3	23.3	29.3	35.8	35.8	21.6	28.2	28.2
Volume/Cap:	0.68	0.73	0.73	0.73	0.68	0.68	0.73	0.60	0.60	0.60	0.73	0.73
Delay/Veh:	47.1	41.8	41.8	59.4	47.5	47.5	38.9	26.3	26.3	40.3	35.7	35.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	47.1	41.8	41.8	59.4	47.5	47.5	38.9	26.3	26.3	40.3	35.7	35.7
LOS by Move:	D	D	D	E+	D	D	D+	C	C	D	D+	D+
HCM2k95thQ:	20	25	25	16	18	18	19	16	16	12	18	18

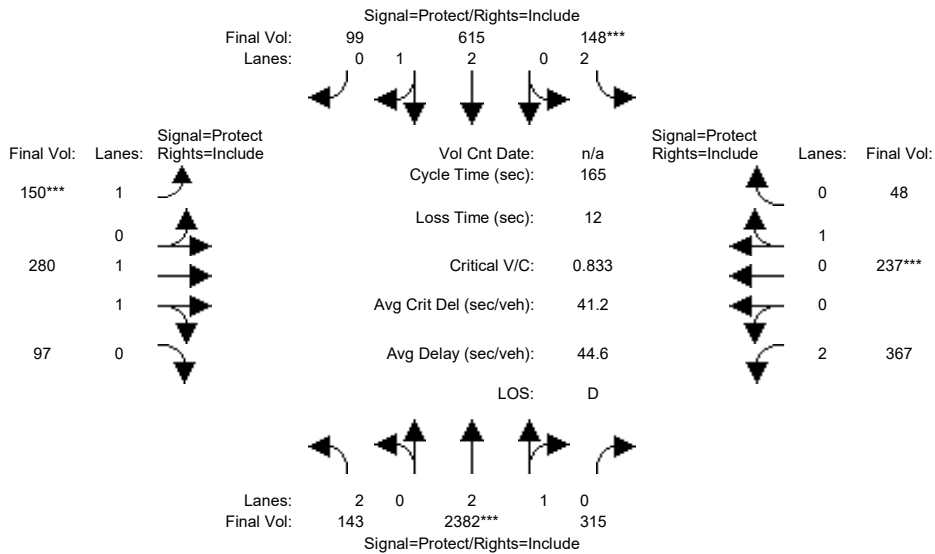
Note: Queue reported is the number of cars per lane.



Vallco Special Area Specific Plan  
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Level Of Service Computation Report  
2000 HCM Operations (Future Volume Alternative)  
Existing AM With Retail and Residential Alternative

Intersection #4: Sunnyvale Saratoga Road / Remington Drive



Street Name:	Sunnyvale Saratoga Road						Remington Drive					
	North Bound			South Bound			East Bound			West Bound		
Approach:												
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:												
Base Vol:	143	2339	315	148	599	99	150	280	96	366	237	48
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	143	2339	315	148	599	99	150	280	96	366	237	48
Added Vol:	0	43	0	0	16	0	0	0	1	1	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	143	2382	315	148	615	99	150	280	97	367	237	48
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	143	2382	315	148	615	99	150	280	97	367	237	48
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	143	2382	315	148	615	99	150	280	97	367	237	48
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	143	2382	315	148	615	99	150	280	97	367	237	48

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	0.99	0.95	0.83	0.99	0.95	0.92	0.98	0.95	0.83	0.95	0.95
Lanes:	2.00	2.64	0.36	2.00	2.57	0.43	1.00	1.47	0.53	2.00	0.83	0.17
Final Sat.:	3150	4945	654	3150	4823	776	1750	2747	952	3150	1497	303

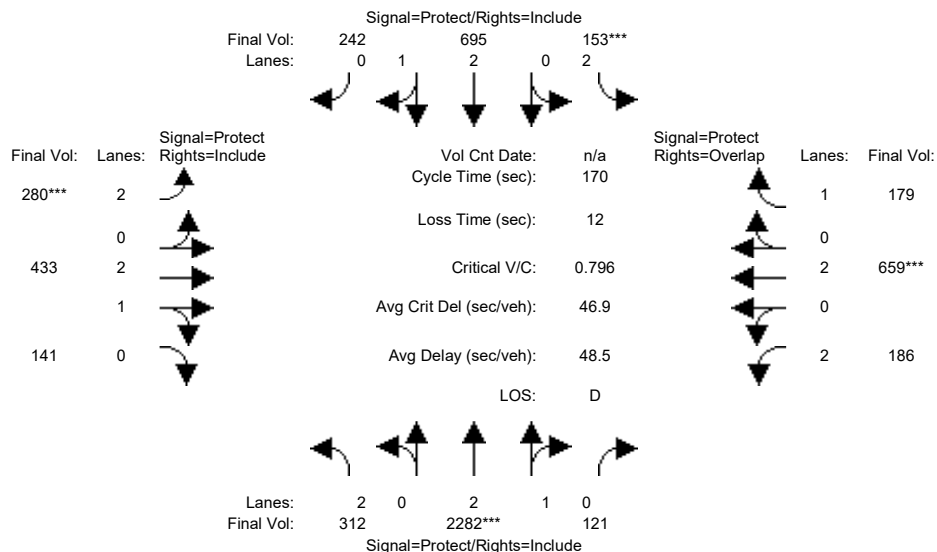
Capacity Analysis Module:												
Vol/Sat:	0.05	0.48	0.48	0.05	0.13	0.13	0.09	0.10	0.10	0.12	0.16	0.16
Crit Moves:	****			****			****			****		
Green Time:	27.5	95.4	95.4	9.3	77.2	77.2	17.0	22.5	22.5	25.8	31.4	31.4
Volume/Cap:	0.27	0.83	0.83	0.83	0.27	0.27	0.83	0.75	0.75	0.75	0.83	0.83
Delay/Veh:	60.3	30.3	30.3	104.3	26.8	26.8	99.6	74.5	74.5	72.6	80.2	80.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	60.3	30.3	30.3	104.3	26.8	26.8	99.6	74.5	74.5	72.6	80.2	80.2
LOS by Move:	E	C	C	F	C	C	F	E	E	E	F	F
HCM2k95thQ:	7	58	58	10	14	14	19	20	20	22	29	29

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

Vallco Special Area Specific Plan  
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Level Of Service Computation Report  
2000 HCM Operations (Future Volume Alternative)  
Existing AM With Retail and Residential Alternative

Intersection #5: Sunnyvale Saratoga Road / Fremont Avenue



Street Name:	Sunnyvale Saratoga Road						Fremont Avenue					
	North Bound			South Bound			East Bound			West Bound		
Approach:												
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:												
Base Vol:	312	2251	121	148	682	242	280	433	140	186	659	166
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	312	2251	121	148	682	242	280	433	140	186	659	166
Added Vol:	0	31	0	5	13	0	0	0	1	0	0	13
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	312	2282	121	153	695	242	280	433	141	186	659	179
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	312	2282	121	153	695	242	280	433	141	186	659	179
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	312	2282	121	153	695	242	280	433	141	186	659	179
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	312	2282	121	153	695	242	280	433	141	186	659	179

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	0.98	0.95	0.83	0.99	0.95	0.83	0.99	0.95	0.83	1.00	0.92
Lanes:	2.00	2.84	0.16	2.00	2.20	0.80	2.00	2.24	0.76	2.00	2.00	1.00
Final Sat.:	3150	5318	282	3150	4152	1446	3150	4223	1375	3150	3800	1750

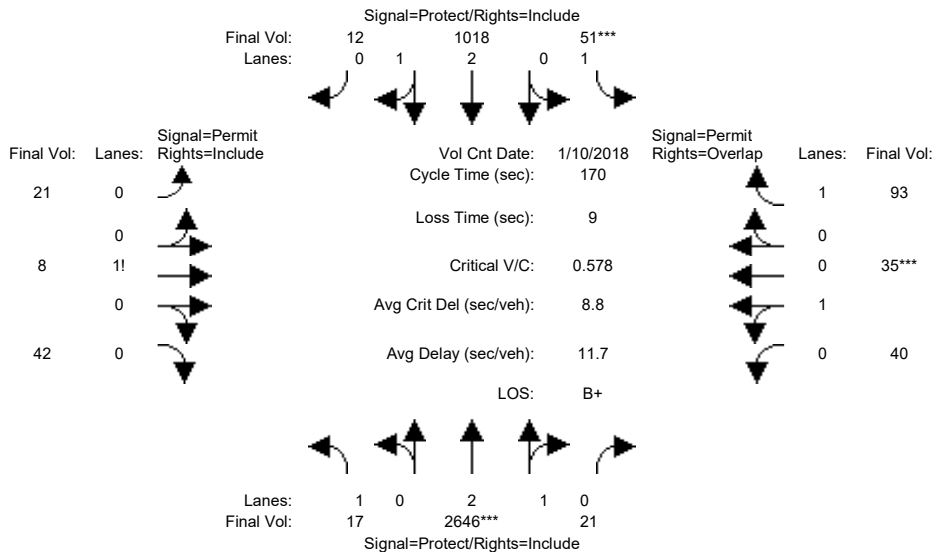
Capacity Analysis Module:												
Vol/Sat:	0.10	0.43	0.43	0.05	0.17	0.17	0.09	0.10	0.10	0.06	0.17	0.10
Crit Moves:	****			****			****			****		
Green Time:	37.9	91.6	91.6	10.4	64.1	64.1	19.0	35.5	35.5	20.5	37.0	47.4
Volume/Cap:	0.44	0.80	0.80	0.80	0.44	0.44	0.80	0.49	0.49	0.49	0.80	0.37
Delay/Veh:	57.4	33.2	33.2	99.0	39.8	39.8	85.6	59.6	59.6	70.9	68.3	49.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	57.4	33.2	33.2	99.0	39.8	39.8	85.6	59.6	59.6	70.9	68.3	49.7
LOS by Move:	E+	C-	C-	F	D	D	F	E+	E+	E	E	D
HCM2k95thQ:	15	54	54	10	21	21	19	17	17	10	28	14

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

Vallco Special Area Specific Plan  
SJ17-1776

Level Of Service Computation Report  
2000 HCM Operations (Future Volume Alternative)  
Existing AM With Retail and Residential Alternative

Intersection #6: Sunnyvale Saratoga Road / Cheyenne Drive



Street Name:	Sunnyvale Saratoga Road						Cheyenne Drive					
	North Bound			South Bound			East Bound			West Bound		
Approach:												
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:	>>	Count	Date:	10 Jan 2018	<<	08:00:00 AM						
Base Vol:	17	2615	21	51	1005	12	21	8	42	40	35	93
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	17	2615	21	51	1005	12	21	8	42	40	35	93
Added Vol:	0	31	0	0	13	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	17	2646	21	51	1018	12	21	8	42	40	35	93
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	17	2646	21	51	1018	12	21	8	42	40	35	93
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	17	2646	21	51	1018	12	21	8	42	40	35	93
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	17	2646	21	51	1018	12	21	8	42	40	35	93

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	0.98	0.95	0.92	0.92	0.92	0.95	0.95	0.92
Lanes:	1.00	2.98	0.02	1.00	2.96	0.04	0.30	0.11	0.59	0.53	0.47	1.00
Final Sat.:	1750	5556	44	1750	5535	65	518	197	1035	960	840	1750

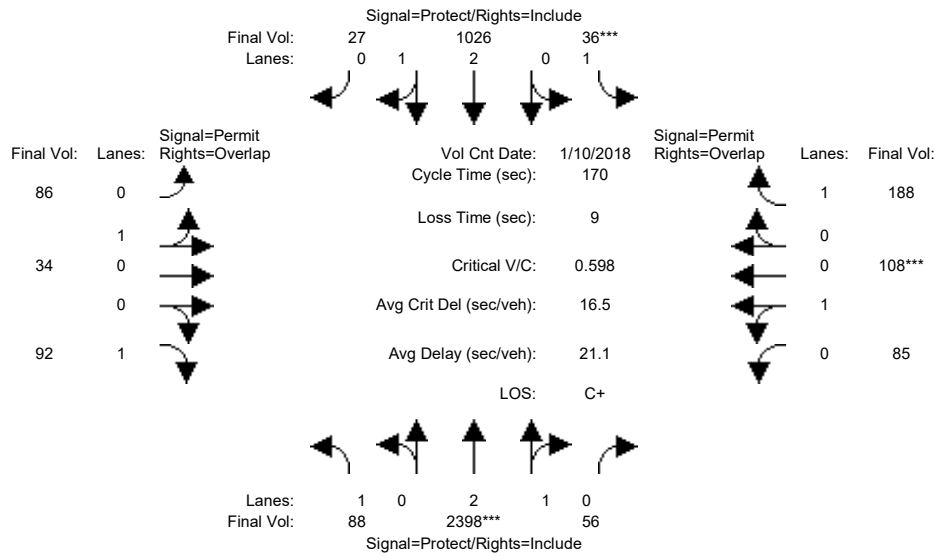
Capacity Analysis Module:												
Vol/Sat:	0.01	0.48	0.48	0.03	0.18	0.18	0.04	0.04	0.04	0.04	0.04	0.05
Crit Moves:	****			****						****		
Green Time:	27.2	140	140.2	8.6	122	121.5	12.3	12.3	12.3	12.3	12.3	20.8
Volume/Cap:	0.06	0.58	0.58	0.58	0.26	0.26	0.56	0.56	0.56	0.58	0.58	0.43
Delay/Veh:	60.6	5.2	5.2	88.1	8.5	8.5	82.0	82.0	82.0	82.7	82.7	70.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	60.6	5.2	5.2	88.1	8.5	8.5	82.0	82.0	82.0	82.7	82.7	70.5
LOS by Move:	E	A	A	F	A	A	F	F	F	F	F	E
HCM2k95thQ:	2	27	27	6	12	12	9	9	9	9	9	10

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

Vallco Special Area Specific Plan  
SJ17-1776

Level Of Service Computation Report  
2000 HCM Operations (Future Volume Alternative)  
Existing AM With Retail and Residential Alternative

Intersection #7: Sunnyvale Saratoga Road / Alberta Avenue



Street Name:	Sunnyvale Saratoga Road						Alberta Avenue					
	North Bound			South Bound			East Bound			West Bound		
Approach:												
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:	>>	Count	Date:	10 Jan 2018	<<	08:00:00 AM						
Base Vol:	88	2367	56	36	1013	27	86	34	92	85	108	188
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	88	2367	56	36	1013	27	86	34	92	85	108	188
Added Vol:	0	31	0	0	13	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	88	2398	56	36	1026	27	86	34	92	85	108	188
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	88	2398	56	36	1026	27	86	34	92	85	108	188
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	88	2398	56	36	1026	27	86	34	92	85	108	188
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	88	2398	56	36	1026	27	86	34	92	85	108	188

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	0.98	0.95	0.95	0.95	0.92	0.95	0.95	0.92
Lanes:	1.00	2.93	0.07	1.00	2.92	0.08	0.72	0.28	1.00	0.44	0.56	1.00
Final Sat.:	1750	5472	128	1750	5456	144	1290	510	1750	793	1007	1750

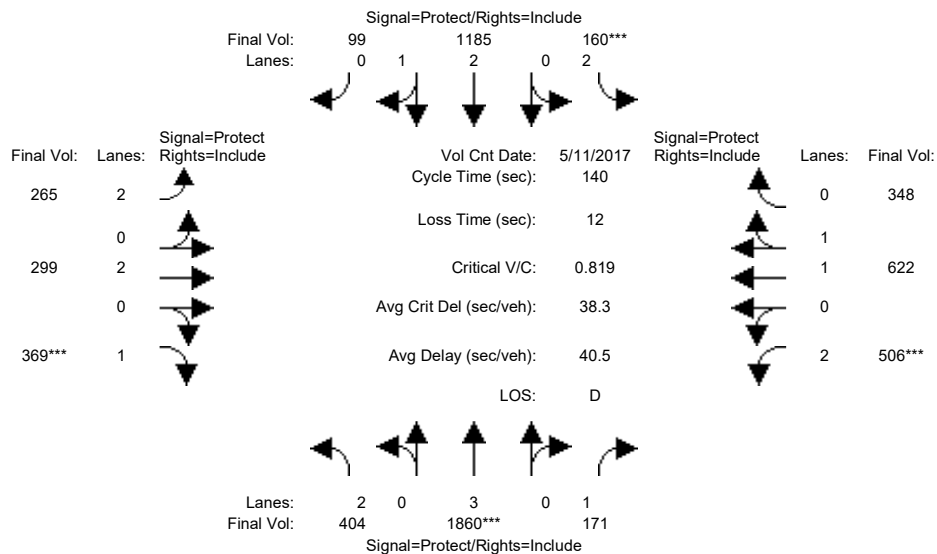
Capacity Analysis Module:												
Vol/Sat:	0.05	0.44	0.44	0.02	0.19	0.19	0.07	0.07	0.05	0.11	0.11	0.11
Crit Moves:	****			****						****		
Green Time:	27.6	124	123.7	7.0	103	103.1	30.3	30.3	57.9	30.3	30.3	37.3
Volume/Cap:	0.31	0.60	0.60	0.50	0.31	0.31	0.37	0.37	0.15	0.60	0.60	0.49
Delay/Veh:	63.4	11.5	11.5	85.1	16.2	16.2	62.3	62.3	39.2	67.5	67.5	59.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	63.4	11.5	11.5	85.1	16.2	16.2	62.3	62.3	39.2	67.5	67.5	59.0
LOS by Move:	E	B+	B+	F	B	B	E	E	D	E	E	E+
HCM2k95thQ:	8	34	34	4	16	16	11	11	7	19	19	17

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

Vallco Special Area Specific Plan  
SJ17-1776

Level Of Service Computation Report  
2000 HCM Operations (Future Volume Alternative)  
Existing AM With Retail and Residential Alternative

Intersection #8: De Anza Boulevard / Homestead Road



Street Name:	De Anza Boulevard						Homestead Road					
	North Bound			South Bound			East Bound			West Bound		
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:	>>	Count	Date:	11 May 2017	<<	08:00:00 AM						
Base Vol:	390	1844	171	153	1179	99	265	292	362	506	608	333
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	390	1844	171	153	1179	99	265	292	362	506	608	333
Added Vol:	14	16	0	7	6	0	0	7	7	0	14	15
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	404	1860	171	160	1185	99	265	299	369	506	622	348
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	404	1860	171	160	1185	99	265	299	369	506	622	348
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	404	1860	171	160	1185	99	265	299	369	506	622	348
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	404	1860	171	160	1185	99	265	299	369	506	622	348

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	0.99	0.95	0.83	1.00	0.92	0.83	0.99	0.95
Lanes:	2.00	3.00	1.00	2.00	2.76	0.24	2.00	2.00	1.00	2.00	1.26	0.74
Final Sat.:	3150	5700	1750	3150	5168	432	3150	3800	1750	3150	2372	1327

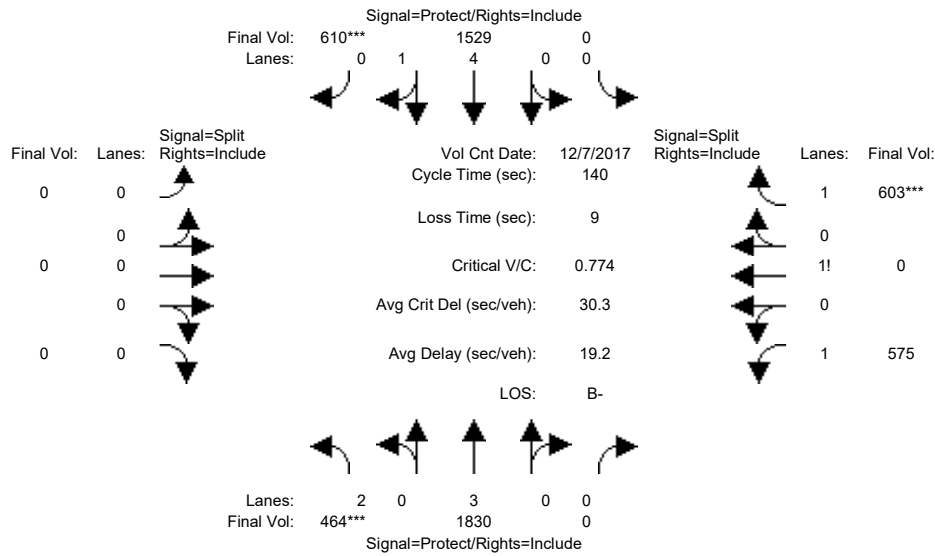
Capacity Analysis Module:												
Vol/Sat:	0.13	0.33	0.10	0.05	0.23	0.23	0.08	0.08	0.21	0.16	0.26	0.26
Crit Moves:	****			****			****			****		
Green Time:	23.1	55.8	55.8	8.7	41.4	41.4	15.4	36.1	36.1	27.5	48.1	48.1
Volume/Cap:	0.78	0.82	0.25	0.82	0.78	0.78	0.76	0.31	0.82	0.82	0.76	0.76
Delay/Veh:	55.8	23.5	15.9	85.1	34.9	34.9	70.2	42.1	60.2	62.3	43.7	43.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	55.8	23.5	15.9	85.1	34.9	34.9	70.2	42.1	60.2	62.3	43.7	43.7
LOS by Move:	E+	C	B	F	C-	C-	E	D	E	E	D	D
HCM2k95thQ:	21	36	6	9	28	28	13	8	28	23	29	29

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

Vallco Special Area Specific Plan  
SJ17-1776

Level Of Service Computation Report  
2000 HCM Operations (Future Volume Alternative)  
Existing AM With Retail and Residential Alternative

Intersection #9: De Anza Boulevard / I-280 Ramps (North)



Street Name:	De Anza Boulevard						I-280 Ramps (North)					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	0	0	0	10	10	10
Y+R:	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0

Volume Module:	>>	Count	Date:	7 Dec 2017	<<	08:00:00 AM						
Base Vol:	418	1803	0	0	1516	610	0	0	0	575	0	600
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	418	1803	0	0	1516	610	0	0	0	575	0	600
Added Vol:	46	27	0	0	13	0	0	0	0	0	0	3
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	464	1830	0	0	1529	610	0	0	0	575	0	603
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	464	1830	0	0	1529	610	0	0	0	575	0	603
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	464	1830	0	0	1529	610	0	0	0	575	0	603
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	464	1830	0	0	1529	610	0	0	0	575	0	603

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	2.00	3.00	0.00	0.00	4.00	1.00	0.00	0.00	0.00	1.49	0.00	1.51
Final Sat.:	3150	5700	0	0	7600	1750	0	0	0	2604	0	2646

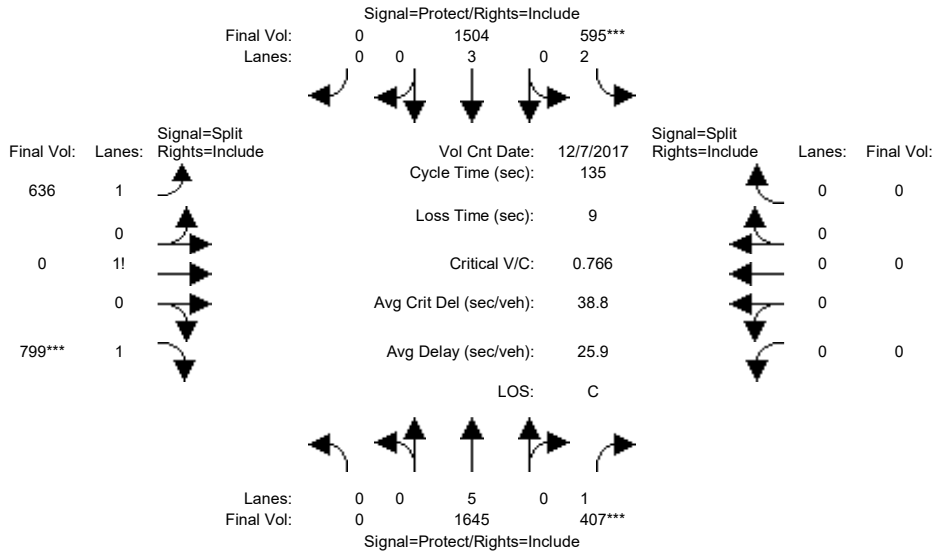
Capacity Analysis Module:												
Vol/Sat:	0.15	0.32	0.00	0.00	0.20	0.35	0.00	0.00	0.00	0.22	0.00	0.23
Crit Moves:	***					***						***
Green Time:	26.7	89.7	0.0	0.0	63.1	63.1	0.0	0.0	0.0	41.3	0.0	41.3
Volume/Cap:	0.77	0.50	0.00	0.00	0.45	0.77	0.00	0.00	0.00	0.75	0.00	0.77
Delay/Veh:	51.6	0.1	0.0	0.0	12.1	16.1	0.0	0.0	0.0	46.7	0.0	47.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	51.6	0.1	0.0	0.0	12.1	16.1	0.0	0.0	0.0	46.7	0.0	47.6
LOS by Move:	D-	A	A	A	B	B	A	A	A	D	A	D
HCM2k95thQ:	20	2	0	0	12	31	0	0	0	30	0	31

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

Vallco Special Area Specific Plan  
SJ17-1776

Level Of Service Computation Report  
2000 HCM Operations (Future Volume Alternative)  
Existing AM With Retail and Residential Alternative

Intersection #10: De Anza Boulevard / I-280 Ramps (South)



Street Name: De Anza Boulevard I-280 Ramps (South)  
Approach: North Bound South Bound East Bound West Bound  
Movement: L - T - R L - T - R L - T - R L - T - R

Min. Green: 7 10 10 7 10 10 10 10 10 0 0 0  
Y+R: 5.0 5.0 5.0 5.0 5.0 5.0 5.0 5.0 5.0 5.0 5.0 5.0

Volume Module: >> Count Date: 7 Dec 2017 << 08:00:00 AM

Base Vol:	0	1571	407	594	1492	0	636	0	782	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	1571	407	594	1492	0	636	0	782	0	0	0
Added Vol:	0	74	0	1	12	0	0	0	17	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	1645	407	595	1504	0	636	0	799	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	1645	407	595	1504	0	636	0	799	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1645	407	595	1504	0	636	0	799	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	0	1645	407	595	1504	0	636	0	799	0	0	0

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	5.00	1.00	2.00	3.00	0.00	1.44	0.00	1.56	0.00	0.00	0.00
Final Sat.:	0	9500	1750	3150	5700	0	2526	0	2724	0	0	0

Capacity Analysis Module:

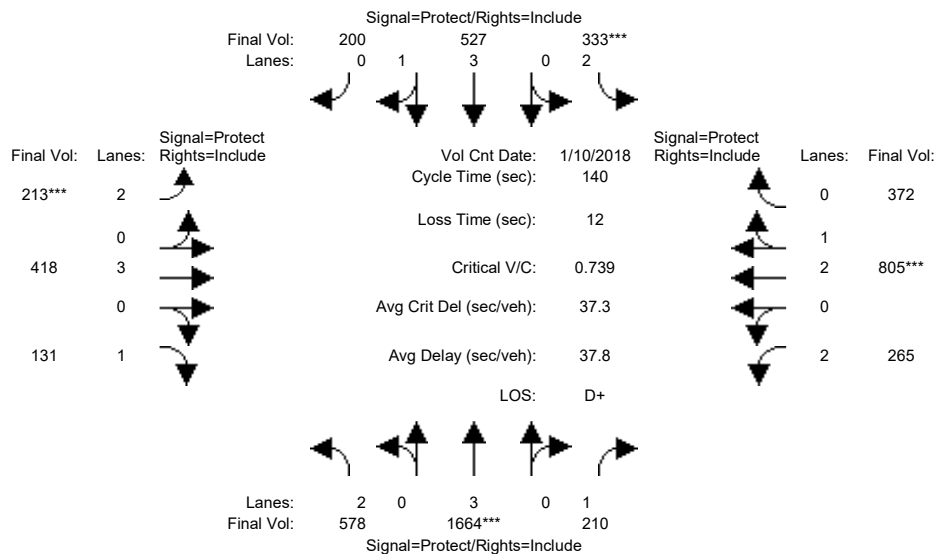
Vol/Sat:	0.00	0.17	0.23	0.19	0.26	0.00	0.25	0.00	0.29	0.00	0.00	0.00
Crit Moves:			****	****					****			
Green Time:	0.0	41.0	41.0	33.3	74.3	0.0	51.7	0.0	51.7	0.0	0.0	0.0
Volume/Cap:	0.00	0.57	0.77	0.77	0.48	0.00	0.66	0.00	0.77	0.00	0.00	0.00
Delay/Veh:	0.0	28.3	36.8	41.5	3.5	0.0	35.1	0.0	38.3	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	28.3	36.8	41.5	3.5	0.0	35.1	0.0	38.3	0.0	0.0	0.0
LOS by Move:	A	C	D+	D	A	A	D+	A	D+	A	A	A
HCM2k95thQ:	0	17	27	23	7	0	29	0	36	0	0	0

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

Vallco Special Area Specific Plan  
SJ17-1776

Level Of Service Computation Report  
2000 HCM Operations (Future Volume Alternative)  
Existing AM With Retail and Residential Alternative

Intersection #11: De Anza Boulevard / Stevens Creek Boulevard



Street Name:	De Anza Boulevard						Stevens Creek Boulevard					
	North Bound			South Bound			East Bound			West Bound		
Approach:												
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:	>>	Count	Date:	10 Jan 2018	<<	08:00:00 AM						
Base Vol:	578	1664	193	304	527	200	213	373	131	225	697	298
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	578	1664	193	304	527	200	213	373	131	225	697	298
Added Vol:	0	0	17	29	0	0	0	45	0	40	108	74
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	578	1664	210	333	527	200	213	418	131	265	805	372
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	578	1664	210	333	527	200	213	418	131	265	805	372
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	578	1664	210	333	527	200	213	418	131	265	805	372
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	578	1664	210	333	527	200	213	418	131	265	805	372

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.95
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00	2.00	2.02	0.98
Final Sat.:	3150	5700	1750	3150	5700	1750	3150	5700	1750	3150	3828	1769

Capacity Analysis Module:												
Vol/Sat:	0.18	0.29	0.12	0.11	0.09	0.11	0.07	0.07	0.07	0.08	0.21	0.21
Crit Moves:	****			****			****			****		
Green Time:	46.4	55.3	55.3	20.0	28.9	28.9	12.8	24.8	24.8	27.9	39.8	39.8
Volume/Cap:	0.55	0.74	0.30	0.74	0.45	0.55	0.74	0.41	0.42	0.42	0.74	0.74
Delay/Veh:	26.3	21.8	16.7	57.5	40.3	41.6	71.7	51.4	52.2	49.5	47.2	47.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	26.3	21.8	16.7	57.5	40.3	41.6	71.7	51.4	52.2	49.5	47.2	47.2
LOS by Move:	C	C+	B	E+	D	D	E	D-	D-	D	D	D
HCM2k95thQ:	17	27	8	16	11	14	11	9	10	11	26	26

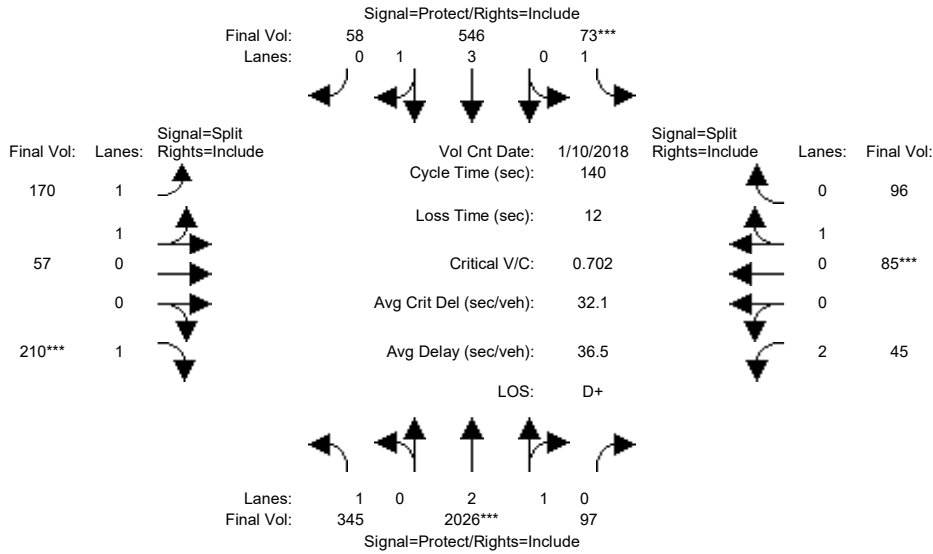
Note: Queue reported is the number of cars per lane.



Vallco Special Area Specific Plan  
SJ17-1776

Level Of Service Computation Report  
2000 HCM Operations (Future Volume Alternative)  
Existing AM With Retail and Residential Alternative

Intersection #12: De Anza Boulevard / McClellan Road



Street Name:	De Anza Boulevard						McClellan Road					
	North Bound			South Bound			East Bound			West Bound		
Approach:												
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:	>>	Count	Date:	10 Jan 2018	<<	08:00:00 AM											
Base Vol:	345	2009	97	73	506	58	170	57	210	45	85	96					
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00					
Initial Bse:	345	2009	97	73	506	58	170	57	210	45	85	96					
Added Vol:	0	17	0	0	40	0	0	0	0	0	0	0					
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0					
Initial Fut:	345	2026	97	73	546	58	170	57	210	45	85	96					
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00					
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00					
PHF Volume:	345	2026	97	73	546	58	170	57	210	45	85	96					
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0					
Reduced Vol:	345	2026	97	73	546	58	170	57	210	45	85	96					
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00					
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00					
Final Volume:	345	2026	97	73	546	58	170	57	210	45	85	96					

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	0.99	0.95	0.93	0.95	0.92	0.83	0.95	0.95
Lanes:	1.00	2.86	0.14	1.00	3.60	0.40	1.50	0.50	1.00	2.00	0.47	0.53
Final Sat.:	1750	5344	256	1750	6779	720	2658	891	1750	3150	845	955

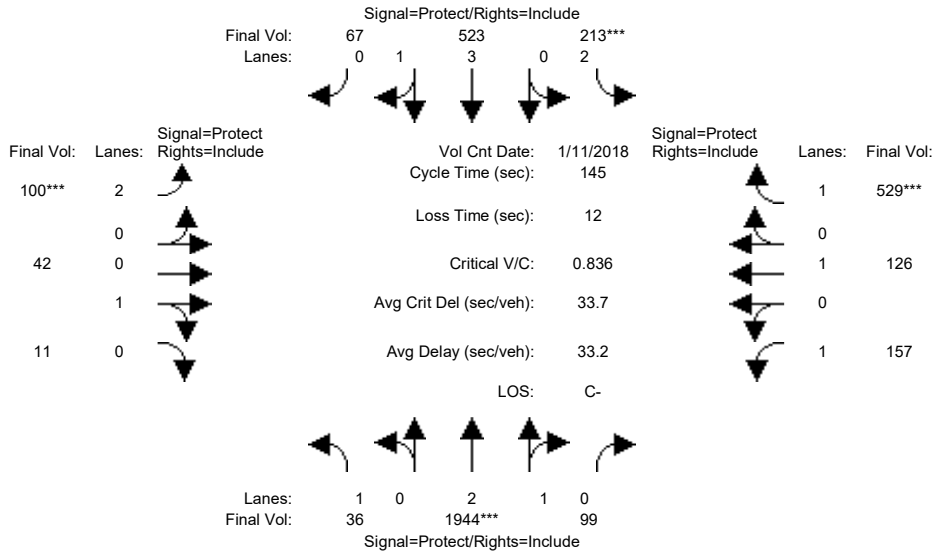
Capacity Analysis Module:												
Vol/Sat:	0.20	0.38	0.38	0.04	0.08	0.08	0.06	0.06	0.12	0.01	0.10	0.10
Crit Moves:	****			****			****			****		
Green Time:	59.6	75.7	75.7	8.3	24.4	24.4	23.9	23.9	23.9	20.1	20.1	20.1
Volume/Cap:	0.46	0.70	0.70	0.70	0.46	0.46	0.37	0.37	0.70	0.10	0.70	0.70
Delay/Veh:	29.2	24.6	24.6	83.9	52.2	52.2	51.8	51.8	61.9	52.2	65.5	65.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	29.2	24.6	24.6	83.9	52.2	52.2	51.8	51.8	61.9	52.2	65.5	65.5
LOS by Move:	C	C	C	F	D-	D-	D-	D-	E	D-	E	E
HCM2k95thQ:	20	36	36	7	11	11	9	9	19	2	17	17

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

Vallco Special Area Specific Plan  
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Level Of Service Computation Report  
2000 HCM Operations (Future Volume Alternative)  
Existing AM With Retail and Residential Alternative

Intersection #13: De Anza Boulevard / Bollinger Road



Street Name:	De Anza Boulevard						Bollinger road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	10	10	10	7	10	10	10	10	10
Y+R:	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0

Volume Module:	>>	Count	Date:	11 Jan 2018	<<	08:00:00 AM						
Base Vol:	36	1928	99	213	484	66	100	42	11	157	125	529
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	36	1928	99	213	484	66	100	42	11	157	125	529
Added Vol:	0	16	0	0	39	1	0	0	0	0	1	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	36	1944	99	213	523	67	100	42	11	157	126	529
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	36	1944	99	213	523	67	100	42	11	157	126	529
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	36	1944	99	213	523	67	100	42	11	157	126	529
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	36	1944	99	213	523	67	100	42	11	157	126	529

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.83	0.99	0.95	0.83	0.95	0.95	0.92	1.00	0.92
Lanes:	1.00	2.85	0.15	2.00	3.53	0.47	2.00	0.79	0.21	1.00	1.00	1.00
Final Sat.:	1750	5328	271	3150	6647	852	3150	1426	374	1750	1900	1750

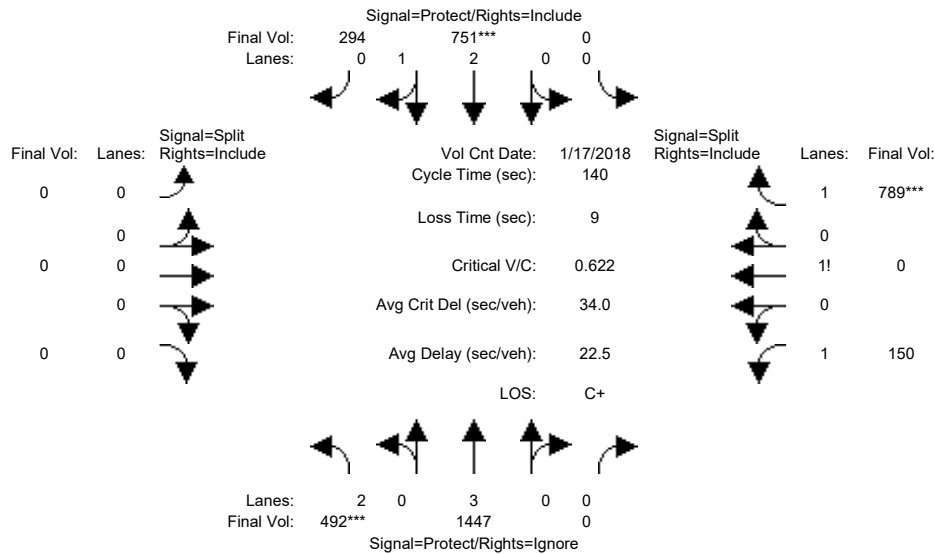
Capacity Analysis Module:												
Vol/Sat:	0.02	0.36	0.36	0.07	0.08	0.08	0.03	0.03	0.03	0.09	0.07	0.30
Crit Moves:	****			****			****			****		
Green Time:	28.2	62.6	62.6	11.6	46.0	46.0	7.0	25.6	25.6	33.3	51.8	51.8
Volume/Cap:	0.11	0.85	0.85	0.85	0.25	0.25	0.66	0.17	0.17	0.39	0.19	0.85
Delay/Veh:	40.4	21.2	21.2	84.3	25.4	25.4	77.9	50.9	50.9	47.9	32.2	53.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	40.4	21.2	21.2	84.3	25.4	25.4	77.9	50.9	50.9	47.9	32.2	53.2
LOS by Move:	D	C+	C+	F	C	C	E-	D	D	D	C-	D-
HCM2k95thQ:	2	39	39	12	7	7	8	4	4	12	7	41

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

Vallco Special Area Specific Plan  
SJ17-1776

Level Of Service Computation Report  
2000 HCM Operations (Future Volume Alternative)  
Existing AM With Retail and Residential Alternative

Intersection #14: De Anza Boulevard / SR-85 Ramps (North)



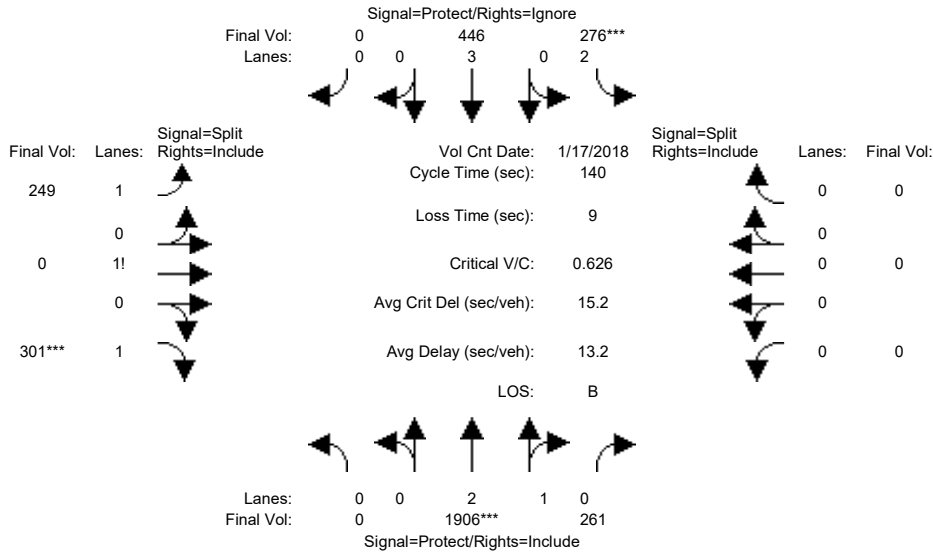
Street Name:	De Anza Boulevard						SR-85 Ramps (North)						
Approach:	North Bound			South Bound			East Bound			West Bound			
Movement:	L	T	R	L	T	R	L	T	R	L	T	R	
Min. Green:	7	10	10	7	10	10	0	0	0	7	10	10	
Y+R:	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	
Volume Module: >> Count Date:	17 Jan 2018 << 08:00:00 AM												
Base Vol:	492	1444	0	0	0	712	294	0	0	0	150	0	776
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	492	1444	0	0	0	712	294	0	0	0	150	0	776
Added Vol:	0	3	0	0	0	39	0	0	0	0	0	0	13
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	492	1447	0	0	0	751	294	0	0	0	150	0	789
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	492	1447	0	0	0	751	294	0	0	0	150	0	789
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	492	1447	0	0	0	751	294	0	0	0	150	0	789
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	492	1447	0	0	0	751	294	0	0	0	150	0	789
Saturation Flow Module:													
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.92	1.00	0.95	0.92	1.00	0.92	0.92	0.92	1.00	0.95
Lanes:	2.00	3.00	0.00	0.00	2.13	0.87	0.00	0.00	0.00	0.00	1.16	0.00	1.84
Final Sat.:	3150	5700	0	0	4022	1575	0	0	0	0	2036	0	3306
Capacity Analysis Module:													
Vol/Sat:	0.16	0.25	0.00	0.00	0.19	0.19	0.00	0.00	0.00	0.00	0.07	0.00	0.24
Crit Moves:	***				***								***
Green Time:	35.2	77.2	0.0	0.0	42.1	42.1	0.0	0.0	0.0	0.0	53.8	0.0	53.8
Volume/Cap:	0.62	0.46	0.00	0.00	0.62	0.62	0.00	0.00	0.00	0.00	0.19	0.00	0.62
Delay/Veh:	37.6	3.5	0.0	0.0	30.8	30.8	0.0	0.0	0.0	0.0	28.7	0.0	35.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	37.6	3.5	0.0	0.0	30.8	30.8	0.0	0.0	0.0	0.0	28.7	0.0	35.7
LOS by Move:	D+	A	A	A	C	C	A	A	A	C	A	D+	
HCM2k95thQ:	18	6	0	0	20	20	0	0	0	0	8	0	28

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

Vallco Special Area Specific Plan  
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Level Of Service Computation Report  
2000 HCM Operations (Future Volume Alternative)  
Existing AM With Retail and Residential Alternative

Intersection #15: De Anza Boulevard / SR-85 Ramps (South)



Street Name:	De Anza Boulevard						SR-85 Ramps (South)					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R

Min. Green:	7	10	10	7	10	10	10	10	10	0	0	0
Y+R:	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0

Volume Module:	>>	Count	Date:	17 Jan 2018	<<	08:00:00 AM						
Base Vol:	0	1903	261	241	441	0	249	0	301	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	1903	261	241	441	0	249	0	301	0	0	0
Added Vol:	0	0	3	0	35	5	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	1906	261	276	446	0	249	0	301	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	1906	261	276	446	0	249	0	301	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1906	261	276	446	0	249	0	301	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	0	1906	261	276	446	0	249	0	301	0	0	0

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.99	0.95	0.83	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	2.63	0.37	2.00	3.00	0.00	1.45	0.00	1.55	0.00	0.00	0.00
Final Sat.:	0	4925	674	3150	5700	0	2542	0	2708	0	0	0

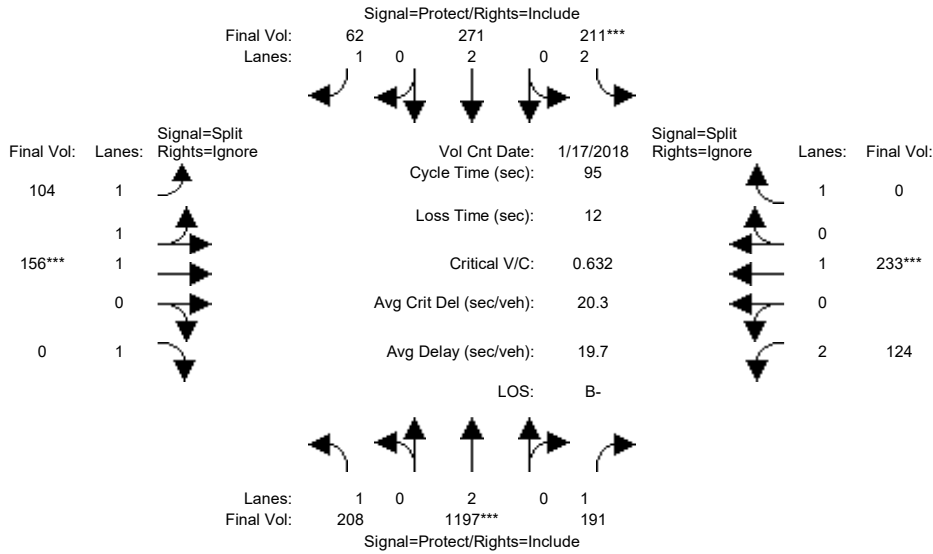
Capacity Analysis Module:												
Vol/Sat:	0.00	0.39	0.39	0.09	0.08	0.00	0.10	0.00	0.11	0.00	0.00	0.00
Crit Moves:	****			****			****			****		
Green Time:	0.0	86.5	86.5	19.6	106	0.0	24.9	0.0	24.9	0.0	0.0	0.0
Volume/Cap:	0.00	0.63	0.63	0.63	0.10	0.00	0.55	0.00	0.63	0.00	0.00	0.00
Delay/Veh:	0.0	0.4	0.4	53.4	0.0	0.0	53.2	0.0	54.7	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.4	0.4	53.4	0.0	0.0	53.2	0.0	54.7	0.0	0.0	0.0
LOS by Move:	A	A	A	D-	A	A	D-	A	D-	A	A	A
HCM2k95thQ:	0	2	2	12	0	0	15	0	17	0	0	0

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

Vallco Special Area Specific Plan  
SJ17-1776

Level Of Service Computation Report  
2000 HCM Operations (Future Volume Alternative)  
Existing AM With Retail and Residential Alternative

Intersection #16: De Anza Boulevard/Saratoga-Sunnyvale Road / Prospect Road



Street Name:	De Anza Boulevard/Saratoga-Sunnyv						Prospect Road					
	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0

Volume Module:	>>	Count	Date:	17 Jan 2018	<<	08:00:00 AM						
Base Vol:	208	1194	191	211	266	62	104	156	88	124	233	541
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	208	1194	191	211	266	62	104	156	88	124	233	541
Added Vol:	0	3	0	0	5	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	208	1197	191	211	271	62	104	156	88	124	233	541
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Volume:	208	1197	191	211	271	62	104	156	0	124	233	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	208	1197	191	211	271	62	104	156	0	124	233	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
Final Volume:	208	1197	191	211	271	62	104	156	0	124	233	0

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.83	1.00	0.92	0.93	0.98	0.92	0.83	1.00	0.92
Lanes:	1.00	2.00	1.00	2.00	2.00	1.00	1.24	1.76	1.00	2.00	1.00	1.00
Final Sat.:	1750	3800	1750	3150	3800	1750	2178	3268	1750	3150	1900	1750

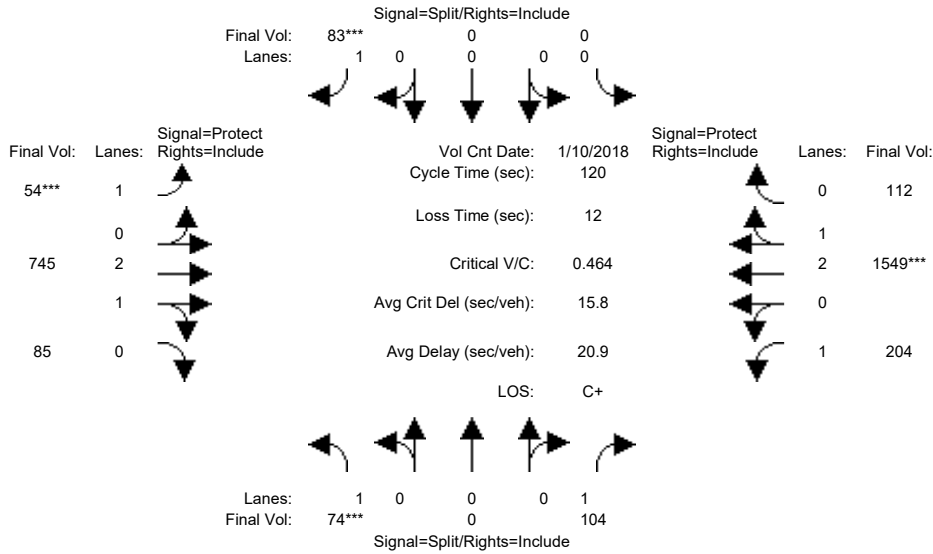
Capacity Analysis Module:												
Vol/Sat:	0.12	0.32	0.11	0.07	0.07	0.04	0.05	0.05	0.00	0.04	0.12	0.00
Crit Moves:	****			****			****			****		
Green Time:	29.3	45.6	45.6	9.7	26.0	26.0	10.0	10.0	0.0	17.7	17.7	0.0
Volume/Cap:	0.39	0.66	0.23	0.66	0.26	0.13	0.45	0.45	0.00	0.21	0.66	0.00
Delay/Veh:	18.6	8.1	5.7	42.8	20.4	19.6	40.5	40.5	0.0	32.9	40.2	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	18.6	8.1	5.7	42.8	20.4	19.6	40.5	40.5	0.0	32.9	40.2	0.0
LOS by Move:	B-	A	A	D	C+	B-	D	D	A	C-	D	A
HCM2k95thQ:	8	16	3	7	5	2	6	6	0	4	12	0

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

Vallco Special Area Specific Plan  
SJ17-1776

Level Of Service Computation Report  
2000 HCM Operations (Future Volume Alternative)  
Existing AM With Retail and Residential Alternative

Intersection #17: Torre Avenue-Vista Drive / Stevens Creek Boulevard



Street Name:	Torre Avenue-Vista Drive						Stevens Creek Boulevard					
	North Bound			South Bound			East Bound			West Bound		
Approach:												
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:	>>	Count	Date:	10 Jan 2018	<<	08:00:00 AM						
Base Vol:	74	0	104	0	0	83	54	655	85	204	1326	112
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	74	0	104	0	0	83	54	655	85	204	1326	112
Added Vol:	0	0	0	0	0	0	0	90	0	0	223	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	74	0	104	0	0	83	54	745	85	204	1549	112
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	74	0	104	0	0	83	54	745	85	204	1549	112
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	74	0	104	0	0	83	54	745	85	204	1549	112
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	74	0	104	0	0	83	54	745	85	204	1549	112

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	0.99	0.95	0.92	0.98	0.95
Lanes:	1.00	0.00	1.00	0.00	0.00	1.00	1.00	2.68	0.32	1.00	2.79	0.21
Final Sat.:	1750	0	1750	0	0	1750	1750	5026	573	1750	5222	378

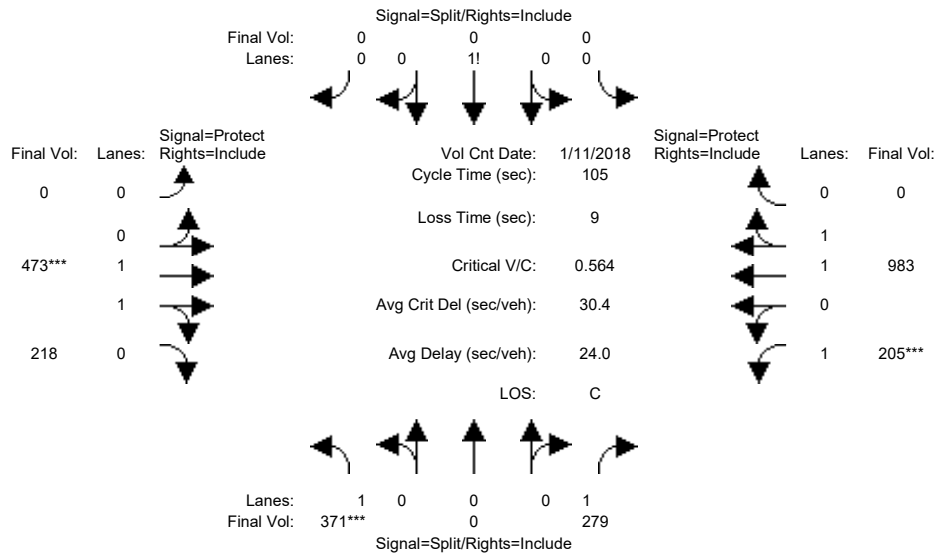
Capacity Analysis Module:												
Vol/Sat:	0.04	0.00	0.06	0.00	0.00	0.05	0.03	0.15	0.15	0.12	0.30	0.30
Crit Moves:	***					***	***				***	
Green Time:	15.4	0.0	15.4	0.0	0.0	12.3	8.0	47.5	47.5	37.3	76.8	76.8
Volume/Cap:	0.33	0.00	0.46	0.00	0.00	0.46	0.46	0.37	0.37	0.37	0.46	0.46
Delay/Veh:	48.5	0.0	50.0	0.0	0.0	52.7	56.8	25.9	25.9	32.7	11.2	11.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	48.5	0.0	50.0	0.0	0.0	52.7	56.8	25.9	25.9	32.7	11.2	11.2
LOS by Move:	D	A	D	A	A	D-	E+	C	C	C-	B+	B+
HCM2k95thQ:	6	0	9	0	0	7	4	13	13	12	19	19

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

Vallco Special Area Specific Plan  
SJ17-1776

Level Of Service Computation Report  
2000 HCM Operations (Future Volume Alternative)  
Existing AM With Retail and Residential Alternative

Intersection #18: Blaney Avenue / Homestead Road



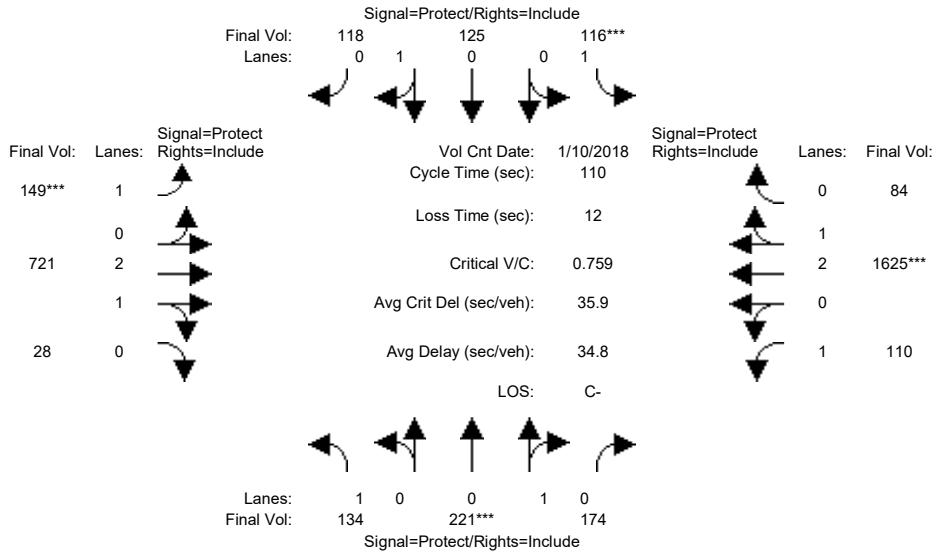
Street Name:	Blaney Avenue						Homestead Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date:	11 Jan 2018 << 08:00:00 AM											
Base Vol:	365	0	279	0	0	0	0	462	214	205	960	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	365	0	279	0	0	0	0	462	214	205	960	0
Added Vol:	6	0	0	0	0	0	0	11	4	0	23	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	371	0	279	0	0	0	0	473	218	205	983	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	371	0	279	0	0	0	0	473	218	205	983	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	371	0	279	0	0	0	0	473	218	205	983	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	371	0	279	0	0	0	0	473	218	205	983	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	0.92	0.92	0.92	0.99	0.95	0.92	0.97	0.92
Lanes:	1.00	0.00	1.00	0.00	1.00	0.00	0.00	1.35	0.65	1.00	2.00	0.00
Final Sat.:	1750	0	1750	0	1750	0	0	2532	1167	1750	3700	0
Capacity Analysis Module:												
Vol/Sat:	0.21	0.00	0.16	0.00	0.00	0.00	0.00	0.19	0.19	0.12	0.27	0.00
Crit Moves:	***						***			***		
Green Time:	39.4	0.0	39.4	0.0	0.0	0.0	0.0	34.8	34.8	21.8	56.6	0.0
Volume/Cap:	0.56	0.00	0.42	0.00	0.00	0.00	0.00	0.56	0.56	0.56	0.49	0.00
Delay/Veh:	27.1	0.0	24.8	0.0	0.0	0.0	0.0	29.5	29.5	39.4	15.4	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	27.1	0.0	24.8	0.0	0.0	0.0	0.0	29.5	29.5	39.4	15.4	0.0
LOS by Move:	C	A	C	A	A	A	A	C	C	D	B	A
HCM2k95thQ:	19	0	14	0	0	0	0	17	17	12	18	0

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

Vallco Special Area Specific Plan  
SJ17-1776

Level Of Service Computation Report  
2000 HCM Operations (Future Volume Alternative)  
Existing AM With Retail and Residential Alternative

Intersection #19: Blaney Avenue / Stevens Creek Boulevard



Street Name:	Blaney Avenue						Stevens Creek Boulevard					
	North Bound			South Bound			East Bound			West Bound		
Approach:												
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:	>>	Count	Date:	10 Jan 2018	<<	08:00:00 AM						
Base Vol:	134	221	174	112	125	118	149	631	28	110	1402	78
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	134	221	174	112	125	118	149	631	28	110	1402	78
Added Vol:	0	0	0	4	0	0	0	90	0	0	223	6
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	134	221	174	116	125	118	149	721	28	110	1625	84
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	134	221	174	116	125	118	149	721	28	110	1625	84
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	134	221	174	116	125	118	149	721	28	110	1625	84
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	134	221	174	116	125	118	149	721	28	110	1625	84

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.95	0.95	0.92	0.95	0.95	0.92	0.98	0.95	0.92	0.98	0.95
Lanes:	1.00	0.56	0.44	1.00	0.51	0.49	1.00	2.88	0.12	1.00	2.85	0.15
Final Sat.:	1750	1007	793	1750	926	874	1750	5390	209	1750	5324	275

Capacity Analysis Module:												
Vol/Sat:	0.08	0.22	0.22	0.07	0.14	0.14	0.09	0.13	0.13	0.06	0.31	0.31
Crit Moves:	****			****			****			****		
Green Time:	15.0	31.8	31.8	9.6	26.4	26.4	12.3	38.3	38.3	18.2	44.2	44.2
Volume/Cap:	0.56	0.76	0.76	0.76	0.56	0.56	0.76	0.38	0.38	0.38	0.76	0.76
Delay/Veh:	47.5	42.0	42.0	68.6	38.4	38.4	63.1	27.1	27.1	41.7	29.8	29.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	47.5	42.0	42.0	68.6	38.4	38.4	63.1	27.1	27.1	41.7	29.8	29.8
LOS by Move:	D	D	D	E	D+	D+	E	C	C	D	C	C
HCM2k95thQ:	9	24	24	11	15	15	11	12	12	7	29	29

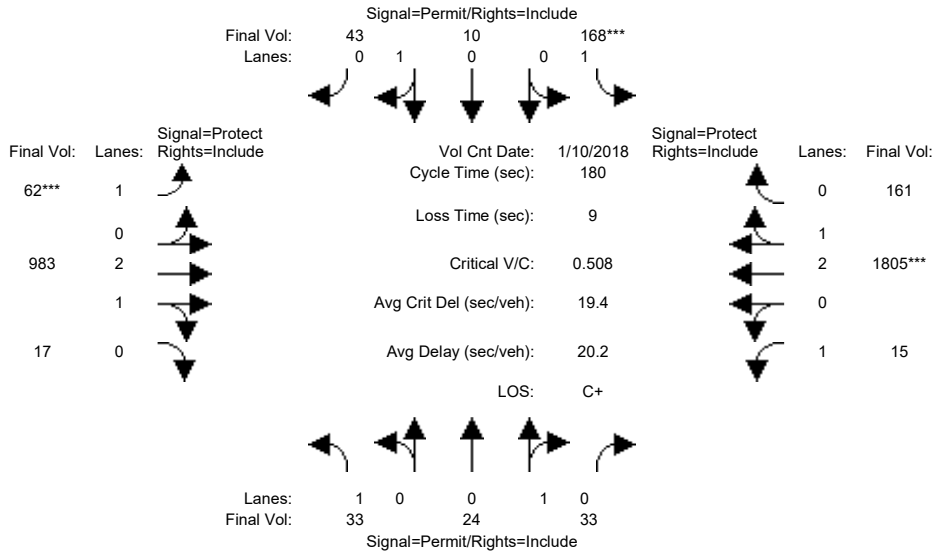
Note: Queue reported is the number of cars per lane.



Vallco Special Area Specific Plan  
SJ17-1776

Level Of Service Computation Report  
2000 HCM Operations (Future Volume Alternative)  
Existing AM With Retail and Residential Alternative

Intersection #20: Portal Avenue / Stevens Creek Boulevard



Street Name:	Portal Avenue						Stevens Creek Boulevard					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:	>>	Count	Date:	10 Jan 2018	<<	08:00:00 AM						
Base Vol:	33	24	33	168	10	43	62	888	17	15	1577	161
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	33	24	33	168	10	43	62	888	17	15	1577	161
Added Vol:	0	0	0	0	0	0	0	95	0	0	228	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	33	24	33	168	10	43	62	983	17	15	1805	161
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	33	24	33	168	10	43	62	983	17	15	1805	161
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	33	24	33	168	10	43	62	983	17	15	1805	161
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	33	24	33	168	10	43	62	983	17	15	1805	161

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.95	0.95	0.92	0.95	0.95	0.92	0.98	0.95	0.92	0.99	0.95
Lanes:	1.00	0.42	0.58	1.00	0.19	0.81	1.00	2.95	0.05	1.00	2.75	0.25
Final Sat.:	1750	758	1042	1750	340	1460	1750	5505	95	1750	5141	459

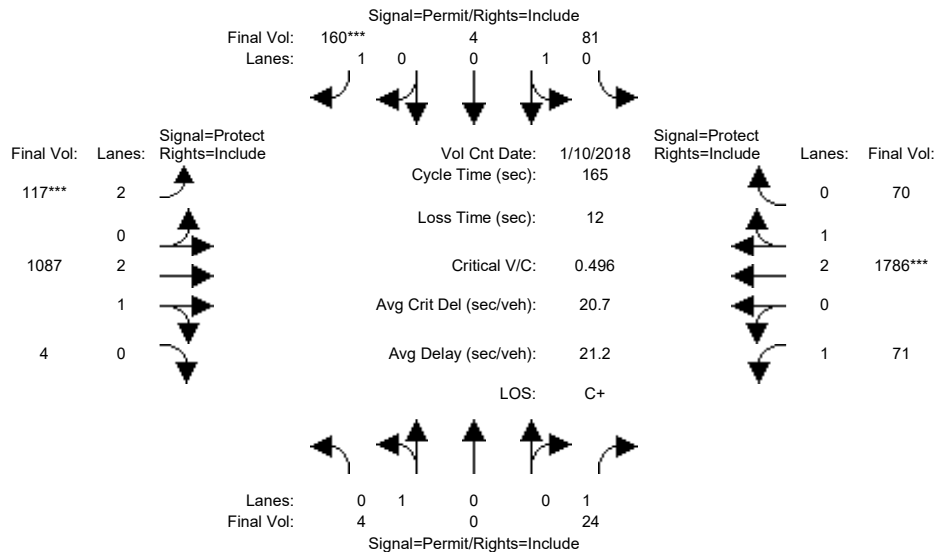
Capacity Analysis Module:													
Vol/Sat:	0.02	0.03	0.03	0.10	0.03	0.03	0.04	0.18	0.18	0.01	0.35	0.35	
Crit Moves:				****				****					
Green Time:	34.0	34.0	34.0	34.0	34.0	34.0	12.6	112	112.5	24.5	124	124.4	
Volume/Cap:	0.10	0.17	0.17	0.51	0.16	0.16	0.51	0.29	0.29	0.06	0.51	0.51	
Delay/Veh:	60.5	61.4	61.4	66.8	61.2	61.2	84.2	15.5	15.5	67.9	13.3	13.3	
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
AdjDel/Veh:	60.5	61.4	61.4	66.8	61.2	61.2	84.2	15.5	15.5	67.9	13.3	13.3	
LOS by Move:	E	E	E	E	E	E	F	B	B	E	B	B	
HCM2k95thQ:	3	5	5	17	5	5	7	15	15	2	29	29	

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

Vallco Special Area Specific Plan  
SJ17-1776

Level Of Service Computation Report  
2000 HCM Operations (Future Volume Alternative)  
Existing AM With Retail and Residential Alternative

Intersection #21: Perimeter Road / Stevens Creek Boulevard



Street Name:	Perimeter Road						Stevens Creek Boulevard					
	North Bound			South Bound			East Bound			West Bound		
Approach:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:	>>	Count	Date:	10 Jan 2018	<<	08:00:00 AM						
Base Vol:	4	0	24	23	4	11	42	1067	4	71	1706	53
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	4	0	24	23	4	11	42	1067	4	71	1706	53
Added Vol:	0	0	0	58	0	149	75	20	0	0	80	17
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	4	0	24	81	4	160	117	1087	4	71	1786	70
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	4	0	24	81	4	160	117	1087	4	71	1786	70
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	4	0	24	81	4	160	117	1087	4	71	1786	70
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	4	0	24	81	4	160	117	1087	4	71	1786	70

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.92	0.95	0.95	0.92	0.83	0.98	0.95	0.92	0.98	0.95
Lanes:	1.00	0.00	1.00	0.95	0.05	1.00	2.00	2.99	0.01	1.00	2.88	0.12
Final Sat.:	1800	0	1750	1715	85	1750	3150	5579	21	1750	5389	211

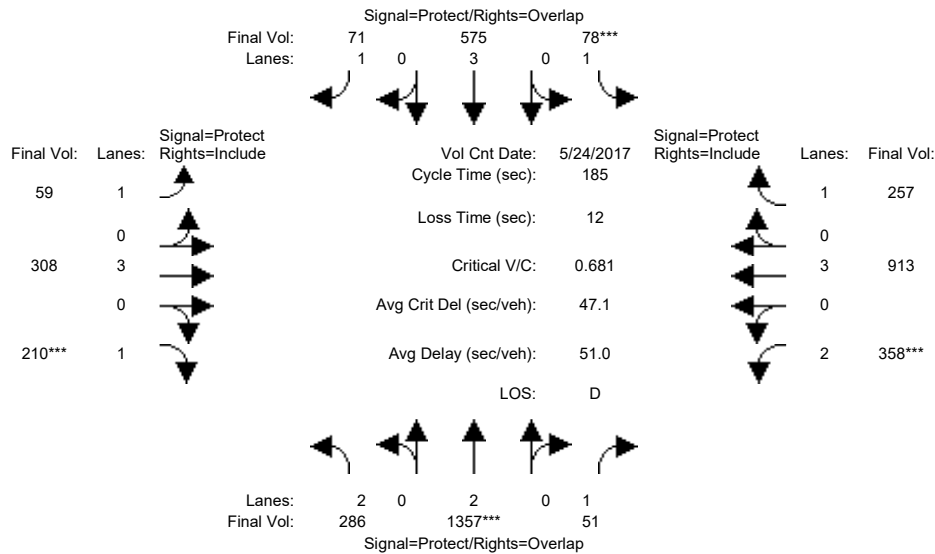
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.01	0.05	0.05	0.09	0.04	0.19	0.19	0.04	0.33	0.33
Crit Moves:						****	****				****	
Green Time:	30.4	0.0	30.4	30.4	30.4	30.4	12.4	101	100.7	21.9	110	110.2
Volume/Cap:	0.01	0.00	0.07	0.26	0.26	0.50	0.50	0.32	0.32	0.31	0.50	0.50
Delay/Veh:	55.0	0.0	55.8	58.0	58.0	61.6	75.0	15.6	15.6	65.4	13.7	13.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	55.0	0.0	55.8	58.0	58.0	61.6	75.0	15.6	15.6	65.4	13.7	13.7
LOS by Move:	E+	A	E+	E+	E+	E	E	B	B	E	B	B
HCM2k95thQ:	0	0	2	8	8	15	7	16	16	7	26	26

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

Vallco Special Area Specific Plan  
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2000 HCM Operations (Future Volume Alternative)  
Existing AM With Retail and Residential Alternative

Intersection #22: Wolfe Road / El Camino Real



Street Name:	Wolfe Road						El Camino Real					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:	>>	Count	Date:	24 May 2017	<<	08:00:00 AM						
Base Vol:	277	1285	28	78	544	71	59	308	206	348	913	257
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	277	1285	28	78	544	71	59	308	206	348	913	257
Added Vol:	9	72	23	0	31	0	0	0	4	10	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	286	1357	51	78	575	71	59	308	210	358	913	257
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	286	1357	51	78	575	71	59	308	210	358	913	257
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	286	1357	51	78	575	71	59	308	210	358	913	257
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	286	1357	51	78	575	71	59	308	210	358	913	257

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.83	1.00	0.92
Lanes:	2.00	2.00	1.00	1.00	3.00	1.00	1.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	3150	3800	1750	1750	5700	1750	1750	5700	1750	3150	5700	1750

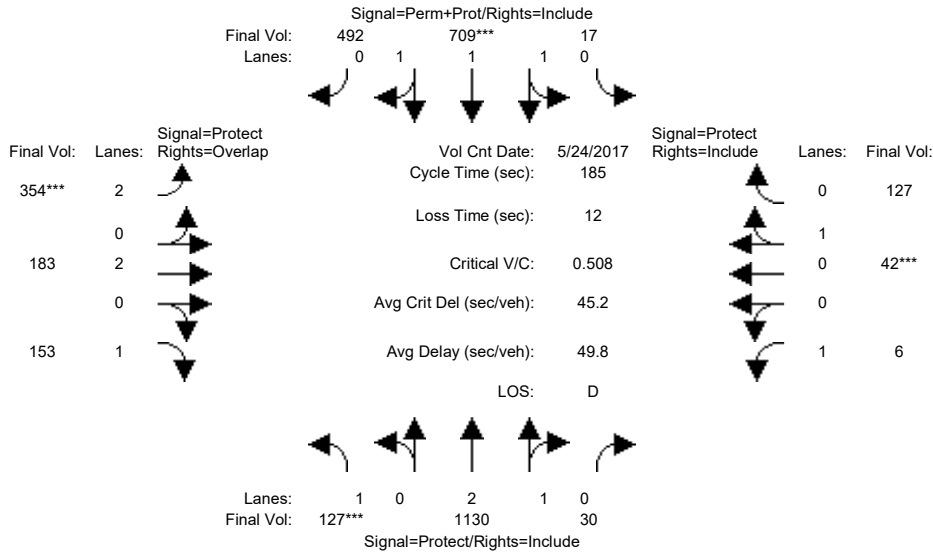
Capacity Analysis Module:												
Vol/Sat:	0.09	0.36	0.03	0.04	0.10	0.04	0.03	0.05	0.12	0.11	0.16	0.15
Crit Moves:	****			****			****			****		
Green Time:	51.7	97.1	127.9	12.1	57.5	69.9	12.4	32.6	32.6	30.9	51.1	51.1
Volume/Cap:	0.32	0.68	0.04	0.68	0.32	0.11	0.50	0.31	0.68	0.68	0.58	0.53
Delay/Veh:	51.6	32.6	8.8	97.7	47.7	36.4	84.5	64.7	75.5	74.1	56.7	56.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	51.6	32.6	8.8	97.7	47.7	36.4	84.5	64.7	75.5	74.1	56.7	56.4
LOS by Move:	D-	C-	A	F	D	D+	F	E	E-	E	E+	E+
HCM2k95thQ:	13	44	2	11	15	5	8	10	23	20	25	22

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

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2000 HCM Operations (Future Volume Alternative)  
Existing AM With Retail and Residential Alternative

Intersection #23: Wolfe Road / Fremont Avenue



Street Name:	Wolfe Road						Fremont Avenue					
	North Bound			South Bound			East Bound			West Bound		
Approach:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:	>>	Count	Date:	24 May 2017	<<	08:00:00 AM						
Base Vol:	114	1026	30	17	664	492	354	183	148	6	42	127
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	114	1026	30	17	664	492	354	183	148	6	42	127
Added Vol:	13	104	0	0	45	0	0	0	5	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	127	1130	30	17	709	492	354	183	153	6	42	127
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	127	1130	30	17	709	492	354	183	153	6	42	127
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	127	1130	30	17	709	492	354	183	153	6	42	127
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	127	1130	30	17	709	492	354	183	153	6	42	127

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.95	0.98	0.95	0.83	1.00	0.92	0.92	0.95	0.95
Lanes:	1.00	2.92	0.08	0.05	1.95	1.00	2.00	2.00	1.00	1.00	0.25	0.75
Final Sat.:	1750	5455	145	87	3625	1800	3150	3800	1750	1750	447	1353

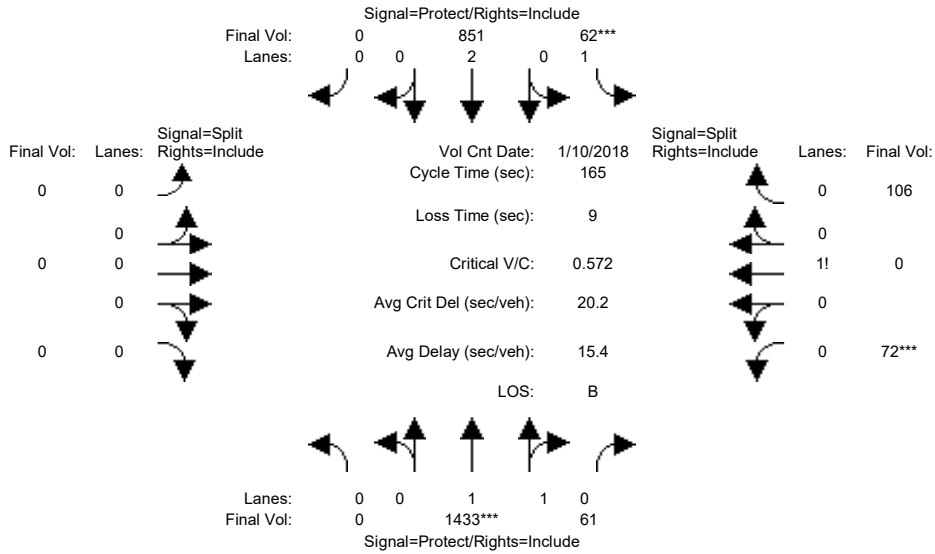
Capacity Analysis Module:												
Vol/Sat:	0.07	0.21	0.21	0.00	0.20	0.27	0.11	0.05	0.09	0.00	0.09	0.09
Crit Moves:	***				***		***				***	
Green Time:	24.0	58.7	58.7	58.5	90.2	90.2	31.9	34.4	58.4	24.1	26.6	26.6
Volume/Cap:	0.56	0.65	0.65	0.62	0.40	0.56	0.65	0.26	0.28	0.03	0.65	0.65
Delay/Veh:	76.7	53.8	53.8	52.9	29.4	32.8	72.3	62.9	46.5	68.4	78.6	78.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	76.7	53.8	53.8	52.9	29.4	32.8	72.3	62.9	46.5	68.4	78.6	78.6
LOS by Move:	E-	D-	D-	D-	C	C-	E	E	D	E	E-	E-
HCM2k95thQ:	13	31	31	29	22	33	20	8	12	1	19	19

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

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Level Of Service Computation Report  
2000 HCM Operations (Future Volume Alternative)  
Existing AM With Retail and Residential Alternative

Intersection #24: Wolfe Road / Marion Way



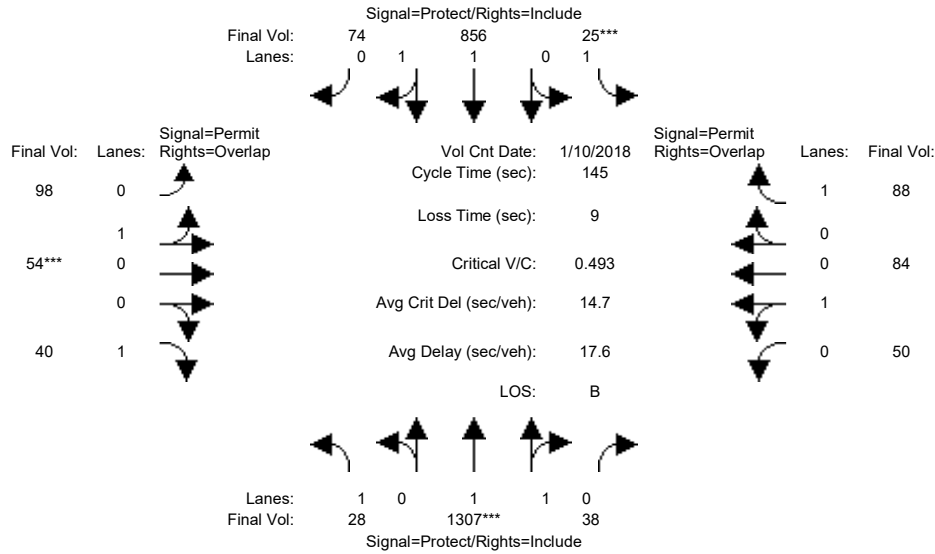
Street Name:	Wolfe Road						Marion Way					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	0	0	0	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date:	10 Jan 2018 << 08:00:00 AM											
Base Vol:	0	1316	59	62	801	0	0	0	0	71	0	106
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	1316	59	62	801	0	0	0	0	71	0	106
Added Vol:	0	117	2	0	50	0	0	0	0	1	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	1433	61	62	851	0	0	0	0	72	0	106
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	1433	61	62	851	0	0	0	0	72	0	106
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1433	61	62	851	0	0	0	0	72	0	106
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	0	1433	61	62	851	0	0	0	0	72	0	106
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.97	0.95	0.92	1.00	0.92	0.92	1.00	0.92	0.92	0.92	0.92
Lanes:	0.00	1.92	0.08	1.00	2.00	0.00	0.00	0.00	0.00	0.40	0.00	0.60
Final Sat.:	0	3549	151	1750	3800	0	0	0	0	708	0	1042
Capacity Analysis Module:												
Vol/Sat:	0.00	0.40	0.40	0.04	0.22	0.00	0.00	0.00	0.00	0.10	0.00	0.10
Crit Moves:	****			****						****		
Green Time:	0.0	116	116.4	10.2	127	0.0	0.0	0.0	0.0	29.3	0.0	29.3
Volume/Cap:	0.00	0.57	0.57	0.57	0.29	0.00	0.00	0.00	0.00	0.57	0.00	0.57
Delay/Veh:	0.0	12.3	12.3	82.4	5.8	0.0	0.0	0.0	0.0	64.7	0.0	64.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	12.3	12.3	82.4	5.8	0.0	0.0	0.0	0.0	64.7	0.0	64.7
LOS by Move:	A	B	B	F	A	A	A	A	A	E	A	E
HCM2k95thQ:	0	32	32	7	12	0	0	0	0	17	0	17

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

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Level Of Service Computation Report  
2000 HCM Operations (Future Volume Alternative)  
Existing AM With Retail and Residential Alternative

Intersection #25: Wolfe Road / Inverness Way



Street Name:	Wolfe Road						Inverness Way					
	North Bound			South Bound			East Bound			West Bound		
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:	>>	Count	Date:	10 Jan 2018	<<	08:00:00 AM						
Base Vol:	26	1188	36	25	805	74	98	54	39	49	84	88
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	26	1188	36	25	805	74	98	54	39	49	84	88
Added Vol:	2	119	2	0	51	0	0	0	1	1	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	28	1307	38	25	856	74	98	54	40	50	84	88
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	28	1307	38	25	856	74	98	54	40	50	84	88
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	28	1307	38	25	856	74	98	54	40	50	84	88
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	28	1307	38	25	856	74	98	54	40	50	84	88

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.97	0.95	0.92	0.98	0.95	0.95	0.95	0.92	0.95	0.95	0.92
Lanes:	1.00	1.94	0.06	1.00	1.84	0.16	0.64	0.36	1.00	0.37	0.63	1.00
Final Sat.:	1750	3595	105	1750	3405	294	1161	639	1750	672	1128	1750

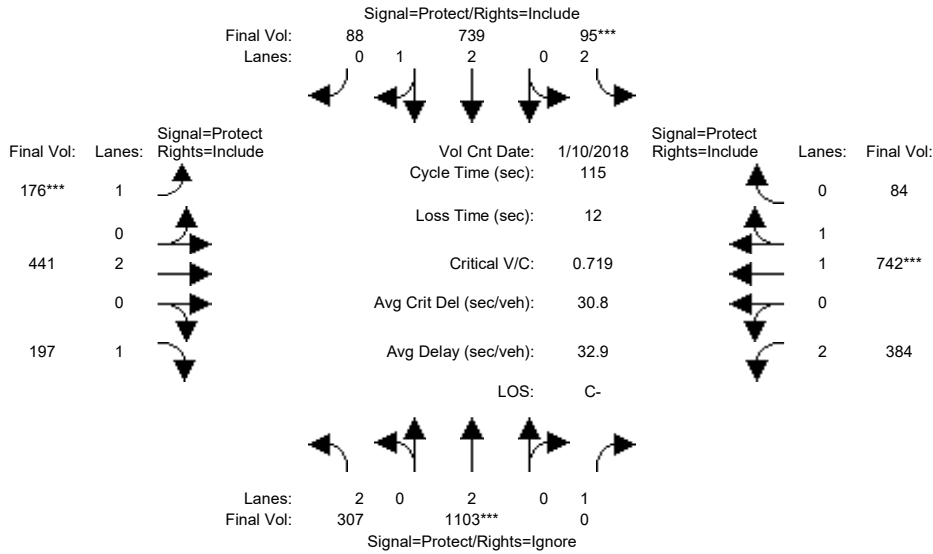
Capacity Analysis Module:												
Vol/Sat:	0.02	0.36	0.36	0.01	0.25	0.25	0.08	0.08	0.02	0.07	0.07	0.05
Crit Moves:	****			****			****			****		
Green Time:	18.0	105	104.7	7.0	93.7	93.7	24.3	24.3	42.3	24.3	24.3	31.3
Volume/Cap:	0.13	0.50	0.50	0.30	0.39	0.39	0.50	0.50	0.08	0.44	0.44	0.23
Delay/Veh:	56.8	9.0	9.0	68.6	12.2	12.2	56.2	56.2	37.3	55.3	55.3	47.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	56.8	9.0	9.0	68.6	12.2	12.2	56.2	56.2	37.3	55.3	55.3	47.2
LOS by Move:	E+	A	A	E	B	B	E+	E+	D+	E+	E+	D
HCM2k95thQ:	2	23	23	2	18	18	13	13	3	11	11	7

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

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Level Of Service Computation Report  
2000 HCM Operations (Future Volume Alternative)  
Existing AM With Retail and Residential Alternative

Intersection #26: Wolfe Road / Homestead Road



Street Name:	Wolfe Road						Homestead Road					
	North Bound			South Bound			East Bound			West Bound		
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:	>>	Count	Date:	10 Jan 2018	<<	08:00:00 AM						
Base Vol:	282	980	418	95	686	88	176	441	185	374	742	84
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	282	980	418	95	686	88	176	441	185	374	742	84
Added Vol:	25	123	22	0	53	0	0	0	12	10	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	307	1103	440	95	739	88	176	441	197	384	742	84
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	307	1103	0	95	739	88	176	441	197	384	742	84
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	307	1103	0	95	739	88	176	441	197	384	742	84
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	307	1103	0	95	739	88	176	441	197	384	742	84

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	0.99	0.95	0.92	1.00	0.92	0.83	0.98	0.95
Lanes:	2.00	2.00	1.00	2.00	2.67	0.33	1.00	2.00	1.00	2.00	1.79	0.21
Final Sat.:	3150	3800	1750	3150	5003	596	1750	3800	1750	3150	3323	376

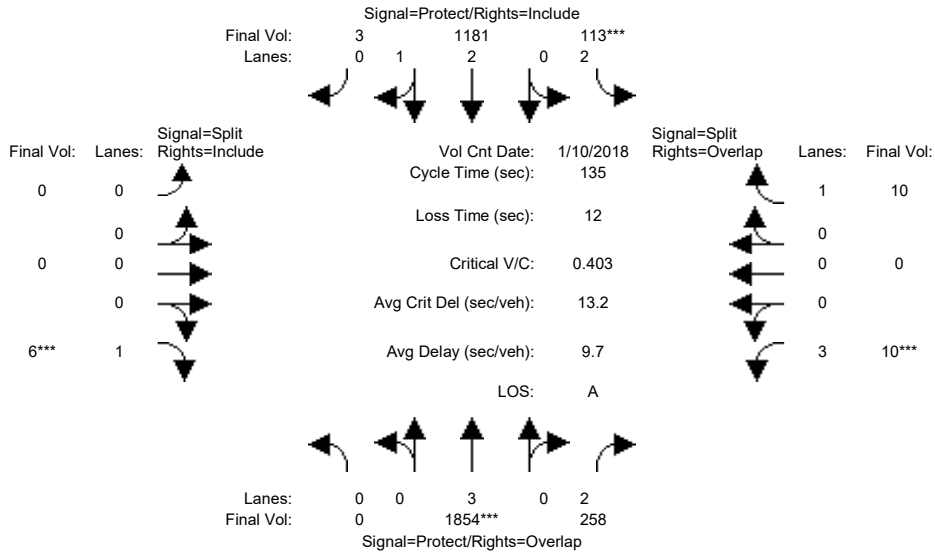
Capacity Analysis Module:												
Vol/Sat:	0.10	0.29	0.00	0.03	0.15	0.15	0.10	0.12	0.11	0.12	0.22	0.22
Crit Moves:	****			****			****			****		
Green Time:	20.8	45.4	0.0	7.0	31.6	31.6	15.7	24.7	24.7	25.9	34.9	34.9
Volume/Cap:	0.54	0.74	0.00	0.50	0.54	0.54	0.74	0.54	0.52	0.54	0.74	0.74
Delay/Veh:	37.5	18.7	0.0	52.0	26.9	26.9	58.9	40.9	41.3	40.1	38.5	38.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	37.5	18.7	0.0	52.0	26.9	26.9	58.9	40.9	41.3	40.1	38.5	38.5
LOS by Move:	D+	B-	A	D-	C	C	E+	D	D	D	D+	D+
HCM2k95thQ:	10	24	0	4	13	13	12	12	12	13	23	23

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

Vallco Special Area Specific Plan  
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Level Of Service Computation Report  
2000 HCM Operations (Future Volume Alternative)  
Existing AM With Retail and Residential Alternative

Intersection #27: Wolfe Road / Apple Park



Street Name:	Wolfe Road						Apple Park					
	North Bound			South Bound			East Bound			West Bound		
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	0	0	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:	>>	Count	Date:	10 Jan 2018	<<	08:00:00 AM						
Base Vol:	0	1684	258	113	1106	3	0	0	6	10	0	10
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	1684	258	113	1106	3	0	0	6	10	0	10
Added Vol:	0	170	0	0	75	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	1854	258	113	1181	3	0	0	6	10	0	10
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	1854	258	113	1181	3	0	0	6	10	0	10
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1854	258	113	1181	3	0	0	6	10	0	10
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	0	1854	258	113	1181	3	0	0	6	10	0	10

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.83	0.83	0.98	0.95	0.92	1.00	0.92	0.80	1.00	0.92
Lanes:	0.00	3.00	2.00	2.00	2.99	0.01	0.00	0.00	1.00	3.00	0.00	1.00
Final Sat.:	0	5700	3150	3150	5586	14	0	0	1750	4551	0	1750

Capacity Analysis Module:												
Vol/Sat:	0.00	0.33	0.08	0.04	0.21	0.21	0.00	0.00	0.00	0.00	0.00	0.01
Crit Moves:	****			****			****			****		
Green Time:	0.0	92.8	102.8	10.2	103	103.0	0.0	0.0	10.0	10.0	0.0	20.2
Volume/Cap:	0.00	0.47	0.11	0.47	0.28	0.28	0.00	0.00	0.05	0.03	0.00	0.04
Delay/Veh:	0.0	9.9	4.2	61.3	4.8	4.8	0.0	0.0	58.2	58.0	0.0	49.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	9.9	4.2	61.3	4.8	4.8	0.0	0.0	58.2	58.0	0.0	49.1
LOS by Move:	A	A	A	E	A	A	A	A	E+	E+	A	D
HCM2k95thQ:	0	21	3	5	10	10	0	0	1	0	0	1

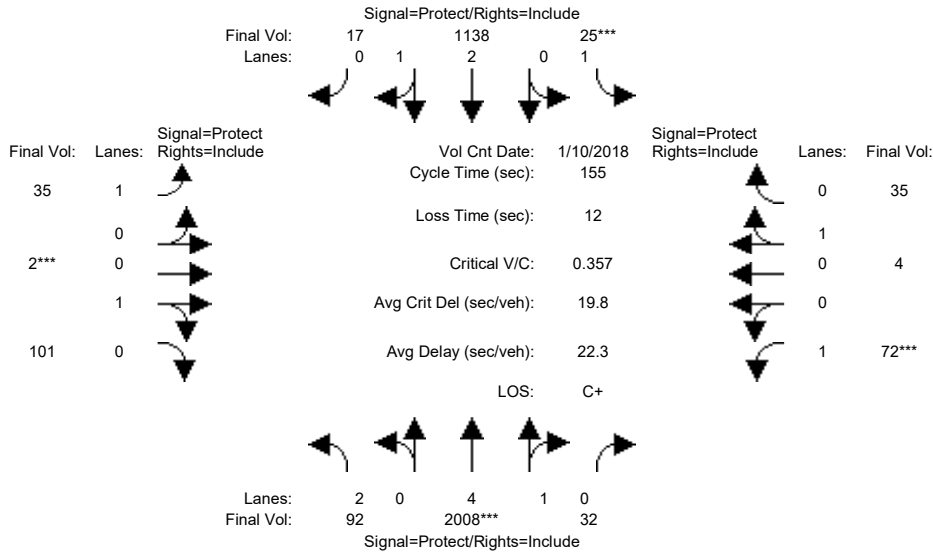
Note: Queue reported is the number of cars per lane.



Vallco Special Area Specific Plan  
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Level Of Service Computation Report  
2000 HCM Operations (Future Volume Alternative)  
Existing AM With Retail and Residential Alternative

Intersection #28: Wolfe Road / Pruneridge Avenue



Street Name:	Wolfe Road						Pruneridge Avenue					
	North Bound			South Bound			East Bound			West Bound		
Approach:												
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:	>>	Count	Date:	10 Jan 2018	<<	08:00:00 AM						
Base Vol:	92	1838	32	25	1063	17	35	2	101	72	4	35
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	92	1838	32	25	1063	17	35	2	101	72	4	35
Added Vol:	0	170	0	0	75	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	92	2008	32	25	1138	17	35	2	101	72	4	35
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	92	2008	32	25	1138	17	35	2	101	72	4	35
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	92	2008	32	25	1138	17	35	2	101	72	4	35
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	92	2008	32	25	1138	17	35	2	101	72	4	35

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	0.99	0.95	0.92	0.98	0.95	0.92	0.95	0.95	0.92	0.95	0.95
Lanes:	2.00	4.92	0.08	1.00	2.95	0.05	1.00	0.02	0.98	1.00	0.10	0.90
Final Sat.:	3150	9252	147	1750	5517	82	1750	35	1765	1750	185	1615

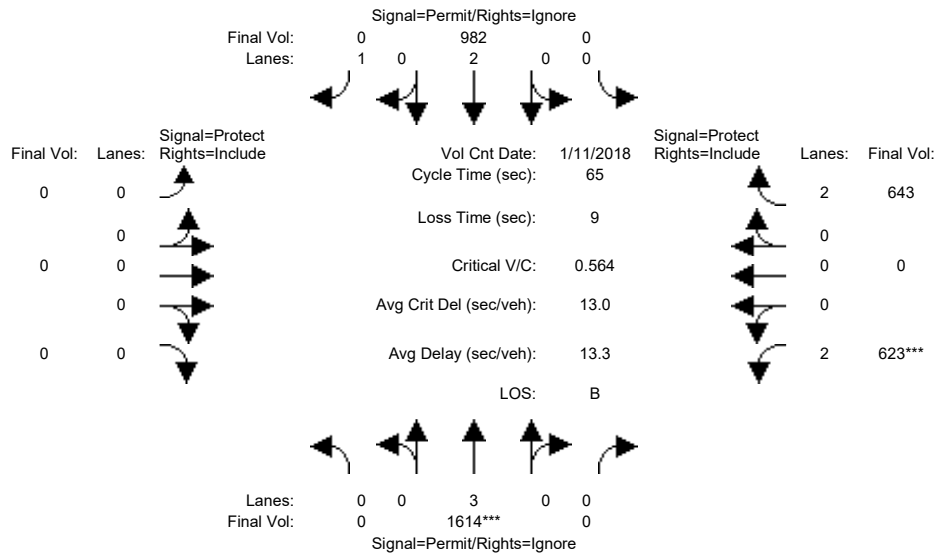
Capacity Analysis Module:												
Vol/Sat:	0.03	0.22	0.22	0.01	0.21	0.21	0.02	0.06	0.06	0.04	0.02	0.02
Crit Moves:	****			****			****			****		
Green Time:	18.1	93.6	93.6	7.0	82.5	82.5	17.5	24.7	24.7	17.7	25.0	25.0
Volume/Cap:	0.25	0.36	0.36	0.32	0.39	0.39	0.18	0.36	0.36	0.36	0.13	0.13
Delay/Veh:	62.7	15.6	15.6	74.0	21.4	21.4	62.7	58.9	58.9	64.5	56.0	56.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	62.7	15.6	15.6	74.0	21.4	21.4	62.7	58.9	58.9	64.5	56.0	56.0
LOS by Move:	E	B	B	E	C+	C+	E	E+	E+	E	E+	E+
HCM2k95thQ:	5	18	18	3	19	19	3	9	9	7	3	3

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

Vallco Special Area Specific Plan  
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Level Of Service Computation Report  
2000 HCM Operations (Future Volume Alternative)  
Existing AM With Retail and Residential Alternative

Intersection #29: Wolfe Road / I-280 Ramp (North)



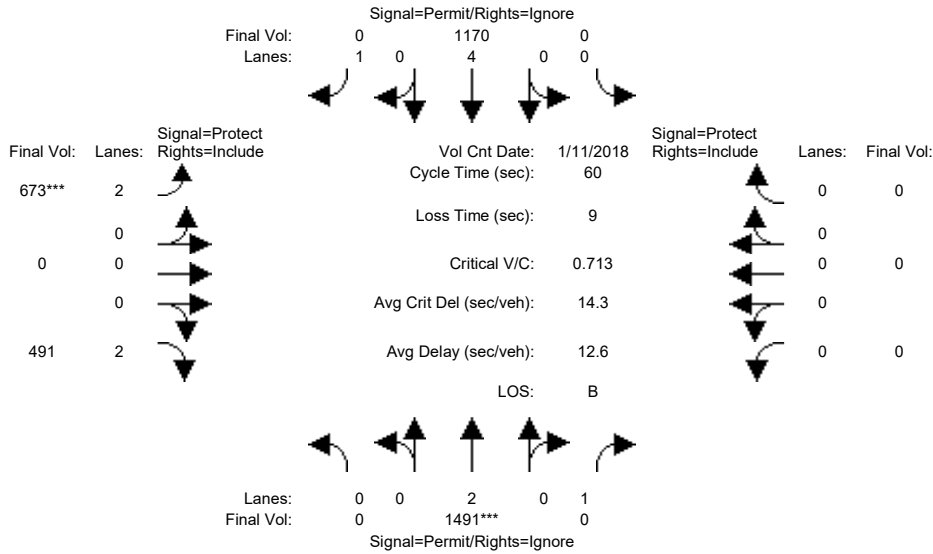
Street Name:	Wolfe Road						I-280 Ramp (North)					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	10	10	0	10	10	0	0	0	10	10	10
Y+R:	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Volume Module: >> Count Date:	11 Jan 2018 << 08:00:00 AM											
Base Vol:	0	1444	406	0	907	429	0	0	0	555	0	643
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	1444	406	0	907	429	0	0	0	555	0	643
Added Vol:	0	170	180	0	75	0	0	0	0	68	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	1614	586	0	982	429	0	0	0	623	0	643
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	1614	0	0	982	0	0	0	0	623	0	643
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1614	0	0	982	0	0	0	0	623	0	643
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	0	1614	0	0	982	0	0	0	0	623	0	643
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.83	1.00	0.83
Lanes:	0.00	3.00	0.00	0.00	2.00	1.00	0.00	0.00	0.00	2.00	0.00	2.00
Final Sat.:	0	5600	0	0	3800	1750	0	0	0	3150	0	3150
Capacity Analysis Module:												
Vol/Sat:	0.00	0.29	0.00	0.00	0.26	0.00	0.00	0.00	0.00	0.20	0.00	0.20
Crit Moves:	****									****		
Green Time:	0.0	33.2	0.0	0.0	33.2	0.0	0.0	0.0	0.0	22.8	0.0	22.8
Volume/Cap:	0.00	0.56	0.00	0.00	0.51	0.00	0.00	0.00	0.00	0.56	0.00	0.58
Delay/Veh:	0.0	11.2	0.0	0.0	10.7	0.0	0.0	0.0	0.0	17.8	0.0	18.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	11.2	0.0	0.0	10.7	0.0	0.0	0.0	0.0	17.8	0.0	18.0
LOS by Move:	A	B+	A	A	B+	A	A	A	A	B	A	B-
HCM2k95thQ:	0	7	0	0	6	0	0	0	0	13	0	13

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

Vallco Special Area Specific Plan  
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Level Of Service Computation Report  
2000 HCM Operations (Future Volume Alternative)  
Existing AM With Retail and Residential Alternative

Intersection #30: Wolfe Road / I-280 Ramp (South)



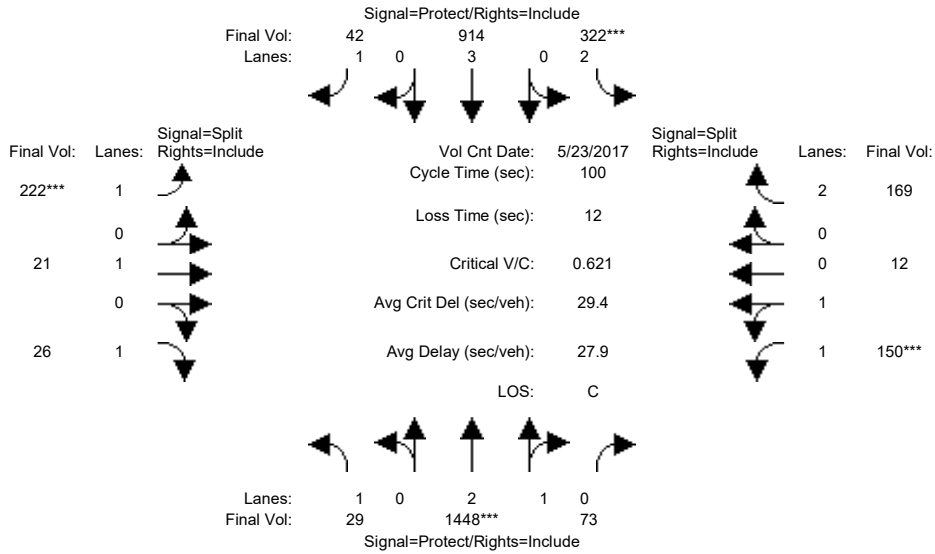
Street Name:	Wolfe Road						I-280 Ramp (South)					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	0	0	0
Y+R:	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Volume Module: >> Count Date: 11 Jan 2018 << 08:00:00 AM												
Base Vol:	0	1141	475	0	1027	394	673	0	409	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	1141	475	0	1027	394	673	0	409	0	0	0
Added Vol:	0	350	149	0	143	0	0	0	82	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	1491	624	0	1170	394	673	0	491	0	0	0
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	1491	0	0	1170	0	673	0	491	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1491	0	0	1170	0	673	0	491	0	0	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	0	1491	0	0	1170	0	673	0	491	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.83	1.00	0.83	0.92	1.00	0.92
Lanes:	0.00	2.00	1.00	0.00	4.00	1.00	2.00	0.00	2.00	0.00	0.00	0.00
Final Sat.:	0	3800	1750	0	7600	1750	3150	0	3150	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.39	0.00	0.00	0.15	0.00	0.21	0.00	0.16	0.00	0.00	0.00
Crit Moves:	****			****			****			****		
Green Time:	0.0	33.0	0.0	0.0	33.0	0.0	18.0	0.0	18.0	0.0	0.0	0.0
Volume/Cap:	0.00	0.71	0.00	0.00	0.28	0.00	0.71	0.00	0.52	0.00	0.00	0.00
Delay/Veh:	0.0	11.2	0.0	0.0	7.2	0.0	21.3	0.0	18.0	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	11.2	0.0	0.0	7.2	0.0	21.3	0.0	18.0	0.0	0.0	0.0
LOS by Move:	A	B+	A	A	A	A	C+	A	B	A	A	A
HCM2k95thQ:	0	10	0	0	2	0	16	0	10	0	0	0

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

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Level Of Service Computation Report  
2000 HCM Operations (Future Volume Alternative)  
Existing AM With Retail and Residential Alternative

Intersection #31: Wolfe Road / Vallco Parkway



Street Name:	Wolfe Road						Vallco Parkway					
	North Bound			South Bound			East Bound			West Bound		
Approach:												
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:	>>	Count	Date:	23 May 2017	<<	08:00:00 AM						
Base Vol:	16	1389	61	226	897	20	18	5	0	65	4	122
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	16	1389	61	226	897	20	18	5	0	65	4	122
Added Vol:	13	59	12	96	17	22	204	16	26	85	8	47
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	29	1448	73	322	914	42	222	21	26	150	12	169
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	29	1448	73	322	914	42	222	21	26	150	12	169
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	29	1448	73	322	914	42	222	21	26	150	12	169
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	29	1448	73	322	914	42	222	21	26	150	12	169

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.83	1.00	0.92	0.92	1.00	0.92	0.93	0.95	0.83
Lanes:	1.00	2.85	0.15	2.00	3.00	1.00	1.00	1.00	1.00	1.85	0.15	2.00
Final Sat.:	1750	5331	269	3150	5700	1750	1750	1900	1750	3287	263	3150

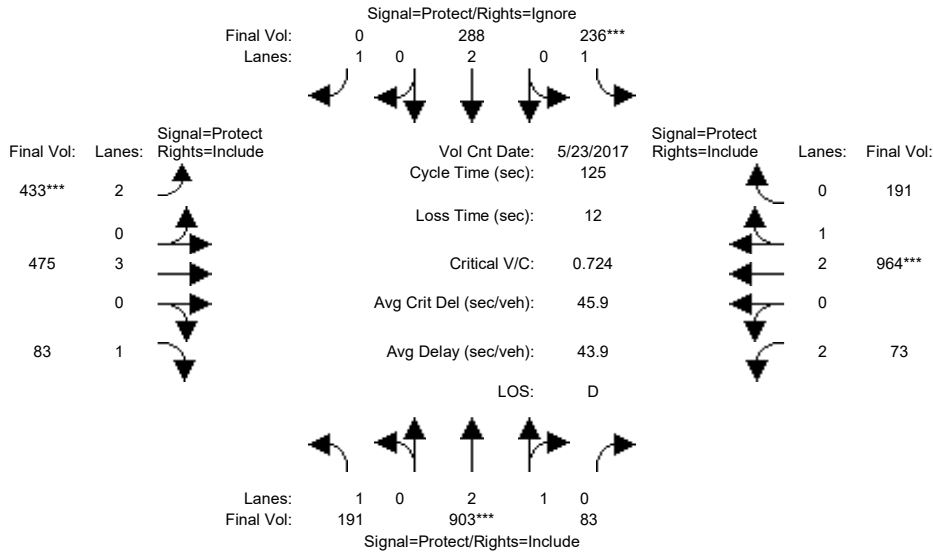
Capacity Analysis Module:												
Vol/Sat:	0.02	0.27	0.27	0.10	0.16	0.02	0.13	0.01	0.01	0.05	0.05	0.05
Crit Moves:	****			****			****			****		
Green Time:	17.7	42.3	42.3	15.9	40.5	40.5	19.8	19.8	19.8	10.0	10.0	10.0
Volume/Cap:	0.09	0.64	0.64	0.64	0.40	0.06	0.64	0.06	0.08	0.46	0.46	0.54
Delay/Veh:	34.6	23.4	23.4	42.2	21.2	18.1	40.9	32.6	32.8	43.4	43.4	44.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	34.6	23.4	23.4	42.2	21.2	18.1	40.9	32.6	32.8	43.4	43.4	44.6
LOS by Move:	C-	C	C	D	C+	B-	D	C-	C-	D	D	D
HCM2k95thQ:	2	23	23	11	12	2	15	1	1	5	5	6

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

Vallco Special Area Specific Plan  
SJ17-1776

Level Of Service Computation Report  
2000 HCM Operations (Future Volume Alternative)  
Existing AM With Retail and Residential Alternative

Intersection #32: Wolfe Road-Miller Avenue / Stevens Creek Boulevard



Street Name:	Wolfe Road-Miller Avenue						Stevens Creek Boulevard					
	North Bound			South Bound			East Bound			West Bound		
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0

Volume Module:	>>	Count	Date:	23 May 2017	<<	08:00:00 AM						
Base Vol:	189	894	83	179	272	475	376	450	82	73	947	173
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	189	894	83	179	272	475	376	450	82	73	947	173
Added Vol:	2	9	0	57	16	58	57	25	1	0	17	18
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	191	903	83	236	288	533	433	475	83	73	964	191
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	191	903	83	236	288	0	433	475	83	73	964	191
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	191	903	83	236	288	0	433	475	83	73	964	191
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	191	903	83	236	288	0	433	475	83	73	964	191

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.99	0.95	0.92	1.00	0.92	0.83	1.00	0.92	0.83	0.99	0.95
Lanes:	1.00	2.74	0.26	1.00	2.00	1.00	2.00	3.00	1.00	2.00	2.49	0.51
Final Sat.:	1750	5128	471	1750	3800	1750	3150	5700	1750	3150	4673	926

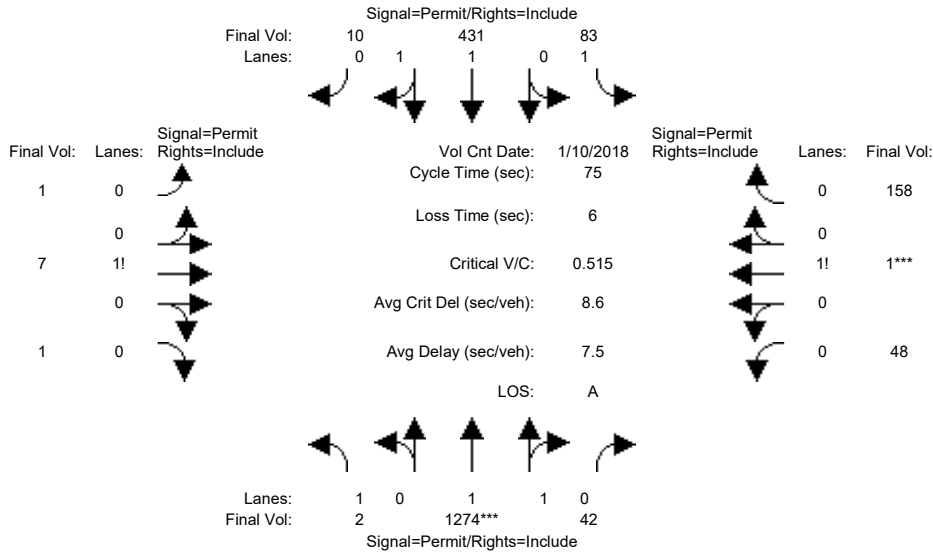
Capacity Analysis Module:												
Vol/Sat:	0.11	0.18	0.18	0.13	0.08	0.00	0.14	0.08	0.05	0.02	0.21	0.21
Crit Moves:	****			****			****			****		
Green Time:	31.0	30.4	30.4	23.3	22.7	0.0	23.7	35.5	35.5	23.8	35.6	35.6
Volume/Cap:	0.44	0.72	0.72	0.72	0.42	0.00	0.72	0.29	0.17	0.12	0.72	0.72
Delay/Veh:	40.4	45.4	45.4	55.7	45.7	0.0	51.9	35.1	33.8	42.0	42.0	42.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	40.4	45.4	45.4	55.7	45.7	0.0	51.9	35.1	33.8	42.0	42.0	42.0
LOS by Move:	D	D	D	E+	D	A	D-	D+	C-	D	D	D
HCM2k95thQ:	12	21	21	19	10	0	17	7	4	2	22	22

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

Vallco Special Area Specific Plan  
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Level Of Service Computation Report  
2000 HCM Operations (Future Volume Alternative)  
Existing AM With Retail and Residential Alternative

Intersection #33: Miller Avenue / Calle De Barcelona



Street Name:	Miller Avenue						Calle De Barcelona					
	North Bound			South Bound			East Bound			West Bound		
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:	>>	Count	Date:	10 Jan 2018	<<	08:00:00 AM						
Base Vol:	2	1263	42	83	414	10	1	7	1	48	1	158
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	2	1263	42	83	414	10	1	7	1	48	1	158
Added Vol:	0	11	0	0	17	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	2	1274	42	83	431	10	1	7	1	48	1	158
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	2	1274	42	83	431	10	1	7	1	48	1	158
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	2	1274	42	83	431	10	1	7	1	48	1	158
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	2	1274	42	83	431	10	1	7	1	48	1	158

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.97	0.95	0.92	0.97	0.95	0.92	0.92	0.92	0.92	0.92	0.92
Lanes:	1.00	1.93	0.07	1.00	1.95	0.05	0.11	0.78	0.11	0.23	0.01	0.76
Final Sat.:	1750	3582	118	1750	3616	84	194	1361	194	406	8	1336

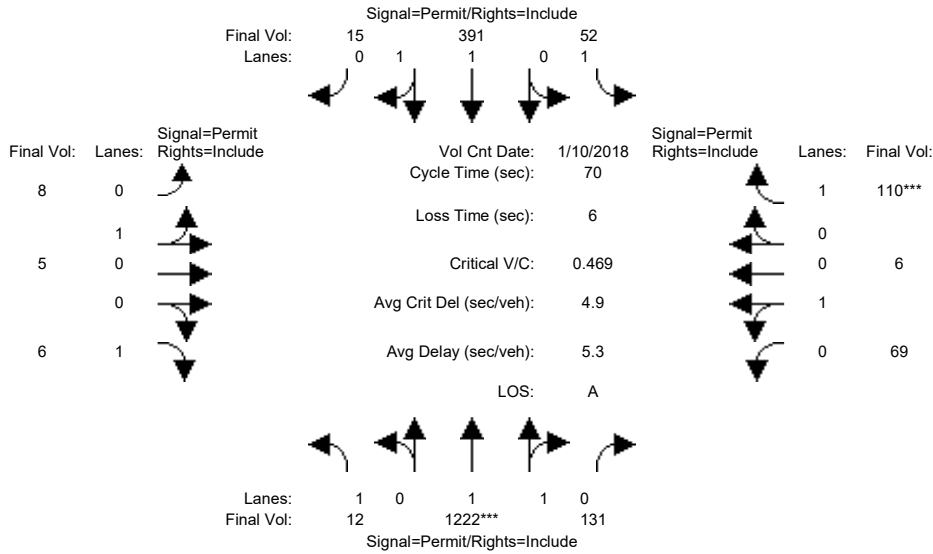
Capacity Analysis Module:												
Vol/Sat:	0.00	0.36	0.36	0.05	0.12	0.12	0.01	0.01	0.01	0.12	0.12	0.12
Crit Moves:	****									****		
Green Time:	51.8	51.8	51.8	51.8	51.8	51.8	17.2	17.2	17.2	17.2	17.2	17.2
Volume/Cap:	0.00	0.52	0.52	0.07	0.17	0.17	0.02	0.02	0.02	0.52	0.52	0.52
Delay/Veh:	3.6	5.8	5.8	3.8	4.1	4.1	22.4	22.4	22.4	26.4	26.4	26.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	3.6	5.8	5.8	3.8	4.1	4.1	22.4	22.4	22.4	26.4	26.4	26.4
LOS by Move:	A	A	A	A	A	A	C+	C+	C+	C	C	C
HCM2k95thQ:	0	14	14	1	4	4	0	0	0	10	10	10

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

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Level Of Service Computation Report  
2000 HCM Operations (Future Volume Alternative)  
Existing AM With Retail and Residential Alternative

Intersection #34: Miller Avenue / Phil Lane



Street Name:	Miller Avenue						Phil Lane					
	North Bound			South Bound			East Bound			West Bound		
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:	>>	Count	Date:	10 Jan 2018	<<	08:00:00 AM						
Base Vol:	12	1213	131	47	379	15	8	5	6	69	6	108
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	12	1213	131	47	379	15	8	5	6	69	6	108
Added Vol:	0	9	0	5	12	0	0	0	0	0	0	2
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	12	1222	131	52	391	15	8	5	6	69	6	110
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	12	1222	131	52	391	15	8	5	6	69	6	110
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	12	1222	131	52	391	15	8	5	6	69	6	110
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	12	1222	131	52	391	15	8	5	6	69	6	110

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	0.97	0.95	0.95	0.95	0.92	0.95	0.95	0.92
Lanes:	1.00	1.80	0.20	1.00	1.92	0.08	0.62	0.38	1.00	0.92	0.08	1.00
Final Sat.:	1750	3341	358	1750	3563	137	1108	692	1750	1656	144	1750

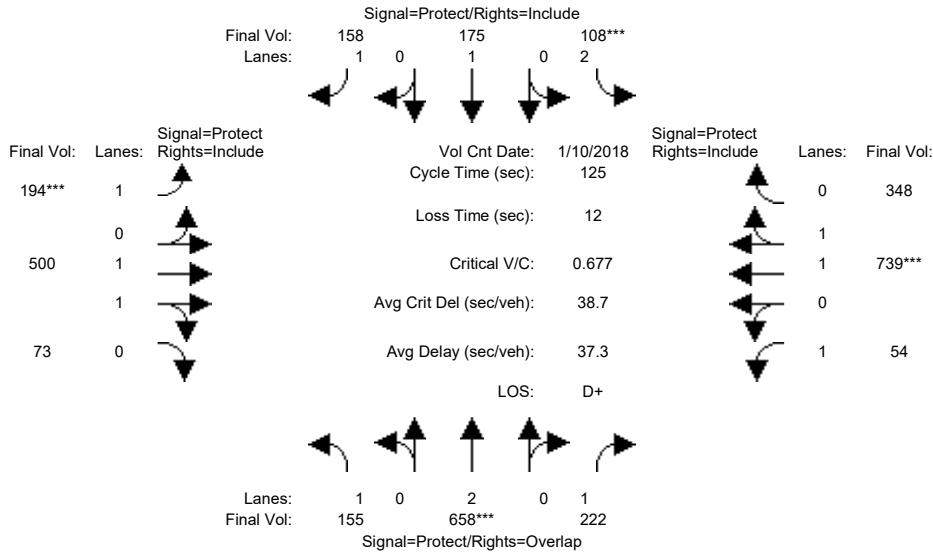
Capacity Analysis Module:												
Vol/Sat:	0.01	0.37	0.37	0.03	0.11	0.11	0.01	0.01	0.00	0.04	0.04	0.06
Crit Moves:	****											****
Green Time:	54.0	54.0	54.0	54.0	54.0	54.0	10.0	10.0	10.0	10.0	10.0	10.0
Volume/Cap:	0.01	0.47	0.47	0.04	0.14	0.14	0.05	0.05	0.02	0.29	0.29	0.44
Delay/Veh:	1.8	3.0	3.0	1.9	2.1	2.1	26.0	26.0	25.8	27.5	27.5	28.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	1.8	3.0	3.0	1.9	2.1	2.1	26.0	26.0	25.8	27.5	27.5	28.7
LOS by Move:	A	A	A	A	A	A	C	C	C	C	C	C
HCM2k95thQ:	0	10	10	1	2	2	1	1	0	4	4	6

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

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Level Of Service Computation Report  
2000 HCM Operations (Future Volume Alternative)  
Existing AM With Retail and Residential Alternative

Intersection #35: Miller Avenue / Bollinger Road



Street Name:	Miller Avenue						Bollinger Road					
	North Bound			South Bound			East Bound			West Bound		
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:	>>	Count	Date:	10 Jan 2018	<<	08:00:00 AM											
Base Vol:	155	652	222	103	169	157	193	500	73	54	739	345					
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00					
Initial Bse:	155	652	222	103	169	157	193	500	73	54	739	345					
Added Vol:	0	6	0	5	6	1	1	0	0	0	0	3					
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0					
Initial Fut:	155	658	222	108	175	158	194	500	73	54	739	348					
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00					
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00					
PHF Volume:	155	658	222	108	175	158	194	500	73	54	739	348					
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0					
Reduced Vol:	155	658	222	108	175	158	194	500	73	54	739	348					
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00					
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00					
Final Volume:	155	658	222	108	175	158	194	500	73	54	739	348					

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.83	1.00	0.92	0.92	0.98	0.95	0.92	0.99	0.95
Lanes:	1.00	2.00	1.00	2.00	1.00	1.00	1.00	1.74	0.26	1.00	1.34	0.66
Final Sat.:	1750	3800	1750	3150	1900	1750	1750	3228	471	1750	2515	1184

Capacity Analysis Module:												
Vol/Sat:	0.09	0.17	0.13	0.03	0.09	0.09	0.11	0.15	0.15	0.03	0.29	0.29
Crit Moves:	****			****			****			****		
Green Time:	19.0	31.8	51.5	7.0	19.8	19.8	20.3	54.5	54.5	19.7	53.9	53.9
Volume/Cap:	0.58	0.68	0.31	0.61	0.58	0.57	0.68	0.36	0.36	0.20	0.68	0.68
Delay/Veh:	52.6	44.1	25.0	63.9	51.7	51.5	55.9	23.6	23.6	46.1	29.9	29.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	52.6	44.1	25.0	63.9	51.7	51.5	55.9	23.6	23.6	46.1	29.9	29.9
LOS by Move:	D-	D	C	E	D-	D-	E+	C	C	D	C	C
HCM2k95thQ:	11	20	11	5	12	12	15	14	14	4	30	30

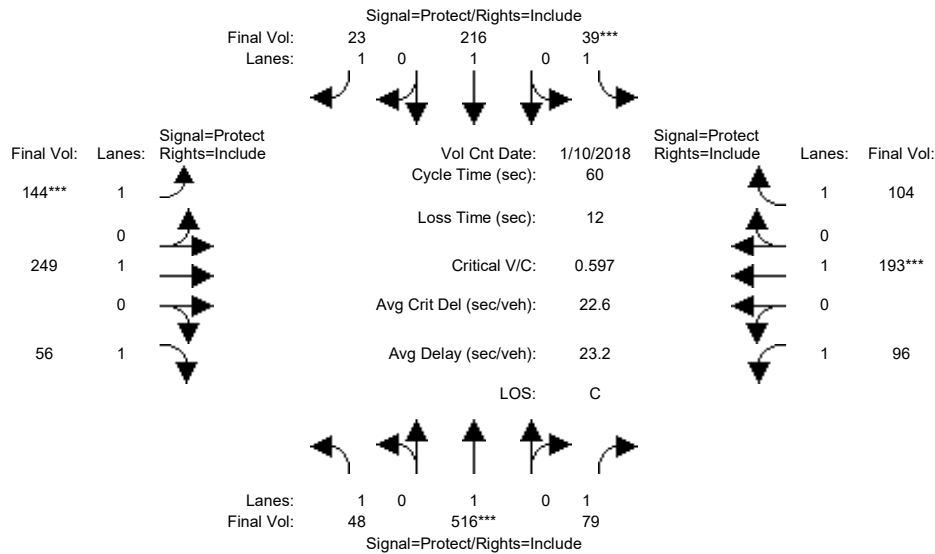
Note: Queue reported is the number of cars per lane.



Vallco Special Area Specific Plan  
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Level Of Service Computation Report  
2000 HCM Operations (Future Volume Alternative)  
Existing AM With Retail and Residential Alternative

Intersection #36: Miller Avenue / Rainbow Drive



Street Name:	Miller Avenue						Rainbow Drive					
	North Bound			South Bound			East Bound			West Bound		
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:	>>	Count	Date:	10 Jan 2018	<<	08:00:00 AM						
Base Vol:	48	510	79	39	210	23	144	249	56	96	193	104
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	48	510	79	39	210	23	144	249	56	96	193	104
Added Vol:	0	6	0	0	6	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	48	516	79	39	216	23	144	249	56	96	193	104
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	48	516	79	39	216	23	144	249	56	96	193	104
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	48	516	79	39	216	23	144	249	56	96	193	104
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	48	516	79	39	216	23	144	249	56	96	193	104

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1750	1900	1750	1750	1900	1750	1750	1900	1750	1750	1900	1750

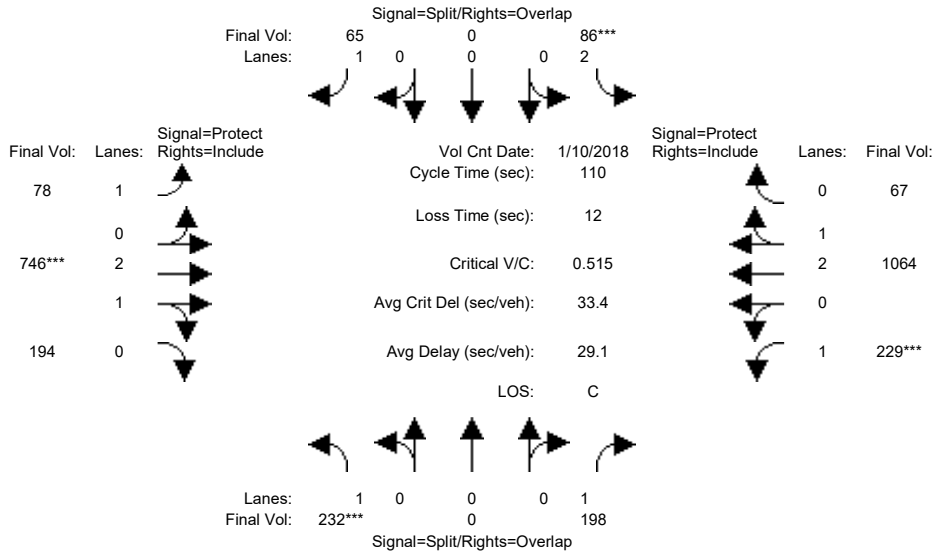
Capacity Analysis Module:												
Vol/Sat:	0.03	0.27	0.05	0.02	0.11	0.01	0.08	0.13	0.03	0.05	0.10	0.06
Crit Moves:	****			****			****			****		
Green Time:	12.7	23.8	23.8	7.0	18.1	18.1	7.2	10.1	10.1	7.1	10.0	10.0
Volume/Cap:	0.13	0.68	0.11	0.19	0.38	0.04	0.68	0.78	0.19	0.46	0.61	0.36
Delay/Veh:	19.3	17.6	11.5	24.4	16.9	14.9	34.3	35.2	21.7	26.3	26.6	22.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	19.3	17.6	11.5	24.4	16.9	14.9	34.3	35.2	21.7	26.3	26.6	22.9
LOS by Move:	B-	B	B+	C	B	B	C-	D+	C+	C	C	C+
HCM2k95thQ:	2	15	2	1	6	1	8	13	2	5	9	4

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

Vallco Special Area Specific Plan  
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Level Of Service Computation Report  
2000 HCM Operations (Future Volume Alternative)  
Existing AM With Retail and Residential Alternative

Intersection #37: Finch Avenue / Stevens Creek Boulevard



Street Name:	Finch Avenue						Stevens Creek Boulevard					
	North Bound			South Bound			East Bound			West Bound		
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	0	0	0	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:	>>	Count	Date:	10 Jan 2018	<<	08:00:00 AM						
Base Vol:	232	0	198	86	0	65	78	664	194	229	1029	67
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	232	0	198	86	0	65	78	664	194	229	1029	67
Added Vol:	0	0	0	0	0	0	0	82	0	0	35	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	232	0	198	86	0	65	78	746	194	229	1064	67
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	232	0	198	86	0	65	78	746	194	229	1064	67
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	232	0	198	86	0	65	78	746	194	229	1064	67
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	232	0	198	86	0	65	78	746	194	229	1064	67

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.83	1.00	0.92	0.92	0.99	0.95	0.92	0.98	0.95
Lanes:	1.00	0.00	1.00	2.00	0.00	1.00	1.00	2.36	0.64	1.00	2.82	0.18
Final Sat.:	1750	0	1750	3150	0	1750	1750	4443	1155	1750	5268	332

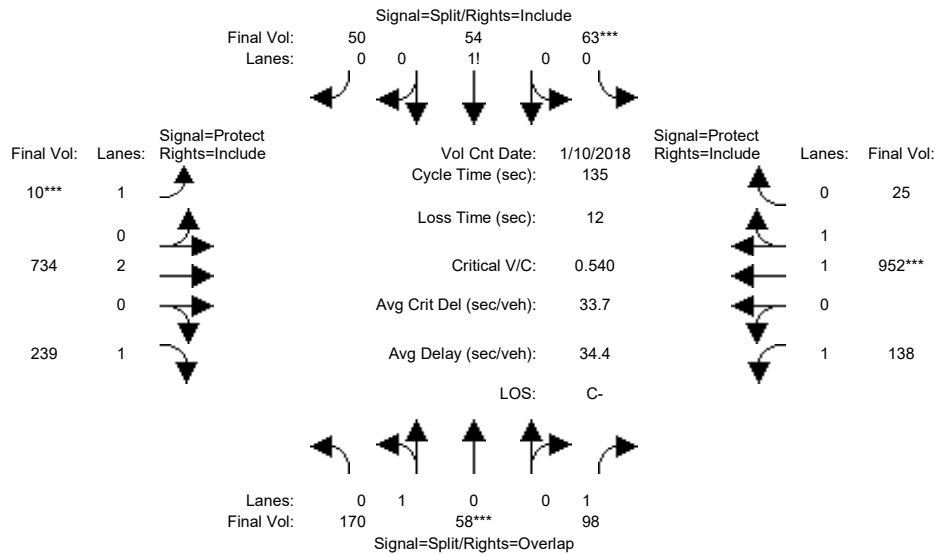
Capacity Analysis Module:												
Vol/Sat:	0.13	0.00	0.11	0.03	0.00	0.04	0.04	0.17	0.17	0.13	0.20	0.20
Crit Moves:	***			***			***			***		
Green Time:	28.3	0.0	56.3	5.8	0.0	25.6	19.8	35.9	35.9	28.0	44.0	44.0
Volume/Cap:	0.51	0.00	0.22	0.51	0.00	0.16	0.25	0.51	0.51	0.51	0.50	0.50
Delay/Veh:	36.0	0.0	14.9	53.5	0.0	33.8	39.1	30.3	30.3	36.2	25.0	25.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	36.0	0.0	14.9	53.5	0.0	33.8	39.1	30.3	30.3	36.2	25.0	25.0
LOS by Move:	D+	A	B	D-	A	C-	D	C	C	D+	C	C
HCM2k95thQ:	14	0	8	5	0	4	5	16	16	13	17	17

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

Vallco Special Area Specific Plan  
SJ17-1776

Level Of Service Computation Report  
2000 HCM Operations (Future Volume Alternative)  
Existing AM With Retail and Residential Alternative

Intersection #38: Tantau Avenue / Homestead Road



Street Name:	Tantau Avenue						Homestead Road					
	North Bound			South Bound			East Bound			West Bound		
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:	>>	Count	Date:	10 Jan 2018	<<	08:00:00 AM						
Base Vol:	170	58	84	63	54	50	10	712	239	131	942	25
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	170	58	84	63	54	50	10	712	239	131	942	25
Added Vol:	0	0	14	0	0	0	0	22	0	7	10	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	170	58	98	63	54	50	10	734	239	138	952	25
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	170	58	98	63	54	50	10	734	239	138	952	25
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	170	58	98	63	54	50	10	734	239	138	952	25
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	170	58	98	63	54	50	10	734	239	138	952	25

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.92	0.92	0.92	0.92	0.92	1.00	0.92	0.92	0.97	0.95
Lanes:	0.75	0.25	1.00	0.38	0.32	0.30	1.00	2.00	1.00	1.00	1.95	0.05
Final Sat.:	1342	458	1750	660	566	524	1750	3800	1750	1750	3605	95

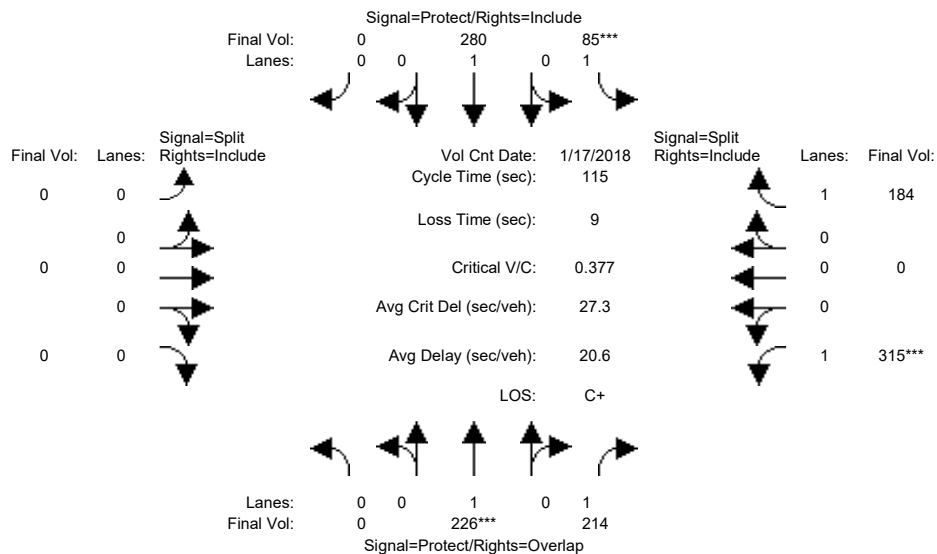
Capacity Analysis Module:												
Vol/Sat:	0.13	0.13	0.06	0.10	0.10	0.10	0.01	0.19	0.14	0.08	0.26	0.26
Crit Moves:	****			****			****			****		
Green Time:	30.2	30.2	50.5	22.8	22.8	22.8	7.0	49.7	49.7	20.3	63.0	63.0
Volume/Cap:	0.57	0.57	0.15	0.57	0.57	0.57	0.11	0.52	0.37	0.52	0.57	0.57
Delay/Veh:	48.4	48.4	28.1	54.1	54.1	54.1	61.6	33.8	31.6	54.8	26.5	26.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	48.4	48.4	28.1	54.1	54.1	54.1	61.6	33.8	31.6	54.8	26.5	26.5
LOS by Move:	D	D	C	D-	D-	D-	E	C-	C	D-	C	C
HCM2k95thQ:	16	16	6	14	14	14	1	21	14	10	25	25

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

Vallco Special Area Specific Plan  
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Level Of Service Computation Report  
2000 HCM Operations (Future Volume Alternative)  
Existing AM With Retail and Residential Alternative

Intersection #39: Tantau Avenue / Pruneridge Avenue



Street Name:	Tantau Avenue						Pruneridge Avenue					
	North Bound			South Bound			East Bound			West Bound		
Approach:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	0	0	0	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:	>>	Count	Date:	17 Jan 2018	<<	08:00:00 AM						
Base Vol:	0	212	186	85	273	0	0	0	0	302	0	184
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	212	186	85	273	0	0	0	0	302	0	184
Added Vol:	0	14	28	0	7	0	0	0	0	13	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	226	214	85	280	0	0	0	0	315	0	184
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	226	214	85	280	0	0	0	0	315	0	184
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	226	214	85	280	0	0	0	0	315	0	184
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	0	226	214	85	280	0	0	0	0	315	0	184

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	1.00	1.00	1.00	1.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Final Sat.:	0	1900	1750	1750	1900	0	0	0	0	1750	0	1750

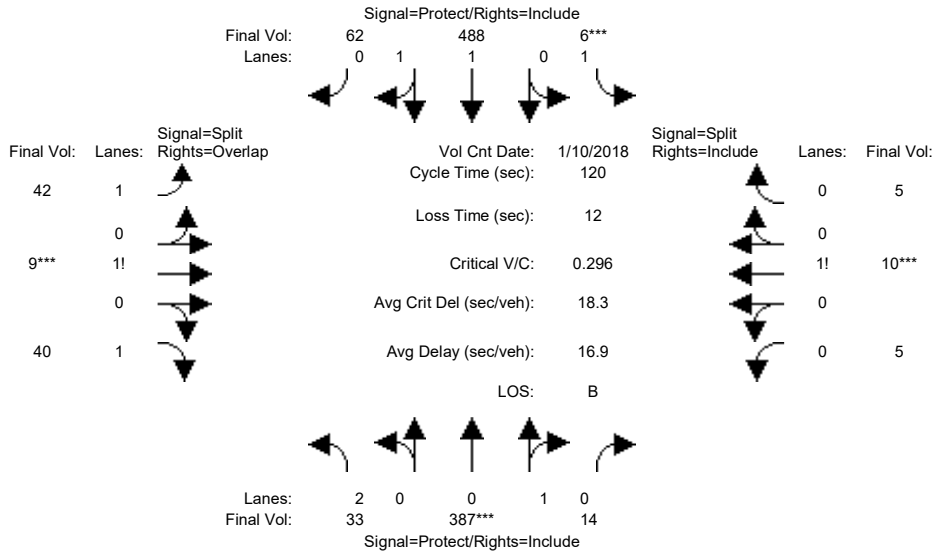
Capacity Analysis Module:												
Vol/Sat:	0.00	0.12	0.12	0.05	0.15	0.00	0.00	0.00	0.00	0.18	0.00	0.11
Crit Moves:	****			****						****		
Green Time:	0.0	36.3	91.2	14.8	51.1	0.0	0.0	0.0	0.0	54.9	0.0	54.9
Volume/Cap:	0.00	0.38	0.15	0.38	0.33	0.00	0.00	0.00	0.00	0.38	0.00	0.22
Delay/Veh:	0.0	31.0	2.9	46.9	21.1	0.0	0.0	0.0	0.0	19.4	0.0	17.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	31.0	2.9	46.9	21.1	0.0	0.0	0.0	0.0	19.4	0.0	17.7
LOS by Move:	A	C	A	D	C+	A	A	A	A	B-	A	B
HCM2k95thQ:	0	11	4	6	12	0	0	0	0	14	0	8

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

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Level Of Service Computation Report  
2000 HCM Operations (Future Volume Alternative)  
Existing AM With Retail and Residential Alternative

Intersection #40: Tantau Avenue / Apple Parkway/Tantau 14 (private)



Street Name:	Tantau Avenue						Apple Parkway/Tantau 14 (private)					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:	>>	Count	Date:	10 Jan 2018	<<	08:00:00 AM						
Base Vol:	33	345	14	6	468	62	42	9	40	5	10	5
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	33	345	14	6	468	62	42	9	40	5	10	5
Added Vol:	0	42	0	0	20	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	33	387	14	6	488	62	42	9	40	5	10	5
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	33	387	14	6	488	62	42	9	40	5	10	5
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	33	387	14	6	488	62	42	9	40	5	10	5
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	33	387	14	6	488	62	42	9	40	5	10	5

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	0.95	0.95	0.92	0.98	0.95	0.92	0.92	0.92	0.92	0.92	0.92
Lanes:	2.00	0.97	0.03	1.00	1.77	0.23	1.42	0.18	1.40	0.25	0.50	0.25
Final Sat.:	3150	1737	63	1750	3283	417	2485	315	2450	438	875	438

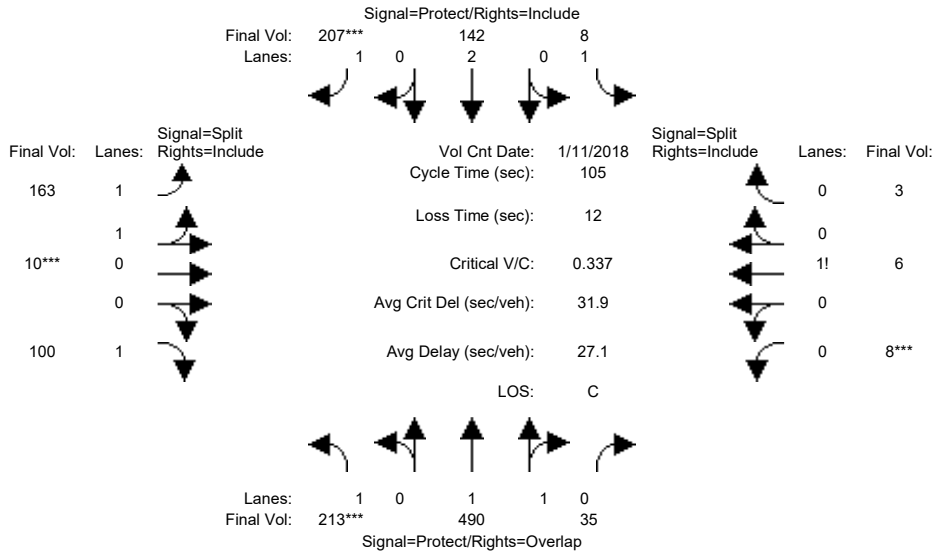
Capacity Analysis Module:												
Vol/Sat:	0.01	0.22	0.22	0.00	0.15	0.15	0.02	0.03	0.02	0.01	0.01	0.01
Crit Moves:	****			****			****			****		
Green Time:	24.7	80.7	80.7	7.0	63.0	63.0	10.3	10.3	35.0	10.0	10.0	10.0
Volume/Cap:	0.05	0.33	0.33	0.06	0.28	0.28	0.20	0.33	0.06	0.14	0.14	0.14
Delay/Veh:	38.3	8.5	8.5	53.6	16.0	16.0	51.2	52.3	30.6	51.4	51.4	51.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	38.3	8.5	8.5	53.6	16.0	16.0	51.2	52.3	30.6	51.4	51.4	51.4
LOS by Move:	D+	A	A	D-	B	B	D-	D-	C	D-	D-	D-
HCM2k95thQ:	1	12	12	0	11	11	3	4	2	2	2	2

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

Vallco Special Area Specific Plan  
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Level Of Service Computation Report  
2000 HCM Operations (Future Volume Alternative)  
Existing AM With Retail and Residential Alternative

Intersection #41: Tantau Avenue / Vallco Parkway



Street Name:	Tantau Avenue						Vallco Parkway					
	North Bound			South Bound			East Bound			West Bound		
Approach:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:	>>	Count	Date:	11 Jan 2018	<<	08:00:00 AM						
Base Vol:	187	489	35	8	142	187	122	10	50	8	6	3
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	187	489	35	8	142	187	122	10	50	8	6	3
Added Vol:	26	1	0	0	0	20	41	0	50	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	213	490	35	8	142	207	163	10	100	8	6	3
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	213	490	35	8	142	207	163	10	100	8	6	3
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	213	490	35	8	142	207	163	10	100	8	6	3
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	213	490	35	8	142	207	163	10	100	8	6	3

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	1.00	0.92	0.93	0.95	0.92	0.92	0.92	0.92
Lanes:	1.00	1.86	0.14	1.00	2.00	1.00	1.89	0.11	1.00	0.47	0.35	0.18
Final Sat.:	1750	3453	247	1750	3800	1750	3345	205	1750	824	618	309

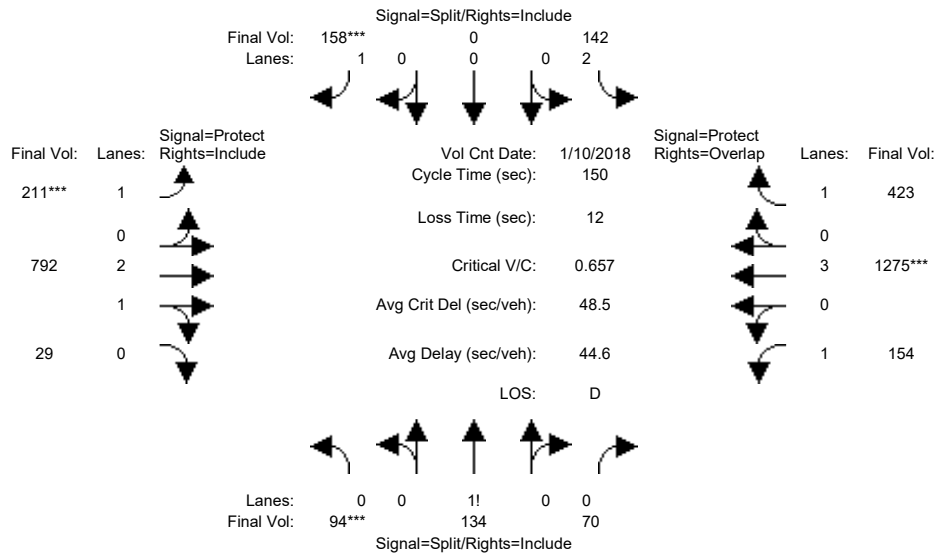
Capacity Analysis Module:												
Vol/Sat:	0.12	0.14	0.14	0.00	0.04	0.12	0.05	0.05	0.06	0.01	0.01	0.01
Crit Moves:	***					***		***		***		
Green Time:	34.0	45.6	55.6	21.4	33.0	33.0	16.0	16.0	16.0	10.0	10.0	10.0
Volume/Cap:	0.38	0.33	0.27	0.02	0.12	0.38	0.32	0.32	0.38	0.10	0.10	0.10
Delay/Veh:	27.8	19.7	13.6	33.4	25.7	28.4	40.0	40.0	40.9	43.7	43.7	43.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	27.8	19.7	13.6	33.4	25.7	28.4	40.0	40.0	40.9	43.7	43.7	43.7
LOS by Move:	C	B-	B	C-	C	C	D	D	D	D	D	D
HCM2k95thQ:	11	11	9	0	3	11	5	5	6	1	1	1

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

Vallco Special Area Specific Plan  
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Level Of Service Computation Report  
2000 HCM Operations (Future Volume Alternative)  
Existing AM With Retail and Residential Alternative

Intersection #42: Tantau Avenue / Stevens Creek Boulevard



Street Name:	Tantau Avenue						Stevens Creek Boulevard					
	North Bound			South Bound			East Bound			West Bound		
Approach:												
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:	>>	Count	Date:	10 Jan 2018	<<	08:00:00 AM						
Base Vol:	92	132	70	92	0	158	210	717	23	154	1242	398
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	92	132	70	92	0	158	210	717	23	154	1242	398
Added Vol:	2	2	0	50	0	0	1	75	6	0	33	25
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	94	134	70	142	0	158	211	792	29	154	1275	423
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	94	134	70	142	0	158	211	792	29	154	1275	423
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	94	134	70	142	0	158	211	792	29	154	1275	423
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	94	134	70	142	0	158	211	792	29	154	1275	423

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.92	0.92	0.83	1.00	0.92	0.92	0.98	0.95	0.92	1.00	0.92
Lanes:	0.32	0.45	0.23	2.00	0.00	1.00	1.00	2.89	0.11	1.00	3.00	1.00
Final Sat.:	552	787	411	3150	0	1750	1750	5402	198	1750	5700	1750

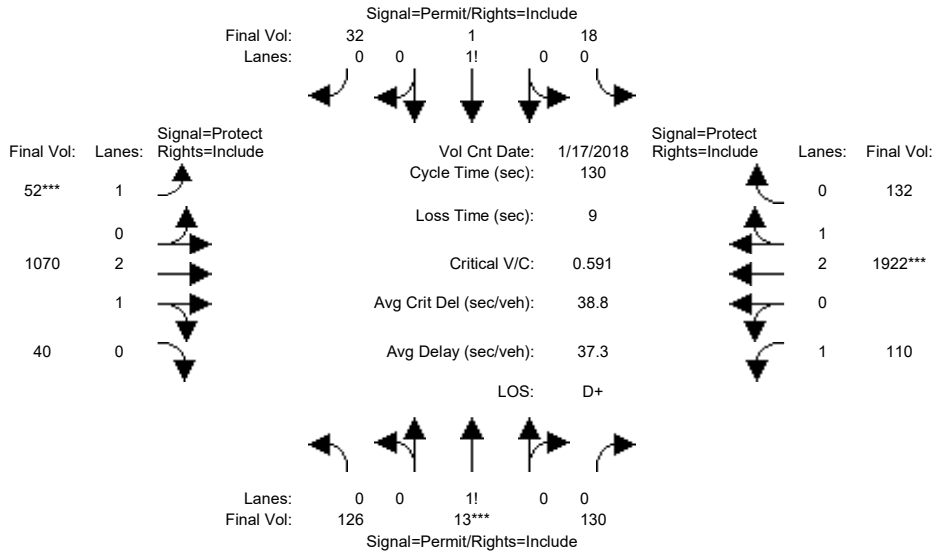
Capacity Analysis Module:												
Vol/Sat:	0.17	0.17	0.17	0.05	0.00	0.09	0.12	0.15	0.15	0.09	0.22	0.24
Crit Moves:	***					***	***				***	
Green Time:	38.9	38.9	38.9	20.6	0.0	20.6	27.5	49.1	49.1	29.5	51.0	71.6
Volume/Cap:	0.66	0.66	0.66	0.33	0.00	0.66	0.66	0.45	0.45	0.45	0.66	0.51
Delay/Veh:	53.1	53.1	53.1	58.9	0.0	67.9	61.8	40.0	40.0	54.0	42.9	27.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	53.1	53.1	53.1	58.9	0.0	67.9	61.8	40.0	40.0	54.0	42.9	27.5
LOS by Move:	D-	D-	D-	E+	A	E	E	D	D	D-	D	C
HCM2k95thQ:	25	25	25	7	0	14	18	18	18	12	27	24

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

Vallco Special Area Specific Plan  
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Level Of Service Computation Report  
2000 HCM Operations (Future Volume Alternative)  
Existing AM With Retail and Residential Alternative

Intersection #43: Stern Avenue / Steven Creek Boulevard



Street Name:	Stern Avenue						Steven Creek Boulevard					
	North Bound			South Bound			East Bound			West Bound		
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	47	47	47	47	47	47	20	42	42	25	47	47
Y+R:	4.6	4.6	4.6	4.6	4.6	4.6	4.9	5.6	5.6	4.9	5.9	5.9

Volume Module:	>>	Count	Date:	17 Jan 2018	<<	08:00:00 AM						
Base Vol:	115	12	118	16	1	29	47	849	36	100	1691	120
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	115	12	118	16	1	29	47	849	36	100	1691	120
Added Vol:	0	0	0	0	0	0	0	125	0	0	58	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	115	12	118	16	1	29	47	974	36	100	1749	120
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
PHF Volume:	126	13	130	18	1	32	52	1070	40	110	1922	132
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	126	13	130	18	1	32	52	1070	40	110	1922	132
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	126	13	130	18	1	32	52	1070	40	110	1922	132

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.98	0.95	0.92	0.98	0.95
Lanes:	0.47	0.05	0.48	0.35	0.02	0.63	1.00	2.89	0.11	1.00	2.80	0.20
Final Sat.:	821	86	843	609	38	1103	1750	5400	200	1750	5240	360

Capacity Analysis Module:												
Vol/Sat:	0.15	0.15	0.15	0.03	0.03	0.03	0.03	0.20	0.20	0.06	0.37	0.37
Crit Moves:	****						****			****		
Green Time:	47.0	47.0	47.0	47.0	47.0	47.0	20.0	46.4	46.4	27.6	54.0	54.0
Volume/Cap:	0.43	0.43	0.43	0.08	0.08	0.08	0.19	0.56	0.56	0.30	0.88	0.88
Delay/Veh:	31.8	31.8	31.8	27.3	27.3	27.3	48.3	33.9	33.9	43.5	39.5	39.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	31.8	31.8	31.8	27.3	27.3	27.3	48.3	33.9	33.9	43.5	39.5	39.5
LOS by Move:	C	C	C	C	C	C	D	C-	C-	D	D	D
HCM2k95thQ:	16	16	16	3	3	3	4	21	21	7	42	42

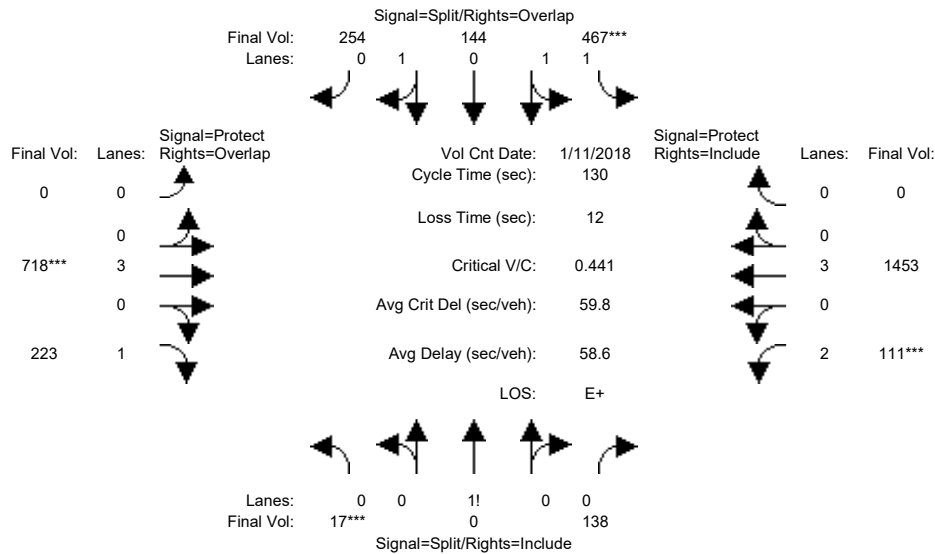
Note: Queue reported is the number of cars per lane.



Vallco Special Area Specific Plan  
SJ17-1776

Level Of Service Computation Report  
2000 HCM Operations (Future Volume Alternative)  
Existing AM With Retail and Residential Alternative

Intersection #44: I-280 Ramps (West)-Calvert Drive / Stevens Creek Boulevard



Street Name:	I-280 Ramps (West)-Calvert Drive						Stevens Creek Boulevard					
	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	56	56	56	57	57	57	0	32	32	23	36	36
Y+R:	6.0	6.0	6.0	5.4	5.4	5.4	0.0	5.9	5.9	5.4	5.6	5.6

Volume Module:	>>	Count	Date:	11 Jan 2018	<<	08:00:00 AM						
Base Vol:	17	0	138	467	144	254	0	636	180	111	1395	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	17	0	138	467	144	254	0	636	180	111	1395	0
Added Vol:	0	0	0	0	0	0	0	82	43	0	58	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	17	0	138	467	144	254	0	718	223	111	1453	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	17	0	138	467	144	254	0	718	223	111	1453	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	17	0	138	467	144	254	0	718	223	111	1453	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	17	0	138	467	144	254	0	718	223	111	1453	0

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.92	0.92	0.93	0.95	0.95	0.92	1.00	0.92	0.83	1.00	0.92
Lanes:	0.11	0.00	0.89	1.64	0.49	0.87	0.00	3.00	1.00	2.00	3.00	0.00
Final Sat.:	192	0	1558	2888	891	1571	0	5700	1750	3150	5700	0

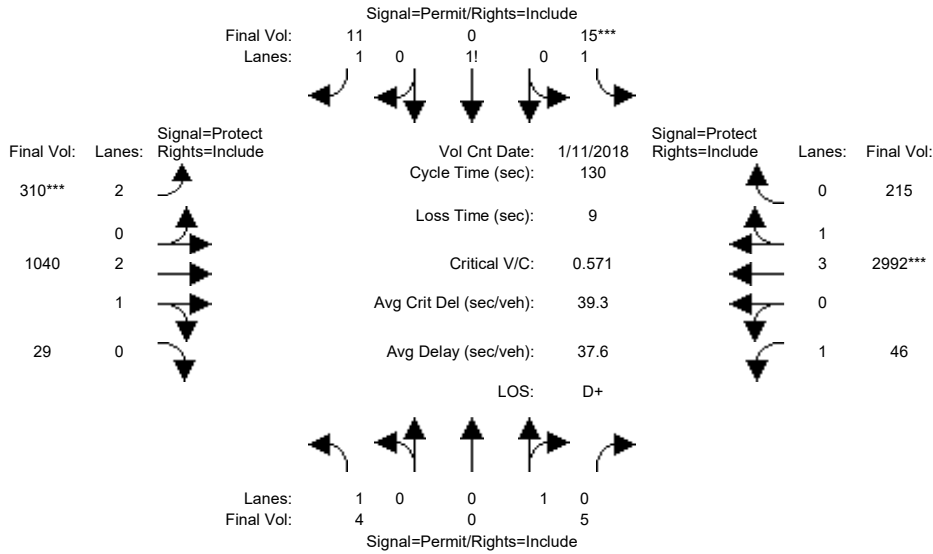
Capacity Analysis Module:												
Vol/Sat:	0.09	0.00	0.09	0.16	0.16	0.16	0.00	0.13	0.13	0.04	0.25	0.00
Crit Moves:	***			***			***			***		
Green Time:	40.4	0.0	40.4	41.2	41.2	41.2	0.0	23.1	63.6	16.6	39.7	0.0
Volume/Cap:	0.28	0.00	0.28	0.51	0.51	0.51	0.00	0.71	0.26	0.28	0.83	0.00
Delay/Veh:	47.2	0.0	47.2	50.4	50.4	50.4	0.0	72.0	27.1	71.3	61.9	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	47.2	0.0	47.2	50.4	50.4	50.4	0.0	72.0	27.1	71.3	61.9	0.0
LOS by Move:	D	A	D	D	D	D	A	E	C	E	E	A
HCM2k95thQ:	13	0	13	24	24	24	0	22	14	6	39	0

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

Vallco Special Area Specific Plan  
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Level Of Service Computation Report  
2000 HCM Operations (Future Volume Alternative)  
Existing AM With Retail and Residential Alternative

Intersection #45: Agilent Driveway / Stevens Creek Boulevard



Street Name:	Agilent Driveway						Stevens Creek Boulevard					
	North Bound			South Bound			East Bound			West Bound		
Approach:												
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	47	47	47	45	45	45	15	44	44	25	54	54
Y+R:	3.0	3.0	3.0	4.6	4.6	4.6	5.0	5.6	5.6	5.0	5.6	5.6

Volume Module:	>>	Count	Date:	11 Jan 2018	<<	08:00:00 AM						
Base Vol:	4	0	5	14	0	10	285	875	27	42	2695	198
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	4	0	5	14	0	10	285	875	27	42	2695	198
Added Vol:	0	0	0	0	0	0	0	82	0	0	58	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	4	0	5	14	0	10	285	957	27	42	2753	198
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
PHF Volume:	4	0	5	15	0	11	310	1040	29	46	2992	215
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	4	0	5	15	0	11	310	1040	29	46	2992	215
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	4	0	5	15	0	11	310	1040	29	46	2992	215

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.95	0.92	1.00	0.92	0.83	0.98	0.95	0.92	0.99	0.95
Lanes:	1.00	0.00	1.00	1.58	0.00	1.42	2.00	2.91	0.09	1.00	3.72	0.28
Final Sat.:	1750	0	1800	2771	0	2479	3150	5446	154	1750	6996	503

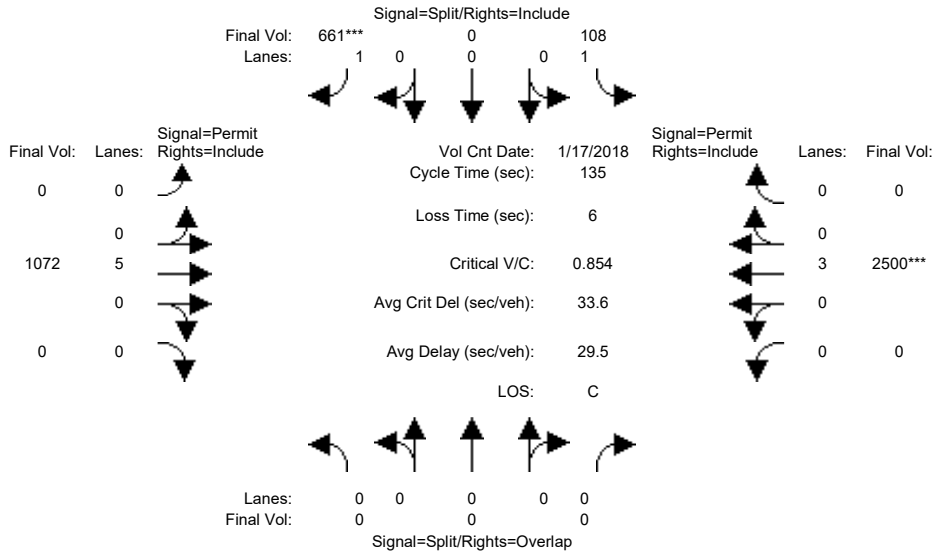
Capacity Analysis Module:													
Vol/Sat:	0.00	0.00	0.00	0.01	0.00	0.00	0.10	0.19	0.19	0.03	0.43	0.43	
Crit Moves:				****				****					
Green Time:	45.0	0.0	45.0	45.0	0.0	45.0	15.0	48.5	48.5	27.5	61.0	61.0	
Volume/Cap:	0.01	0.00	0.01	0.02	0.00	0.01	0.85	0.51	0.51	0.12	0.91	0.91	
Delay/Veh:	27.9	0.0	27.9	27.9	0.0	27.9	73.7	31.8	31.8	41.6	36.1	36.1	
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
AdjDel/Veh:	27.9	0.0	27.9	27.9	0.0	27.9	73.7	31.8	31.8	41.6	36.1	36.1	
LOS by Move:	C	A	C	C	A	C	E	C	C	D	D+	D+	
HCM2k95thQ:	0	0	0	1	0	0	14	19	19	3	48	48	

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

Vallco Special Area Specific Plan  
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Level Of Service Computation Report  
2000 HCM Operations (Future Volume Alternative)  
Existing AM With Retail and Residential Alternative

Intersection #46: Lawrence Expressway Ramp (West) / Stevens Creek Boulevard



Street Name:	Lawrence Expressway Ramp (West)						Stevens Creek Boulevard					
	North Bound			South Bound			East Bound			West Bound		
Approach:	L	T	R	L	T	R	L	T	R	L	T	R

Min. Green:	0	0	0	10	0	10	0	10	0	0	10	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:	>>	Count	Date:	17 Jan 2018	<<	08:00:00 AM						
Base Vol:	0	0	0	108	0	647	0	990	0	0	2456	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	108	0	647	0	990	0	0	2456	0
Added Vol:	0	0	0	0	0	14	0	82	0	0	44	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	108	0	661	0	1072	0	0	2500	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	108	0	661	0	1072	0	0	2500	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	108	0	661	0	1072	0	0	2500	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	0	0	0	108	0	661	0	1072	0	0	2500	0

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	0.00	0.00	1.00	0.00	1.00	0.00	5.00	0.00	0.00	3.00	0.00
Final Sat.:	0	0	0	1750	0	1750	0	9500	0	0	5700	0

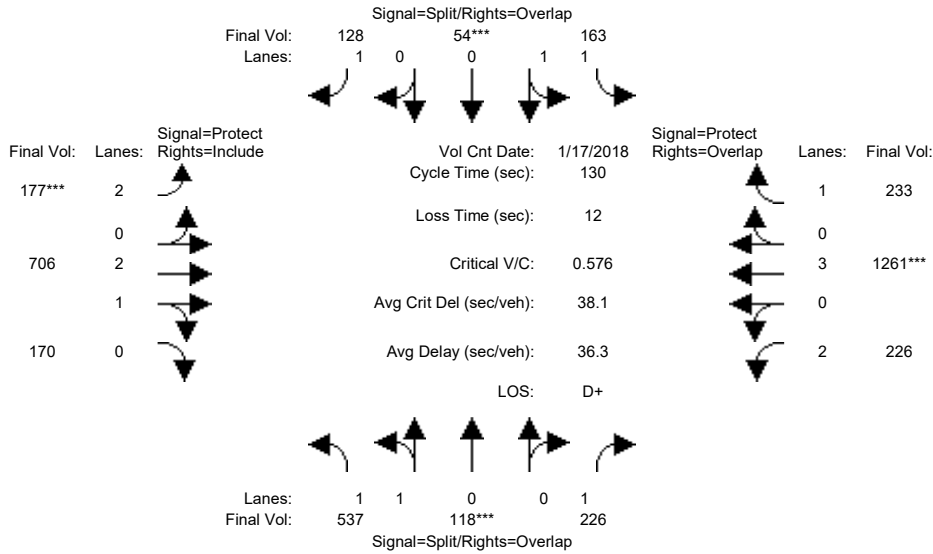
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.06	0.00	0.38	0.00	0.11	0.00	0.00	0.44	0.00
Crit Moves:						****					****	
Green Time:	0.0	0.0	0.0	59.7	0.0	59.7	0.0	69.3	0.0	0.0	69.3	0.0
Volume/Cap:	0.00	0.00	0.00	0.14	0.00	0.85	0.00	0.22	0.00	0.00	0.85	0.00
Delay/Veh:	0.0	0.0	0.0	22.5	0.0	42.9	0.0	18.0	0.0	0.0	31.1	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	22.5	0.0	42.9	0.0	18.0	0.0	0.0	31.1	0.0
LOS by Move:	A	A	A	C+	A	D	A	B-	A	A	C	A
HCM2k95thQ:	0	0	0	6	0	46	0	9	0	0	48	0

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

Vallco Special Area Specific Plan  
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Level Of Service Computation Report  
2000 HCM Operations (Future Volume Alternative)  
Existing AM With Retail and Residential Alternative

Intersection #47: Lawrence Expressway / El Camino Real



Street Name:	Lawrence Expressway						El Camino Real					
	North Bound			South Bound			East Bound			West Bound		
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:	>>	Count	Date:	17 Jan 2018	<<	08:00:00 AM											
Base Vol:	537	48	219	163	25	119	156	704	170	223	1260	233					
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00					
Initial Bse:	537	48	219	163	25	119	156	704	170	223	1260	233					
Added Vol:	0	70	7	0	29	9	21	2	0	3	1	0					
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0					
Initial Fut:	537	118	226	163	54	128	177	706	170	226	1261	233					
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00					
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00					
PHF Volume:	537	118	226	163	54	128	177	706	170	226	1261	233					
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0					
Reduced Vol:	537	118	226	163	54	128	177	706	170	226	1261	233					
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00					
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00					
Final Volume:	537	118	226	163	54	128	177	706	170	226	1261	233					

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.93	0.95	0.92	0.93	0.95	0.92	0.83	0.99	0.95	0.83	1.00	0.92
Lanes:	1.64	0.36	1.00	1.51	0.49	1.00	2.00	2.40	0.60	2.00	3.00	1.00
Final Sat.:	2910	640	1750	2666	883	1750	3150	4512	1086	3150	5700	1750

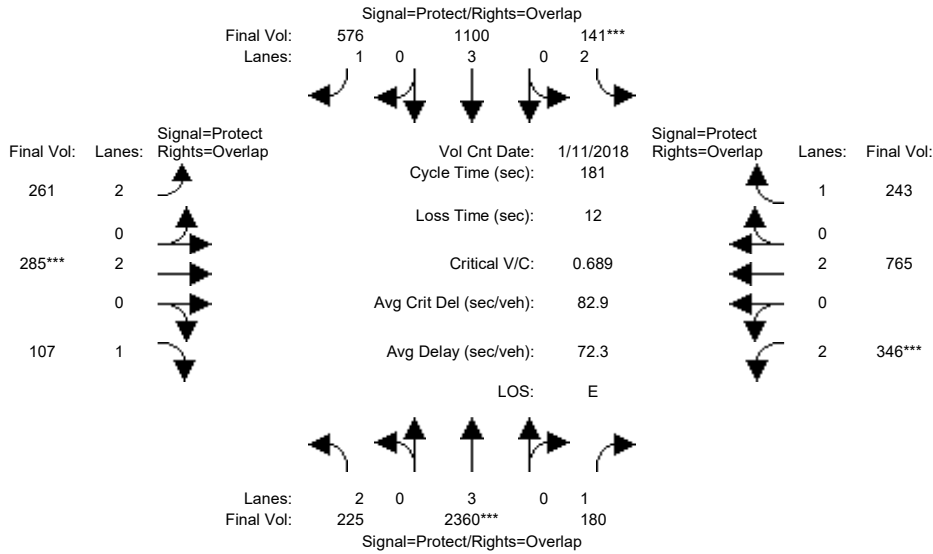
Capacity Analysis Module:												
Vol/Sat:	0.18	0.18	0.13	0.06	0.06	0.07	0.06	0.16	0.16	0.07	0.22	0.13
Crit Moves:	****			****			****			****		
Green Time:	41.6	41.6	61.3	13.8	13.8	26.5	12.7	42.9	42.9	19.7	49.9	63.7
Volume/Cap:	0.58	0.58	0.27	0.58	0.58	0.36	0.58	0.47	0.47	0.47	0.58	0.27
Delay/Veh:	37.6	37.6	21.0	57.5	57.5	45.1	58.8	34.8	34.8	51.2	32.1	19.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	37.6	37.6	21.0	57.5	57.5	45.1	58.8	34.8	34.8	51.2	32.1	19.7
LOS by Move:	D+	D+	C+	E+	E+	D	E+	C-	C-	D-	C-	B-
HCM2k95thQ:	21	21	11	10	10	10	8	17	17	10	24	11

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

Vallco Special Area Specific Plan  
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Level Of Service Computation Report  
2000 HCM Operations (Future Volume Alternative)  
Existing AM With Retail and Residential Alternative

Intersection #48: Lawrence Expressway / Homestead Road



Street Name:	Lawrence Expressway						Homestead Road					
	North Bound			South Bound			East Bound			West Bound		
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	16	86	86	23	93	93	24	44	44	18	35	35
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	7.0	10.0	10.0

Volume Module:	>>	Count	Date:	11 Jan 2018	<<	08:00:00 AM						
Base Vol:	225	2936	176	141	1354	565	235	275	107	344	759	243
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	225	2936	176	141	1354	565	235	275	107	344	759	243
Added Vol:	0	51	4	0	21	11	26	10	0	2	6	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	225	2987	180	141	1375	576	261	285	107	346	765	243
User Adj:	1.00	0.79	1.00	1.00	0.80	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	225	2360	180	141	1100	576	261	285	107	346	765	243
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	225	2360	180	141	1100	576	261	285	107	346	765	243
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	225	2360	180	141	1100	576	261	285	107	346	765	243

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	3150	5700	1750	3150	5700	1750	3150	3800	1750	3150	3800	1750

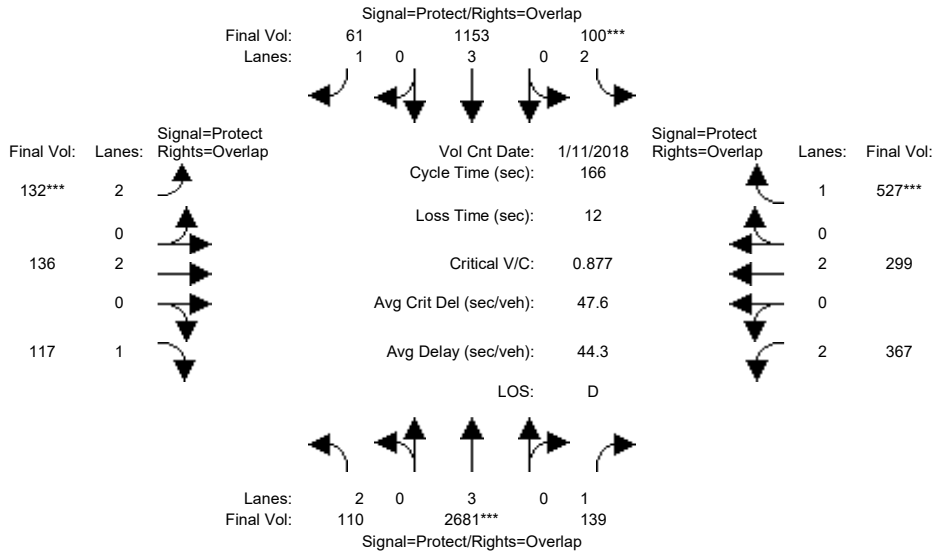
Capacity Analysis Module:												
Vol/Sat:	0.07	0.41	0.10	0.04	0.19	0.33	0.08	0.08	0.06	0.11	0.20	0.14
Crit Moves:	****			****			****			****		
Green Time:	15.8	85.1	102.9	22.7	92.0	116.2	24.2	43.5	59.3	17.8	37.1	59.9
Volume/Cap:	0.82	0.88	0.18	0.36	0.38	0.51	0.62	0.31	0.19	1.12	0.98	0.42
Delay/Veh:	104.4	73.6	35.8	80.8	46.4	38.8	77.7	57.3	44.2	168.8	99.9	48.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	104.4	73.6	35.8	80.8	46.4	38.8	77.7	57.3	44.2	168.8	99.9	48.1
LOS by Move:	F	E	D+	F	D	D+	E-	E+	D	F	F	D
HCM2k95thQ:	14	65	16	9	30	47	15	12	9	30	42	20

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

Vallco Special Area Specific Plan  
SJ17-1776

Level Of Service Computation Report  
2000 HCM Operations (Future Volume Alternative)  
Existing AM With Retail and Residential Alternative

Intersection #49: Lawrence Expressway / Pruneridge Avenue



Street Name:	Lawrence Expressway						Pruneridge Avenue					
	North Bound			South Bound			East Bound			West Bound		
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	16	89	89	13	87	87	14	22	22	25	34	34
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:	>>	Count	Date:	11 Jan 2018	<<	08:00:00 AM						
Base Vol:	110	3361	139	100	1427	52	111	130	117	367	295	527
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	110	3361	139	100	1427	52	111	130	117	367	295	527
Added Vol:	0	33	0	0	14	9	21	6	0	0	4	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	110	3394	139	100	1441	61	132	136	117	367	299	527
User Adj:	1.00	0.79	1.00	1.00	0.80	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	110	2681	139	100	1153	61	132	136	117	367	299	527
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	110	2681	139	100	1153	61	132	136	117	367	299	527
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	110	2681	139	100	1153	61	132	136	117	367	299	527

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	3150	5700	1750	3150	5700	1750	3150	3800	1750	3150	3800	1750

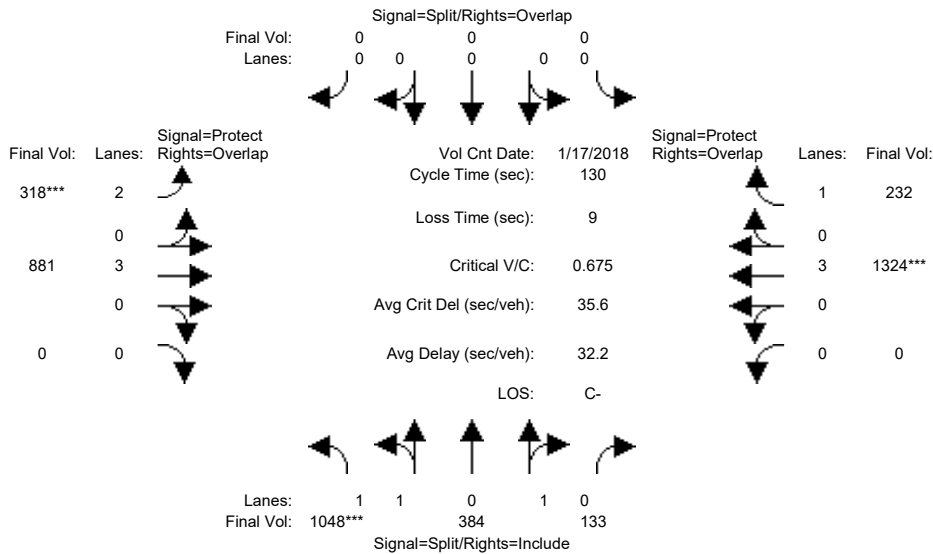
Capacity Analysis Module:												
Vol/Sat:	0.03	0.47	0.08	0.03	0.20	0.03	0.04	0.04	0.07	0.12	0.08	0.30
Crit Moves:	****			****			****			****		
Green Time:	15.8	89.0	116.7	13.0	86.2	100.2	14.0	24.3	40.2	27.7	38.0	51.0
Volume/Cap:	0.37	0.88	0.11	0.41	0.39	0.06	0.50	0.24	0.28	0.70	0.34	0.98
Delay/Veh:	71.1	36.9	8.0	73.9	24.2	13.6	74.1	62.9	51.5	69.4	53.8	90.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	71.1	36.9	8.0	73.9	24.2	13.6	74.1	62.9	51.5	69.4	53.8	90.6
LOS by Move:	E	D+	A	E	C	B	E	E	D-	E	D-	F
HCM2k95thQ:	7	65	5	6	21	3	8	6	10	21	12	54

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

Vallco Special Area Specific Plan  
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Level Of Service Computation Report  
2000 HCM Operations (Future Volume Alternative)  
Existing AM With Retail and Residential Alternative

Intersection #50: Lawrence Expressway Ramps (East) / Stevens Creek Boulevard



Street Name:	Lawrence Expressway Ramps (East)						Stevens Creek Boulevard					
	North Bound			South Bound			East Bound			West Bound		
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	0	0	0	7	10	0	0	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:	>>	Count	Date:	17 Jan 2018	<<	08:00:00 AM						
Base Vol:	1029	384	133	0	0	0	284	832	0	0	1299	232
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	1029	384	133	0	0	0	284	832	0	0	1299	232
Added Vol:	19	0	0	0	0	0	34	49	0	0	25	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	1048	384	133	0	0	0	318	881	0	0	1324	232
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	1048	384	133	0	0	0	318	881	0	0	1324	232
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	1048	384	133	0	0	0	318	881	0	0	1324	232
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	1048	384	133	0	0	0	318	881	0	0	1324	232

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.93	0.95	0.95	0.92	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.92
Lanes:	2.00	0.74	0.26	0.00	0.00	0.00	2.00	3.00	0.00	0.00	3.00	1.00
Final Sat.:	3550	1337	463	0	0	0	3150	5700	0	0	5700	1750

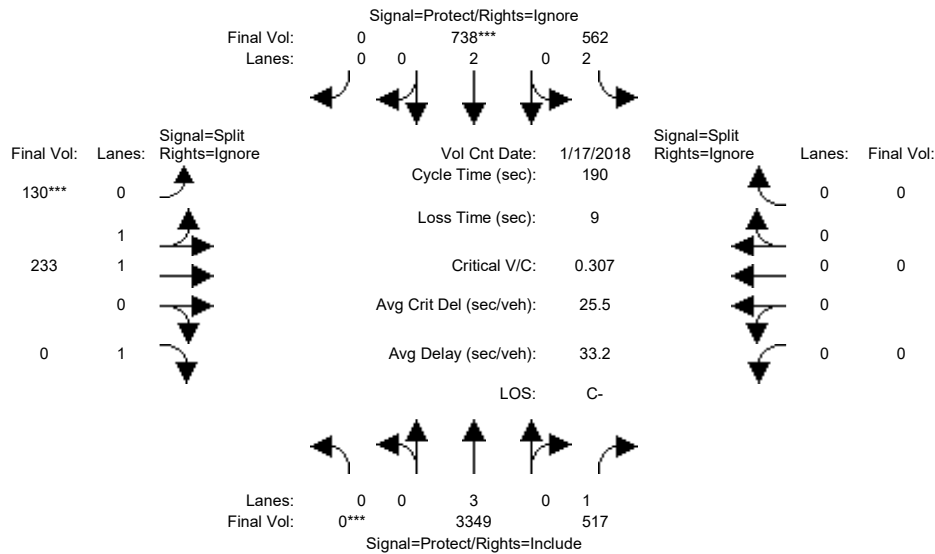
Capacity Analysis Module:												
Vol/Sat:	0.30	0.29	0.29	0.00	0.00	0.00	0.10	0.15	0.00	0.00	0.23	0.13
Crit Moves:	***						****			****		
Green Time:	56.8	56.8	56.8	0.0	0.0	0.0	19.4	64.2	0.0	0.0	44.7	44.7
Volume/Cap:	0.68	0.66	0.66	0.00	0.00	0.00	0.68	0.31	0.00	0.00	0.68	0.39
Delay/Veh:	30.0	29.6	29.6	0.0	0.0	0.0	56.2	19.8	0.0	0.0	37.4	32.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	30.0	29.6	29.6	0.0	0.0	0.0	56.2	19.8	0.0	0.0	37.4	32.7
LOS by Move:	C	C	C	A	A	A	E+	B-	A	A	D+	C-
HCM2k95thQ:	31	30	30	0	0	0	14	13	0	0	25	13

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

Vallco Special Area Specific Plan  
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Level Of Service Computation Report  
2000 HCM Operations (Future Volume Alternative)  
Existing AM With Retail and Residential Alternative

Intersection #51: Lawrence Expressway / Calverty Drive-I-280 SB Ramp



Street Name:	Lawrence Expressway						I-280 SB Ramp					
	North Bound			South Bound			East Bound			West Bound		
Approach:												
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	116	116	32	152	0	30	30	30	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:	>>	Count	Date:	17 Jan 2018	<<	08:00:00 AM						
Base Vol:	0	3346	517	562	738	0	130	197	235	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	3346	517	562	738	0	130	197	235	0	0	0
Added Vol:	0	3	0	0	0	0	0	36	7	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	3349	517	562	738	0	130	233	242	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Volume:	0	3349	517	562	738	0	130	233	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	3349	517	562	738	0	130	233	0	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
Final Volume:	0	3349	517	562	738	0	130	233	0	0	0	0

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.83	1.00	0.92	0.95	0.99	0.92	0.92	1.00	0.92
Lanes:	0.00	3.00	1.00	2.00	2.00	0.00	0.74	1.26	1.00	0.00	0.00	0.00
Final Sat.:	0	5700	1750	3150	3800	0	1325	2374	1750	0	0	0

Capacity Analysis Module:												
Vol/Sat:	0.00	0.59	0.30	0.18	0.19	0.00	0.10	0.10	0.00	0.00	0.00	0.00
Crit Moves:	***				***		***					
Green Time:	0.0	117	116.9	34.3	151	0.0	29.8	29.8	0.0	0.0	0.0	0.0
Volume/Cap:	0.00	0.96	0.48	0.99	0.24	0.00	0.62	0.62	0.00	0.00	0.00	0.00
Delay/Veh:	0.0	25.9	11.1	112.4	0.0	0.0	77.4	77.4	0.0	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	25.9	11.1	112.4	0.0	0.0	77.4	77.4	0.0	0.0	0.0	0.0
LOS by Move:	A	C	B+	F	A	A	E-	E-	A	A	A	A
HCM2k95thQ:	0	85	17	40	1	0	18	18	0	0	0	0

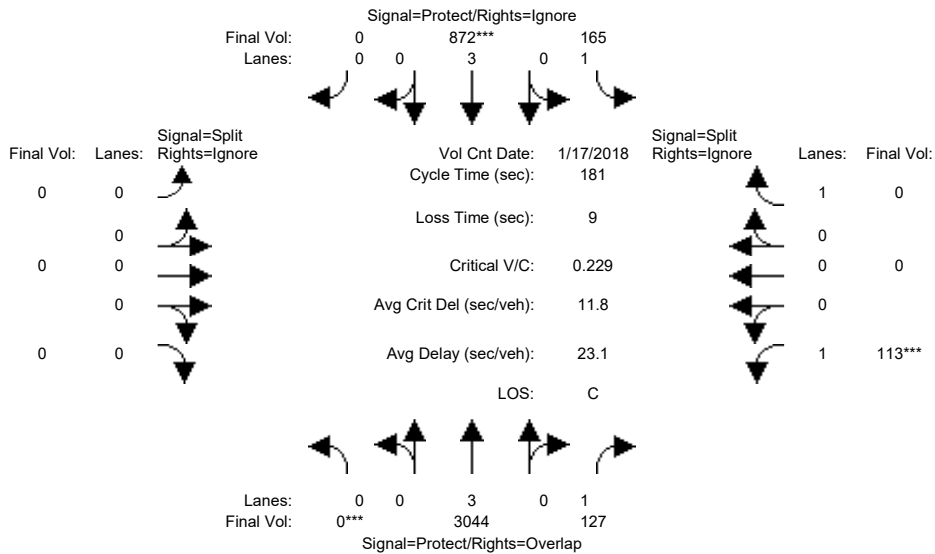
Note: Queue reported is the number of cars per lane.



Vallco Special Area Specific Plan  
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Level Of Service Computation Report  
2000 HCM Operations (Future Volume Alternative)  
Existing AM With Retail and Residential Alternative

Intersection #52: Lawrence Expressway / Mitty Way



Street Name:	Lawrence Expressway						Mitty Way					
	North Bound			South Bound			East Bound			West Bound		
Approach:												
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	116	116	28	148	148	0	0	0	25	25	25
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	0.0	0.0	0.0	4.0	4.0	4.0

Volume Module:	>>	Count	Date:	17 Jan 2018	<<	08:00:00 AM						
Base Vol:	0	3041	127	164	866	0	0	0	0	113	0	741
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	3041	127	164	866	0	0	0	0	113	0	741
Added Vol:	0	3	0	1	6	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	3044	127	165	872	0	0	0	0	113	0	741
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Volume:	0	3044	127	165	872	0	0	0	0	113	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	3044	127	165	872	0	0	0	0	113	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
Final Volume:	0	3044	127	165	872	0	0	0	0	113	0	0

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	3.00	1.00	1.00	3.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Final Sat.:	0	5700	1750	1750	5700	0	0	0	0	1750	0	1750

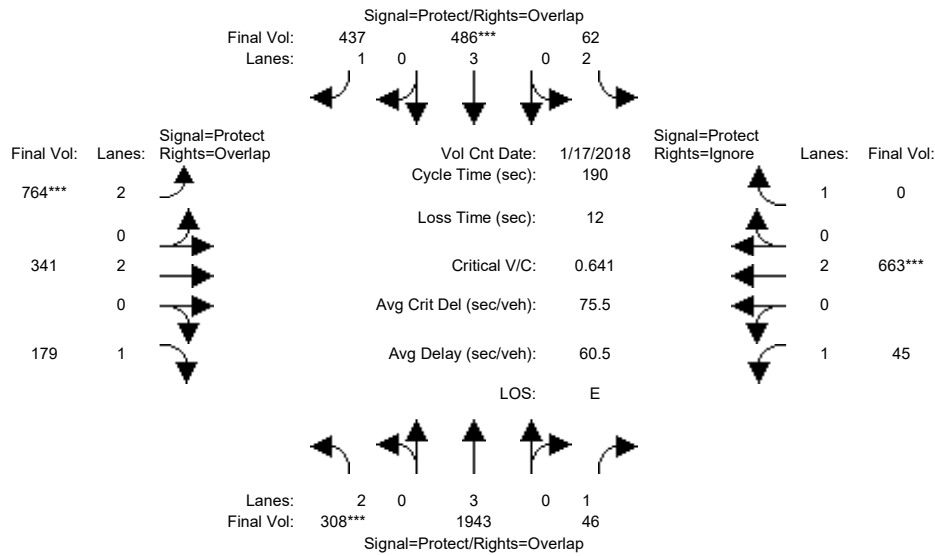
Capacity Analysis Module:												
Vol/Sat:	0.00	0.53	0.07	0.09	0.15	0.00	0.00	0.00	0.00	0.06	0.00	0.00
Crit Moves:	***				***					***		
Green Time:	0.0	119	143.4	28.6	147	0.0	0.0	0.0	0.0	24.9	0.0	0.0
Volume/Cap:	0.00	0.82	0.09	0.60	0.19	0.00	0.00	0.00	0.00	0.47	0.00	0.00
Delay/Veh:	0.0	24.7	4.3	74.7	3.8	0.0	0.0	0.0	0.0	73.8	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	24.7	4.3	74.7	3.8	0.0	0.0	0.0	0.0	73.8	0.0	0.0
LOS by Move:	A	C	A	E	A	A	A	A	A	E	A	A
HCM2k95thQ:	0	62	3	17	7	0	0	0	0	13	0	0

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

Vallco Special Area Specific Plan  
SJ17-1776

Level Of Service Computation Report  
2000 HCM Operations (Future Volume Alternative)  
Existing AM With Retail and Residential Alternative

Intersection #53: Lawrence Expressway / Bollinger Road



Street Name:	Lawrence Expressway						Bollinger Road					
	North Bound			South Bound			East Bound			West Bound		
Approach:												
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	19	70	70	14	64	64	51	80	80	11	41	41
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:	>>	Count	Date:	17 Jan 2018	<<	08:00:00 AM						
Base Vol:	304	1940	46	61	481	437	764	340	173	45	662	255
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	304	1940	46	61	481	437	764	340	173	45	662	255
Added Vol:	4	3	0	1	5	0	0	1	6	0	1	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	308	1943	46	62	486	437	764	341	179	45	663	255
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	308	1943	46	62	486	437	764	341	179	45	663	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	308	1943	46	62	486	437	764	341	179	45	663	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
Final Volume:	308	1943	46	62	486	437	764	341	179	45	663	0

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.92
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	2.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	3150	5700	1750	3150	5700	1750	3150	3800	1750	1750	3800	1750

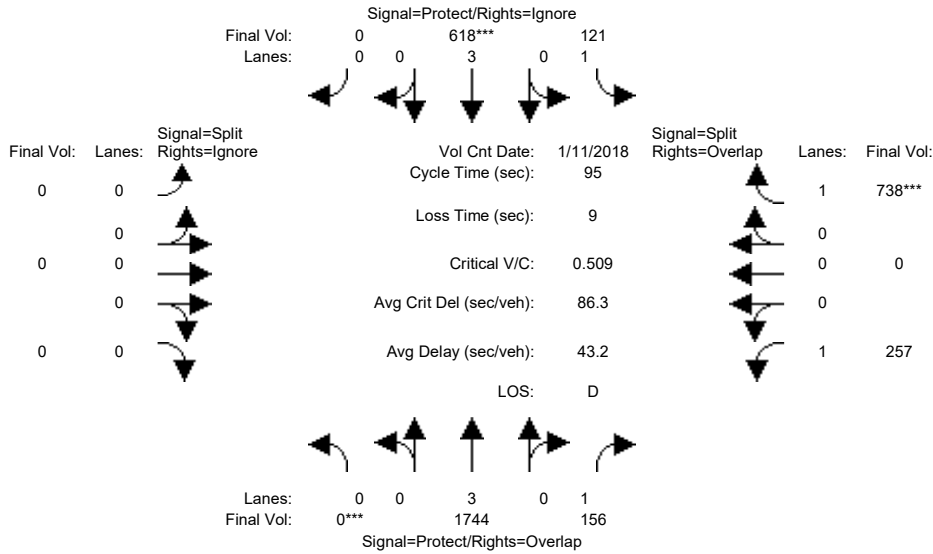
Capacity Analysis Module:												
Vol/Sat:	0.10	0.34	0.03	0.02	0.09	0.25	0.24	0.09	0.10	0.03	0.17	0.00
Crit Moves:	***				***		***				***	
Green Time:	20.2	70.7	82.0	14.1	64.7	116.2	51.5	81.7	102.0	11.2	41.4	0.0
Volume/Cap:	0.92	0.92	0.06	0.26	0.25	0.41	0.89	0.21	0.19	0.43	0.80	0.00
Delay/Veh:	112.6	58.6	26.8	82.7	48.8	27.0	77.7	33.6	22.6	88.3	75.2	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	112.6	58.6	26.8	82.7	48.8	27.0	77.7	33.6	22.6	88.3	75.2	0.0
LOS by Move:	F	E+	C	F	D	C	E-	C-	C+	F	E-	A
HCM2k95thQ:	21	57	2	4	14	32	44	11	11	6	33	0

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

Vallco Special Area Specific Plan  
SJ17-1776

Level Of Service Computation Report  
2000 HCM Operations (Future Volume Alternative)  
Existing AM With Retail and Residential Alternative

Intersection #54: Lawrence Expressway / Doyle Road



Street Name:	Lawrence Expressway						Doyle Road					
	North Bound			South Bound			East Bound			West Bound		
Approach:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	53	53	14	68	68	0	0	0	18	18	18
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	0.0	0.0	0.0	4.0	4.0	4.0

Volume Module:	>>	Count	Date:	11 Jan 2018	<<	08:00:00 AM						
Base Vol:	0	1738	156	120	608	0	0	0	0	257	0	737
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	1738	156	120	608	0	0	0	0	257	0	737
Added Vol:	0	6	0	1	10	0	0	0	0	0	0	1
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	1744	156	121	618	0	0	0	0	257	0	738
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	0	1744	156	121	618	0	0	0	0	257	0	738
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1744	156	121	618	0	0	0	0	257	0	738
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00
Final Volume:	0	1744	156	121	618	0	0	0	0	257	0	738

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	3.00	1.00	1.00	3.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Final Sat.:	0	5700	1750	1750	5700	0	0	0	0	1750	0	1750

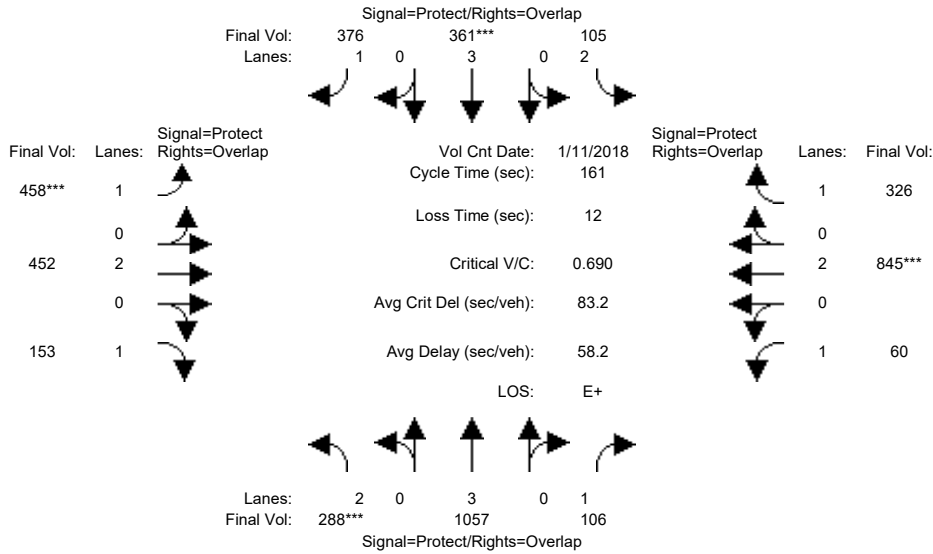
Capacity Analysis Module:												
Vol/Sat:	0.00	0.31	0.09	0.07	0.11	0.00	0.00	0.00	0.00	0.15	0.00	0.42
Crit Moves:	***				***							***
Green Time:	0.0	53.8	71.8	14.2	68.0	0.0	0.0	0.0	0.0	18.0	0.0	32.2
Volume/Cap:	0.00	0.54	0.12	0.46	0.15	0.00	0.00	0.00	0.00	0.78	0.00	1.24
Delay/Veh:	0.0	13.1	3.2	38.2	4.3	0.0	0.0	0.0	0.0	47.5	0.0	154.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	13.1	3.2	38.2	4.3	0.0	0.0	0.0	0.0	47.5	0.0	154.9
LOS by Move:	A	B	A	D+	A	A	A	A	A	D	A	F
HCM2k95thQ:	0	19	3	7	4	0	0	0	0	18	0	70

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

Vallco Special Area Specific Plan  
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Level Of Service Computation Report  
2000 HCM Operations (Future Volume Alternative)  
Existing AM With Retail and Residential Alternative

Intersection #55: Lawrence Expressway / Prospect Road



Street Name:	Lawrence Expressway						Prospect Road					
	North Bound			South Bound			East Bound			West Bound		
Approach:												
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	26	49	49	17	40	40	31	65	65	14	48	48
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:	>>	Count	Date:	11 Jan 2018	<<	08:00:00 AM											
Base Vol:	288	1051	106	105	351	376	458	452	153	60	845	326					
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00					
Initial Bse:	288	1051	106	105	351	376	458	452	153	60	845	326					
Added Vol:	0	6	0	0	10	0	0	0	0	0	0	0					
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0					
Initial Fut:	288	1057	106	105	361	376	458	452	153	60	845	326					
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00					
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00					
PHF Volume:	288	1057	106	105	361	376	458	452	153	60	845	326					
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0					
Reduced Vol:	288	1057	106	105	361	376	458	452	153	60	845	326					
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00					
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00					
Final Volume:	288	1057	106	105	361	376	458	452	153	60	845	326					

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	3150	5700	1750	3150	5700	1750	1750	3800	1750	1750	3800	1750

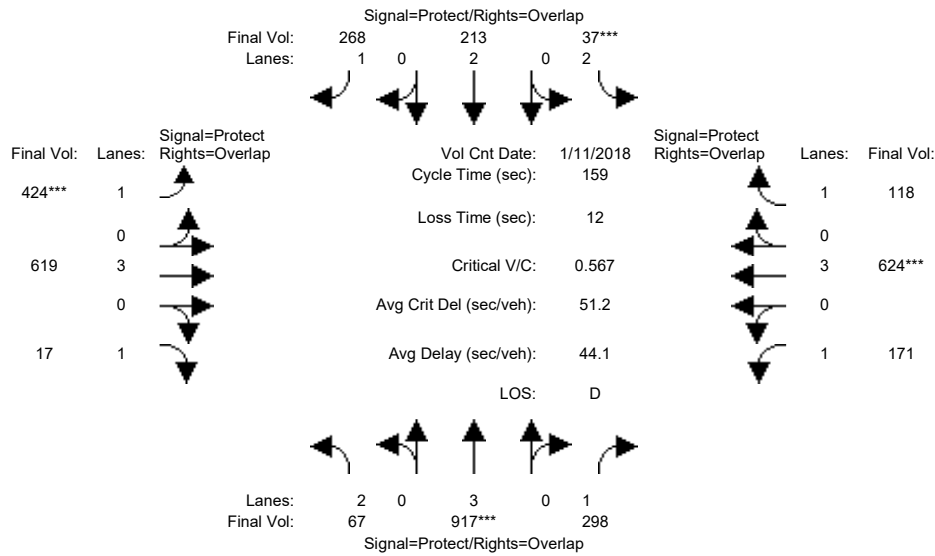
Capacity Analysis Module:												
Vol/Sat:	0.09	0.19	0.06	0.03	0.06	0.21	0.26	0.12	0.09	0.03	0.22	0.19
Crit Moves:	***				***		***				***	
Green Time:	26.0	49.0	63.7	17.0	40.0	75.0	35.0	68.3	94.3	14.7	48.0	65.0
Volume/Cap:	0.57	0.61	0.15	0.32	0.25	0.46	1.20	0.28	0.15	0.38	0.75	0.46
Delay/Veh:	63.8	48.5	31.4	67.2	48.6	29.7	177.2	30.4	15.2	70.3	53.7	35.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	63.8	48.5	31.4	67.2	48.6	29.7	177.2	30.4	15.2	70.3	53.7	35.7
LOS by Move:	E	D	C	E	D	C	F	C	B	E	D-	D+
HCM2k95thQ:	16	26	7	6	9	24	56	13	7	7	33	22

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

Vallco Special Area Specific Plan  
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Level Of Service Computation Report  
2000 HCM Operations (Future Volume Alternative)  
Existing AM With Retail and Residential Alternative

Intersection #56: Lawrence Expressway / Saratoga Avenue



Street Name:	Lawrence Expressway						Saratoga Avenue					
	North Bound			South Bound			East Bound			West Bound		
Approach:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	12	59	59	9	56	56	39	53	53	22	36	36
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:	>>	Count	Date:	11 Jan 2018	<<	08:00:00 AM						
Base Vol:	67	913	298	37	208	263	422	619	17	171	624	118
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	67	913	298	37	208	263	422	619	17	171	624	118
Added Vol:	0	4	0	0	5	5	2	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	67	917	298	37	213	268	424	619	17	171	624	118
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	67	917	298	37	213	268	424	619	17	171	624	118
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	67	917	298	37	213	268	424	619	17	171	624	118
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	67	917	298	37	213	268	424	619	17	171	624	118

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	2.00	3.00	1.00	2.00	2.00	1.00	1.00	3.00	1.00	1.00	3.00	1.00
Final Sat.:	3150	5700	1750	3150	3800	1750	1750	5700	1750	1750	5700	1750

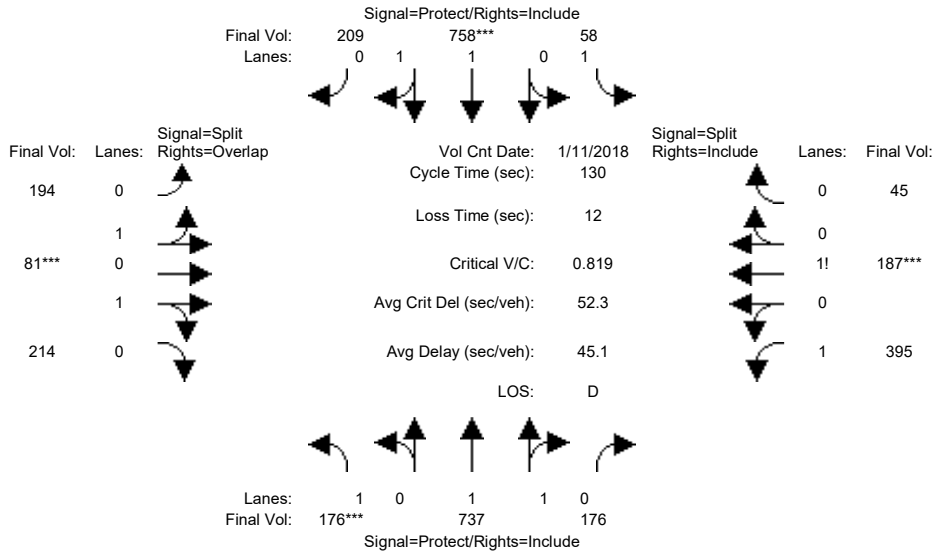
Capacity Analysis Module:												
Vol/Sat:	0.02	0.16	0.17	0.01	0.06	0.15	0.24	0.11	0.01	0.10	0.11	0.07
Crit Moves:	****			****			****			****		
Green Time:	12.0	59.0	82.2	9.0	56.0	99.0	43.0	55.8	67.8	23.2	36.0	45.0
Volume/Cap:	0.28	0.43	0.33	0.21	0.16	0.25	0.90	0.31	0.02	0.67	0.48	0.24
Delay/Veh:	70.1	37.6	22.6	72.2	35.4	13.5	75.2	37.6	26.4	71.1	53.7	44.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	70.1	37.6	22.6	72.2	35.4	13.5	75.2	37.6	26.4	71.1	53.7	44.1
LOS by Move:	E	D+	C+	E	D+	B	E-	D+	C	E	D-	D
HCM2k95thQ:	4	20	16	2	7	12	36	13	1	18	17	9

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

Vallco Special Area Specific Plan  
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Level Of Service Computation Report  
2000 HCM Operations (Future Volume Alternative)  
Existing AM With Retail and Residential Alternative

Intersection #57: Saratoga Avenue / Cox Avenue



Street Name:	Saratoga Avenue						Cox Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:	>>	Count	Date:	11 Jan 2018	<<	08:00:00 AM						
Base Vol:	176	735	176	58	753	209	194	81	214	395	187	45
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	176	735	176	58	753	209	194	81	214	395	187	45
Added Vol:	0	2	0	0	5	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	176	737	176	58	758	209	194	81	214	395	187	45
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	176	737	176	58	758	209	194	81	214	395	187	45
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	176	737	176	58	758	209	194	81	214	395	187	45
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	176	737	176	58	758	209	194	81	214	395	187	45

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	0.98	0.95	0.95	0.95	0.95	0.92	0.92	0.92
Lanes:	1.00	1.60	0.40	1.00	1.56	0.44	0.79	0.33	0.88	1.46	0.44	0.10
Final Sat.:	1750	2986	713	1750	2900	800	1428	596	1575	2555	762	183

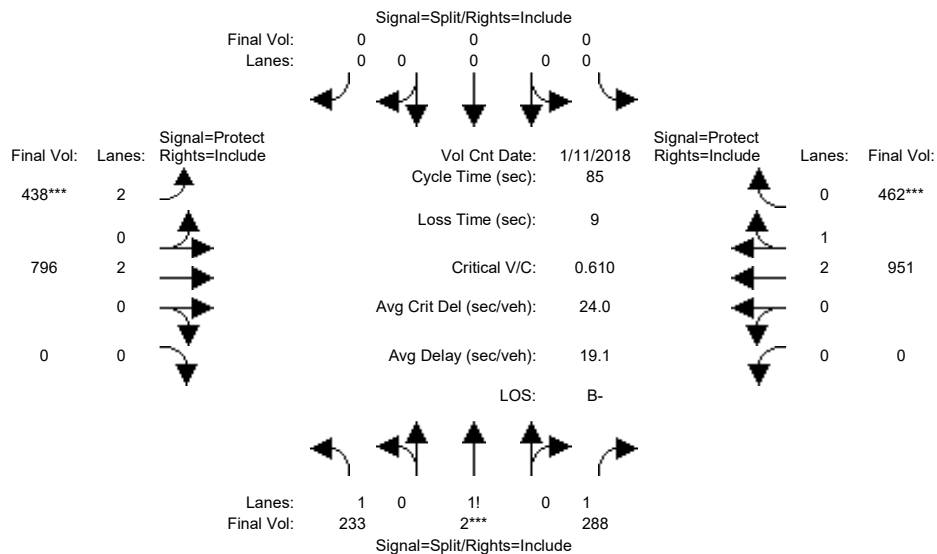
Capacity Analysis Module:												
Vol/Sat:	0.10	0.25	0.25	0.03	0.26	0.26	0.14	0.14	0.14	0.15	0.25	0.25
Crit Moves:	***			***			***			***		
Green Time:	16.0	47.2	47.2	10.3	41.5	41.5	21.6	21.6	37.5	39.0	39.0	39.0
Volume/Cap:	0.82	0.68	0.68	0.42	0.82	0.82	0.82	0.82	0.47	0.52	0.82	0.82
Delay/Veh:	76.9	36.5	36.5	59.0	45.4	45.4	61.1	61.1	38.4	38.1	49.2	49.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	76.9	36.5	36.5	59.0	45.4	45.4	61.1	61.1	38.4	38.1	49.2	49.2
LOS by Move:	E-	D+	D+	E+	D	D	E	E	D+	D+	D	D
HCM2k95thQ:	15	27	27	5	32	32	22	22	16	18	33	33

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

Vallco Special Area Specific Plan  
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Level Of Service Computation Report  
2000 HCM Operations (Future Volume Alternative)  
Existing AM With Retail and Residential Alternative

Intersection #58: SR-85 (North) / Saratoga Avenue



Street Name:	SR-85 (North)						Saratoga Avenue					
	North Bound			South Bound			East Bound			West Bound		
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	0	0	0	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:	>>	Count	Date:	11 Jan 2018	<<	08:00:00 AM						
Base Vol:	233	2	288	0	0	0	438	794	0	0	946	462
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	233	2	288	0	0	0	438	794	0	0	946	462
Added Vol:	0	0	0	0	0	0	0	2	0	0	5	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	233	2	288	0	0	0	438	796	0	0	951	462
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	233	2	288	0	0	0	438	796	0	0	951	462
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	233	2	288	0	0	0	438	796	0	0	951	462
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	233	2	288	0	0	0	438	796	0	0	951	462

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.92	0.92	0.92	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.95
Lanes:	1.44	0.01	1.55	0.00	0.00	0.00	2.00	2.00	0.00	0.00	2.00	1.00
Final Sat.:	2527	13	2710	0	0	0	3150	3800	0	0	3798	1800

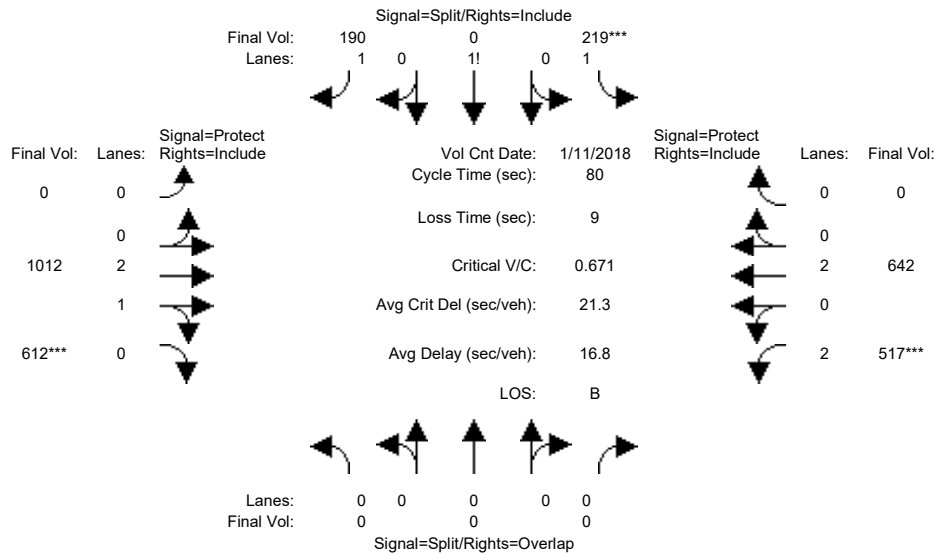
Capacity Analysis Module:												
Vol/Sat:	0.09	0.15	0.11	0.00	0.00	0.00	0.14	0.21	0.00	0.00	0.25	0.26
Crit Moves:	****						****					
Green Time:	20.9	20.9	20.9	0.0	0.0	0.0	19.4	55.1	0.0	0.0	35.7	35.7
Volume/Cap:	0.38	0.61	0.43	0.00	0.00	0.00	0.61	0.32	0.00	0.00	0.60	0.61
Delay/Veh:	26.8	29.7	27.3	0.0	0.0	0.0	31.0	6.7	0.0	0.0	19.5	19.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	26.8	29.7	27.3	0.0	0.0	0.0	31.0	6.7	0.0	0.0	19.5	19.7
LOS by Move:	C	C	C	A	A	A	C	A	A	A	B-	B-
HCM2k95thQ:	8	14	9	0	0	0	12	9	0	0	17	17

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

Vallco Special Area Specific Plan  
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Level Of Service Computation Report  
2000 HCM Operations (Future Volume Alternative)  
Existing AM With Retail and Residential Alternative

Intersection #59: SR-85 (South) / Saratoga Avenue



Street Name:	SR-85 (South)						Saratoga Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:	>>	Count	Date:	11 Jan 2018	<<	08:00:00 AM						
Base Vol:	0	0	0	219	0	190	0	1010	612	517	637	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	219	0	190	0	1010	612	517	637	0
Added Vol:	0	0	0	0	0	0	0	2	0	0	5	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	219	0	190	0	1012	612	517	642	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	219	0	190	0	1012	612	517	642	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	219	0	190	0	1012	612	517	642	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	0	0	0	219	0	190	0	1012	612	517	642	0

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.83	1.00	0.92
Lanes:	0.00	0.00	0.00	1.54	0.00	1.46	0.00	2.00	1.00	2.00	2.00	0.00
Final Sat.:	0	0	0	2687	0	2563	0	3800	1750	3150	3800	0

Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.08	0.00	0.07	0.00	0.27	0.35	0.16	0.17	0.00
Crit Moves:				****					****	****		
Green Time:	0.0	0.0	0.0	10.0	0.0	10.0	0.0	41.5	41.5	19.5	61.0	0.0
Volume/Cap:	0.00	0.00	0.00	0.65	0.00	0.59	0.00	0.51	0.67	0.67	0.22	0.00
Delay/Veh:	0.0	0.0	0.0	35.8	0.0	34.5	0.0	12.8	15.0	29.8	2.8	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	35.8	0.0	34.5	0.0	12.8	15.0	29.8	2.8	0.0
LOS by Move:	A	A	A	D+	A	C-	A	B	B	C	A	A
HCM2k95thQ:	0	0	0	10	0	8	0	16	23	13	4	0

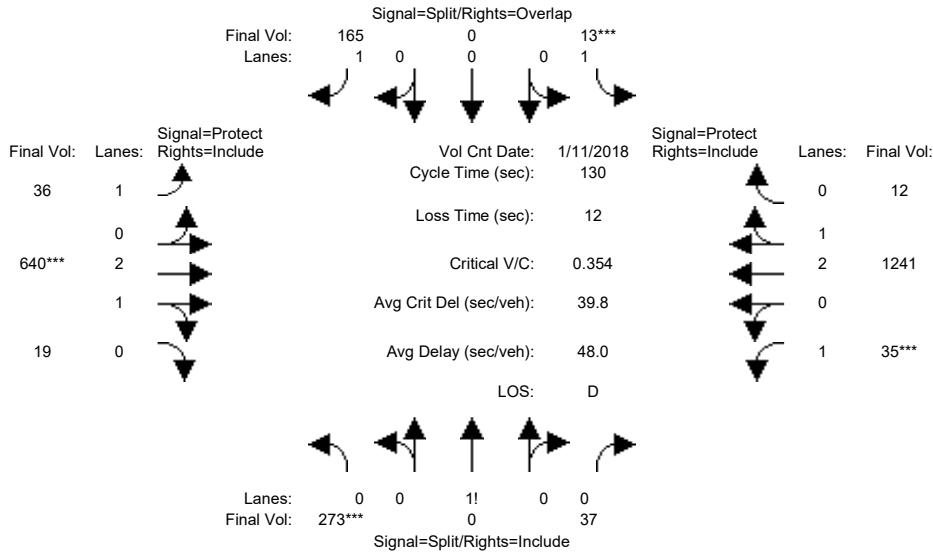
Note: Queue reported is the number of cars per lane.



Vallco Special Area Specific Plan  
SJ17-1776

Level Of Service Computation Report  
2000 HCM Operations (Future Volume Alternative)  
Existing AM With Retail and Residential Alternative

Intersection #60: Cabot Avenue-Loma Linda Drive / Stevens Creek Boulevard



Street Name:	Cabot Avenue-Loma Linda Drive						Stevens Creek Boulevard					
	North Bound			South Bound			East Bound			West Bound		
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	32	32	32	32	32	32	13	35	35	10	32	32
Y+R:	5.1	5.1	5.1	5.1	5.1	5.1	4.5	6.4	6.4	4.5	6.4	6.4

Volume Module:	>>	Count	Date:	11 Jan 2018	<<	7:15:00 AM						
Base Vol:	259	0	35	12	0	156	32	562	18	33	1155	11
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	259	0	35	12	0	156	32	562	18	33	1155	11
Added Vol:	0	0	0	0	0	1	2	46	0	0	24	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	259	0	35	12	0	157	34	608	18	33	1179	11
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	273	0	37	13	0	165	36	640	19	35	1241	12
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	273	0	37	13	0	165	36	640	19	35	1241	12
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	273	0	37	13	0	165	36	640	19	35	1241	12

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.92	0.92	0.92	1.00	0.92	0.92	0.98	0.95	0.92	0.98	0.95
Lanes:	0.88	0.00	0.12	1.00	0.00	1.00	1.00	2.91	0.09	1.00	2.97	0.03
Final Sat.:	1542	0	208	1750	0	1750	1750	5439	161	1750	5548	52

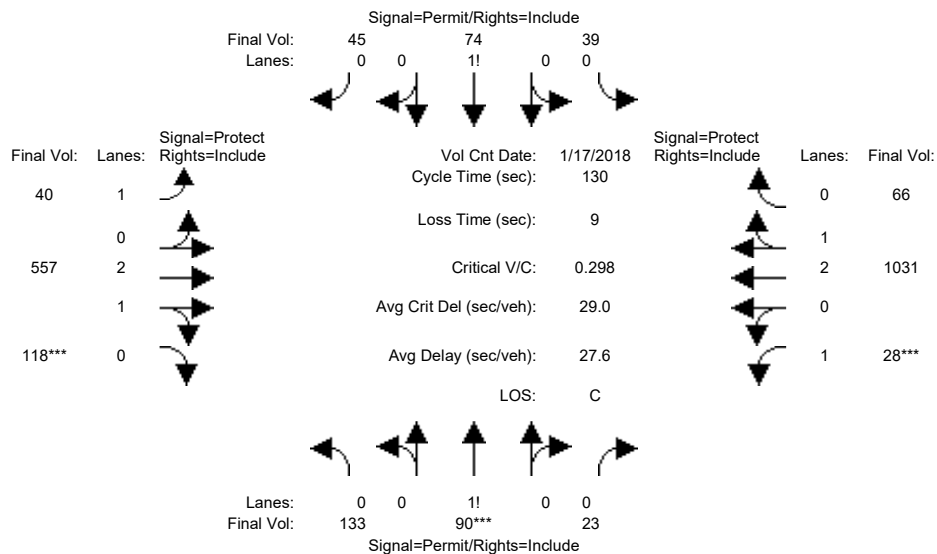
Capacity Analysis Module:												
Vol/Sat:	0.18	0.00	0.18	0.01	0.00	0.09	0.02	0.12	0.12	0.02	0.22	0.22
Crit Moves:	***			***			***			***		
Green Time:	41.0	0.0	41.0	32.0	0.0	45.0	13.0	35.0	35.0	10.0	32.0	32.0
Volume/Cap:	0.56	0.00	0.56	0.03	0.00	0.27	0.20	0.44	0.44	0.26	0.91	0.91
Delay/Veh:	38.3	0.0	38.3	37.2	0.0	30.9	54.3	39.5	39.5	57.5	56.7	56.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	38.3	0.0	38.3	37.2	0.0	30.9	54.3	39.5	39.5	57.5	56.7	56.7
LOS by Move:	D+	A	D+	D+	A	C	D-	D	D	E+	E+	E+
HCM2k95thQ:	21	0	21	1	0	10	3	14	14	3	31	31

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

Vallco Special Area Specific Plan  
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Level Of Service Computation Report  
2000 HCM Operations (Future Volume Alternative)  
Existing AM With Retail and Residential Alternative

Intersection #61: Cronin Drive/Albany Drive / Stevens Creek Boulevard



Street Name:	Cronin Drive/Albany Drive						Stevens Creek Boulevard					
	North Bound			South Bound			East Bound			West Bound		
Approach:												
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	45	45	45	45	45	45	12	49	49	20	57	57
Y+R:	5.1	5.1	5.1	5.1	5.1	5.1	5.0	5.9	5.9	5.0	5.9	5.9

Volume Module:	>>	Count	Date:	17 Jan 2018	<<	08:00:00 AM						
Base Vol:	127	86	22	37	71	41	37	493	110	27	969	63
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	127	86	22	37	71	41	37	493	110	27	969	63
Added Vol:	1	0	0	0	0	0	2	1	42	3	0	21
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	128	86	22	37	71	43	38	535	113	27	990	63
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
PHF Volume:	133	90	23	39	74	45	40	557	118	28	1031	66
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	133	90	23	39	74	45	40	557	118	28	1031	66
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	133	90	23	39	74	45	40	557	118	28	1031	66

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.99	0.95	0.92	0.98	0.95
Lanes:	0.55	0.36	0.09	0.25	0.47	0.28	1.00	2.46	0.54	1.00	2.81	0.19
Final Sat.:	949	638	163	429	823	498	1750	4622	976	1750	5265	335

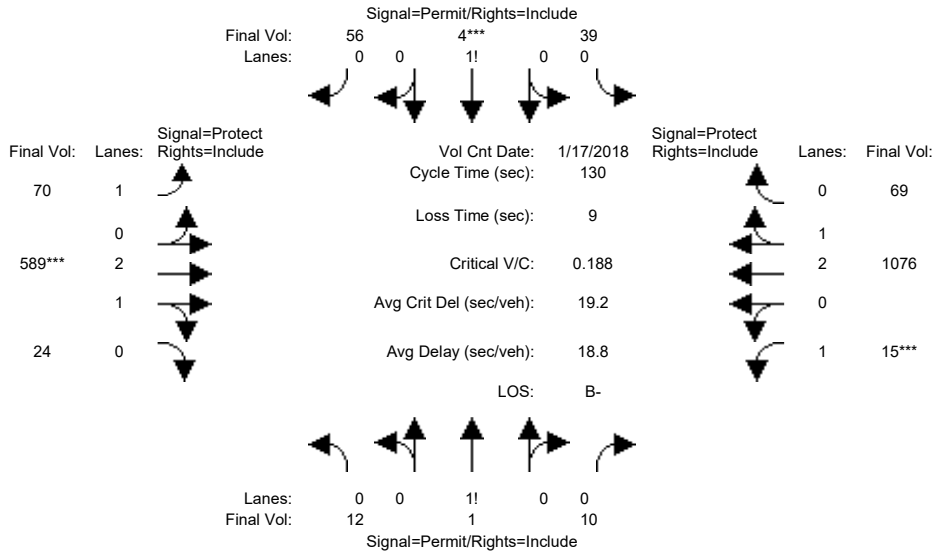
Capacity Analysis Module:												
Vol/Sat:	0.14	0.14	0.14	0.09	0.09	0.09	0.02	0.12	0.12	0.02	0.20	0.20
Crit Moves:	****						****			****		
Green Time:	52.0	52.0	52.0	52.0	52.0	52.0	12.0	49.0	49.0	20.0	57.0	57.0
Volume/Cap:	0.35	0.35	0.35	0.22	0.22	0.22	0.25	0.32	0.32	0.10	0.45	0.45
Delay/Veh:	27.5	27.5	27.5	25.9	25.9	25.9	55.6	28.8	28.8	47.5	25.6	25.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	27.5	27.5	27.5	25.9	25.9	25.9	55.6	28.8	28.8	47.5	25.6	25.6
LOS by Move:	C	C	C	C	C	C	E+	C	C	D	C	C
HCM2k95thQ:	14	14	14	9	9	9	3	12	12	2	18	18

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

Vallco Special Area Specific Plan  
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Level Of Service Computation Report  
2000 HCM Operations (Future Volume Alternative)  
Existing AM With Retail and Residential Alternative

Intersection #62: Woodhams Road / Stevens Creek Boulevard



Street Name:	Woodhams Road						Stevens Creek Boulevard					
	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	35	35	35	35	35	35	11	64	64	15	68	68
Y+R:	5.4	5.4	5.4	5.4	5.4	5.4	5.5	5.9	5.9	5.5	5.9	5.9

Volume Module:	>>	Count	Date:	17 Jan 2018	<<	08:00:00 AM						
Base Vol:	8	1	10	38	4	51	61	543	16	15	1030	67
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	8	1	10	38	4	51	61	543	16	15	1030	67
Added Vol:	4	0	0	0	0	3	7	28	7	0	14	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	12	1	10	38	4	54	68	571	23	15	1044	67
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
PHF Volume:	12	1	10	39	4	56	70	589	24	15	1076	69
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	12	1	10	39	4	56	70	589	24	15	1076	69
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	12	1	10	39	4	56	70	589	24	15	1076	69

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.98	0.95	0.92	0.98	0.95
Lanes:	0.53	0.04	0.43	0.40	0.04	0.56	1.00	2.88	0.12	1.00	2.81	0.19
Final Sat.:	913	76	761	693	73	984	1750	5383	217	1750	5262	338

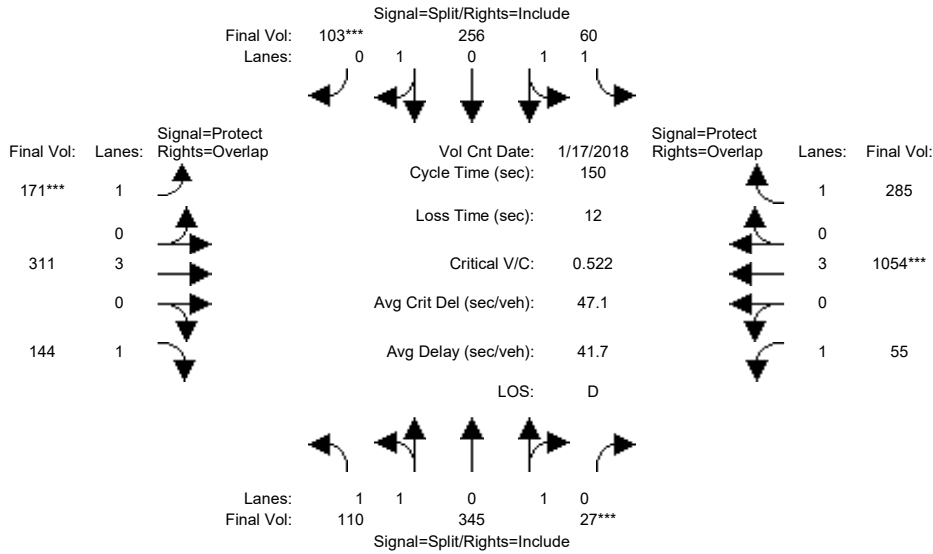
Capacity Analysis Module:												
Vol/Sat:	0.01	0.01	0.01	0.06	0.06	0.06	0.04	0.11	0.11	0.01	0.20	0.20
Crit Moves:					****			****			****	
Green Time:	36.1	36.1	36.1	36.1	36.1	36.1	11.8	69.9	69.9	15.0	73.1	73.1
Volume/Cap:	0.05	0.05	0.05	0.20	0.20	0.20	0.44	0.20	0.20	0.08	0.36	0.36
Delay/Veh:	34.4	34.4	34.4	36.1	36.1	36.1	57.9	15.6	15.6	51.5	15.8	15.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	34.4	34.4	34.4	36.1	36.1	36.1	57.9	15.6	15.6	51.5	15.8	15.8
LOS by Move:	C-	C-	C-	D+	D+	D+	E+	B	B	D-	B	B
HCM2k95thQ:	2	2	2	6	6	6	6	8	8	1	15	15

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

Vallco Special Area Specific Plan  
SJ17-1776

Level Of Service Computation Report  
2000 HCM Operations (Future Volume Alternative)  
Existing AM With Retail and Residential Alternative

Intersection #63: Kiely Boulevard / Stevens Creek Boulevard



Street Name:	Kiely Boulevard						Stevens Creek Boulevard					
	North Bound			South Bound			East Bound			West Bound		
Approach:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:	>>	Count	Date:	17 Jan 2018	<<	08:00:00 AM						
Base Vol:	107	345	27	60	256	100	165	295	138	55	1045	285
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	107	345	27	60	256	100	165	295	138	55	1045	285
Added Vol:	3	0	0	0	0	3	6	16	6	0	9	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	110	345	27	60	256	103	171	311	144	55	1054	285
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	110	345	27	60	256	103	171	311	144	55	1054	285
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	110	345	27	60	256	103	171	311	144	55	1054	285
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	110	345	27	60	256	103	171	311	144	55	1054	285

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	0.98	0.95	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	1.85	0.15	1.00	1.41	0.59	1.00	3.00	1.00	1.00	3.00	1.00
Final Sat.:	1750	3431	269	1750	2638	1061	1750	5700	1750	1750	5700	1750

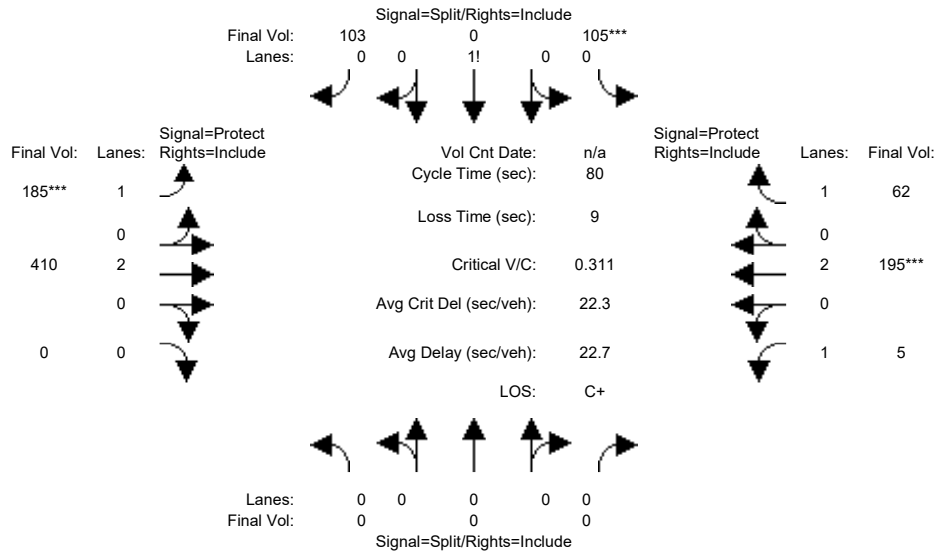
Capacity Analysis Module:												
Vol/Sat:	0.06	0.10	0.10	0.03	0.10	0.10	0.10	0.05	0.08	0.03	0.18	0.16
Crit Moves:	***			***			***			***		
Green Time:	28.9	28.9	28.9	27.9	27.9	27.9	28.1	47.8	76.7	33.4	53.1	81.0
Volume/Cap:	0.33	0.52	0.52	0.18	0.52	0.52	0.52	0.17	0.16	0.14	0.52	0.30
Delay/Veh:	52.3	54.9	54.9	51.5	55.7	55.7	56.4	36.9	19.6	46.9	38.6	19.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	52.3	54.9	54.9	51.5	55.7	55.7	56.4	36.9	19.6	46.9	38.6	19.1
LOS by Move:	D-	D-	D-	D-	E+	E+	E+	D+	B-	D	D+	B-
HCM2k95thQ:	9	15	15	5	15	15	14	7	7	4	23	14

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

Vallco Special Area Specific Plan  
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Level Of Service Computation Report  
2000 HCM Operations (Future Volume Alternative)  
Existing AM Retail and Residential

Intersection #64: Perimeter Road / Vallco Parkway



Street Name:	Perimeter Road						Vallco Parkway					
	North Bound			South Bound			East Bound			West Bound		
Approach:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	10	10	10	7	10	0	7	10	10
Y+R:	0.0	0.0	0.0	4.0	4.0	4.0	4.0	4.0	0.0	4.0	4.0	4.0

Volume Module: 9:00:00 AM

Base Vol:	0	0	0	30	0	18	78	393	0	5	185	26
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	30	0	18	78	393	0	5	185	26
Added Vol:	0	0	0	75	0	85	107	17	0	0	10	36
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	105	0	103	185	410	0	5	195	62
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	105	0	103	185	410	0	5	195	62
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	105	0	103	185	410	0	5	195	62
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	0	0	0	105	0	103	185	410	0	5	195	62

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	0.92	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	0.00	0.00	0.50	0.00	0.50	1.00	2.00	0.00	1.00	2.00	1.00
Final Sat.:	0	0	0	883	0	867	1750	3800	0	1750	3800	1750

Capacity Analysis Module:

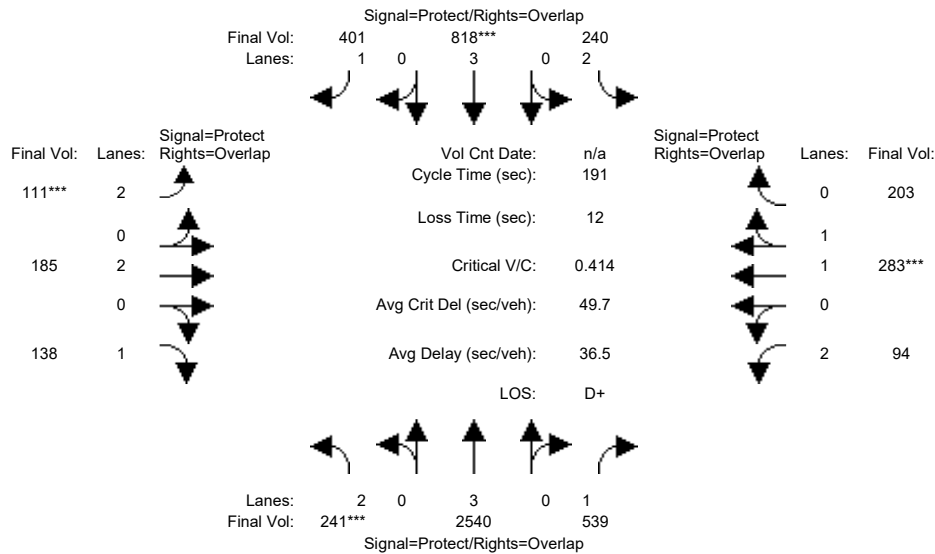
Vol/Sat:	0.00	0.00	0.00	0.12	0.00	0.12	0.11	0.11	0.00	0.00	0.05	0.04
Crit Moves:				****			****			****		
Green Time:	0.0	0.0	0.0	30.6	0.0	30.6	27.2	23.8	0.0	16.6	13.2	13.2
Volume/Cap:	0.00	0.00	0.00	0.31	0.00	0.31	0.31	0.36	0.00	0.01	0.31	0.21
Delay/Veh:	0.0	0.0	0.0	17.6	0.0	17.6	19.8	22.3	0.0	25.2	29.7	29.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	17.6	0.0	17.6	19.8	22.3	0.0	25.2	29.7	29.3
LOS by Move:	A	A	A	B	A	B	B-	C+	A	C	C	C
HCM2kAvgQ:	0	0	0	4	0	4	4	4	0	0	2	1

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

Vallco Special Area Specific Plan  
SJ17-1776

Level Of Service Computation Report  
2000 HCM Operations (Future Volume Alternative)  
Existing AM Retail and Residential

Intersection #65: Lawrence Expressway / Kifer Road



Street Name:	Lawrence Expressway						Kifer Road					
	North Bound			South Bound			East Bound			West Bound		
Approach:												
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	24	108	108	16	100	100	14	30	30	14	30	30
Y+R:	5.9	6.2	6.2	6.1	6.2	6.2	5.8	5.5	5.5	5.9	5.5	5.5

Volume Module:												
Base Vol:	229	3160	527	240	1010	401	111	185	130	86	283	203
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	229	3160	527	240	1010	401	111	185	130	86	283	203
Added Vol:	12	55	12	0	12	0	0	0	8	8	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	241	3215	539	240	1022	401	111	185	138	94	283	203
User Adj:	1.00	0.79	1.00	1.00	0.80	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	241	2540	539	240	818	401	111	185	138	94	283	203
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	241	2540	539	240	818	401	111	185	138	94	283	203
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	241	2540	539	240	818	401	111	185	138	94	283	203

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92	0.83	0.99	0.95
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	2.00	2.00	1.00	2.00	1.14	0.86
Final Sat.:	3150	5700	1750	3150	5700	1750	3150	3800	1750	3150	2153	1545

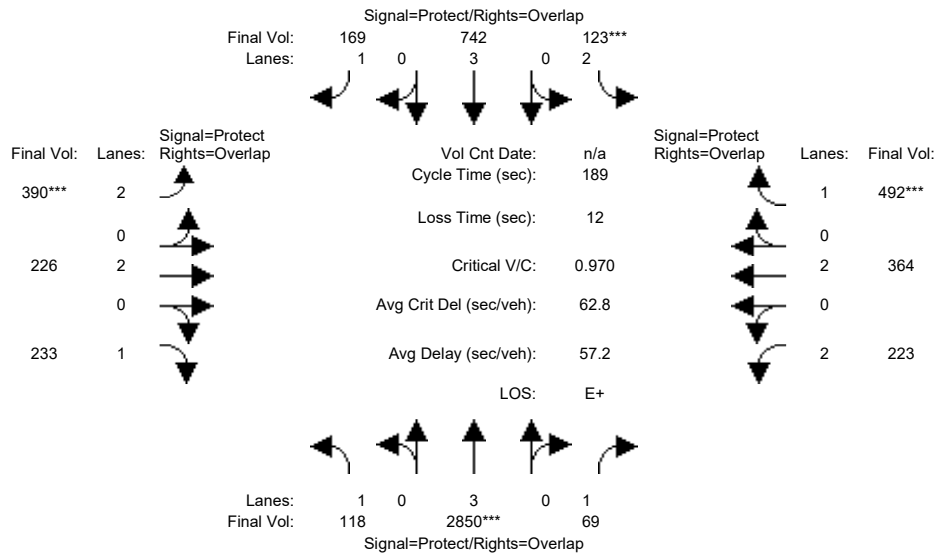
Capacity Analysis Module:												
Vol/Sat:	0.08	0.45	0.31	0.08	0.14	0.23	0.04	0.05	0.08	0.03	0.13	0.13
Crit Moves:	***			****			****			****		
Green Time:	25.5	115	129.5	17.0	106	121.0	14.9	31.8	57.3	14.9	31.8	48.8
Volume/Cap:	0.57	0.74	0.45	0.86	0.26	0.36	0.45	0.29	0.26	0.38	0.79	0.51
Delay/Veh:	75.1	26.9	13.8	103.0	20.8	15.9	80.7	66.0	48.1	79.9	78.7	57.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	75.1	26.9	13.8	103.0	20.8	15.9	80.7	66.0	48.1	79.9	78.7	57.9
LOS by Move:	E-	C	B	F	C+	B	F	E	D	E-	E-	E+
HCM2kAvgQ:	7	31	14	10	7	11	4	4	6	3	15	12

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

Vallco Special Area Specific Plan  
SJ17-1776

Level Of Service Computation Report  
2000 HCM Operations (Future Volume Alternative)  
Existing AM Retail and Residential

Intersection #66: Lawrence Expressway / Reed Avenue/Monroe Street



Street Name:	Lawrence Expressway						Reed Avenue/Monroe Street					
	North Bound			South Bound			East Bound			West Bound		
Approach:												
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	17	96	96	13	91	91	23	42	42	15	33	33
Y+R:	6.0	6.2	6.2	6.1	6.2	6.2	5.7	5.6	5.6	5.6	5.7	5.7

Volume Module:												
Base Vol:	113	3529	67	123	901	169	390	226	228	218	364	492
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	113	3529	67	123	901	169	390	226	228	218	364	492
Added Vol:	5	79	2	0	27	0	0	0	5	5	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	118	3608	69	123	928	169	390	226	233	223	364	492
User Adj:	1.00	0.79	1.00	1.00	0.80	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	118	2850	69	123	742	169	390	226	233	223	364	492
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	118	2850	69	123	742	169	390	226	233	223	364	492
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	118	2850	69	123	742	169	390	226	233	223	364	492

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92
Lanes:	1.00	3.00	1.00	2.00	3.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	1750	5700	1750	3150	5700	1750	3150	3800	1750	3150	3800	1750

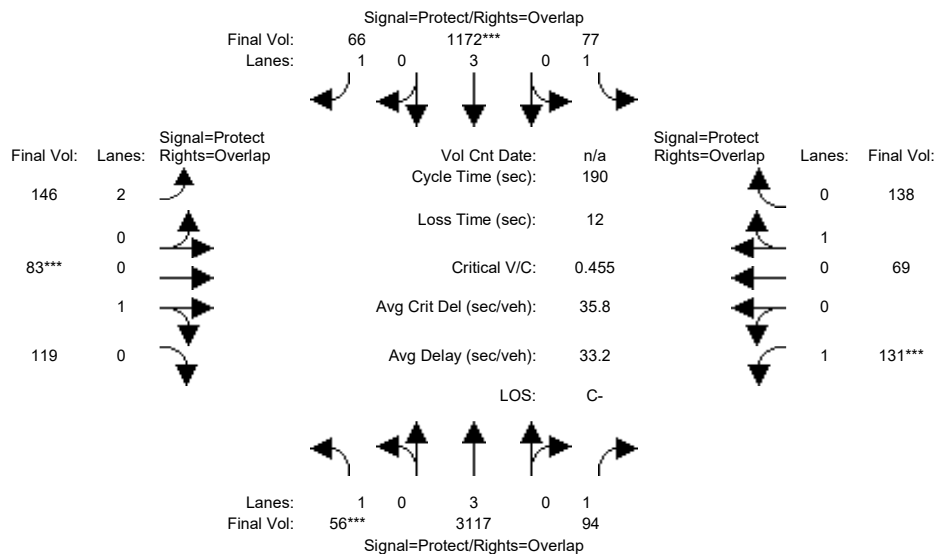
Capacity Analysis Module:												
Vol/Sat:	0.07	0.50	0.04	0.04	0.13	0.10	0.12	0.06	0.13	0.07	0.10	0.28
Crit Moves:	****			****			****			****		
Green Time:	18.0	101	117.1	13.6	96.4	120.6	24.2	45.6	63.7	16.3	37.8	51.5
Volume/Cap:	0.71	0.94	0.06	0.54	0.26	0.15	0.97	0.25	0.40	0.82	0.48	1.03
Delay/Veh:	92.0	45.7	13.6	83.2	24.9	13.1	114.8	55.2	46.1	98.6	64.2	115.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	92.0	45.7	13.6	83.2	24.9	13.1	114.8	55.2	46.1	98.6	64.2	115.4
LOS by Move:	F	D	B	F	C	B	F	E+	D	F	E	F
HCM2kAvgQ:	7	49	2	4	7	4	17	5	10	9	9	36

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

Vallco Special Area Specific Plan  
SJ17-1776

Level Of Service Computation Report  
2000 HCM Operations (Future Volume Alternative)  
Existing AM Retail and Residential

Intersection #67: Lawrence Expressway / Poinciana Drive/Cabrillo Avenue



Street Name:	Lawrence Expressway						Poinciana Drive/Cabrillo Avenue					
	North Bound			South Bound			East Bound			West Bound		
Approach:												
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	116	116	11	117	117	16	26	26	15	24	24
Y+R:	5.1	6.2	6.2	4.9	6.2	6.2	5.9	5.8	5.8	5.4	5.8	5.8

Volume Module:												
Base Vol:	54	3859	92	77	1428	66	146	83	118	131	69	138
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	54	3859	92	77	1428	66	146	83	118	131	69	138
Added Vol:	2	86	2	0	37	0	0	0	1	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	56	3945	94	77	1465	66	146	83	119	131	69	138
User Adj:	1.00	0.79	1.00	1.00	0.80	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	56	3117	94	77	1172	66	146	83	119	131	69	138
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	56	3117	94	77	1172	66	146	83	119	131	69	138
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	56	3117	94	77	1172	66	146	83	119	131	69	138

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.83	0.95	0.95	0.92	0.95	0.95
Lanes:	1.00	3.00	1.00	1.00	3.00	1.00	2.00	0.41	0.59	1.00	0.33	0.67
Final Sat.:	1750	5700	1750	1750	5700	1750	3150	740	1060	1750	600	1200

Capacity Analysis Module:												
Vol/Sat:	0.03	0.55	0.05	0.04	0.21	0.04	0.05	0.11	0.11	0.07	0.12	0.12
Crit Moves:	***			****			****			****		
Green Time:	10.6	122	138.3	11.6	124	140.8	17.3	27.4	38.0	15.8	26.0	37.6
Volume/Cap:	0.58	0.85	0.07	0.72	0.32	0.05	0.51	0.78	0.56	0.90	0.84	0.58
Delay/Veh:	91.2	27.1	7.1	104.0	13.9	6.3	79.5	87.9	66.9	127.4	97.9	67.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	91.2	27.1	7.1	104.0	13.9	6.3	79.5	87.9	66.9	127.4	97.9	67.9
LOS by Move:	F	C	A	F	B	A	E-	F	E	F	F	E
HCM2kAvgQ:	3	45	2	5	9	1	5	13	11	10	14	11

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



Vallco Special Area Specific Plan  
SJ17-1776

Summary Scenario Comparison Report (With Average Critical Delay)  
Future Volume Alternative

Intersection	???				Existing AM				Existing AM Occupied/Re-tenanted Mall Alternative					???				
	LOS	Avg Del (sec)	Crit V/C	Avg Crit Del (sec)	LOS	Avg Del (sec)	Crit V/C	Avg Crit Del (sec)	LOS	Avg Del (sec)	Crit V/C	Crit V/C Change	Avg Crit Del (sec)	Avg Crit Del Change	LOS	Avg Del (sec)	Crit V/C	Avg Crit Del (sec)
#1 Stevens Creek Boulevard / SR 85 Ramps (west)	?	xx.x	x.xxx	xx.x	C+	22.4	0.581	18.4	C+	22.3	0.582	+ 0.002	18.4	- 0.0	?	xx.x	x.xxx	xx.x
#2 Stevens Creek Boulevard / SR 85 Ramps (east)	?	xx.x	x.xxx	xx.x	C	28.5	0.776	40.4	C	28.5	0.778	+ 0.001	40.5	+ 0.1	?	xx.x	x.xxx	xx.x
#3 Stevens Creek Boulevard / Stelling Road	?	xx.x	x.xxx	xx.x	D+	38.3	0.702	40.0	D+	38.3	0.706	+ 0.004	40.2	+ 0.1	?	xx.x	x.xxx	xx.x
#4 Sunnyvale-Saratoga Road / Remington Drive	?	xx.x	x.xxx	xx.x	D	44.5	0.825	41.0	D	44.6	0.826	+ 0.001	41.0	+ 0.0	?	xx.x	x.xxx	xx.x
#5 Sunnyvale-Saratoga Road / Fremont Avenue	?	xx.x	x.xxx	xx.x	D	48.3	0.789	46.6	D	48.4	0.791	+ 0.002	46.8	+ 0.2	?	xx.x	x.xxx	xx.x
#6 Sunnyvale-Saratoga Road / Cheyenne Drive	?	xx.x	x.xxx	xx.x	B+	11.7	0.572	8.8	B+	11.7	0.573	+ 0.001	8.8	- 0.0	?	xx.x	x.xxx	xx.x
#7 Sunnyvale-Saratoga Road / Alberta Avenue	?	xx.x	x.xxx	xx.x	C+	21.2	0.592	16.5	C+	21.2	0.593	+ 0.001	16.5	- 0.0	?	xx.x	x.xxx	xx.x
#8 De Anza Boulevard / Homestead Road	?	xx.x	x.xxx	xx.x	D	39.8	0.809	37.6	D	40.1	0.813	+ 0.004	38.0	+ 0.3	?	xx.x	x.xxx	xx.x
#9 De Anza Boulevard / I-280 Ramps (north)	?	xx.x	x.xxx	xx.x	B-	18.5	0.757	29.1	B-	18.5	0.758	+ 0.001	29.1	+ 0.0	?	xx.x	x.xxx	xx.x
#10 De Anza Boulevard / I-280 Ramps (south)	?	xx.x	x.xxx	xx.x	C	25.5	0.760	38.7	C	25.6	0.761	+ 0.001	38.7	+ 0.0	?	xx.x	x.xxx	xx.x
#11 De Anza Boulevard / Stevens Creek Boulevard	?	xx.x	x.xxx	xx.x	D+	35.6	0.693	34.5	D+	35.9	0.700	+ 0.006	35.0	+ 0.4	?	xx.x	x.xxx	xx.x
#12 De Anza Boulevard / McClellan Road/Pacifica Drive	?	xx.x	x.xxx	xx.x	D+	36.4	0.698	32.2	D+	36.4	0.700	+ 0.002	32.1	- 0.0	?	xx.x	x.xxx	xx.x
#13 De Anza Boulevard / Bollinger Road	?	xx.x	x.xxx	xx.x	C-	33.4	0.833	33.7	C-	33.4	0.834	+ 0.002	33.7	+ 0.0	?	xx.x	x.xxx	xx.x
#14 De Anza Boulevard / SR 85 Ramps (north)	?	xx.x	x.xxx	xx.x	C+	22.4	0.610	34.0	C+	22.4	0.613	+ 0.003	34.0	+ 0.0	?	xx.x	x.xxx	xx.x
#15 De Anza Boulevard / SR 85 Ramps (south)	?	xx.x	x.xxx	xx.x	B	12.8	0.614	14.8	B	12.8	0.616	+ 0.002	14.9	+ 0.0	?	xx.x	x.xxx	xx.x
#16 Saratoga-Sunnyvale Road / Prospect Road	?	xx.x	x.xxx	xx.x	B-	19.8	0.631	20.4	B-	19.7	0.633	+ 0.001	20.3	- 0.0	?	xx.x	x.xxx	xx.x
#17 Stevens Creek Boulevard / Torre Avenue	?	xx.x	x.xxx	xx.x	C+	22.4	0.419	17.1	C+	22.2	0.424	+ 0.005	17.0	- 0.2	?	xx.x	x.xxx	xx.x
#18 Homestead Road / Blaney Avenue	?	xx.x	x.xxx	xx.x	C	23.9	0.556	30.3	C	23.9	0.560	+ 0.004	30.3	+ 0.0	?	xx.x	x.xxx	xx.x
#19 Stevens Creek Boulevard / Blaney Avenue	?	xx.x	x.xxx	xx.x	C-	34.9	0.710	35.5	C-	34.9	0.718	+ 0.008	35.7	+ 0.2	?	xx.x	x.xxx	xx.x
#20 Stevens Creek Boulevard / Portal Avenue	?	xx.x	x.xxx	xx.x	C+	21.8	0.465	20.9	C+	21.5	0.470	+ 0.005	20.7	- 0.2	?	xx.x	x.xxx	xx.x
#21 Stevens Creek Boulevard / Perimeter Road	?	xx.x	x.xxx	xx.x	A	9.5	0.369	6.5	B+	11.0	0.386	+ 0.017	8.4	+ 1.9	?	xx.x	x.xxx	xx.x
#22 Wolfe Road / El Camino Real	?	xx.x	x.xxx	xx.x	D-	51.0	0.655	46.8	D-	51.0	0.660	+ 0.005	47.1	+ 0.3	?	xx.x	x.xxx	xx.x
#23 Wolfe Road / Fremont Avenue	?	xx.x	x.xxx	xx.x	D	49.7	0.487	44.8	D	49.8	0.494	+ 0.007	44.8	+ 0.1	?	xx.x	x.xxx	xx.x
#24 Wolfe Road / Marion Way	?	xx.x	x.xxx	xx.x	B	15.9	0.538	20.7	B	15.9	0.542	+ 0.005	20.7	- 0.0	?	xx.x	x.xxx	xx.x
#25 Wolfe Road / Inverness Way	?	xx.x	x.xxx	xx.x	B-	18.3	0.458	15.2	B-	18.2	0.462	+ 0.004	15.2	- 0.1	?	xx.x	x.xxx	xx.x
#26 Wolfe Road / Homestead Road	?	xx.x	x.xxx	xx.x	C-	32.9	0.683	30.9	C-	32.9	0.688	+ 0.005	30.9	- 0.0	?	xx.x	x.xxx	xx.x

Vallco Special Area Specific Plan  
SJ17-1776

Summary Scenario Comparison Report (With Average Critical Delay)  
Future Volume Alternative

Intersection	???				Existing AM				Existing AM Occupied/Re-tenanted Mall Alternative						???			
	LOS	Avg Del (sec)	Crit V/C	Avg Crit Del (sec)	LOS	Avg Del (sec)	Crit V/C	Avg Crit Del (sec)	LOS	Avg Del (sec)	Crit V/C	Crit V/C Change	Avg Crit Del (sec)	Avg Crit Del Change	LOS	Avg Del (sec)	Crit V/C	Avg Crit Del (sec)
#27 Wolfe Road / Apple Park	?	xx.x	x.xxx	xx.x	A	9.8	0.370	13.4	A	9.8	0.374	+ 0.005	13.4	- 0.0	?	xx.x	x.xxx	xx.x
#28 Wolfe Road / Pruneridge Avenue	?	xx.x	x.xxx	xx.x	C	23.5	0.338	20.9	C	25.2	0.354	+ 0.016	27.3	+ 6.4	?	xx.x	x.xxx	xx.x
#29 Wolfe Road / I-280 Ramps (north)	?	xx.x	x.xxx	xx.x	B	13.2	0.536	13.3	B	13.3	0.541	+ 0.005	13.3	- 0.0	?	xx.x	x.xxx	xx.x
#30 Wolfe Road / I-280 Ramps (south)	?	xx.x	x.xxx	xx.x	B	12.1	0.605	13.5	B	12.2	0.617	+ 0.013	13.5	+ 0.1	?	xx.x	x.xxx	xx.x
#31 Wolfe Road / Vallco Parkway	?	xx.x	x.xxx	xx.x	B-	19.6	0.410	19.4	C+	21.0	0.449	+ 0.040	21.5	+ 2.1	?	xx.x	x.xxx	xx.x
#32 Wolfe Road-Miller Avenue / Stevens Creek Boulevard	?	xx.x	x.xxx	xx.x	D	41.7	0.659	42.8	D	42.2	0.675	+ 0.015	43.4	+ 0.6	?	xx.x	x.xxx	xx.x
#33 Miller Avenue / Calle de Barcelona	?	xx.x	x.xxx	xx.x	A	7.5	0.512	8.6	A	7.5	0.516	+ 0.004	8.6	- 0.0	?	xx.x	x.xxx	xx.x
#34 Miller Avenue / Phil Lane	?	xx.x	x.xxx	xx.x	A	5.3	0.465	4.9	A	5.3	0.469	+ 0.004	4.9	+ 0.0	?	xx.x	x.xxx	xx.x
#35 Miller Avenue / Bollinger Road	?	xx.x	x.xxx	xx.x	D+	37.1	0.672	38.4	D+	37.2	0.677	+ 0.005	38.7	+ 0.2	?	xx.x	x.xxx	xx.x
#36 Miller Avenue / Rainbow Drive	?	xx.x	x.xxx	xx.x	C	23.1	0.593	22.4	C	23.2	0.598	+ 0.005	22.6	+ 0.2	?	xx.x	x.xxx	xx.x
#37 Stevens Creek Boulevard / Finch Avenue	?	xx.x	x.xxx	xx.x	C	28.8	0.449	26.6	C	29.4	0.501	+ 0.052	33.8	+ 7.2	?	xx.x	x.xxx	xx.x
#38 Tantau Avenue / Homestead Road	?	xx.x	x.xxx	xx.x	C-	34.4	0.537	33.8	C-	34.4	0.538	+ 0.001	33.8	- 0.0	?	xx.x	x.xxx	xx.x
#39 Tantau Avenue / Pruneridge Avenue	?	xx.x	x.xxx	xx.x	C+	20.8	0.361	27.3	C+	20.8	0.366	+ 0.005	27.3	- 0.0	?	xx.x	x.xxx	xx.x
#40 N Tantau Ave / Apple Parkway-Tantau 14	?	xx.x	x.xxx	xx.x	B	17.6	0.270	19.1	B	17.5	0.274	+ 0.004	19.0	- 0.1	?	xx.x	x.xxx	xx.x
#41 Tantau Avenue / Vallco Parkway	?	xx.x	x.xxx	xx.x	C	25.1	0.294	31.0	C	25.5	0.313	+ 0.019	31.1	+ 0.1	?	xx.x	x.xxx	xx.x
#42 Stevens Creek Boulevard / Tantau Avenue	?	xx.x	x.xxx	xx.x	D	44.7	0.648	48.5	D	44.7	0.653	+ 0.005	48.6	+ 0.1	?	xx.x	x.xxx	xx.x
#43 Stevens Creek Boulevard / Stern Avenue	?	xx.x	x.xxx	xx.x	D+	37.6	0.419	32.1	D+	38.2	0.424	+ 0.005	32.2	+ 0.1	?	xx.x	x.xxx	xx.x
#44 Stevens Creek Boulevard / Calvert Drive/I-280 Ramps (west)	?	xx.x	x.xxx	xx.x	E+	57.4	0.425	58.4	E+	57.8	0.428	+ 0.003	58.6	+ 0.2	?	xx.x	x.xxx	xx.x
#45 Stevens Creek Boulevard / Agilent Driveway	?	xx.x	x.xxx	xx.x	D+	36.7	0.562	38.3	D+	37.1	0.567	+ 0.005	38.8	+ 0.5	?	xx.x	x.xxx	xx.x
#46 Stevens Creek Boulevard / Lawrence Expressway Ramps	?	xx.x	x.xxx	xx.x	C	28.9	0.838	32.6	C	29.1	0.845	+ 0.007	33.0	+ 0.4	?	xx.x	x.xxx	xx.x
#47 Lawrence Expressway / El Camino Real	?	xx.x	x.xxx	xx.x	C-	34.6	0.538	36.1	C-	34.9	0.543	+ 0.005	36.4	+ 0.3	?	xx.x	x.xxx	xx.x
#48 Lawrence Expressway / Homestead Road	?	xx.x	x.xxx	xx.x	E	71.5	0.678	81.8	E	71.7	0.680	+ 0.002	82.0	+ 0.2	?	xx.x	x.xxx	xx.x
#49 Lawrence Expressway / Pruneridge Avenue	?	xx.x	x.xxx	xx.x	D	44.0	0.865	47.1	D	44.0	0.866	+ 0.001	47.2	+ 0.1	?	xx.x	x.xxx	xx.x
#50 Stevens Creek Boulevard / Lawrence Expressway Ramps	?	xx.x	x.xxx	xx.x	C	31.6	0.653	34.6	C	31.7	0.660	+ 0.007	34.8	+ 0.2	?	xx.x	x.xxx	xx.x
#51 Lawrence Expressway / Calvert Drive-I-280 Southbound Ramp	?	xx.x	x.xxx	xx.x	C-	32.8	0.297	23.3	C-	32.9	0.298	+ 0.001	23.5	+ 0.2	?	xx.x	x.xxx	xx.x
#52 Lawrence Expressway / Mitty Way	?	xx.x	x.xxx	xx.x	C	23.1	0.228	11.9	C	23.1	0.229	+ 0.001	11.8	- 0.0	?	xx.x	x.xxx	xx.x

Vallco Special Area Specific Plan  
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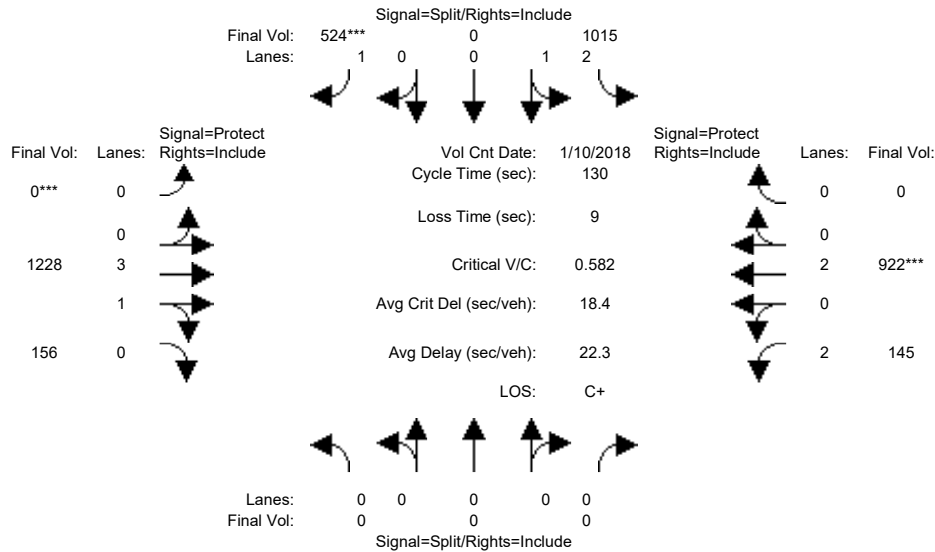
Summary Scenario Comparison Report (With Average Critical Delay)  
Future Volume Alternative

Intersection	???				Existing AM				Existing AM Occupied/Re-tenanted Mall Alternative						???			
	LOS	Avg Del (sec)	Crit V/C	Avg Crit Del (sec)	LOS	Avg Del (sec)	Crit V/C	Avg Crit Del (sec)	LOS	Avg Del (sec)	Crit V/C	Crit V/C Change	Avg Crit Del (sec)	Avg Crit Del Change	LOS	Avg Del (sec)	Crit V/C	Avg Crit Del (sec)
#53 Lawrence Expressway / Bollinger Road	?	xx.x	x.xxx	xx.x	E	60.3	0.638	75.1	E	60.6	0.641	+ 0.003	75.7	+ 0.6	?	xx.x	x.xxx	xx.x
#54 Lawrence Expressway / Doyle Road	?	xx.x	x.xxx	xx.x	D	43.2	0.507	86.4	D	43.2	0.509	+ 0.002	86.4	- 0.1	?	xx.x	x.xxx	xx.x
#55 Lawrence Expressway / Prospect Road	?	xx.x	x.xxx	xx.x	E+	58.3	0.688	83.4	E+	58.3	0.690	+ 0.002	83.3	- 0.1	?	xx.x	x.xxx	xx.x
#56 Lawrence Expressway / Saratoga Avenue	?	xx.x	x.xxx	xx.x	D	44.0	0.565	51.1	D	44.1	0.569	+ 0.003	51.3	+ 0.2	?	xx.x	x.xxx	xx.x
#57 Saratoga Avenue / Cox Avenue	?	xx.x	x.xxx	xx.x	D	45.1	0.817	52.2	D	45.1	0.818	+ 0.001	52.3	+ 0.0	?	xx.x	x.xxx	xx.x
#58 Saratoga Avenue / SR 85 Ramps (north)	?	xx.x	x.xxx	xx.x	B-	19.1	0.610	24.0	B-	19.1	0.610	+ 0.000	24.0	- 0.0	?	xx.x	x.xxx	xx.x
#59 Saratoga Avenue / SR 85 Ramps (south)	?	xx.x	x.xxx	xx.x	B	16.8	0.671	21.3	B	16.8	0.671	+ 0.000	21.3	- 0.0	?	xx.x	x.xxx	xx.x
#60 Stevens Creek Boulevard / Cabot Avenue	?	xx.x	x.xxx	xx.x	D	47.0	0.345	39.5	D	47.5	0.347	+ 0.002	39.6	+ 0.1	?	xx.x	x.xxx	xx.x
#61 Stevens Creek Boulevard / Cronin Drive-Albany Drive	?	xx.x	x.xxx	xx.x	C	27.4	0.288	28.8	C	27.5	0.290	+ 0.002	28.9	+ 0.0	?	xx.x	x.xxx	xx.x
#62 Stevens Creek Boulevard / Woodhams Road	?	xx.x	x.xxx	xx.x	B-	18.8	0.179	19.4	B-	18.8	0.181	+ 0.002	19.4	- 0.0	?	xx.x	x.xxx	xx.x
#63 Stevens Creek Boulevard / Kiely Boulevard	?	xx.x	x.xxx	xx.x	D	41.6	0.516	46.9	D	41.6	0.518	+ 0.002	46.9	+ 0.0	?	xx.x	x.xxx	xx.x
#64 Vallco Parkway / Perimeter Road	?	xx.x	x.xxx	xx.x	B+	11.6	0.151	8.8	B-	18.9	0.193	+ 0.042	20.9	12.1	?	xx.x	x.xxx	xx.x
#65 Kifer Road / Lawrence Expressway	?	xx.x	x.xxx	xx.x	D+	36.2	0.408	49.6	D+	36.2	0.409	+ 0.001	49.5	-0.1	?	xx.x	x.xxx	xx.x
#66 Reed Avenue/Monroe Street / Lawrence Expressway	?	xx.x	x.xxx	xx.x	E+	56.1	0.958	61.4	E+	56.2	0.959	+ 0.001	61.5	0.1	?	xx.x	x.xxx	xx.x
#67 Cabrillo Avenue / Lawrence Expressway	?	xx.x	x.xxx	xx.x	C-	32.7	0.448	35.9	C-	32.7	0.449	+ 0.001	35.9	-0.1	?	xx.x	x.xxx	xx.x

Vallco Special Area Specific Plan  
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Level Of Service Computation Report  
2000 HCM Operations (Future Volume Alternative)  
Existing AM with Occupied/Re-tenanted Mall Alternative

Intersection #1: Stevens Creek Boulevard / SR 85 Ramps (West)



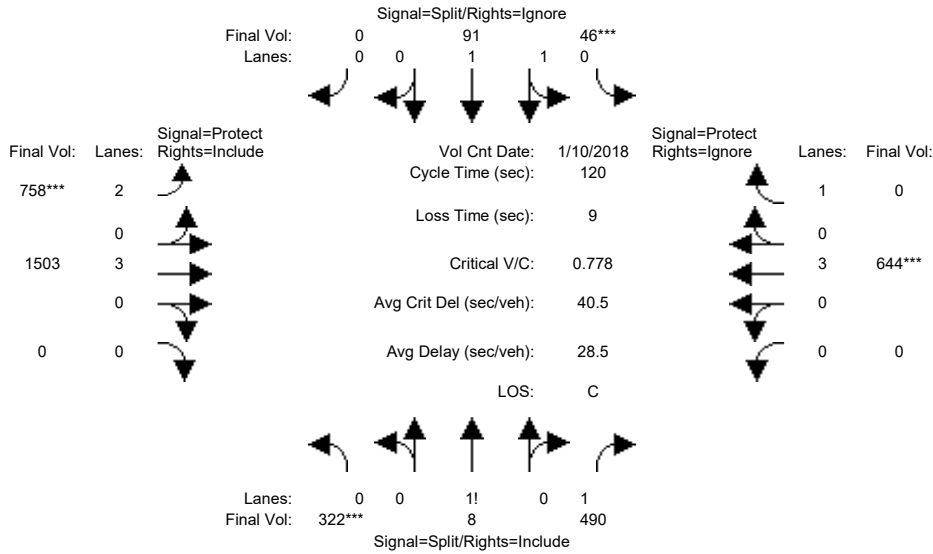
Street Name:	SR-85 (West)						Stevens Creek Boulevard					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	7	10	10	0	10	10	7	10	0
Y+R:	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Volume Module:	>> Count Date: 10 Jan 2018 << 08:00:00 AM											
Base Vol:	0	0	0	1013	0	524	0	1220	156	145	916	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	1013	0	524	0	1220	156	145	916	0
Added Vol:	0	0	0	2	0	0	0	8	0	0	6	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	1015	0	524	0	1228	156	145	922	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	1015	0	524	0	1228	156	145	922	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	1015	0	524	0	1228	156	145	922	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	1015	0	524	0	1228	156	145	922	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.87	1.00	0.92	0.92	0.99	0.95	0.83	1.00	0.92
Lanes:	0.00	0.00	0.00	3.00	0.00	1.00	0.00	3.53	0.47	2.00	2.00	0.00
Final Sat.:	0	0	0	4950	0	1750	0	6653	845	3150	3800	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.21	0.00	0.30	0.00	0.18	0.18	0.05	0.24	0.00
Crit Moves:				****			****			****		
Green Time:	0.0	0.0	0.0	66.8	0.0	66.8	0.0	41.9	41.9	12.2	54.2	0.0
Volume/Cap:	0.00	0.00	0.00	0.40	0.00	0.58	0.00	0.57	0.57	0.49	0.58	0.00
Delay/Veh:	0.0	0.0	0.0	19.4	0.0	22.9	0.0	25.3	25.3	53.3	15.9	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	19.4	0.0	22.9	0.0	25.3	25.3	53.3	15.9	0.0
LOS by Move:	A	A	A	B-	A	C+	A	C	C	D-	B	A
HCM2k95thQ:	0	0	0	17	0	27	0	18	18	6	17	0

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

Vallco Special Area Specific Plan  
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Level Of Service Computation Report  
2000 HCM Operations (Future Volume Alternative)  
Existing AM with Occupied/Re-tenanted Mall Alternative

Intersection #2: Stevens Creek Boulevard / SR-85 Ramps (East)



Street Name:	SR-85 Ramps (East)						Stevens Creek Boulevard					
	North Bound			South Bound			East Bound			West Bound		
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	4.0	5.0	5.0

Volume Module:	>>	Count	Date:	10 Jan 2018	<<	08:00:00 AM						
Base Vol:	322	8	490	46	91	0	758	1493	0	0	638	576
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	322	8	490	46	91	0	758	1493	0	0	638	576
Added Vol:	0	0	0	0	0	0	0	10	0	0	6	2
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	322	8	490	46	91	0	758	1503	0	0	644	578
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	322	8	490	46	91	0	758	1503	0	0	644	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	322	8	490	46	91	0	758	1503	0	0	644	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
Final Volume:	322	8	490	46	91	0	758	1503	0	0	644	0

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.92	0.92	0.95	0.99	0.92	0.83	1.00	0.92	0.92	1.00	0.92
Lanes:	0.56	0.01	1.43	0.69	1.31	0.00	2.00	3.00	0.00	0.00	3.00	1.00
Final Sat.:	980	24	2496	1242	2457	0	3150	5700	0	0	5700	1750

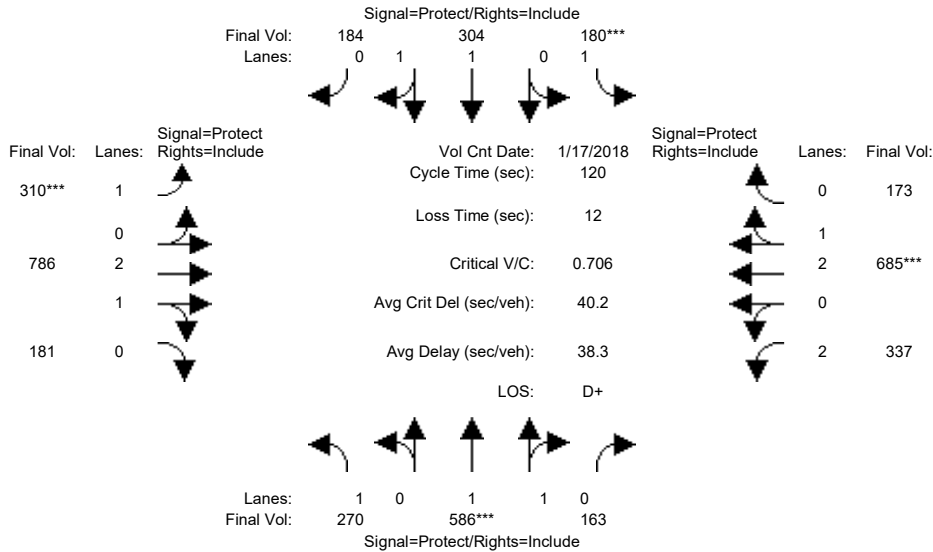
Capacity Analysis Module:												
Vol/Sat:	0.33	0.33	0.20	0.04	0.04	0.00	0.24	0.26	0.00	0.00	0.11	0.00
Crit Moves:	***			***			***			***		
Green Time:	48.6	48.6	48.6	10.0	10.0	0.0	35.6	52.4	0.0	0.0	16.7	0.0
Volume/Cap:	0.81	0.81	0.48	0.44	0.44	0.00	0.81	0.60	0.00	0.00	0.81	0.00
Delay/Veh:	36.6	36.6	26.6	53.4	53.4	0.0	33.5	13.0	0.0	0.0	51.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	36.6	36.6	26.6	53.4	53.4	0.0	33.5	13.0	0.0	0.0	51.0	0.0
LOS by Move:	D+	D+	C	D-	D-	A	C-	B	A	A	D	A
HCM2k95thQ:	37	37	19	6	6	0	26	17	0	0	14	0

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

Vallco Special Area Specific Plan  
SJ17-1776

Level Of Service Computation Report  
2000 HCM Operations (Future Volume Alternative)  
Existing AM with Occupied/Re-tenanted Mall Alternative

Intersection #3: Stelling Road / Stevens Creek Boulevard



Street Name:	Stelling Road						Stevens Creek Boulevard					
	North Bound			South Bound			East Bound			West Bound		
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:	>>	Count	Date:	17 Jan 2018	<<	08:00:00 AM						
Base Vol:	270	586	162	177	304	184	310	776	181	337	678	171
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	270	586	162	177	304	184	310	776	181	337	678	171
Added Vol:	0	0	1	3	0	0	0	10	0	0	7	2
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	270	586	163	180	304	184	310	786	181	337	685	173
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	270	586	163	180	304	184	310	786	181	337	685	173
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	270	586	163	180	304	184	310	786	181	337	685	173
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	270	586	163	180	304	184	310	786	181	337	685	173

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	0.99	0.95	0.92	0.99	0.95	0.83	0.99	0.95
Lanes:	1.00	1.55	0.45	1.00	1.23	0.77	1.00	2.42	0.58	2.00	2.37	0.63
Final Sat.:	1750	2894	805	1750	2304	1394	1750	4550	1048	3150	4469	1129

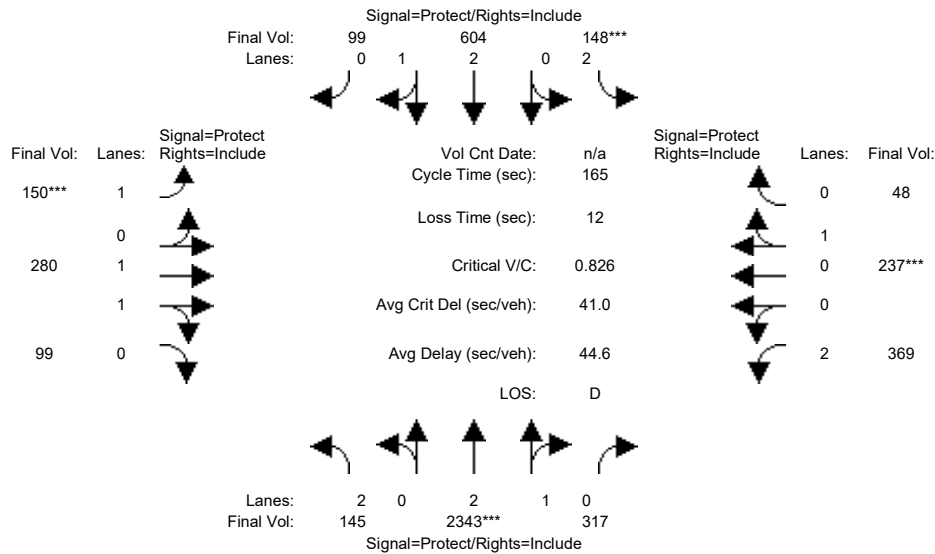
Capacity Analysis Module:												
Vol/Sat:	0.15	0.20	0.20	0.10	0.13	0.13	0.18	0.17	0.17	0.11	0.15	0.15
Crit Moves:	****			****			****			****		
Green Time:	28.0	34.4	34.4	17.5	23.9	23.9	30.1	34.7	34.7	21.5	26.0	26.0
Volume/Cap:	0.66	0.71	0.71	0.71	0.66	0.66	0.71	0.60	0.60	0.60	0.71	0.71
Delay/Veh:	45.8	40.5	40.5	57.6	46.6	46.6	37.0	27.4	27.4	40.5	37.3	37.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	45.8	40.5	40.5	57.6	46.6	46.6	37.0	27.4	27.4	40.5	37.3	37.3
LOS by Move:	D	D	D	E+	D	D	D+	C	C	D	D+	D+
HCM2k95thQ:	20	24	24	15	18	18	19	16	16	12	17	17

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

Vallco Special Area Specific Plan  
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Level Of Service Computation Report  
2000 HCM Operations (Future Volume Alternative)  
Existing AM with Occupied/Re-tenanted Mall Alternative

Intersection #4: Sunnyvale Saratoga Road / Remington Drive



Street Name:	Sunnyvale Saratoga Road						Remington Drive					
	North Bound			South Bound			East Bound			West Bound		
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:												
Base Vol:	143	2339	315	148	599	99	150	280	96	366	237	48
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	143	2339	315	148	599	99	150	280	96	366	237	48
Added Vol:	2	4	2	0	5	0	0	0	3	3	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	145	2343	317	148	604	99	150	280	99	369	237	48
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	145	2343	317	148	604	99	150	280	99	369	237	48
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	145	2343	317	148	604	99	150	280	99	369	237	48
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	145	2343	317	148	604	99	150	280	99	369	237	48

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	0.99	0.95	0.83	0.99	0.95	0.92	0.98	0.95	0.83	0.95	0.95
Lanes:	2.00	2.63	0.37	2.00	2.56	0.44	1.00	1.46	0.54	2.00	0.83	0.17
Final Sat.:	3150	4932	667	3150	4810	788	1750	2733	966	3150	1497	303

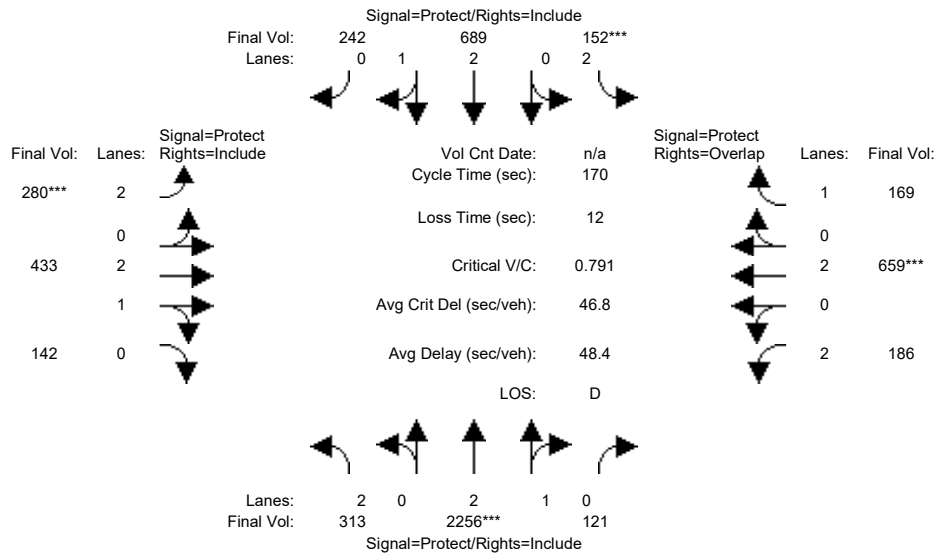
Capacity Analysis Module:												
Vol/Sat:	0.05	0.48	0.48	0.05	0.13	0.13	0.09	0.10	0.10	0.12	0.16	0.16
Crit Moves:	****			****			****			****		
Green Time:	28.0	94.9	94.9	9.4	76.3	76.3	17.1	22.7	22.7	26.0	31.6	31.6
Volume/Cap:	0.27	0.83	0.83	0.83	0.27	0.27	0.83	0.74	0.74	0.74	0.83	0.83
Delay/Veh:	59.9	30.3	30.3	102.9	27.3	27.3	98.1	74.2	74.2	72.3	79.1	79.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	59.9	30.3	30.3	102.9	27.3	27.3	98.1	74.2	74.2	72.3	79.1	79.1
LOS by Move:	E+	C	C	F	C	C	F	E	E	E	E-	E-
HCM2k95thQ:	7	57	57	10	13	13	19	20	20	22	29	29

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

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Level Of Service Computation Report  
2000 HCM Operations (Future Volume Alternative)  
Existing AM with Occupied/Re-tenanted Mall Alternative

Intersection #5: Sunnyvale Saratoga Road / Fremont Avenue



Street Name:	Sunnyvale Saratoga Road						Fremont Avenue					
	North Bound			South Bound			East Bound			West Bound		
Approach:												
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:												
Base Vol:	312	2251	121	148	682	242	280	433	140	186	659	166
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	312	2251	121	148	682	242	280	433	140	186	659	166
Added Vol:	1	5	0	4	7	0	0	0	2	0	0	3
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	313	2256	121	152	689	242	280	433	142	186	659	169
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	313	2256	121	152	689	242	280	433	142	186	659	169
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	313	2256	121	152	689	242	280	433	142	186	659	169
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	313	2256	121	152	689	242	280	433	142	186	659	169

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	0.98	0.95	0.83	0.99	0.95	0.83	0.99	0.95	0.83	1.00	0.92
Lanes:	2.00	2.84	0.16	2.00	2.19	0.81	2.00	2.23	0.77	2.00	2.00	1.00
Final Sat.:	3150	5315	285	3150	4142	1455	3150	4215	1382	3150	3800	1750

Capacity Analysis Module:												
Vol/Sat:	0.10	0.42	0.42	0.05	0.17	0.17	0.09	0.10	0.10	0.06	0.17	0.10
Crit Moves:	****			****			****			****		
Green Time:	38.0	91.2	91.2	10.4	63.6	63.6	19.1	35.8	35.8	20.6	37.3	47.6
Volume/Cap:	0.44	0.79	0.79	0.79	0.44	0.44	0.79	0.49	0.49	0.49	0.79	0.34
Delay/Veh:	57.3	33.2	33.2	98.3	40.1	40.1	84.9	59.4	59.4	70.8	67.8	49.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	57.3	33.2	33.2	98.3	40.1	40.1	84.9	59.4	59.4	70.8	67.8	49.2
LOS by Move:	E+	C-	C-	F	D	D	F	E+	E+	E	E	D
HCM2k95thQ:	15	53	53	10	21	21	19	17	17	10	28	14

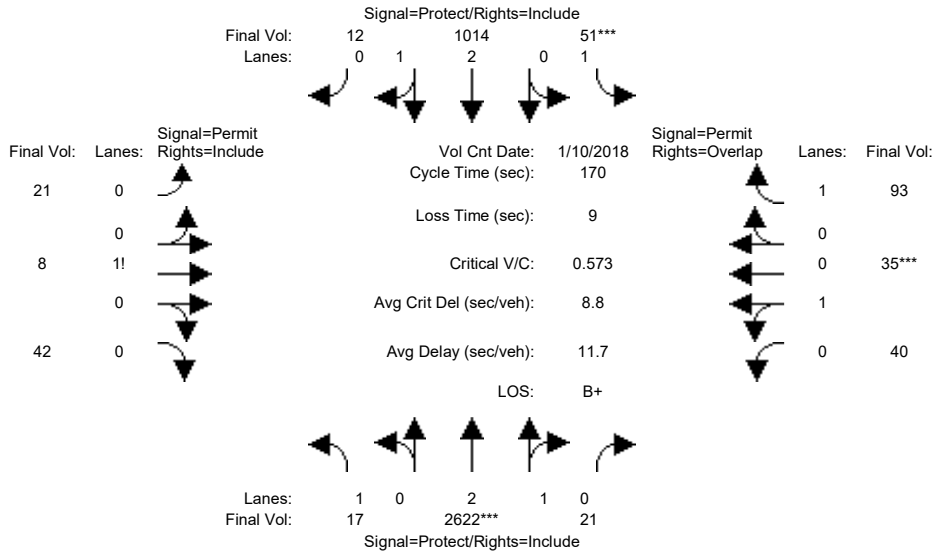
Note: Queue reported is the number of cars per lane.



Vallco Special Area Specific Plan  
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Level Of Service Computation Report  
2000 HCM Operations (Future Volume Alternative)  
Existing AM with Occupied/Re-tenanted Mall Alternative

Intersection #6: Sunnyvale Saratoga Road / Cheyenne Drive



Street Name:	Sunnyvale Saratoga Road						Cheyenne Drive					
	North Bound			South Bound			East Bound			West Bound		
Approach:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:	>>	Count	Date:	10 Jan 2018	<<	08:00:00 AM						
Base Vol:	17	2615	21	51	1005	12	21	8	42	40	35	93
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	17	2615	21	51	1005	12	21	8	42	40	35	93
Added Vol:	0	7	0	0	9	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	17	2622	21	51	1014	12	21	8	42	40	35	93
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	17	2622	21	51	1014	12	21	8	42	40	35	93
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	17	2622	21	51	1014	12	21	8	42	40	35	93
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	17	2622	21	51	1014	12	21	8	42	40	35	93

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	0.98	0.95	0.92	0.92	0.92	0.95	0.95	0.92
Lanes:	1.00	2.98	0.02	1.00	2.96	0.04	0.30	0.11	0.59	0.53	0.47	1.00
Final Sat.:	1750	5555	44	1750	5534	65	518	197	1035	960	840	1750

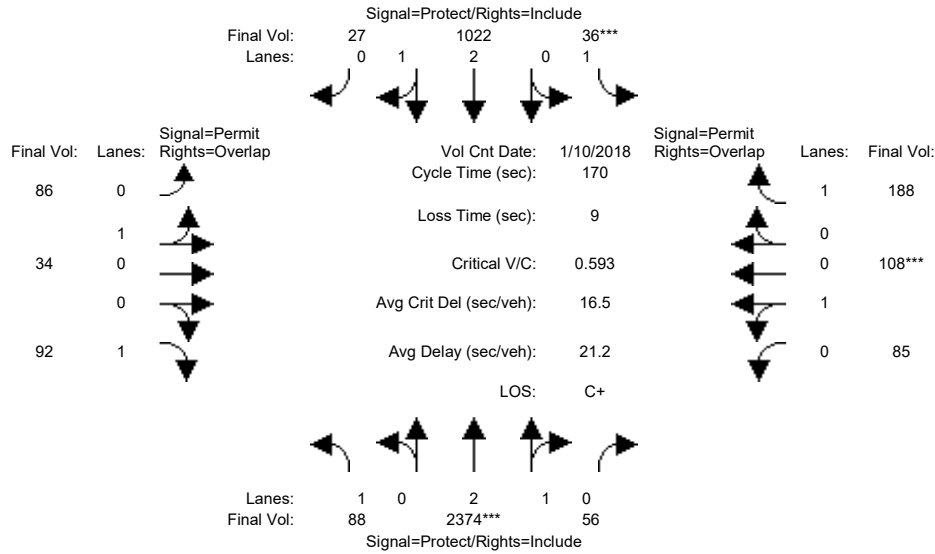
Capacity Analysis Module:												
Vol/Sat:	0.01	0.47	0.47	0.03	0.18	0.18	0.04	0.04	0.04	0.04	0.04	0.05
Crit Moves:	****			****						****		
Green Time:	27.3	140	140.0	8.6	121	121.4	12.4	12.4	12.4	12.4	12.4	21.0
Volume/Cap:	0.06	0.57	0.57	0.57	0.26	0.26	0.56	0.56	0.56	0.57	0.57	0.43
Delay/Veh:	60.6	5.2	5.2	87.6	8.6	8.6	81.6	81.6	81.6	82.3	82.3	70.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	60.6	5.2	5.2	87.6	8.6	8.6	81.6	81.6	81.6	82.3	82.3	70.3
LOS by Move:	E	A	A	F	A	A	F	F	F	F	F	E
HCM2k95thQ:	2	27	27	6	12	12	9	9	9	9	9	10

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

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Level Of Service Computation Report  
2000 HCM Operations (Future Volume Alternative)  
Existing AM with Occupied/Re-tenanted Mall Alternative

Intersection #7: Sunnyvale Saratoga Road / Alberta Avenue



Street Name:	Sunnyvale Saratoga Road						Alberta Avenue					
	North Bound			South Bound			East Bound			West Bound		
Approach:												
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:	>>	Count	Date:	10 Jan 2018	<<	08:00:00 AM						
Base Vol:	88	2367	56	36	1013	27	86	34	92	85	108	188
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	88	2367	56	36	1013	27	86	34	92	85	108	188
Added Vol:	0	7	0	0	9	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	88	2374	56	36	1022	27	86	34	92	85	108	188
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	88	2374	56	36	1022	27	86	34	92	85	108	188
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	88	2374	56	36	1022	27	86	34	92	85	108	188
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	88	2374	56	36	1022	27	86	34	92	85	108	188

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	0.98	0.95	0.95	0.95	0.92	0.95	0.95	0.92
Lanes:	1.00	2.93	0.07	1.00	2.92	0.08	0.72	0.28	1.00	0.44	0.56	1.00
Final Sat.:	1750	5471	129	1750	5456	144	1290	510	1750	793	1007	1750

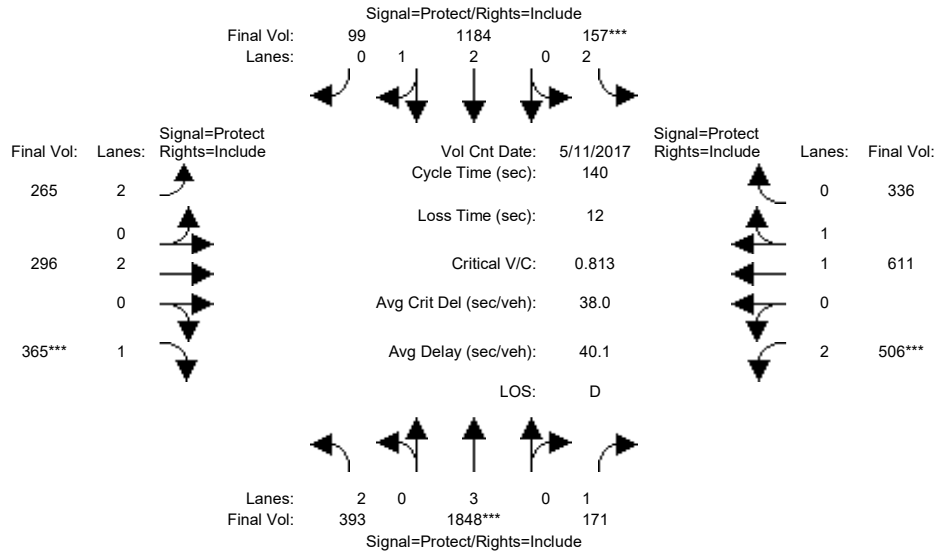
Capacity Analysis Module:												
Vol/Sat:	0.05	0.43	0.43	0.02	0.19	0.19	0.07	0.07	0.05	0.11	0.11	0.11
Crit Moves:	****			****						****		
Green Time:	27.6	123	123.5	7.0	103	102.9	30.5	30.5	58.1	30.5	30.5	37.5
Volume/Cap:	0.31	0.60	0.60	0.50	0.31	0.31	0.37	0.37	0.15	0.60	0.60	0.49
Delay/Veh:	63.4	11.5	11.5	85.1	16.4	16.4	62.0	62.0	39.0	67.2	67.2	58.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	63.4	11.5	11.5	85.1	16.4	16.4	62.0	62.0	39.0	67.2	67.2	58.8
LOS by Move:	E	B+	B+	F	B	B	E	E	D+	E	E	E+
HCM2k95thQ:	8	33	33	4	16	16	11	11	7	19	19	17

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

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Level Of Service Computation Report  
2000 HCM Operations (Future Volume Alternative)  
Existing AM with Occupied/Re-tenanted Mall Alternative

Intersection #8: De Anza Boulevard / Homestead Road



Street Name:	De Anza Boulevard						Homestead Road					
	North Bound			South Bound			East Bound			West Bound		
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:	>>	Count	Date:	11 May 2017	<<	08:00:00 AM						
Base Vol:	390	1844	171	153	1179	99	265	292	362	506	608	333
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	390	1844	171	153	1179	99	265	292	362	506	608	333
Added Vol:	3	4	0	4	5	0	0	4	3	0	3	3
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	393	1848	171	157	1184	99	265	296	365	506	611	336
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	393	1848	171	157	1184	99	265	296	365	506	611	336
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	393	1848	171	157	1184	99	265	296	365	506	611	336
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	393	1848	171	157	1184	99	265	296	365	506	611	336

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	0.99	0.95	0.83	1.00	0.92	0.83	0.99	0.95
Lanes:	2.00	3.00	1.00	2.00	2.76	0.24	2.00	2.00	1.00	2.00	1.27	0.73
Final Sat.:	3150	5700	1750	3150	5167	432	3150	3800	1750	3150	2386	1312

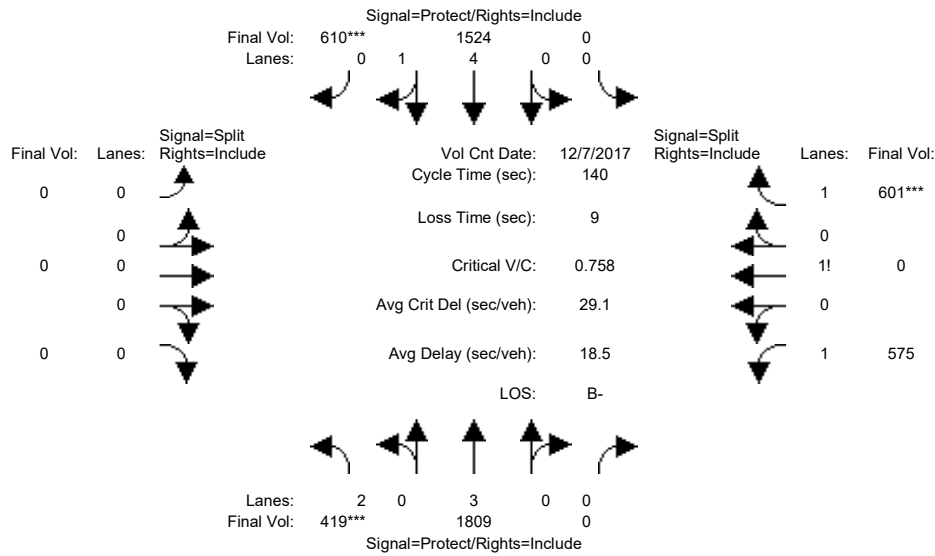
Capacity Analysis Module:												
Vol/Sat:	0.12	0.32	0.10	0.05	0.23	0.23	0.08	0.08	0.21	0.16	0.26	0.26
Crit Moves:	****			****			****			****		
Green Time:	22.7	55.8	55.8	8.6	41.7	41.7	15.7	35.9	35.9	27.7	47.9	47.9
Volume/Cap:	0.77	0.81	0.25	0.81	0.77	0.77	0.75	0.30	0.81	0.81	0.75	0.75
Delay/Veh:	55.9	23.2	15.8	84.5	34.3	34.3	68.8	42.1	59.7	61.7	43.3	43.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	55.9	23.2	15.8	84.5	34.3	34.3	68.8	42.1	59.7	61.7	43.3	43.3
LOS by Move:	E+	C	B	F	C-	C-	E	D	E+	E	D	D
HCM2k95thQ:	20	36	6	9	27	27	13	8	27	23	28	28

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

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Level Of Service Computation Report  
2000 HCM Operations (Future Volume Alternative)  
Existing AM with Occupied/Re-tenanted Mall Alternative

Intersection #9: De Anza Boulevard / I-280 Ramps (North)



Street Name:	De Anza Boulevard						I-280 Ramps (North)					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	0	0	0	10	10	10
Y+R:	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0

Volume Module:	>>	Count	Date:	7 Dec 2017	<<	08:00:00 AM						
Base Vol:	418	1803	0	0	1516	610	0	0	0	575	0	600
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	418	1803	0	0	1516	610	0	0	0	575	0	600
Added Vol:	1	6	0	0	8	0	0	0	0	0	0	1
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	419	1809	0	0	1524	610	0	0	0	575	0	601
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	419	1809	0	0	1524	610	0	0	0	575	0	601
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	419	1809	0	0	1524	610	0	0	0	575	0	601
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	419	1809	0	0	1524	610	0	0	0	575	0	601

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	2.00	3.00	0.00	0.00	4.00	1.00	0.00	0.00	0.00	1.49	0.00	1.51
Final Sat.:	3150	5700	0	0	7600	1750	0	0	0	2606	0	2644

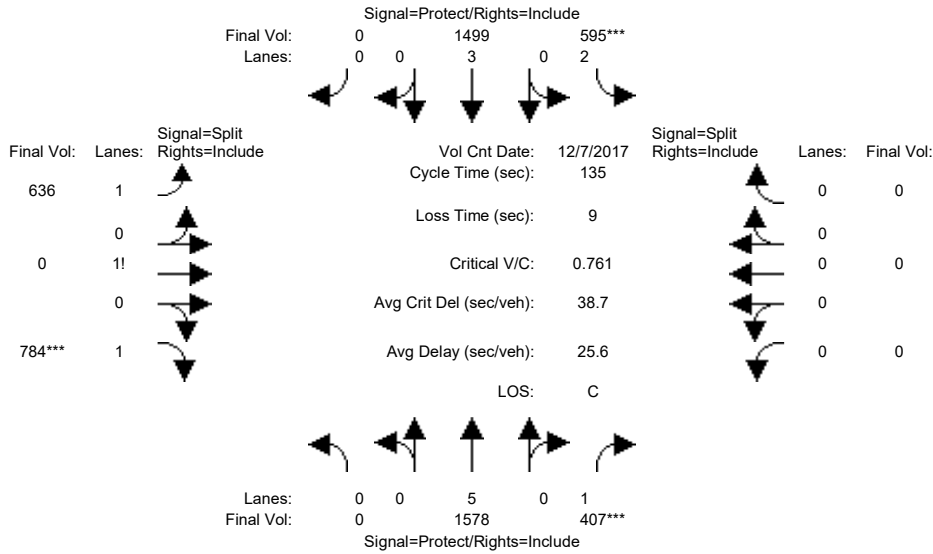
Capacity Analysis Module:												
Vol/Sat:	0.13	0.32	0.00	0.00	0.20	0.35	0.00	0.00	0.00	0.22	0.00	0.23
Crit Moves:	***					***						***
Green Time:	24.6	89.0	0.0	0.0	64.4	64.4	0.0	0.0	0.0	42.0	0.0	42.0
Volume/Cap:	0.76	0.50	0.00	0.00	0.44	0.76	0.00	0.00	0.00	0.74	0.00	0.76
Delay/Veh:	53.1	0.1	0.0	0.0	11.1	14.8	0.0	0.0	0.0	45.8	0.0	46.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	53.1	0.1	0.0	0.0	11.1	14.8	0.0	0.0	0.0	45.8	0.0	46.6
LOS by Move:	D-	A	A	A	B+	B	A	A	A	D	A	D
HCM2k95thQ:	18	2	0	0	11	30	0	0	0	30	0	31

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

Vallco Special Area Specific Plan  
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Level Of Service Computation Report  
2000 HCM Operations (Future Volume Alternative)  
Existing AM with Occupied/Re-tenanted Mall Alternative

Intersection #10: De Anza Boulevard / I-280 Ramps (South)



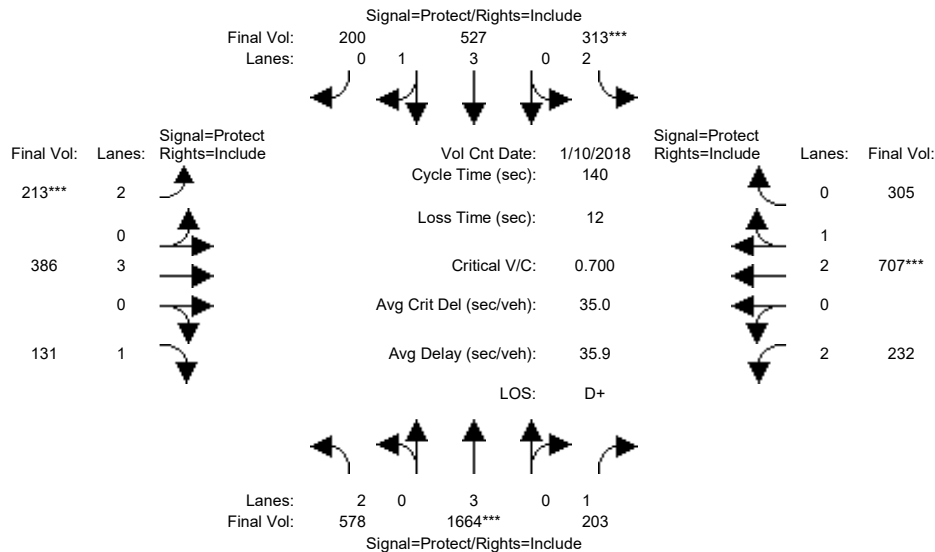
Street Name:	De Anza Boulevard						I-280 Ramps (South)					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	0	0	0
Y+R:	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Volume Module: >> Count Date: 7 Dec 2017 << 08:00:00 AM												
Base Vol:	0	1571	407	594	1492	0	636	0	782	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	1571	407	594	1492	0	636	0	782	0	0	0
Added Vol:	0	7	0	1	7	0	0	0	2	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	1578	407	595	1499	0	636	0	784	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	1578	407	595	1499	0	636	0	784	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1578	407	595	1499	0	636	0	784	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	0	1578	407	595	1499	0	636	0	784	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	5.00	1.00	2.00	3.00	0.00	1.45	0.00	1.55	0.00	0.00	0.00
Final Sat.:	0	9500	1750	3150	5700	0	2534	0	2716	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.17	0.23	0.19	0.26	0.00	0.25	0.00	0.29	0.00	0.00	0.00
Crit Moves:	****			****			****			****		
Green Time:	0.0	41.3	41.3	33.5	74.8	0.0	51.2	0.0	51.2	0.0	0.0	0.0
Volume/Cap:	0.00	0.54	0.76	0.76	0.47	0.00	0.66	0.00	0.76	0.00	0.00	0.00
Delay/Veh:	0.0	27.8	36.3	41.1	3.2	0.0	35.5	0.0	38.4	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	27.8	36.3	41.1	3.2	0.0	35.5	0.0	38.4	0.0	0.0	0.0
LOS by Move:	A	C	D+	D	A	A	D+	A	D+	A	A	A
HCM2k95thQ:	0	16	27	23	7	0	29	0	35	0	0	0

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

Vallco Special Area Specific Plan  
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Level Of Service Computation Report  
2000 HCM Operations (Future Volume Alternative)  
Existing AM with Occupied/Re-tenanted Mall Alternative

Intersection #11: De Anza Boulevard / Stevens Creek Boulevard



Street Name:	De Anza Boulevard						Stevens Creek Boulevard					
	North Bound			South Bound			East Bound			West Bound		
Approach:												
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:	>>	Count	Date:	10 Jan 2018	<<	08:00:00 AM						
Base Vol:	578	1664	193	304	527	200	213	373	131	225	697	298
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	578	1664	193	304	527	200	213	373	131	225	697	298
Added Vol:	0	0	10	9	0	0	0	13	0	7	10	7
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	578	1664	203	313	527	200	213	386	131	232	707	305
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	578	1664	203	313	527	200	213	386	131	232	707	305
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	578	1664	203	313	527	200	213	386	131	232	707	305
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	578	1664	203	313	527	200	213	386	131	232	707	305

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.95
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00	2.00	2.06	0.94
Final Sat.:	3150	5700	1750	3150	5700	1750	3150	5700	1750	3150	3910	1687

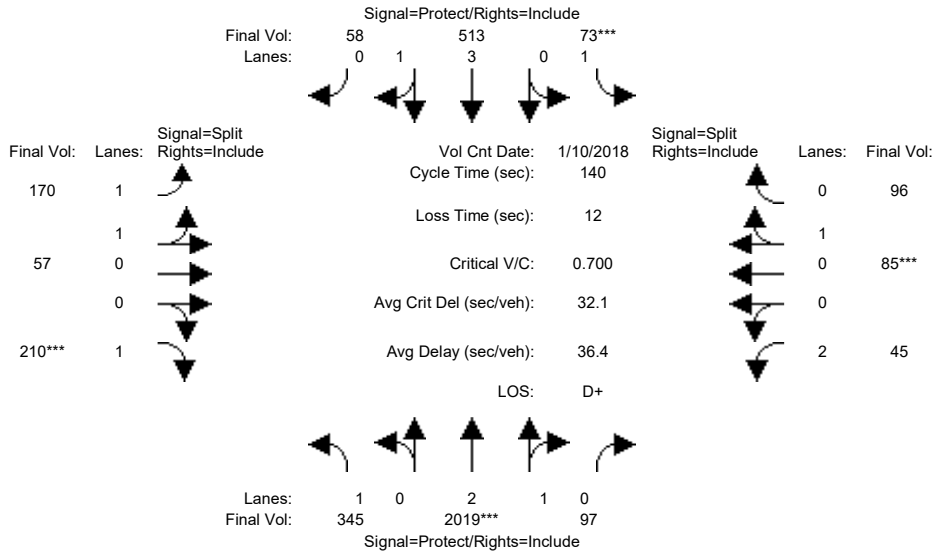
Capacity Analysis Module:												
Vol/Sat:	0.18	0.29	0.12	0.10	0.09	0.11	0.07	0.07	0.07	0.07	0.18	0.18
Crit Moves:	****			****			****			****		
Green Time:	48.2	58.4	58.4	19.9	30.0	30.0	13.5	25.1	25.1	24.7	36.2	36.2
Volume/Cap:	0.53	0.70	0.28	0.70	0.43	0.53	0.70	0.38	0.42	0.42	0.70	0.70
Delay/Veh:	24.4	18.5	14.3	55.8	39.1	40.3	68.3	50.8	51.9	51.8	48.5	48.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	24.4	18.5	14.3	55.8	39.1	40.3	68.3	50.8	51.9	51.8	48.5	48.5
LOS by Move:	C	B-	B	E+	D	D	E	D	D-	D-	D	D
HCM2k95thQ:	16	25	7	14	11	14	10	9	10	10	23	23

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

Vallco Special Area Specific Plan  
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Level Of Service Computation Report  
2000 HCM Operations (Future Volume Alternative)  
Existing AM with Occupied/Re-tenanted Mall Alternative

Intersection #12: De Anza Boulevard / McClellan Road



Street Name:	De Anza Boulevard						McClellan Road					
	North Bound			South Bound			East Bound			West Bound		
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:	>>	Count	Date:	10 Jan 2018	<<	08:00:00 AM						
Base Vol:	345	2009	97	73	506	58	170	57	210	45	85	96
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	345	2009	97	73	506	58	170	57	210	45	85	96
Added Vol:	0	10	0	0	7	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	345	2019	97	73	513	58	170	57	210	45	85	96
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	345	2019	97	73	513	58	170	57	210	45	85	96
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	345	2019	97	73	513	58	170	57	210	45	85	96
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	345	2019	97	73	513	58	170	57	210	45	85	96

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	0.99	0.95	0.93	0.95	0.92	0.83	0.95	0.95
Lanes:	1.00	2.86	0.14	1.00	3.58	0.42	1.50	0.50	1.00	2.00	0.47	0.53
Final Sat.:	1750	5343	257	1750	6737	762	2658	891	1750	3150	845	955

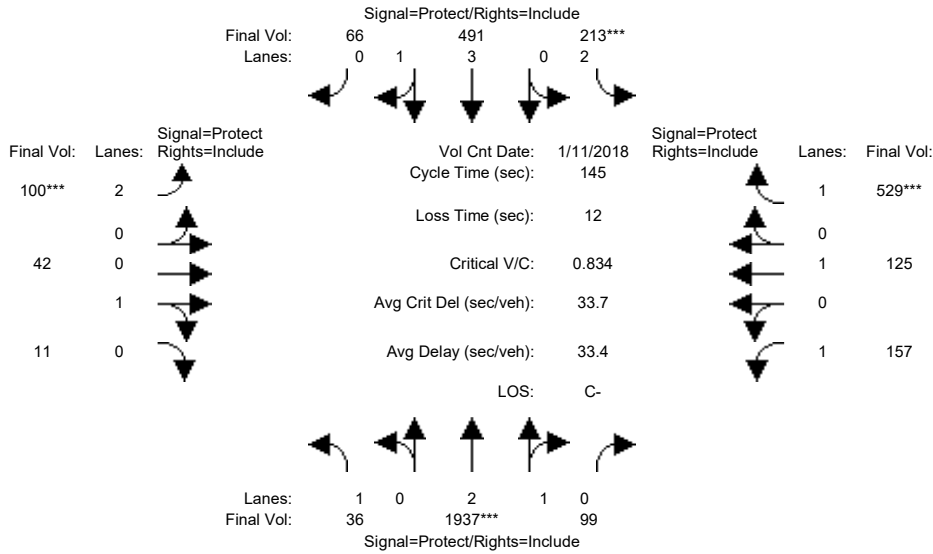
Capacity Analysis Module:												
Vol/Sat:	0.20	0.38	0.38	0.04	0.08	0.08	0.06	0.06	0.12	0.01	0.10	0.10
Crit Moves:	****			****			****			****		
Green Time:	60.5	75.6	75.6	8.3	23.4	23.4	24.0	24.0	24.0	20.1	20.1	20.1
Volume/Cap:	0.46	0.70	0.70	0.70	0.46	0.46	0.37	0.37	0.70	0.10	0.70	0.70
Delay/Veh:	28.5	24.6	24.6	83.7	52.8	52.8	51.7	51.7	61.8	52.2	65.4	65.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	28.5	24.6	24.6	83.7	52.8	52.8	51.7	51.7	61.8	52.2	65.4	65.4
LOS by Move:	C	C	C	F	D-	D-	D-	D-	E	D-	E	E
HCM2k95thQ:	19	36	36	7	11	11	9	9	19	2	17	17

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

Vallco Special Area Specific Plan  
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Level Of Service Computation Report  
2000 HCM Operations (Future Volume Alternative)  
Existing AM with Occupied/Re-tenanted Mall Alternative

Intersection #13: De Anza Boulevard / Bollinger Road



Street Name:	De Anza Boulevard						Bollinger road					
	North Bound			South Bound			East Bound			West Bound		
Approach:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	10	10	10	7	10	10	10	10	10
Y+R:	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0

Volume Module:	>>	Count	Date:	11 Jan 2018	<<	08:00:00 AM						
Base Vol:	36	1928	99	213	484	66	100	42	11	157	125	529
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	36	1928	99	213	484	66	100	42	11	157	125	529
Added Vol:	0	9	0	0	7	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	36	1937	99	213	491	66	100	42	11	157	125	529
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	36	1937	99	213	491	66	100	42	11	157	125	529
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	36	1937	99	213	491	66	100	42	11	157	125	529
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	36	1937	99	213	491	66	100	42	11	157	125	529

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.83	0.99	0.95	0.83	0.95	0.95	0.92	1.00	0.92
Lanes:	1.00	2.85	0.15	2.00	3.51	0.49	2.00	0.79	0.21	1.00	1.00	1.00
Final Sat.:	1750	5327	272	3150	6610	888	3150	1426	374	1750	1900	1750

Capacity Analysis Module:												
Vol/Sat:	0.02	0.36	0.36	0.07	0.07	0.07	0.03	0.03	0.03	0.09	0.07	0.30
Crit Moves:	****			****			****			****		
Green Time:	29.2	62.5	62.5	11.6	44.9	44.9	7.0	25.6	25.6	33.3	51.9	51.9
Volume/Cap:	0.10	0.84	0.84	0.84	0.24	0.24	0.66	0.17	0.17	0.39	0.18	0.84
Delay/Veh:	39.4	21.2	21.2	84.0	26.2	26.2	77.9	50.9	50.9	47.9	32.1	53.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	39.4	21.2	21.2	84.0	26.2	26.2	77.9	50.9	50.9	47.9	32.1	53.0
LOS by Move:	D	C+	C+	F	C	C	E-	D	D	D	C-	D-
HCM2k95thQ:	2	39	39	12	7	7	8	4	4	12	7	40

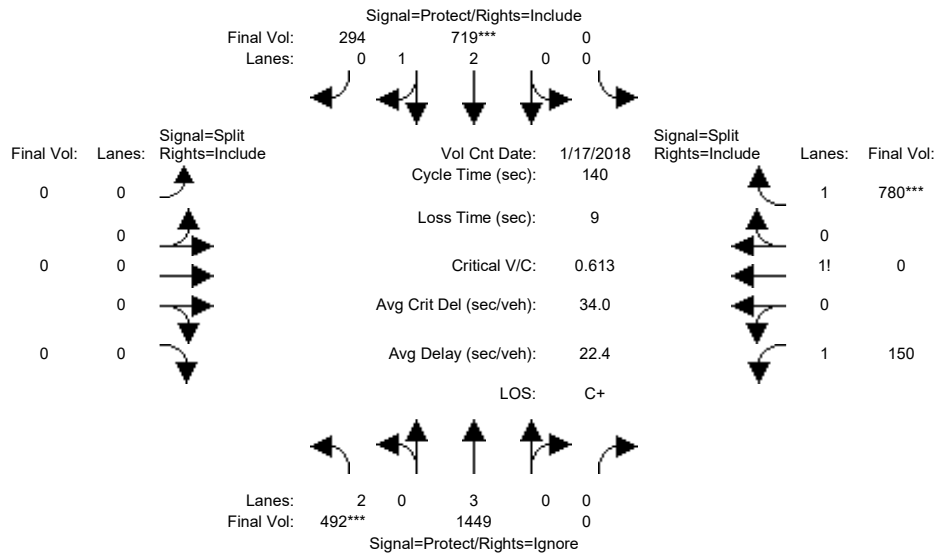
Note: Queue reported is the number of cars per lane.



Vallco Special Area Specific Plan  
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Level Of Service Computation Report  
2000 HCM Operations (Future Volume Alternative)  
Existing AM with Occupied/Re-tenanted Mall Alternative

Intersection #14: De Anza Boulevard / SR-85 Ramps (North)



Street Name:	De Anza Boulevard						SR-85 Ramps (North)					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	0	0	0	7	10	10
Y+R:	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0

Volume Module:	>>	Count	Date:	17 Jan 2018	<<	08:00:00 AM						
Base Vol:	492	1444	0	0	712	294	0	0	0	150	0	776
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	492	1444	0	0	712	294	0	0	0	150	0	776
Added Vol:	0	5	0	0	7	0	0	0	0	0	0	4
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	492	1449	0	0	719	294	0	0	0	150	0	780
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	492	1449	0	0	719	294	0	0	0	150	0	780
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	492	1449	0	0	719	294	0	0	0	150	0	780
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	492	1449	0	0	719	294	0	0	0	150	0	780

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.92	1.00	0.95	0.92	1.00	0.92	0.92	1.00	0.95
Lanes:	2.00	3.00	0.00	0.00	2.10	0.90	0.00	0.00	0.00	1.17	0.00	1.83
Final Sat.:	3150	5700	0	0	3973	1624	0	0	0	2039	0	3303

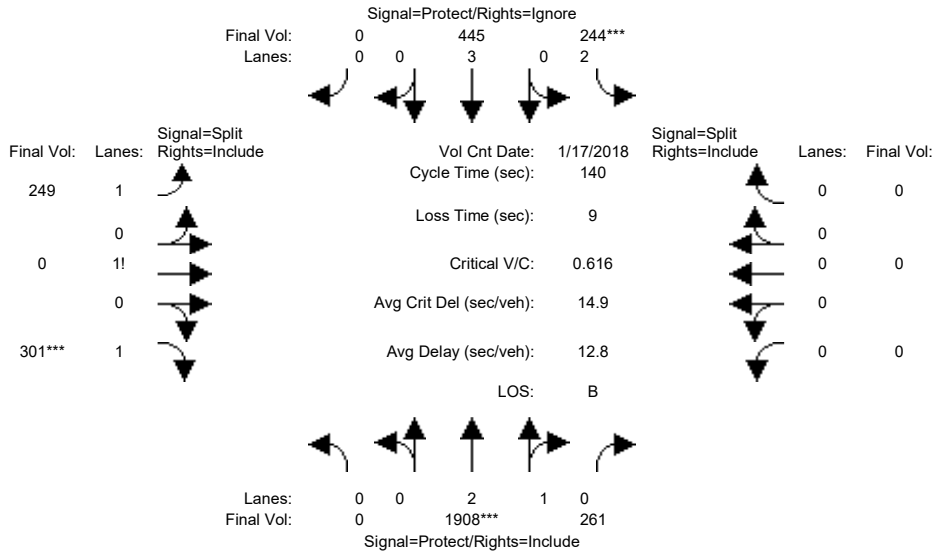
Capacity Analysis Module:												
Vol/Sat:	0.16	0.25	0.00	0.00	0.18	0.18	0.00	0.00	0.00	0.07	0.00	0.24
Crit Moves:	***				****							****
Green Time:	35.7	77.0	0.0	0.0	41.4	41.4	0.0	0.0	0.0	54.0	0.0	54.0
Volume/Cap:	0.61	0.46	0.00	0.00	0.61	0.61	0.00	0.00	0.00	0.19	0.00	0.61
Delay/Veh:	37.0	3.6	0.0	0.0	31.3	31.3	0.0	0.0	0.0	28.6	0.0	35.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	37.0	3.6	0.0	0.0	31.3	31.3	0.0	0.0	0.0	28.6	0.0	35.4
LOS by Move:	D+	A	A	A	C	C	A	A	A	C	A	D+
HCM2k95thQ:	18	7	0	0	20	20	0	0	0	8	0	27

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

Vallco Special Area Specific Plan  
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Level Of Service Computation Report  
2000 HCM Operations (Future Volume Alternative)  
Existing AM with Occupied/Re-tenanted Mall Alternative

Intersection #15: De Anza Boulevard / SR-85 Ramps (South)



Street Name: De Anza Boulevard SR-85 Ramps (South)  
Approach: North Bound South Bound East Bound West Bound  
Movement: L - T - R L - T - R L - T - R L - T - R

Min. Green: 7 10 10 7 10 10 10 10 10 0 0 0  
Y+R: 5.0 5.0 5.0 5.0 5.0 5.0 5.0 5.0 5.0 5.0 5.0 5.0

Volume Module: >> Count Date: 17 Jan 2018 << 08:00:00 AM

Base Vol:	0	1903	261	241	441	0	249	0	301	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	1903	261	241	441	0	249	0	301	0	0	0
Added Vol:	0	5	0	3	4	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	1908	261	244	445	0	249	0	301	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	1908	261	244	445	0	249	0	301	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1908	261	244	445	0	249	0	301	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	0	1908	261	244	445	0	249	0	301	0	0	0

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.99	0.95	0.83	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	2.63	0.37	2.00	3.00	0.00	1.45	0.00	1.55	0.00	0.00	0.00
Final Sat.:	0	4925	674	3150	5700	0	2542	0	2708	0	0	0

Capacity Analysis Module:

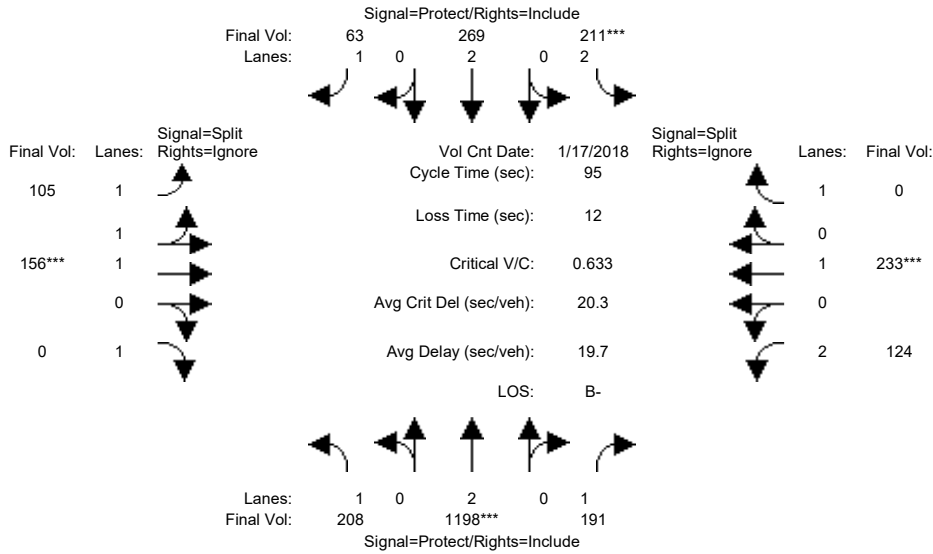
Vol/Sat:	0.00	0.39	0.39	0.08	0.08	0.00	0.10	0.00	0.11	0.00	0.00	0.00
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****
Green Time:	0.0	88.1	88.1	17.6	106	0.0	25.3	0.0	25.3	0.0	0.0	0.0
Volume/Cap:	0.00	0.62	0.62	0.62	0.10	0.00	0.54	0.00	0.62	0.00	0.00	0.00
Delay/Veh:	0.0	0.3	0.3	55.3	0.0	0.0	52.7	0.0	54.2	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.3	0.3	55.3	0.0	0.0	52.7	0.0	54.2	0.0	0.0	0.0
LOS by Move:	A	A	A	E+	A	A	D-	A	D-	A	A	A
HCM2k95thQ:	0	2	2	11	0	0	15	0	17	0	0	0

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

Vallco Special Area Specific Plan  
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Level Of Service Computation Report  
2000 HCM Operations (Future Volume Alternative)  
Existing AM with Occupied/Re-tenanted Mall Alternative

Intersection #16: De Anza Boulevard/Saratoga-Sunnyvale Road / Prospect Road



Street Name:	De Anza Boulevard/Saratoga-Sunnyv						Prospect Road					
	North Bound			South Bound			East Bound			West Bound		
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0

Volume Module:	>>	Count	Date:	17 Jan 2018	<<	08:00:00 AM						
Base Vol:	208	1194	191	211	266	62	104	156	88	124	233	541
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	208	1194	191	211	266	62	104	156	88	124	233	541
Added Vol:	0	4	0	0	3	1	1	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	208	1198	191	211	269	63	105	156	88	124	233	541
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Volume:	208	1198	191	211	269	63	105	156	0	124	233	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	208	1198	191	211	269	63	105	156	0	124	233	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
Final Volume:	208	1198	191	211	269	63	105	156	0	124	233	0

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.83	1.00	0.92	0.93	0.98	0.92	0.83	1.00	0.92
Lanes:	1.00	2.00	1.00	2.00	2.00	1.00	1.25	1.75	1.00	2.00	1.00	1.00
Final Sat.:	1750	3800	1750	3150	3800	1750	2191	3255	1750	3150	1900	1750

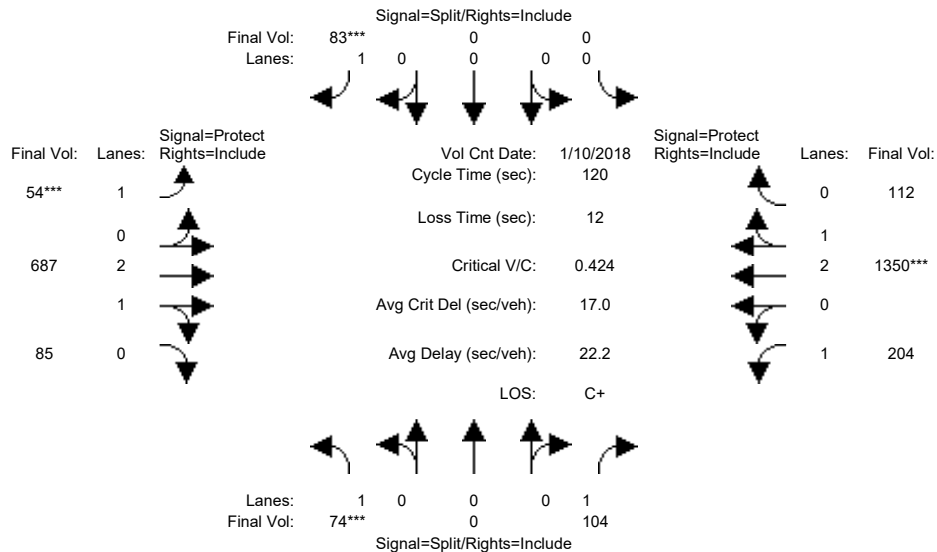
Capacity Analysis Module:												
Vol/Sat:	0.12	0.32	0.11	0.07	0.07	0.04	0.05	0.05	0.00	0.04	0.12	0.00
Crit Moves:	****			****			****			****		
Green Time:	29.3	45.6	45.6	9.7	26.0	26.0	10.0	10.0	0.0	17.7	17.7	0.0
Volume/Cap:	0.39	0.66	0.23	0.66	0.26	0.13	0.46	0.46	0.00	0.21	0.66	0.00
Delay/Veh:	18.6	8.1	5.7	42.9	20.4	19.6	40.5	40.5	0.0	32.9	40.3	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	18.6	8.1	5.7	42.9	20.4	19.6	40.5	40.5	0.0	32.9	40.3	0.0
LOS by Move:	B-	A	A	D	C+	B-	D	D	A	C-	D	A
HCM2k95thQ:	8	16	3	7	5	2	6	6	0	4	12	0

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

Vallco Special Area Specific Plan  
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Level Of Service Computation Report  
2000 HCM Operations (Future Volume Alternative)  
Existing AM with Occupied/Re-tenanted Mall Alternative

Intersection #17: Torre Avenue-Vista Drive / Stevens Creek Boulevard



Street Name:	Torre Avenue-Vista Drive						Stevens Creek Boulevard					
	North Bound			South Bound			East Bound			West Bound		
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:	>>	Count	Date:	10 Jan 2018	<<	08:00:00 AM						
Base Vol:	74	0	104	0	0	83	54	655	85	204	1326	112
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	74	0	104	0	0	83	54	655	85	204	1326	112
Added Vol:	0	0	0	0	0	0	0	32	0	0	24	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	74	0	104	0	0	83	54	687	85	204	1350	112
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	74	0	104	0	0	83	54	687	85	204	1350	112
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	74	0	104	0	0	83	54	687	85	204	1350	112
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	74	0	104	0	0	83	54	687	85	204	1350	112

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	0.99	0.95	0.92	0.99	0.95
Lanes:	1.00	0.00	1.00	0.00	0.00	1.00	1.00	2.66	0.34	1.00	2.76	0.24
Final Sat.:	1750	0	1750	0	0	1750	1750	4983	616	1750	5170	429

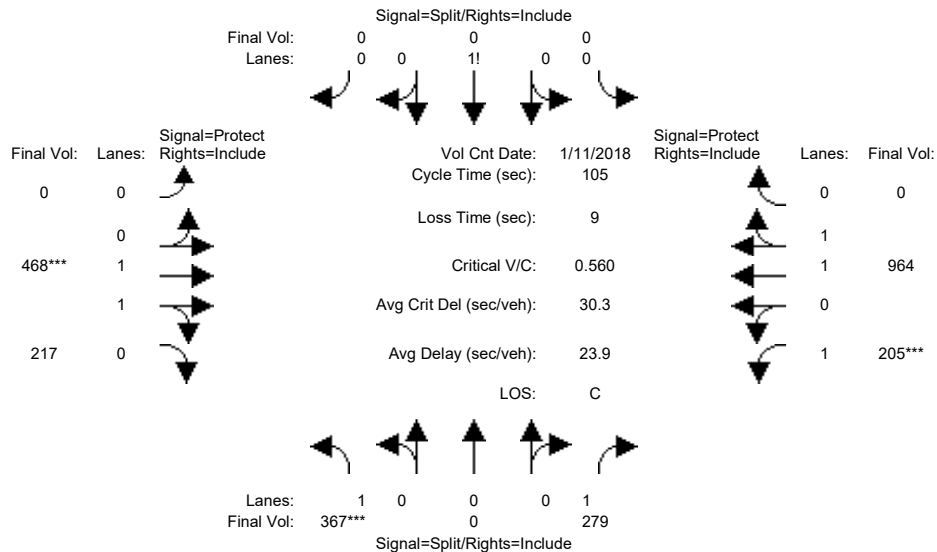
Capacity Analysis Module:												
Vol/Sat:	0.04	0.00	0.06	0.00	0.00	0.05	0.03	0.14	0.14	0.12	0.26	0.26
Crit Moves:	***					***	***				***	
Green Time:	16.8	0.0	16.8	0.0	0.0	13.4	8.7	44.8	44.8	37.8	73.9	73.9
Volume/Cap:	0.30	0.00	0.42	0.00	0.00	0.42	0.42	0.37	0.37	0.37	0.42	0.42
Delay/Veh:	47.0	0.0	48.3	0.0	0.0	51.2	55.5	27.5	27.5	32.3	12.1	12.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	47.0	0.0	48.3	0.0	0.0	51.2	55.5	27.5	27.5	32.3	12.1	12.1
LOS by Move:	D	A	D	A	A	D-	E+	C	C	C-	B	B
HCM2k95thQ:	6	0	8	0	0	7	4	13	13	11	17	17

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

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Level Of Service Computation Report  
2000 HCM Operations (Future Volume Alternative)  
Existing AM with Occupied/Re-tenanted Mall Alternative

Intersection #18: Blaney Avenue / Homestead Road



Street Name:	Blaney Avenue						Homestead Road					
	North Bound			South Bound			East Bound			West Bound		
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:	>>	Count	Date:	11 Jan 2018	<<	08:00:00 AM						
Base Vol:	365	0	279	0	0	0	0	462	214	205	960	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	365	0	279	0	0	0	0	462	214	205	960	0
Added Vol:	2	0	0	0	0	0	0	6	3	0	4	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	367	0	279	0	0	0	0	468	217	205	964	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	367	0	279	0	0	0	0	468	217	205	964	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	367	0	279	0	0	0	0	468	217	205	964	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	367	0	279	0	0	0	0	468	217	205	964	0

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	0.92	0.92	0.92	0.99	0.95	0.92	0.97	0.92
Lanes:	1.00	0.00	1.00	0.00	1.00	0.00	0.00	1.35	0.65	1.00	2.00	0.00
Final Sat.:	1750	0	1750	0	1750	0	0	2527	1172	1750	3700	0

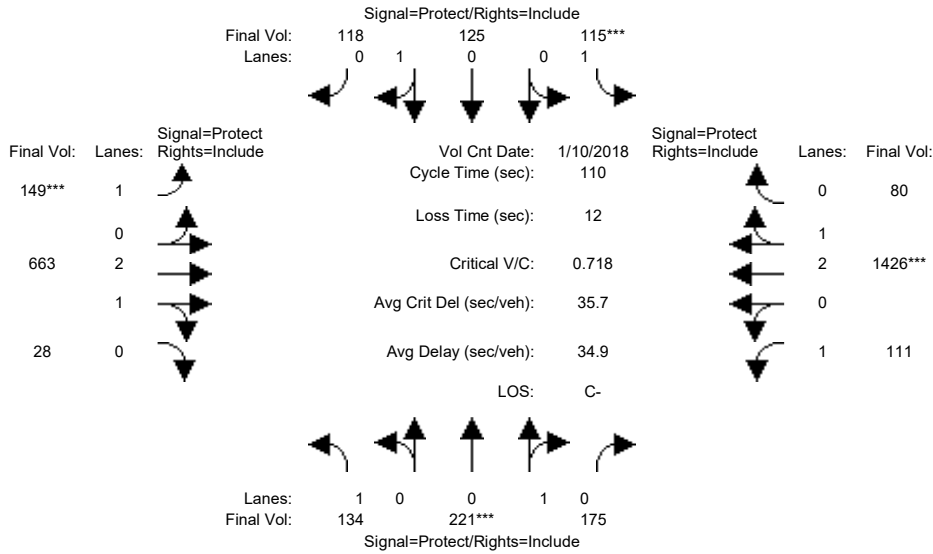
Capacity Analysis Module:												
Vol/Sat:	0.21	0.00	0.16	0.00	0.00	0.00	0.00	0.19	0.19	0.12	0.26	0.00
Crit Moves:	***						***			***		
Green Time:	39.3	0.0	39.3	0.0	0.0	0.0	0.0	34.7	34.7	22.0	56.7	0.0
Volume/Cap:	0.56	0.00	0.43	0.00	0.00	0.00	0.00	0.56	0.56	0.56	0.48	0.00
Delay/Veh:	27.1	0.0	24.9	0.0	0.0	0.0	0.0	29.5	29.5	39.2	15.2	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	27.1	0.0	24.9	0.0	0.0	0.0	0.0	29.5	29.5	39.2	15.2	0.0
LOS by Move:	C	A	C	A	A	A	A	C	C	D	B	A
HCM2k95thQ:	19	0	14	0	0	0	0	17	17	12	18	0

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

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Level Of Service Computation Report  
2000 HCM Operations (Future Volume Alternative)  
Existing AM with Occupied/Re-tenanted Mall Alternative

Intersection #19: Blaney Avenue / Stevens Creek Boulevard



Street Name:	Blaney Avenue						Stevens Creek Boulevard					
	North Bound			South Bound			East Bound			West Bound		
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:	>>	Count	Date:	10 Jan 2018	<<	08:00:00 AM						
Base Vol:	134	221	174	112	125	118	149	631	28	110	1402	78
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	134	221	174	112	125	118	149	631	28	110	1402	78
Added Vol:	0	0	1	3	0	0	0	32	0	1	24	2
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	134	221	175	115	125	118	149	663	28	111	1426	80
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	134	221	175	115	125	118	149	663	28	111	1426	80
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	134	221	175	115	125	118	149	663	28	111	1426	80
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	134	221	175	115	125	118	149	663	28	111	1426	80

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.95	0.95	0.92	0.95	0.95	0.92	0.98	0.95	0.92	0.98	0.95
Lanes:	1.00	0.56	0.44	1.00	0.51	0.49	1.00	2.87	0.13	1.00	2.83	0.17
Final Sat.:	1750	1005	795	1750	926	874	1750	5373	227	1750	5302	297

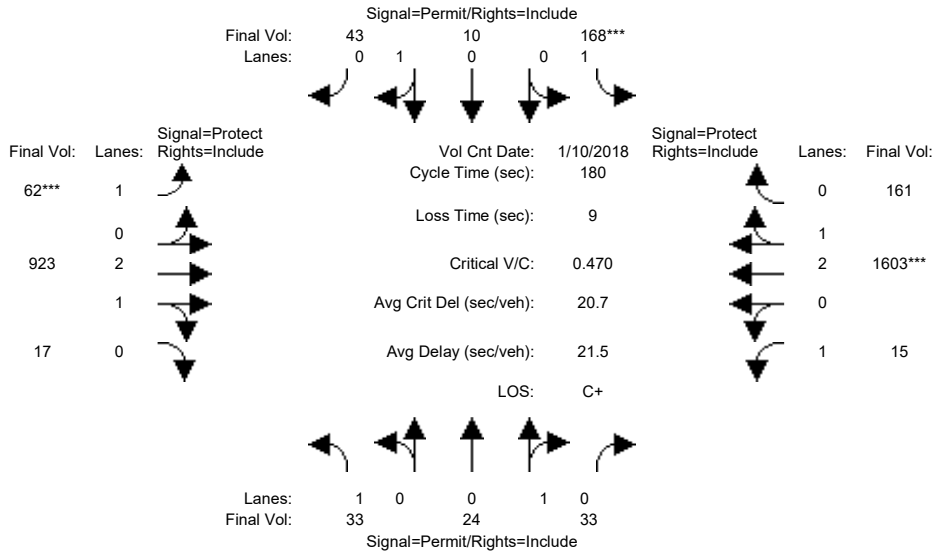
Capacity Analysis Module:												
Vol/Sat:	0.08	0.22	0.22	0.07	0.14	0.14	0.09	0.12	0.12	0.06	0.27	0.27
Crit Moves:	****			****			****			****		
Green Time:	15.8	33.7	33.7	10.1	27.9	27.9	13.0	35.8	35.8	18.5	41.2	41.2
Volume/Cap:	0.53	0.72	0.72	0.72	0.53	0.53	0.72	0.38	0.38	0.38	0.72	0.72
Delay/Veh:	45.8	38.5	38.5	63.1	36.6	36.6	58.2	28.7	28.7	41.5	30.7	30.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	45.8	38.5	38.5	63.1	36.6	36.6	58.2	28.7	28.7	41.5	30.7	30.7
LOS by Move:	D	D+	D+	E	D+	D+	E+	C	C	D	C	C
HCM2k95thQ:	9	23	23	11	15	15	11	11	11	7	26	26

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

Vallco Special Area Specific Plan  
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Level Of Service Computation Report  
2000 HCM Operations (Future Volume Alternative)  
Existing AM with Occupied/Re-tenanted Mall Alternative

Intersection #20: Portal Avenue / Stevens Creek Boulevard



Street Name:	Portal Avenue						Stevens Creek Boulevard					
	North Bound			South Bound			East Bound			West Bound		
Approach:												
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:	>>	Count	Date:	10 Jan 2018	<<	08:00:00 AM						
Base Vol:	33	24	33	168	10	43	62	888	17	15	1577	161
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	33	24	33	168	10	43	62	888	17	15	1577	161
Added Vol:	0	0	0	0	0	0	0	35	0	0	26	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	33	24	33	168	10	43	62	923	17	15	1603	161
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	33	24	33	168	10	43	62	923	17	15	1603	161
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	33	24	33	168	10	43	62	923	17	15	1603	161
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	33	24	33	168	10	43	62	923	17	15	1603	161

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.95	0.95	0.92	0.95	0.95	0.92	0.98	0.95	0.92	0.99	0.95
Lanes:	1.00	0.42	0.58	1.00	0.19	0.81	1.00	2.94	0.06	1.00	2.72	0.28
Final Sat.:	1750	758	1042	1750	340	1460	1750	5499	101	1750	5088	511

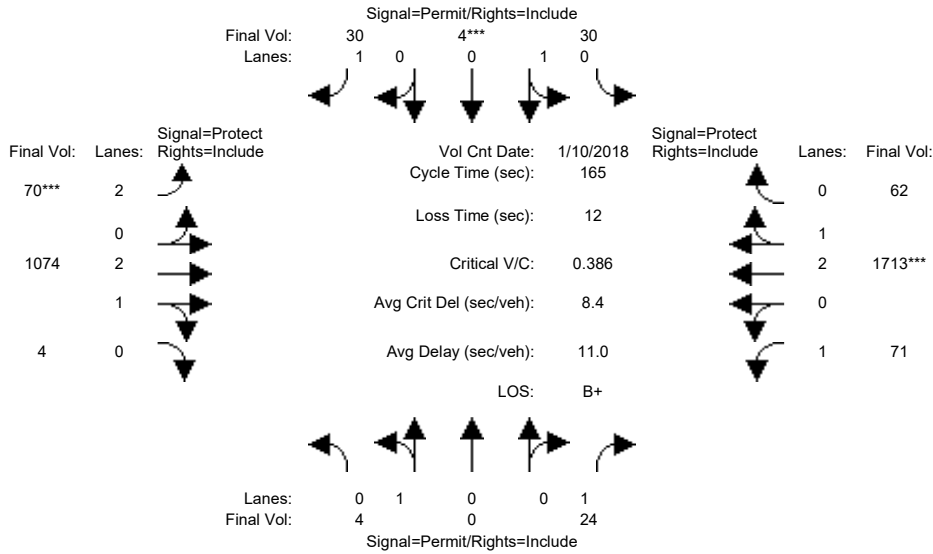
Capacity Analysis Module:													
Vol/Sat:	0.02	0.03	0.03	0.10	0.03	0.03	0.04	0.17	0.17	0.01	0.32	0.32	
Crit Moves:				****				****					
Green Time:	36.8	36.8	36.8	36.8	36.8	36.8	13.6	109	109.0	25.2	121	120.7	
Volume/Cap:	0.09	0.16	0.16	0.47	0.14	0.14	0.47	0.28	0.28	0.06	0.47	0.47	
Delay/Veh:	58.2	59.0	59.0	64.0	58.9	58.9	82.4	16.9	16.9	67.2	14.4	14.4	
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
AdjDel/Veh:	58.2	59.0	59.0	64.0	58.9	58.9	82.4	16.9	16.9	67.2	14.4	14.4	
LOS by Move:	E+	E+	E+	E	E+	E+	F	B	B	E	B	B	
HCM2k95thQ:	3	5	5	17	5	5	7	15	15	2	27	27	

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

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2000 HCM Operations (Future Volume Alternative)  
Existing AM with Occupied/Re-tenanted Mall Alternative

Intersection #21: Perimeter Road / Stevens Creek Boulevard



Street Name:	Perimeter Road						Stevens Creek Boulevard					
	North Bound			South Bound			East Bound			West Bound		
Approach:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:	>>	Count	Date:	10 Jan 2018	<<	08:00:00 AM						
Base Vol:	4	0	24	23	4	11	42	1067	4	71	1706	53
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	4	0	24	23	4	11	42	1067	4	71	1706	53
Added Vol:	0	0	0	7	0	19	28	7	0	0	7	9
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	4	0	24	30	4	30	70	1074	4	71	1713	62
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	4	0	24	30	4	30	70	1074	4	71	1713	62
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	4	0	24	30	4	30	70	1074	4	71	1713	62
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	4	0	24	30	4	30	70	1074	4	71	1713	62

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.92	0.95	0.95	0.92	0.83	0.98	0.95	0.92	0.98	0.95
Lanes:	1.00	0.00	1.00	0.88	0.12	1.00	2.00	2.99	0.01	1.00	2.89	0.11
Final Sat.:	1800	0	1750	1588	212	1750	3150	5579	21	1750	5404	196

Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.01	0.02	0.02	0.02	0.02	0.19	0.19	0.04	0.32	0.32
Crit Moves:					****		****				****	
Green Time:	10.0	0.0	10.0	10.0	10.0	10.0	9.4	117	117.2	25.8	134	133.6
Volume/Cap:	0.04	0.00	0.23	0.31	0.31	0.28	0.39	0.27	0.27	0.26	0.39	0.39
Delay/Veh:	73.1	0.0	74.9	75.8	75.8	75.5	76.5	8.6	8.6	61.7	4.4	4.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	73.1	0.0	74.9	75.8	75.8	75.5	76.5	8.6	8.6	61.7	4.4	4.4
LOS by Move:	E	A	E	E-	E-	E-	E-	A	A	E	A	A
HCM2k95thQ:	0	0	3	4	4	4	4	12	12	6	15	15

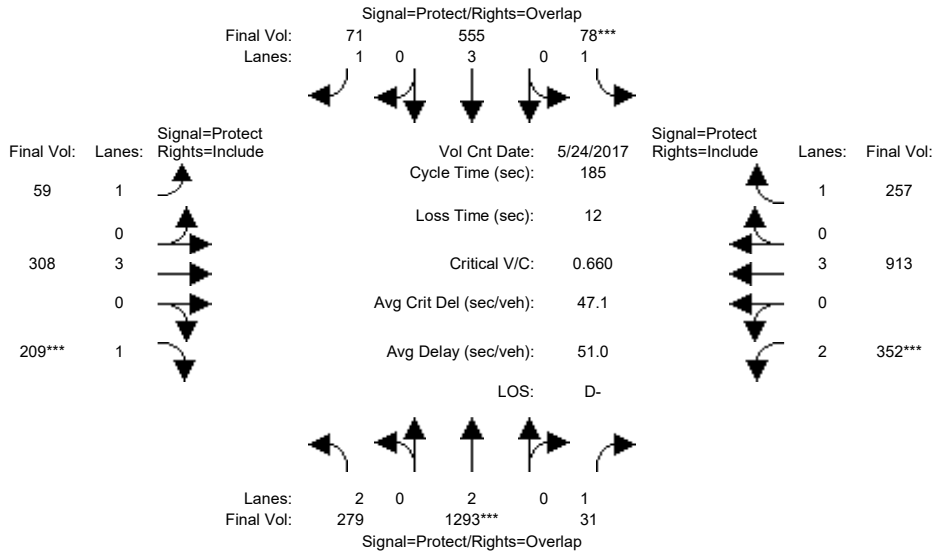
Note: Queue reported is the number of cars per lane.



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2000 HCM Operations (Future Volume Alternative)  
Existing AM with Occupied/Re-tenanted Mall Alternative

Intersection #22: Wolfe Road / El Camino Real



Street Name:	Wolfe Road						El Camino Real					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:	>>	Count	Date:	24 May 2017	<<	08:00:00 AM						
Base Vol:	277	1285	28	78	544	71	59	308	206	348	913	257
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	277	1285	28	78	544	71	59	308	206	348	913	257
Added Vol:	2	8	3	0	11	0	0	0	3	4	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	279	1293	31	78	555	71	59	308	209	352	913	257
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	279	1293	31	78	555	71	59	308	209	352	913	257
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	279	1293	31	78	555	71	59	308	209	352	913	257
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	279	1293	31	78	555	71	59	308	209	352	913	257

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.83	1.00	0.92
Lanes:	2.00	2.00	1.00	1.00	3.00	1.00	1.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	3150	3800	1750	1750	5700	1750	1750	5700	1750	3150	5700	1750

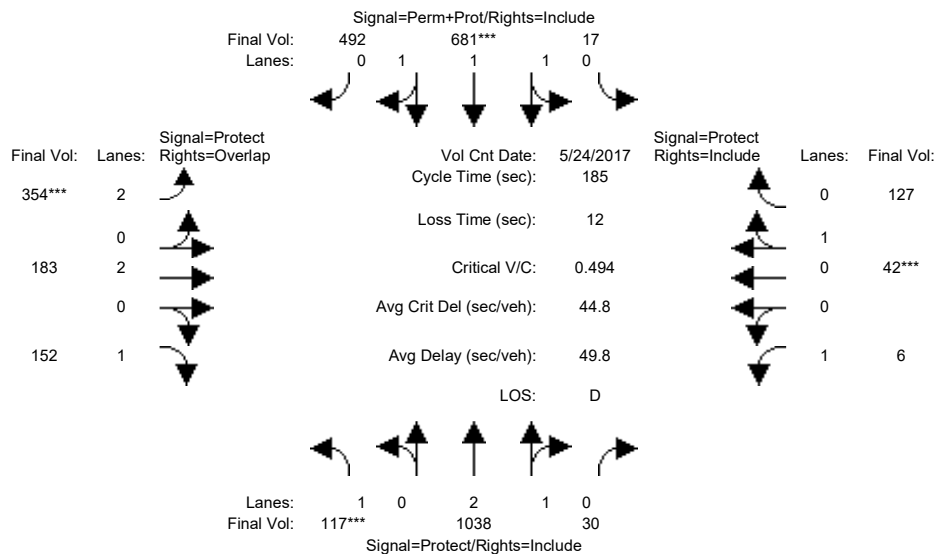
Capacity Analysis Module:												
Vol/Sat:	0.09	0.34	0.02	0.04	0.10	0.04	0.03	0.05	0.12	0.11	0.16	0.15
Crit Moves:	****			****			****			****		
Green Time:	51.4	95.4	126.7	12.5	56.5	69.1	12.7	33.5	33.5	31.3	52.1	52.1
Volume/Cap:	0.32	0.66	0.03	0.66	0.32	0.11	0.49	0.30	0.66	0.66	0.57	0.52
Delay/Veh:	51.7	32.9	9.1	94.9	48.2	36.9	84.0	64.0	73.6	73.0	55.8	55.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	51.7	32.9	9.1	94.9	48.2	36.9	84.0	64.0	73.6	73.0	55.8	55.4
LOS by Move:	D-	C-	A	F	D	D+	F	E	E	E	E+	E+
HCM2k95thQ:	13	41	1	11	14	5	8	10	22	20	25	22

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

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2000 HCM Operations (Future Volume Alternative)  
Existing AM with Occupied/Re-tenanted Mall Alternative

Intersection #23: Wolfe Road / Fremont Avenue



Street Name:	Wolfe Road						Fremont Avenue					
	North Bound			South Bound			East Bound			West Bound		
Approach:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:	>>	Count	Date:	24 May 2017	<<	08:00:00 AM						
Base Vol:	114	1026	30	17	664	492	354	183	148	6	42	127
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	114	1026	30	17	664	492	354	183	148	6	42	127
Added Vol:	3	12	0	0	17	0	0	0	4	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	117	1038	30	17	681	492	354	183	152	6	42	127
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	117	1038	30	17	681	492	354	183	152	6	42	127
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	117	1038	30	17	681	492	354	183	152	6	42	127
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	117	1038	30	17	681	492	354	183	152	6	42	127

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.95	0.98	0.95	0.83	1.00	0.92	0.92	0.95	0.95
Lanes:	1.00	2.91	0.09	0.05	1.95	1.00	2.00	2.00	1.00	1.00	0.25	0.75
Final Sat.:	1750	5442	157	90	3623	1800	3150	3800	1750	1750	447	1353

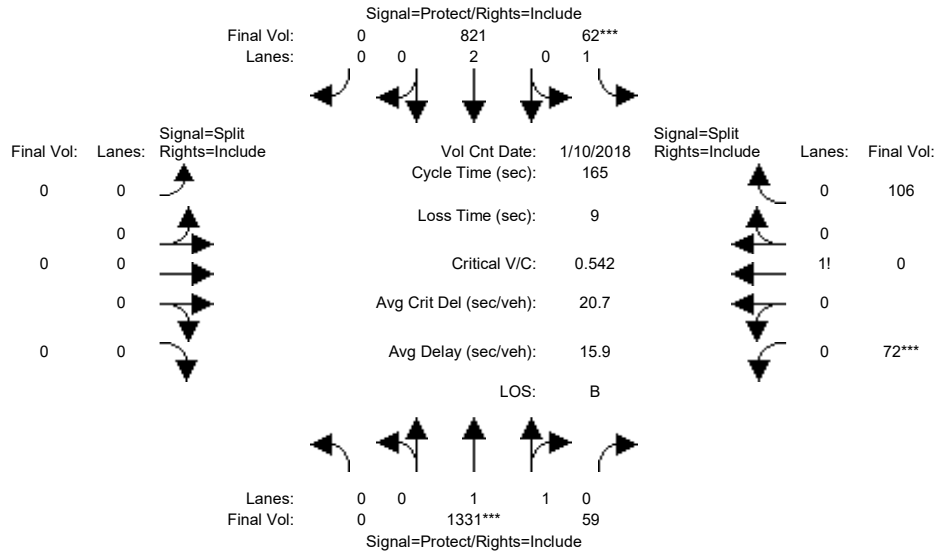
Capacity Analysis Module:												
Vol/Sat:	0.07	0.19	0.19	0.00	0.19	0.27	0.11	0.05	0.09	0.00	0.09	0.09
Crit Moves:	***				***		***				***	
Green Time:	22.0	56.3	56.3	58.6	89.8	89.8	33.2	35.8	57.8	25.1	27.7	27.7
Volume/Cap:	0.56	0.63	0.63	0.59	0.39	0.56	0.63	0.25	0.28	0.03	0.63	0.63
Delay/Veh:	78.4	54.6	54.6	52.3	29.4	33.1	70.5	61.7	46.9	67.5	76.4	76.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	78.4	54.6	54.6	52.3	29.4	33.1	70.5	61.7	46.9	67.5	76.4	76.4
LOS by Move:	E-	D-	D-	D-	C	C-	E	E	D	E	E-	E-
HCM2k95thQ:	12	29	29	28	22	33	19	8	12	1	18	18

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

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Level Of Service Computation Report  
2000 HCM Operations (Future Volume Alternative)  
Existing AM with Occupied/Re-tenanted Mall Alternative

Intersection #24: Wolfe Road / Marion Way



Street Name:	Wolfe Road						Marion Way					
	North Bound			South Bound			East Bound			West Bound		
Approach:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	0	0	0	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:	>>	Count	Date:	10 Jan 2018	<<	08:00:00 AM						
Base Vol:	0	1316	59	62	801	0	0	0	0	71	0	106
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	1316	59	62	801	0	0	0	0	71	0	106
Added Vol:	0	15	0	0	20	0	0	0	0	1	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	1331	59	62	821	0	0	0	0	72	0	106
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	1331	59	62	821	0	0	0	0	72	0	106
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1331	59	62	821	0	0	0	0	72	0	106
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	0	1331	59	62	821	0	0	0	0	72	0	106

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.97	0.95	0.92	1.00	0.92	0.92	1.00	0.92	0.92	0.92	0.92
Lanes:	0.00	1.91	0.09	1.00	2.00	0.00	0.00	0.00	0.00	0.40	0.00	0.60
Final Sat.:	0	3543	157	1750	3800	0	0	0	0	708	0	1042

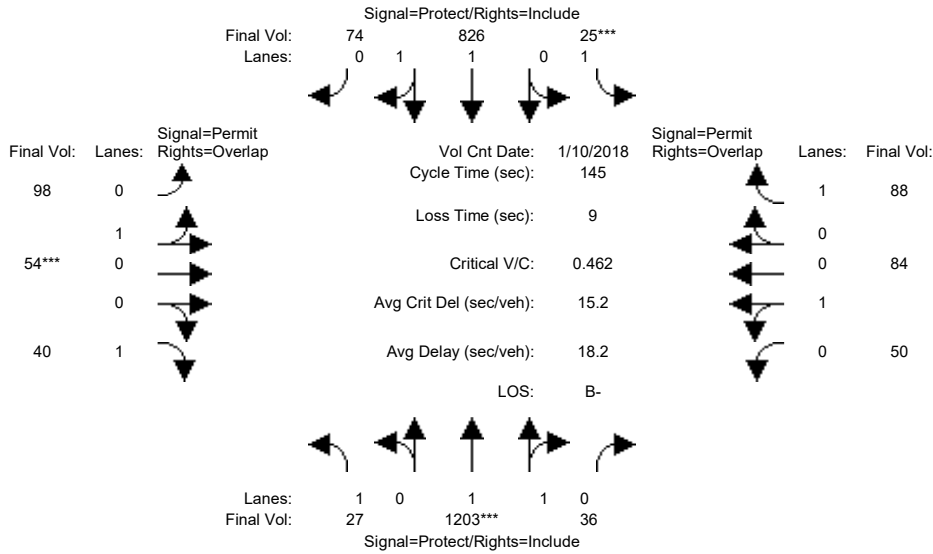
Capacity Analysis Module:												
Vol/Sat:	0.00	0.38	0.38	0.04	0.22	0.00	0.00	0.00	0.00	0.10	0.00	0.10
Crit Moves:	****			****						****		
Green Time:	0.0	114	114.3	10.8	125	0.0	0.0	0.0	0.0	30.9	0.0	30.9
Volume/Cap:	0.00	0.54	0.54	0.54	0.29	0.00	0.00	0.00	0.00	0.54	0.00	0.54
Delay/Veh:	0.0	12.7	12.7	80.0	6.2	0.0	0.0	0.0	0.0	62.5	0.0	62.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	12.7	12.7	80.0	6.2	0.0	0.0	0.0	0.0	62.5	0.0	62.5
LOS by Move:	A	B	B	E-	A	A	A	A	A	E	A	E
HCM2k95thQ:	0	30	30	7	12	0	0	0	0	17	0	17

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

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2000 HCM Operations (Future Volume Alternative)  
Existing AM with Occupied/Re-tenanted Mall Alternative

Intersection #25: Wolfe Road / Inverness Way



Street Name:	Wolfe Road						Inverness Way					
	North Bound			South Bound			East Bound			West Bound		
Approach:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:	>>	Count	Date:	10 Jan 2018	<<	08:00:00 AM						
Base Vol:	26	1188	36	25	805	74	98	54	39	49	84	88
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	26	1188	36	25	805	74	98	54	39	49	84	88
Added Vol:	1	15	0	0	21	0	0	0	1	1	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	27	1203	36	25	826	74	98	54	40	50	84	88
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	27	1203	36	25	826	74	98	54	40	50	84	88
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	27	1203	36	25	826	74	98	54	40	50	84	88
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	27	1203	36	25	826	74	98	54	40	50	84	88

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.97	0.95	0.92	0.98	0.95	0.95	0.95	0.92	0.95	0.95	0.92
Lanes:	1.00	1.94	0.06	1.00	1.83	0.17	0.64	0.36	1.00	0.37	0.63	1.00
Final Sat.:	1750	3592	108	1750	3396	304	1161	639	1750	672	1128	1750

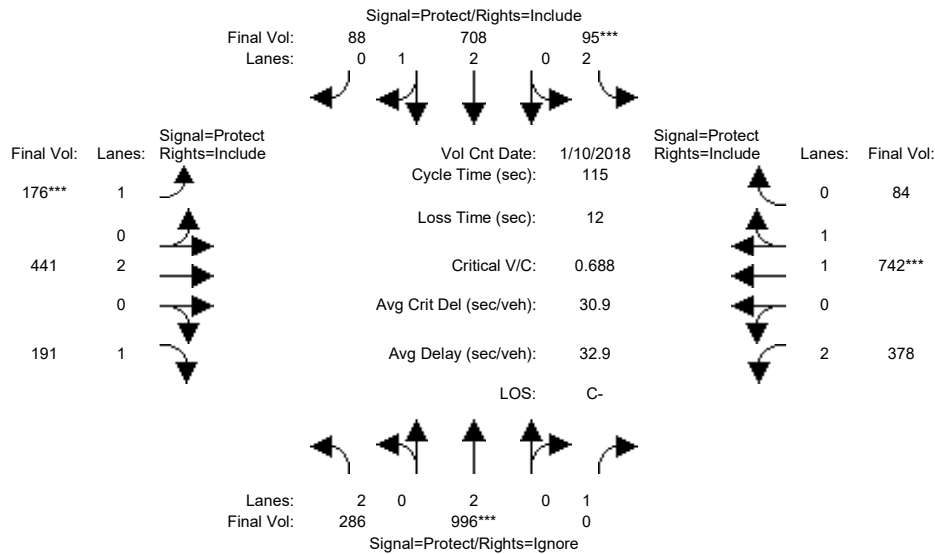
Capacity Analysis Module:												
Vol/Sat:	0.02	0.33	0.33	0.01	0.24	0.24	0.08	0.08	0.02	0.07	0.07	0.05
Crit Moves:	****			****			****			****		
Green Time:	18.2	103	103.0	7.0	91.8	91.8	26.0	26.0	44.2	26.0	26.0	33.0
Volume/Cap:	0.12	0.47	0.47	0.30	0.38	0.38	0.47	0.47	0.07	0.42	0.42	0.22
Delay/Veh:	56.5	9.3	9.3	68.6	13.0	13.0	54.4	54.4	35.9	53.6	53.6	45.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	56.5	9.3	9.3	68.6	13.0	13.0	54.4	54.4	35.9	53.6	53.6	45.8
LOS by Move:	E+	A	A	E	B	B	D-	D-	D+	D-	D-	D
HCM2k95thQ:	2	21	21	2	18	18	13	13	3	11	11	7

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

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Level Of Service Computation Report  
2000 HCM Operations (Future Volume Alternative)  
Existing AM with Occupied/Re-tenanted Mall Alternative

Intersection #26: Wolfe Road / Homestead Road



Street Name:	Wolfe Road						Homestead Road					
	North Bound			South Bound			East Bound			West Bound		
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:	>>	Count	Date:	10 Jan 2018	<<	08:00:00 AM						
Base Vol:	282	980	418	95	686	88	176	441	185	374	742	84
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	282	980	418	95	686	88	176	441	185	374	742	84
Added Vol:	4	16	3	0	22	0	0	0	6	4	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	286	996	421	95	708	88	176	441	191	378	742	84
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	286	996	0	95	708	88	176	441	191	378	742	84
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	286	996	0	95	708	88	176	441	191	378	742	84
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	286	996	0	95	708	88	176	441	191	378	742	84

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	0.99	0.95	0.92	1.00	0.92	0.83	0.98	0.95
Lanes:	2.00	2.00	1.00	2.00	2.66	0.34	1.00	2.00	1.00	2.00	1.79	0.21
Final Sat.:	3150	3800	1750	3150	4980	619	1750	3800	1750	3150	3323	376

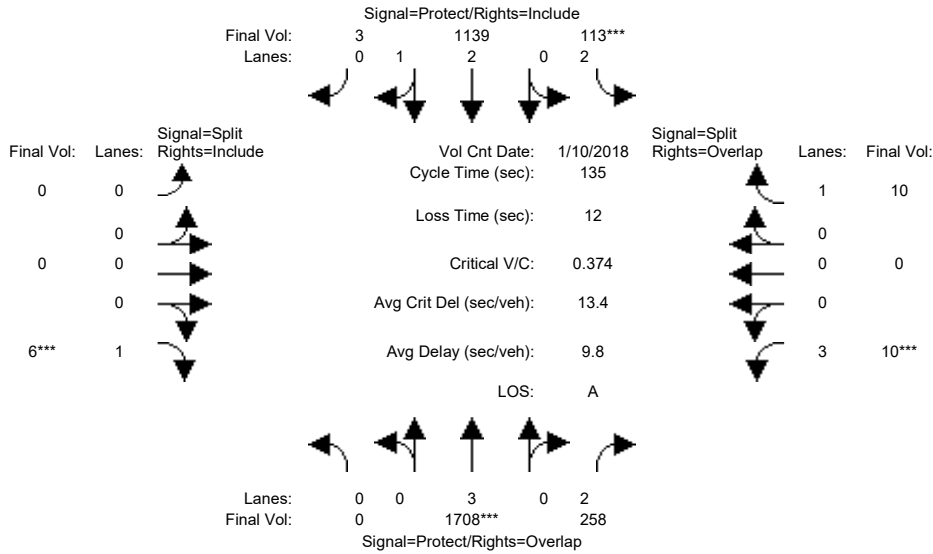
Capacity Analysis Module:												
Vol/Sat:	0.09	0.26	0.00	0.03	0.14	0.14	0.10	0.12	0.11	0.12	0.22	0.22
Crit Moves:	****			****			****			****		
Green Time:	19.5	42.9	0.0	7.0	30.5	30.5	16.5	26.1	26.1	27.0	36.6	36.6
Volume/Cap:	0.54	0.70	0.00	0.50	0.54	0.54	0.70	0.51	0.48	0.51	0.70	0.70
Delay/Veh:	38.8	20.0	0.0	52.0	27.9	27.9	55.5	39.4	39.5	38.9	36.4	36.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	38.8	20.0	0.0	52.0	27.9	27.9	55.5	39.4	39.5	38.9	36.4	36.4
LOS by Move:	D+	C+	A	D-	C	C	E+	D	D	D+	D+	D+
HCM2k95thQ:	10	22	0	4	13	13	12	12	11	12	22	22

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

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Level Of Service Computation Report  
2000 HCM Operations (Future Volume Alternative)  
Existing AM with Occupied/Re-tenanted Mall Alternative

Intersection #27: Wolfe Road / Apple Park



Street Name:	Wolfe Road						Apple Park					
	North Bound			South Bound			East Bound			West Bound		
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	0	0	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:	>>	Count	Date:	10 Jan 2018	<<	08:00:00 AM						
Base Vol:	0	1684	258	113	1106	3	0	0	6	10	0	10
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	1684	258	113	1106	3	0	0	6	10	0	10
Added Vol:	0	24	0	0	33	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	1708	258	113	1139	3	0	0	6	10	0	10
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	1708	258	113	1139	3	0	0	6	10	0	10
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1708	258	113	1139	3	0	0	6	10	0	10
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	0	1708	258	113	1139	3	0	0	6	10	0	10

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.83	0.83	0.98	0.95	0.92	1.00	0.92	0.80	1.00	0.92
Lanes:	0.00	3.00	2.00	2.00	2.99	0.01	0.00	0.00	1.00	3.00	0.00	1.00
Final Sat.:	0	5700	3150	3150	5585	15	0	0	1750	4551	0	1750

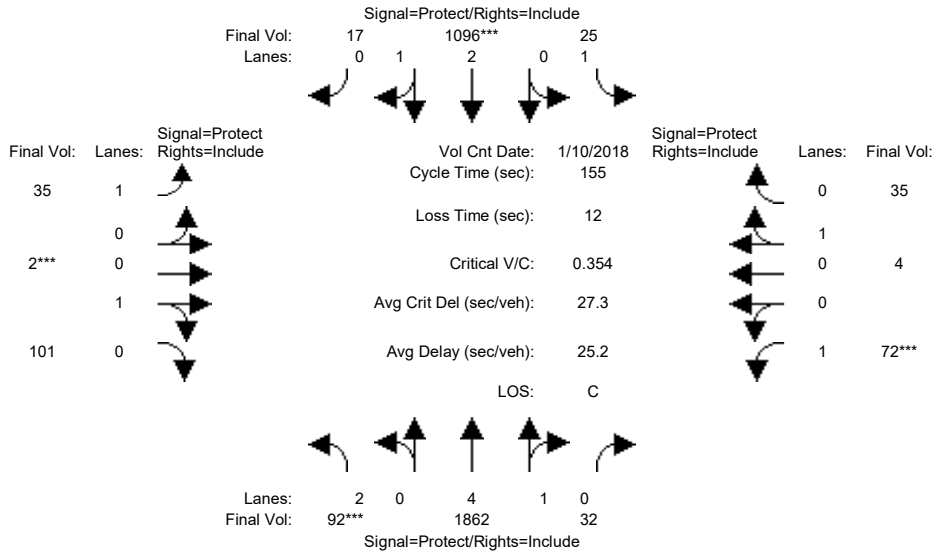
Capacity Analysis Module:												
Vol/Sat:	0.00	0.30	0.08	0.04	0.20	0.20	0.00	0.00	0.00	0.00	0.00	0.01
Crit Moves:	****			****			****			****		
Green Time:	0.0	92.0	102.0	11.0	103	103.0	0.0	0.0	10.0	10.0	0.0	21.0
Volume/Cap:	0.00	0.44	0.11	0.44	0.27	0.27	0.00	0.00	0.05	0.03	0.00	0.04
Delay/Veh:	0.0	9.9	4.4	60.3	4.8	4.8	0.0	0.0	58.2	58.0	0.0	48.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	9.9	4.4	60.3	4.8	4.8	0.0	0.0	58.2	58.0	0.0	48.5
LOS by Move:	A	A	A	E	A	A	A	A	E+	E+	A	D
HCM2k95thQ:	0	19	3	5	9	9	0	0	1	0	0	1

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

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Level Of Service Computation Report  
2000 HCM Operations (Future Volume Alternative)  
Existing AM with Occupied/Re-tenanted Mall Alternative

Intersection #28: Wolfe Road / Pruneridge Avenue



Street Name:	Wolfe Road						Pruneridge Avenue					
	North Bound			South Bound			East Bound			West Bound		
Approach:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:	>>	Count	Date:	10 Jan 2018	<<	08:00:00 AM						
Base Vol:	92	1838	32	25	1063	17	35	2	101	72	4	35
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	92	1838	32	25	1063	17	35	2	101	72	4	35
Added Vol:	0	24	0	0	33	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	92	1862	32	25	1096	17	35	2	101	72	4	35
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	92	1862	32	25	1096	17	35	2	101	72	4	35
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	92	1862	32	25	1096	17	35	2	101	72	4	35
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	92	1862	32	25	1096	17	35	2	101	72	4	35

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	0.99	0.95	0.92	0.98	0.95	0.92	0.95	0.95	0.92	0.95	0.95
Lanes:	2.00	4.91	0.09	1.00	2.95	0.05	1.00	0.02	0.98	1.00	0.10	0.90
Final Sat.:	3150	9241	159	1750	5514	86	1750	35	1765	1750	185	1615

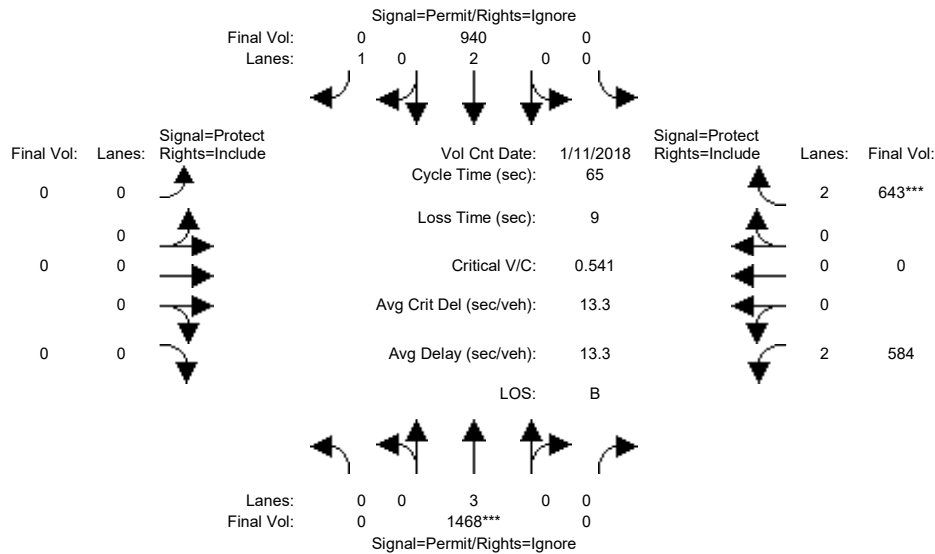
Capacity Analysis Module:												
Vol/Sat:	0.03	0.20	0.20	0.01	0.20	0.20	0.02	0.06	0.06	0.04	0.02	0.02
Crit Moves:	***			****			****			****		
Green Time:	12.8	81.6	81.6	18.3	87.1	87.1	17.7	25.1	25.1	18.0	25.4	25.4
Volume/Cap:	0.35	0.38	0.38	0.12	0.35	0.35	0.17	0.35	0.35	0.35	0.13	0.13
Delay/Veh:	68.0	21.8	21.8	61.4	18.6	18.6	62.4	58.5	58.5	64.2	55.6	55.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	68.0	21.8	21.8	61.4	18.6	18.6	62.4	58.5	58.5	64.2	55.6	55.6
LOS by Move:	E	C+	C+	E	B-	B-	E	E+	E+	E	E+	E+
HCM2k95thQ:	5	19	19	2	17	17	3	9	9	7	3	3

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

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Level Of Service Computation Report  
2000 HCM Operations (Future Volume Alternative)  
Existing AM with Occupied/Re-tenanted Mall Alternative

Intersection #29: Wolfe Road / I-280 Ramp (North)



Street Name:	Wolfe Road						I-280 Ramp (North)					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	10	10	0	10	10	0	0	0	10	10	10
Y+R:	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0

Volume Module:	>>	Count	Date:	11 Jan 2018	<<	08:00:00 AM						
Base Vol:	0	1444	406	0	907	429	0	0	0	555	0	643
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	1444	406	0	907	429	0	0	0	555	0	643
Added Vol:	0	24	17	0	33	0	0	0	0	29	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	1468	423	0	940	429	0	0	0	584	0	643
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	1468	0	0	940	0	0	0	0	584	0	643
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1468	0	0	940	0	0	0	0	584	0	643
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	0	1468	0	0	940	0	0	0	0	584	0	643

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.83	1.00	0.83
Lanes:	0.00	3.00	0.00	0.00	2.00	1.00	0.00	0.00	0.00	2.00	0.00	2.00
Final Sat.:	0	5600	0	0	3800	1750	0	0	0	3150	0	3150

Capacity Analysis Module:												
Vol/Sat:	0.00	0.26	0.00	0.00	0.25	0.00	0.00	0.00	0.00	0.19	0.00	0.20
Crit Moves:	****											****
Green Time:	0.0	31.5	0.0	0.0	31.5	0.0	0.0	0.0	0.0	24.5	0.0	24.5
Volume/Cap:	0.00	0.54	0.00	0.00	0.51	0.00	0.00	0.00	0.00	0.49	0.00	0.54
Delay/Veh:	0.0	11.9	0.0	0.0	11.7	0.0	0.0	0.0	0.0	15.8	0.0	16.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	11.9	0.0	0.0	11.7	0.0	0.0	0.0	0.0	15.8	0.0	16.4
LOS by Move:	A	B+	A	A	B+	A	A	A	A	B	A	B
HCM2k95thQ:	0	7	0	0	7	0	0	0	0	11	0	13

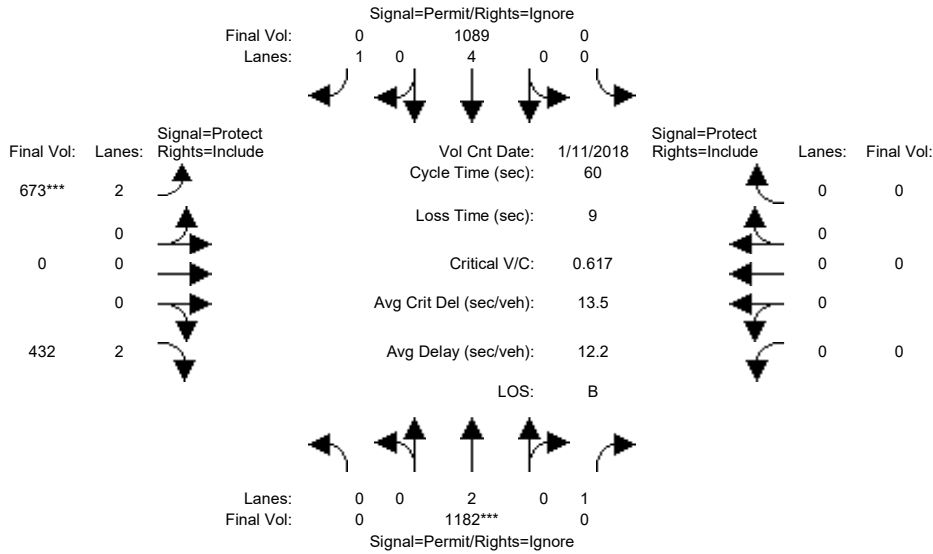
Note: Queue reported is the number of cars per lane.



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Level Of Service Computation Report  
2000 HCM Operations (Future Volume Alternative)  
Existing AM with Occupied/Re-tenanted Mall Alternative

Intersection #30: Wolfe Road / I-280 Ramp (South)



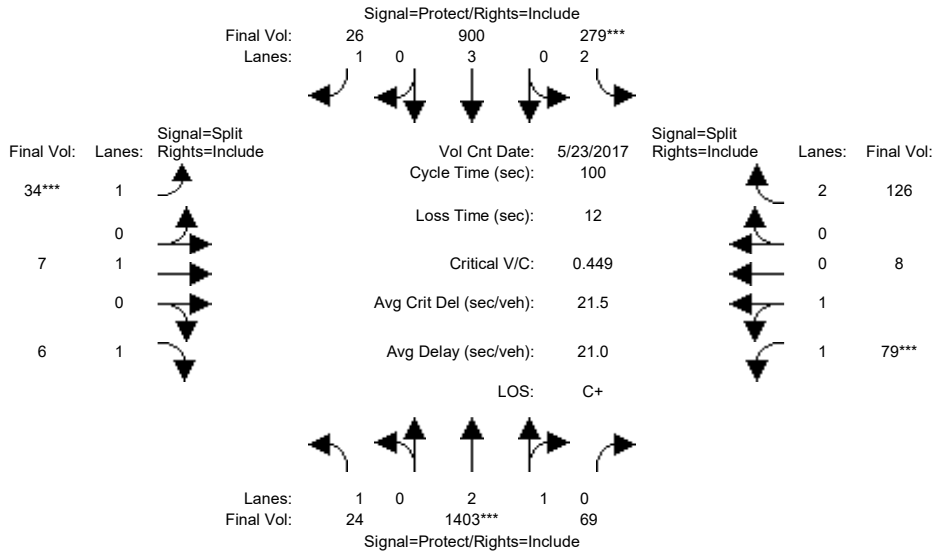
Street Name:	Wolfe Road						I-280 Ramp (South)					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	0	0	0
Y+R:	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Volume Module: >> Count Date: 11 Jan 2018 << 08:00:00 AM												
Base Vol:	0	1141	475	0	1027	394	673	0	409	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	1141	475	0	1027	394	673	0	409	0	0	0
Added Vol:	0	41	21	0	62	0	0	0	23	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	1182	496	0	1089	394	673	0	432	0	0	0
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	1182	0	0	1089	0	673	0	432	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1182	0	0	1089	0	673	0	432	0	0	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	0	1182	0	0	1089	0	673	0	432	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.83	1.00	0.83	0.92	1.00	0.92
Lanes:	0.00	2.00	1.00	0.00	4.00	1.00	2.00	0.00	2.00	0.00	0.00	0.00
Final Sat.:	0	3800	1750	0	7600	1750	3150	0	3150	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.31	0.00	0.00	0.14	0.00	0.21	0.00	0.14	0.00	0.00	0.00
Crit Moves:	****			****			****			****		
Green Time:	0.0	30.2	0.0	0.0	30.2	0.0	20.8	0.0	20.8	0.0	0.0	0.0
Volume/Cap:	0.00	0.62	0.00	0.00	0.28	0.00	0.62	0.00	0.40	0.00	0.00	0.00
Delay/Veh:	0.0	11.3	0.0	0.0	8.7	0.0	17.4	0.0	15.1	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	11.3	0.0	0.0	8.7	0.0	17.4	0.0	15.1	0.0	0.0	0.0
LOS by Move:	A	B+	A	A	A	A	B	A	B	A	A	A
HCM2k95thQ:	0	9	0	0	2	0	14	0	8	0	0	0

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

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2000 HCM Operations (Future Volume Alternative)  
Existing AM with Occupied/Re-tenanted Mall Alternative

Intersection #31: Wolfe Road / Vallco Parkway



Street Name:	Wolfe Road						Vallco Parkway					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:	>>	Count	Date:	23 May 2017	<<	08:00:00 AM						
Base Vol:	16	1389	61	226	897	20	18	5	0	65	4	122
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	16	1389	61	226	897	20	18	5	0	65	4	122
Added Vol:	8	14	8	53	3	6	16	2	6	14	4	4
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	24	1403	69	279	900	26	34	7	6	79	8	126
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	24	1403	69	279	900	26	34	7	6	79	8	126
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	24	1403	69	279	900	26	34	7	6	79	8	126
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	24	1403	69	279	900	26	34	7	6	79	8	126

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.83	1.00	0.92	0.92	1.00	0.92	0.93	0.95	0.83
Lanes:	1.00	2.85	0.15	2.00	3.00	1.00	1.00	1.00	1.00	1.82	0.18	2.00
Final Sat.:	1750	5337	262	3150	5700	1750	1750	1900	1750	3223	326	3150

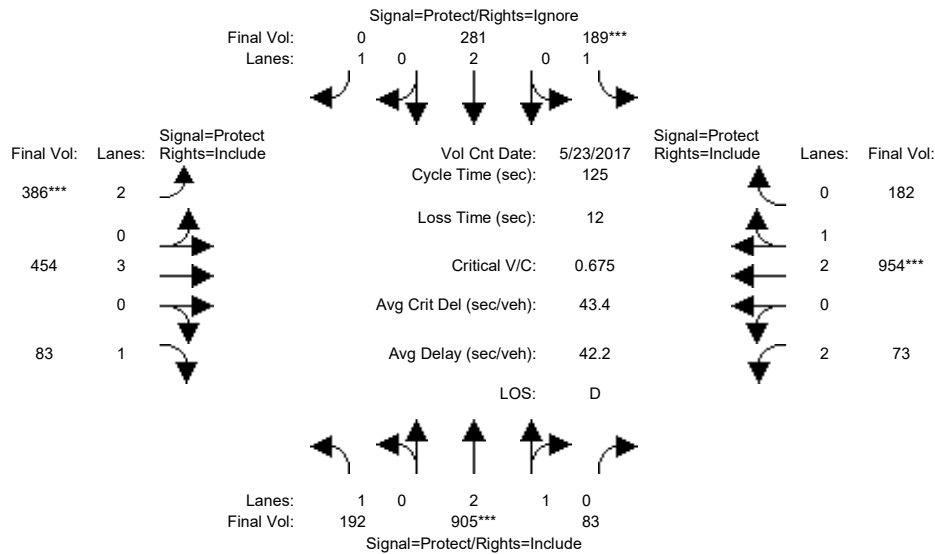
Capacity Analysis Module:												
Vol/Sat:	0.01	0.26	0.26	0.09	0.16	0.01	0.02	0.00	0.00	0.02	0.02	0.04
Crit Moves:	****			****			****			****		
Green Time:	20.9	50.9	50.9	17.1	47.1	47.1	10.0	10.0	10.0	10.0	10.0	10.0
Volume/Cap:	0.07	0.52	0.52	0.52	0.34	0.03	0.19	0.04	0.03	0.25	0.25	0.40
Delay/Veh:	31.8	16.5	16.5	38.5	16.7	14.2	41.8	40.7	40.7	41.9	41.9	43.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	31.8	16.5	16.5	38.5	16.7	14.2	41.8	40.7	40.7	41.9	41.9	43.0
LOS by Move:	C	B	B	D+	B	B	D	D	D	D	D	D
HCM2k95thQ:	1	19	19	9	11	1	2	0	0	3	3	4

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

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Level Of Service Computation Report  
2000 HCM Operations (Future Volume Alternative)  
Existing AM with Occupied/Re-tenanted Mall Alternative

Intersection #32: Wolfe Road-Miller Avenue / Stevens Creek Boulevard



Street Name:	Wolfe Road-Miller Avenue						Stevens Creek Boulevard					
	North Bound			South Bound			East Bound			West Bound		
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0

Volume Module:	>>	Count	Date:	23 May 2017	<<	08:00:00 AM											
Base Vol:	189	894	83	179	272	475	376	450	82	73	947	173					
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00					
Initial Bse:	189	894	83	179	272	475	376	450	82	73	947	173					
Added Vol:	3	11	0	10	9	5	10	4	1	0	7	9					
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0					
Initial Fut:	192	905	83	189	281	480	386	454	83	73	954	182					
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00					
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00					
PHF Volume:	192	905	83	189	281	0	386	454	83	73	954	182					
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0					
Reduced Vol:	192	905	83	189	281	0	386	454	83	73	954	182					
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00					
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00					
Final Volume:	192	905	83	189	281	0	386	454	83	73	954	182					

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.99	0.95	0.92	1.00	0.92	0.83	1.00	0.92	0.83	0.99	0.95
Lanes:	1.00	2.74	0.26	1.00	2.00	1.00	2.00	3.00	1.00	2.00	2.50	0.50
Final Sat.:	1750	5129	470	1750	3800	1750	3150	5700	1750	3150	4702	897

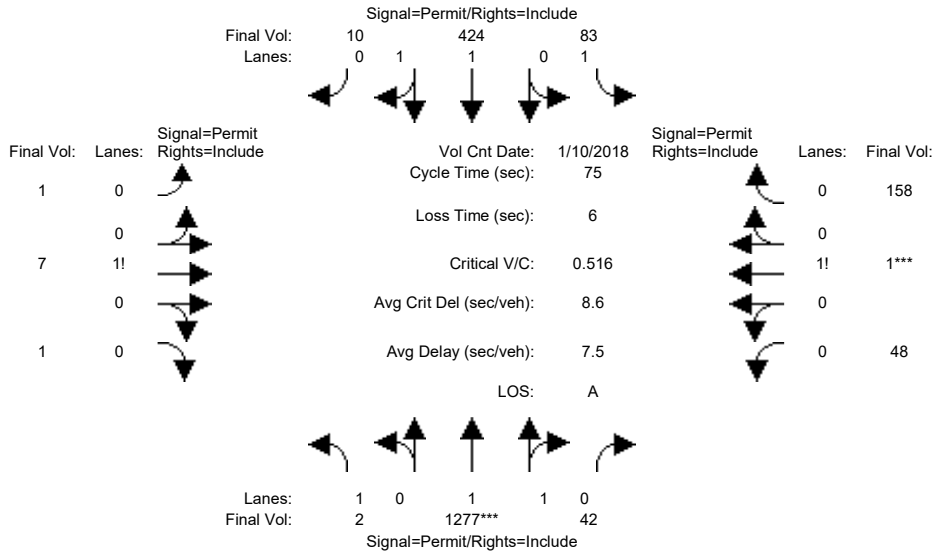
Capacity Analysis Module:												
Vol/Sat:	0.11	0.18	0.18	0.11	0.07	0.00	0.12	0.08	0.05	0.02	0.20	0.20
Crit Moves:	****			****			****			****		
Green Time:	30.5	32.7	32.7	20.0	22.2	0.0	22.7	35.5	35.5	24.8	37.6	37.6
Volume/Cap:	0.45	0.67	0.67	0.67	0.42	0.00	0.67	0.28	0.17	0.12	0.67	0.67
Delay/Veh:	40.9	42.6	42.6	55.8	46.0	0.0	50.9	34.9	33.8	41.2	39.4	39.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	40.9	42.6	42.6	55.8	46.0	0.0	50.9	34.9	33.8	41.2	39.4	39.4
LOS by Move:	D	D	D	E+	D	A	D	C-	C-	D	D	D
HCM2k95thQ:	12	20	20	16	9	0	15	7	4	2	20	20

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

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2000 HCM Operations (Future Volume Alternative)  
Existing AM with Occupied/Re-tenanted Mall Alternative

Intersection #33: Miller Avenue / Calle De Barcelona



Street Name:	Miller Avenue						Calle De Barcelona					
	North Bound			South Bound			East Bound			West Bound		
Approach:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:	>>	Count	Date:	10 Jan 2018	<<	08:00:00 AM						
Base Vol:	2	1263	42	83	414	10	1	7	1	48	1	158
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	2	1263	42	83	414	10	1	7	1	48	1	158
Added Vol:	0	14	0	0	10	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	2	1277	42	83	424	10	1	7	1	48	1	158
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	2	1277	42	83	424	10	1	7	1	48	1	158
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	2	1277	42	83	424	10	1	7	1	48	1	158
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	2	1277	42	83	424	10	1	7	1	48	1	158

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.97	0.95	0.92	0.97	0.95	0.92	0.92	0.92	0.92	0.92	0.92
Lanes:	1.00	1.93	0.07	1.00	1.95	0.05	0.11	0.78	0.11	0.23	0.01	0.76
Final Sat.:	1750	3582	118	1750	3615	85	194	1361	194	406	8	1336

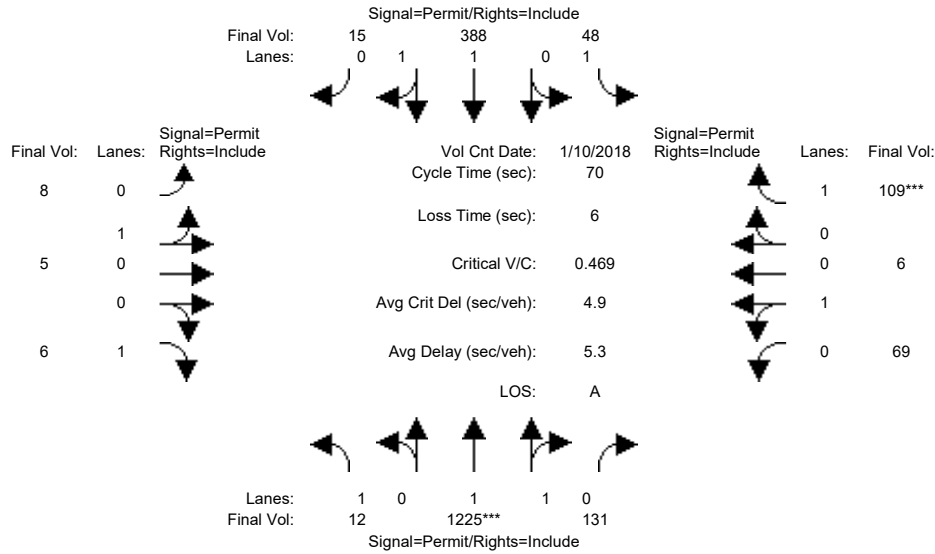
Capacity Analysis Module:												
Vol/Sat:	0.00	0.36	0.36	0.05	0.12	0.12	0.01	0.01	0.01	0.12	0.12	0.12
Crit Moves:	****									****		
Green Time:	51.8	51.8	51.8	51.8	51.8	51.8	17.2	17.2	17.2	17.2	17.2	17.2
Volume/Cap:	0.00	0.52	0.52	0.07	0.17	0.17	0.02	0.02	0.02	0.52	0.52	0.52
Delay/Veh:	3.6	5.8	5.8	3.8	4.1	4.1	22.4	22.4	22.4	26.4	26.4	26.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	3.6	5.8	5.8	3.8	4.1	4.1	22.4	22.4	22.4	26.4	26.4	26.4
LOS by Move:	A	A	A	A	A	A	C+	C+	C+	C	C	C
HCM2k95thQ:	0	14	14	1	4	4	0	0	0	10	10	10

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

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Level Of Service Computation Report  
2000 HCM Operations (Future Volume Alternative)  
Existing AM with Occupied/Re-tenanted Mall Alternative

Intersection #34: Miller Avenue / Phil Lane



Street Name:	Miller Avenue						Phil Lane					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:	>>	Count	Date:	10 Jan 2018	<<	08:00:00 AM						
Base Vol:	12	1213	131	47	379	15	8	5	6	69	6	108
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	12	1213	131	47	379	15	8	5	6	69	6	108
Added Vol:	0	12	0	1	9	0	0	0	0	0	0	1
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	12	1225	131	48	388	15	8	5	6	69	6	109
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	12	1225	131	48	388	15	8	5	6	69	6	109
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	12	1225	131	48	388	15	8	5	6	69	6	109
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	12	1225	131	48	388	15	8	5	6	69	6	109

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	0.97	0.95	0.95	0.95	0.92	0.95	0.95	0.92
Lanes:	1.00	1.80	0.20	1.00	1.92	0.08	0.62	0.38	1.00	0.92	0.08	1.00
Final Sat.:	1750	3342	357	1750	3562	138	1108	692	1750	1656	144	1750

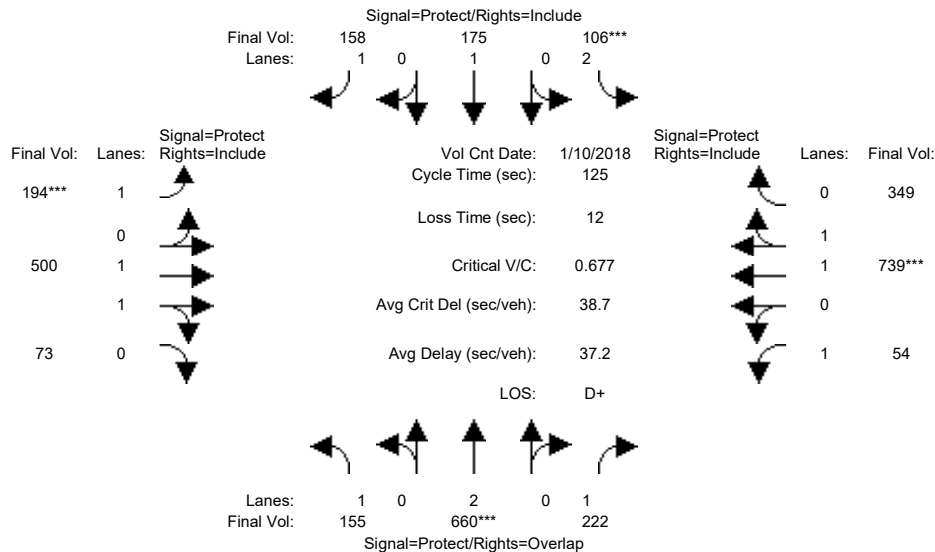
Capacity Analysis Module:												
Vol/Sat:	0.01	0.37	0.37	0.03	0.11	0.11	0.01	0.01	0.00	0.04	0.04	0.06
Crit Moves:	****											****
Green Time:	54.0	54.0	54.0	54.0	54.0	54.0	10.0	10.0	10.0	10.0	10.0	10.0
Volume/Cap:	0.01	0.48	0.48	0.04	0.14	0.14	0.05	0.05	0.02	0.29	0.29	0.44
Delay/Veh:	1.8	3.0	3.0	1.9	2.1	2.1	26.0	26.0	25.8	27.5	27.5	28.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	1.8	3.0	3.0	1.9	2.1	2.1	26.0	26.0	25.8	27.5	27.5	28.6
LOS by Move:	A	A	A	A	A	A	C	C	C	C	C	C
HCM2k95thQ:	0	10	10	1	2	2	1	1	0	4	4	6

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

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Level Of Service Computation Report  
2000 HCM Operations (Future Volume Alternative)  
Existing AM with Occupied/Re-tenanted Mall Alternative

Intersection #35: Miller Avenue / Bollinger Road



Street Name:	Miller Avenue						Bollinger Road					
	North Bound			South Bound			East Bound			West Bound		
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:	>>	Count	Date:	10 Jan 2018	<<	08:00:00 AM						
Base Vol:	155	652	222	103	169	157	193	500	73	54	739	345
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	155	652	222	103	169	157	193	500	73	54	739	345
Added Vol:	0	8	0	3	6	1	1	0	0	0	0	4
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	155	660	222	106	175	158	194	500	73	54	739	349
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	155	660	222	106	175	158	194	500	73	54	739	349
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	155	660	222	106	175	158	194	500	73	54	739	349
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	155	660	222	106	175	158	194	500	73	54	739	349

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.83	1.00	0.92	0.92	0.98	0.95	0.92	0.99	0.95
Lanes:	1.00	2.00	1.00	2.00	1.00	1.00	1.00	1.74	0.26	1.00	1.34	0.66
Final Sat.:	1750	3800	1750	3150	1900	1750	1750	3228	471	1750	2512	1186

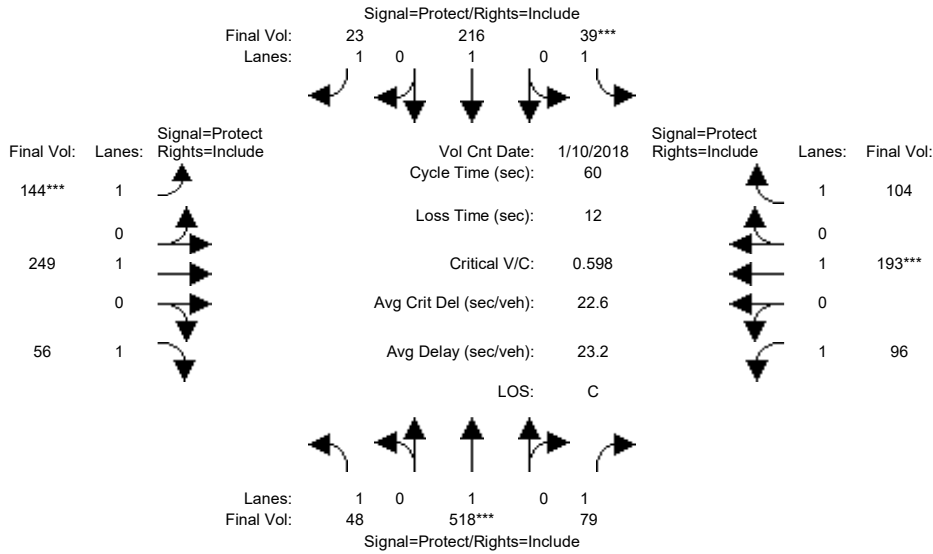
Capacity Analysis Module:												
Vol/Sat:	0.09	0.17	0.13	0.03	0.09	0.09	0.11	0.15	0.15	0.03	0.29	0.29
Crit Moves:	****			****			****			****		
Green Time:	19.0	31.8	51.5	7.0	19.8	19.8	20.3	54.5	54.5	19.7	53.9	53.9
Volume/Cap:	0.58	0.68	0.31	0.60	0.58	0.57	0.68	0.36	0.36	0.20	0.68	0.68
Delay/Veh:	52.5	44.1	25.0	63.3	51.7	51.5	56.0	23.7	23.7	46.1	29.9	29.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	52.5	44.1	25.0	63.3	51.7	51.5	56.0	23.7	23.7	46.1	29.9	29.9
LOS by Move:	D-	D	C	E	D-	D-	E+	C	C	D	C	C
HCM2k95thQ:	11	20	11	5	12	12	15	14	14	4	30	30

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

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Level Of Service Computation Report  
2000 HCM Operations (Future Volume Alternative)  
Existing AM with Occupied/Re-tenanted Mall Alternative

Intersection #36: Miller Avenue / Rainbow Drive



Street Name:	Miller Avenue						Rainbow Drive					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:	>>	Count	Date:	10 Jan 2018	<<	08:00:00 AM						
Base Vol:	48	510	79	39	210	23	144	249	56	96	193	104
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	48	510	79	39	210	23	144	249	56	96	193	104
Added Vol:	0	8	0	0	6	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	48	518	79	39	216	23	144	249	56	96	193	104
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	48	518	79	39	216	23	144	249	56	96	193	104
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	48	518	79	39	216	23	144	249	56	96	193	104
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	48	518	79	39	216	23	144	249	56	96	193	104

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1750	1900	1750	1750	1900	1750	1750	1900	1750	1750	1900	1750

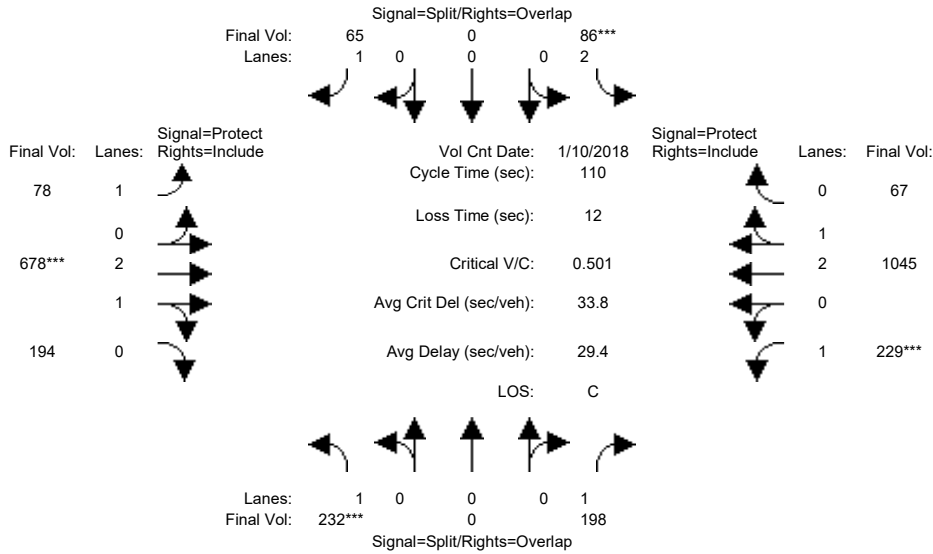
Capacity Analysis Module:												
Vol/Sat:	0.03	0.27	0.05	0.02	0.11	0.01	0.08	0.13	0.03	0.05	0.10	0.06
Crit Moves:	****			****			****			****		
Green Time:	12.7	23.8	23.8	7.0	18.1	18.1	7.2	10.1	10.1	7.1	10.0	10.0
Volume/Cap:	0.13	0.69	0.11	0.19	0.38	0.04	0.69	0.78	0.19	0.47	0.61	0.36
Delay/Veh:	19.3	17.7	11.5	24.4	16.9	14.8	34.5	35.3	21.7	26.4	26.6	22.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	19.3	17.7	11.5	24.4	16.9	14.8	34.5	35.3	21.7	26.4	26.6	22.9
LOS by Move:	B-	B	B+	C	B	B	C-	D+	C+	C	C	C+
HCM2k95thQ:	2	15	2	1	6	1	9	13	2	5	9	4

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

Vallco Special Area Specific Plan  
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Level Of Service Computation Report  
2000 HCM Operations (Future Volume Alternative)  
Existing AM with Occupied/Re-tenanted Mall Alternative

Intersection #37: Finch Avenue / Stevens Creek Boulevard



Street Name:	Finch Avenue						Stevens Creek Boulevard					
	North Bound			South Bound			East Bound			West Bound		
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	0	0	0	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:	>>	Count	Date:	10 Jan 2018	<<	08:00:00 AM						
Base Vol:	232	0	198	86	0	65	78	664	194	229	1029	67
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	232	0	198	86	0	65	78	664	194	229	1029	67
Added Vol:	0	0	0	0	0	0	0	14	0	0	16	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	232	0	198	86	0	65	78	678	194	229	1045	67
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	232	0	198	86	0	65	78	678	194	229	1045	67
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	232	0	198	86	0	65	78	678	194	229	1045	67
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	232	0	198	86	0	65	78	678	194	229	1045	67

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.83	1.00	0.92	0.92	0.99	0.95	0.92	0.98	0.95
Lanes:	1.00	0.00	1.00	2.00	0.00	1.00	1.00	2.31	0.69	1.00	2.81	0.19
Final Sat.:	1750	0	1750	3150	0	1750	1750	4352	1245	1750	5262	337

Capacity Analysis Module:												
Vol/Sat:	0.13	0.00	0.11	0.03	0.00	0.04	0.04	0.16	0.16	0.13	0.20	0.20
Crit Moves:	***			***			***			***		
Green Time:	29.1	0.0	57.8	6.0	0.0	25.7	19.8	34.2	34.2	28.7	43.2	43.2
Volume/Cap:	0.50	0.00	0.22	0.50	0.00	0.16	0.25	0.50	0.50	0.50	0.51	0.51
Delay/Veh:	35.2	0.0	14.1	52.9	0.0	33.7	39.2	31.2	31.2	35.4	25.5	25.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	35.2	0.0	14.1	52.9	0.0	33.7	39.2	31.2	31.2	35.4	25.5	25.5
LOS by Move:	D+	A	B	D-	A	C-	D	C	C	D+	C	C
HCM2k95thQ:	14	0	8	5	0	4	5	15	15	13	17	17

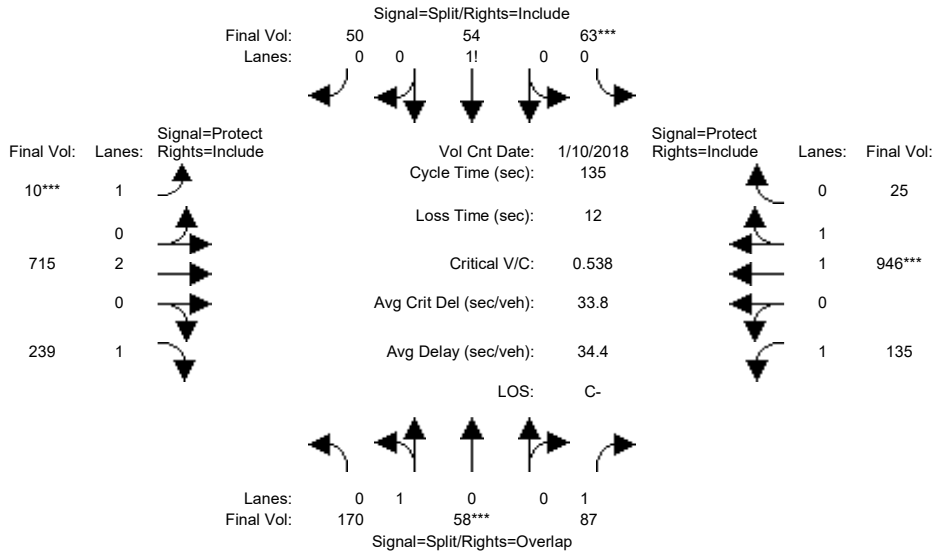
Note: Queue reported is the number of cars per lane.



Vallco Special Area Specific Plan  
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Level Of Service Computation Report  
2000 HCM Operations (Future Volume Alternative)  
Existing AM with Occupied/Re-tenanted Mall Alternative

Intersection #38: Tantau Avenue / Homestead Road



Street Name:	Tantau Avenue						Homestead Road					
	North Bound			South Bound			East Bound			West Bound		
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:	>>	Count	Date:	10 Jan 2018	<<	08:00:00 AM						
Base Vol:	170	58	84	63	54	50	10	712	239	131	942	25
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	170	58	84	63	54	50	10	712	239	131	942	25
Added Vol:	0	0	3	0	0	0	0	3	0	4	4	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	170	58	87	63	54	50	10	715	239	135	946	25
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	170	58	87	63	54	50	10	715	239	135	946	25
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	170	58	87	63	54	50	10	715	239	135	946	25
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	170	58	87	63	54	50	10	715	239	135	946	25

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.92	0.92	0.92	0.92	0.92	1.00	0.92	0.92	0.97	0.95
Lanes:	0.75	0.25	1.00	0.38	0.32	0.30	1.00	2.00	1.00	1.00	1.95	0.05
Final Sat.:	1342	458	1750	660	566	524	1750	3800	1750	1750	3605	95

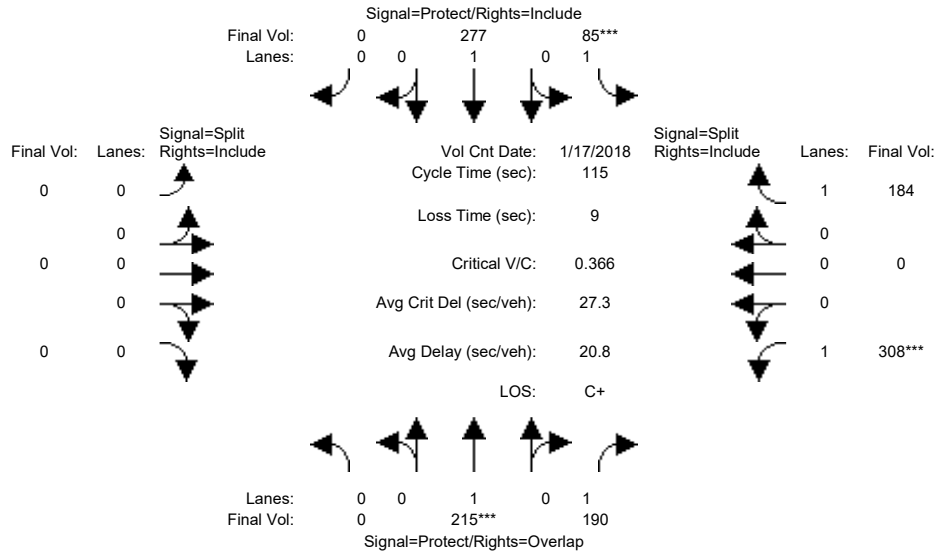
Capacity Analysis Module:												
Vol/Sat:	0.13	0.13	0.05	0.10	0.10	0.10	0.01	0.19	0.14	0.08	0.26	0.26
Crit Moves:	****			****			****			****		
Green Time:	30.3	30.3	50.6	22.8	22.8	22.8	7.0	49.5	49.5	20.3	62.8	62.8
Volume/Cap:	0.56	0.56	0.13	0.56	0.56	0.56	0.11	0.51	0.37	0.51	0.56	0.56
Delay/Veh:	48.3	48.3	27.8	54.0	54.0	54.0	61.6	33.7	31.7	54.5	26.6	26.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	48.3	48.3	27.8	54.0	54.0	54.0	61.6	33.7	31.7	54.5	26.6	26.6
LOS by Move:	D	D	C	D-	D-	D-	E	C-	C	D-	C	C
HCM2k95thQ:	16	16	5	14	14	14	1	20	14	10	24	24

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

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Level Of Service Computation Report  
2000 HCM Operations (Future Volume Alternative)  
Existing AM with Occupied/Re-tenanted Mall Alternative

Intersection #39: Tantau Avenue / Pruneridge Avenue



Street Name:	Tantau Avenue						Pruneridge Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	0	0	0	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:	>>	Count	Date:	17 Jan 2018	<<	08:00:00 AM						
Base Vol:	0	212	186	85	273	0	0	0	0	302	0	184
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	212	186	85	273	0	0	0	0	302	0	184
Added Vol:	0	3	4	0	4	0	0	0	0	6	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	215	190	85	277	0	0	0	0	308	0	184
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	215	190	85	277	0	0	0	0	308	0	184
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	215	190	85	277	0	0	0	0	308	0	184
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	0	215	190	85	277	0	0	0	0	308	0	184

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	1.00	1.00	1.00	1.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Final Sat.:	0	1900	1750	1750	1900	0	0	0	0	1750	0	1750

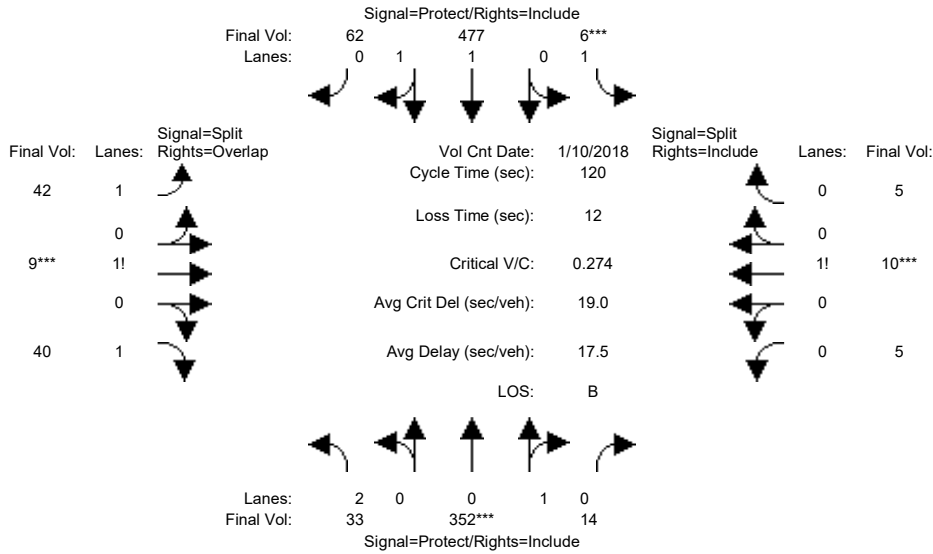
Capacity Analysis Module:												
Vol/Sat:	0.00	0.11	0.11	0.05	0.15	0.00	0.00	0.00	0.00	0.18	0.00	0.11
Crit Moves:	****			****						****		
Green Time:	0.0	35.5	90.8	15.2	50.8	0.0	0.0	0.0	0.0	55.2	0.0	55.2
Volume/Cap:	0.00	0.37	0.14	0.37	0.33	0.00	0.00	0.00	0.00	0.37	0.00	0.22
Delay/Veh:	0.0	31.4	2.9	46.5	21.2	0.0	0.0	0.0	0.0	19.1	0.0	17.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	31.4	2.9	46.5	21.2	0.0	0.0	0.0	0.0	19.1	0.0	17.5
LOS by Move:	A	C	A	D	C+	A	A	A	A	B-	A	B
HCM2k95thQ:	0	11	4	6	12	0	0	0	0	14	0	8

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

Vallco Special Area Specific Plan  
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Level Of Service Computation Report  
2000 HCM Operations (Future Volume Alternative)  
Existing AM with Occupied/Re-tenanted Mall Alternative

Intersection #40: Tantau Avenue / Apple Parkway/Tantau 14 (private)



Street Name:	Tantau Avenue						Apple Parkway/Tantau 14 (private)					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:	>>	Count	Date:	10 Jan 2018	<<	08:00:00 AM						
Base Vol:	33	345	14	6	468	62	42	9	40	5	10	5
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	33	345	14	6	468	62	42	9	40	5	10	5
Added Vol:	0	7	0	0	9	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	33	352	14	6	477	62	42	9	40	5	10	5
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	33	352	14	6	477	62	42	9	40	5	10	5
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	33	352	14	6	477	62	42	9	40	5	10	5
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	33	352	14	6	477	62	42	9	40	5	10	5

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	0.95	0.95	0.92	0.98	0.95	0.92	0.92	0.92	0.92	0.92	0.92
Lanes:	2.00	0.96	0.04	1.00	1.76	0.24	1.42	0.18	1.40	0.25	0.50	0.25
Final Sat.:	3150	1731	69	1750	3274	426	2485	315	2450	438	875	438

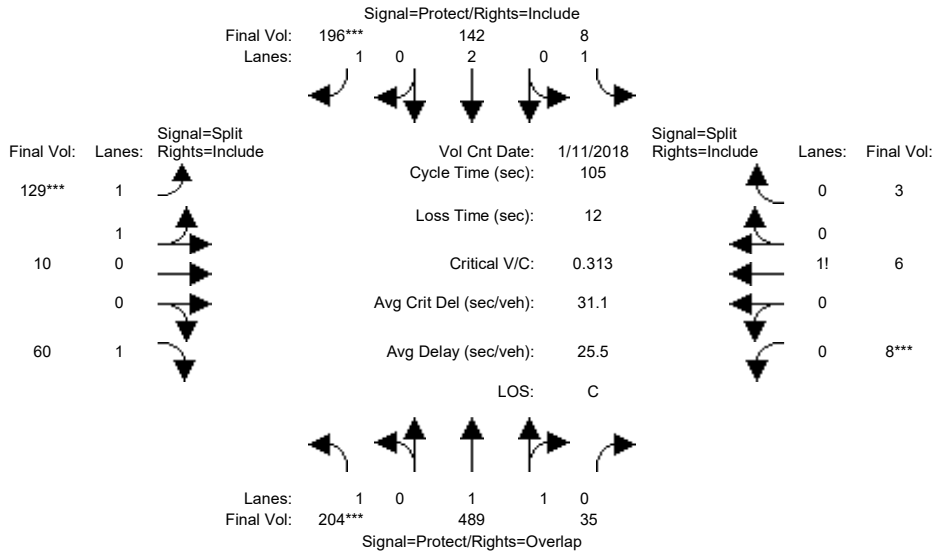
Capacity Analysis Module:												
Vol/Sat:	0.01	0.20	0.20	0.00	0.15	0.15	0.02	0.03	0.02	0.01	0.01	0.01
Crit Moves:	****			****			****			****		
Green Time:	24.8	79.8	79.8	7.0	62.0	62.0	11.2	11.2	36.0	10.0	10.0	10.0
Volume/Cap:	0.05	0.31	0.31	0.06	0.28	0.28	0.18	0.31	0.05	0.14	0.14	0.14
Delay/Veh:	38.2	8.6	8.6	53.6	16.5	16.5	50.3	51.3	29.9	51.4	51.4	51.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	38.2	8.6	8.6	53.6	16.5	16.5	50.3	51.3	29.9	51.4	51.4	51.4
LOS by Move:	D+	A	A	D-	B	B	D	D-	C	D-	D-	D-
HCM2k95thQ:	1	11	11	0	11	11	2	4	2	2	2	2

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

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Level Of Service Computation Report  
2000 HCM Operations (Future Volume Alternative)  
Existing AM with Occupied/Re-tenanted Mall Alternative

Intersection #41: Tantau Avenue / Vallco Parkway



Street Name:	Tantau Avenue						Vallco Parkway					
	North Bound			South Bound			East Bound			West Bound		
Approach:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:	>>	Count	Date:	11 Jan 2018	<<	08:00:00 AM						
Base Vol:	187	489	35	8	142	187	122	10	50	8	6	3
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	187	489	35	8	142	187	122	10	50	8	6	3
Added Vol:	17	0	0	0	0	9	7	0	10	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	204	489	35	8	142	196	129	10	60	8	6	3
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	204	489	35	8	142	196	129	10	60	8	6	3
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	204	489	35	8	142	196	129	10	60	8	6	3
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	204	489	35	8	142	196	129	10	60	8	6	3

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	1.00	0.92	0.93	0.95	0.92	0.92	0.92	0.92
Lanes:	1.00	1.86	0.14	1.00	2.00	1.00	1.86	0.14	1.00	0.47	0.35	0.18
Final Sat.:	1750	3453	247	1750	3800	1750	3295	255	1750	824	618	309

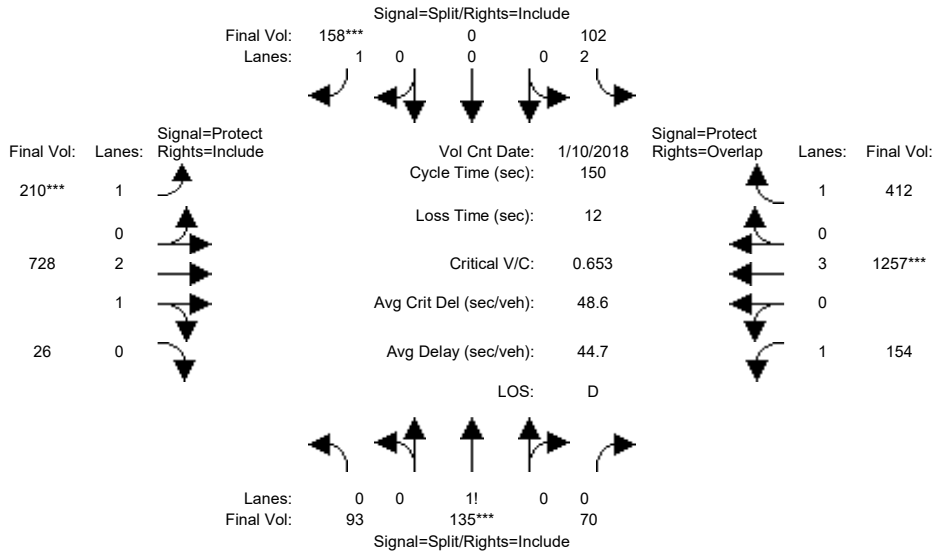
Capacity Analysis Module:												
Vol/Sat:	0.12	0.14	0.14	0.00	0.04	0.11	0.04	0.04	0.03	0.01	0.01	0.01
Crit Moves:	***					****	****			****		
Green Time:	36.1	48.2	58.2	22.7	34.7	34.7	12.1	12.1	12.1	10.0	10.0	10.0
Volume/Cap:	0.34	0.31	0.26	0.02	0.11	0.34	0.34	0.34	0.30	0.10	0.10	0.10
Delay/Veh:	25.9	18.0	12.2	32.4	24.5	26.8	43.2	43.2	43.3	43.7	43.7	43.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	25.9	18.0	12.2	32.4	24.5	26.8	43.2	43.2	43.3	43.7	43.7	43.7
LOS by Move:	C	B-	B	C-	C	C	D	D	D	D	D	D
HCM2k95thQ:	10	10	8	0	3	10	4	4	4	1	1	1

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

Vallco Special Area Specific Plan  
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Level Of Service Computation Report  
2000 HCM Operations (Future Volume Alternative)  
Existing AM with Occupied/Re-tenanted Mall Alternative

Intersection #42: Tantau Avenue / Stevens Creek Boulevard



Street Name:	Tantau Avenue						Stevens Creek Boulevard					
	North Bound			South Bound			East Bound			West Bound		
Approach:												
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:	>>	Count	Date:	10 Jan 2018	<<	08:00:00 AM						
Base Vol:	92	132	70	92	0	158	210	717	23	154	1242	398
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	92	132	70	92	0	158	210	717	23	154	1242	398
Added Vol:	1	3	0	10	0	0	0	11	3	0	15	14
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	93	135	70	102	0	158	210	728	26	154	1257	412
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	93	135	70	102	0	158	210	728	26	154	1257	412
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	93	135	70	102	0	158	210	728	26	154	1257	412
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	93	135	70	102	0	158	210	728	26	154	1257	412

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.92	0.92	0.83	1.00	0.92	0.92	0.98	0.95	0.92	1.00	0.92
Lanes:	0.31	0.46	0.23	2.00	0.00	1.00	1.00	2.89	0.11	1.00	3.00	1.00
Final Sat.:	546	793	411	3150	0	1750	1750	5407	193	1750	5700	1750

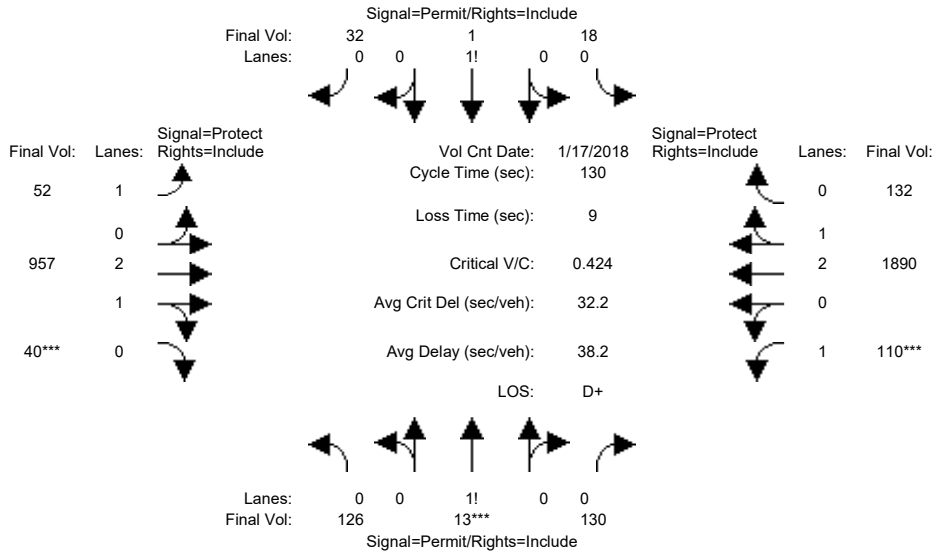
Capacity Analysis Module:												
Vol/Sat:	0.17	0.17	0.17	0.03	0.00	0.09	0.12	0.13	0.13	0.09	0.22	0.24
Crit Moves:	****			****			****			****		
Green Time:	39.1	39.1	39.1	20.7	0.0	20.7	27.5	47.3	47.3	30.9	50.6	71.4
Volume/Cap:	0.65	0.65	0.65	0.23	0.00	0.65	0.65	0.43	0.43	0.43	0.65	0.49
Delay/Veh:	52.8	52.8	52.8	57.8	0.0	67.5	61.6	40.8	40.8	52.7	43.0	27.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	52.8	52.8	52.8	57.8	0.0	67.5	61.6	40.8	40.8	52.7	43.0	27.4
LOS by Move:	D-	D-	D-	E+	A	E	E	D	D	D-	D	C
HCM2k95thQ:	24	24	24	5	0	14	18	17	17	12	27	23

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

Vallco Special Area Specific Plan  
SJ17-1776

Level Of Service Computation Report  
2000 HCM Operations (Future Volume Alternative)  
Existing AM with Occupied/Re-tenanted Mall Alternative

Intersection #43: Stern Avenue / Steven Creek Boulevard



Street Name:	Stern Avenue						Steven Creek Boulevard					
	North Bound			South Bound			East Bound			West Bound		
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	47	47	47	47	47	47	20	42	42	25	47	47
Y+R:	4.6	4.6	4.6	4.6	4.6	4.6	4.9	5.6	5.6	4.9	5.9	5.9

Volume Module:	>>	Count	Date:	17 Jan 2018	<<	08:00:00 AM						
Base Vol:	115	12	118	16	1	29	47	849	36	100	1691	120
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	115	12	118	16	1	29	47	849	36	100	1691	120
Added Vol:	0	0	0	0	0	0	0	22	0	0	29	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	115	12	118	16	1	29	47	871	36	100	1720	120
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
PHF Volume:	126	13	130	18	1	32	52	957	40	110	1890	132
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	126	13	130	18	1	32	52	957	40	110	1890	132
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	126	13	130	18	1	32	52	957	40	110	1890	132

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.98	0.95	0.92	0.98	0.95
Lanes:	0.47	0.05	0.48	0.35	0.02	0.63	1.00	2.88	0.12	1.00	2.80	0.20
Final Sat.:	821	86	843	609	38	1103	1750	5377	222	1750	5234	365

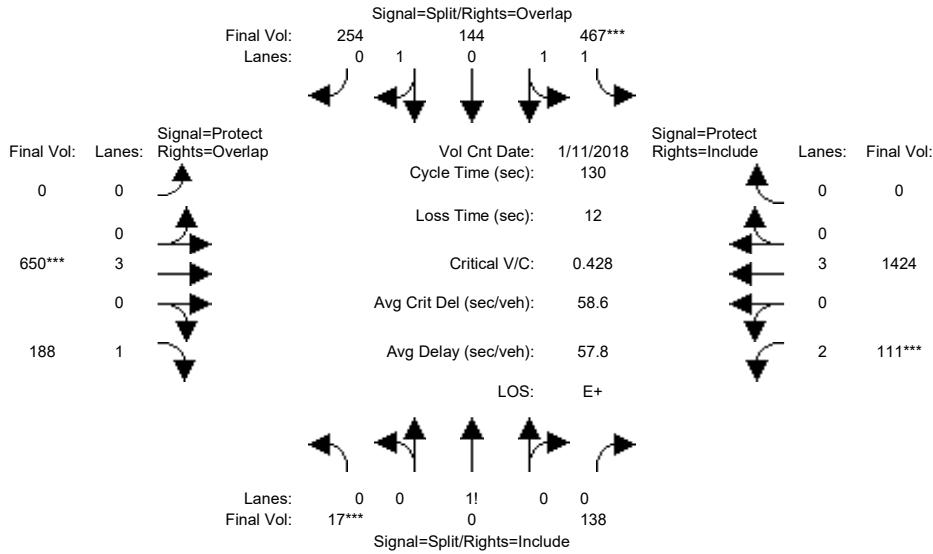
Capacity Analysis Module:												
Vol/Sat:	0.15	0.15	0.15	0.03	0.03	0.03	0.03	0.18	0.18	0.06	0.36	0.36
Crit Moves:	****						****			****		
Green Time:	47.0	47.0	47.0	47.0	47.0	47.0	22.1	49.0	49.0	25.0	51.9	51.9
Volume/Cap:	0.43	0.43	0.43	0.08	0.08	0.08	0.17	0.47	0.47	0.33	0.90	0.90
Delay/Veh:	31.8	31.8	31.8	27.3	27.3	27.3	46.4	30.9	30.9	45.8	42.4	42.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	31.8	31.8	31.8	27.3	27.3	27.3	46.4	30.9	30.9	45.8	42.4	42.4
LOS by Move:	C	C	C	C	C	C	D	C	C	D	D	D
HCM2k95thQ:	16	16	16	3	3	3	4	18	18	8	42	42

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

Vallco Special Area Specific Plan  
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Level Of Service Computation Report  
2000 HCM Operations (Future Volume Alternative)  
Existing AM with Occupied/Re-tenanted Mall Alternative

Intersection #44: I-280 Ramps (West)-Calvert Drive / Stevens Creek Boulevard



Street Name:	I-280 Ramps (West)-Calvert Drive						Stevens Creek Boulevard					
	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	56	56	56	57	57	57	0	32	32	23	36	36
Y+R:	6.0	6.0	6.0	5.4	5.4	5.4	0.0	5.9	5.9	5.4	5.6	5.6

Volume Module:	>>	Count	Date:	11 Jan 2018	<<	08:00:00 AM						
Base Vol:	17	0	138	467	144	254	0	636	180	111	1395	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	17	0	138	467	144	254	0	636	180	111	1395	0
Added Vol:	0	0	0	0	0	0	0	14	8	0	29	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	17	0	138	467	144	254	0	650	188	111	1424	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	17	0	138	467	144	254	0	650	188	111	1424	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	17	0	138	467	144	254	0	650	188	111	1424	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	17	0	138	467	144	254	0	650	188	111	1424	0

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.92	0.92	0.93	0.95	0.95	0.92	1.00	0.92	0.83	1.00	0.92
Lanes:	0.11	0.00	0.89	1.64	0.49	0.87	0.00	3.00	1.00	2.00	3.00	0.00
Final Sat.:	192	0	1558	2888	891	1571	0	5700	1750	3150	5700	0

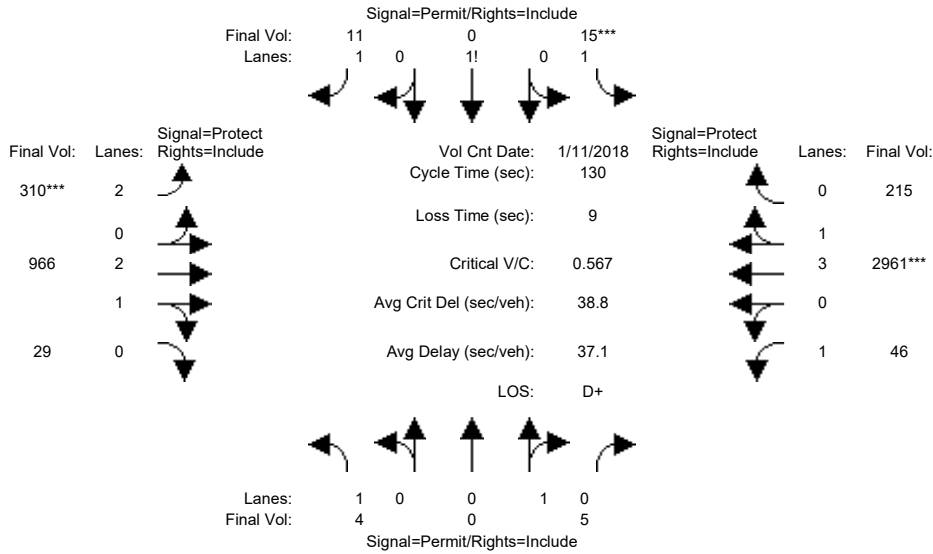
Capacity Analysis Module:												
Vol/Sat:	0.09	0.00	0.09	0.16	0.16	0.16	0.00	0.11	0.11	0.04	0.25	0.00
Crit Moves:	***			****				****		****		
Green Time:	40.4	0.0	40.4	41.2	41.2	41.2	0.0	23.1	63.6	16.6	39.7	0.0
Volume/Cap:	0.28	0.00	0.28	0.51	0.51	0.51	0.00	0.64	0.22	0.28	0.82	0.00
Delay/Veh:	47.2	0.0	47.2	50.4	50.4	50.4	0.0	70.1	26.5	71.3	61.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	47.2	0.0	47.2	50.4	50.4	50.4	0.0	70.1	26.5	71.3	61.0	0.0
LOS by Move:	D	A	D	D	D	D	A	E	C	E	E	A
HCM2k95thQ:	13	0	13	24	24	24	0	20	12	6	38	0

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

Vallco Special Area Specific Plan  
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Level Of Service Computation Report  
2000 HCM Operations (Future Volume Alternative)  
Existing AM with Occupied/Re-tenanted Mall Alternative

Intersection #45: Agilent Driveway / Stevens Creek Boulevard



Street Name:	Agilent Driveway						Stevens Creek Boulevard					
	North Bound			South Bound			East Bound			West Bound		
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	47	47	47	45	45	45	15	44	44	25	54	54
Y+R:	3.0	3.0	3.0	4.6	4.6	4.6	5.0	5.6	5.6	5.0	5.6	5.6

Volume Module:	>>	Count	Date:	11 Jan 2018	<<	08:00:00 AM						
Base Vol:	4	0	5	14	0	10	285	875	27	42	2695	198
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	4	0	5	14	0	10	285	875	27	42	2695	198
Added Vol:	0	0	0	0	0	0	0	14	0	0	29	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	4	0	5	14	0	10	285	889	27	42	2724	198
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
PHF Volume:	4	0	5	15	0	11	310	966	29	46	2961	215
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	4	0	5	15	0	11	310	966	29	46	2961	215
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	4	0	5	15	0	11	310	966	29	46	2961	215

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.95	0.92	1.00	0.92	0.83	0.98	0.95	0.92	0.99	0.95
Lanes:	1.00	0.00	1.00	1.58	0.00	1.42	2.00	2.91	0.09	1.00	3.72	0.28
Final Sat.:	1750	0	1800	2771	0	2479	3150	5435	165	1750	6991	508

Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.01	0.00	0.00	0.10	0.18	0.18	0.03	0.42	0.42
Crit Moves:				****			****			****		
Green Time:	45.0	0.0	45.0	45.0	0.0	45.0	15.0	48.5	48.5	27.5	61.0	61.0
Volume/Cap:	0.01	0.00	0.01	0.02	0.00	0.01	0.85	0.48	0.48	0.12	0.90	0.90
Delay/Veh:	27.9	0.0	27.9	27.9	0.0	27.9	73.7	31.3	31.3	41.6	35.5	35.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	27.9	0.0	27.9	27.9	0.0	27.9	73.7	31.3	31.3	41.6	35.5	35.5
LOS by Move:	C	A	C	C	A	C	E	C	C	D	D+	D+
HCM2k95thQ:	0	0	0	1	0	0	15	18	18	3	47	47

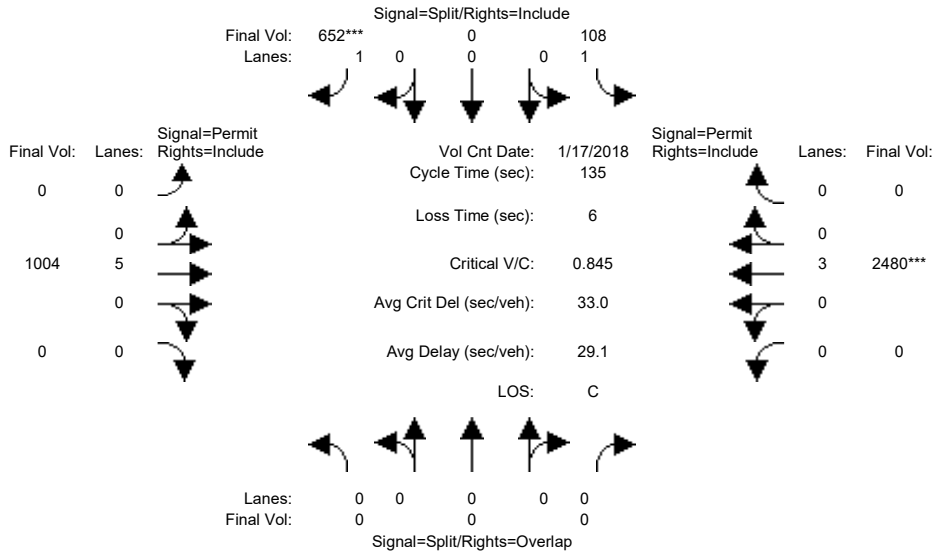
Note: Queue reported is the number of cars per lane.



Vallco Special Area Specific Plan  
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Level Of Service Computation Report  
2000 HCM Operations (Future Volume Alternative)  
Existing AM with Occupied/Re-tenanted Mall Alternative

Intersection #46: Lawrence Expressway Ramp (West) / Stevens Creek Boulevard



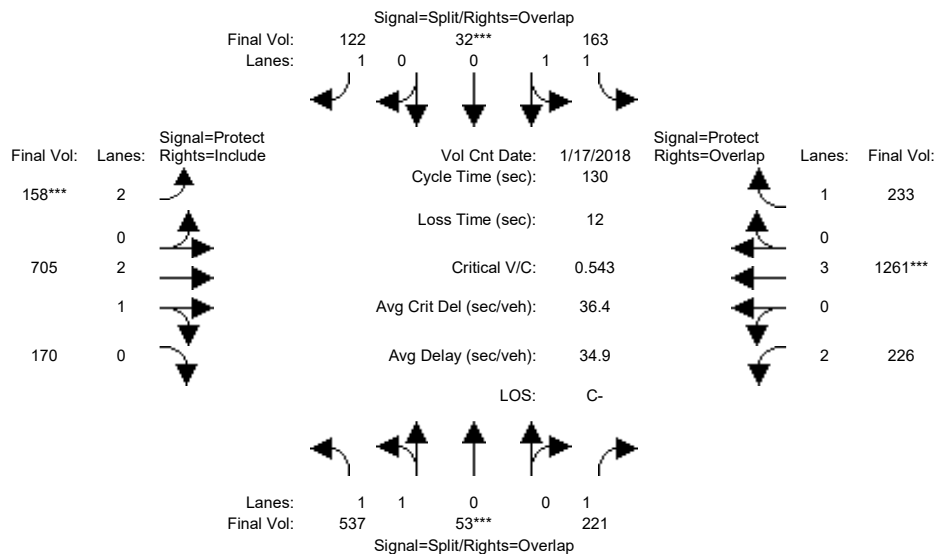
Street Name:	Lawrence Expressway Ramp (West)						Stevens Creek Boulevard					
	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	10	0	10	0	10	0	0	10	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date:	17 Jan 2018 << 08:00:00 AM											
Base Vol:	0	0	0	108	0	647	0	990	0	0	2456	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	108	0	647	0	990	0	0	2456	0
Added Vol:	0	0	0	0	0	5	0	14	0	0	24	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	108	0	652	0	1004	0	0	2480	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	108	0	652	0	1004	0	0	2480	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	108	0	652	0	1004	0	0	2480	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	0	0	0	108	0	652	0	1004	0	0	2480	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	0.00	0.00	1.00	0.00	1.00	0.00	5.00	0.00	0.00	3.00	0.00
Final Sat.:	0	0	0	1750	0	1750	0	9500	0	0	5700	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.06	0.00	0.37	0.00	0.11	0.00	0.00	0.44	0.00
Crit Moves:	****											
Green Time:	0.0	0.0	0.0	59.5	0.0	59.5	0.0	69.5	0.0	0.0	69.5	0.0
Volume/Cap:	0.00	0.00	0.00	0.14	0.00	0.85	0.00	0.21	0.00	0.00	0.85	0.00
Delay/Veh:	0.0	0.0	0.0	22.6	0.0	42.2	0.0	17.8	0.0	0.0	30.6	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	22.6	0.0	42.2	0.0	17.8	0.0	0.0	30.6	0.0
LOS by Move:	A	A	A	C+	A	D	A	B	A	A	C	A
HCM2k95thQ:	0	0	0	6	0	46	0	8	0	0	48	0

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

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Level Of Service Computation Report  
2000 HCM Operations (Future Volume Alternative)  
Existing AM with Occupied/Re-tenanted Mall Alternative

Intersection #47: Lawrence Expressway / El Camino Real



Street Name:	Lawrence Expressway						El Camino Real					
	North Bound			South Bound			East Bound			West Bound		
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:	>>	Count	Date:	17 Jan 2018	<<	08:00:00 AM						
Base Vol:	537	48	219	163	25	119	156	704	170	223	1260	233
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	537	48	219	163	25	119	156	704	170	223	1260	233
Added Vol:	0	5	2	0	7	3	2	1	0	3	1	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	537	53	221	163	32	122	158	705	170	226	1261	233
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	537	53	221	163	32	122	158	705	170	226	1261	233
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	537	53	221	163	32	122	158	705	170	226	1261	233
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	537	53	221	163	32	122	158	705	170	226	1261	233

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.93	0.95	0.92	0.93	0.95	0.92	0.83	0.99	0.95	0.83	1.00	0.92
Lanes:	1.82	0.18	1.00	1.68	0.32	1.00	2.00	2.40	0.60	2.00	3.00	1.00
Final Sat.:	3231	319	1750	2967	583	1750	3150	4511	1088	3150	5700	1750

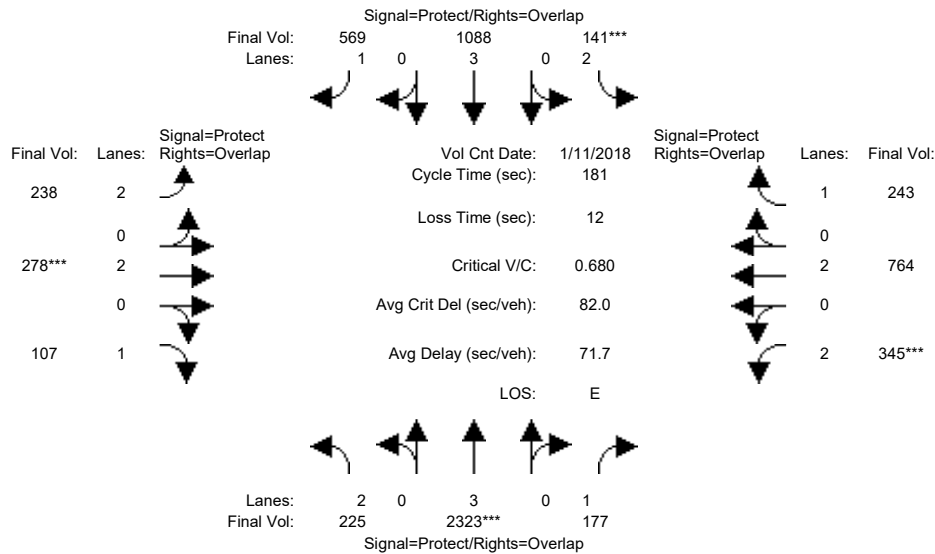
Capacity Analysis Module:												
Vol/Sat:	0.17	0.17	0.13	0.05	0.05	0.07	0.05	0.16	0.16	0.07	0.22	0.13
Crit Moves:	****			****			****			****		
Green Time:	39.8	39.8	60.3	13.2	13.2	25.2	12.0	44.6	44.6	20.5	53.0	66.2
Volume/Cap:	0.54	0.54	0.27	0.54	0.54	0.36	0.54	0.46	0.46	0.46	0.54	0.26
Delay/Veh:	38.1	38.1	21.6	57.3	57.3	46.1	58.5	33.4	33.4	50.4	29.5	18.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	38.1	38.1	21.6	57.3	57.3	46.1	58.5	33.4	33.4	50.4	29.5	18.2
LOS by Move:	D+	D+	C+	E+	E+	D	E+	C-	C-	D	C	B-
HCM2k95thQ:	19	19	11	9	9	9	7	17	17	10	23	11

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

Vallco Special Area Specific Plan  
SJ17-1776

Level Of Service Computation Report  
2000 HCM Operations (Future Volume Alternative)  
Existing AM with Occupied/Re-tenanted Mall Alternative

Intersection #48: Lawrence Expressway / Homestead Road



Street Name:	Lawrence Expressway						Homestead Road					
	North Bound			South Bound			East Bound			West Bound		
Approach:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	16	86	86	23	93	93	24	44	44	18	35	35
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	7.0	10.0	10.0

Volume Module:	>>	Count	Date:	11 Jan 2018	<<	08:00:00 AM						
Base Vol:	225	2936	176	141	1354	565	235	275	107	344	759	243
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	225	2936	176	141	1354	565	235	275	107	344	759	243
Added Vol:	0	5	1	0	6	4	3	3	0	1	5	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	225	2941	177	141	1360	569	238	278	107	345	764	243
User Adj:	1.00	0.79	1.00	1.00	0.80	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	225	2323	177	141	1088	569	238	278	107	345	764	243
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	225	2323	177	141	1088	569	238	278	107	345	764	243
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	225	2323	177	141	1088	569	238	278	107	345	764	243

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	3150	5700	1750	3150	5700	1750	3150	3800	1750	3150	3800	1750

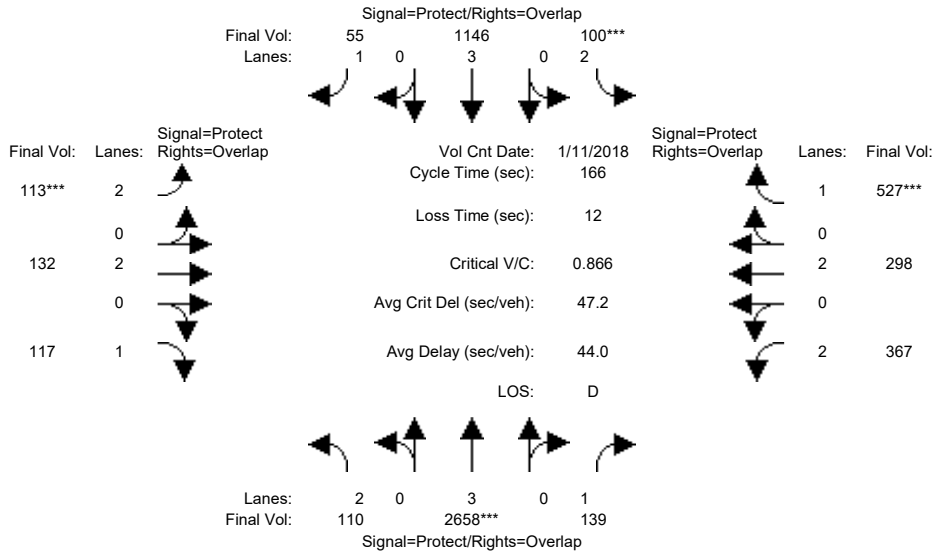
Capacity Analysis Module:												
Vol/Sat:	0.07	0.41	0.10	0.04	0.19	0.33	0.08	0.07	0.06	0.11	0.20	0.14
Crit Moves:	****			****			****			****		
Green Time:	15.8	85.1	102.9	22.7	92.0	116.2	24.2	43.5	59.3	17.8	37.1	59.9
Volume/Cap:	0.82	0.87	0.18	0.36	0.38	0.51	0.56	0.30	0.19	1.11	0.98	0.42
Delay/Veh:	104.4	72.3	35.7	80.8	46.3	38.5	76.1	57.1	44.2	167.7	99.7	48.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	104.4	72.3	35.7	80.8	46.3	38.5	76.1	57.1	44.2	167.7	99.7	48.1
LOS by Move:	F	E	D+	F	D	D+	E-	E+	D	F	F	D
HCM2k95thQ:	14	63	16	9	29	47	14	12	9	30	42	20

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

Vallco Special Area Specific Plan  
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Level Of Service Computation Report  
2000 HCM Operations (Future Volume Alternative)  
Existing AM with Occupied/Re-tenanted Mall Alternative

Intersection #49: Lawrence Expressway / Pruneridge Avenue



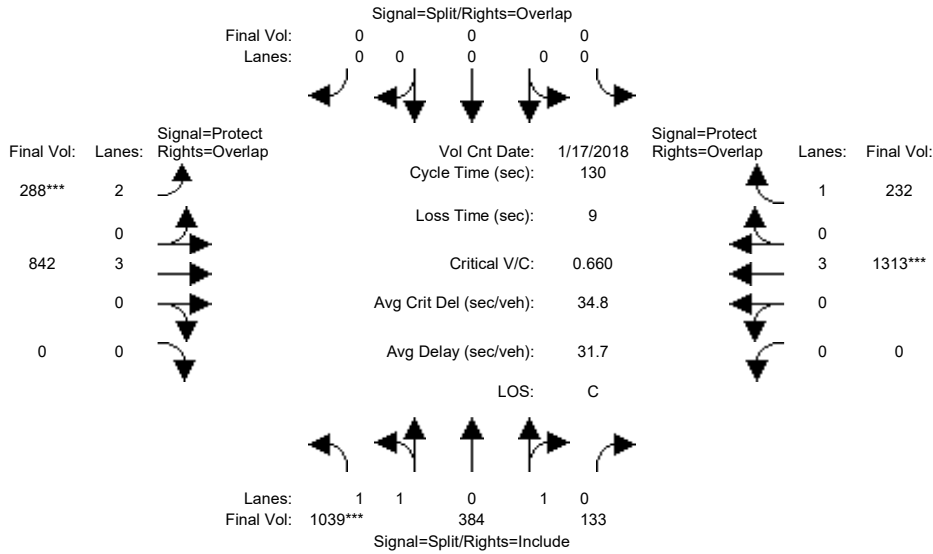
Street Name:	Lawrence Expressway						Pruneridge Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	16	89	89	13	87	87	14	22	22	25	34	34
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date:	11 Jan 2018 << 08:00:00 AM											
Base Vol:	110	3361	139	100	1427	52	111	130	117	367	295	527
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	110	3361	139	100	1427	52	111	130	117	367	295	527
Added Vol:	0	4	0	0	5	3	2	2	0	0	3	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	110	3365	139	100	1432	55	113	132	117	367	298	527
User Adj:	1.00	0.79	1.00	1.00	0.80	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	110	2658	139	100	1146	55	113	132	117	367	298	527
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	110	2658	139	100	1146	55	113	132	117	367	298	527
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	110	2658	139	100	1146	55	113	132	117	367	298	527
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	3150	5700	1750	3150	5700	1750	3150	3800	1750	3150	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.03	0.47	0.08	0.03	0.20	0.03	0.04	0.03	0.07	0.12	0.08	0.30
Crit Moves:	****			****			****			****		
Green Time:	15.8	89.0	116.7	13.0	86.2	100.2	14.0	24.3	40.2	27.7	38.0	51.0
Volume/Cap:	0.37	0.87	0.11	0.41	0.39	0.05	0.43	0.24	0.28	0.70	0.34	0.98
Delay/Veh:	71.1	36.4	8.0	73.9	24.1	13.5	73.3	62.8	51.5	69.4	53.8	90.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	71.1	36.4	8.0	73.9	24.1	13.5	73.3	62.8	51.5	69.4	53.8	90.6
LOS by Move:	E	D+	A	E	C	B	E	E	D-	E	D-	F
HCM2k95thQ:	7	63	5	6	20	2	6	6	10	21	12	54

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

Vallco Special Area Specific Plan  
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Level Of Service Computation Report  
2000 HCM Operations (Future Volume Alternative)  
Existing AM with Occupied/Re-tenanted Mall Alternative

Intersection #50: Lawrence Expressway Ramps (East) / Stevens Creek Boulevard



Street Name:	Lawrence Expressway Ramps (East)						Stevens Creek Boulevard					
	North Bound			South Bound			East Bound			West Bound		
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	0	0	0	7	10	0	0	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:	>>	Count	Date:	17 Jan 2018	<<	08:00:00 AM						
Base Vol:	1029	384	133	0	0	0	284	832	0	0	1299	232
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	1029	384	133	0	0	0	284	832	0	0	1299	232
Added Vol:	10	0	0	0	0	0	4	10	0	0	14	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	1039	384	133	0	0	0	288	842	0	0	1313	232
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	1039	384	133	0	0	0	288	842	0	0	1313	232
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	1039	384	133	0	0	0	288	842	0	0	1313	232
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	1039	384	133	0	0	0	288	842	0	0	1313	232

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.93	0.95	0.95	0.92	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.92
Lanes:	2.00	0.74	0.26	0.00	0.00	0.00	2.00	3.00	0.00	0.00	3.00	1.00
Final Sat.:	3550	1337	463	0	0	0	3150	5700	0	0	5700	1750

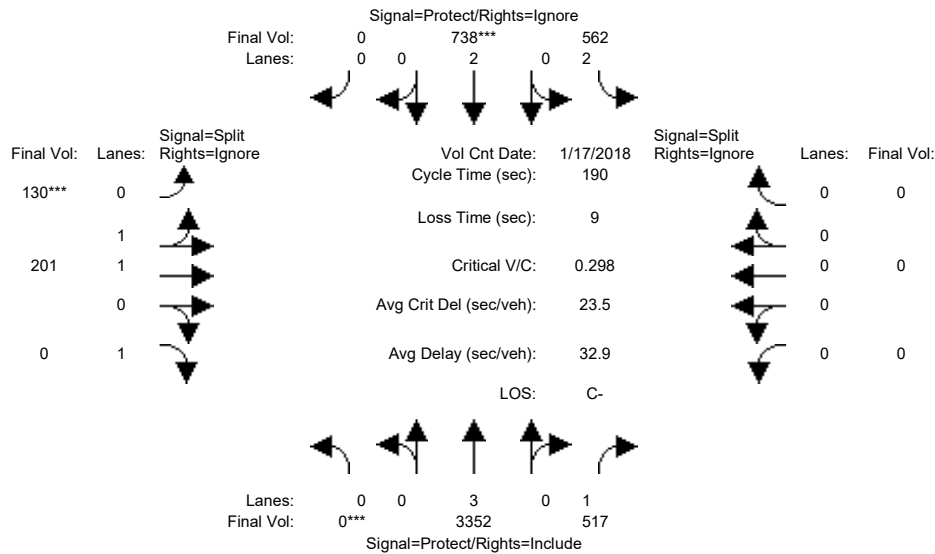
Capacity Analysis Module:												
Vol/Sat:	0.29	0.29	0.29	0.00	0.00	0.00	0.09	0.15	0.00	0.00	0.23	0.13
Crit Moves:	***						***				***	
Green Time:	57.6	57.6	57.6	0.0	0.0	0.0	18.0	63.4	0.0	0.0	45.4	45.4
Volume/Cap:	0.66	0.65	0.65	0.00	0.00	0.00	0.66	0.30	0.00	0.00	0.66	0.38
Delay/Veh:	29.2	28.9	28.9	0.0	0.0	0.0	56.8	20.1	0.0	0.0	36.6	32.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	29.2	28.9	28.9	0.0	0.0	0.0	56.8	20.1	0.0	0.0	36.6	32.2
LOS by Move:	C	C	C	A	A	A	E+	C+	A	A	D+	C-
HCM2k95thQ:	30	30	30	0	0	0	13	12	0	0	25	13

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

Vallco Special Area Specific Plan  
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Level Of Service Computation Report  
2000 HCM Operations (Future Volume Alternative)  
Existing AM with Occupied/Re-tenanted Mall Alternative

Intersection #51: Lawrence Expressway / Calverty Drive-I-280 SB Ramp



Street Name:	Lawrence Expressway						I-280 SB Ramp					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	116	116	32	152	0	30	30	30	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:	>>	Count	Date:	17 Jan 2018	<<	08:00:00 AM						
Base Vol:	0	3346	517	562	738	0	130	197	235	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	3346	517	562	738	0	130	197	235	0	0	0
Added Vol:	0	6	0	0	0	0	0	4	5	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	3352	517	562	738	0	130	201	240	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Volume:	0	3352	517	562	738	0	130	201	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	3352	517	562	738	0	130	201	0	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
Final Volume:	0	3352	517	562	738	0	130	201	0	0	0	0

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.83	1.00	0.92	0.95	0.99	0.92	0.92	1.00	0.92
Lanes:	0.00	3.00	1.00	2.00	2.00	0.00	0.81	1.19	1.00	0.00	0.00	0.00
Final Sat.:	0	5700	1750	3150	3800	0	1452	2246	1750	0	0	0

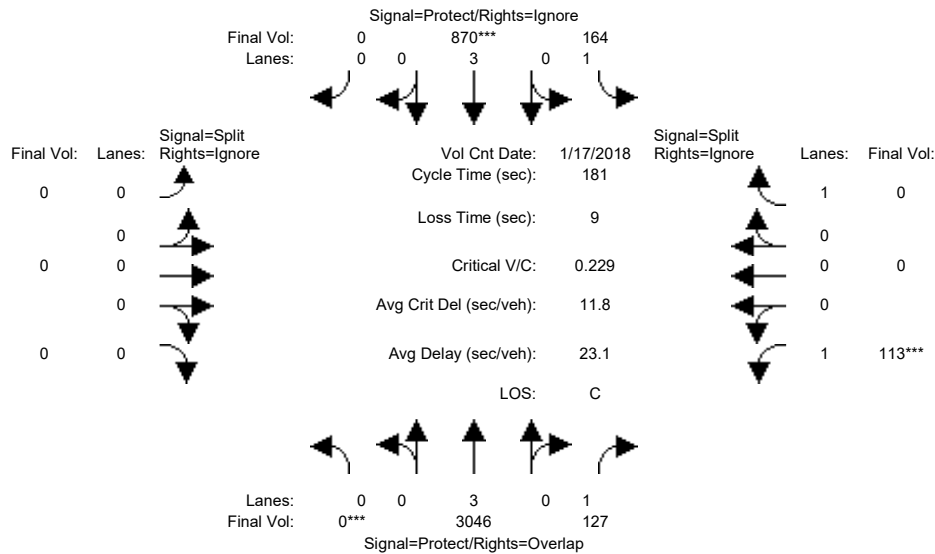
Capacity Analysis Module:												
Vol/Sat:	0.00	0.59	0.30	0.18	0.19	0.00	0.09	0.09	0.00	0.00	0.00	0.00
Crit Moves:	***				****		****					
Green Time:	0.0	117	116.9	34.3	151	0.0	29.8	29.8	0.0	0.0	0.0	0.0
Volume/Cap:	0.00	0.96	0.48	0.99	0.24	0.00	0.57	0.57	0.00	0.00	0.00	0.00
Delay/Veh:	0.0	26.0	11.1	112.4	0.0	0.0	75.9	75.9	0.0	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	26.0	11.1	112.4	0.0	0.0	75.9	75.9	0.0	0.0	0.0	0.0
LOS by Move:	A	C	B+	F	A	A	E-	E-	A	A	A	A
HCM2k95thQ:	0	85	17	40	1	0	17	17	0	0	0	0

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

Vallco Special Area Specific Plan  
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Level Of Service Computation Report  
2000 HCM Operations (Future Volume Alternative)  
Existing AM with Occupied/Re-tenanted Mall Alternative

Intersection #52: Lawrence Expressway / Mitty Way



Street Name:	Lawrence Expressway						Mitty Way					
	North Bound			South Bound			East Bound			West Bound		
Approach:												
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	116	116	28	148	148	0	0	0	25	25	25
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	0.0	0.0	0.0	4.0	4.0	4.0

Volume Module:	>>	Count	Date:	17 Jan 2018	<<	08:00:00 AM						
Base Vol:	0	3041	127	164	866	0	0	0	0	113	0	741
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	3041	127	164	866	0	0	0	0	113	0	741
Added Vol:	0	5	0	0	4	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	3046	127	164	870	0	0	0	0	113	0	741
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Volume:	0	3046	127	164	870	0	0	0	0	113	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	3046	127	164	870	0	0	0	0	113	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
Final Volume:	0	3046	127	164	870	0	0	0	0	113	0	0

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	3.00	1.00	1.00	3.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Final Sat.:	0	5700	1750	1750	5700	0	0	0	0	1750	0	1750

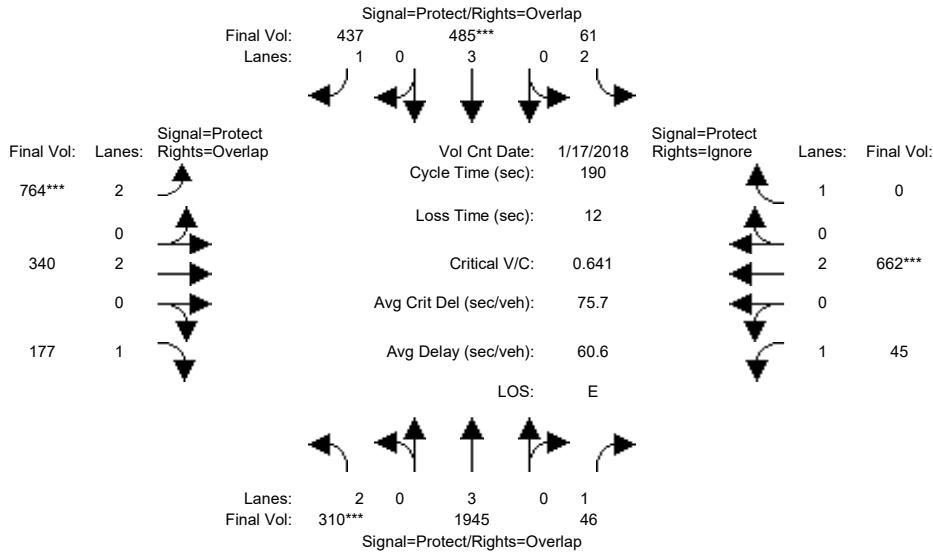
Capacity Analysis Module:												
Vol/Sat:	0.00	0.53	0.07	0.09	0.15	0.00	0.00	0.00	0.00	0.06	0.00	0.00
Crit Moves:	***				***					***		
Green Time:	0.0	119	143.4	28.6	147	0.0	0.0	0.0	0.0	24.9	0.0	0.0
Volume/Cap:	0.00	0.82	0.09	0.59	0.19	0.00	0.00	0.00	0.00	0.47	0.00	0.00
Delay/Veh:	0.0	24.7	4.3	74.6	3.8	0.0	0.0	0.0	0.0	73.8	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	24.7	4.3	74.6	3.8	0.0	0.0	0.0	0.0	73.8	0.0	0.0
LOS by Move:	A	C	A	E	A	A	A	A	A	E	A	A
HCM2k95thQ:	0	62	3	17	7	0	0	0	0	13	0	0

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

Vallco Special Area Specific Plan  
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Level Of Service Computation Report  
2000 HCM Operations (Future Volume Alternative)  
Existing AM with Occupied/Re-tenanted Mall Alternative

Intersection #53: Lawrence Expressway / Bollinger Road



Street Name:	Lawrence Expressway						Bollinger Road					
	North Bound			South Bound			East Bound			West Bound		
Approach:												
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	19	70	70	14	64	64	51	80	80	11	41	41
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:	>>	Count	Date:	17 Jan 2018	<<	08:00:00 AM						
Base Vol:	304	1940	46	61	481	437	764	340	173	45	662	255
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	304	1940	46	61	481	437	764	340	173	45	662	255
Added Vol:	6	5	0	0	4	0	0	0	4	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	310	1945	46	61	485	437	764	340	177	45	662	255
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	310	1945	46	61	485	437	764	340	177	45	662	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	310	1945	46	61	485	437	764	340	177	45	662	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
Final Volume:	310	1945	46	61	485	437	764	340	177	45	662	0

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.92
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	2.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	3150	5700	1750	3150	5700	1750	3150	3800	1750	1750	3800	1750

Capacity Analysis Module:												
Vol/Sat:	0.10	0.34	0.03	0.02	0.09	0.25	0.24	0.09	0.10	0.03	0.17	0.00
Crit Moves:	***			****			****			****		
Green Time:	20.2	70.7	82.0	14.1	64.7	116.2	51.5	81.7	102.0	11.2	41.4	0.0
Volume/Cap:	0.93	0.92	0.06	0.26	0.25	0.41	0.89	0.21	0.19	0.43	0.80	0.00
Delay/Veh:	113.9	58.7	26.8	82.7	48.8	27.0	77.7	33.6	22.6	88.3	75.1	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	113.9	58.7	26.8	82.7	48.8	27.0	77.7	33.6	22.6	88.3	75.1	0.0
LOS by Move:	F	E+	C	F	D	C	E-	C-	C+	F	E-	A
HCM2k95thQ:	21	57	2	4	14	32	44	11	11	6	33	0

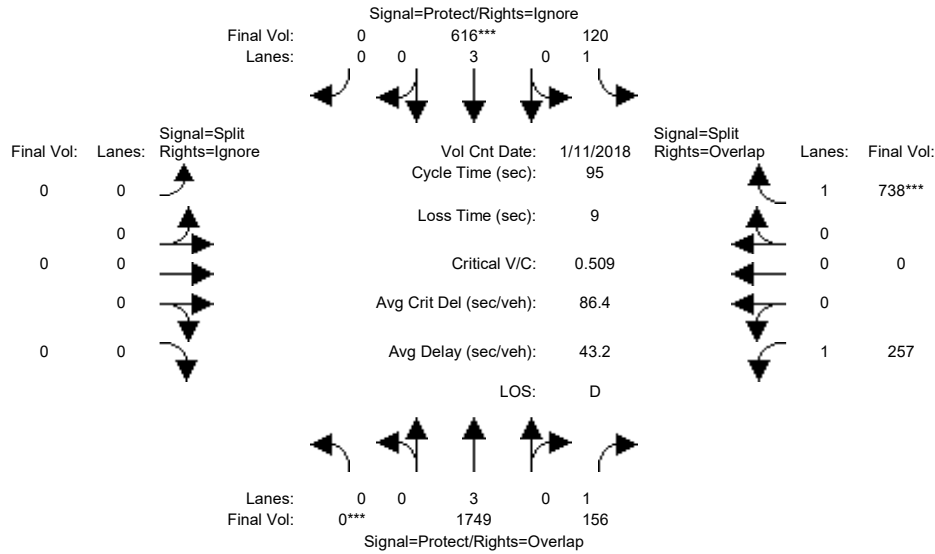
Note: Queue reported is the number of cars per lane.



Vallco Special Area Specific Plan  
SJ17-1776

Level Of Service Computation Report  
2000 HCM Operations (Future Volume Alternative)  
Existing AM with Occupied/Re-tenanted Mall Alternative

Intersection #54: Lawrence Expressway / Doyle Road



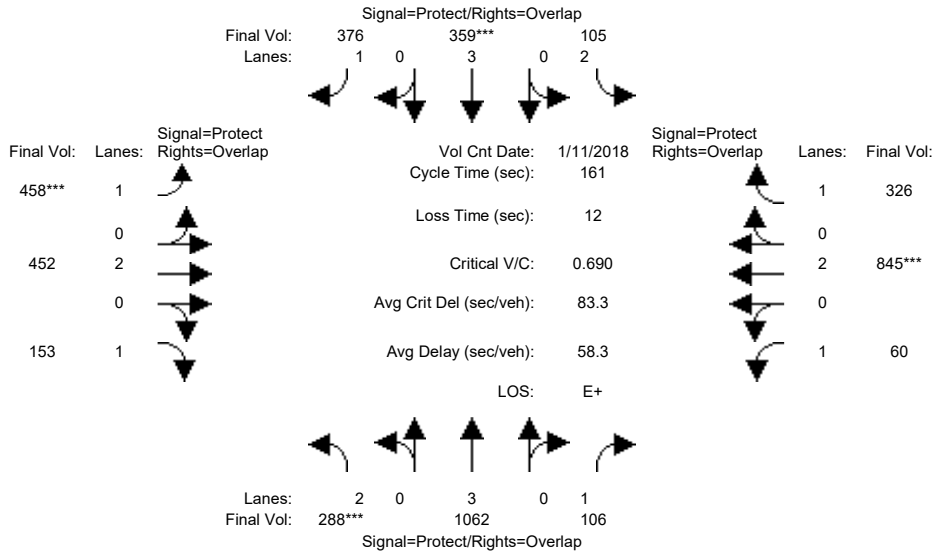
Street Name:	Lawrence Expressway						Doyle Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	53	53	14	68	68	0	0	0	18	18	18
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	0.0	0.0	0.0	4.0	4.0	4.0
Volume Module: >> Count Date: 11 Jan 2018 << 08:00:00 AM												
Base Vol:	0	1738	156	120	608	0	0	0	0	257	0	737
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	1738	156	120	608	0	0	0	0	257	0	737
Added Vol:	0	11	0	0	8	0	0	0	0	0	0	1
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	1749	156	120	616	0	0	0	0	257	0	738
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	0	1749	156	120	616	0	0	0	0	257	0	738
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1749	156	120	616	0	0	0	0	257	0	738
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	0	1749	156	120	616	0	0	0	0	257	0	738
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	3.00	1.00	1.00	3.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Final Sat.:	0	5700	1750	1750	5700	0	0	0	0	1750	0	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.31	0.09	0.07	0.11	0.00	0.00	0.00	0.00	0.15	0.00	0.42
Crit Moves:	***				***							***
Green Time:	0.0	53.8	71.8	14.2	68.0	0.0	0.0	0.0	0.0	18.0	0.0	32.2
Volume/Cap:	0.00	0.54	0.12	0.46	0.15	0.00	0.00	0.00	0.00	0.78	0.00	1.24
Delay/Veh:	0.0	13.1	3.2	38.2	4.3	0.0	0.0	0.0	0.0	47.5	0.0	154.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	13.1	3.2	38.2	4.3	0.0	0.0	0.0	0.0	47.5	0.0	154.9
LOS by Move:	A	B	A	D+	A	A	A	A	A	D	A	F
HCM2k95thQ:	0	19	3	7	4	0	0	0	0	18	0	70

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

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Level Of Service Computation Report  
2000 HCM Operations (Future Volume Alternative)  
Existing AM with Occupied/Re-tenanted Mall Alternative

Intersection #55: Lawrence Expressway / Prospect Road



Street Name:	Lawrence Expressway						Prospect Road					
	North Bound			South Bound			East Bound			West Bound		
Approach:												
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	26	49	49	17	40	40	31	65	65	14	48	48
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:	>>	Count	Date:	11 Jan 2018	<<	08:00:00 AM						
Base Vol:	288	1051	106	105	351	376	458	452	153	60	845	326
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	288	1051	106	105	351	376	458	452	153	60	845	326
Added Vol:	0	11	0	0	8	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	288	1062	106	105	359	376	458	452	153	60	845	326
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	288	1062	106	105	359	376	458	452	153	60	845	326
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	288	1062	106	105	359	376	458	452	153	60	845	326
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	288	1062	106	105	359	376	458	452	153	60	845	326

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	3150	5700	1750	3150	5700	1750	1750	3800	1750	1750	3800	1750

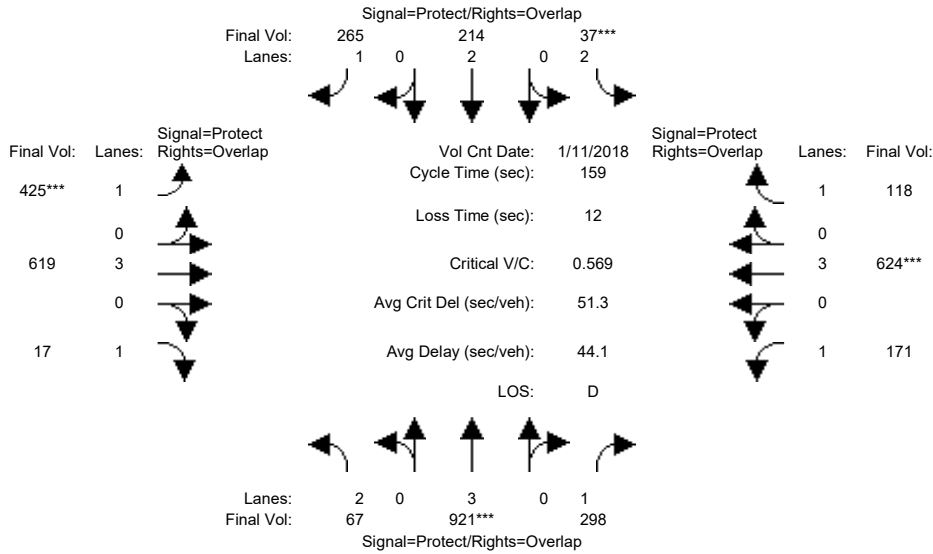
Capacity Analysis Module:												
Vol/Sat:	0.09	0.19	0.06	0.03	0.06	0.21	0.26	0.12	0.09	0.03	0.22	0.19
Crit Moves:	***				***		***				***	
Green Time:	26.0	49.0	63.7	17.0	40.0	75.0	35.0	68.3	94.3	14.7	48.0	65.0
Volume/Cap:	0.57	0.61	0.15	0.32	0.25	0.46	1.20	0.28	0.15	0.38	0.75	0.46
Delay/Veh:	63.8	48.5	31.4	67.2	48.6	29.7	177.2	30.4	15.2	70.3	53.7	35.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	63.8	48.5	31.4	67.2	48.6	29.7	177.2	30.4	15.2	70.3	53.7	35.7
LOS by Move:	E	D	C	E	D	C	F	C	B	E	D-	D+
HCM2k95thQ:	16	26	7	6	9	24	56	13	7	7	33	22

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

Vallco Special Area Specific Plan  
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Level Of Service Computation Report  
2000 HCM Operations (Future Volume Alternative)  
Existing AM with Occupied/Re-tenanted Mall Alternative

Intersection #56: Lawrence Expressway / Saratoga Avenue



Street Name:	Lawrence Expressway						Saratoga Avenue					
	North Bound			South Bound			East Bound			West Bound		
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	12	59	59	9	56	56	39	53	53	22	36	36
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:	>>	Count	Date:	11 Jan 2018	<<	08:00:00 AM						
Base Vol:	67	913	298	37	208	263	422	619	17	171	624	118
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	67	913	298	37	208	263	422	619	17	171	624	118
Added Vol:	0	8	0	0	6	2	3	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	67	921	298	37	214	265	425	619	17	171	624	118
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	67	921	298	37	214	265	425	619	17	171	624	118
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	67	921	298	37	214	265	425	619	17	171	624	118
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	67	921	298	37	214	265	425	619	17	171	624	118

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	2.00	3.00	1.00	2.00	2.00	1.00	1.00	3.00	1.00	1.00	3.00	1.00
Final Sat.:	3150	5700	1750	3150	3800	1750	1750	5700	1750	1750	5700	1750

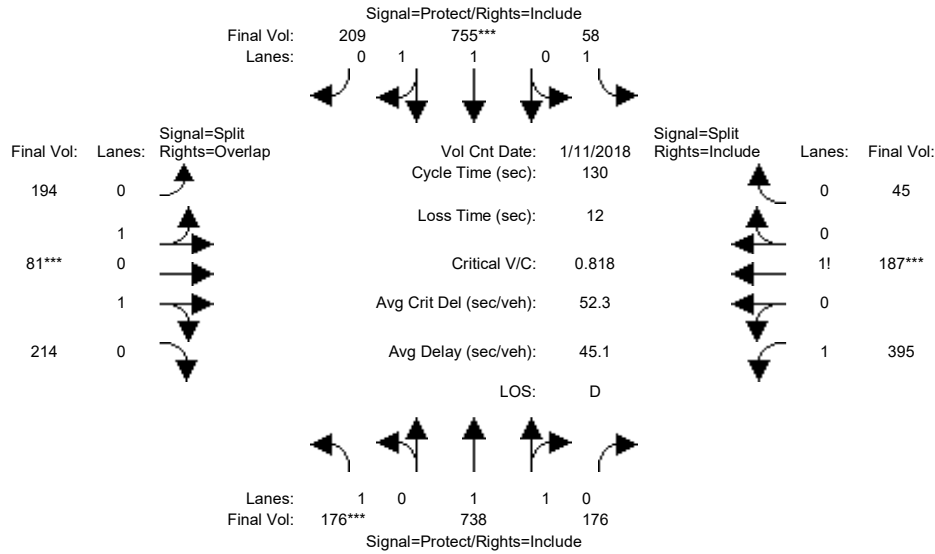
Capacity Analysis Module:												
Vol/Sat:	0.02	0.16	0.17	0.01	0.06	0.15	0.24	0.11	0.01	0.10	0.11	0.07
Crit Moves:	****			****			****			****		
Green Time:	12.0	59.0	82.2	9.0	56.0	99.0	43.0	55.8	67.8	23.2	36.0	45.0
Volume/Cap:	0.28	0.44	0.33	0.21	0.16	0.24	0.90	0.31	0.02	0.67	0.48	0.24
Delay/Veh:	70.1	37.7	22.6	72.2	35.4	13.5	75.5	37.6	26.4	71.1	53.7	44.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	70.1	37.7	22.6	72.2	35.4	13.5	75.5	37.6	26.4	71.1	53.7	44.1
LOS by Move:	E	D+	C+	E	D+	B	E-	D+	C	E	D-	D
HCM2k95thQ:	4	20	16	2	7	12	36	13	1	18	17	9

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

Vallco Special Area Specific Plan  
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Level Of Service Computation Report  
2000 HCM Operations (Future Volume Alternative)  
Existing AM with Occupied/Re-tenanted Mall Alternative

Intersection #57: Saratoga Avenue / Cox Avenue



Street Name:	Saratoga Avenue						Cox Avenue					
	North Bound			South Bound			East Bound			West Bound		
Approach:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:	>>	Count	Date:	11 Jan 2018	<<	08:00:00 AM						
Base Vol:	176	735	176	58	753	209	194	81	214	395	187	45
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	176	735	176	58	753	209	194	81	214	395	187	45
Added Vol:	0	3	0	0	2	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	176	738	176	58	755	209	194	81	214	395	187	45
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	176	738	176	58	755	209	194	81	214	395	187	45
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	176	738	176	58	755	209	194	81	214	395	187	45
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	176	738	176	58	755	209	194	81	214	395	187	45

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	0.98	0.95	0.95	0.95	0.95	0.92	0.92	0.92
Lanes:	1.00	1.60	0.40	1.00	1.55	0.45	0.79	0.33	0.88	1.46	0.44	0.10
Final Sat.:	1750	2987	712	1750	2897	802	1428	596	1575	2555	762	183

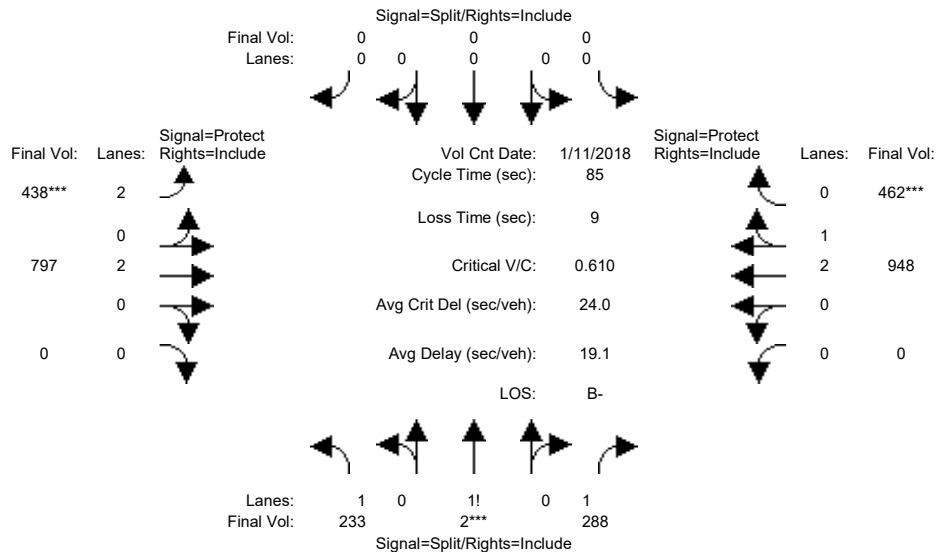
Capacity Analysis Module:												
Vol/Sat:	0.10	0.25	0.25	0.03	0.26	0.26	0.14	0.14	0.14	0.15	0.25	0.25
Crit Moves:	***			****			****			****		
Green Time:	16.0	47.1	47.1	10.3	41.4	41.4	21.6	21.6	37.6	39.0	39.0	39.0
Volume/Cap:	0.82	0.68	0.68	0.42	0.82	0.82	0.82	0.82	0.47	0.52	0.82	0.82
Delay/Veh:	76.8	36.5	36.5	59.1	45.4	45.4	61.0	61.0	38.4	38.1	49.1	49.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	76.8	36.5	36.5	59.1	45.4	45.4	61.0	61.0	38.4	38.1	49.1	49.1
LOS by Move:	E-	D+	D+	E+	D	D	E	E	D+	D+	D	D
HCM2k95thQ:	15	27	27	5	32	32	22	22	16	18	33	33

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

Vallco Special Area Specific Plan  
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Level Of Service Computation Report  
2000 HCM Operations (Future Volume Alternative)  
Existing AM with Occupied/Re-tenanted Mall Alternative

Intersection #58: SR-85 (North) / Saratoga Avenue



Street Name:	SR-85 (North)						Saratoga Avenue					
	North Bound			South Bound			East Bound			West Bound		
Approach:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	0	0	0	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:	>>	Count	Date:	11 Jan 2018	<<	08:00:00 AM						
Base Vol:	233	2	288	0	0	0	438	794	0	0	946	462
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	233	2	288	0	0	0	438	794	0	0	946	462
Added Vol:	0	0	0	0	0	0	0	3	0	0	2	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	233	2	288	0	0	0	438	797	0	0	948	462
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	233	2	288	0	0	0	438	797	0	0	948	462
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	233	2	288	0	0	0	438	797	0	0	948	462
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	233	2	288	0	0	0	438	797	0	0	948	462

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.92	0.92	0.92	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.95
Lanes:	1.44	0.01	1.55	0.00	0.00	0.00	2.00	2.00	0.00	0.00	2.00	1.00
Final Sat.:	2527	13	2710	0	0	0	3150	3800	0	0	3798	1800

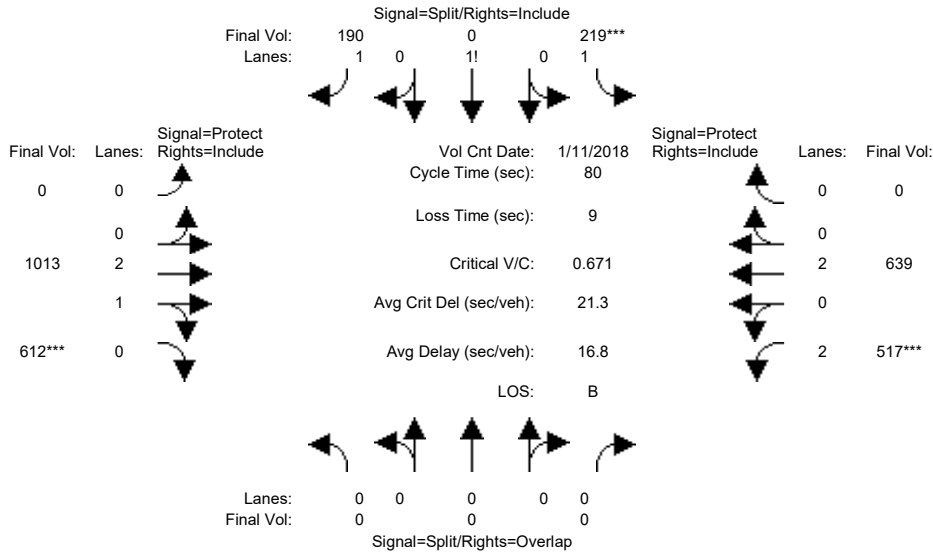
Capacity Analysis Module:												
Vol/Sat:	0.09	0.15	0.11	0.00	0.00	0.00	0.14	0.21	0.00	0.00	0.25	0.26
Crit Moves:	****						****					
Green Time:	20.9	20.9	20.9	0.0	0.0	0.0	19.4	55.1	0.0	0.0	35.7	35.7
Volume/Cap:	0.38	0.61	0.43	0.00	0.00	0.00	0.61	0.32	0.00	0.00	0.59	0.61
Delay/Veh:	26.8	29.7	27.3	0.0	0.0	0.0	31.0	6.7	0.0	0.0	19.4	19.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	26.8	29.7	27.3	0.0	0.0	0.0	31.0	6.7	0.0	0.0	19.4	19.7
LOS by Move:	C	C	C	A	A	A	C	A	A	A	B-	B-
HCM2k95thQ:	8	14	9	0	0	0	12	9	0	0	17	17

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

Vallco Special Area Specific Plan  
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Level Of Service Computation Report  
2000 HCM Operations (Future Volume Alternative)  
Existing AM with Occupied/Re-tenanted Mall Alternative

Intersection #59: SR-85 (South) / Saratoga Avenue



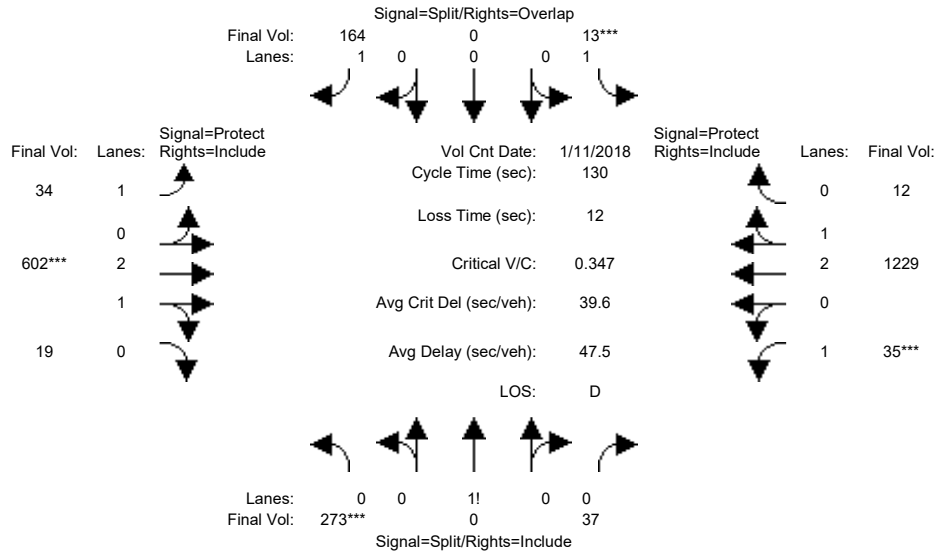
Street Name:	SR-85 (South)						Saratoga Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date:	11 Jan 2018 << 08:00:00 AM											
Base Vol:	0	0	0	219	0	190	0	1010	612	517	637	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	219	0	190	0	1010	612	517	637	0
Added Vol:	0	0	0	0	0	0	0	3	0	0	2	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	219	0	190	0	1013	612	517	639	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	219	0	190	0	1013	612	517	639	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	219	0	190	0	1013	612	517	639	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	0	0	0	219	0	190	0	1013	612	517	639	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.83	1.00	0.92
Lanes:	0.00	0.00	0.00	1.54	0.00	1.46	0.00	2.00	1.00	2.00	2.00	0.00
Final Sat.:	0	0	0	2687	0	2563	0	3800	1750	3150	3800	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.08	0.00	0.07	0.00	0.27	0.35	0.16	0.17	0.00
Crit Moves:				****				****			****	
Green Time:	0.0	0.0	0.0	10.0	0.0	10.0	0.0	41.5	41.5	19.5	61.0	0.0
Volume/Cap:	0.00	0.00	0.00	0.65	0.00	0.59	0.00	0.51	0.67	0.67	0.22	0.00
Delay/Veh:	0.0	0.0	0.0	35.8	0.0	34.5	0.0	12.8	15.0	29.8	2.8	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	35.8	0.0	34.5	0.0	12.8	15.0	29.8	2.8	0.0
LOS by Move:	A	A	A	D+	A	C-	A	B	B	C	A	A
HCM2k95thQ:	0	0	0	10	0	8	0	16	23	13	4	0

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

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Level Of Service Computation Report  
2000 HCM Operations (Future Volume Alternative)  
Existing AM with Occupied/Re-tenanted Mall Alternative

Intersection #60: Cabot Avenue-Loma Linda Drive / Stevens Creek Boulevard



Street Name:	Cabot Avenue-Loma Linda Drive						Stevens Creek Boulevard					
	North Bound			South Bound			East Bound			West Bound		
Approach:												
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	32	32	32	32	32	32	13	35	35	10	32	32
Y+R:	5.1	5.1	5.1	5.1	5.1	5.1	4.5	6.4	6.4	4.5	6.4	6.4

Volume Module:	>>	Count	Date:	11 Jan 2018	<<	7:15:00 AM						
Base Vol:	259	0	35	12	0	156	32	562	18	33	1155	11
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	259	0	35	12	0	156	32	562	18	33	1155	11
Added Vol:	0	0	0	0	0	0	0	10	0	0	13	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	259	0	35	12	0	156	32	572	18	33	1168	11
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	273	0	37	13	0	164	34	602	19	35	1229	12
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	273	0	37	13	0	164	34	602	19	35	1229	12
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	273	0	37	13	0	164	34	602	19	35	1229	12

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.92	0.92	0.92	1.00	0.92	0.92	0.98	0.95	0.92	0.98	0.95
Lanes:	0.88	0.00	0.12	1.00	0.00	1.00	1.00	2.91	0.09	1.00	2.97	0.03
Final Sat.:	1542	0	208	1750	0	1750	1750	5429	171	1750	5548	52

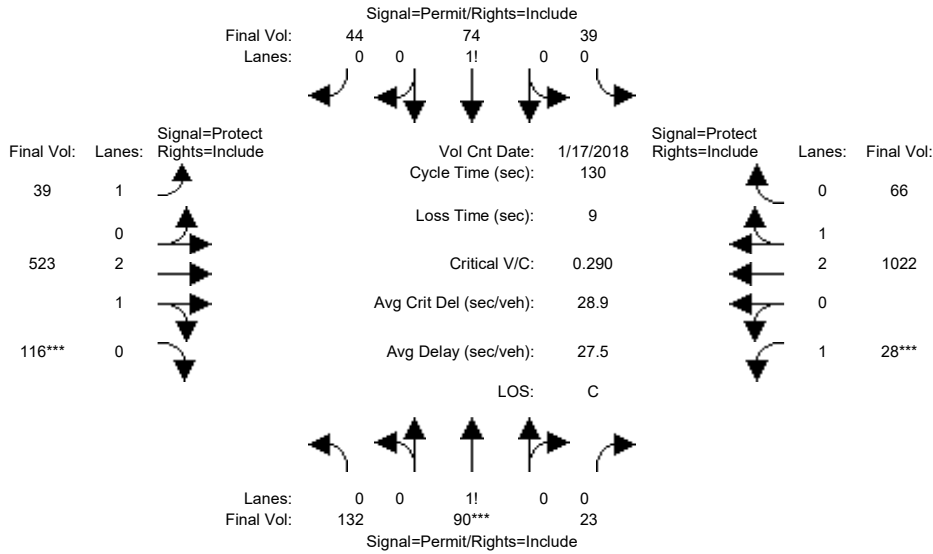
Capacity Analysis Module:												
Vol/Sat:	0.18	0.00	0.18	0.01	0.00	0.09	0.02	0.11	0.11	0.02	0.22	0.22
Crit Moves:	***			***			***			***		
Green Time:	41.0	0.0	41.0	32.0	0.0	45.0	13.0	35.0	35.0	10.0	32.0	32.0
Volume/Cap:	0.56	0.00	0.56	0.03	0.00	0.27	0.19	0.41	0.41	0.26	0.90	0.90
Delay/Veh:	38.3	0.0	38.3	37.2	0.0	30.9	54.2	39.2	39.2	57.5	55.8	55.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	38.3	0.0	38.3	37.2	0.0	30.9	54.2	39.2	39.2	57.5	55.8	55.8
LOS by Move:	D+	A	D+	D+	A	C	D-	D	D	E+	E+	E+
HCM2k95thQ:	21	0	21	1	0	10	3	13	13	3	30	30

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

Vallco Special Area Specific Plan  
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Level Of Service Computation Report  
2000 HCM Operations (Future Volume Alternative)  
Existing AM with Occupied/Re-tenanted Mall Alternative

Intersection #61: Cronin Drive/Albany Drive / Stevens Creek Boulevard



Street Name:	Cronin Drive/Albany Drive						Stevens Creek Boulevard					
	North Bound			South Bound			East Bound			West Bound		
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	45	45	45	45	45	45	12	49	49	20	57	57
Y+R:	5.1	5.1	5.1	5.1	5.1	5.1	5.0	5.9	5.9	5.0	5.9	5.9

Volume Module:	>>	Count	Date:	17 Jan 2018	<<	08:00:00 AM						
Base Vol:	127	86	22	37	71	41	37	493	110	27	969	63
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	127	86	22	37	71	41	37	493	110	27	969	63
Added Vol:	0	0	0	0	0	0	1	0	9	1	0	12
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	127	86	22	37	71	42	37	502	111	27	981	63
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
PHF Volume:	132	90	23	39	74	44	39	523	116	28	1022	66
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	132	90	23	39	74	44	39	523	116	28	1022	66
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	132	90	23	39	74	44	39	523	116	28	1022	66

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.99	0.95	0.92	0.98	0.95
Lanes:	0.54	0.37	0.09	0.25	0.47	0.28	1.00	2.44	0.56	1.00	2.81	0.19
Final Sat.:	946	640	164	432	828	490	1750	4585	1014	1750	5262	338

Capacity Analysis Module:												
Vol/Sat:	0.14	0.14	0.14	0.09	0.09	0.09	0.02	0.11	0.11	0.02	0.19	0.19
Crit Moves:	****						****			****		
Green Time:	52.0	52.0	52.0	52.0	52.0	52.0	12.0	49.0	49.0	20.0	57.0	57.0
Volume/Cap:	0.35	0.35	0.35	0.22	0.22	0.22	0.24	0.30	0.30	0.10	0.44	0.44
Delay/Veh:	27.5	27.5	27.5	25.9	25.9	25.9	55.5	28.6	28.6	47.5	25.6	25.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	27.5	27.5	27.5	25.9	25.9	25.9	55.5	28.6	28.6	47.5	25.6	25.6
LOS by Move:	C	C	C	C	C	C	E+	C	C	D	C	C
HCM2k95thQ:	14	14	14	9	9	9	3	11	11	2	18	18

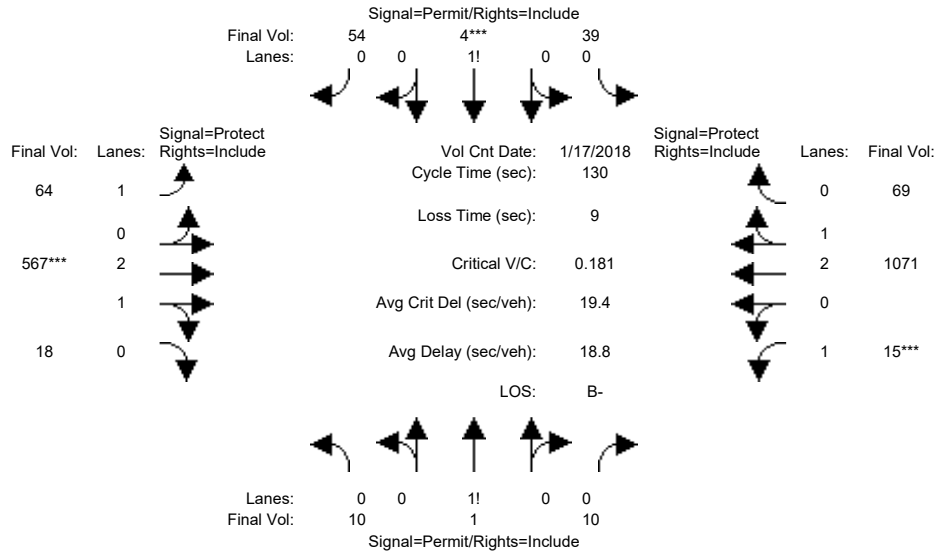
Note: Queue reported is the number of cars per lane.



Vallco Special Area Specific Plan  
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Level Of Service Computation Report  
2000 HCM Operations (Future Volume Alternative)  
Existing AM with Occupied/Re-tenanted Mall Alternative

Intersection #62: Woodhams Road / Stevens Creek Boulevard



Street Name:	Woodhams Road						Stevens Creek Boulevard					
	North Bound			South Bound			East Bound			West Bound		
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	35	35	35	35	35	35	11	64	64	15	68	68
Y+R:	5.4	5.4	5.4	5.4	5.4	5.4	5.5	5.9	5.9	5.5	5.9	5.9

Volume Module:	>>	Count	Date:	17 Jan 2018	<<	08:00:00 AM						
Base Vol:	8	1	10	38	4	51	61	543	16	15	1030	67
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	8	1	10	38	4	51	61	543	16	15	1030	67
Added Vol:	2	0	0	0	0	1	1	7	1	0	9	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	10	1	10	38	4	52	62	550	17	15	1039	67
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
PHF Volume:	10	1	10	39	4	54	64	567	18	15	1071	69
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	10	1	10	39	4	54	64	567	18	15	1071	69
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	10	1	10	39	4	54	64	567	18	15	1071	69

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.98	0.95	0.92	0.98	0.95
Lanes:	0.47	0.05	0.48	0.40	0.04	0.56	1.00	2.91	0.09	1.00	2.81	0.19
Final Sat.:	833	83	833	707	74	968	1750	5432	168	1750	5260	339

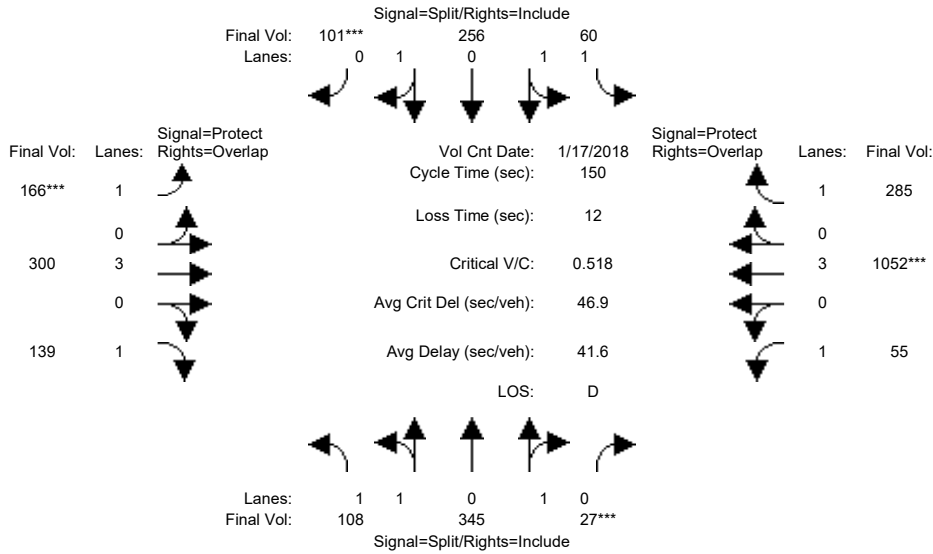
Capacity Analysis Module:												
Vol/Sat:	0.01	0.01	0.01	0.06	0.06	0.06	0.04	0.10	0.10	0.01	0.20	0.20
Crit Moves:					****			****			****	
Green Time:	36.7	36.7	36.7	36.7	36.7	36.7	11.7	69.3	69.3	15.0	72.5	72.5
Volume/Cap:	0.04	0.04	0.04	0.20	0.20	0.20	0.40	0.20	0.20	0.08	0.36	0.36
Delay/Veh:	33.9	33.9	33.9	35.6	35.6	35.6	57.5	15.9	15.9	51.5	16.0	16.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	33.9	33.9	33.9	35.6	35.6	35.6	57.5	15.9	15.9	51.5	16.0	16.0
LOS by Move:	C-	C-	C-	D+	D+	D+	E+	B	B	D-	B	B
HCM2k95thQ:	1	1	1	6	6	6	5	8	8	1	15	15

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

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Level Of Service Computation Report  
2000 HCM Operations (Future Volume Alternative)  
Existing AM with Occupied/Re-tenanted Mall Alternative

Intersection #63: Kiely Boulevard / Stevens Creek Boulevard



Street Name:	Kiely Boulevard						Stevens Creek Boulevard					
	North Bound			South Bound			East Bound			West Bound		
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:	>>	Count	Date:	17 Jan 2018	<<	08:00:00 AM						
Base Vol:	107	345	27	60	256	100	165	295	138	55	1045	285
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	107	345	27	60	256	100	165	295	138	55	1045	285
Added Vol:	1	0	0	0	0	1	1	5	1	0	7	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	108	345	27	60	256	101	166	300	139	55	1052	285
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	108	345	27	60	256	101	166	300	139	55	1052	285
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	108	345	27	60	256	101	166	300	139	55	1052	285
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	108	345	27	60	256	101	166	300	139	55	1052	285

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	0.98	0.95	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	1.85	0.15	1.00	1.42	0.58	1.00	3.00	1.00	1.00	3.00	1.00
Final Sat.:	1750	3431	269	1750	2652	1046	1750	5700	1750	1750	5700	1750

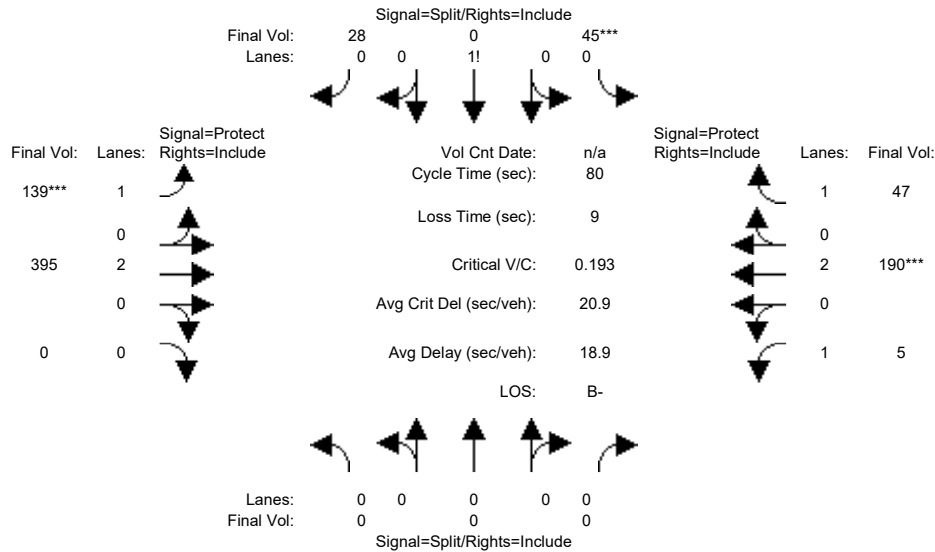
Capacity Analysis Module:												
Vol/Sat:	0.06	0.10	0.10	0.03	0.10	0.10	0.09	0.05	0.08	0.03	0.18	0.16
Crit Moves:	***			***			***			***		
Green Time:	29.1	29.1	29.1	28.0	28.0	28.0	27.5	47.6	76.7	33.3	53.5	81.4
Volume/Cap:	0.32	0.52	0.52	0.18	0.52	0.52	0.52	0.17	0.16	0.14	0.52	0.30
Delay/Veh:	52.0	54.7	54.7	51.5	55.6	55.6	56.8	36.9	19.5	47.0	38.3	18.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	52.0	54.7	54.7	51.5	55.6	55.6	56.8	36.9	19.5	47.0	38.3	18.9
LOS by Move:	D-	D-	D-	D-	E+	E+	E+	D+	B-	D	D+	B-
HCM2k95thQ:	9	15	15	5	15	15	14	6	7	4	23	14

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

Vallco Special Area Specific Plan  
SJ17-1786

Level Of Service Computation Report  
2000 HCM Operations (Future Volume Alternative)  
Existing AM Occupied/Re-Tenanted Mall Alternative

Intersection #64: Perimeter Road / Vallco Parkway



Street Name:	Perimeter Road						Vallco Parkway					
	North Bound			South Bound			East Bound			West Bound		
Approach:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	10	10	10	7	10	0	7	10	10
Y+R:	0.0	0.0	0.0	4.0	4.0	4.0	4.0	4.0	0.0	4.0	4.0	4.0

Volume Module: 9:00:00 AM

Base Vol:	0	0	0	30	0	18	78	393	0	5	185	26
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	30	0	18	78	393	0	5	185	26
Added Vol:	0	0	0	15	0	10	61	2	0	0	5	21
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	45	0	28	139	395	0	5	190	47
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	45	0	28	139	395	0	5	190	47
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	45	0	28	139	395	0	5	190	47
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	0	0	0	45	0	28	139	395	0	5	190	47

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	0.92	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	0.00	0.00	0.62	0.00	0.38	1.00	2.00	0.00	1.00	2.00	1.00
Final Sat.:	0	0	0	1079	0	671	1750	3800	0	1750	3800	1750

Capacity Analysis Module:

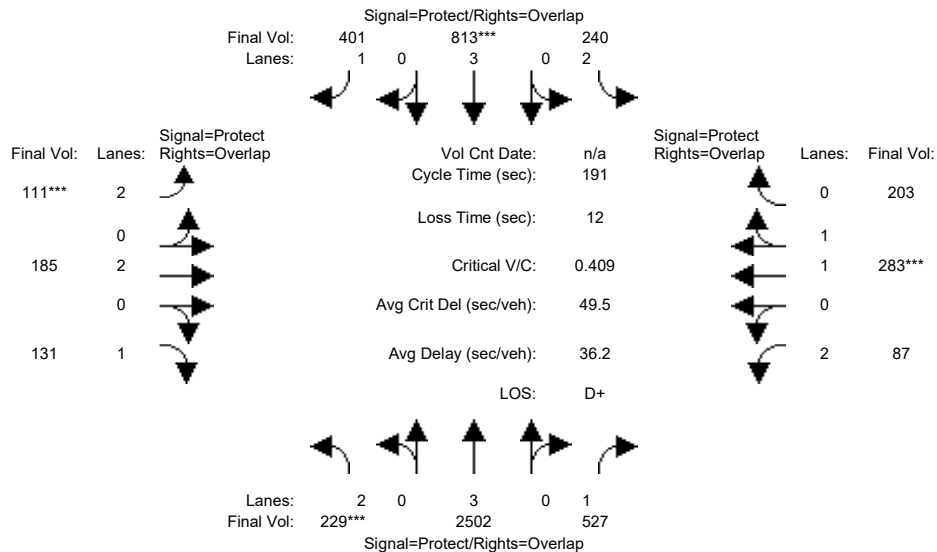
Vol/Sat:	0.00	0.00	0.00	0.04	0.00	0.04	0.08	0.10	0.00	0.00	0.05	0.03
Crit Moves:				****			****			****		
Green Time:	0.0	0.0	0.0	17.3	0.0	17.3	33.0	31.6	0.0	22.1	20.7	20.7
Volume/Cap:	0.00	0.00	0.00	0.19	0.00	0.19	0.19	0.26	0.00	0.01	0.19	0.10
Delay/Veh:	0.0	0.0	0.0	25.9	0.0	25.9	15.2	16.4	0.0	21.0	23.2	22.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	25.9	0.0	25.9	15.2	16.4	0.0	21.0	23.2	22.7
LOS by Move:	A	A	A	C	A	C	B	B	A	C+	C	C+
HCM2kAvgQ:	0	0	0	2	0	2	2	3	0	0	2	1

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

Vallco Special Area Specific Plan  
SJ17-1786

Level Of Service Computation Report  
2000 HCM Operations (Future Volume Alternative)  
Existing AM Occupied/Re-Tenanted Mall Alternative

Intersection #65: Lawrence Expressway / Kifer Road



Street Name:	Lawrence Expressway						Kifer Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	24	108	108	16	100	100	14	30	30	14	30	30
Y+R:	5.9	6.2	6.2	6.1	6.2	6.2	5.8	5.5	5.5	5.9	5.5	5.5

Volume Module:	North Bound			South Bound			East Bound			West Bound		
Base Vol:	229	3160	527	240	1010	401	111	185	130	86	283	203
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	229	3160	527	240	1010	401	111	185	130	86	283	203
Added Vol:	0	7	0	0	6	0	0	0	1	1	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	229	3167	527	240	1016	401	111	185	131	87	283	203
User Adj:	1.00	0.79	1.00	1.00	0.80	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	229	2502	527	240	813	401	111	185	131	87	283	203
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	229	2502	527	240	813	401	111	185	131	87	283	203
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	229	2502	527	240	813	401	111	185	131	87	283	203

Saturation Flow Module:	North Bound			South Bound			East Bound			West Bound		
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92	0.83	0.99	0.95
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	2.00	2.00	1.00	2.00	1.14	0.86
Final Sat.:	3150	5700	1750	3150	5700	1750	3150	3800	1750	3150	2153	1545

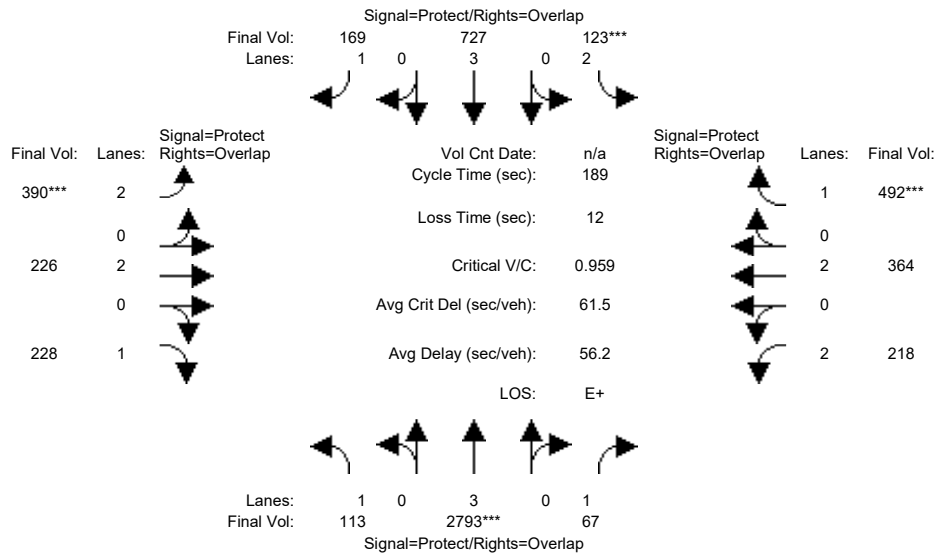
Capacity Analysis Module:	North Bound			South Bound			East Bound			West Bound		
Vol/Sat:	0.07	0.44	0.30	0.08	0.14	0.23	0.04	0.05	0.07	0.03	0.13	0.13
Crit Moves:	***			****			****			****		
Green Time:	25.5	115	129.5	17.0	106	121.0	14.9	31.8	57.3	14.9	31.8	48.8
Volume/Cap:	0.55	0.73	0.44	0.86	0.26	0.36	0.45	0.29	0.25	0.36	0.79	0.51
Delay/Veh:	74.4	26.5	13.6	103.0	20.8	15.9	80.7	66.0	47.9	79.6	78.7	57.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	74.4	26.5	13.6	103.0	20.8	15.9	80.7	66.0	47.9	79.6	78.7	57.9
LOS by Move:	E	C	B	F	C+	B	F	E	D	E-	E-	E+
HCM2kAvgQ:	7	31	13	10	7	11	4	4	6	3	15	12

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

Vallco Special Area Specific Plan  
SJ17-1786

Level Of Service Computation Report  
2000 HCM Operations (Future Volume Alternative)  
Existing AM Occupied/Re-Tenanted Mall Alternative

Intersection #66: Lawrence Expressway / Reed Avenue/Monroe Street



Street Name:	Lawrence Expressway						Reed Avenue/Monroe Street					
	North Bound			South Bound			East Bound			West Bound		
Approach:												
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	17	96	96	13	91	91	23	42	42	15	33	33
Y+R:	6.0	6.2	6.2	6.1	6.2	6.2	5.7	5.6	5.6	5.6	5.7	5.7

Volume Module:												
Base Vol:	113	3529	67	123	901	169	390	226	228	218	364	492
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	113	3529	67	123	901	169	390	226	228	218	364	492
Added Vol:	0	7	0	0	8	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	113	3536	67	123	909	169	390	226	228	218	364	492
User Adj:	1.00	0.79	1.00	1.00	0.80	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	113	2793	67	123	727	169	390	226	228	218	364	492
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	113	2793	67	123	727	169	390	226	228	218	364	492
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	113	2793	67	123	727	169	390	226	228	218	364	492

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92
Lanes:	1.00	3.00	1.00	2.00	3.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	1750	5700	1750	3150	5700	1750	3150	3800	1750	3150	3800	1750

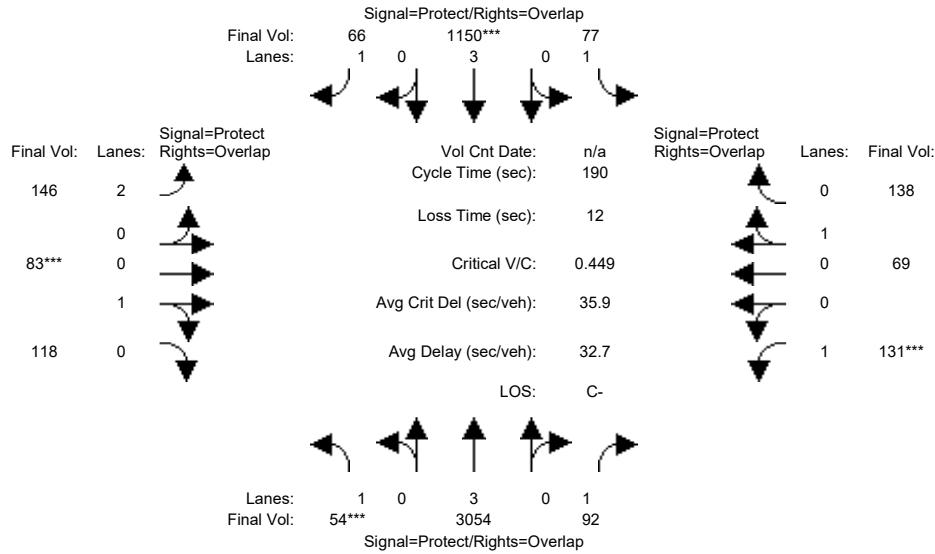
Capacity Analysis Module:												
Vol/Sat:	0.06	0.49	0.04	0.04	0.13	0.10	0.12	0.06	0.13	0.07	0.10	0.28
Crit Moves:	****			****			****			****		
Green Time:	18.0	101	117.1	13.6	96.4	120.6	24.2	45.6	63.7	16.3	37.8	51.5
Volume/Cap:	0.68	0.92	0.06	0.54	0.25	0.15	0.97	0.25	0.39	0.80	0.48	1.03
Delay/Veh:	89.4	43.6	13.6	83.2	24.8	13.1	114.8	55.2	45.9	96.4	64.2	115.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	89.4	43.6	13.6	83.2	24.8	13.1	114.8	55.2	45.9	96.4	64.2	115.4
LOS by Move:	F	D	B	F	C	B	F	E+	D	F	E	F
HCM2kAvgQ:	6	46	1	4	7	4	17	5	10	9	9	36

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

Vallco Special Area Specific Plan  
SJ17-1786

Level Of Service Computation Report  
2000 HCM Operations (Future Volume Alternative)  
Existing AM Occupied/Re-Tenanted Mall Alternative

Intersection #67: Lawrence Expressway / Poinciana Drive/Cabrillo Avenue



Street Name:	Lawrence Expressway						Poinciana Drive/Cabrillo Avenue					
	North Bound			South Bound			East Bound			West Bound		
Approach:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	116	116	11	117	117	16	26	26	15	24	24
Y+R:	5.1	6.2	6.2	4.9	6.2	6.2	5.9	5.8	5.8	5.4	5.8	5.8

Volume Module:												
Base Vol:	54	3859	92	77	1428	66	146	83	118	131	69	138
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	54	3859	92	77	1428	66	146	83	118	131	69	138
Added Vol:	0	7	0	0	9	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	54	3866	92	77	1437	66	146	83	118	131	69	138
User Adj:	1.00	0.79	1.00	1.00	0.80	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	54	3054	92	77	1150	66	146	83	118	131	69	138
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	54	3054	92	77	1150	66	146	83	118	131	69	138
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	54	3054	92	77	1150	66	146	83	118	131	69	138

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.83	0.95	0.95	0.92	0.95	0.95
Lanes:	1.00	3.00	1.00	1.00	3.00	1.00	2.00	0.41	0.59	1.00	0.33	0.67
Final Sat.:	1750	5700	1750	1750	5700	1750	3150	743	1057	1750	600	1200

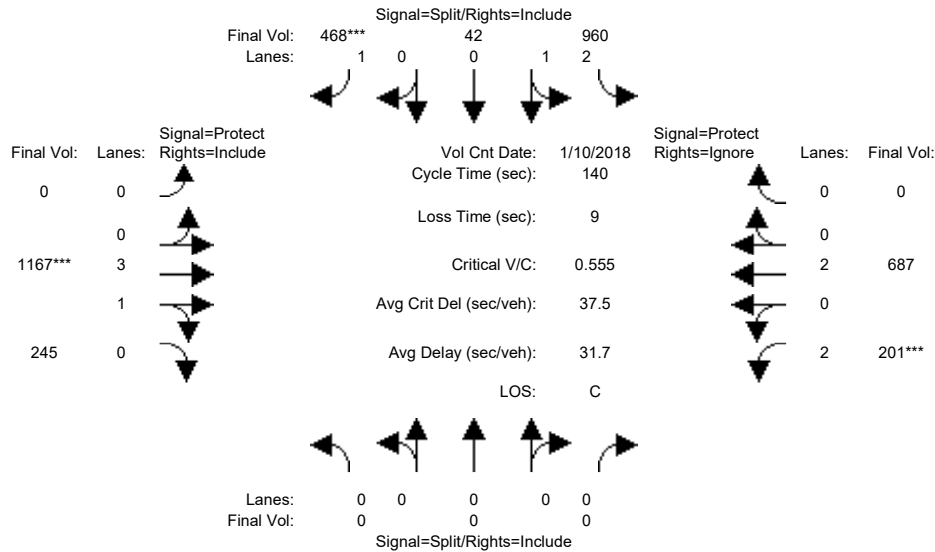
Capacity Analysis Module:												
Vol/Sat:	0.03	0.54	0.05	0.04	0.20	0.04	0.05	0.11	0.11	0.07	0.12	0.12
Crit Moves:	***			****			****			****		
Green Time:	10.6	122	138.3	11.6	124	140.8	17.3	27.4	38.0	15.8	26.0	37.6
Volume/Cap:	0.56	0.83	0.07	0.72	0.31	0.05	0.51	0.77	0.56	0.90	0.84	0.58
Delay/Veh:	89.7	26.2	7.1	104.0	13.9	6.3	79.5	87.6	66.8	127.4	97.9	67.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	89.7	26.2	7.1	104.0	13.9	6.3	79.5	87.6	66.8	127.4	97.9	67.9
LOS by Move:	F	C	A	F	B	A	E-	F	E	F	F	E
HCM2kAvgQ:	3	43	2	5	9	1	5	13	11	10	14	11

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

Vallco Special Area Specific Plan  
SJ17-1786

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

Intersection #1: Stevens Creek Boulevard / SR 85 Ramps (West)



Street Name:	SR-85 (West)						Stevens Creek Boulevard					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	7	10	10	0	10	10	7	10	0
Y+R:	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0

Volume Module:	>>	Count	Date:	10 Jan 2018	<<	05:00:00 PM						
Base Vol:	0	0	0	960	42	468	0	1167	245	201	687	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	960	42	468	0	1167	245	201	687	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	960	42	468	0	1167	245	201	687	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	0	0	0	960	42	468	0	1167	245	201	687	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	960	42	468	0	1167	245	201	687	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	0	0	0	960	42	468	0	1167	245	201	687	0

Saturation Flow Module:	
Sat/Lane:	1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
Adjustment:	0.92 1.00 0.92 0.86 0.95 0.92 0.92 1.00 0.95 0.83 1.00 0.92
Lanes:	0.00 0.00 0.00 2.88 0.12 1.00 0.00 3.28 0.72 2.00 2.00 0.00
Final Sat.:	0 0 0 4741 207 1750 0 6197 1301 3150 3800 0

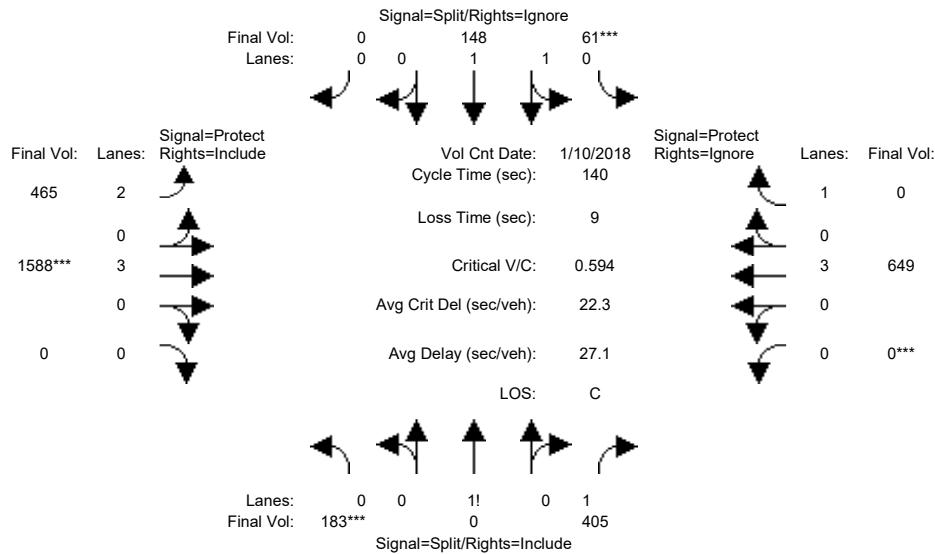
Capacity Analysis Module:	
Vol/Sat:	0.00 0.00 0.00 0.20 0.20 0.27 0.00 0.19 0.19 0.06 0.18 0.00
Crit Moves:	**** **** ****
Green Time:	0.0 0.0 0.0 67.4 67.4 67.4 0.0 47.5 47.5 16.1 63.6 0.0
Volume/Cap:	0.00 0.00 0.00 0.42 0.42 0.56 0.00 0.56 0.56 0.56 0.40 0.00
Delay/Veh:	0.0 0.0 0.0 23.7 23.7 26.5 0.0 37.9 37.9 60.5 25.6 0.0
User DelAdj:	1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
AdjDel/Veh:	0.0 0.0 0.0 23.7 23.7 26.5 0.0 37.9 37.9 60.5 25.6 0.0
LOS by Move:	A A A C C C A D+ D+ E C A
HCM2kAvgQ:	0 0 0 10 10 15 0 10 10 5 5 0

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

Vallco Special Area Specific Plan  
SJ17-1786

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

Intersection #2: Stevens Creek Boulevard / SR-85 Ramps (East)



Street Name:	SR-85 Ramps (East)						Stevens Creek Boulevard					
	North Bound			South Bound			East Bound			West Bound		
Approach:												
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0

Volume Module:	>>	Count	Date:	10 Jan 2018	<<	05:00:00 PM											
Base Vol:	183	0	405	61	148	0	465	1588	0	0	649	572					
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00					
Initial Bse:	183	0	405	61	148	0	465	1588	0	0	649	572					
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0					
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0					
Initial Fut:	183	0	405	61	148	0	465	1588	0	0	649	572					
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00					
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00					
PHF Volume:	183	0	405	61	148	0	465	1588	0	0	649	0					
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0					
Reduced Vol:	183	0	405	61	148	0	465	1588	0	0	649	0					
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00					
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00					
Final Volume:	183	0	405	61	148	0	465	1588	0	0	649	0					

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.95	0.98	0.92	0.83	1.00	0.92	0.92	1.00	0.92
Lanes:	0.47	0.00	1.53	0.60	1.40	0.00	2.00	3.00	0.00	0.00	3.00	1.00
Final Sat.:	831	0	2669	1080	2619	0	3150	5700	0	0	5700	1750

Capacity Analysis Module:												
Vol/Sat:	0.22	0.00	0.15	0.06	0.06	0.00	0.15	0.28	0.00	0.00	0.11	0.00
Crit Moves:	***			***			***			***		
Green Time:	52.0	0.0	52.0	13.3	13.3	0.0	37.1	65.7	0.0	0.0	28.6	0.0
Volume/Cap:	0.59	0.00	0.41	0.59	0.59	0.00	0.56	0.59	0.00	0.00	0.56	0.00
Delay/Veh:	36.5	0.0	32.8	63.5	63.5	0.0	34.5	11.6	0.0	0.0	42.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	36.5	0.0	32.8	63.5	63.5	0.0	34.5	11.6	0.0	0.0	42.0	0.0
LOS by Move:	D+	A	C-	E	E	A	C-	B+	A	A	D	A
HCM2kAvgQ:	15	0	9	5	5	0	9	9	0	0	7	0

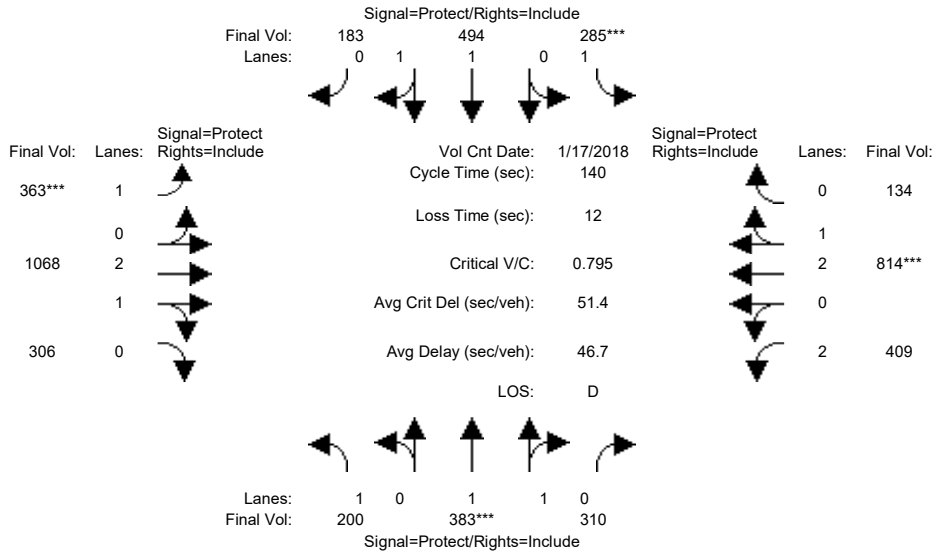
Note: Queue reported is the number of cars per lane.



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Intersection #3: Stelling Road / Stevens Creek Boulevard



Street Name:	Stelling Road						Stevens Creek Boulevard					
	North Bound			South Bound			East Bound			West Bound		
Approach:	L	T	R	L	T	R	L	T	R	L	T	R
Movement:												
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:	>>	Count	Date:	17 Jan 2018	<<	05:00:00 PM						
Base Vol:	200	383	310	285	494	183	363	1068	306	409	814	134
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	200	383	310	285	494	183	363	1068	306	409	814	134
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	200	383	310	285	494	183	363	1068	306	409	814	134
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	200	383	310	285	494	183	363	1068	306	409	814	134
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	200	383	310	285	494	183	363	1068	306	409	814	134
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	200	383	310	285	494	183	363	1068	306	409	814	134

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.99	0.95	0.92	0.98	0.95	0.92	0.99	0.95	0.83	0.99	0.95
Lanes:	1.00	1.08	0.92	1.00	1.44	0.56	1.00	2.31	0.69	2.00	2.56	0.44
Final Sat.:	1750	2044	1654	1750	2699	1000	1750	4351	1247	3150	4807	791

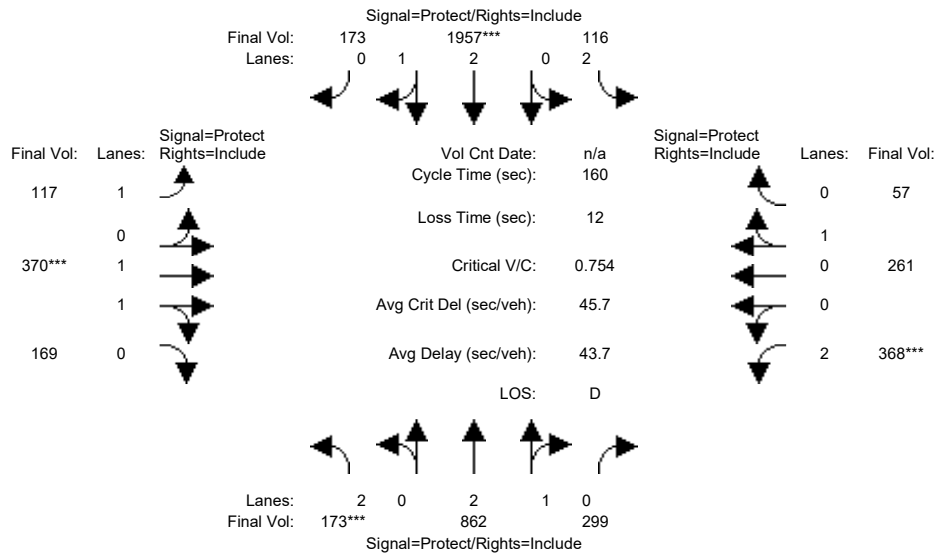
Capacity Analysis Module:												
Vol/Sat:	0.11	0.19	0.19	0.16	0.18	0.18	0.21	0.25	0.25	0.13	0.17	0.17
Crit Moves:	****			****			****			****		
Green Time:	23.7	33.0	33.0	28.7	38.0	38.0	36.5	43.4	43.4	22.9	29.8	29.8
Volume/Cap:	0.67	0.80	0.80	0.80	0.67	0.67	0.80	0.79	0.79	0.79	0.80	0.80
Delay/Veh:	60.6	55.4	55.4	64.5	47.4	47.4	46.3	33.5	33.5	57.1	46.6	46.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	60.6	55.4	55.4	64.5	47.4	47.4	46.3	33.5	33.5	57.1	46.6	46.6
LOS by Move:	E	E+	E+	E	D	D	D	C-	C-	E+	D	D
HCM2kAvgQ:	10	16	16	14	14	14	15	17	17	10	13	13

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

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Intersection #4: Sunnyvale Saratoga Road / Remington Drive



Street Name:	Sunnyvale Saratoga Road						Remington Drive					
	North Bound			South Bound			East Bound			West Bound		
Approach:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:												
Base Vol:	173	862	299	116	1957	173	117	370	169	368	261	57
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	173	862	299	116	1957	173	117	370	169	368	261	57
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	173	862	299	116	1957	173	117	370	169	368	261	57
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	173	862	299	116	1957	173	117	370	169	368	261	57
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	173	862	299	116	1957	173	117	370	169	368	261	57
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	173	862	299	116	1957	173	117	370	169	368	261	57

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	0.99	0.95	0.83	0.99	0.95	0.92	0.99	0.95	0.83	0.95	0.95
Lanes:	2.00	2.20	0.80	2.00	2.75	0.25	1.00	1.36	0.64	2.00	0.82	0.18
Final Sat.:	3150	4156	1442	3150	5145	455	1750	2539	1160	3150	1477	323

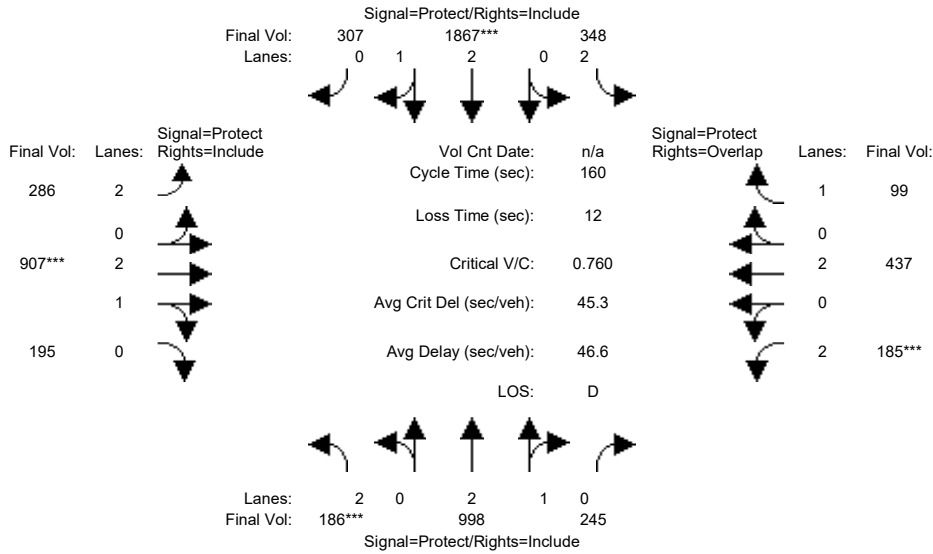
Capacity Analysis Module:												
Vol/Sat:	0.05	0.21	0.21	0.04	0.38	0.38	0.07	0.15	0.15	0.12	0.18	0.18
Crit Moves:	***			****			****			****		
Green Time:	11.6	76.2	76.2	16.1	80.7	80.7	15.3	30.9	30.9	24.8	40.4	40.4
Volume/Cap:	0.75	0.44	0.44	0.37	0.75	0.75	0.70	0.75	0.75	0.75	0.70	0.70
Delay/Veh:	86.0	27.8	27.8	67.9	32.9	32.9	82.5	65.5	65.5	71.3	59.1	59.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	86.0	27.8	27.8	67.9	32.9	32.9	82.5	65.5	65.5	71.3	59.1	59.1
LOS by Move:	F	C	C	E	C-	C-	F	E	E	E	E+	E+
HCM2kAvgQ:	5	12	12	3	28	28	7	14	14	12	16	16

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

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Intersection #5: Sunnyvale Saratoga Road / Fremont Avenue



Street Name:	Sunnyvale Saratoga Road						Fremont Avenue					
	North Bound			South Bound			East Bound			West Bound		
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:												
Base Vol:	186	998	245	348	1867	307	286	907	195	185	437	99
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	186	998	245	348	1867	307	286	907	195	185	437	99
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	186	998	245	348	1867	307	286	907	195	185	437	99
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	186	998	245	348	1867	307	286	907	195	185	437	99
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	186	998	245	348	1867	307	286	907	195	185	437	99
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	186	998	245	348	1867	307	286	907	195	185	437	99

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	0.99	0.95	0.83	0.99	0.95	0.83	0.99	0.95	0.83	1.00	0.92
Lanes:	2.00	2.39	0.61	2.00	2.56	0.44	2.00	2.45	0.55	2.00	2.00	1.00
Final Sat.:	3150	4495	1103	3150	4808	791	3150	4608	991	3150	3800	1750

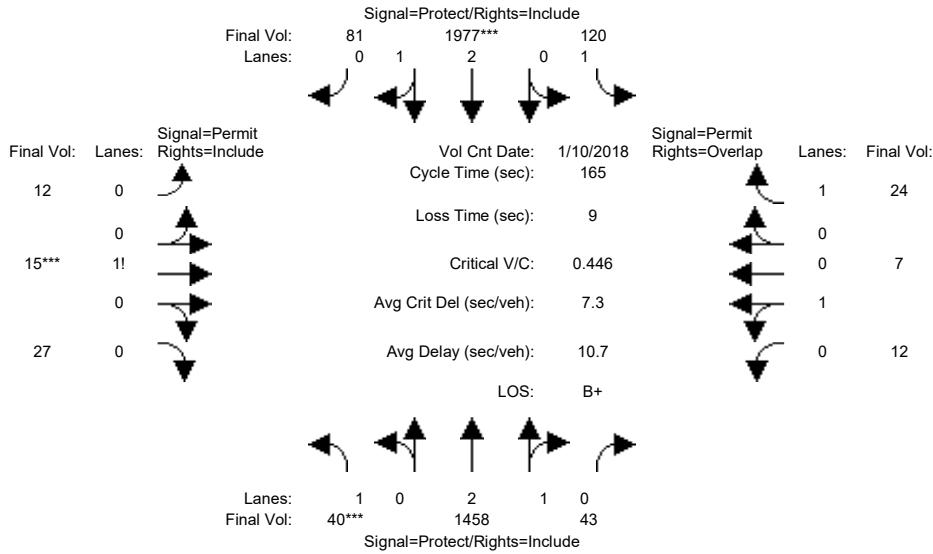
Capacity Analysis Module:												
Vol/Sat:	0.06	0.22	0.22	0.11	0.39	0.39	0.09	0.20	0.20	0.06	0.12	0.06
Crit Moves:	***			****			****			****		
Green Time:	12.4	62.9	62.9	31.3	81.8	81.8	23.7	41.4	41.4	12.4	30.1	61.4
Volume/Cap:	0.76	0.56	0.56	0.56	0.76	0.76	0.61	0.76	0.76	0.76	0.61	0.15
Delay/Veh:	85.3	38.2	38.2	59.4	32.5	32.5	66.2	57.1	57.1	85.4	61.2	32.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	85.3	38.2	38.2	59.4	32.5	32.5	66.2	57.1	57.1	85.4	61.2	32.3
LOS by Move:	F	D+	D+	E+	C-	C-	E	E+	E+	F	E	C-
HCM2kAvgQ:	6	16	16	9	28	28	9	18	18	6	10	3

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

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Intersection #6: Sunnyvale Saratoga Road / Cheyenne Drive



Street Name:	Sunnyvale Saratoga Road						Cheyenne Drive					
	North Bound			South Bound			East Bound			West Bound		
Approach:												
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:	>>	Count	Date:	10 Jan 2018	<<	05:00:00 PM						
Base Vol:	40	1458	43	120	1977	81	12	15	27	12	7	24
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	40	1458	43	120	1977	81	12	15	27	12	7	24
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	40	1458	43	120	1977	81	12	15	27	12	7	24
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	40	1458	43	120	1977	81	12	15	27	12	7	24
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	40	1458	43	120	1977	81	12	15	27	12	7	24
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	40	1458	43	120	1977	81	12	15	27	12	7	24

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	0.98	0.95	0.92	0.92	0.92	0.95	0.95	0.92
Lanes:	1.00	2.91	0.09	1.00	2.88	0.12	0.22	0.28	0.50	0.63	0.37	1.00
Final Sat.:	1750	5439	160	1750	5379	220	389	486	875	1137	663	1750

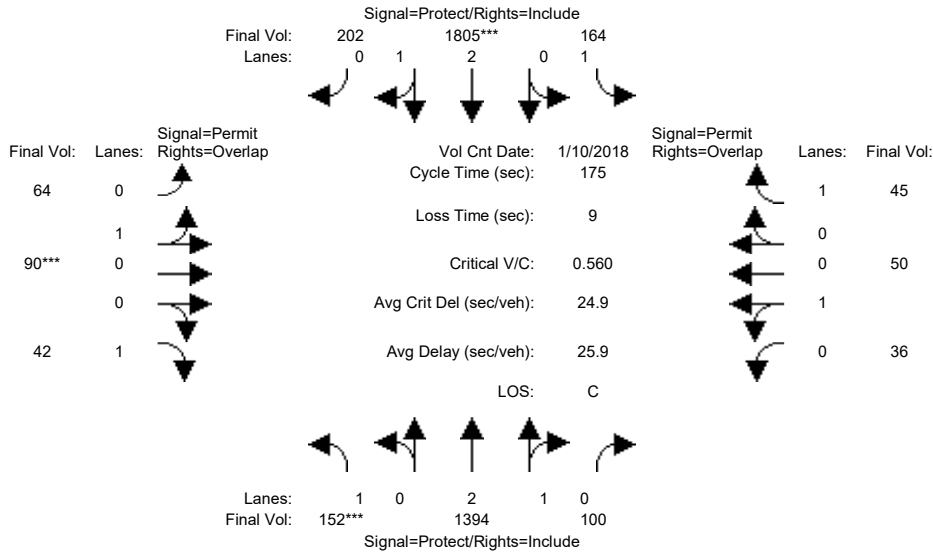
Capacity Analysis Module:												
Vol/Sat:	0.02	0.27	0.27	0.07	0.37	0.37	0.03	0.03	0.03	0.01	0.01	0.01
Crit Moves:	***			***			***			***		
Green Time:	8.5	115	115.1	29.5	136	136.1	11.4	11.4	11.4	11.4	11.4	40.9
Volume/Cap:	0.45	0.38	0.38	0.38	0.45	0.45	0.45	0.45	0.45	0.15	0.15	0.06
Delay/Veh:	79.5	10.4	10.4	60.6	4.1	4.1	76.3	76.3	76.3	72.8	72.8	47.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	79.5	10.4	10.4	60.6	4.1	4.1	76.3	76.3	76.3	72.8	72.8	47.4
LOS by Move:	E-	B+	B+	E	A	A	E-	E-	E-	E	E	D
HCM2kAvgQ:	2	10	10	5	9	9	3	3	3	1	1	1

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

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Intersection #7: Sunnyvale Saratoga Road / Alberta Avenue



Street Name:	Sunnyvale Saratoga Road						Alberta Avenue					
	North Bound			South Bound			East Bound			West Bound		
Approach:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:	>>	Count	Date:	10 Jan 2018	<<	05:00:00 PM												
Base Vol:	152	1394	100	164	1805	202	64	90	42	36	50	45						
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00						
Initial Bse:	152	1394	100	164	1805	202	64	90	42	36	50	45						
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0						
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0						
Initial Fut:	152	1394	100	164	1805	202	64	90	42	36	50	45						
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00						
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00						
PHF Volume:	152	1394	100	164	1805	202	64	90	42	36	50	45						
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0						
Reduced Vol:	152	1394	100	164	1805	202	64	90	42	36	50	45						
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00						
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00						
Final Volume:	152	1394	100	164	1805	202	64	90	42	36	50	45						

Saturation Flow Module:																		
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900						
Adjustment:	0.92	0.98	0.95	0.92	0.99	0.95	0.95	0.95	0.92	0.95	0.95	0.92						
Lanes:	1.00	2.79	0.21	1.00	2.69	0.31	0.42	0.58	1.00	0.42	0.58	1.00						
Final Sat.:	1750	5225	375	1750	5036	564	748	1052	1750	753	1047	1750						

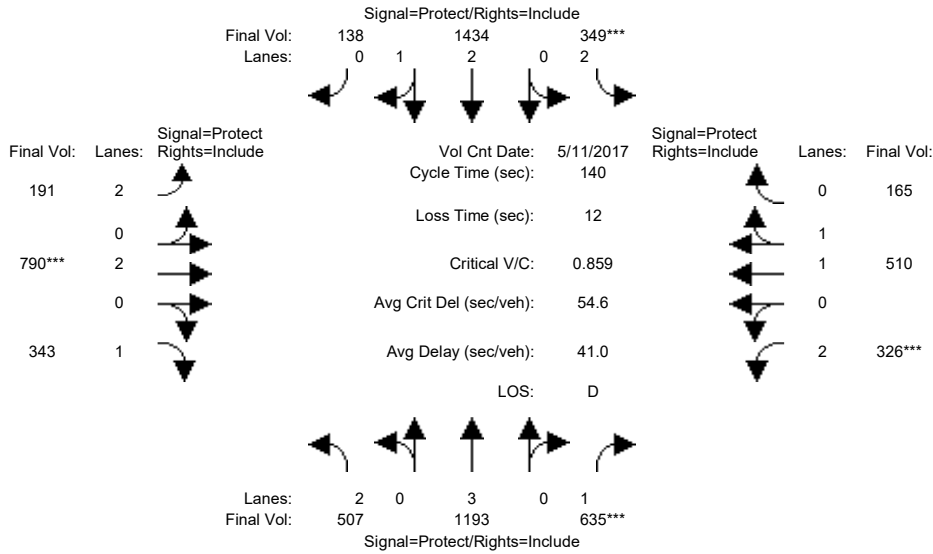
Capacity Analysis Module:																		
Vol/Sat:	0.09	0.27	0.27	0.09	0.36	0.36	0.09	0.09	0.02	0.05	0.05	0.03						
Crit Moves:	***			***			***			***								
Green Time:	27.2	103	103.1	36.2	112	112.1	26.8	26.8	53.9	26.8	26.8	62.9						
Volume/Cap:	0.56	0.45	0.45	0.45	0.56	0.56	0.56	0.56	0.08	0.31	0.31	0.07						
Delay/Veh:	71.0	20.3	20.3	61.6	17.8	17.8	71.3	71.3	43.0	66.6	66.6	36.9						
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00						
AdjDel/Veh:	71.0	20.3	20.3	61.6	17.8	17.8	71.3	71.3	43.0	66.6	66.6	36.9						
LOS by Move:	E	C+	C+	E	B	B	E	E	D	E	E	D+						
HCM2kAvgQ:	8	15	15	8	20	20	9	9	2	4	4	2						

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

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

Intersection #8: De Anza Boulevard / Homestead Road



Street Name:	De Anza Boulevard						Homestead Road					
	North Bound			South Bound			East Bound			West Bound		
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:	>>	Count	Date:	11 May 2017	<<	05:00:00 PM						
Base Vol:	507	1193	635	349	1434	138	191	790	343	326	510	165
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	507	1193	635	349	1434	138	191	790	343	326	510	165
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	507	1193	635	349	1434	138	191	790	343	326	510	165
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	507	1193	635	349	1434	138	191	790	343	326	510	165
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	507	1193	635	349	1434	138	191	790	343	326	510	165
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	507	1193	635	349	1434	138	191	790	343	326	510	165

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	0.99	0.95	0.83	1.00	0.92	0.83	0.98	0.95
Lanes:	2.00	3.00	1.00	2.00	2.73	0.27	2.00	2.00	1.00	2.00	1.50	0.50
Final Sat.:	3150	5700	1750	3150	5108	492	3150	3800	1750	3150	2795	904

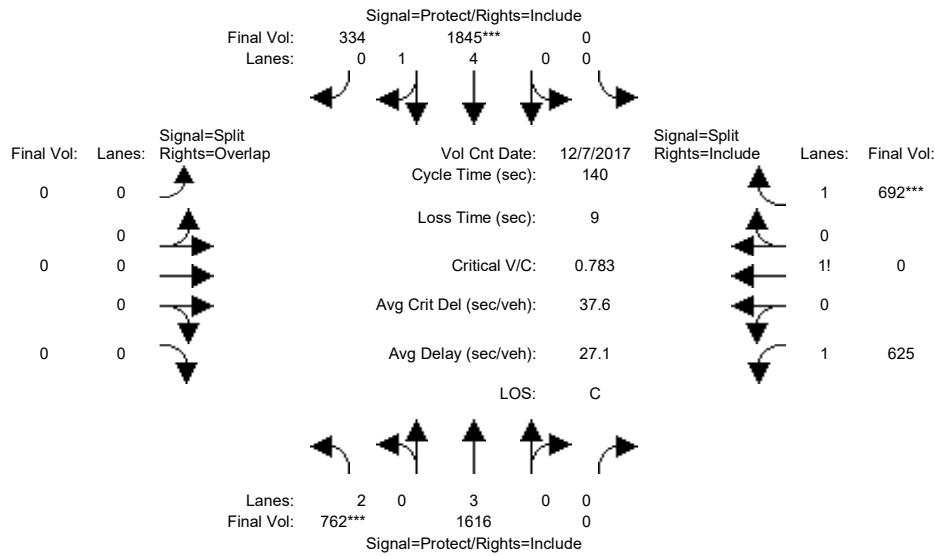
Capacity Analysis Module:												
Vol/Sat:	0.16	0.21	0.36	0.11	0.28	0.28	0.06	0.21	0.20	0.10	0.18	0.18
Crit Moves:			****	****				****		****		
Green Time:	28.1	59.2	59.2	18.1	49.1	49.1	12.7	33.9	33.9	16.9	38.1	38.1
Volume/Cap:	0.80	0.50	0.86	0.86	0.80	0.80	0.67	0.86	0.81	0.86	0.67	0.67
Delay/Veh:	51.5	15.3	28.7	70.3	28.7	28.7	67.7	58.9	61.1	77.9	47.1	47.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	51.5	15.3	28.7	70.3	28.7	28.7	67.7	58.9	61.1	77.9	47.1	47.1
LOS by Move:	D-	B	C	E	C	C	E	E+	E	E-	D	D
HCM2kAvgQ:	14	8	25	9	18	18	5	17	15	9	12	12

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

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2000 HCM Operations (Future Volume Alternative)  
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Intersection #9: De Anza Boulevard / I-280 Ramps (North)



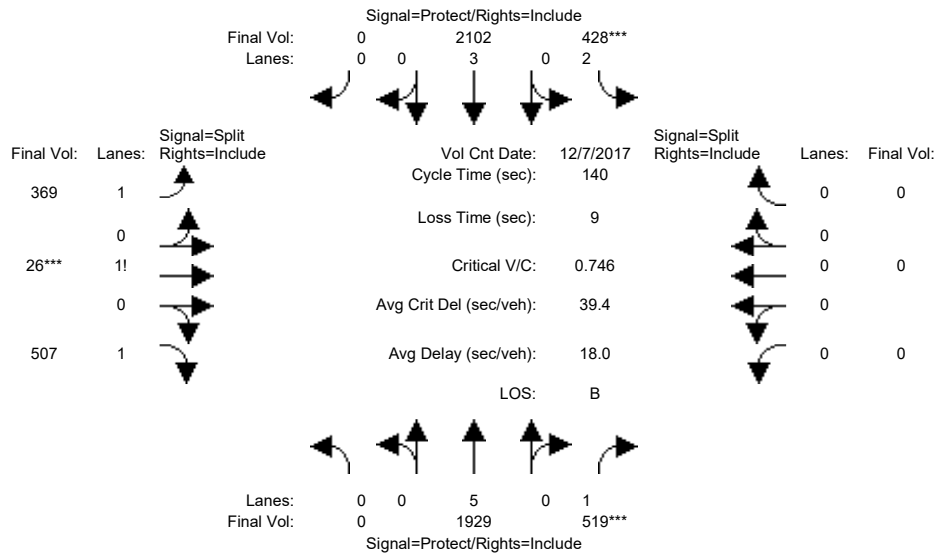
Street Name:	De Anza Boulevard						I-280 Ramps (North)					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	0	0	0	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	5.0	5.0	5.0	4.0	4.0	4.0
Volume Module: >> Count Date:	7 Dec 2017 << 05:00:00 PM											
Base Vol:	762	1616	0	0	1845	334	0	0	0	625	0	692
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	762	1616	0	0	1845	334	0	0	0	625	0	692
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	762	1616	0	0	1845	334	0	0	0	625	0	692
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	762	1616	0	0	1845	334	0	0	0	625	0	692
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	762	1616	0	0	1845	334	0	0	0	625	0	692
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	762	1616	0	0	1845	334	0	0	0	625	0	692
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.92	1.00	0.95	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	2.00	3.00	0.00	0.00	4.20	0.80	0.00	0.00	0.00	1.47	0.00	1.53
Final Sat.:	3150	5700	0	0	7956	1440	0	0	0	2580	0	2670
Capacity Analysis Module:												
Vol/Sat:	0.24	0.28	0.00	0.00	0.23	0.23	0.00	0.00	0.00	0.24	0.00	0.26
Crit Moves:	***			***								***
Green Time:	43.2	84.7	0.0	0.0	41.4	41.4	0.0	0.0	0.0	46.3	0.0	46.3
Volume/Cap:	0.78	0.47	0.00	0.00	0.78	0.78	0.00	0.00	0.00	0.73	0.00	0.78
Delay/Veh:	35.2	0.1	0.0	0.0	34.0	34.0	0.0	0.0	0.0	42.9	0.0	44.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	35.2	0.1	0.0	0.0	34.0	34.0	0.0	0.0	0.0	42.9	0.0	44.8
LOS by Move:	D+	A	A	A	C-	C-	A	A	A	D	A	D
HCM2kAvgQ:	16	1	0	0	17	17	0	0	0	18	0	20

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

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Level Of Service Computation Report  
2000 HCM Operations (Future Volume Alternative)  
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Intersection #10: De Anza Boulevard / I-280 Ramps (South)



Street Name:	De Anza Boulevard						I-280 Ramps (South)					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	5.0	5.0	5.0
Volume Module: >> Count Date: 7 Dec 2017 << 05:00:00 PM												
Base Vol:	0	1929	519	428	2102	0	369	26	507	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	1929	519	428	2102	0	369	26	507	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	1929	519	428	2102	0	369	26	507	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	1929	519	428	2102	0	369	26	507	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1929	519	428	2102	0	369	26	507	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	0	1929	519	428	2102	0	369	26	507	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.83	1.00	0.92	0.92	0.92	0.92	0.92	1.00	0.92
Lanes:	0.00	5.00	1.00	2.00	3.00	0.00	1.40	0.05	1.55	0.00	0.00	0.00
Final Sat.:	0	9500	1750	3150	5700	0	2446	98	2706	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.20	0.30	0.14	0.37	0.00	0.15	0.27	0.19	0.00	0.00	0.00
Crit Moves:	****			****			****					
Green Time:	0.0	55.7	55.7	25.5	81.2	0.0	49.8	49.8	49.8	0.0	0.0	0.0
Volume/Cap:	0.00	0.51	0.75	0.75	0.64	0.00	0.42	0.75	0.53	0.00	0.00	0.00
Delay/Veh:	0.0	17.9	24.6	51.4	2.0	0.0	34.4	42.1	36.1	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	17.9	24.6	51.4	2.0	0.0	34.4	42.1	36.1	0.0	0.0	0.0
LOS by Move:	A	B	C	D-	A	A	C-	D	D+	A	A	A
HCM2kAvgQ:	0	8	17	10	3	0	9	20	12	0	0	0

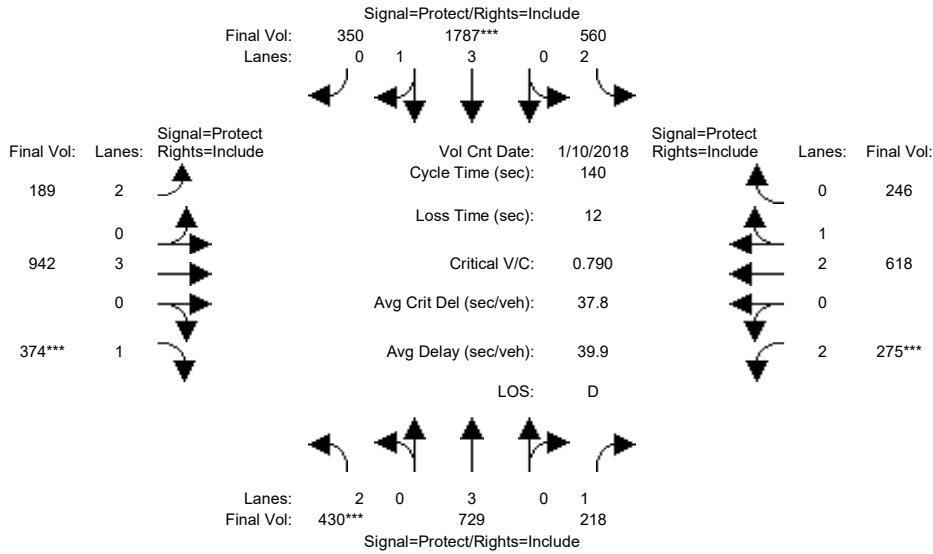
Note: Queue reported is the number of cars per lane.



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

Intersection #11: De Anza Boulevard / Stevens Creek Boulevard



Street Name:	De Anza Boulevard						Stevens Creek Boulevard					
	North Bound			South Bound			East Bound			West Bound		
Approach:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:	>>	Count	Date:	10 Jan 2018	<<	05:00:00 PM						
Base Vol:	430	729	218	560	1787	350	189	942	374	275	618	246
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	430	729	218	560	1787	350	189	942	374	275	618	246
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	430	729	218	560	1787	350	189	942	374	275	618	246
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	430	729	218	560	1787	350	189	942	374	275	618	246
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	430	729	218	560	1787	350	189	942	374	275	618	246
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	430	729	218	560	1787	350	189	942	374	275	618	246

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	0.99	0.95	0.83	1.00	0.92	0.83	1.00	0.95
Lanes:	2.00	3.00	1.00	2.00	3.32	0.68	2.00	3.00	1.00	2.00	2.11	0.89
Final Sat.:	3150	5700	1750	3150	6270	1228	3150	5700	1750	3150	4003	1594

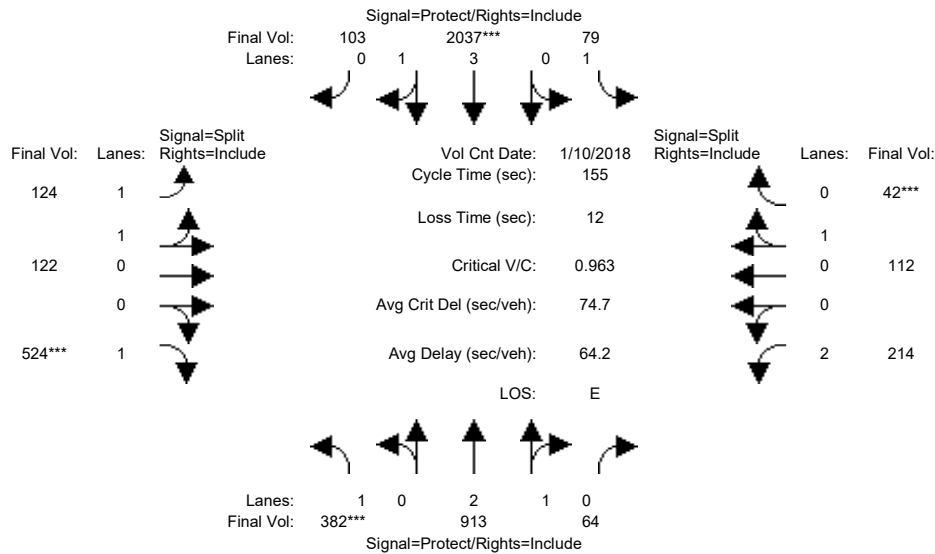
Capacity Analysis Module:												
Vol/Sat:	0.14	0.13	0.12	0.18	0.29	0.29	0.06	0.17	0.21	0.09	0.15	0.15
Crit Moves:	***			****			****			****		
Green Time:	24.2	31.2	31.2	43.4	50.5	50.5	14.9	37.9	37.9	15.5	38.4	38.4
Volume/Cap:	0.79	0.57	0.56	0.57	0.79	0.79	0.56	0.61	0.79	0.79	0.56	0.56
Delay/Veh:	55.4	39.8	40.8	29.2	26.6	26.6	61.6	45.4	56.1	72.3	44.1	44.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	55.4	39.8	40.8	29.2	26.6	26.6	61.6	45.4	56.1	72.3	44.1	44.1
LOS by Move:	E+	D	D	C	C	C	E	D	E+	E	D	D
HCM2kAvgQ:	11	8	8	10	18	18	4	10	15	7	10	10

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

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

Intersection #12: De Anza Boulevard / McClellan Road



Street Name:	De Anza Boulevard						McClellan Road					
	North Bound			South Bound			East Bound			West Bound		
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:	>>	Count	Date:	10 Jan 2018	<<	05:00:00 PM											
Base Vol:	382	913	64	79	2037	103	124	122	524	214	112	42					
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00					
Initial Bse:	382	913	64	79	2037	103	124	122	524	214	112	42					
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0					
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0					
Initial Fut:	382	913	64	79	2037	103	124	122	524	214	112	42					
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00					
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00					
PHF Volume:	382	913	64	79	2037	103	124	122	524	214	112	42					
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0					
Reduced Vol:	382	913	64	79	2037	103	124	122	524	214	112	42					
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00					
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00					
Final Volume:	382	913	64	79	2037	103	124	122	524	214	112	42					

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	0.99	0.95	0.92	0.95	0.92	0.83	0.95	0.95
Lanes:	1.00	2.80	0.20	1.00	3.80	0.20	1.02	0.98	1.00	2.00	0.73	0.27
Final Sat.:	1750	5233	367	1750	7138	361	1789	1760	1750	3150	1309	491

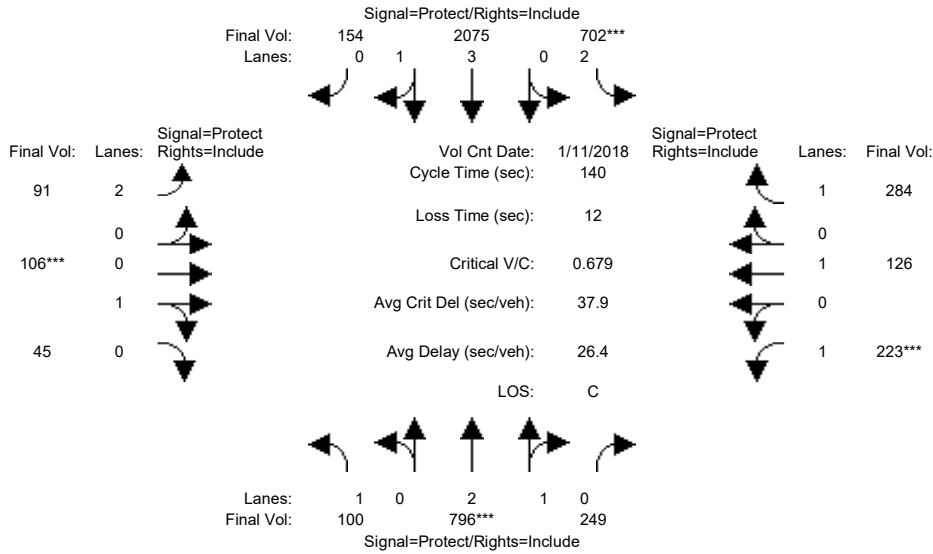
Capacity Analysis Module:												
Vol/Sat:	0.22	0.17	0.17	0.05	0.29	0.29	0.07	0.07	0.30	0.07	0.09	0.09
Crit Moves:	***				***				***			***
Green Time:	35.1	64.4	64.4	16.7	45.9	45.9	48.2	48.2	48.2	13.8	13.8	13.8
Volume/Cap:	0.96	0.42	0.42	0.42	0.96	0.96	0.22	0.22	0.96	0.76	0.96	0.96
Delay/Veh:	94.8	32.2	32.2	66.2	65.4	65.4	39.6	39.6	81.9	80.9	130	130.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	94.8	32.2	32.2	66.2	65.4	65.4	39.6	39.6	81.9	80.9	130	130.4
LOS by Move:	F	C-	C-	E	E	E	D	D	F	F	F	F
HCM2kAvgQ:	21	11	11	4	27	27	4	4	31	8	11	11

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

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

Intersection #13: De Anza Boulevard / Bollinger Road



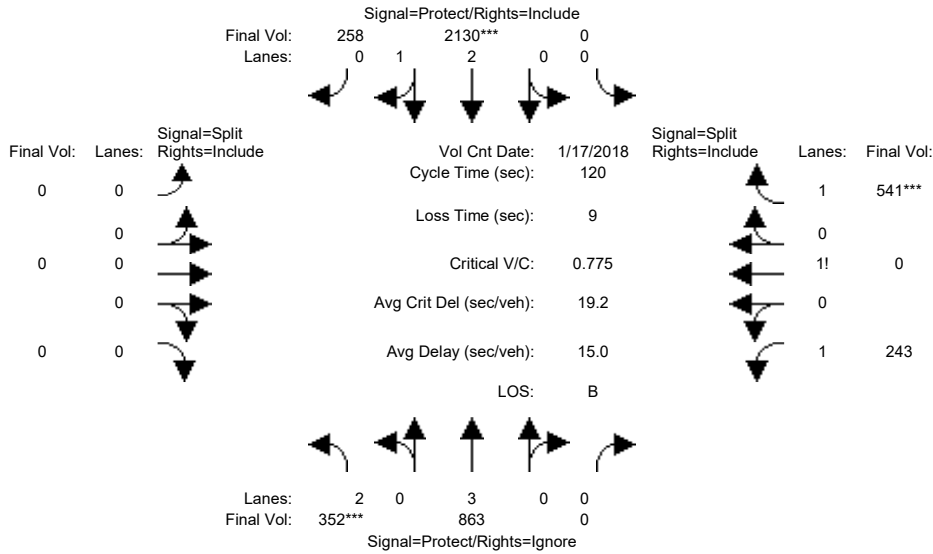
Street Name:	De Anza Boulevard						Bollinger road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	10	10	10	7	10	10	10	10	10
Y+R:	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Volume Module: >> Count Date: 11 Jan 2018 << 05:00:00 PM												
Base Vol:	100	796	249	702	2075	154	91	106	45	223	126	284
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	100	796	249	702	2075	154	91	106	45	223	126	284
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	100	796	249	702	2075	154	91	106	45	223	126	284
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	100	796	249	702	2075	154	91	106	45	223	126	284
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	100	796	249	702	2075	154	91	106	45	223	126	284
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	100	796	249	702	2075	154	91	106	45	223	126	284
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.99	0.95	0.83	0.99	0.95	0.83	0.95	0.95	0.92	1.00	0.92
Lanes:	1.00	2.26	0.74	2.00	3.71	0.29	2.00	0.70	0.30	1.00	1.00	1.00
Final Sat.:	1750	4264	1334	3150	6981	518	3150	1264	536	1750	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.06	0.19	0.19	0.22	0.30	0.30	0.03	0.08	0.08	0.13	0.07	0.16
Crit Moves:	****			****			****			****		
Green Time:	13.6	38.5	38.5	45.9	70.8	70.8	10.3	17.3	17.3	26.3	33.3	33.3
Volume/Cap:	0.59	0.68	0.68	0.68	0.59	0.59	0.39	0.68	0.68	0.68	0.28	0.68
Delay/Veh:	61.4	35.1	35.1	29.3	8.0	8.0	63.0	66.9	66.9	58.6	43.9	53.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	61.4	35.1	35.1	29.3	8.0	8.0	63.0	66.9	66.9	58.6	43.9	53.1
LOS by Move:	E	D+	D+	C	A	A	E	E	E	E+	D	D-
HCM2kAvgQ:	4	12	12	12	7	7	3	8	8	10	4	12

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

Vallco Special Area Specific Plan  
SJ17-1786

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

Intersection #14: De Anza Boulevard / SR-85 Ramps (North)



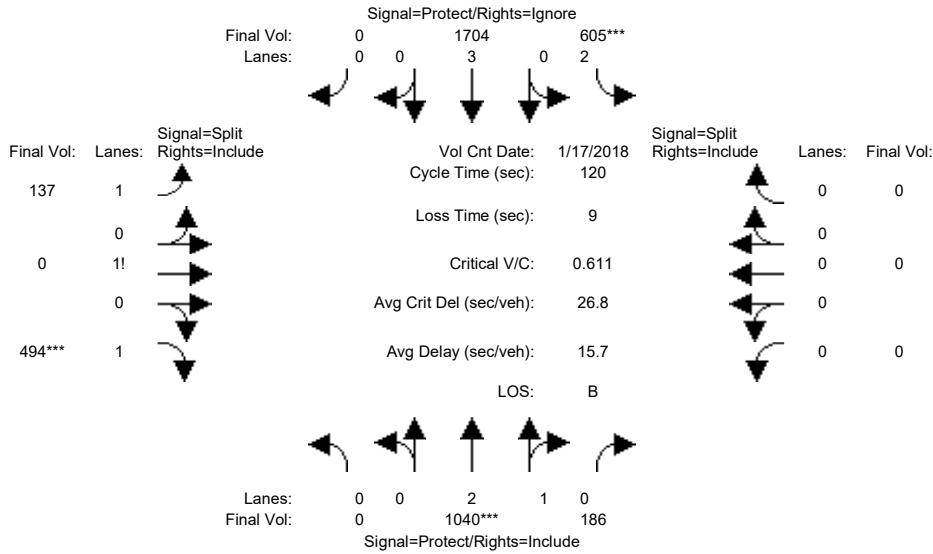
Street Name:	De Anza Boulevard						SR-85 Ramps (North)					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	0	0	0	7	10	10
Y+R:	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Volume Module: >> Count Date:	17 Jan 2018 << 05:00:00 PM											
Base Vol:	352	863	0	0	2130	258	0	0	0	243	0	541
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	352	863	0	0	2130	258	0	0	0	243	0	541
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	352	863	0	0	2130	258	0	0	0	243	0	541
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	352	863	0	0	2130	258	0	0	0	243	0	541
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	352	863	0	0	2130	258	0	0	0	243	0	541
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	352	863	0	0	2130	258	0	0	0	243	0	541
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.92	0.99	0.95	0.92	1.00	0.92	0.92	1.00	0.95
Lanes:	2.00	3.00	0.00	0.00	2.66	0.34	0.00	0.00	0.00	1.32	0.00	1.68
Final Sat.:	3150	5700	0	0	4994	605	0	0	0	2303	0	3031
Capacity Analysis Module:												
Vol/Sat:	0.11	0.15	0.00	0.00	0.43	0.43	0.00	0.00	0.00	0.11	0.00	0.18
Crit Moves:	***			****								****
Green Time:	17.3	83.4	0.0	0.0	66.1	66.1	0.0	0.0	0.0	27.6	0.0	27.6
Volume/Cap:	0.77	0.22	0.00	0.00	0.77	0.77	0.00	0.00	0.00	0.46	0.00	0.77
Delay/Veh:	52.0	0.0	0.0	0.0	5.2	5.2	0.0	0.0	0.0	39.9	0.0	47.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	52.0	0.0	0.0	0.0	5.2	5.2	0.0	0.0	0.0	39.9	0.0	47.1
LOS by Move:	D-	A	A	A	A	A	A	A	A	D	A	D
HCM2kAvgQ:	7	0	0	0	10	10	0	0	0	7	0	13

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

Vallco Special Area Specific Plan  
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Level Of Service Computation Report  
2000 HCM Operations (Future Volume Alternative)  
Existing PM

Intersection #15: De Anza Boulevard / SR-85 Ramps (South)



Street Name:	De Anza Boulevard						SR-85 Ramps (South)					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	0	0	0
Y+R:	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0

Volume Module:	>>	Count	Date:	17 Jan 2018	<<	05:00:00 PM						
Base Vol:	0	1040	186	605	1704	0	137	0	494	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	1040	186	605	1704	0	137	0	494	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	1040	186	605	1704	0	137	0	494	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	1040	186	605	1704	0	137	0	494	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1040	186	605	1704	0	137	0	494	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	0	1040	186	605	1704	0	137	0	494	0	0	0

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.99	0.95	0.83	1.00	0.92	0.92	1.00	0.95	0.92	1.00	0.92
Lanes:	0.00	2.53	0.47	2.00	3.00	0.00	1.22	0.00	1.78	0.00	0.00	0.00
Final Sat.:	0	4749	849	3150	5700	0	2138	0	3201	0	0	0

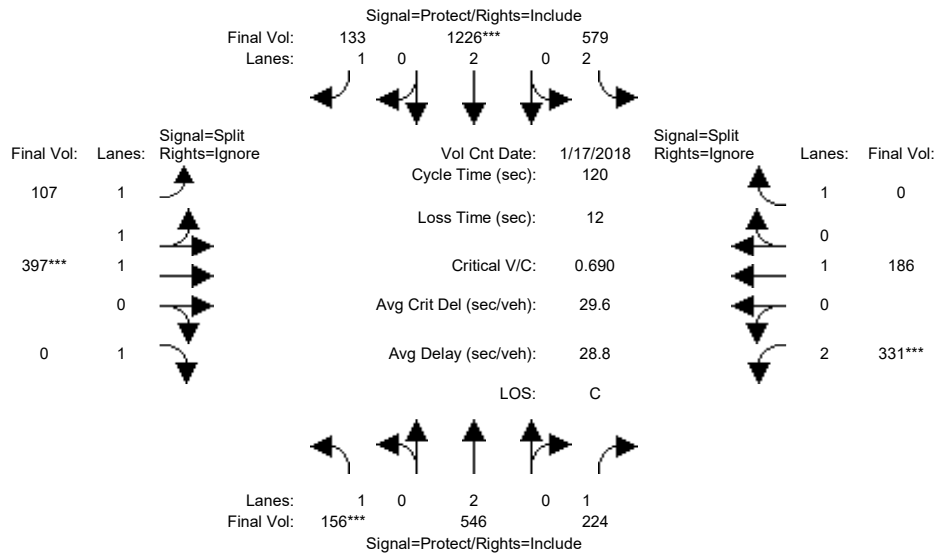
Capacity Analysis Module:												
Vol/Sat:	0.00	0.22	0.22	0.19	0.30	0.00	0.06	0.00	0.15	0.00	0.00	0.00
Crit Moves:	****			****			****			****		
Green Time:	0.0	43.0	43.0	37.7	80.7	0.0	30.3	0.0	30.3	0.0	0.0	0.0
Volume/Cap:	0.00	0.61	0.61	0.61	0.44	0.00	0.25	0.00	0.61	0.00	0.00	0.00
Delay/Veh:	0.0	20.4	20.4	25.4	0.1	0.0	35.9	0.0	40.7	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	20.4	20.4	25.4	0.1	0.0	35.9	0.0	40.7	0.0	0.0	0.0
LOS by Move:	A	C+	C+	C	A	A	D+	A	D	A	A	A
HCM2kAvgQ:	0	10	10	9	0	0	4	0	10	0	0	0

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

Vallco Special Area Specific Plan  
SJ17-1786

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

Intersection #16: De Anza Boulevard/Saratoga-Sunnyvale Road / Prospect Road



Street Name:	De Anza Boulevard/Saratoga-Sunnyv						Prospect Road					
	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0

Volume Module:	>>	Count	Date:	17 Jan 2018	<<	05:00:00 PM						
Base Vol:	156	546	224	579	1226	133	107	397	461	331	186	241
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	156	546	224	579	1226	133	107	397	461	331	186	241
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	156	546	224	579	1226	133	107	397	461	331	186	241
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Volume:	156	546	224	579	1226	133	107	397	0	331	186	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	156	546	224	579	1226	133	107	397	0	331	186	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
Final Volume:	156	546	224	579	1226	133	107	397	0	331	186	0

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.92	0.83	1.00	0.92
Lanes:	1.00	2.00	1.00	2.00	2.00	1.00	1.00	2.00	1.00	2.00	1.00	1.00
Final Sat.:	1750	3800	1750	3150	3800	1750	1750	3800	1750	3150	1900	1750

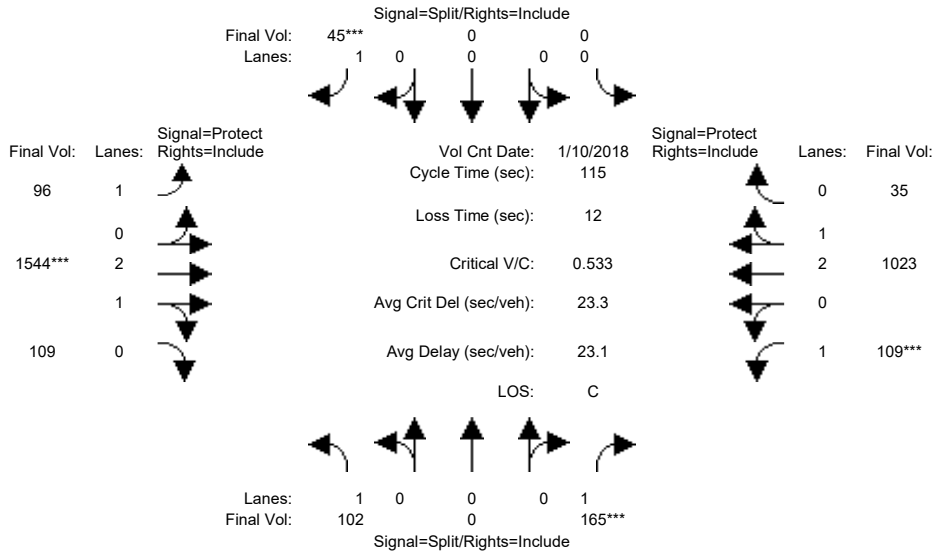
Capacity Analysis Module:												
Vol/Sat:	0.09	0.14	0.13	0.18	0.32	0.08	0.06	0.10	0.00	0.11	0.10	0.00
Crit Moves:	***				***			***		***		
Green Time:	15.5	31.4	31.4	40.2	56.1	56.1	18.2	18.2	0.0	18.3	18.3	0.0
Volume/Cap:	0.69	0.55	0.49	0.55	0.69	0.16	0.40	0.69	0.00	0.69	0.64	0.00
Delay/Veh:	53.8	29.8	29.5	22.2	11.6	7.7	46.2	51.1	0.0	52.4	52.7	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	53.8	29.8	29.5	22.2	11.6	7.7	46.2	51.1	0.0	52.4	52.7	0.0
LOS by Move:	D-	C	C	C+	B+	A	D	D-	A	D-	D-	A
HCM2kAvgQ:	7	8	7	8	11	1	4	8	0	7	6	0

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

Vallco Special Area Specific Plan  
SJ17-1786

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

Intersection #17: Torre Avenue-Vista Drive / Stevens Creek Boulevard



Street Name:	Torre Avenue-Vista Drive						Stevens Creek Boulevard					
	North Bound			South Bound			East Bound			West Bound		
Approach:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:	>>	Count	Date:	10 Jan 2018	<<	05:00:00 PM						
Base Vol:	102	0	165	0	0	45	96	1544	109	109	1023	35
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	102	0	165	0	0	45	96	1544	109	109	1023	35
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	102	0	165	0	0	45	96	1544	109	109	1023	35
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	102	0	165	0	0	45	96	1544	109	109	1023	35
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	102	0	165	0	0	45	96	1544	109	109	1023	35
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	102	0	165	0	0	45	96	1544	109	109	1023	35

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	0.98	0.95	0.92	0.98	0.95
Lanes:	1.00	0.00	1.00	0.00	0.00	1.00	1.00	2.79	0.21	1.00	2.90	0.10
Final Sat.:	1750	0	1750	0	0	1750	1750	5230	369	1750	5414	185

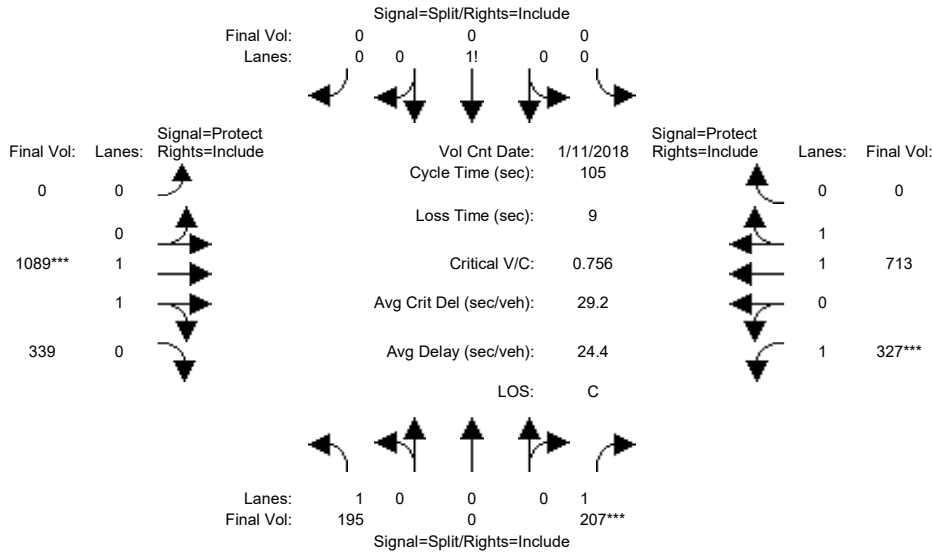
Capacity Analysis Module:												
Vol/Sat:	0.06	0.00	0.09	0.00	0.00	0.03	0.05	0.30	0.30	0.06	0.19	0.19
Crit Moves:			****			****		****				****
Green Time:	19.4	0.0	19.4	0.0	0.0	10.0	17.9	60.8	60.8	12.8	55.7	55.7
Volume/Cap:	0.35	0.00	0.56	0.00	0.00	0.30	0.35	0.56	0.56	0.56	0.39	0.39
Delay/Veh:	42.9	0.0	46.3	0.0	0.0	50.3	44.1	18.4	18.4	52.0	19.0	19.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	42.9	0.0	46.3	0.0	0.0	50.3	44.1	18.4	18.4	52.0	19.0	19.0
LOS by Move:	D	A	D	A	A	D	D	B-	B-	D-	B-	B-
HCM2kAvgQ:	4	0	6	0	0	2	3	13	13	4	8	8

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

Vallco Special Area Specific Plan  
SJ17-1786

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

Intersection #18: Blaney Avenue / Homestead Road



Street Name:	Blaney Avenue						Homestead Road					
	North Bound			South Bound			East Bound			West Bound		
Approach:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:	>>	Count	Date:	11 Jan 2018	<<	05:00:00 PM						
Base Vol:	195	0	207	0	0	0	0	1089	339	327	713	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	195	0	207	0	0	0	0	1089	339	327	713	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	195	0	207	0	0	0	0	1089	339	327	713	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	195	0	207	0	0	0	0	1089	339	327	713	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	195	0	207	0	0	0	0	1089	339	327	713	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	195	0	207	0	0	0	0	1089	339	327	713	0

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	0.92	0.92	0.92	0.98	0.95	0.92	0.97	0.92
Lanes:	1.00	0.00	1.00	0.00	1.00	0.00	0.00	1.51	0.49	1.00	2.00	0.00
Final Sat.:	1750	0	1750	0	1750	0	0	2821	878	1750	3700	0

Capacity Analysis Module:												
Vol/Sat:	0.11	0.00	0.12	0.00	0.00	0.00	0.00	0.39	0.39	0.19	0.19	0.00
Crit Moves:			***					***				***
Green Time:	16.4	0.0	16.4	0.0	0.0	0.0	0.0	53.6	53.6	26.0	79.6	0.0
Volume/Cap:	0.71	0.00	0.76	0.00	0.00	0.00	0.00	0.76	0.76	0.76	0.25	0.00
Delay/Veh:	50.5	0.0	53.8	0.0	0.0	0.0	0.0	22.3	22.3	44.1	3.9	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	50.5	0.0	53.8	0.0	0.0	0.0	0.0	22.3	22.3	44.1	3.9	0.0
LOS by Move:	D	A	D-	A	A	A	A	C+	C+	D	A	A
HCM2kAvgQ:	8	0	9	0	0	0	0	19	19	11	3	0

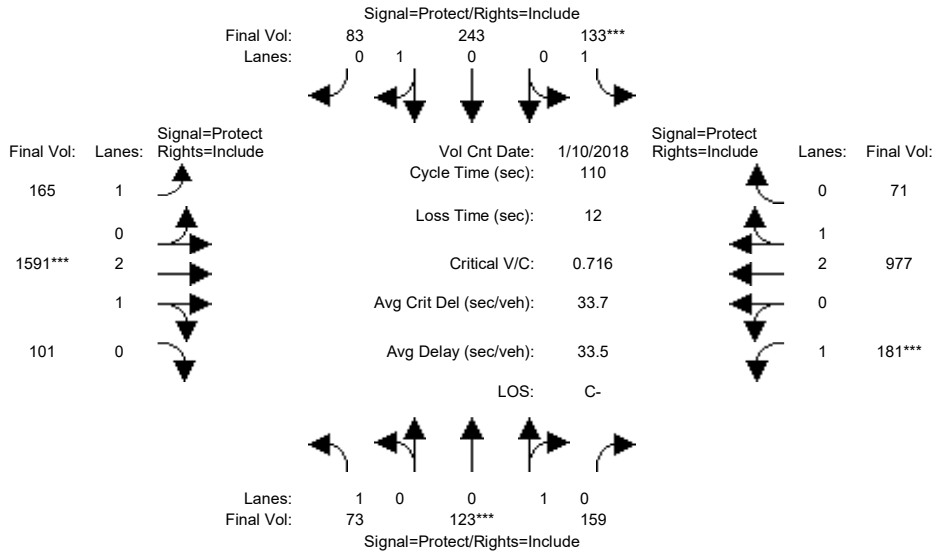
Note: Queue reported is the number of cars per lane.



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2000 HCM Operations (Future Volume Alternative)  
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Intersection #19: Blaney Avenue / Stevens Creek Boulevard



Street Name:	Blaney Avenue						Stevens Creek Boulevard					
	North Bound			South Bound			East Bound			West Bound		
Approach:												
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:	>>	Count	Date:	10 Jan 2018	<<	05:00:00 PM											
Base Vol:	73	123	159	133	243	83	165	1591	101	181	977	71					
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00					
Initial Bse:	73	123	159	133	243	83	165	1591	101	181	977	71					
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0					
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0					
Initial Fut:	73	123	159	133	243	83	165	1591	101	181	977	71					
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00					
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00					
PHF Volume:	73	123	159	133	243	83	165	1591	101	181	977	71					
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0					
Reduced Vol:	73	123	159	133	243	83	165	1591	101	181	977	71					
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00					
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00					
Final Volume:	73	123	159	133	243	83	165	1591	101	181	977	71					

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.95	0.95	0.92	0.95	0.95	0.92	0.98	0.95	0.92	0.99	0.95
Lanes:	1.00	0.44	0.56	1.00	0.75	0.25	1.00	2.81	0.19	1.00	2.79	0.21
Final Sat.:	1750	785	1015	1750	1342	458	1750	5265	334	1750	5220	379

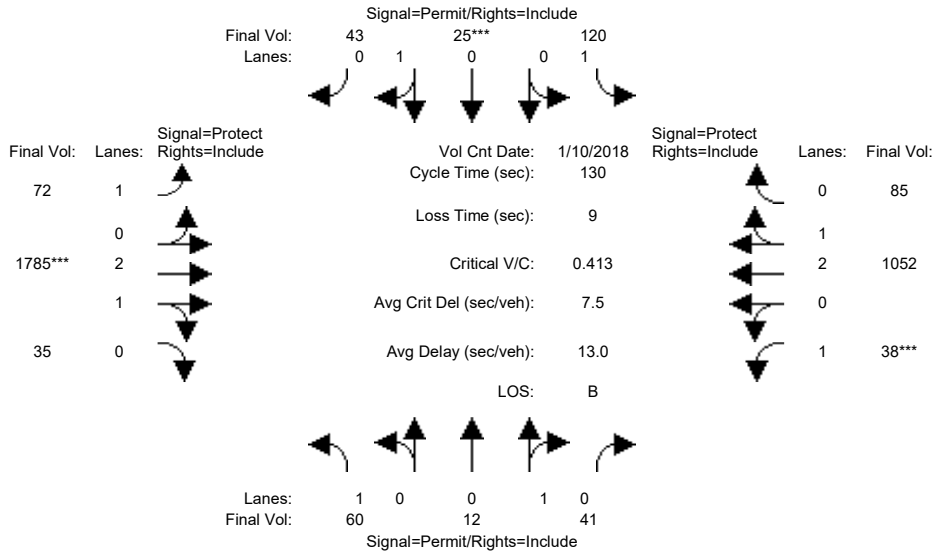
Capacity Analysis Module:												
Vol/Sat:	0.04	0.16	0.16	0.08	0.18	0.18	0.09	0.30	0.30	0.10	0.19	0.19
Crit Moves:	****			****			****			****		
Green Time:	9.3	24.1	24.1	11.7	26.4	26.4	20.9	46.4	46.4	15.9	41.4	41.4
Volume/Cap:	0.49	0.72	0.72	0.72	0.75	0.75	0.50	0.72	0.72	0.72	0.50	0.50
Delay/Veh:	50.7	46.0	46.0	60.1	46.1	46.1	41.0	27.4	27.4	54.3	26.5	26.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	50.7	46.0	46.0	60.1	46.1	46.1	41.0	27.4	27.4	54.3	26.5	26.5
LOS by Move:	D	D	D	E	D	D	D	C	C	D-	C	C
HCM2kAvgQ:	3	10	10	6	12	12	5	16	16	7	9	9

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

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Intersection #20: Portal Avenue / Stevens Creek Boulevard



Street Name:	Portal Avenue						Stevens Creek Boulevard					
	North Bound			South Bound			East Bound			West Bound		
Approach:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:	>>	Count	Date:	10 Jan 2018	<<	05:00:00 PM						
Base Vol:	60	12	41	120	25	43	72	1785	35	38	1052	85
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	60	12	41	120	25	43	72	1785	35	38	1052	85
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	60	12	41	120	25	43	72	1785	35	38	1052	85
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	60	12	41	120	25	43	72	1785	35	38	1052	85
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	60	12	41	120	25	43	72	1785	35	38	1052	85
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	60	12	41	120	25	43	72	1785	35	38	1052	85

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.95	0.95	0.92	0.95	0.95	0.92	0.98	0.95	0.92	0.99	0.95
Lanes:	1.00	0.23	0.77	1.00	0.37	0.63	1.00	2.94	0.06	1.00	2.77	0.23
Final Sat.:	1750	408	1392	1750	662	1138	1750	5492	108	1750	5181	419

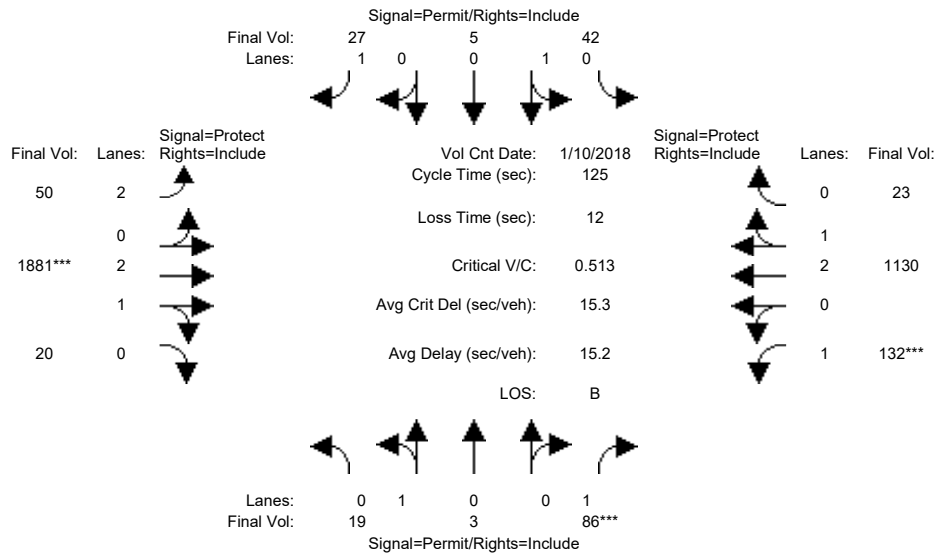
Capacity Analysis Module:												
Vol/Sat:	0.03	0.03	0.03	0.07	0.04	0.04	0.04	0.33	0.33	0.02	0.20	0.20
Crit Moves:					****			****		****		
Green Time:	11.9	11.9	11.9	11.9	11.9	11.9	22.9	102	102.1	7.0	86.3	86.3
Volume/Cap:	0.38	0.32	0.32	0.75	0.41	0.41	0.23	0.41	0.41	0.40	0.31	0.31
Delay/Veh:	57.1	56.4	56.4	75.5	57.5	57.5	46.4	4.5	4.5	62.3	9.3	9.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	57.1	56.4	56.4	75.5	57.5	57.5	46.4	4.5	4.5	62.3	9.3	9.3
LOS by Move:	E+	E+	E+	E-	E+	E+	D	A	A	E	A	A
HCM2kAvgQ:	3	2	2	7	3	3	3	8	8	2	6	6

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

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Intersection #21: Perimeter Road / Stevens Creek Boulevard



Street Name:	Perimeter Road						Stevens Creek Boulevard					
	North Bound			South Bound			East Bound			West Bound		
Approach:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:	>>	Count	Date:	10 Jan 2018	<<	05:00:00 PM						
Base Vol:	19	3	86	42	5	27	50	1881	20	132	1130	23
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	19	3	86	42	5	27	50	1881	20	132	1130	23
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	19	3	86	42	5	27	50	1881	20	132	1130	23
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	19	3	86	42	5	27	50	1881	20	132	1130	23
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	19	3	86	42	5	27	50	1881	20	132	1130	23
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	19	3	86	42	5	27	50	1881	20	132	1130	23

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.92	0.95	0.95	0.92	0.83	0.98	0.95	0.92	0.98	0.95
Lanes:	0.86	0.14	1.00	0.89	0.11	1.00	2.00	2.97	0.03	1.00	2.94	0.06
Final Sat.:	1555	245	1750	1609	191	1750	3150	5541	59	1750	5488	112

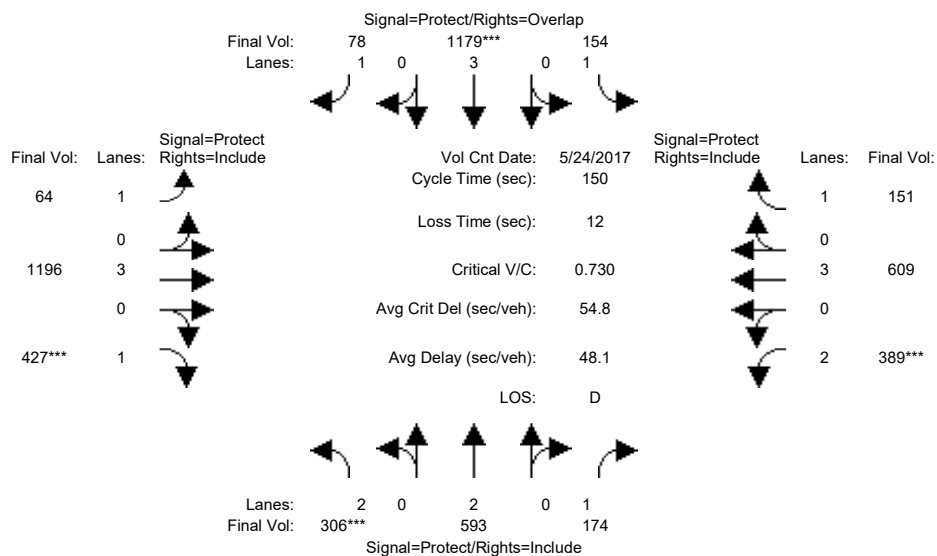
Capacity Analysis Module:												
Vol/Sat:	0.01	0.01	0.05	0.03	0.03	0.02	0.02	0.34	0.34	0.08	0.21	0.21
Crit Moves:	***						***			***		
Green Time:	12.0	12.0	12.0	12.0	12.0	12.0	21.6	82.7	82.7	18.4	79.4	79.4
Volume/Cap:	0.13	0.13	0.51	0.27	0.27	0.16	0.09	0.51	0.51	0.51	0.32	0.32
Delay/Veh:	52.1	52.1	56.4	53.3	53.3	52.4	43.5	11.0	11.0	51.0	10.5	10.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	52.1	52.1	56.4	53.3	53.3	52.4	43.5	11.0	11.0	51.0	10.5	10.5
LOS by Move:	D-	D-	E+	D-	D-	D-	D	B+	B+	D	B+	B+
HCM2kAvgQ:	1	1	4	2	2	1	1	12	12	5	7	7

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

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Intersection #22: Wolfe Road / El Camino Real



Street Name:	Wolfe Road						El Camino Real					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:	>>	Count	Date:	24 May 2017	<<	05:00:00 PM						
Base Vol:	306	593	174	154	1179	78	64	1196	427	389	609	151
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	306	593	174	154	1179	78	64	1196	427	389	609	151
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	306	593	174	154	1179	78	64	1196	427	389	609	151
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	306	593	174	154	1179	78	64	1196	427	389	609	151
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	306	593	174	154	1179	78	64	1196	427	389	609	151
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	306	593	174	154	1179	78	64	1196	427	389	609	151

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.83	1.00	0.92
Lanes:	2.00	2.00	1.00	1.00	3.00	1.00	1.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	3150	3800	1750	1750	5700	1750	1750	5700	1750	3150	5700	1750

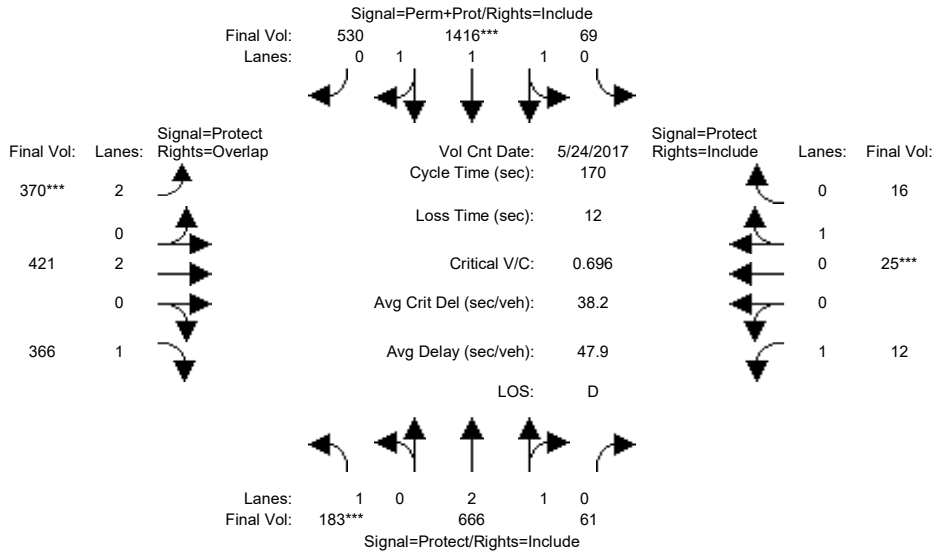
Capacity Analysis Module:												
Vol/Sat:	0.10	0.16	0.10	0.09	0.21	0.04	0.04	0.21	0.24	0.12	0.11	0.09
Crit Moves:	***			****			****		****	****		
Green Time:	20.0	39.9	39.9	22.5	42.5	65.5	23.0	50.1	50.1	25.4	52.6	52.6
Volume/Cap:	0.73	0.59	0.37	0.59	0.73	0.10	0.24	0.63	0.73	0.73	0.30	0.25
Delay/Veh:	68.8	48.7	45.3	62.8	50.3	25.0	56.3	42.7	48.6	64.2	35.5	34.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	68.8	48.7	45.3	62.8	50.3	25.0	56.3	42.7	48.6	64.2	35.5	34.8
LOS by Move:	E	D	D	E	D	C	E+	D	D	E	D+	C-
HCM2kAvgQ:	8	11	7	8	17	2	3	16	19	10	6	5

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

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Intersection #23: Wolfe Road / Fremont Avenue



Street Name:	Wolfe Road						Fremont Avenue					
	North Bound			South Bound			East Bound			West Bound		
Approach:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:	>>	Count	Date:	24 May 2017	<<	05:00:00 PM												
Base Vol:	183	666	61	69	1416	530	370	421	366	12	25	16						
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00						
Initial Bse:	183	666	61	69	1416	530	370	421	366	12	25	16						
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0						
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0						
Initial Fut:	183	666	61	69	1416	530	370	421	366	12	25	16						
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00						
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00						
PHF Volume:	183	666	61	69	1416	530	370	421	366	12	25	16						
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0						
Reduced Vol:	183	666	61	69	1416	530	370	421	366	12	25	16						
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00						
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00						
Final Volume:	183	666	61	69	1416	530	370	421	366	12	25	16						

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.99	0.95	0.95	0.97	0.95	0.83	1.00	0.92	0.92	0.95	0.95
Lanes:	1.00	2.74	0.26	0.10	2.10	0.80	2.00	2.00	1.00	1.00	0.61	0.39
Final Sat.:	1750	5130	470	188	3864	1446	3150	3800	1750	1750	1098	702

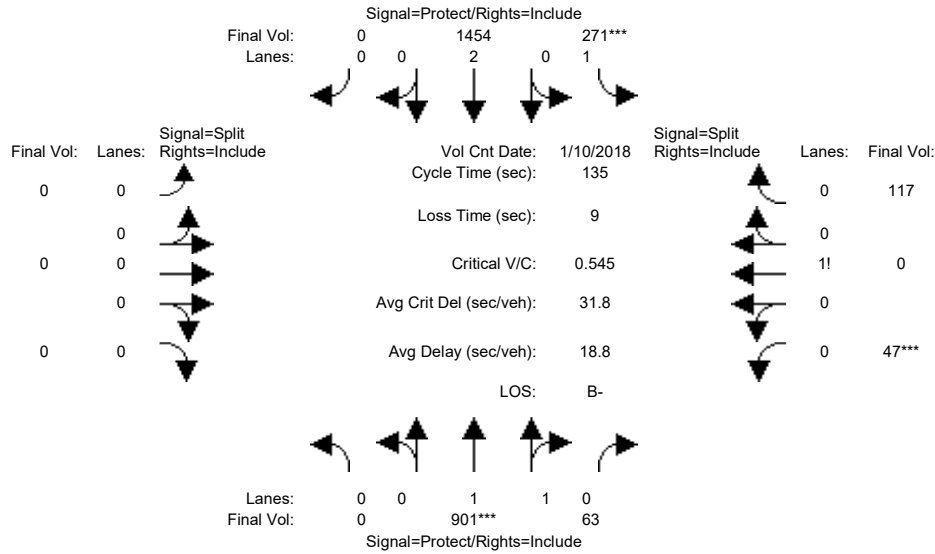
Capacity Analysis Module:												
Vol/Sat:	0.10	0.13	0.13	0.00	0.37	0.37	0.12	0.11	0.21	0.01	0.02	0.02
Crit Moves:	***				***		***				***	
Green Time:	26.6	31.3	31.3	91.4	93.1	93.1	28.3	27.9	54.5	10.4	10.0	10.0
Volume/Cap:	0.67	0.70	0.70	0.68	0.67	0.67	0.70	0.67	0.65	0.11	0.39	0.39
Delay/Veh:	73.8	67.3	67.3	29.4	28.0	28.0	71.2	69.7	52.3	75.9	79.4	79.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	73.8	67.3	67.3	29.4	28.0	28.0	71.2	69.7	52.3	75.9	79.4	79.4
LOS by Move:	E	E	E	C	C	C	E	E	D-	E-	E-	E-
HCM2kAvgQ:	10	12	12	25	25	25	11	10	17	1	3	3

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

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Existing PM

Intersection #24: Wolfe Road / Marion Way



Street Name:	Wolfe Road						Marion Way					
	North Bound			South Bound			East Bound			West Bound		
Approach:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	0	0	0	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:	>>	Count	Date:	10 Jan 2018	<<	05:00:00 PM						
Base Vol:	0	901	63	271	1454	0	0	0	0	47	0	117
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	901	63	271	1454	0	0	0	0	47	0	117
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	901	63	271	1454	0	0	0	0	47	0	117
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	901	63	271	1454	0	0	0	0	47	0	117
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	901	63	271	1454	0	0	0	0	47	0	117
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	0	901	63	271	1454	0	0	0	0	47	0	117

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	1.00	0.92	0.92	1.00	0.92	0.92	0.92	0.92
Lanes:	0.00	1.87	0.13	1.00	2.00	0.00	0.00	0.00	0.00	0.29	0.00	0.71
Final Sat.:	0	3458	242	1750	3800	0	0	0	0	502	0	1248

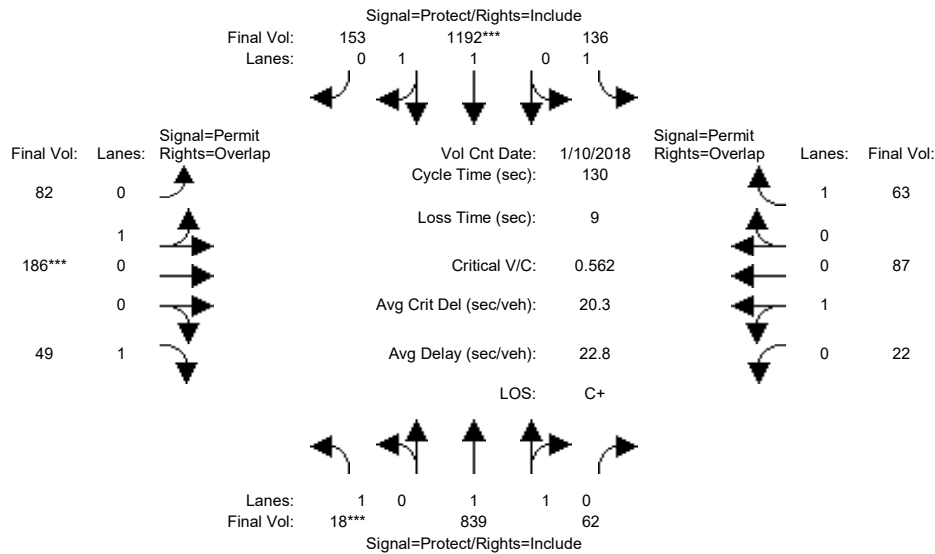
Capacity Analysis Module:												
Vol/Sat:	0.00	0.26	0.26	0.15	0.38	0.00	0.00	0.00	0.00	0.09	0.00	0.09
Crit Moves:	****			****						****		
Green Time:	0.0	64.5	64.5	38.3	103	0.0	0.0	0.0	0.0	23.2	0.0	23.2
Volume/Cap:	0.00	0.55	0.55	0.55	0.50	0.00	0.00	0.00	0.00	0.55	0.00	0.55
Delay/Veh:	0.0	25.3	25.3	42.2	6.4	0.0	0.0	0.0	0.0	53.2	0.0	53.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	25.3	25.3	42.2	6.4	0.0	0.0	0.0	0.0	53.2	0.0	53.2
LOS by Move:	A	C	C	D	A	A	A	A	A	D-	A	D-
HCM2kAvgQ:	0	14	14	10	11	0	0	0	0	7	0	7

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

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Intersection #25: Wolfe Road / Inverness Way



Street Name:	Wolfe Road						Inverness Way					
	North Bound			South Bound			East Bound			West Bound		
Approach:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:	>>	Count	Date:	10 Jan 2018	<<	05:00:00 PM						
Base Vol:	18	839	62	136	1192	153	82	186	49	22	87	63
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	18	839	62	136	1192	153	82	186	49	22	87	63
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	18	839	62	136	1192	153	82	186	49	22	87	63
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	18	839	62	136	1192	153	82	186	49	22	87	63
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	18	839	62	136	1192	153	82	186	49	22	87	63
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	18	839	62	136	1192	153	82	186	49	22	87	63

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	0.98	0.95	0.95	0.95	0.92	0.95	0.95	0.92
Lanes:	1.00	1.86	0.14	1.00	1.77	0.23	0.31	0.69	1.00	0.20	0.80	1.00
Final Sat.:	1750	3445	255	1750	3279	421	551	1249	1750	363	1437	1750

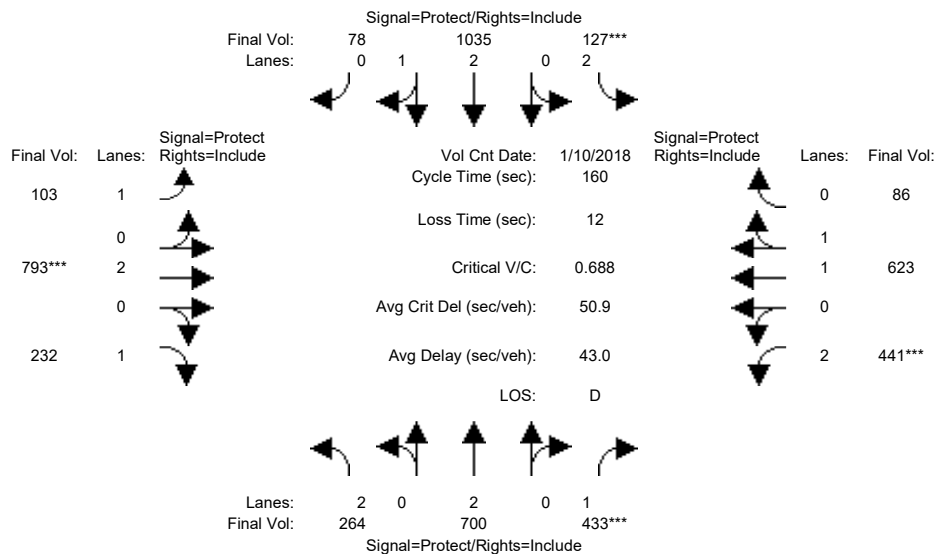
Capacity Analysis Module:												
Vol/Sat:	0.01	0.24	0.24	0.08	0.36	0.36	0.15	0.15	0.03	0.06	0.06	0.04
Crit Moves:	***			***			***			***		
Green Time:	7.0	66.6	66.6	21.3	80.9	80.9	33.1	33.1	40.1	33.1	33.1	54.4
Volume/Cap:	0.19	0.48	0.48	0.48	0.58	0.58	0.58	0.58	0.09	0.24	0.24	0.09
Delay/Veh:	59.8	20.6	20.6	50.6	15.0	15.0	44.4	44.4	32.0	38.7	38.7	22.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	59.8	20.6	20.6	50.6	15.0	15.0	44.4	44.4	32.0	38.7	38.7	22.9
LOS by Move:	E+	C+	C+	D	B	B	D	D	C-	D+	D+	C+
HCM2kAvgQ:	1	11	11	5	16	16	10	10	1	4	4	2

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

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Intersection #26: Wolfe Road / Homestead Road



Street Name:	Wolfe Road						Homestead Road					
	North Bound			South Bound			East Bound			West Bound		
Approach:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:	>>	Count	Date:	10 Jan 2018	<<	05:00:00 PM						
Base Vol:	264	700	433	127	1035	78	103	793	232	441	623	86
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	264	700	433	127	1035	78	103	793	232	441	623	86
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	264	700	433	127	1035	78	103	793	232	441	623	86
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	264	700	433	127	1035	78	103	793	232	441	623	86
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	264	700	433	127	1035	78	103	793	232	441	623	86
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	264	700	433	127	1035	78	103	793	232	441	623	86

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	0.99	0.95	0.92	1.00	0.92	0.83	0.98	0.95
Lanes:	2.00	2.00	1.00	2.00	2.78	0.22	1.00	2.00	1.00	2.00	1.75	0.25
Final Sat.:	3150	3800	1750	3150	5207	392	1750	3800	1750	3150	3251	449

Capacity Analysis Module:												
Vol/Sat:	0.08	0.18	0.25	0.04	0.20	0.20	0.06	0.21	0.13	0.14	0.19	0.19
Crit Moves:			****	****				****		****		
Green Time:	19.8	57.5	57.5	9.4	47.1	47.1	19.1	48.5	48.5	32.6	62.0	62.0
Volume/Cap:	0.68	0.51	0.69	0.69	0.68	0.68	0.49	0.69	0.44	0.69	0.49	0.49
Delay/Veh:	65.3	25.5	30.5	81.2	37.1	37.1	67.8	50.8	45.3	62.2	37.4	37.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	65.3	25.5	30.5	81.2	37.1	37.1	67.8	50.8	45.3	62.2	37.4	37.4
LOS by Move:	E	C	C	F	D+	D+	E	D	D	E	D+	D+
HCM2kAvgQ:	7	10	16	4	14	14	5	15	8	11	11	11

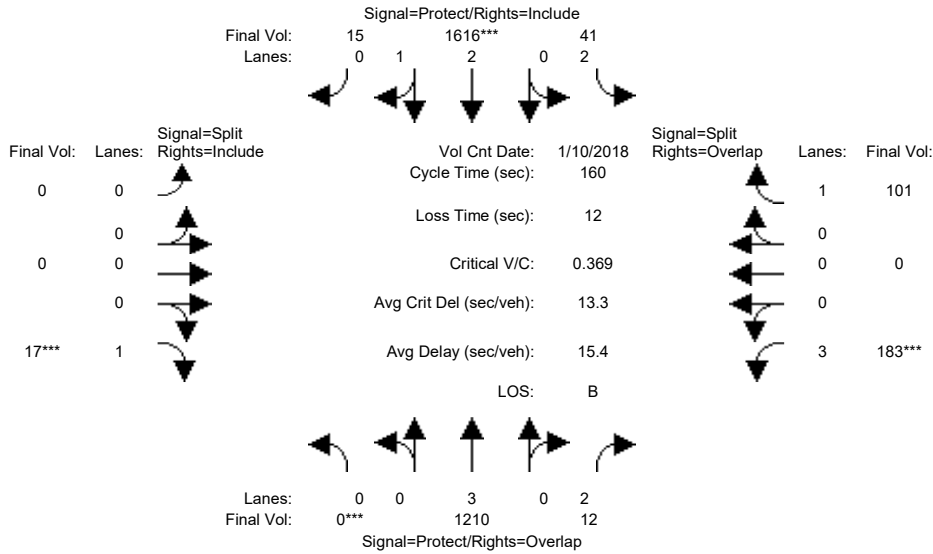
Note: Queue reported is the number of cars per lane.



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Intersection #27: Wolfe Road / Apple Park



Street Name:	Wolfe Road						Apple Park					
	North Bound			South Bound			East Bound			West Bound		
Approach:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	0	0	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:	>>	Count	Date:	10 Jan 2018	<<	05:00:00 PM						
Base Vol:	0	1210	12	41	1616	15	0	0	17	183	0	101
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	1210	12	41	1616	15	0	0	17	183	0	101
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	1210	12	41	1616	15	0	0	17	183	0	101
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	1210	12	41	1616	15	0	0	17	183	0	101
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1210	12	41	1616	15	0	0	17	183	0	101
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	0	1210	12	41	1616	15	0	0	17	183	0	101

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.83	0.83	0.98	0.95	0.92	1.00	0.92	0.80	1.00	0.92
Lanes:	0.00	3.00	2.00	2.00	2.97	0.03	0.00	0.00	1.00	3.00	0.00	1.00
Final Sat.:	0	5700	3150	3150	5548	52	0	0	1750	4551	0	1750

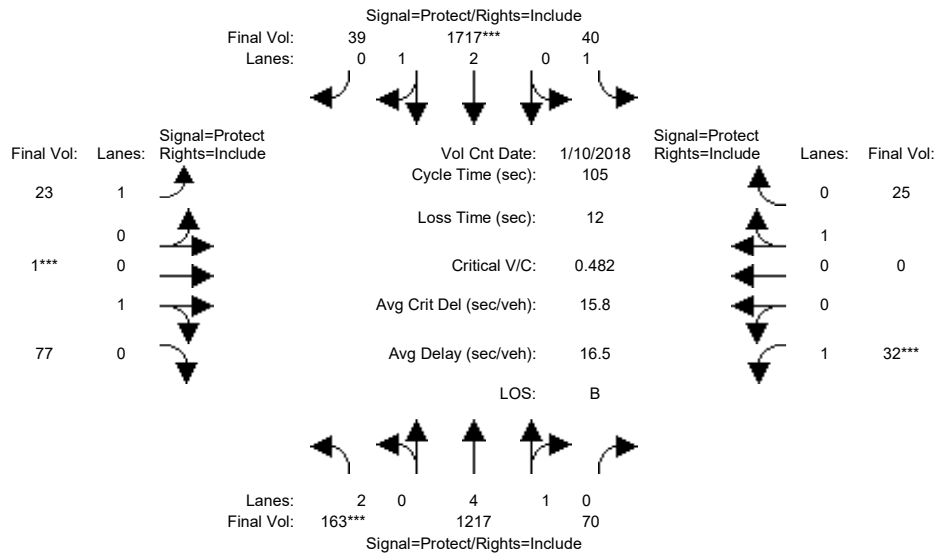
Capacity Analysis Module:												
Vol/Sat:	0.00	0.21	0.00	0.01	0.29	0.29	0.00	0.00	0.01	0.04	0.00	0.06
Crit Moves:	***			****			****		****	****		
Green Time:	0.0	101	117.3	20.7	121	121.3	0.0	0.0	10.0	16.7	0.0	37.5
Volume/Cap:	0.00	0.34	0.01	0.10	0.38	0.38	0.00	0.00	0.16	0.38	0.00	0.25
Delay/Veh:	0.0	14.1	5.7	61.5	6.7	6.7	0.0	0.0	71.7	67.3	0.0	50.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	14.1	5.7	61.5	6.7	6.7	0.0	0.0	71.7	67.3	0.0	50.1
LOS by Move:	A	B	A	E	A	A	A	A	E	E	A	D
HCM2kAvgQ:	0	9	0	1	9	9	0	0	1	4	0	4

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

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Intersection #28: Wolfe Road / Pruneridge Avenue



Street Name:	Wolfe Road						Pruneridge Avenue					
	North Bound			South Bound			East Bound			West Bound		
Approach:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:	>>	Count	Date:	10 Jan 2018	<<	05:00:00 PM											
Base Vol:	163	1217	70	40	1717	39	23	1	77	32	0	25					
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00					
Initial Bse:	163	1217	70	40	1717	39	23	1	77	32	0	25					
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0					
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0					
Initial Fut:	163	1217	70	40	1717	39	23	1	77	32	0	25					
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00					
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00					
PHF Volume:	163	1217	70	40	1717	39	23	1	77	32	0	25					
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0					
Reduced Vol:	163	1217	70	40	1717	39	23	1	77	32	0	25					
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00					
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00					
Final Volume:	163	1217	70	40	1717	39	23	1	77	32	0	25					

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	0.99	0.95	0.92	0.98	0.95	0.92	0.95	0.95	0.92	1.00	0.95
Lanes:	2.00	4.72	0.28	1.00	2.93	0.07	1.00	0.01	0.99	1.00	0.00	1.00
Final Sat.:	3150	8888	511	1750	5475	124	1750	23	1777	1750	0	1800

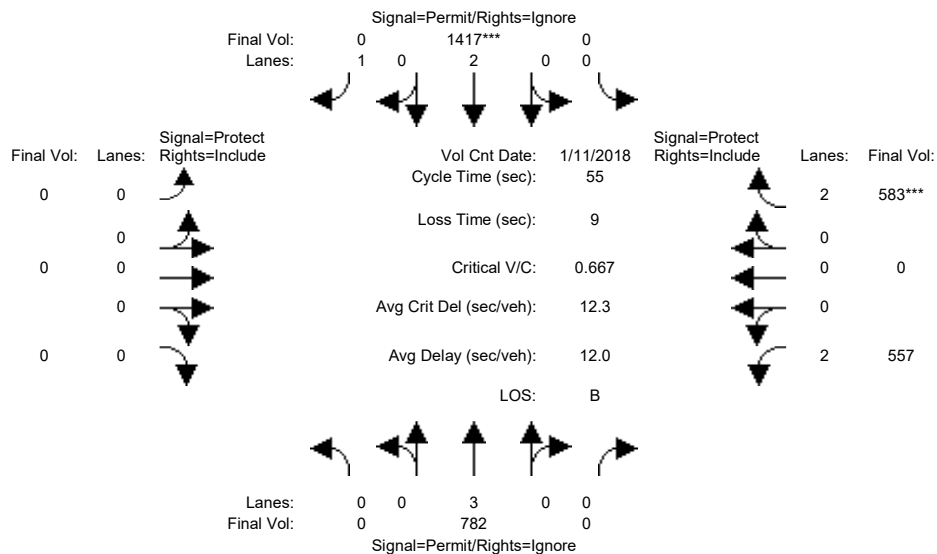
Capacity Analysis Module:												
Vol/Sat:	0.05	0.14	0.14	0.02	0.31	0.31	0.01	0.04	0.04	0.02	0.00	0.01
Crit Moves:	***				***			***			***	
Green Time:	10.8	51.1	51.1	24.9	65.2	65.2	7.0	10.0	10.0	7.0	0.0	10.0
Volume/Cap:	0.50	0.28	0.28	0.10	0.50	0.50	0.20	0.46	0.46	0.27	0.00	0.15
Delay/Veh:	45.9	16.1	16.1	31.4	11.1	11.1	47.2	46.8	46.8	47.9	0.0	44.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	45.9	16.1	16.1	31.4	11.1	11.1	47.2	46.8	46.8	47.9	0.0	44.0
LOS by Move:	D	B	B	C	B+	B+	D	D	D	D	A	D
HCM2kAvgQ:	3	5	5	1	10	10	1	3	3	1	0	1

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

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Intersection #29: Wolfe Road / I-280 Ramp (North)



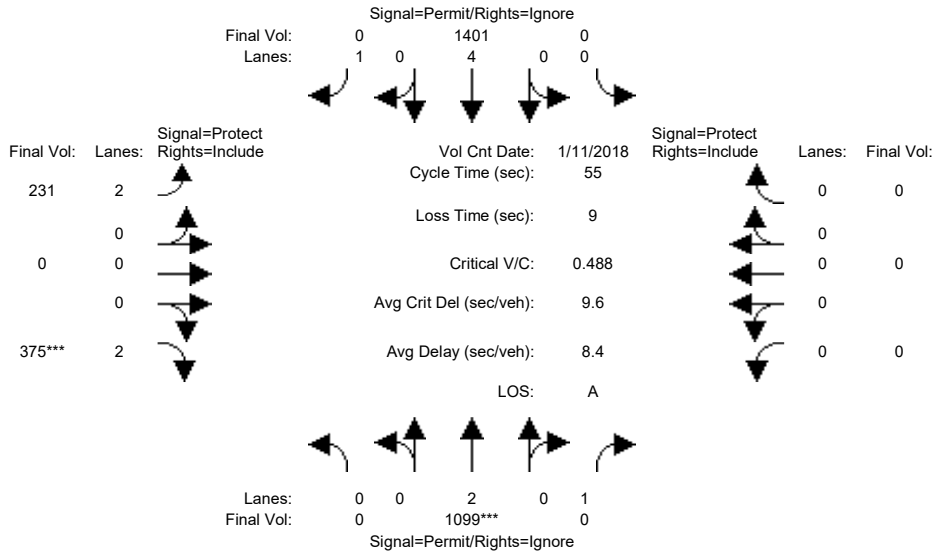
Street Name:	Wolfe Road						I-280 Ramp (North)					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	10	10	0	10	10	0	0	0	10	10	10
Y+R:	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Volume Module: >> Count Date:	11 Jan 2018 << 05:00:00 PM											
Base Vol:	0	782	526	0	1417	562	0	0	0	557	0	583
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	782	526	0	1417	562	0	0	0	557	0	583
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	782	526	0	1417	562	0	0	0	557	0	583
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	782	0	0	1417	0	0	0	0	557	0	583
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	782	0	0	1417	0	0	0	0	557	0	583
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	0	782	0	0	1417	0	0	0	0	557	0	583
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.83	1.00	0.83
Lanes:	0.00	3.00	0.00	0.00	2.00	1.00	0.00	0.00	0.00	2.00	0.00	2.00
Final Sat.:	0	5600	0	0	3800	1750	0	0	0	3150	0	3150
Capacity Analysis Module:												
Vol/Sat:	0.00	0.14	0.00	0.00	0.37	0.00	0.00	0.00	0.00	0.18	0.00	0.19
Crit Moves:	****											
Green Time:	0.0	30.7	0.0	0.0	30.7	0.0	0.0	0.0	0.0	15.3	0.0	15.3
Volume/Cap:	0.00	0.25	0.00	0.00	0.67	0.00	0.00	0.00	0.00	0.64	0.00	0.67
Delay/Veh:	0.0	6.3	0.0	0.0	9.4	0.0	0.0	0.0	0.0	19.0	0.0	19.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	6.3	0.0	0.0	9.4	0.0	0.0	0.0	0.0	19.0	0.0	19.6
LOS by Move:	A	A	A	A	A	A	A	A	A	B-	A	B-
HCM2kAvgQ:	0	1	0	0	3	0	0	0	0	6	0	7

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

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

Intersection #30: Wolfe Road / I-280 Ramp (South)



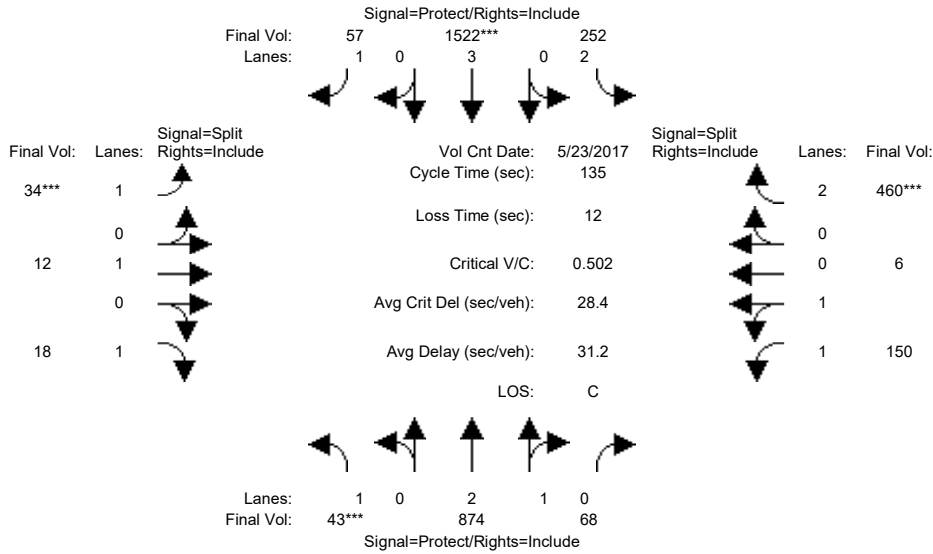
Street Name:	Wolfe Road						I-280 Ramp (South)					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	0	0	0
Y+R:	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Volume Module: >> Count Date: 11 Jan 2018 << 05:00:00 PM												
Base Vol:	0	1099	463	0	1401	565	231	0	375	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	1099	463	0	1401	565	231	0	375	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	1099	463	0	1401	565	231	0	375	0	0	0
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	1099	0	0	1401	0	231	0	375	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1099	0	0	1401	0	231	0	375	0	0	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	0	1099	0	0	1401	0	231	0	375	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.83	1.00	0.83	0.92	1.00	0.92
Lanes:	0.00	2.00	1.00	0.00	4.00	1.00	2.00	0.00	2.00	0.00	0.00	0.00
Final Sat.:	0	3800	1750	0	7600	1750	3150	0	3150	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.29	0.00	0.00	0.18	0.00	0.07	0.00	0.12	0.00	0.00	0.00
Crit Moves:	****						****					
Green Time:	0.0	32.6	0.0	0.0	32.6	0.0	13.4	0.0	13.4	0.0	0.0	0.0
Volume/Cap:	0.00	0.49	0.00	0.00	0.31	0.00	0.30	0.00	0.49	0.00	0.00	0.00
Delay/Veh:	0.0	6.6	0.0	0.0	5.6	0.0	17.2	0.0	18.3	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	6.6	0.0	0.0	5.6	0.0	17.2	0.0	18.3	0.0	0.0	0.0
LOS by Move:	A	A	A	A	A	A	B	A	B-	A	A	A
HCM2kAvgQ:	0	1	0	0	0	0	2	0	4	0	0	0

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

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2000 HCM Operations (Future Volume Alternative)  
Existing PM

Intersection #31: Wolfe Road / Vallco Parkway



Street Name:	Wolfe Road						Vallco Parkway					
	North Bound			South Bound			East Bound			West Bound		
Approach:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:	>>	Count	Date:	23 May 2017	<<	05:00:00	PM					
Base Vol:	43	874	68	252	1522	57	34	12	18	150	6	460
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	43	874	68	252	1522	57	34	12	18	150	6	460
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	43	874	68	252	1522	57	34	12	18	150	6	460
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	43	874	68	252	1522	57	34	12	18	150	6	460
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	43	874	68	252	1522	57	34	12	18	150	6	460
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	43	874	68	252	1522	57	34	12	18	150	6	460

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.99	0.95	0.83	1.00	0.92	0.92	1.00	0.92	0.93	0.95	0.83
Lanes:	1.00	2.78	0.22	2.00	3.00	1.00	1.00	1.00	1.00	1.92	0.08	2.00
Final Sat.:	1750	5195	404	3150	5700	1750	1750	1900	1750	3413	137	3150

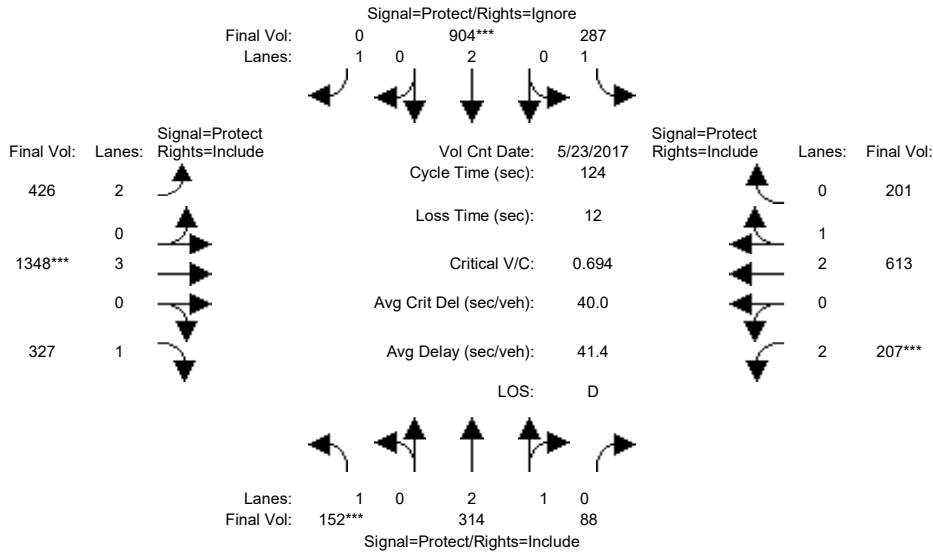
Capacity Analysis Module:												
Vol/Sat:	0.02	0.17	0.17	0.08	0.27	0.03	0.02	0.01	0.01	0.04	0.04	0.15
Crit Moves:	***			****			****					****
Green Time:	7.0	51.2	51.2	24.3	68.5	68.5	10.0	10.0	10.0	37.5	37.5	37.5
Volume/Cap:	0.47	0.44	0.44	0.44	0.53	0.06	0.26	0.09	0.14	0.16	0.16	0.53
Delay/Veh:	66.1	31.4	31.4	49.9	22.5	16.9	60.1	58.5	59.0	36.9	36.9	41.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	66.1	31.4	31.4	49.9	22.5	16.9	60.1	58.5	59.0	36.9	36.9	41.8
LOS by Move:	E	C	C	D	C+	B	E	E+	E+	D+	D+	D
HCM2kAvgQ:	2	9	9	5	14	1	2	1	1	2	2	9

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

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2000 HCM Operations (Future Volume Alternative)  
Existing PM

Intersection #32: Wolfe Road-Miller Avenue / Stevens Creek Boulevard



Street Name:	Wolfe Road-Miller Avenue						Stevens Creek Boulevard					
	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0

Volume Module:	>>	Count	Date:	23 May 2017	<<	05:00:00 PM						
Base Vol:	152	314	88	287	904	429	426	1348	327	207	613	201
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	152	314	88	287	904	429	426	1348	327	207	613	201
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	152	314	88	287	904	429	426	1348	327	207	613	201
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	152	314	88	287	904	0	426	1348	327	207	613	201
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	152	314	88	287	904	0	426	1348	327	207	613	201
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	152	314	88	287	904	0	426	1348	327	207	613	201

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.99	0.95	0.92	1.00	0.92	0.83	1.00	0.92	0.83	0.99	0.95
Lanes:	1.00	2.32	0.68	1.00	2.00	1.00	2.00	3.00	1.00	2.00	2.23	0.77
Final Sat.:	1750	4373	1225	1750	3800	1750	3150	5700	1750	3150	4215	1382

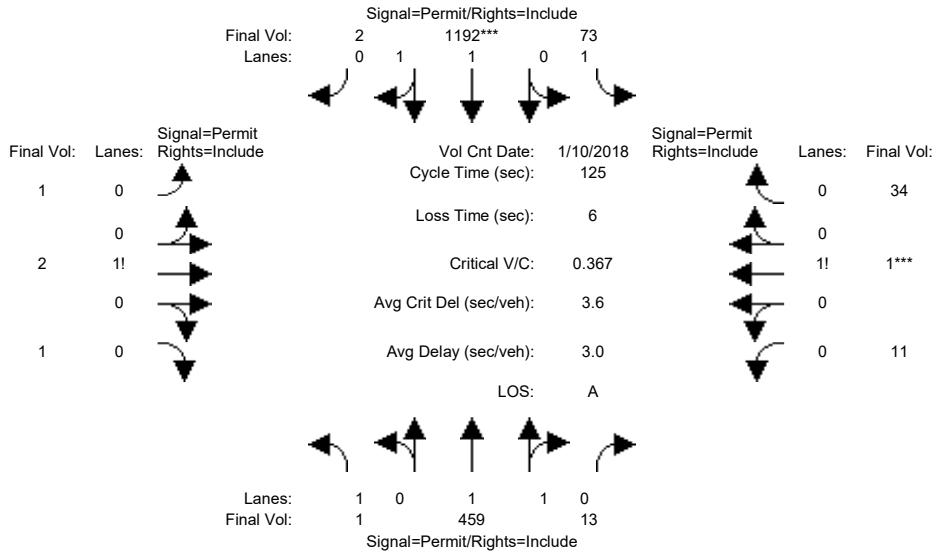
Capacity Analysis Module:												
Vol/Sat:	0.09	0.07	0.07	0.16	0.24	0.00	0.14	0.24	0.19	0.07	0.15	0.15
Crit Moves:	***				****			****		****		
Green Time:	15.5	19.1	19.1	38.9	42.5	0.0	26.0	42.2	42.2	11.7	28.0	28.0
Volume/Cap:	0.69	0.47	0.47	0.52	0.69	0.00	0.64	0.69	0.55	0.69	0.64	0.64
Delay/Veh:	61.2	48.2	48.2	35.9	36.8	0.0	47.0	36.4	34.2	61.3	44.7	44.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	61.2	48.2	48.2	35.9	36.8	0.0	47.0	36.4	34.2	61.3	44.7	44.7
LOS by Move:	E	D	D	D+	D+	A	D	D+	C-	E	D	D
HCM2kAvgQ:	6	4	4	9	14	0	8	12	8	5	9	9

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

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

Intersection #33: Miller Avenue / Calle De Barcelona



Street Name:	Miller Avenue						Calle De Barcelona					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:	>>	Count	Date:	10 Jan 2018	<<	05:00:00 PM						
Base Vol:	1	459	13	73	1192	2	1	2	1	11	1	34
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	1	459	13	73	1192	2	1	2	1	11	1	34
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	1	459	13	73	1192	2	1	2	1	11	1	34
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	1	459	13	73	1192	2	1	2	1	11	1	34
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	1	459	13	73	1192	2	1	2	1	11	1	34
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	1	459	13	73	1192	2	1	2	1	11	1	34

Saturation Flow Module:	
Sat/Lane:	1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
Adjustment:	0.92 0.97 0.95 0.92 0.97 0.95 0.92 0.92 0.92 0.92 0.92 0.92
Lanes:	1.00 1.94 0.06 1.00 1.99 0.01 0.25 0.50 0.25 0.24 0.02 0.74
Final Sat.:	1750 3598 102 1750 3694 6 438 875 438 418 38 1293

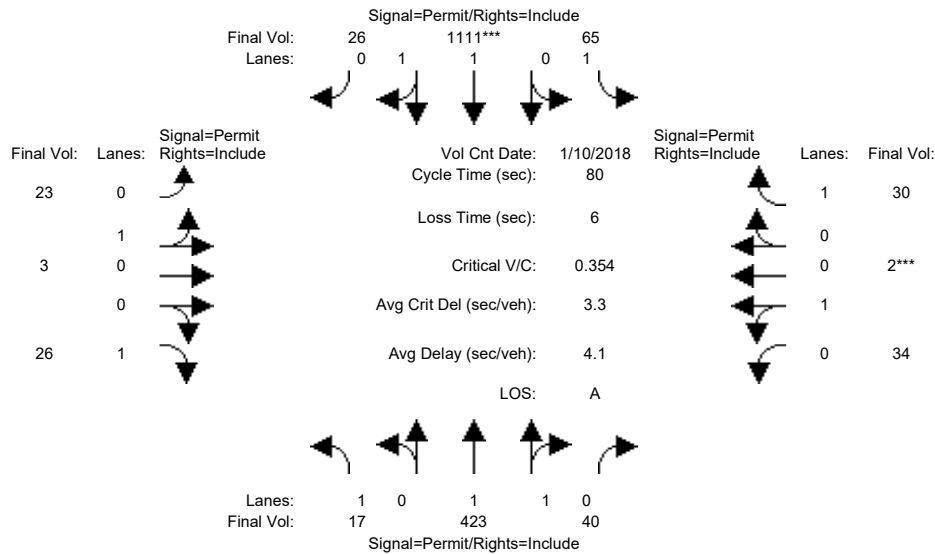
Capacity Analysis Module:	
Vol/Sat:	0.00 0.13 0.13 0.04 0.32 0.32 0.00 0.00 0.00 0.03 0.03 0.03
Crit Moves:	****
Green Time:	109.0 109 109.0 109.0 109 109.0 10.0 10.0 10.0 10.0 10.0 10.0
Volume/Cap:	0.00 0.15 0.15 0.05 0.37 0.37 0.03 0.03 0.03 0.33 0.33 0.33
Delay/Veh:	1.0 1.2 1.2 1.1 1.6 1.6 53.1 53.1 53.1 55.7 55.7 55.7
User DelAdj:	1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
AdjDel/Veh:	1.0 1.2 1.2 1.1 1.6 1.6 53.1 53.1 53.1 55.7 55.7 55.7
LOS by Move:	A A A A A A D- D- D- E+ E+ E+
HCM2kAvgQ:	0 1 1 0 4 4 0 0 0 2 2 2

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

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Existing PM

Intersection #34: Miller Avenue / Phil Lane



Street Name:	Miller Avenue						Phil Lane					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date:	10 Jan 2018 << 05:00:00 PM											
Base Vol:	17	423	40	65	1111	26	23	3	26	34	2	30
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	17	423	40	65	1111	26	23	3	26	34	2	30
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	17	423	40	65	1111	26	23	3	26	34	2	30
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	17	423	40	65	1111	26	23	3	26	34	2	30
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	17	423	40	65	1111	26	23	3	26	34	2	30
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	17	423	40	65	1111	26	23	3	26	34	2	30
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	0.97	0.95	0.95	0.95	0.92	0.95	0.95	0.92
Lanes:	1.00	1.82	0.18	1.00	1.95	0.05	0.88	0.12	1.00	0.94	0.06	1.00
Final Sat.:	1750	3380	320	1750	3615	85	1592	208	1750	1700	100	1750
Capacity Analysis Module:												
Vol/Sat:	0.01	0.13	0.13	0.04	0.31	0.31	0.01	0.01	0.01	0.02	0.02	0.02
Crit Moves:	*****											
Green Time:	64.0	64.0	64.0	64.0	64.0	64.0	10.0	10.0	10.0	10.0	10.0	10.0
Volume/Cap:	0.01	0.16	0.16	0.05	0.38	0.38	0.12	0.12	0.12	0.16	0.16	0.14
Delay/Veh:	1.6	1.9	1.9	1.7	2.4	2.4	31.3	31.3	31.3	31.6	31.6	31.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	1.6	1.9	1.9	1.7	2.4	2.4	31.3	31.3	31.3	31.6	31.6	31.4
LOS by Move:	A	A	A	A	A	A	C	C	C	C	C	C
HCM2kAvgQ:	0	1	1	0	4	4	1	1	1	1	1	1

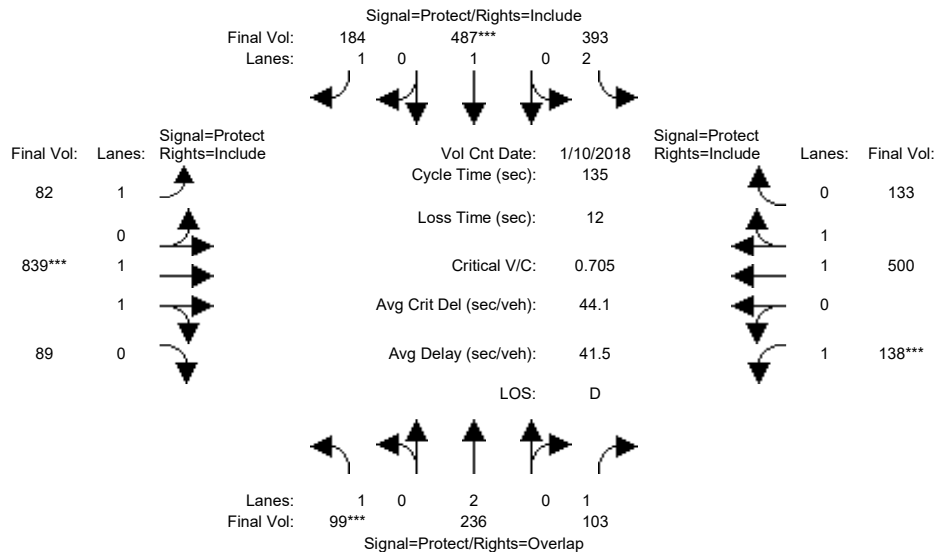
Note: Queue reported is the number of cars per lane.



Vallco Special Area Specific Plan  
SJ17-1786

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

Intersection #35: Miller Avenue / Bollinger Road



Street Name:	Miller Avenue						Bollinger Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:	>>	Count	Date:	10 Jan 2018	<<	05:00:00 PM						
Base Vol:	99	236	103	393	487	184	82	839	89	138	500	133
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	99	236	103	393	487	184	82	839	89	138	500	133
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	99	236	103	393	487	184	82	839	89	138	500	133
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	99	236	103	393	487	184	82	839	89	138	500	133
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	99	236	103	393	487	184	82	839	89	138	500	133
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	99	236	103	393	487	184	82	839	89	138	500	133

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.83	1.00	0.92	0.92	0.98	0.95	0.92	0.98	0.95
Lanes:	1.00	2.00	1.00	2.00	1.00	1.00	1.00	1.80	0.20	1.00	1.57	0.43
Final Sat.:	1750	3800	1750	3150	1900	1750	1750	3345	355	1750	2922	777

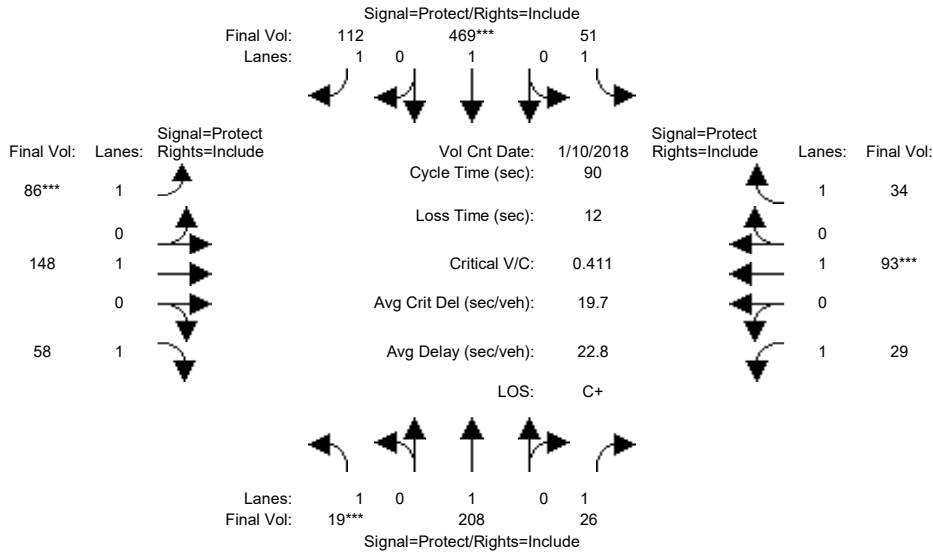
Capacity Analysis Module:												
Vol/Sat:	0.06	0.06	0.06	0.12	0.26	0.11	0.05	0.25	0.25	0.08	0.17	0.17
Crit Moves:	***			****			****			****		
Green Time:	10.8	22.3	37.4	37.6	49.1	49.1	14.7	48.0	48.0	15.1	48.4	48.4
Volume/Cap:	0.71	0.38	0.21	0.45	0.71	0.29	0.43	0.71	0.71	0.71	0.48	0.48
Delay/Veh:	75.6	50.5	37.7	40.5	40.1	30.8	57.8	39.2	39.2	68.9	33.8	33.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	75.6	50.5	37.7	40.5	40.1	30.8	57.8	39.2	39.2	68.9	33.8	33.8
LOS by Move:	E-	D	D+	D	D	C	E+	D	D	E	C-	C-
HCM2kAvgQ:	5	4	3	8	17	6	3	17	17	6	10	10

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

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

Intersection #36: Miller Avenue / Rainbow Drive



Street Name:	Miller Avenue						Rainbow Drive					
	North Bound			South Bound			East Bound			West Bound		
Approach:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:	>>	Count	Date:	10 Jan 2018	<<	05:00:00 PM											
Base Vol:	19	208	26	51	469	112	86	148	58	29	93	34					
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00					
Initial Bse:	19	208	26	51	469	112	86	148	58	29	93	34					
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0					
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0					
Initial Fut:	19	208	26	51	469	112	86	148	58	29	93	34					
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00					
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00					
PHF Volume:	19	208	26	51	469	112	86	148	58	29	93	34					
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0					
Reduced Vol:	19	208	26	51	469	112	86	148	58	29	93	34					
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00					
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00					
Final Volume:	19	208	26	51	469	112	86	148	58	29	93	34					

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1750	1900	1750	1750	1900	1750	1750	1900	1750	1750	1900	1750

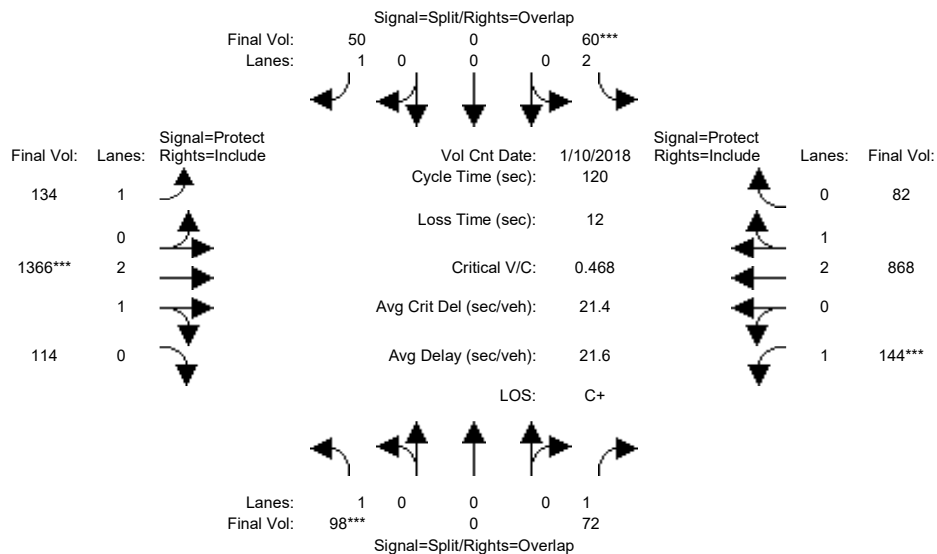
Capacity Analysis Module:												
Vol/Sat:	0.01	0.11	0.01	0.03	0.25	0.06	0.05	0.08	0.03	0.02	0.05	0.02
Crit Moves:	***			****			****			****		
Green Time:	7.0	34.0	34.0	23.8	50.8	50.8	10.1	11.9	11.9	8.3	10.1	10.1
Volume/Cap:	0.14	0.29	0.04	0.11	0.44	0.11	0.44	0.59	0.25	0.18	0.44	0.17
Delay/Veh:	39.2	19.8	17.7	25.2	11.6	9.2	38.8	40.5	35.6	38.2	38.8	36.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	39.2	19.8	17.7	25.2	11.6	9.2	38.8	40.5	35.6	38.2	38.8	36.6
LOS by Move:	D	B-	B	C	B+	A	D+	D	D+	D+	D+	D+
HCM2kAvgQ:	1	4	0	1	7	1	3	5	2	1	3	1

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

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

Intersection #37: Finch Avenue / Stevens Creek Boulevard



Street Name:	Finch Avenue						Stevens Creek Boulevard					
	North Bound			South Bound			East Bound			West Bound		
Approach:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	0	0	0	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:	>>	Count	Date:	10 Jan 2018	<<	05:00:00 PM												
Base Vol:	98	0	72	60	0	50	134	1366	114	144	868	82						
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00						
Initial Bse:	98	0	72	60	0	50	134	1366	114	144	868	82						
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0						
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0						
Initial Fut:	98	0	72	60	0	50	134	1366	114	144	868	82						
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00						
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00						
PHF Volume:	98	0	72	60	0	50	134	1366	114	144	868	82						
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0						
Reduced Vol:	98	0	72	60	0	50	134	1366	114	144	868	82						
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00						
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00						
Final Volume:	98	0	72	60	0	50	134	1366	114	144	868	82						

Saturation Flow Module:														
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900		
Adjustment:	0.92	1.00	0.92	0.83	1.00	0.92	0.92	0.99	0.95	0.92	0.99	0.95		
Lanes:	1.00	0.00	1.00	2.00	0.00	1.00	1.00	2.76	0.24	1.00	2.73	0.27		
Final Sat.:	1750	0	1750	3150	0	1750	1750	5168	431	1750	5116	483		

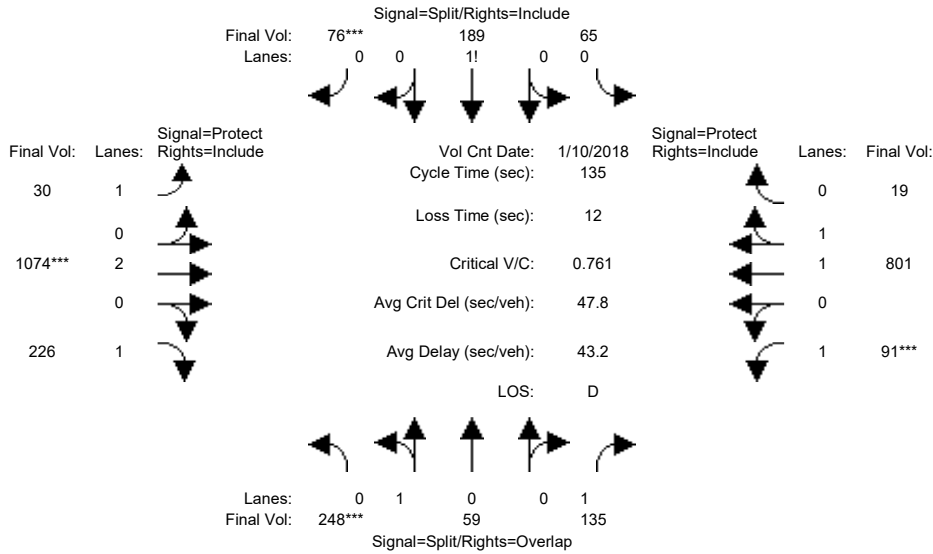
Capacity Analysis Module:														
Vol/Sat:	0.06	0.00	0.04	0.02	0.00	0.03	0.08	0.26	0.26	0.08	0.17	0.17		
Crit Moves:	***			****			****			****				
Green Time:	14.3	0.0	35.4	4.9	0.0	34.1	29.2	67.7	67.7	21.1	59.5	59.5		
Volume/Cap:	0.47	0.00	0.14	0.47	0.00	0.10	0.31	0.47	0.47	0.47	0.34	0.34		
Delay/Veh:	50.9	0.0	31.2	59.0	0.0	31.7	37.6	15.6	15.6	45.6	18.4	18.4		
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		
AdjDel/Veh:	50.9	0.0	31.2	59.0	0.0	31.7	37.6	15.6	15.6	45.6	18.4	18.4		
LOS by Move:	D	A	C	E+	A	C	D+	B	B	D	B-	B-		
HCM2kAvgQ:	4	0	2	2	0	1	4	10	10	5	7	7		

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

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

Intersection #38: Tantau Avenue / Homestead Road



Street Name:	Tantau Avenue						Homestead Road					
	North Bound			South Bound			East Bound			West Bound		
Approach:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:	>>	Count	Date:	10 Jan 2018	<<	05:00:00 PM											
Base Vol:	248	59	135	65	189	76	30	1074	226	91	801	19					
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00					
Initial Bse:	248	59	135	65	189	76	30	1074	226	91	801	19					
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0					
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0					
Initial Fut:	248	59	135	65	189	76	30	1074	226	91	801	19					
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00					
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00					
PHF Volume:	248	59	135	65	189	76	30	1074	226	91	801	19					
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0					
Reduced Vol:	248	59	135	65	189	76	30	1074	226	91	801	19					
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00					
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00					
Final Volume:	248	59	135	65	189	76	30	1074	226	91	801	19					

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.92	0.92	0.92	0.92	0.92	1.00	0.92	0.92	0.97	0.95
Lanes:	0.81	0.19	1.00	0.20	0.57	0.23	1.00	2.00	1.00	1.00	1.95	0.05
Final Sat.:	1454	346	1750	345	1002	403	1750	3800	1750	1750	3614	86

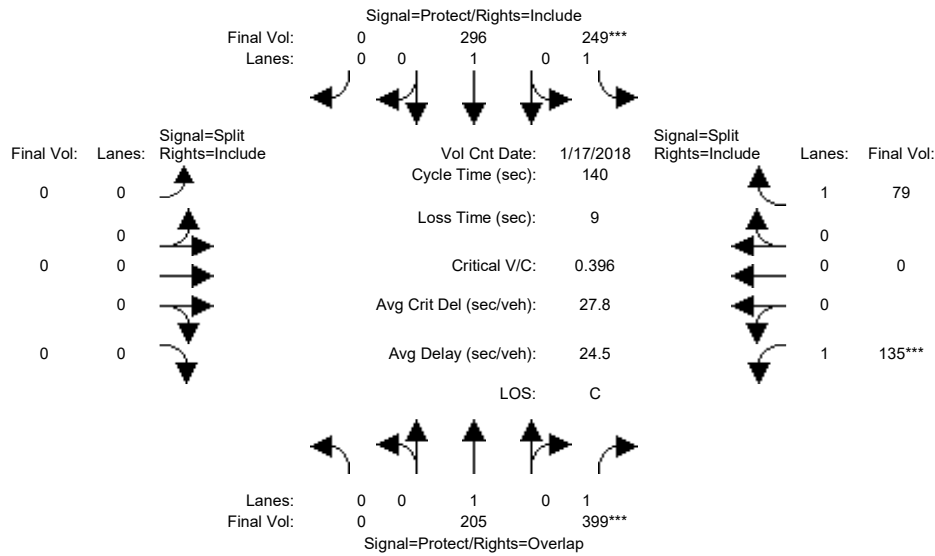
Capacity Analysis Module:												
Vol/Sat:	0.17	0.17	0.08	0.19	0.19	0.19	0.02	0.28	0.13	0.05	0.22	0.22
Crit Moves:	***					***		***		***		
Green Time:	30.2	30.2	39.5	33.4	33.4	33.4	11.2	50.1	50.1	9.2	48.1	48.1
Volume/Cap:	0.76	0.76	0.26	0.76	0.76	0.76	0.21	0.76	0.35	0.76	0.62	0.62
Delay/Veh:	57.3	57.3	36.9	54.8	54.8	54.8	58.4	39.7	31.0	86.3	36.9	36.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	57.3	57.3	36.9	54.8	54.8	54.8	58.4	39.7	31.0	86.3	36.9	36.9
LOS by Move:	E+	E+	D+	D-	D-	D-	E+	D	C	F	D+	D+
HCM2kAvgQ:	13	13	4	15	15	15	1	19	7	4	14	14

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

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

Intersection #39: Tantau Avenue / Pruneridge Avenue



Street Name:	Tantau Avenue						Pruneridge Avenue					
	North Bound			South Bound			East Bound			West Bound		
Approach:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	0	0	0	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:	>>	Count	Date:	17 Jan 2018	<<	05:00:00 PM						
Base Vol:	0	205	399	249	296	0	0	0	0	135	0	79
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	205	399	249	296	0	0	0	0	135	0	79
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	205	399	249	296	0	0	0	0	135	0	79
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	205	399	249	296	0	0	0	0	135	0	79
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	205	399	249	296	0	0	0	0	135	0	79
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	0	205	399	249	296	0	0	0	0	135	0	79

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	1.00	1.00	1.00	1.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Final Sat.:	0	1900	1750	1750	1900	0	0	0	0	1750	0	1750

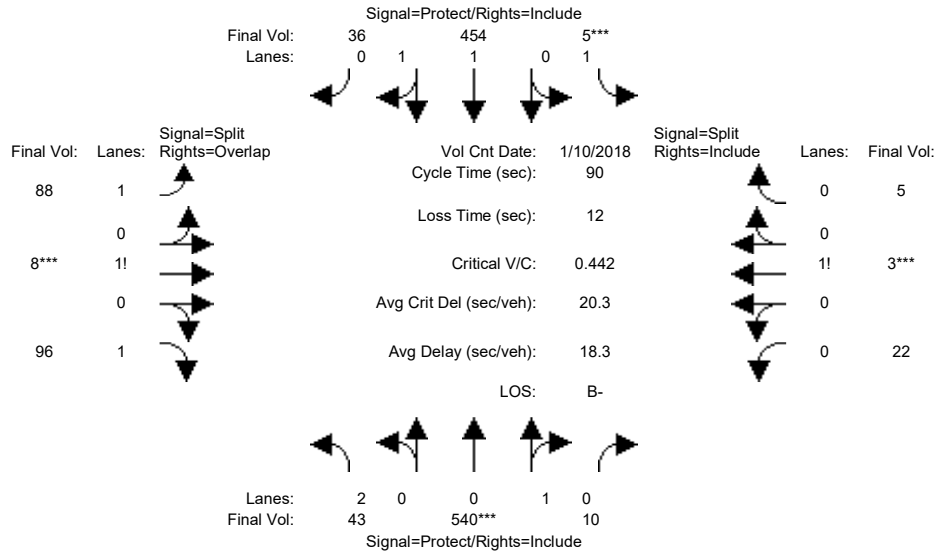
Capacity Analysis Module:												
Vol/Sat:	0.00	0.11	0.23	0.14	0.16	0.00	0.00	0.00	0.00	0.08	0.00	0.05
Crit Moves:			****	****						****		
Green Time:	0.0	53.4	80.7	50.3	104	0.0	0.0	0.0	0.0	27.3	0.0	27.3
Volume/Cap:	0.00	0.28	0.40	0.40	0.21	0.00	0.00	0.00	0.00	0.40	0.00	0.23
Delay/Veh:	0.0	30.3	16.5	33.9	5.6	0.0	0.0	0.0	0.0	49.9	0.0	47.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	30.3	16.5	33.9	5.6	0.0	0.0	0.0	0.0	49.9	0.0	47.9
LOS by Move:	A	C	B	C-	A	A	A	A	A	D	A	D
HCM2kAvgQ:	0	6	10	8	4	0	0	0	0	5	0	3

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

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

Intersection #40: Tantau Avenue / Apple Parkway/Tantau 14 (private)



Street Name:	Tantau Avenue						Apple Parkway/Tantau 14 (private)					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:	>>	Count	Date:	10 Jan 2018	<<	05:00:00 PM						
Base Vol:	43	540	10	5	454	36	88	8	96	22	3	5
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	43	540	10	5	454	36	88	8	96	22	3	5
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	43	540	10	5	454	36	88	8	96	22	3	5
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	43	540	10	5	454	36	88	8	96	22	3	5
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	43	540	10	5	454	36	88	8	96	22	3	5
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	43	540	10	5	454	36	88	8	96	22	3	5

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	0.95	0.95	0.92	0.98	0.95	0.92	0.92	0.92	0.92	0.92	0.92
Lanes:	2.00	0.98	0.02	1.00	1.85	0.15	1.44	0.08	1.48	0.73	0.10	0.17
Final Sat.:	3150	1767	33	1750	3428	272	2520	140	2590	1283	175	292

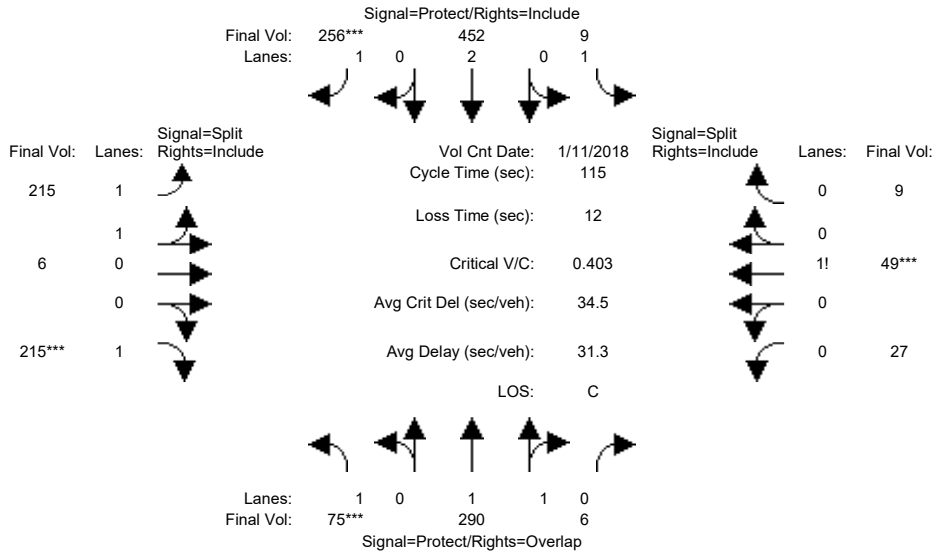
Capacity Analysis Module:												
Vol/Sat:	0.01	0.31	0.31	0.00	0.13	0.13	0.03	0.06	0.04	0.02	0.02	0.02
Crit Moves:	****			****			****			****		
Green Time:	21.5	51.0	51.0	7.0	36.5	36.5	10.0	10.0	31.5	10.0	10.0	10.0
Volume/Cap:	0.06	0.54	0.54	0.04	0.33	0.33	0.31	0.51	0.11	0.15	0.15	0.15
Delay/Veh:	26.5	12.8	12.8	38.5	18.4	18.4	37.1	38.9	19.8	36.5	36.5	36.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	26.5	12.8	12.8	38.5	18.4	18.4	37.1	38.9	19.8	36.5	36.5	36.5
LOS by Move:	C	B	B	D+	B-	B-	D+	D+	B-	D+	D+	D+
HCM2kAvgQ:	1	10	10	0	5	5	2	4	1	1	1	1

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

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2000 HCM Operations (Future Volume Alternative)  
Existing PM

Intersection #41: Tantau Avenue / Vallco Parkway



Street Name:	Tantau Avenue						Vallco Parkway					
	North Bound			South Bound			East Bound			West Bound		
Approach:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:	>>	Count	Date:	11 Jan 2018	<<	05:00:00 PM												
Base Vol:	75	290	6	9	452	256	215	6	215	27	49	9						
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00						
Initial Bse:	75	290	6	9	452	256	215	6	215	27	49	9						
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0						
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0						
Initial Fut:	75	290	6	9	452	256	215	6	215	27	49	9						
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00						
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00						
PHF Volume:	75	290	6	9	452	256	215	6	215	27	49	9						
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0						
Reduced Vol:	75	290	6	9	452	256	215	6	215	27	49	9						
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00						
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00						
Final Volume:	75	290	6	9	452	256	215	6	215	27	49	9						

Saturation Flow Module:														
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900		
Adjustment:	0.92	0.97	0.95	0.92	1.00	0.92	0.93	0.95	0.92	0.92	0.92	0.92		
Lanes:	1.00	1.96	0.04	1.00	2.00	1.00	1.95	0.05	1.00	0.32	0.58	0.10		
Final Sat.:	1750	3625	75	1750	3800	1750	3454	96	1750	556	1009	185		

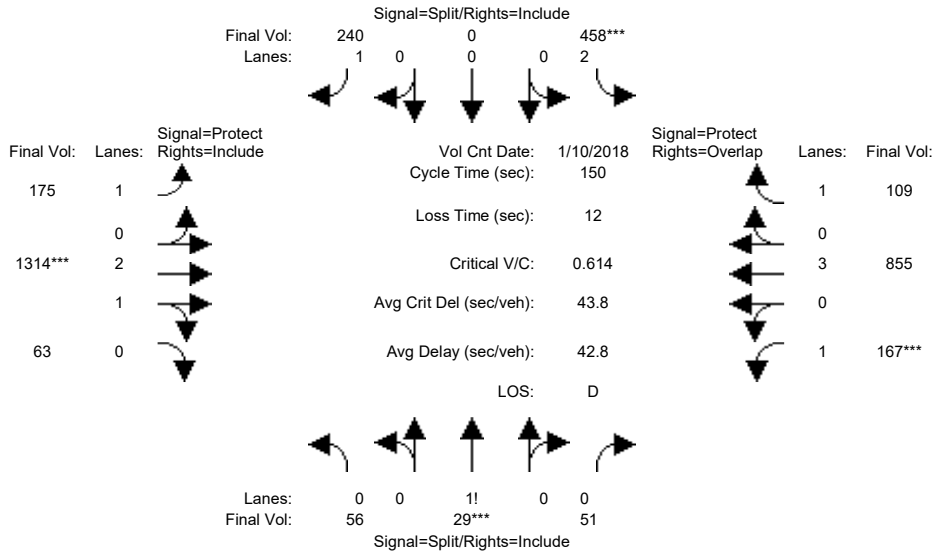
Capacity Analysis Module:														
Vol/Sat:	0.04	0.08	0.08	0.01	0.12	0.15	0.06	0.06	0.12	0.05	0.05	0.05		
Crit Moves:	***					****			****			****		
Green Time:	12.2	31.8	45.7	22.2	41.8	41.8	35.1	35.1	35.1	13.9	13.9	13.9		
Volume/Cap:	0.40	0.29	0.20	0.03	0.33	0.40	0.20	0.20	0.40	0.40	0.40	0.40		
Delay/Veh:	49.4	32.9	22.8	37.6	26.6	27.7	29.7	29.7	32.1	48.0	48.0	48.0		
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		
AdjDel/Veh:	49.4	32.9	22.8	37.6	26.6	27.7	29.7	29.7	32.1	48.0	48.0	48.0		
LOS by Move:	D	C-	C+	D+	C	C	C	C	C-	D	D	D		
HCM2kAvgQ:	3	4	3	0	6	7	3	3	6	3	3	3		

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

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2000 HCM Operations (Future Volume Alternative)  
Existing PM

Intersection #42: Tantau Avenue / Stevens Creek Boulevard



Street Name:	Tantau Avenue						Stevens Creek Boulevard					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 10 Jan 2018 << 05:00:00 PM												
Base Vol:	56	29	51	458	0	240	175	1314	63	167	855	109
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	56	29	51	458	0	240	175	1314	63	167	855	109
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	56	29	51	458	0	240	175	1314	63	167	855	109
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	56	29	51	458	0	240	175	1314	63	167	855	109
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	56	29	51	458	0	240	175	1314	63	167	855	109
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	56	29	51	458	0	240	175	1314	63	167	855	109
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.92	0.92	0.83	1.00	0.92	0.92	0.98	0.95	0.92	1.00	0.92
Lanes:	0.41	0.21	0.38	2.00	0.00	1.00	1.00	2.86	0.14	1.00	3.00	1.00
Final Sat.:	721	373	656	3150	0	1750	1750	5343	256	1750	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.08	0.08	0.08	0.15	0.00	0.14	0.10	0.25	0.25	0.10	0.15	0.06
Crit Moves:	****			****			****			****		
Green Time:	19.0	19.0	19.0	35.5	0.0	35.5	33.4	60.1	60.1	23.3	50.1	85.6
Volume/Cap:	0.61	0.61	0.61	0.61	0.00	0.58	0.45	0.61	0.61	0.61	0.45	0.11
Delay/Veh:	67.1	67.1	67.1	52.6	0.0	52.6	51.2	36.2	36.2	63.2	39.3	14.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	67.1	67.1	67.1	52.6	0.0	52.6	51.2	36.2	36.2	63.2	39.3	14.8
LOS by Move:	E	E	E	D-	A	D-	D-	D+	D+	E	D	B
HCM2kAvgQ:	6	6	6	11	0	10	7	17	17	8	10	2

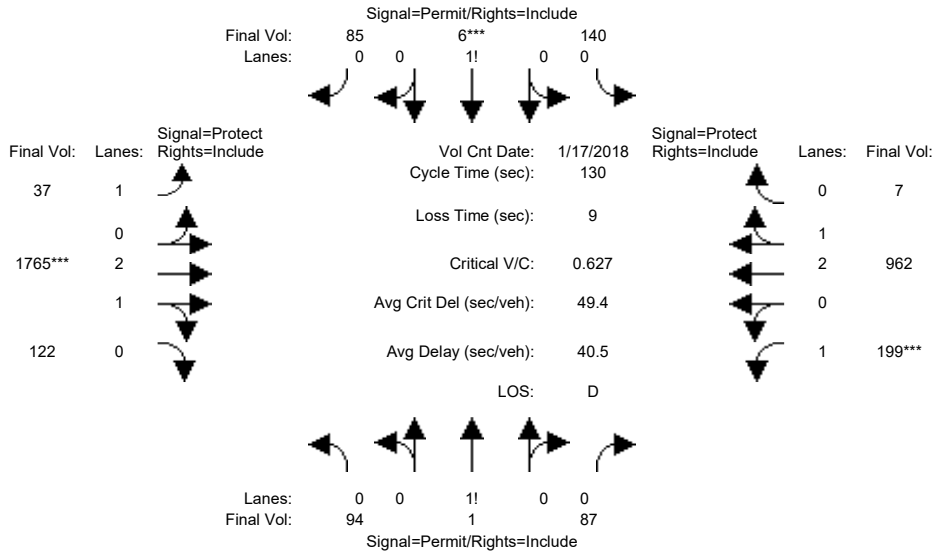
Note: Queue reported is the number of cars per lane.



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Intersection #43: Stern Avenue / Steven Creek Boulevard



Street Name:	Stern Avenue						Steven Creek Boulevard					
	North Bound			South Bound			East Bound			West Bound		
Approach:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	45	45	45	45	45	45	11	39	39	30	58	58
Y+R:	4.6	4.6	4.6	4.6	4.6	4.6	4.9	5.6	5.6	4.9	5.9	5.9

Volume Module:	>>	Count	Date:	17 Jan 2018	<<	05:00:00 PM						
Base Vol:	88	1	82	132	6	80	35	1659	115	187	904	7
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	88	1	82	132	6	80	35	1659	115	187	904	7
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	88	1	82	132	6	80	35	1659	115	187	904	7
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
PHF Volume:	94	1	87	140	6	85	37	1765	122	199	962	7
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	94	1	87	140	6	85	37	1765	122	199	962	7
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	94	1	87	140	6	85	37	1765	122	199	962	7

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.98	0.95	0.92	0.98	0.95
Lanes:	0.51	0.01	0.48	0.60	0.03	0.37	1.00	2.80	0.20	1.00	2.98	0.02
Final Sat.:	901	10	839	1060	48	642	1750	5236	363	1750	5557	43

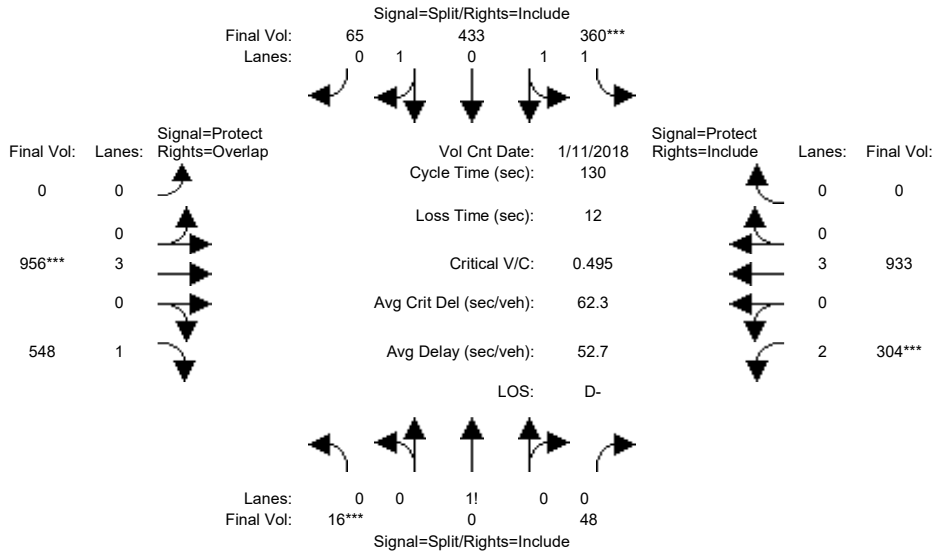
Capacity Analysis Module:												
Vol/Sat:	0.10	0.10	0.10	0.13	0.13	0.13	0.02	0.34	0.34	0.11	0.17	0.17
Crit Moves:					****			****			****	
Green Time:	45.0	45.0	45.0	45.0	45.0	45.0	12.1	46.0	46.0	30.0	63.9	63.9
Volume/Cap:	0.30	0.30	0.30	0.38	0.38	0.38	0.23	0.95	0.95	0.49	0.35	0.35
Delay/Veh:	31.3	31.3	31.3	32.4	32.4	32.4	55.3	52.0	52.0	44.3	20.4	20.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	31.3	31.3	31.3	32.4	32.4	32.4	55.3	52.0	52.0	44.3	20.4	20.4
LOS by Move:	C	C	C	C-	C-	C-	E+	D-	D-	D	C+	C+
HCM2kAvgQ:	6	6	6	7	7	7	1	27	27	7	8	8

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

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Intersection #44: I-280 Ramps (West)-Calvert Drive / Stevens Creek Boulevard



Street Name:	I-280 Ramps (West)-Calvert Drive						Stevens Creek Boulevard					
	North Bound			South Bound			East Bound			West Bound		
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	48	48	48	49	49	49	0	37	37	28	37	37
Y+R:	6.0	6.0	6.0	5.4	5.4	5.4	0.0	5.9	5.9	5.4	5.6	5.6

Volume Module:	>>	Count	Date:	11 Jan 2018	<<	05:00:00 PM						
Base Vol:	18	0	55	413	496	74	0	1096	628	349	1070	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	18	0	55	413	496	74	0	1096	628	349	1070	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	18	0	55	413	496	74	0	1096	628	349	1070	0
User Adj:	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	16	0	48	360	433	65	0	956	548	304	933	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	16	0	48	360	433	65	0	956	548	304	933	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	16	0	48	360	433	65	0	956	548	304	933	0

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.92	0.92	0.93	0.95	0.95	0.92	1.00	0.92	0.83	1.00	0.92
Lanes:	0.25	0.00	0.75	1.28	1.50	0.22	0.00	3.00	1.00	2.00	3.00	0.00
Final Sat.:	432	0	1318	2247	2699	403	0	5700	1750	3150	5700	0

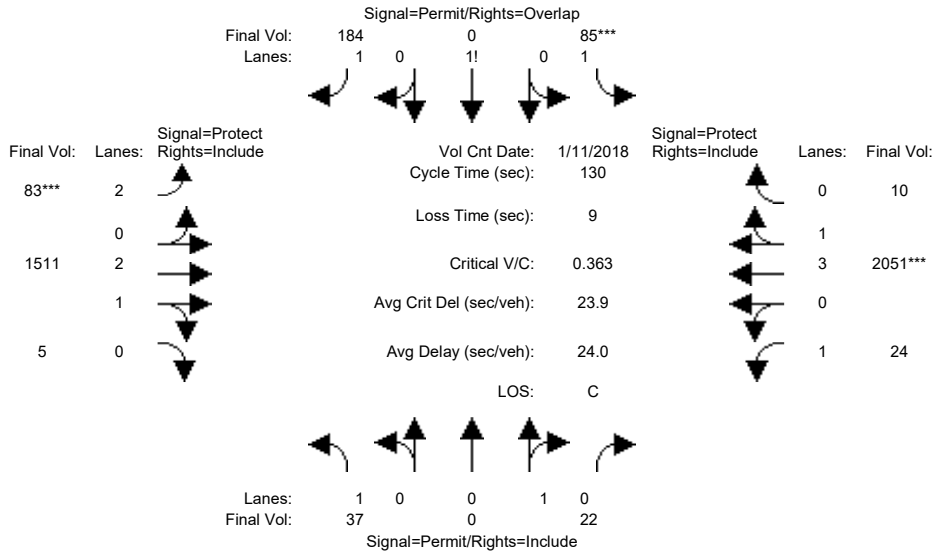
Capacity Analysis Module:												
Vol/Sat:	0.04	0.00	0.04	0.16	0.16	0.16	0.00	0.17	0.31	0.10	0.16	0.00
Crit Moves:	***			****			****			****		
Green Time:	35.9	0.0	35.9	36.6	36.6	36.6	0.0	27.6	63.5	20.9	48.6	0.0
Volume/Cap:	0.13	0.00	0.13	0.57	0.57	0.57	0.00	0.79	0.64	0.60	0.44	0.00
Delay/Veh:	47.5	0.0	47.5	54.0	54.0	54.0	0.0	68.3	34.8	69.8	41.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	47.5	0.0	47.5	54.0	54.0	54.0	0.0	68.3	34.8	69.8	41.0	0.0
LOS by Move:	D	A	D	D-	D-	D-	A	E	C-	E	D	A
HCM2kAvgQ:	3	0	3	14	14	14	0	15	22	9	12	0

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

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

Intersection #45: Agilent Driveway / Stevens Creek Boulevard



Street Name:	Agilent Driveway						Stevens Creek Boulevard					
	North Bound			South Bound			East Bound			West Bound		
Approach:												
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	47	47	47	45	45	45	10	57	57	12	60	60
Y+R:	3.0	3.0	3.0	4.6	4.6	4.6	5.0	5.6	5.6	5.0	4.6	4.6

Volume Module:	>>	Count	Date:	11 Jan 2018	<<	05:00:00 PM						
Base Vol:	35	0	21	80	0	173	78	1420	5	23	1928	9
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	35	0	21	80	0	173	78	1420	5	23	1928	9
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	35	0	21	80	0	173	78	1420	5	23	1928	9
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
PHF Volume:	37	0	22	85	0	184	83	1511	5	24	2051	10
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	37	0	22	85	0	184	83	1511	5	24	2051	10
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	37	0	22	85	0	184	83	1511	5	24	2051	10

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.95	0.92	1.00	0.95	0.83	0.98	0.95	0.92	0.99	0.95
Lanes:	1.00	0.00	1.00	1.32	0.00	1.68	2.00	2.99	0.01	1.00	3.98	0.02
Final Sat.:	1750	0	1800	2314	0	3020	3150	5580	20	1750	7465	35

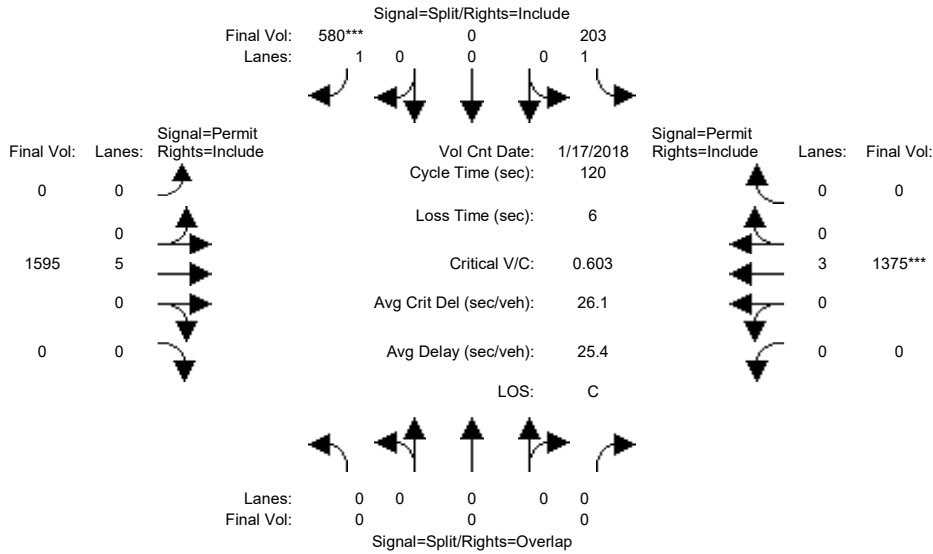
Capacity Analysis Module:													
Vol/Sat:	0.02	0.00	0.01	0.04	0.00	0.06	0.03	0.27	0.27	0.01	0.27	0.27	
Crit Moves:				****				****					
Green Time:	45.0	0.0	45.0	45.0	0.0	55.0	10.0	62.8	62.8	13.2	66.0	66.0	
Volume/Cap:	0.06	0.00	0.04	0.11	0.00	0.14	0.34	0.56	0.56	0.14	0.54	0.54	
Delay/Veh:	28.4	0.0	28.2	28.9	0.0	23.1	57.7	24.1	24.1	53.6	21.9	21.9	
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
AdjDel/Veh:	28.4	0.0	28.2	28.9	0.0	23.1	57.7	24.1	24.1	53.6	21.9	21.9	
LOS by Move:	C	A	C	C	A	C	E+	C	C	D-	C+	C+	
HCM2kAvgQ:	1	0	1	2	0	3	2	14	14	1	14	14	

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

Vallco Special Area Specific Plan  
SJ17-1786

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

Intersection #46: Lawrence Expressway Ramp (West) / Stevens Creek Boulevard



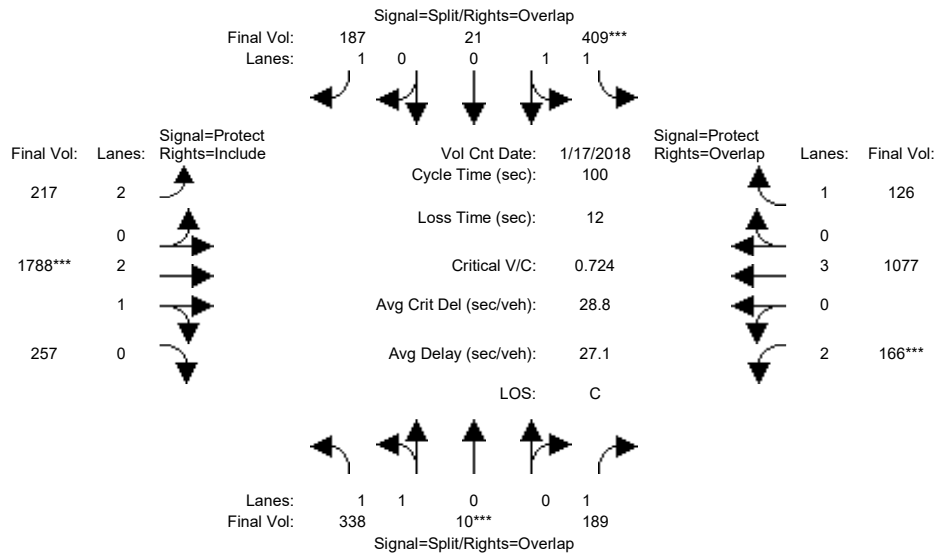
Street Name:	Lawrence Expressway Ramp (West)						Stevens Creek Boulevard					
	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	10	0	10	0	10	0	0	10	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date:	17 Jan 2018 << 05:00:00 PM											
Base Vol:	0	0	0	203	0	580	0	1595	0	0	1375	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	203	0	580	0	1595	0	0	1375	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	203	0	580	0	1595	0	0	1375	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	203	0	580	0	1595	0	0	1375	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	203	0	580	0	1595	0	0	1375	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	0	0	0	203	0	580	0	1595	0	0	1375	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	0.00	0.00	1.00	0.00	1.00	0.00	5.00	0.00	0.00	3.00	0.00
Final Sat.:	0	0	0	1750	0	1750	0	9500	0	0	5700	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.12	0.00	0.33	0.00	0.17	0.00	0.00	0.24	0.00
Crit Moves:	****											
Green Time:	0.0	0.0	0.0	66.0	0.0	66.0	0.0	48.0	0.0	0.0	48.0	0.0
Volume/Cap:	0.00	0.00	0.00	0.21	0.00	0.60	0.00	0.42	0.00	0.00	0.60	0.00
Delay/Veh:	0.0	0.0	0.0	13.9	0.0	19.3	0.0	26.0	0.0	0.0	28.9	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	13.9	0.0	19.3	0.0	26.0	0.0	0.0	28.9	0.0
LOS by Move:	A	A	A	B	A	B-	A	C	A	A	C	A
HCM2kAvgQ:	0	0	0	4	0	16	0	8	0	0	13	0

Note: Queue reported is the number of cars per lane.

Vallco Special Area Specific Plan  
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Level Of Service Computation Report  
2000 HCM Operations (Future Volume Alternative)  
Existing PM

Intersection #47: Lawrence Expressway / El Camino Real



Street Name:	Lawrence Expressway						El Camino Real					
	North Bound			South Bound			East Bound			West Bound		
Approach:												
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:	>>	Count	Date:	17 Jan 2018	<<	05:00:00 PM						
Base Vol:	338	10	189	409	21	187	217	1788	257	166	1077	126
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	338	10	189	409	21	187	217	1788	257	166	1077	126
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	338	10	189	409	21	187	217	1788	257	166	1077	126
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	338	10	189	409	21	187	217	1788	257	166	1077	126
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	338	10	189	409	21	187	217	1788	257	166	1077	126
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	338	10	189	409	21	187	217	1788	257	166	1077	126

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.93	0.95	0.92	0.93	0.95	0.92	0.83	0.99	0.95	0.83	1.00	0.92
Lanes:	1.94	0.06	1.00	1.90	0.10	1.00	2.00	2.61	0.39	2.00	3.00	1.00
Final Sat.:	3448	102	1750	3377	173	1750	3150	4895	704	3150	5700	1750

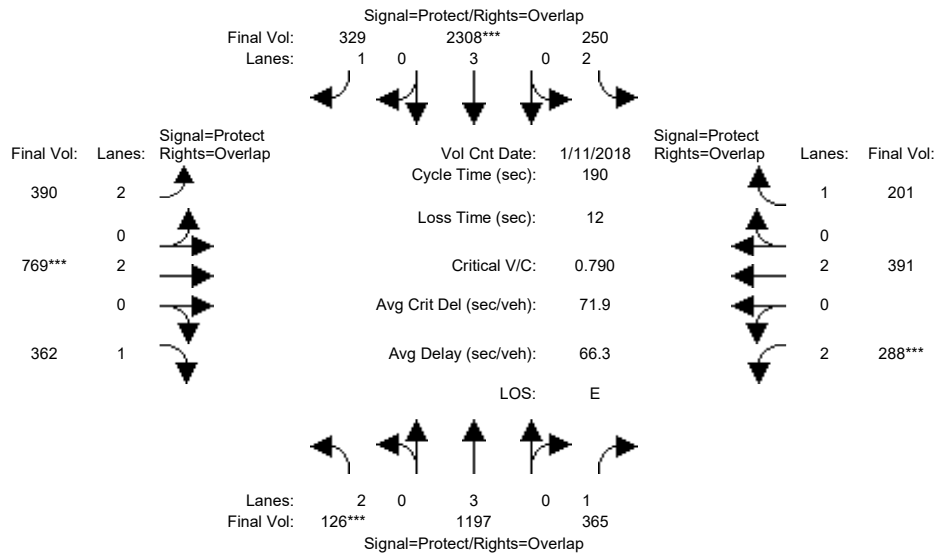
Capacity Analysis Module:												
Vol/Sat:	0.10	0.10	0.11	0.12	0.12	0.11	0.07	0.37	0.37	0.05	0.19	0.07
Crit Moves:	****			****			****			****		
Green Time:	13.5	13.5	20.8	16.7	16.7	32.3	15.6	50.4	50.4	7.3	42.1	58.9
Volume/Cap:	0.72	0.72	0.52	0.72	0.72	0.33	0.44	0.72	0.72	0.72	0.45	0.12
Delay/Veh:	46.8	46.8	36.5	43.9	43.9	26.0	38.9	20.3	20.3	56.2	20.8	9.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	46.8	46.8	36.5	43.9	43.9	26.0	38.9	20.3	20.3	56.2	20.8	9.2
LOS by Move:	D	D	D+	D	D	C	D+	C+	C+	E+	C+	A
HCM2kAvgQ:	7	7	6	8	8	5	4	16	16	5	8	2

Note: Queue reported is the number of cars per lane.

Vallco Special Area Specific Plan  
SJ17-1786

Level Of Service Computation Report  
2000 HCM Operations (Future Volume Alternative)  
Existing PM

Intersection #48: Lawrence Expressway / Homestead Road



Street Name:	Lawrence Expressway						Homestead Road					
	North Bound			South Bound			East Bound			West Bound		
Approach:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	16	86	86	23	93	93	24	44	44	21	41	41
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:	>>	Count	Date:	11 Jan 2018	<<	05:00:00 PM						
Base Vol:	126	1496	365	250	2921	329	390	769	362	288	391	201
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	126	1496	365	250	2921	329	390	769	362	288	391	201
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	126	1496	365	250	2921	329	390	769	362	288	391	201
User Adj:	1.00	0.80	1.00	1.00	0.79	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	126	1197	365	250	2308	329	390	769	362	288	391	201
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	126	1197	365	250	2308	329	390	769	362	288	391	201
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	126	1197	365	250	2308	329	390	769	362	288	391	201

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	3150	5700	1750	3150	5700	1750	3150	3800	1750	3150	3800	1750

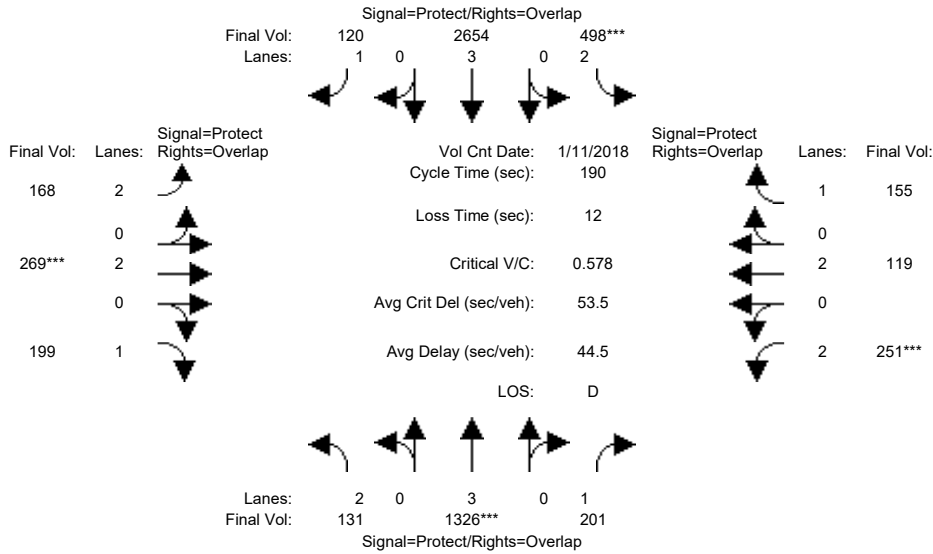
Capacity Analysis Module:												
Vol/Sat:	0.04	0.21	0.21	0.08	0.40	0.19	0.12	0.20	0.21	0.09	0.10	0.11
Crit Moves:	***			****			****			****		
Green Time:	16.3	87.8	109.3	23.5	95.0	119.5	24.5	44.9	61.3	21.5	41.9	65.4
Volume/Cap:	0.47	0.45	0.36	0.64	0.81	0.30	0.96	0.86	0.64	0.81	0.47	0.33
Delay/Veh:	87.3	53.7	40.6	88.5	66.9	33.7	114.7	76.1	56.3	93.6	63.4	45.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	87.3	53.7	40.6	88.5	66.9	33.7	114.7	76.1	56.3	93.6	63.4	45.5
LOS by Move:	F	D-	D	F	E	C-	F	E-	E+	F	E	D
HCM2kAvgQ:	4	19	18	9	42	16	14	21	18	12	10	9

Note: Queue reported is the number of cars per lane.

Vallco Special Area Specific Plan  
SJ17-1786

Level Of Service Computation Report  
2000 HCM Operations (Future Volume Alternative)  
Existing PM

Intersection #49: Lawrence Expressway / Pruneridge Avenue



Street Name:	Lawrence Expressway						Pruneridge Avenue					
	North Bound			South Bound			East Bound			West Bound		
Approach:												
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	18	84	84	40	106	106	16	29	29	21	34	34
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:	>>	Count	Date:	11 Jan 2018	<<	05:00:00 PM						
Base Vol:	131	1657	201	498	3360	120	168	269	199	251	119	155
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	131	1657	201	498	3360	120	168	269	199	251	119	155
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	131	1657	201	498	3360	120	168	269	199	251	119	155
User Adj:	1.00	0.80	1.00	1.00	0.79	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	131	1326	201	498	2654	120	168	269	199	251	119	155
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	131	1326	201	498	2654	120	168	269	199	251	119	155
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	131	1326	201	498	2654	120	168	269	199	251	119	155

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	3150	5700	1750	3150	5700	1750	3150	3800	1750	3150	3800	1750

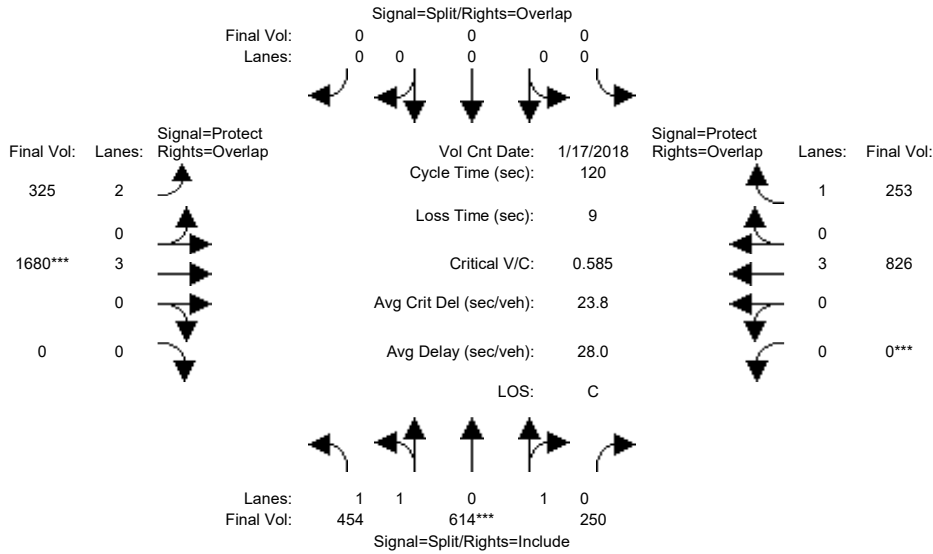
Capacity Analysis Module:												
Vol/Sat:	0.04	0.23	0.11	0.16	0.47	0.07	0.05	0.07	0.11	0.08	0.03	0.09
Crit Moves:	****			****			****			****		
Green Time:	18.4	85.8	107.3	40.9	108	124.6	16.3	29.6	48.0	21.5	34.7	75.6
Volume/Cap:	0.43	0.51	0.20	0.74	0.82	0.10	0.62	0.45	0.45	0.71	0.17	0.22
Delay/Veh:	80.1	36.6	20.0	72.3	33.9	11.9	86.4	71.9	59.3	85.9	64.2	37.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	80.1	36.6	20.0	72.3	33.9	11.9	86.4	71.9	59.3	85.9	64.2	37.2
LOS by Move:	F	D+	C+	E	C-	B+	F	E	E+	F	E	D+
HCM2kAvgQ:	5	17	6	15	39	3	6	7	10	9	3	6

Note: Queue reported is the number of cars per lane.

Vallco Special Area Specific Plan  
SJ17-1786

Level Of Service Computation Report  
2000 HCM Operations (Future Volume Alternative)  
Existing PM

Intersection #50: Lawrence Expressway Ramps (East) / Stevens Creek Boulevard



Street Name:	Lawrence Expressway Ramps (East)						Stevens Creek Boulevard					
	North Bound			South Bound			East Bound			West Bound		
Approach:	L	T	R	L	T	R	L	T	R	L	T	R
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	0	0	0	7	10	0	0	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 17 Jan 2018 << 05:00:00 PM												
Base Vol:	454	614	250	0	0	0	325	1680	0	0	826	253
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	454	614	250	0	0	0	325	1680	0	0	826	253
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	454	614	250	0	0	0	325	1680	0	0	826	253
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	454	614	250	0	0	0	325	1680	0	0	826	253
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	454	614	250	0	0	0	325	1680	0	0	826	253
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	454	614	250	0	0	0	325	1680	0	0	826	253
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.95	0.95	0.92	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.92
Lanes:	1.05	1.39	0.56	0.00	0.00	0.00	2.00	3.00	0.00	0.00	3.00	1.00
Final Sat.:	1843	2492	1015	0	0	0	3150	5700	0	0	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.25	0.25	0.25	0.00	0.00	0.00	0.10	0.29	0.00	0.00	0.14	0.14
Crit Moves:	****						****			****		
Green Time:	50.5	50.5	50.5	0.0	0.0	0.0	25.1	60.5	0.0	0.0	35.3	35.3
Volume/Cap:	0.59	0.59	0.59	0.00	0.00	0.00	0.49	0.59	0.00	0.00	0.49	0.49
Delay/Veh:	27.1	27.1	27.1	0.0	0.0	0.0	42.4	21.3	0.0	0.0	35.2	35.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	27.1	27.1	27.1	0.0	0.0	0.0	42.4	21.3	0.0	0.0	35.2	35.7
LOS by Move:	C	C	C	A	A	A	D	C+	A	A	D+	D+
HCM2kAvgQ:	13	13	13	0	0	0	6	14	0	0	8	8

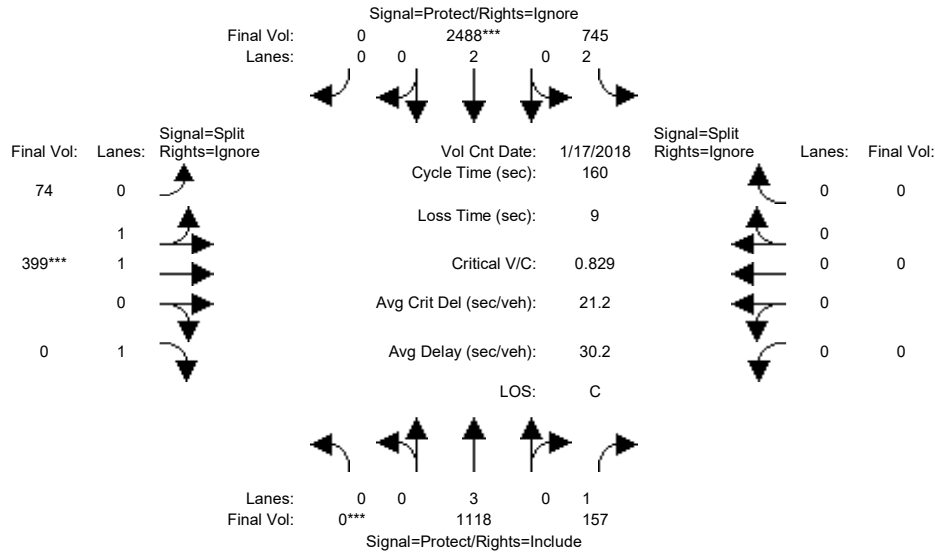
Note: Queue reported is the number of cars per lane.



Vallco Special Area Specific Plan  
SJ17-1786

Level Of Service Computation Report  
2000 HCM Operations (Future Volume Alternative)  
Existing PM

Intersection #51: Lawrence Expressway / Calverty Drive-I-280 SB Ramp



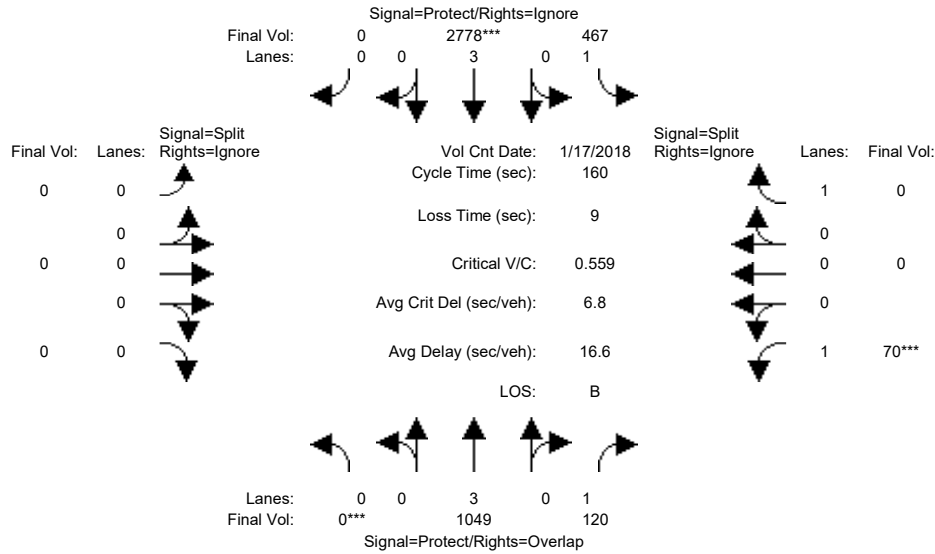
Street Name:	Lawrence Expressway						I-280 SB Ramp					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	66	66	41	111	0	41	41	41	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date:	17 Jan 2018 << 05:00:00 PM											
Base Vol:	0	1118	157	745	2488	0	74	399	834	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	1118	157	745	2488	0	74	399	834	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	1118	157	745	2488	0	74	399	834	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Volume:	0	1118	157	745	2488	0	74	399	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1118	157	745	2488	0	74	399	0	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
Final Volume:	0	1118	157	745	2488	0	74	399	0	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.83	1.00	0.92	0.95	0.98	0.92	0.92	1.00	0.92
Lanes:	0.00	3.00	1.00	2.00	2.00	0.00	0.32	1.68	1.00	0.00	0.00	0.00
Final Sat.:	0	5700	1750	3150	3800	0	579	3121	1750	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.20	0.09	0.24	0.65	0.00	0.13	0.13	0.00	0.00	0.00	0.00
Crit Moves:	***			***			***					
Green Time:	0.0	68.0	68.0	42.3	110	0.0	40.7	40.7	0.0	0.0	0.0	0.0
Volume/Cap:	0.00	0.46	0.21	0.90	0.95	0.00	0.50	0.50	0.00	0.00	0.00	0.00
Delay/Veh:	0.0	28.8	25.5	69.3	15.4	0.0	51.7	51.7	0.0	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	28.8	25.5	69.3	15.4	0.0	51.7	51.7	0.0	0.0	0.0	0.0
LOS by Move:	A	C	C	E	B	A	D-	D-	A	A	A	A
HCM2kAvgQ:	0	10	4	24	44	0	10	10	0	0	0	0

Note: Queue reported is the number of cars per lane.

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Existing PM

Intersection #52: Lawrence Expressway / Mitty Way



Street Name:	Lawrence Expressway						Mitty Way					
	North Bound			South Bound			East Bound			West Bound		
Approach:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	72	72	56	131	131	0	0	0	20	20	20
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	0.0	0.0	0.0	4.0	4.0	4.0

Volume Module:	>>	Count	Date:	17 Jan 2018	<<	05:00:00 PM						
Base Vol:	0	1049	120	467	2778	0	0	0	0	70	0	237
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	1049	120	467	2778	0	0	0	0	70	0	237
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	1049	120	467	2778	0	0	0	0	70	0	237
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Volume:	0	1049	120	467	2778	0	0	0	0	70	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1049	120	467	2778	0	0	0	0	70	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
Final Volume:	0	1049	120	467	2778	0	0	0	0	70	0	0

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	3.00	1.00	1.00	3.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Final Sat.:	0	5700	1750	1750	5700	0	0	0	0	1750	0	1750

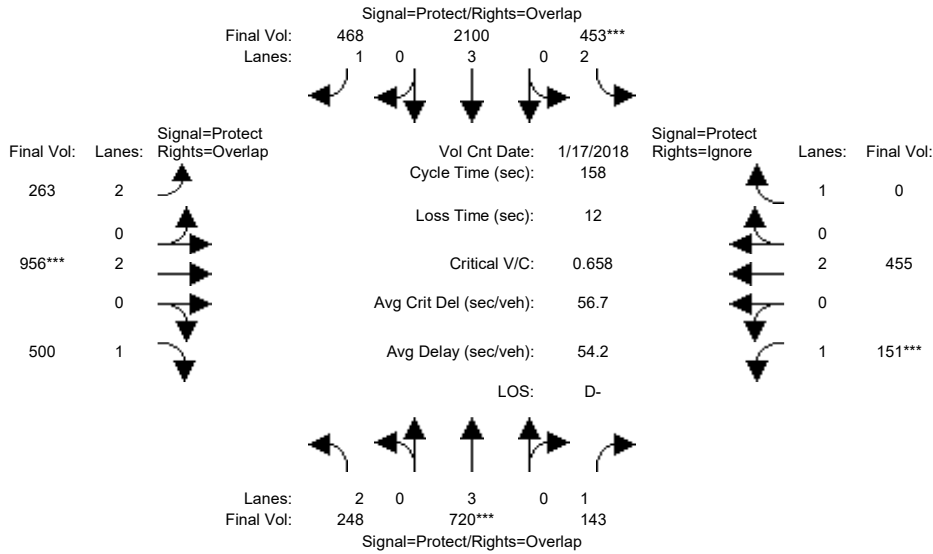
Capacity Analysis Module:												
Vol/Sat:	0.00	0.18	0.07	0.27	0.49	0.00	0.00	0.00	0.00	0.04	0.00	0.00
Crit Moves:	***				***					***		
Green Time:	0.0	73.7	93.7	57.3	131	0.0	0.0	0.0	0.0	20.0	0.0	0.0
Volume/Cap:	0.00	0.40	0.12	0.74	0.60	0.00	0.00	0.00	0.00	0.32	0.00	0.00
Delay/Veh:	0.0	28.6	14.8	49.8	5.3	0.0	0.0	0.0	0.0	64.7	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	28.6	14.8	49.8	5.3	0.0	0.0	0.0	0.0	64.7	0.0	0.0
LOS by Move:	A	C	B	D	A	A	A	A	A	E	A	A
HCM2kAvgQ:	0	11	3	20	15	0	0	0	0	4	0	0

Note: Queue reported is the number of cars per lane.

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Intersection #53: Lawrence Expressway / Bollinger Road



Street Name:	Lawrence Expressway						Bollinger Road					
	North Bound			South Bound			East Bound			West Bound		
Approach:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	19	55	55	26	61	61	18	45	45	17	43	43
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:	>>	Count	Date:	17 Jan 2018	<<	05:00:00 PM						
Base Vol:	248	720	143	453	2100	468	263	956	500	151	455	109
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	248	720	143	453	2100	468	263	956	500	151	455	109
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	248	720	143	453	2100	468	263	956	500	151	455	109
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	248	720	143	453	2100	468	263	956	500	151	455	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	248	720	143	453	2100	468	263	956	500	151	455	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
Final Volume:	248	720	143	453	2100	468	263	956	500	151	455	0

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.92
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	2.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	3150	5700	1750	3150	5700	1750	3150	3800	1750	1750	3800	1750

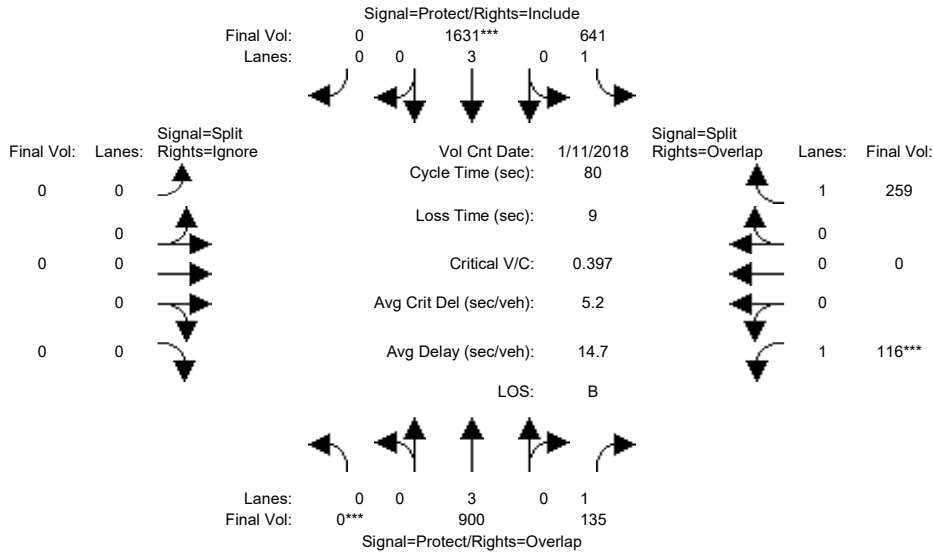
Capacity Analysis Module:												
Vol/Sat:	0.08	0.13	0.08	0.14	0.37	0.27	0.08	0.25	0.29	0.09	0.12	0.00
Crit Moves:	****			****			****			****		
Green Time:	19.5	55.0	72.0	26.9	62.5	81.4	18.9	47.1	66.5	17.0	45.2	0.0
Volume/Cap:	0.64	0.36	0.18	0.84	0.93	0.52	0.70	0.84	0.68	0.80	0.42	0.00
Delay/Veh:	69.5	36.4	21.2	75.2	59.6	32.5	72.5	58.0	39.6	90.2	46.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	69.5	36.4	21.2	75.2	59.6	32.5	72.5	58.0	39.6	90.2	46.0	0.0
LOS by Move:	E	D+	C+	E-	E+	C-	E	E+	D	F	D	A
HCM2kAvgQ:	7	7	3	13	35	19	8	23	21	10	9	0

Note: Queue reported is the number of cars per lane.

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Intersection #54: Lawrence Expressway / Doyle Road



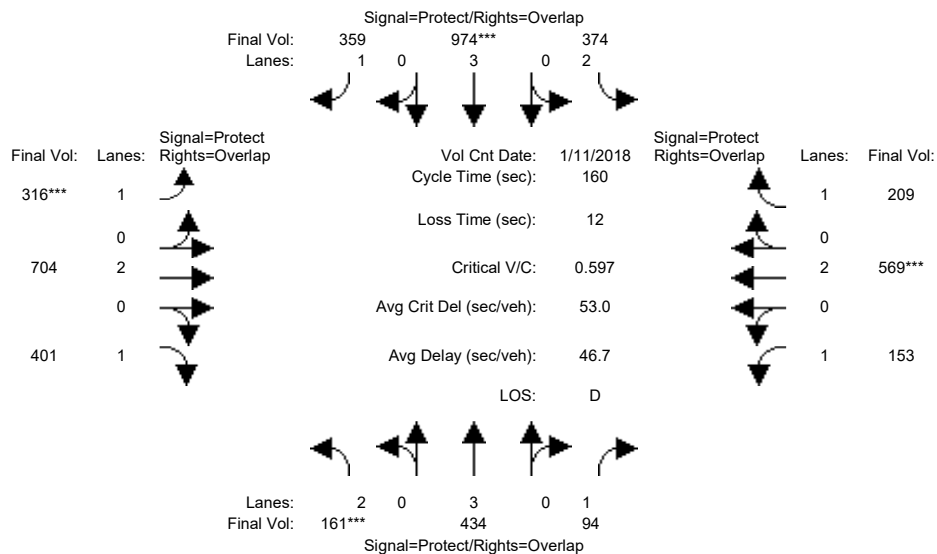
Street Name:	Lawrence Expressway						Doyle Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	28	28	31	62	62	0	0	0	9	9	9
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	0.0	0.0	0.0	4.0	4.0	4.0
Volume Module: >> Count Date:	11 Jan 2018 << 05:00:00 PM											
Base Vol:	0	900	135	641	1631	0	0	0	0	116	0	259
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	900	135	641	1631	0	0	0	0	116	0	259
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	900	135	641	1631	0	0	0	0	116	0	259
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	0	900	135	641	1631	0	0	0	0	116	0	259
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	900	135	641	1631	0	0	0	0	116	0	259
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
Final Volume:	0	900	135	641	1631	0	0	0	0	116	0	259
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	3.00	1.00	1.00	3.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Final Sat.:	0	5700	1750	1750	5700	0	0	0	0	1750	0	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.16	0.08	0.37	0.29	0.00	0.00	0.00	0.00	0.07	0.00	0.15
Crit Moves:	***			****						****		
Green Time:	0.0	29.4	38.4	32.6	62.0	0.0	0.0	0.0	0.0	9.0	0.0	41.6
Volume/Cap:	0.00	0.43	0.16	0.90	0.37	0.00	0.00	0.00	0.00	0.59	0.00	0.28
Delay/Veh:	0.0	19.1	11.8	36.6	2.9	0.0	0.0	0.0	0.0	38.4	0.0	11.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	19.1	11.8	36.6	2.9	0.0	0.0	0.0	0.0	38.4	0.0	11.0
LOS by Move:	A	B-	B+	D+	A	A	A	A	A	D+	A	B+
HCM2kAvgQ:	0	5	2	16	4	0	0	0	0	4	0	4

Note: Queue reported is the number of cars per lane.

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Intersection #55: Lawrence Expressway / Prospect Road



Street Name:	Lawrence Expressway						Prospect Road					
	North Bound			South Bound			East Bound			West Bound		
Approach:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	20	42	42	32	54	54	30	49	49	21	40	40
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:	>>	Count	Date:	11 Jan 2018	<<	05:00:00 PM						
Base Vol:	161	434	94	374	974	359	316	704	401	153	569	209
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	161	434	94	374	974	359	316	704	401	153	569	209
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	161	434	94	374	974	359	316	704	401	153	569	209
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	161	434	94	374	974	359	316	704	401	153	569	209
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	161	434	94	374	974	359	316	704	401	153	569	209
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	161	434	94	374	974	359	316	704	401	153	569	209

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	3150	5700	1750	3150	5700	1750	1750	3800	1750	1750	3800	1750

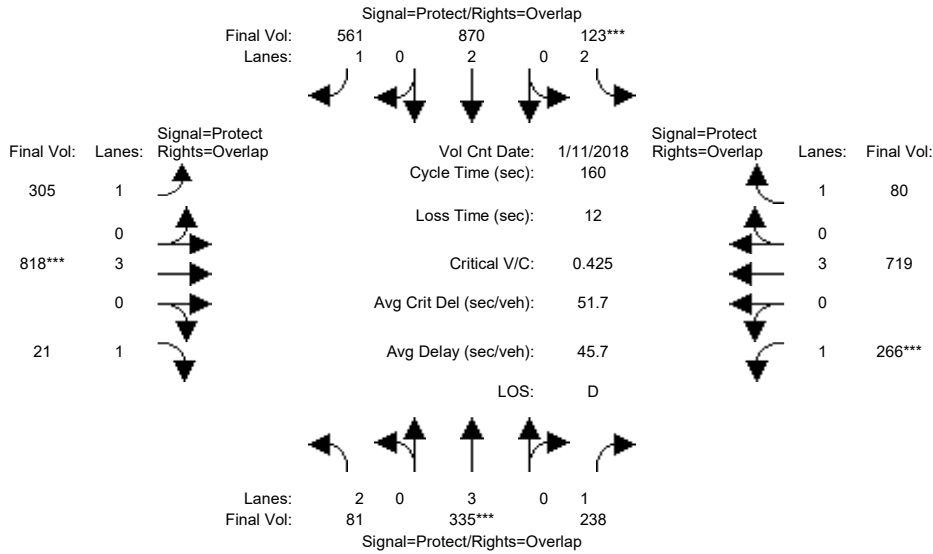
Capacity Analysis Module:												
Vol/Sat:	0.05	0.08	0.05	0.12	0.17	0.21	0.18	0.19	0.23	0.09	0.15	0.12
Crit Moves:	***				***		***				***	
Green Time:	20.0	42.0	64.2	32.0	54.0	88.0	34.0	51.8	71.8	22.2	40.0	72.0
Volume/Cap:	0.41	0.29	0.13	0.59	0.51	0.37	0.85	0.57	0.51	0.63	0.60	0.27
Delay/Veh:	65.2	47.2	30.4	59.6	42.6	20.6	77.2	45.6	32.1	70.3	54.0	27.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	65.2	47.2	30.4	59.6	42.6	20.6	77.2	45.6	32.1	70.3	54.0	27.7
LOS by Move:	E	D	C	E+	D	C+	E-	D	C-	E	D-	C
HCM2kAvgQ:	5	6	3	10	12	10	17	14	15	8	13	7

Note: Queue reported is the number of cars per lane.

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Existing PM

Intersection #56: Lawrence Expressway / Saratoga Avenue



Street Name:	Lawrence Expressway						Saratoga Avenue					
	North Bound			South Bound			East Bound			West Bound		
Approach:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	13	54	54	18	59	59	31	45	45	27	41	41
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:	>>	Count	Date:	11 Jan 2018	<<	05:00:00 PM												
Base Vol:	81	335	238	123	870	561	305	818	21	266	719	80						
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00						
Initial Bse:	81	335	238	123	870	561	305	818	21	266	719	80						
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0						
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0						
Initial Fut:	81	335	238	123	870	561	305	818	21	266	719	80						
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00						
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00						
PHF Volume:	81	335	238	123	870	561	305	818	21	266	719	80						
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0						
Reduced Vol:	81	335	238	123	870	561	305	818	21	266	719	80						
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00						
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00						
Final Volume:	81	335	238	123	870	561	305	818	21	266	719	80						

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	2.00	3.00	1.00	2.00	2.00	1.00	1.00	3.00	1.00	1.00	3.00	1.00
Final Sat.:	3150	5700	1750	3150	3800	1750	1750	5700	1750	1750	5700	1750

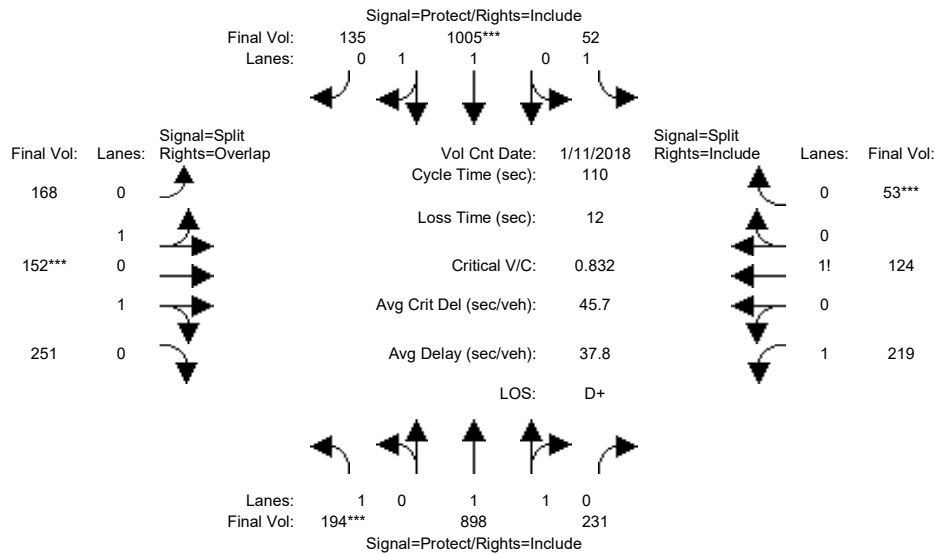
Capacity Analysis Module:												
Vol/Sat:	0.03	0.06	0.14	0.04	0.23	0.32	0.17	0.14	0.01	0.15	0.13	0.05
Crit Moves:	****			****			****			****		
Green Time:	13.0	54.0	85.0	18.0	59.0	91.7	32.7	45.0	58.0	31.0	43.3	61.3
Volume/Cap:	0.32	0.17	0.26	0.35	0.62	0.56	0.85	0.51	0.03	0.78	0.47	0.12
Delay/Veh:	70.0	37.3	20.5	66.2	42.2	22.2	78.8	48.5	32.9	72.7	48.9	32.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	70.0	37.3	20.5	66.2	42.2	22.2	78.8	48.5	32.9	72.7	48.9	32.0
LOS by Move:	E	D+	C+	E	D	C+	E-	D	C-	E	D	C
HCM2kAvgQ:	2	4	7	4	17	18	15	10	1	15	10	3

Note: Queue reported is the number of cars per lane.

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2000 HCM Operations (Future Volume Alternative)  
Existing PM

Intersection #57: Saratoga Avenue / Cox Avenue



Street Name:	Saratoga Avenue						Cox Avenue					
	North Bound			South Bound			East Bound			West Bound		
Approach:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:	>>	Count	Date:	11 Jan 2018	<<	05:00:00 PM						
Base Vol:	194	898	231	52	1005	135	168	152	251	219	124	53
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	194	898	231	52	1005	135	168	152	251	219	124	53
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	194	898	231	52	1005	135	168	152	251	219	124	53
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	194	898	231	52	1005	135	168	152	251	219	124	53
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	194	898	231	52	1005	135	168	152	251	219	124	53
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	194	898	231	52	1005	135	168	152	251	219	124	53

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	0.98	0.95	0.95	0.95	0.95	0.92	0.92	0.92
Lanes:	1.00	1.58	0.42	1.00	1.76	0.24	0.59	0.53	0.88	1.39	0.43	0.18
Final Sat.:	1750	2942	757	1750	3262	438	1059	958	1582	2419	757	324

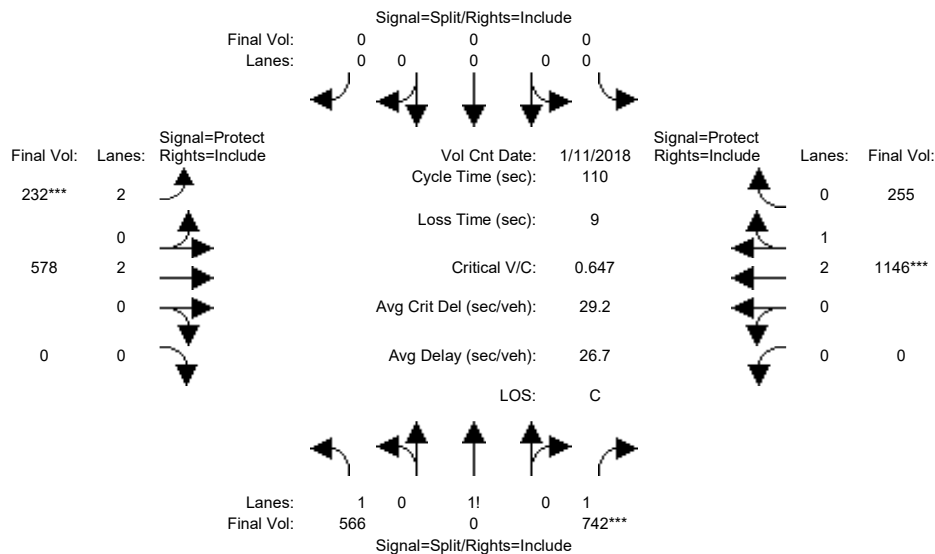
Capacity Analysis Module:												
Vol/Sat:	0.11	0.31	0.31	0.03	0.31	0.31	0.16	0.16	0.16	0.09	0.16	0.16
Crit Moves:	***				***			***				***
Green Time:	14.7	45.8	45.8	9.6	40.7	40.7	21.0	21.0	35.6	21.6	21.6	21.6
Volume/Cap:	0.83	0.73	0.73	0.34	0.83	0.83	0.83	0.83	0.49	0.46	0.83	0.83
Delay/Veh:	68.2	28.8	28.8	48.6	36.0	36.0	51.4	51.4	30.2	39.4	54.3	54.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	68.2	28.8	28.8	48.6	36.0	36.0	51.4	51.4	30.2	39.4	54.3	54.3
LOS by Move:	E	C	C	D	D+	D+	D-	D-	C	D	D-	D-
HCM2kAvgQ:	8	17	17	2	18	18	12	12	8	5	13	13

Note: Queue reported is the number of cars per lane.

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2000 HCM Operations (Future Volume Alternative)  
Existing PM

Intersection #58: SR-85 (North) / Saratoga Avenue



Street Name:	SR-85 (North)						Saratoga Avenue					
	North Bound			South Bound			East Bound			West Bound		
Approach:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	0	0	0	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:	>>	Count	Date:	11 Jan 2018	<<	05:00:00 PM						
Base Vol:	566	0	742	0	0	0	232	578	0	0	1146	255
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	566	0	742	0	0	0	232	578	0	0	1146	255
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	566	0	742	0	0	0	232	578	0	0	1146	255
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	566	0	742	0	0	0	232	578	0	0	1146	255
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	566	0	742	0	0	0	232	578	0	0	1146	255
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	566	0	742	0	0	0	232	578	0	0	1146	255

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.83	1.00	0.92	0.92	0.99	0.95
Lanes:	1.43	0.00	1.57	0.00	0.00	0.00	2.00	2.00	0.00	0.00	2.43	0.57
Final Sat.:	2507	0	2743	0	0	0	3150	3800	0	0	4579	1019

Capacity Analysis Module:												
Vol/Sat:	0.23	0.00	0.27	0.00	0.00	0.00	0.07	0.15	0.00	0.00	0.25	0.25
Crit Moves:	****						****			****		
Green Time:	46.0	0.0	46.0	0.0	0.0	0.0	12.5	55.0	0.0	0.0	42.5	42.5
Volume/Cap:	0.54	0.00	0.65	0.00	0.00	0.00	0.65	0.30	0.00	0.00	0.65	0.65
Delay/Veh:	24.3	0.0	26.3	0.0	0.0	0.0	50.7	16.3	0.0	0.0	28.3	28.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	24.3	0.0	26.3	0.0	0.0	0.0	50.7	16.3	0.0	0.0	28.3	28.3
LOS by Move:	C	A	C	A	A	A	D	B	A	A	C	C
HCM2kAvgQ:	11	0	14	0	0	0	5	6	0	0	12	12

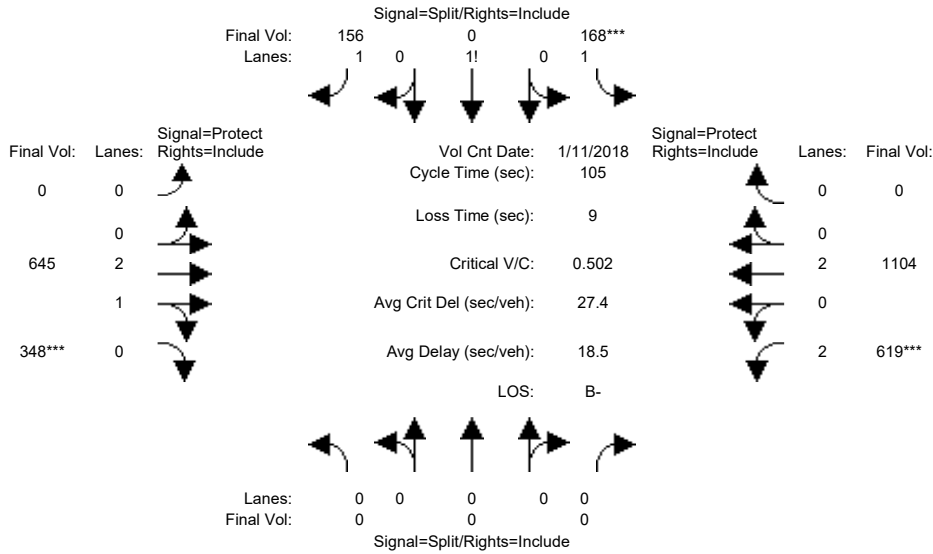
Note: Queue reported is the number of cars per lane.



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Intersection #59: SR-85 (South) / Saratoga Avenue



Street Name:	SR-85 (South)						Saratoga Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:	>>	Count	Date:	11 Jan 2018	<<	05:00:00 PM						
Base Vol:	0	0	0	168	0	156	0	645	348	619	1104	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	168	0	156	0	645	348	619	1104	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	168	0	156	0	645	348	619	1104	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	168	0	156	0	645	348	619	1104	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	168	0	156	0	645	348	619	1104	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	0	0	0	168	0	156	0	645	348	619	1104	0

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.83	1.00	0.92
Lanes:	0.00	0.00	0.00	1.52	0.00	1.48	0.00	2.00	1.00	2.00	2.00	0.00
Final Sat.:	0	0	0	2657	0	2593	0	3800	1750	3150	3800	0

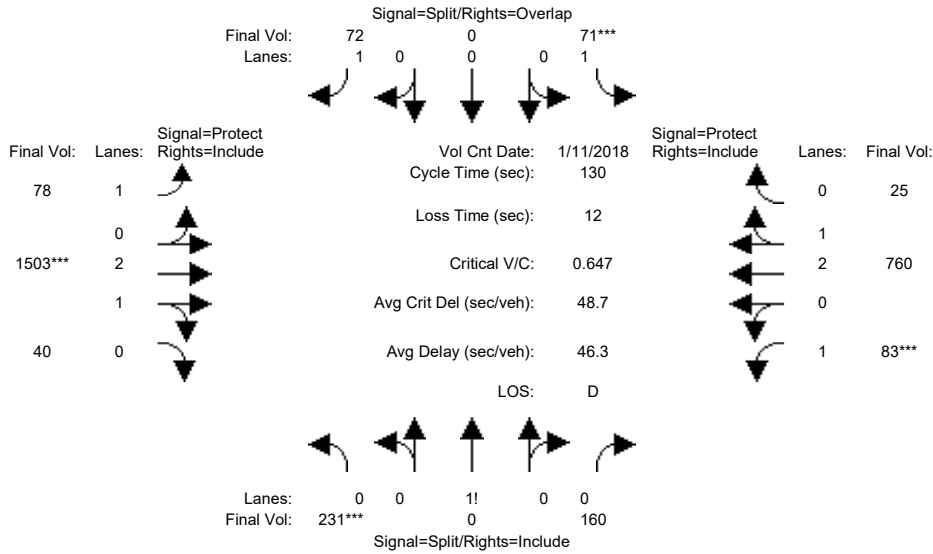
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.06	0.00	0.06	0.00	0.17	0.20	0.20	0.29	0.00
Crit Moves:				****					****	****		
Green Time:	0.0	0.0	0.0	13.2	0.0	13.2	0.0	41.6	41.6	41.1	82.8	0.0
Volume/Cap:	0.00	0.00	0.00	0.50	0.00	0.48	0.00	0.43	0.50	0.50	0.37	0.00
Delay/Veh:	0.0	0.0	0.0	43.4	0.0	43.2	0.0	23.2	24.1	24.5	3.4	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	43.4	0.0	43.2	0.0	23.2	24.1	24.5	3.4	0.0
LOS by Move:	A	A	A	D	A	D	A	C	C	C	A	A
HCM2kAvgQ:	0	0	0	4	0	4	0	8	9	9	5	0

Note: Queue reported is the number of cars per lane.

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2000 HCM Operations (Future Volume Alternative)  
Existing PM

Intersection #60: Cabot Avenue-Loma Linda Drive / Stevens Creek Boulevard



Street Name:	Cabot Avenue-Loma Linda Drive						Stevens Creek Boulevard					
	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	32	32	32	32	32	32	15	35	35	10	30	30
Y+R:	5.1	5.1	5.1	5.1	5.1	5.1	4.5	6.4	6.4	4.5	6.4	6.4

Volume Module:	>>	Count	Date:	11 Jan 2018	<<	05:00:00 PM												
Base Vol:	215	0	149	66	0	67	73	1398	37	77	707	23						
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00						
Initial Bse:	215	0	149	66	0	67	73	1398	37	77	707	23						
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0						
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0						
Initial Fut:	215	0	149	66	0	67	73	1398	37	77	707	23						
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00						
PHF Adj:	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93						
PHF Volume:	231	0	160	71	0	72	78	1503	40	83	760	25						
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0						
Reduced Vol:	231	0	160	71	0	72	78	1503	40	83	760	25						
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00						
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00						
Final Volume:	231	0	160	71	0	72	78	1503	40	83	760	25						

Saturation Flow Module:														
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900		
Adjustment:	0.92	0.92	0.92	0.92	1.00	0.92	0.92	0.98	0.95	0.92	0.98	0.95		
Lanes:	0.59	0.00	0.41	1.00	0.00	1.00	1.00	2.92	0.08	1.00	2.90	0.10		
Final Sat.:	1034	0	716	1750	0	1750	1750	5455	144	1750	5423	176		

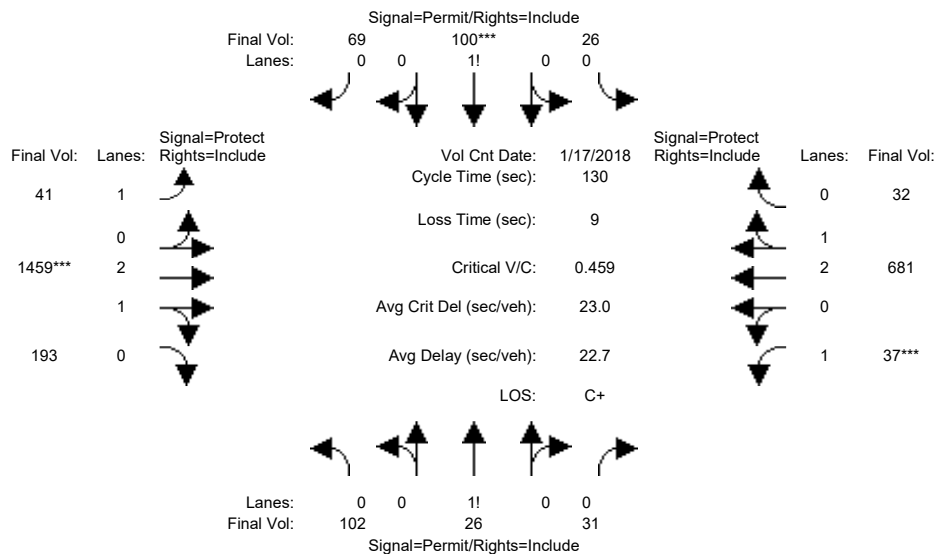
Capacity Analysis Module:														
Vol/Sat:	0.22	0.00	0.22	0.04	0.00	0.04	0.04	0.28	0.28	0.05	0.14	0.14		
Crit Moves:	***			****			****			****				
Green Time:	34.0	0.0	34.0	32.0	0.0	49.3	17.3	42.0	42.0	10.0	34.6	34.6		
Volume/Cap:	0.85	0.00	0.85	0.16	0.00	0.11	0.34	0.85	0.85	0.62	0.53	0.53		
Delay/Veh:	60.0	0.0	60.0	38.7	0.0	26.2	52.0	45.4	45.4	66.4	41.0	41.0		
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		
AdjDel/Veh:	60.0	0.0	60.0	38.7	0.0	26.2	52.0	45.4	45.4	66.4	41.0	41.0		
LOS by Move:	E	A	E	D+	A	C	D-	D	D	E	D	D		
HCM2kAvgQ:	19	0	19	2	0	2	3	20	20	4	9	9		

Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report  
2000 HCM Operations (Future Volume Alternative)  
Existing PM

Intersection #61: Cronin Drive/Albany Drive / Stevens Creek Boulevard



Street Name:	Cronin Drive/Albany Drive						Stevens Creek Boulevard					
	North Bound			South Bound			East Bound			West Bound		
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	37	37	37	37	37	37	15	62	62	15	62	62
Y+R:	5.1	5.1	5.1	5.1	5.1	5.1	5.0	5.9	5.9	5.0	5.9	5.9

Volume Module:	>>	Count	Date:	17 Jan 2018	<<	05:00:00 PM						
Base Vol:	99	25	30	25	97	67	40	1415	187	36	661	31
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	99	25	30	25	97	67	40	1415	187	36	661	31
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	99	25	30	25	97	67	40	1415	187	36	661	31
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
PHF Volume:	102	26	31	26	100	69	41	1459	193	37	681	32
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	102	26	31	26	100	69	41	1459	193	37	681	32
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	102	26	31	26	100	69	41	1459	193	37	681	32

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.99	0.95	0.92	0.98	0.95
Lanes:	0.65	0.16	0.19	0.13	0.52	0.35	1.00	2.64	0.36	1.00	2.86	0.14
Final Sat.:	1125	284	341	231	898	620	1750	4945	654	1750	5349	251

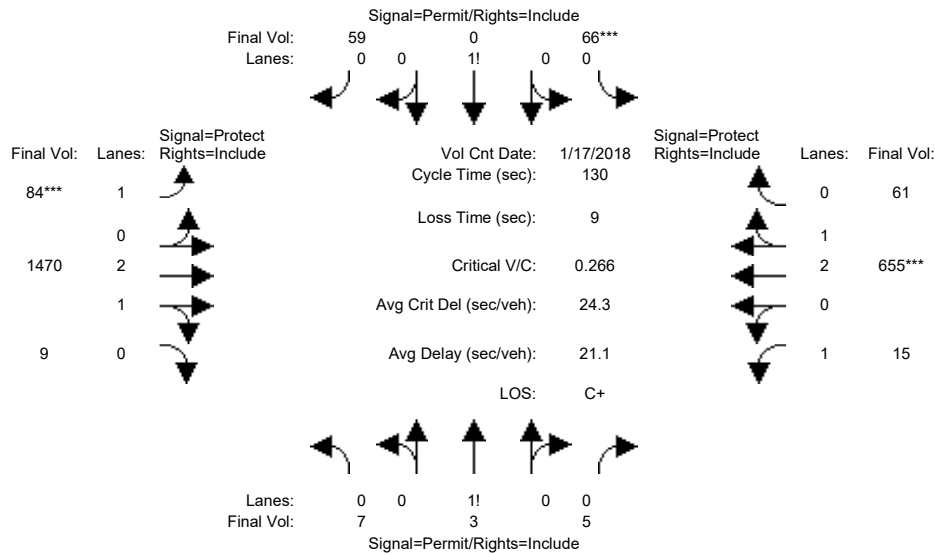
Capacity Analysis Module:												
Vol/Sat:	0.09	0.09	0.09	0.11	0.11	0.11	0.02	0.29	0.29	0.02	0.13	0.13
Crit Moves:					****			****			****	
Green Time:	37.0	37.0	37.0	37.0	37.0	37.0	16.4	69.0	69.0	15.0	67.6	67.6
Volume/Cap:	0.32	0.32	0.32	0.39	0.39	0.39	0.19	0.56	0.56	0.18	0.24	0.24
Delay/Veh:	37.0	37.0	37.0	37.9	37.9	37.9	51.3	20.5	20.5	52.4	17.2	17.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	37.0	37.0	37.0	37.9	37.9	37.9	51.3	20.5	20.5	52.4	17.2	17.2
LOS by Move:	D+	D+	D+	D+	D+	D+	D-	C+	C+	D-	B	B
HCM2kAvgQ:	5	5	5	7	7	7	1	14	14	1	5	5

Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report  
2000 HCM Operations (Future Volume Alternative)  
Existing PM

Intersection #62: Woodhams Road / Stevens Creek Boulevard



Street Name:	Woodhams Road						Stevens Creek Boulevard					
	North Bound			South Bound			East Bound			West Bound		
Approach:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	35	35	35	35	35	35	15	64	64	14	64	64
Y+R:	5.1	5.1	5.1	5.1	5.1	5.1	5.5	5.9	5.9	5.5	5.9	5.9

Volume Module:	>>	Count	Date:	17 Jan 2018	<<	05:00:00 PM						
Base Vol:	7	3	5	65	0	58	82	1441	9	15	642	60
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	7	3	5	65	0	58	82	1441	9	15	642	60
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	7	3	5	65	0	58	82	1441	9	15	642	60
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
PHF Volume:	7	3	5	66	0	59	84	1470	9	15	655	61
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	7	3	5	66	0	59	84	1470	9	15	655	61
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	7	3	5	66	0	59	84	1470	9	15	655	61

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.98	0.95	0.92	0.99	0.95
Lanes:	0.47	0.20	0.33	0.53	0.00	0.47	1.00	2.98	0.02	1.00	2.73	0.27
Final Sat.:	817	350	583	925	0	825	1750	5565	35	1750	5121	479

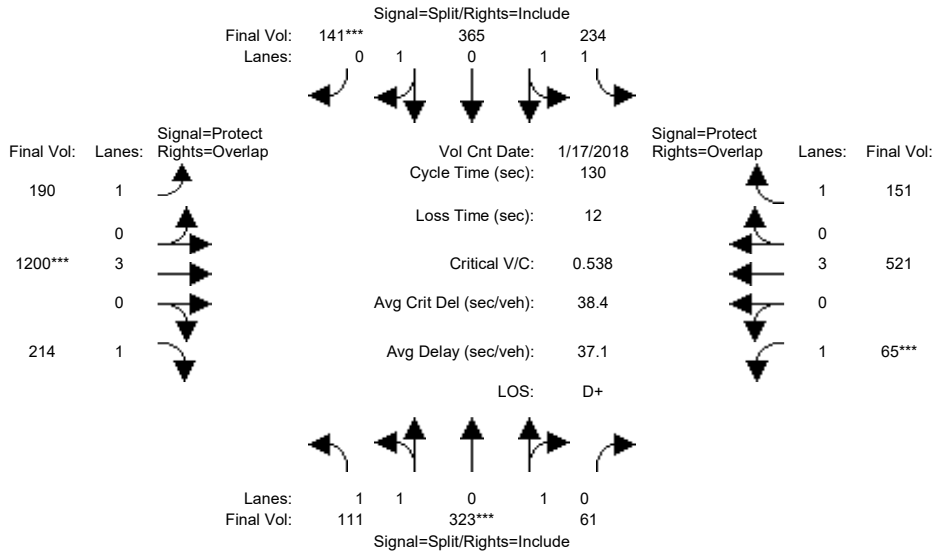
Capacity Analysis Module:												
Vol/Sat:	0.01	0.01	0.01	0.07	0.00	0.07	0.05	0.26	0.26	0.01	0.13	0.13
Crit Moves:				****			****			****		
Green Time:	35.0	35.0	35.0	35.0	0.0	35.0	22.0	70.6	70.6	15.4	64.0	64.0
Volume/Cap:	0.03	0.03	0.03	0.27	0.00	0.27	0.28	0.49	0.49	0.07	0.26	0.26
Delay/Veh:	35.0	35.0	35.0	37.7	0.0	37.7	47.6	18.6	18.6	51.1	19.3	19.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	35.0	35.0	35.0	37.7	0.0	37.7	47.6	18.6	18.6	51.1	19.3	19.3
LOS by Move:	D+	D+	D+	D+	A	D+	D	B-	B-	D-	B-	B-
HCM2kAvgQ:	0	0	0	4	0	4	3	12	12	1	5	5

Note: Queue reported is the number of cars per lane.

Vallco Special Area Specific Plan  
SJ17-1786

Level Of Service Computation Report  
2000 HCM Operations (Future Volume Alternative)  
Existing PM

Intersection #63: Kiely Boulevard / Stevens Creek Boulevard



Street Name:	Kiely Boulevard						Stevens Creek Boulevard					
	North Bound			South Bound			East Bound			West Bound		
Approach:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	7	10	0	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:	>>	Count	Date:	17 Jan 2018	<<	05:00:00 PM						
Base Vol:	111	323	61	234	365	141	190	1200	214	65	521	151
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	111	323	61	234	365	141	190	1200	214	65	521	151
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	111	323	61	234	365	141	190	1200	214	65	521	151
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	111	323	61	234	365	141	190	1200	214	65	521	151
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	111	323	61	234	365	141	190	1200	214	65	521	151
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	111	323	61	234	365	141	190	1200	214	65	521	151

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	0.98	0.95	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	1.67	0.33	1.00	1.43	0.57	1.00	3.00	1.00	1.00	3.00	1.00
Final Sat.:	1750	3112	588	1750	2668	1031	1750	5700	1750	1750	5700	1750

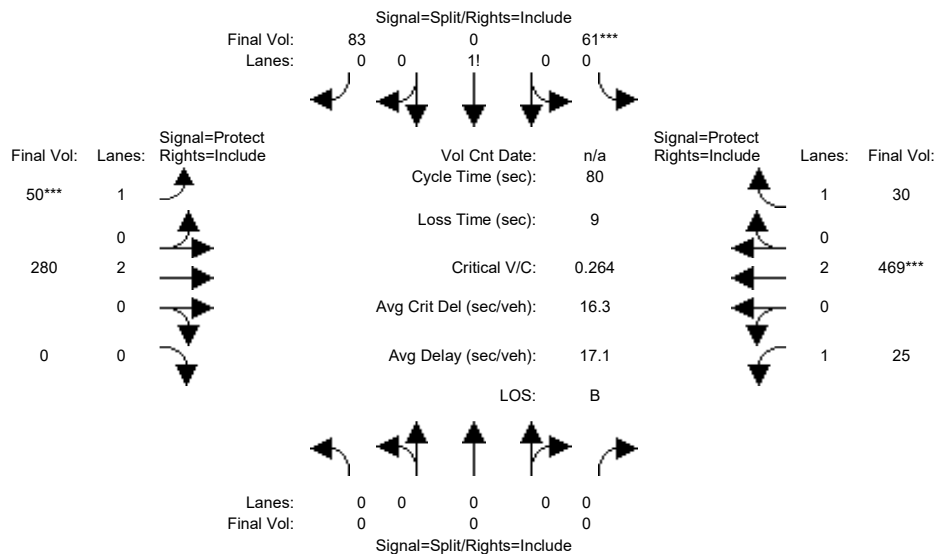
Capacity Analysis Module:												
Vol/Sat:	0.06	0.10	0.10	0.13	0.14	0.14	0.11	0.21	0.12	0.04	0.09	0.09
Crit Moves:	****			****			****			****		
Green Time:	25.1	25.1	25.1	33.1	33.1	33.1	32.5	50.9	76.0	9.0	27.4	60.4
Volume/Cap:	0.33	0.54	0.54	0.53	0.54	0.54	0.43	0.54	0.21	0.54	0.43	0.19
Delay/Veh:	45.3	47.9	47.9	42.1	42.3	42.3	41.7	30.8	12.9	63.3	44.9	20.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	45.3	47.9	47.9	42.1	42.3	42.3	41.7	30.8	12.9	63.3	44.9	20.5
LOS by Move:	D	D	D	D	D	D	D	C	B	E	D	C+
HCM2kAvgQ:	4	8	8	9	9	9	7	12	4	3	6	4

Note: Queue reported is the number of cars per lane.

Vallco Special Area Specific Plan  
SJ17-1776

Level Of Service Computation Report  
2000 HCM Operations (Future Volume Alternative)  
Existing PM

Intersection #64: Perimeter Road / Vallco Parkway



Street Name:	Perimeter Road						Vallco Parkway					
	North Bound			South Bound			East Bound			West Bound		
Approach:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	10	10	10	7	10	0	7	10	10
Y+R:	0.0	0.0	0.0	4.0	4.0	4.0	4.0	4.0	0.0	4.0	4.0	4.0

Volume Module: 5:45:00 PM

Base Vol:	0	0	0	61	0	83	50	280	0	25	469	30
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	61	0	83	50	280	0	25	469	30
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	61	0	83	50	280	0	25	469	30
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	61	0	83	50	280	0	25	469	30
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	61	0	83	50	280	0	25	469	30
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	0	0	0	61	0	83	50	280	0	25	469	30

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	0.92	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	0.00	0.00	0.42	0.00	0.58	1.00	2.00	0.00	1.00	2.00	1.00
Final Sat.:	0	0	0	741	0	1009	1750	3800	0	1750	3800	1750

Capacity Analysis Module:

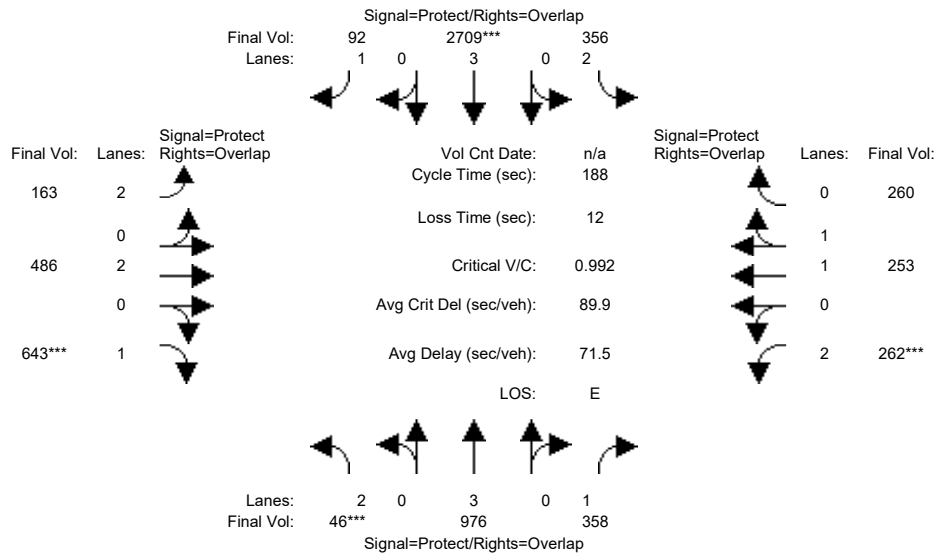
Vol/Sat:	0.00	0.00	0.00	0.08	0.00	0.08	0.03	0.07	0.00	0.01	0.12	0.02
Crit Moves:				****			****			****		
Green Time:	0.0	0.0	0.0	24.9	0.0	24.9	8.7	27.1	0.0	19.0	37.4	37.4
Volume/Cap:	0.00	0.00	0.00	0.26	0.00	0.26	0.26	0.22	0.00	0.06	0.26	0.04
Delay/Veh:	0.0	0.0	0.0	20.9	0.0	20.9	33.5	19.0	0.0	23.7	13.0	11.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	20.9	0.0	20.9	33.5	19.0	0.0	23.7	13.0	11.6
LOS by Move:	A	A	A	C+	A	C+	C-	B-	A	C	B	B+
HCM2kAvgQ:	0	0	0	3	0	3	1	2	0	0	3	0

Note: Queue reported is the number of cars per lane.

Vallco Special Area Specific Plan  
SJ17-1776

Level Of Service Computation Report  
2000 HCM Operations (Future Volume Alternative)  
Existing PM

Intersection #65: Lawrence Expressway / Kifer Road



Street Name:	Lawrence Expressway						Kifer Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	12	85	85	26	100	100	14	28	28	25	40	40
Y+R:	5.9	6.2	6.2	6.1	6.2	6.2	5.8	5.5	5.5	5.9	45.1	45.1

Volume Module:												
Base Vol:	46	1220	358	356	3429	92	163	486	643	262	253	260
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	46	1220	358	356	3429	92	163	486	643	262	253	260
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	46	1220	358	356	3429	92	163	486	643	262	253	260
User Adj:	1.00	0.80	1.00	1.00	0.79	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	46	976	358	356	2709	92	163	486	643	262	253	260
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	46	976	358	356	2709	92	163	486	643	262	253	260
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	46	976	358	356	2709	92	163	486	643	262	253	260

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	2.00	2.00	1.00	2.00	1.00	1.00
Final Sat.:	3150	5700	1750	3150	5700	1750	3150	3800	1750	3150	1900	1750

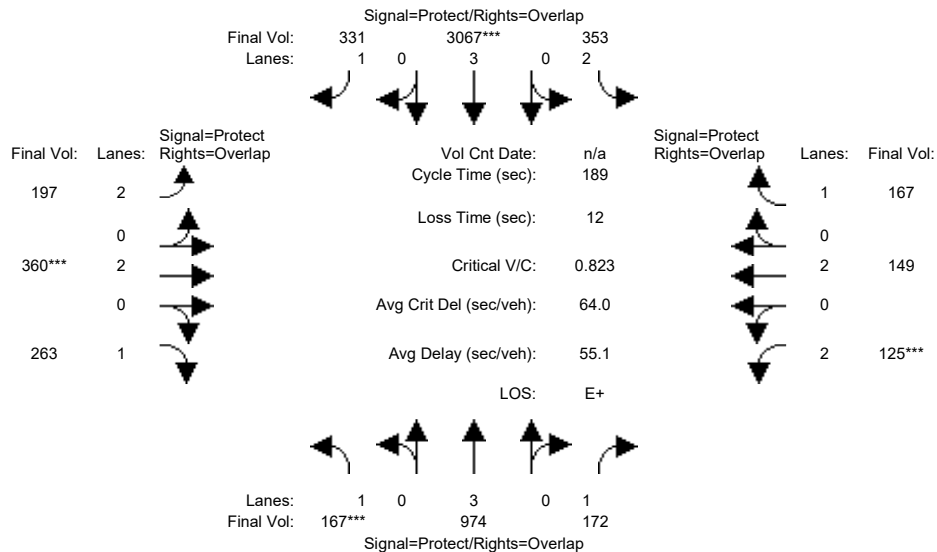
Capacity Analysis Module:												
Vol/Sat:	0.01	0.17	0.20	0.11	0.48	0.05	0.05	0.13	0.37	0.08	0.13	0.15
Crit Moves:	***			****					****	****		
Green Time:	12.5	89.6	115.7	27.4	104	119.6	15.2	32.4	44.9	26.1	43.3	70.7
Volume/Cap:	0.22	0.36	0.33	0.78	0.86	0.08	0.64	0.74	1.54	0.60	0.58	0.39
Delay/Veh:	80.1	29.8	16.9	82.1	36.4	12.6	85.7	75.3	322.4	75.1	62.4	41.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	80.1	29.8	16.9	82.1	36.4	12.6	85.7	75.3	322.4	75.1	62.4	41.3
LOS by Move:	F	C	B	F	D+	B	F	E-	F	E-	E	D
HCM2kAvgQ:	1	11	10	13	43	2	6	14	68	9	13	11

Note: Queue reported is the number of cars per lane.

Vallco Special Area Specific Plan  
SJ17-1776

Level Of Service Computation Report  
2000 HCM Operations (Future Volume Alternative)  
Existing PM

Intersection #66: Lawrence Expressway / Reed Avenue/Monroe Street



Street Name:	Lawrence Expressway						Reed Avenue/Monroe Street					
	North Bound			South Bound			East Bound			West Bound		
Approach:												
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	19	87	87	25	93	93	17	37	37	16	36	36
Y+R:	6.0	6.2	6.2	6.1	6.2	6.2	5.7	5.6	5.6	5.6	5.7	5.7

Volume Module:												
Base Vol:	167	1218	172	353	3882	331	197	360	263	125	149	167
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	167	1218	172	353	3882	331	197	360	263	125	149	167
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	167	1218	172	353	3882	331	197	360	263	125	149	167
User Adj:	1.00	0.80	1.00	1.00	0.79	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	167	974	172	353	3067	331	197	360	263	125	149	167
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	167	974	172	353	3067	331	197	360	263	125	149	167
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	167	974	172	353	3067	331	197	360	263	125	149	167

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92
Lanes:	1.00	3.00	1.00	2.00	3.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	1750	5700	1750	3150	5700	1750	3150	3800	1750	3150	3800	1750

Capacity Analysis Module:												
Vol/Sat:	0.10	0.17	0.10	0.11	0.54	0.19	0.06	0.09	0.15	0.04	0.04	0.10
Crit Moves:	***			****			***			****		
Green Time:	20.0	93.8	110.6	27.0	101	118.6	17.8	38.9	58.8	16.8	37.8	64.8
Volume/Cap:	0.90	0.34	0.17	0.79	1.01	0.30	0.66	0.46	0.48	0.45	0.20	0.28
Delay/Veh:	119.8	27.6	17.3	83.4	60.5	15.5	84.2	63.2	50.9	78.9	60.1	43.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	119.8	27.6	17.3	83.4	60.5	15.5	84.2	63.2	50.9	78.9	60.1	43.3
LOS by Move:	F	C	B	F	E	B	F	E	D	E-	E	D
HCM2kAvgQ:	11	10	5	11	59	8	7	9	12	4	3	7

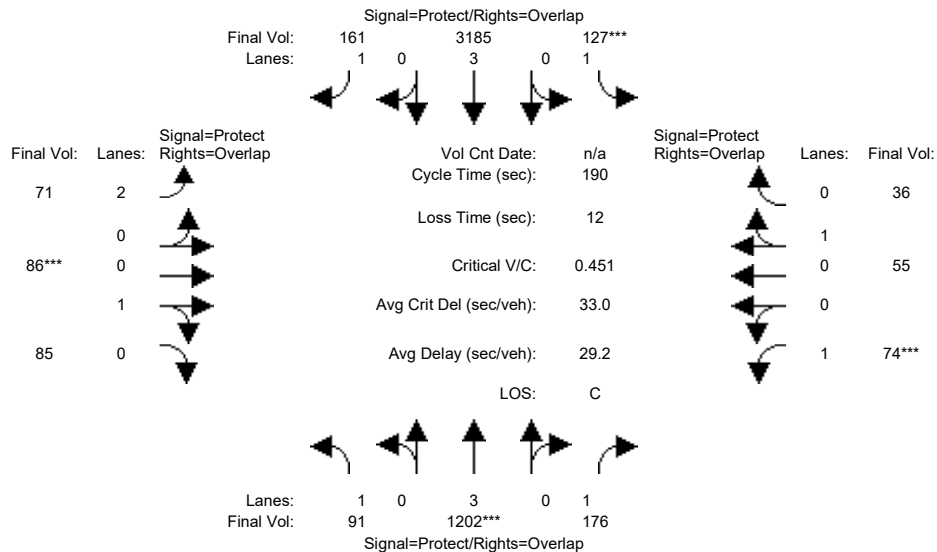
Note: Queue reported is the number of cars per lane.



Vallco Special Area Specific Plan  
SJ17-1776

Level Of Service Computation Report  
2000 HCM Operations (Future Volume Alternative)  
Existing PM

Intersection #67: Lawrence Expressway / Poinciana Drive/Cabrillo Avenue



Street Name:	Lawrence Expressway						Poinciana Drive/Cabrillo Avenue					
	North Bound			South Bound			East Bound			West Bound		
Approach:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	15	112	112	21	118	118	13	23	23	12	21	21
Y+R:	5.1	6.2	6.2	4.9	6.2	6.2	5.9	5.8	5.8	5.4	5.8	5.8

Volume Module:												
Base Vol:	91	1503	176	127	4032	161	71	86	85	74	55	36
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	91	1503	176	127	4032	161	71	86	85	74	55	36
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	91	1503	176	127	4032	161	71	86	85	74	55	36
User Adj:	1.00	0.80	1.00	1.00	0.79	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	91	1202	176	127	3185	161	71	86	85	74	55	36
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	91	1202	176	127	3185	161	71	86	85	74	55	36
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	91	1202	176	127	3185	161	71	86	85	74	55	36

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.83	0.95	0.95	0.92	0.95	0.95
Lanes:	1.00	3.00	1.00	1.00	3.00	1.00	2.00	0.50	0.50	1.00	0.60	0.40
Final Sat.:	1750	5700	1750	1750	5700	1750	3150	905	895	1750	1088	712

Capacity Analysis Module:												
Vol/Sat:	0.05	0.21	0.10	0.07	0.56	0.09	0.02	0.10	0.10	0.04	0.05	0.05
Crit Moves:	****			****			****			****		
Green Time:	15.8	118	130.9	22.2	125	138.7	14.1	24.3	40.1	12.7	22.8	45.0
Volume/Cap:	0.62	0.34	0.15	0.62	0.85	0.13	0.30	0.74	0.45	0.63	0.42	0.21
Delay/Veh:	87.9	16.3	9.7	81.5	26.3	7.3	79.6	88.0	62.7	92.8	74.7	55.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	87.9	16.3	9.7	81.5	26.3	7.3	79.6	88.0	62.7	92.8	74.7	55.5
LOS by Move:	F	B	A	F	C	A	E-	F	E	F	E	E+
HCM2kAvgQ:	5	10	3	7	42	3	2	11	9	5	5	4

Note: Queue reported is the number of cars per lane.

Vallco Special Area Specific Plan  
SJ17-1786

Summary Scenario Comparison Report (With Average Critical Delay)  
Future Volume Alternative

Intersection	???				Existing PM				Existing PM PP						???			
	LOS	Avg Del (sec)	Crit V/C	Avg Crit Del (sec)	LOS	Avg Del (sec)	Crit V/C	Avg Crit Del (sec)	LOS	Avg Del (sec)	Crit V/C	Crit V/C Change	Avg Crit Del (sec)	Avg Crit Del Change	LOS	Avg Del (sec)	Crit V/C	Avg Crit Del (sec)
#1	?	xx.x	x.xxx	xx.x	C	31.7	0.555	37.5	C	31.7	0.560	+ 0.005	37.4	- 0.1	?	xx.x	x.xxx	xx.x
#2	?	xx.x	x.xxx	xx.x	C	27.1	0.594	22.3	C	26.6	0.607	+ 0.013	21.7	- 0.6	?	xx.x	x.xxx	xx.x
#3	?	xx.x	x.xxx	xx.x	D	46.7	0.795	51.4	D	47.5	0.838	+ 0.043	53.0	+ 1.5	?	xx.x	x.xxx	xx.x
#4	?	xx.x	x.xxx	xx.x	D	43.7	0.754	45.7	D	44.1	0.769	+ 0.015	46.5	+ 0.9	?	xx.x	x.xxx	xx.x
#5	?	xx.x	x.xxx	xx.x	D	46.6	0.760	45.3	D	47.1	0.774	+ 0.014	46.2	+ 0.9	?	xx.x	x.xxx	xx.x
#6	?	xx.x	x.xxx	xx.x	B+	10.7	0.446	7.3	B+	10.6	0.453	+ 0.008	7.2	- 0.1	?	xx.x	x.xxx	xx.x
#7	?	xx.x	x.xxx	xx.x	C	25.9	0.560	24.9	C	25.5	0.567	+ 0.008	24.7	- 0.2	?	xx.x	x.xxx	xx.x
#8	?	xx.x	x.xxx	xx.x	D	41.0	0.859	54.6	D	42.3	0.870	+ 0.012	56.0	+ 1.4	?	xx.x	x.xxx	xx.x
#9	?	xx.x	x.xxx	xx.x	C	27.1	0.783	37.6	C	28.0	0.817	+ 0.033	39.0	+ 1.4	?	xx.x	x.xxx	xx.x
#10	?	xx.x	x.xxx	xx.x	B	18.0	0.746	39.4	B-	18.5	0.754	+ 0.009	39.7	+ 0.4	?	xx.x	x.xxx	xx.x
#11	?	xx.x	x.xxx	xx.x	D	39.9	0.790	37.8	D	45.9	0.877	+ 0.086	47.3	+ 9.5	?	xx.x	x.xxx	xx.x
#12	?	xx.x	x.xxx	xx.x	E	64.2	0.963	74.7	E	68.8	0.999	+ 0.036	81.5	+ 6.8	?	xx.x	x.xxx	xx.x
#13	?	xx.x	x.xxx	xx.x	C	26.4	0.679	37.9	C	25.6	0.698	+ 0.019	38.0	+ 0.1	?	xx.x	x.xxx	xx.x
#14	?	xx.x	x.xxx	xx.x	B	15.0	0.775	19.2	B	15.8	0.837	+ 0.062	20.1	+ 0.9	?	xx.x	x.xxx	xx.x
#15	?	xx.x	x.xxx	xx.x	B	15.7	0.611	26.8	B	16.7	0.677	+ 0.066	28.1	+ 1.3	?	xx.x	x.xxx	xx.x
#16	?	xx.x	x.xxx	xx.x	C	28.8	0.690	29.6	C	28.4	0.704	+ 0.014	29.4	- 0.2	?	xx.x	x.xxx	xx.x
#17	?	xx.x	x.xxx	xx.x	C	23.1	0.533	23.3	C+	21.7	0.577	+ 0.044	22.7	- 0.6	?	xx.x	x.xxx	xx.x
#18	?	xx.x	x.xxx	xx.x	C	24.4	0.756	29.2	C	24.7	0.769	+ 0.013	29.6	+ 0.4	?	xx.x	x.xxx	xx.x
#19	?	xx.x	x.xxx	xx.x	C-	33.5	0.716	33.7	C-	33.6	0.780	+ 0.063	35.4	+ 1.6	?	xx.x	x.xxx	xx.x
#20	?	xx.x	x.xxx	xx.x	B	13.0	0.413	7.5	B+	11.8	0.458	+ 0.045	7.1	- 0.4	?	xx.x	x.xxx	xx.x
#21	?	xx.x	x.xxx	xx.x	B	15.2	0.513	15.3	C	32.0	0.746	+ 0.232	33.0	+ 17.7	?	xx.x	x.xxx	xx.x
#22	?	xx.x	x.xxx	xx.x	D	48.1	0.730	54.8	D	49.1	0.762	+ 0.032	56.3	+ 1.6	?	xx.x	x.xxx	xx.x
#23	?	xx.x	x.xxx	xx.x	D	47.9	0.696	38.2	D	49.1	0.725	+ 0.028	39.5	+ 1.3	?	xx.x	x.xxx	xx.x
#24	?	xx.x	x.xxx	xx.x	B-	18.8	0.545	31.8	B-	18.6	0.593	+ 0.048	31.0	- 0.8	?	xx.x	x.xxx	xx.x
#25	?	xx.x	x.xxx	xx.x	C+	22.8	0.562	20.3	C+	22.5	0.596	+ 0.034	20.4	+ 0.1	?	xx.x	x.xxx	xx.x
#26	?	xx.x	x.xxx	xx.x	D	43.0	0.688	50.9	D	43.6	0.729	+ 0.041	49.9	- 1.0	?	xx.x	x.xxx	xx.x

Vallco Special Area Specific Plan  
SJ17-1786

Summary Scenario Comparison Report (With Average Critical Delay)  
Future Volume Alternative

Intersection	???				Existing PM				Existing PM PP					???				
	LOS	Avg Del (sec)	Crit V/C	Avg Crit Del (sec)	LOS	Avg Del (sec)	Crit V/C	Avg Crit Del (sec)	LOS	Avg Del (sec)	Crit V/C	Crit V/C Change	Avg Crit Del (sec)	Avg Crit Del Change	LOS	Avg Del (sec)	Crit V/C	Avg Crit Del (sec)
#27	?	xx.x	x.xxx	xx.x	B	15.4	0.369	13.3	B	14.5	0.399	+ 0.030	12.8	- 0.6	?	xx.x	x.xxx	xx.x
#28	?	xx.x	x.xxx	xx.x	B	16.5	0.482	15.8	B	15.9	0.513	+ 0.031	15.7	- 0.2	?	xx.x	x.xxx	xx.x
#29	?	xx.x	x.xxx	xx.x	B	12.0	0.667	12.3	B	13.3	0.768	+ 0.101	14.8	+ 2.5	?	xx.x	x.xxx	xx.x
#30	?	xx.x	x.xxx	xx.x	A	8.4	0.488	9.6	A	9.6	0.727	+ 0.238	12.0	+ 2.4	?	xx.x	x.xxx	xx.x
#31	?	xx.x	x.xxx	xx.x	C	31.2	0.502	28.4	D-	52.2	0.842	+ 0.340	58.0	+ 29.6	?	xx.x	x.xxx	xx.x
#32	?	xx.x	x.xxx	xx.x	D	41.4	0.694	40.0	D	44.6	0.775	+ 0.081	47.0	+ 7.0	?	xx.x	x.xxx	xx.x
#33	?	xx.x	x.xxx	xx.x	A	3.0	0.367	3.6	A	2.9	0.402	+ 0.035	3.5	- 0.1	?	xx.x	x.xxx	xx.x
#34	?	xx.x	x.xxx	xx.x	A	4.1	0.354	3.3	A	4.1	0.386	+ 0.032	3.3	+ 0.0	?	xx.x	x.xxx	xx.x
#35	?	xx.x	x.xxx	xx.x	D	41.5	0.705	44.1	D	42.3	0.731	+ 0.025	45.3	+ 1.2	?	xx.x	x.xxx	xx.x
#36	?	xx.x	x.xxx	xx.x	C+	22.8	0.411	19.7	C+	22.4	0.437	+ 0.027	19.3	- 0.4	?	xx.x	x.xxx	xx.x
#37	?	xx.x	x.xxx	xx.x	C+	21.6	0.468	21.4	C+	20.1	0.522	+ 0.054	19.8	- 1.6	?	xx.x	x.xxx	xx.x
#38	?	xx.x	x.xxx	xx.x	D	43.2	0.761	47.8	D	43.6	0.784	+ 0.023	49.1	+ 1.3	?	xx.x	x.xxx	xx.x
#39	?	xx.x	x.xxx	xx.x	C	24.5	0.396	27.8	C	24.6	0.427	+ 0.032	27.6	- 0.2	?	xx.x	x.xxx	xx.x
#40	?	xx.x	x.xxx	xx.x	B-	18.3	0.442	20.3	B-	18.5	0.495	+ 0.054	20.7	+ 0.4	?	xx.x	x.xxx	xx.x
#41	?	xx.x	x.xxx	xx.x	C	31.3	0.403	34.5	C-	34.2	0.575	+ 0.173	37.8	+ 3.3	?	xx.x	x.xxx	xx.x
#42	?	xx.x	x.xxx	xx.x	D	42.8	0.614	43.8	D	44.5	0.731	+ 0.118	47.1	+ 3.3	?	xx.x	x.xxx	xx.x
#43	?	xx.x	x.xxx	xx.x	D	40.5	0.627	49.4	E-	77.0	0.702	+ 0.075	103.7	+ 54.3	?	xx.x	x.xxx	xx.x
#44	?	xx.x	x.xxx	xx.x	D-	52.7	0.495	62.3	E+	56.9	0.523	+ 0.028	66.9	+ 4.6	?	xx.x	x.xxx	xx.x
#45	?	xx.x	x.xxx	xx.x	C	24.0	0.363	23.9	C	24.8	0.387	+ 0.024	24.4	+ 0.5	?	xx.x	x.xxx	xx.x
#46	?	xx.x	x.xxx	xx.x	C	25.4	0.603	26.1	C	25.7	0.644	+ 0.041	26.7	+ 0.7	?	xx.x	x.xxx	xx.x
#47	?	xx.x	x.xxx	xx.x	C	27.1	0.724	28.8	C	29.8	0.774	+ 0.050	32.1	+ 3.3	?	xx.x	x.xxx	xx.x
#48	?	xx.x	x.xxx	xx.x	E	66.3	0.790	71.9	E	69.2	0.744	- 0.046	78.3	+ 6.4	?	xx.x	x.xxx	xx.x
#49	?	xx.x	x.xxx	xx.x	D	44.5	0.578	53.5	D	45.2	0.593	+ 0.015	53.7	+ 0.2	?	xx.x	x.xxx	xx.x
#50	?	xx.x	x.xxx	xx.x	C	28.0	0.585	23.8	C	28.9	0.620	+ 0.035	24.4	+ 0.6	?	xx.x	x.xxx	xx.x
#51	?	xx.x	x.xxx	xx.x	C	30.2	0.829	21.2	C	31.0	0.858	+ 0.029	22.6	+ 1.5	?	xx.x	x.xxx	xx.x
#52	?	xx.x	x.xxx	xx.x	B	16.6	0.559	6.8	B	16.7	0.576	+ 0.018	7.0	+ 0.2	?	xx.x	x.xxx	xx.x

Vallco Special Area Specific Plan  
SJ17-1786

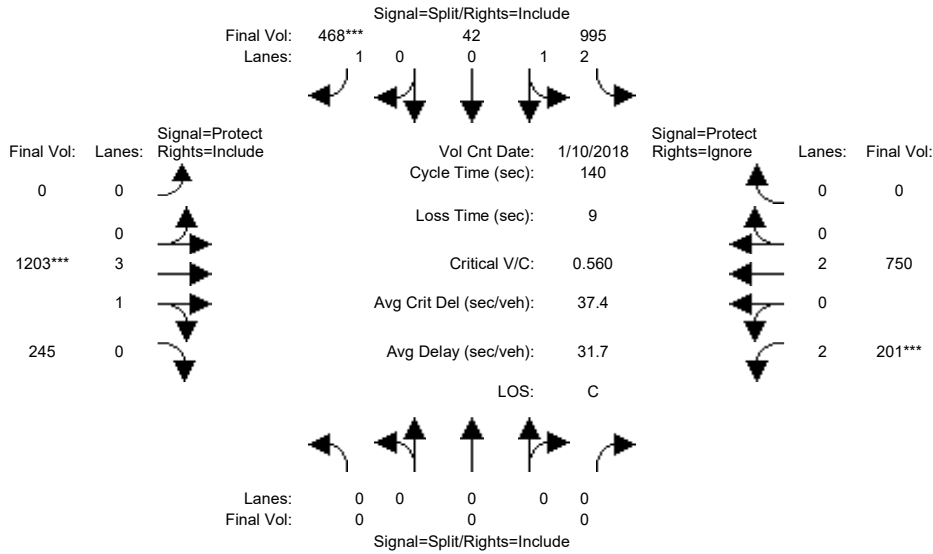
Summary Scenario Comparison Report (With Average Critical Delay)  
Future Volume Alternative

Intersection	???				Existing PM				Existing PM PP					???				
	LOS	Avg Del (sec)	Crit V/C	Avg Crit Del (sec)	LOS	Avg Del (sec)	Crit V/C	Avg Crit Del (sec)	LOS	Avg Del (sec)	Crit V/C	Crit V/C Change	Avg Crit Del (sec)	Avg Crit Del Change	LOS	Avg Del (sec)	Crit V/C	Avg Crit Del (sec)
#53	?	xx.x	x.xxx	xx.x	D-	54.2	0.658	56.7	E+	56.9	0.667	+ 0.009	56.9	+ 0.2	?	xx.x	x.xxx	xx.x
#54	?	xx.x	x.xxx	xx.x	B	14.7	0.397	5.2	B	14.7	0.430	+ 0.033	5.2	- 0.1	?	xx.x	x.xxx	xx.x
#55	?	xx.x	x.xxx	xx.x	D	46.7	0.597	53.0	D	47.0	0.629	+ 0.032	53.2	+ 0.2	?	xx.x	x.xxx	xx.x
#56	?	xx.x	x.xxx	xx.x	D	45.7	0.425	51.7	D	46.9	0.431	+ 0.006	51.4	- 0.2	?	xx.x	x.xxx	xx.x
#57	?	xx.x	x.xxx	xx.x	D+	37.8	0.832	45.7	D+	38.5	0.864	+ 0.032	47.6	+ 2.0	?	xx.x	x.xxx	xx.x
#58	?	xx.x	x.xxx	xx.x	C	26.7	0.647	29.2	C	27.0	0.673	+ 0.025	29.6	+ 0.4	?	xx.x	x.xxx	xx.x
#59	?	xx.x	x.xxx	xx.x	B-	18.5	0.502	27.4	B-	18.8	0.529	+ 0.027	27.9	+ 0.4	?	xx.x	x.xxx	xx.x
#60	?	xx.x	x.xxx	xx.x	D	46.3	0.647	48.7	D	47.6	0.669	+ 0.022	50.7	+ 2.0	?	xx.x	x.xxx	xx.x
#61	?	xx.x	x.xxx	xx.x	C+	22.7	0.459	23.0	C	23.0	0.482	+ 0.023	23.4	+ 0.5	?	xx.x	x.xxx	xx.x
#62	?	xx.x	x.xxx	xx.x	C+	21.1	0.266	24.3	C+	21.6	0.287	+ 0.021	24.9	+ 0.5	?	xx.x	x.xxx	xx.x
#63	?	xx.x	x.xxx	xx.x	D+	37.1	0.538	38.4	D+	37.2	0.547	+ 0.009	38.4	- 0.0	?	xx.x	x.xxx	xx.x
#64	?	xx.x	x.xxx	xx.x	B	17.1	0.264	16.3	C	26.6	0.678	+ 0.414	26.7	10.4	?	xx.x	x.xxx	xx.x
#65	?	xx.x	x.xxx	xx.x	E	71.5	0.992	89.9	E	72.5	1.004	+ 0.012	92.1	2.2	?	xx.x	x.xxx	xx.x
#66	?	xx.x	x.xxx	xx.x	E+	55.1	0.823	64	E+	56.9	0.838	+ 0.015	67.4	3.3	?	xx.x	x.xxx	xx.x
#67	?	xx.x	x.xxx	xx.x	C	29.2	0.451	33	C	29.6	0.468	+ 0.017	32.6	-0.4	?	xx.x	x.xxx	xx.x

Vallco Special Area Specific Plan  
SJ17-1786

Level Of Service Computation Report  
2000 HCM Operations (Future Volume Alternative)  
Existing PM PP

Intersection #1: Stevens Creek Boulevard / SR 85 Ramps (West)



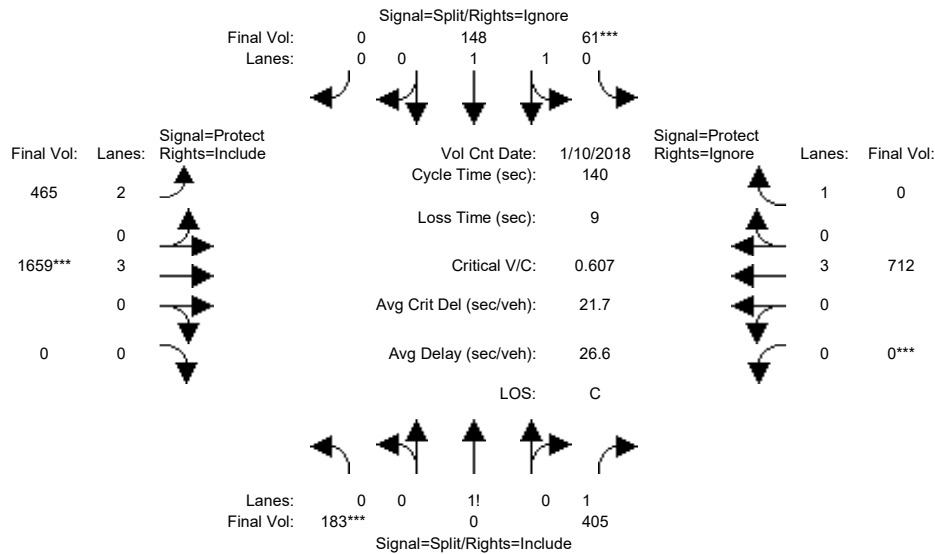
Street Name:	SR-85 (West)						Stevens Creek Boulevard					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	7	10	10	0	10	10	7	10	0
Y+R:	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Volume Module: >> Count Date:	10 Jan 2018 << 05:00:00 PM											
Base Vol:	0	0	0	960	42	468	0	1167	245	201	687	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	960	42	468	0	1167	245	201	687	0
Added Vol:	0	0	0	35	0	0	0	36	0	0	63	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	995	42	468	0	1203	245	201	750	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	0	0	0	995	42	468	0	1203	245	201	750	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	995	42	468	0	1203	245	201	750	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
Final Volume:	0	0	0	995	42	468	0	1203	245	201	750	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.87	0.95	0.92	0.92	0.99	0.95	0.83	1.00	0.92
Lanes:	0.00	0.00	0.00	2.89	0.11	1.00	0.00	3.30	0.70	2.00	2.00	0.00
Final Sat.:	0	0	0	4748	200	1750	0	6229	1269	3150	3800	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.21	0.21	0.27	0.00	0.19	0.19	0.06	0.20	0.00
Crit Moves:						****		****		****		
Green Time:	0.0	0.0	0.0	66.8	66.8	66.8	0.0	48.2	48.2	15.9	64.2	0.0
Volume/Cap:	0.00	0.00	0.00	0.44	0.44	0.56	0.00	0.56	0.56	0.56	0.43	0.00
Delay/Veh:	0.0	0.0	0.0	24.3	24.3	27.0	0.0	37.5	37.5	60.7	25.7	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	24.3	24.3	27.0	0.0	37.5	37.5	60.7	25.7	0.0
LOS by Move:	A	A	A	C	C	C	A	D+	D+	E	C	A
HCM2kAvgQ:	0	0	0	11	11	15	0	10	10	5	6	0

Note: Queue reported is the number of cars per lane.

Vallco Special Area Specific Plan  
SJ17-1786

Level Of Service Computation Report  
2000 HCM Operations (Future Volume Alternative)  
Existing PM PP

Intersection #2: Stevens Creek Boulevard / SR-85 Ramps (East)



Street Name:	SR-85 Ramps (East)						Stevens Creek Boulevard					
	North Bound			South Bound			East Bound			West Bound		
Approach:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0

Volume Module:	>>	Count	Date:	10 Jan 2018	<<	05:00:00 PM						
Base Vol:	183	0	405	61	148	0	465	1588	0	0	649	572
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	183	0	405	61	148	0	465	1588	0	0	649	572
Added Vol:	0	0	0	0	0	0	0	71	0	0	63	94
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	183	0	405	61	148	0	465	1659	0	0	712	666
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	183	0	405	61	148	0	465	1659	0	0	712	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	183	0	405	61	148	0	465	1659	0	0	712	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
Final Volume:	183	0	405	61	148	0	465	1659	0	0	712	0

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.95	0.98	0.92	0.83	1.00	0.92	0.92	1.00	0.92
Lanes:	0.47	0.00	1.53	0.60	1.40	0.00	2.00	3.00	0.00	0.00	3.00	1.00
Final Sat.:	831	0	2669	1080	2619	0	3150	5700	0	0	5700	1750

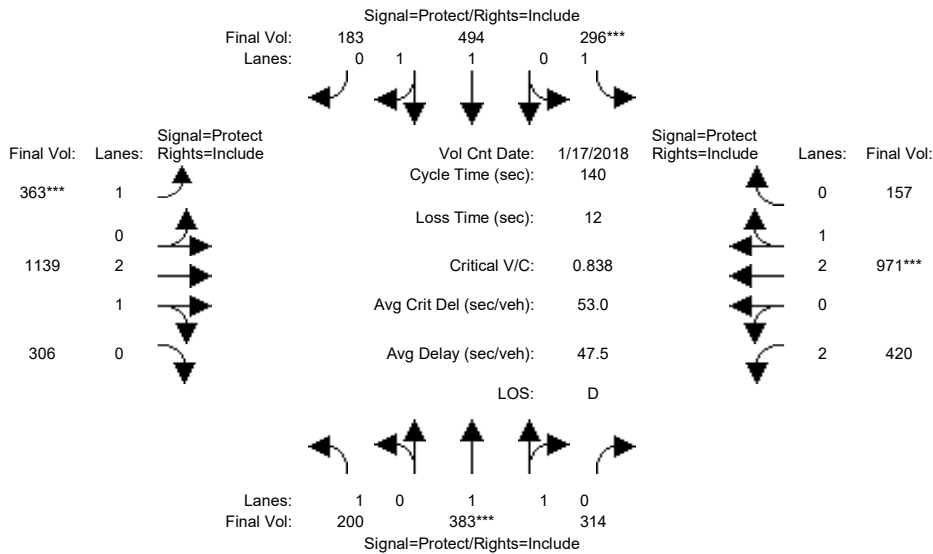
Capacity Analysis Module:												
Vol/Sat:	0.22	0.00	0.15	0.06	0.06	0.00	0.15	0.29	0.00	0.00	0.12	0.00
Crit Moves:	***			***			***			***		
Green Time:	50.8	0.0	50.8	13.0	13.0	0.0	36.4	67.1	0.0	0.0	30.8	0.0
Volume/Cap:	0.61	0.00	0.42	0.61	0.61	0.00	0.57	0.61	0.00	0.00	0.57	0.00
Delay/Veh:	37.5	0.0	33.7	64.1	64.1	0.0	35.4	10.7	0.0	0.0	40.2	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	37.5	0.0	33.7	64.1	64.1	0.0	35.4	10.7	0.0	0.0	40.2	0.0
LOS by Move:	D+	A	C-	E	E	A	D+	B+	A	A	D	A
HCM2kAvgQ:	15	0	9	5	5	0	9	9	0	0	8	0

Note: Queue reported is the number of cars per lane.

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Intersection #3: Stelling Road / Stevens Creek Boulevard



Street Name:	Stelling Road						Stevens Creek Boulevard					
	North Bound			South Bound			East Bound			West Bound		
Approach:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:	>>	Count	Date:	17 Jan 2018	<<	05:00:00 PM						
Base Vol:	200	383	310	285	494	183	363	1068	306	409	814	134
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	200	383	310	285	494	183	363	1068	306	409	814	134
Added Vol:	0	0	4	11	0	0	0	71	0	11	157	23
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	200	383	314	296	494	183	363	1139	306	420	971	157
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	200	383	314	296	494	183	363	1139	306	420	971	157
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	200	383	314	296	494	183	363	1139	306	420	971	157
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	200	383	314	296	494	183	363	1139	306	420	971	157

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.95	0.92	0.98	0.95	0.92	0.99	0.95	0.83	0.99	0.95
Lanes:	1.00	1.07	0.93	1.00	1.44	0.56	1.00	2.34	0.66	2.00	2.57	0.43
Final Sat.:	1750	2032	1666	1750	2699	1000	1750	4413	1185	3150	4820	779

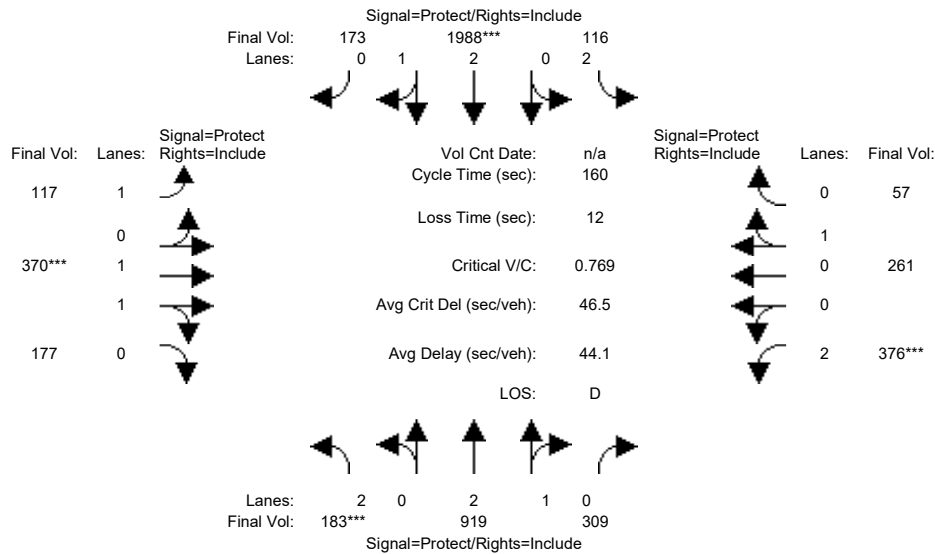
Capacity Analysis Module:												
Vol/Sat:	0.11	0.19	0.19	0.17	0.18	0.18	0.21	0.26	0.26	0.13	0.20	0.20
Crit Moves:	****			****			****			****		
Green Time:	23.0	31.5	31.5	28.2	36.8	36.8	34.6	45.0	45.0	23.3	33.6	33.6
Volume/Cap:	0.70	0.84	0.84	0.84	0.70	0.70	0.84	0.80	0.80	0.80	0.84	0.84
Delay/Veh:	62.6	59.4	59.4	69.7	48.8	48.8	52.5	32.4	32.4	57.4	44.7	44.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	62.6	59.4	59.4	69.7	48.8	48.8	52.5	32.4	32.4	57.4	44.7	44.7
LOS by Move:	E	E+	E+	E	D	D	D-	C-	C-	E+	D	D
HCM2kAvgQ:	10	17	17	16	14	14	16	17	17	10	15	15

Note: Queue reported is the number of cars per lane.

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Intersection #4: Sunnyvale Saratoga Road / Remington Drive



Street Name:	Sunnyvale Saratoga Road						Remington Drive					
	North Bound			South Bound			East Bound			West Bound		
Approach:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:												
Base Vol:	173	862	299	116	1957	173	117	370	169	368	261	57
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	173	862	299	116	1957	173	117	370	169	368	261	57
Added Vol:	10	57	10	0	31	0	0	0	8	8	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	183	919	309	116	1988	173	117	370	177	376	261	57
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	183	919	309	116	1988	173	117	370	177	376	261	57
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	183	919	309	116	1988	173	117	370	177	376	261	57
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	183	919	309	116	1988	173	117	370	177	376	261	57

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	0.99	0.95	0.83	0.99	0.95	0.92	0.99	0.95	0.83	0.95	0.95
Lanes:	2.00	2.22	0.78	2.00	2.75	0.25	1.00	1.34	0.66	2.00	0.82	0.18
Final Sat.:	3150	4189	1409	3150	5151	448	1750	2502	1197	3150	1477	323

Capacity Analysis Module:												
Vol/Sat:	0.06	0.22	0.22	0.04	0.39	0.39	0.07	0.15	0.15	0.12	0.18	0.18
Crit Moves:	***			****			****			****		
Green Time:	12.1	77.0	77.0	15.4	80.3	80.3	15.3	30.8	30.8	24.8	40.3	40.3
Volume/Cap:	0.77	0.46	0.46	0.38	0.77	0.77	0.70	0.77	0.77	0.77	0.70	0.70
Delay/Veh:	86.7	27.7	27.7	68.7	33.7	33.7	82.6	66.4	66.4	72.1	59.2	59.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	86.7	27.7	27.7	68.7	33.7	33.7	82.6	66.4	66.4	72.1	59.2	59.2
LOS by Move:	F	C	C	E	C-	C-	F	E	E	E	E+	E+
HCM2kAvgQ:	5	13	13	3	29	29	7	14	14	12	16	16

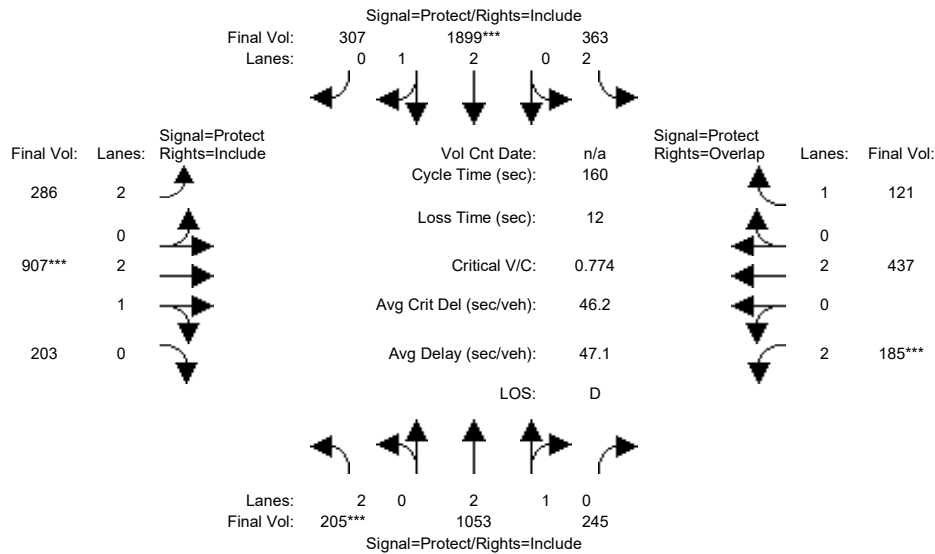
Note: Queue reported is the number of cars per lane.



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Intersection #5: Sunnyvale Saratoga Road / Fremont Avenue



Street Name:	Sunnyvale Saratoga Road						Fremont Avenue					
	North Bound			South Bound			East Bound			West Bound		
Approach:												
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:												
Base Vol:	186	998	245	348	1867	307	286	907	195	185	437	99
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	186	998	245	348	1867	307	286	907	195	185	437	99
Added Vol:	19	55	0	15	32	0	0	0	8	0	0	22
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	205	1053	245	363	1899	307	286	907	203	185	437	121
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	205	1053	245	363	1899	307	286	907	203	185	437	121
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	205	1053	245	363	1899	307	286	907	203	185	437	121
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	205	1053	245	363	1899	307	286	907	203	185	437	121

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	0.99	0.95	0.83	0.99	0.95	0.83	0.99	0.95	0.83	1.00	0.92
Lanes:	2.00	2.41	0.59	2.00	2.57	0.43	2.00	2.43	0.57	2.00	2.00	1.00
Final Sat.:	3150	4542	1057	3150	4820	779	3150	4575	1024	3150	3800	1750

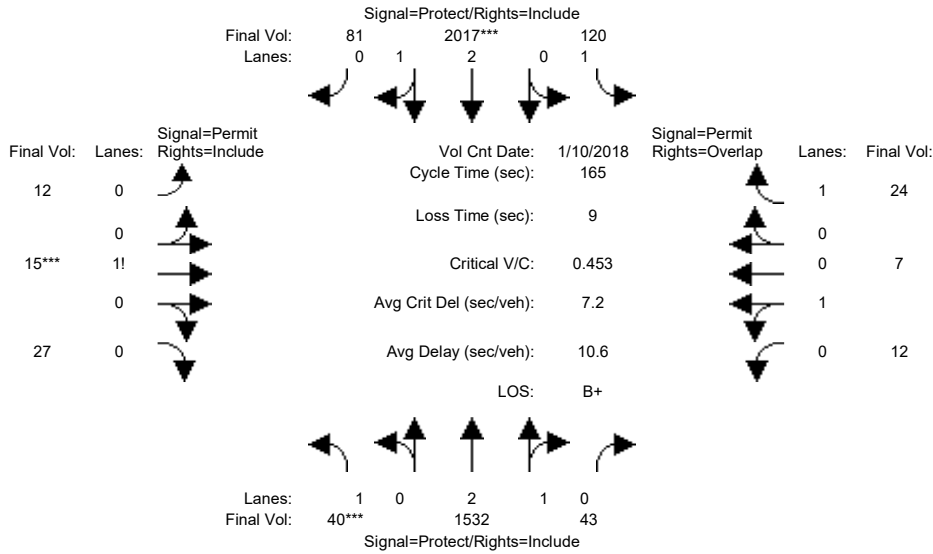
Capacity Analysis Module:												
Vol/Sat:	0.07	0.23	0.23	0.12	0.39	0.39	0.09	0.20	0.20	0.06	0.12	0.07
Crit Moves:	***			****			****			****		
Green Time:	13.5	63.4	63.4	31.5	81.4	81.4	23.4	41.0	41.0	12.1	29.7	61.2
Volume/Cap:	0.77	0.59	0.59	0.59	0.77	0.77	0.62	0.77	0.77	0.77	0.62	0.18
Delay/Veh:	85.1	38.4	38.4	59.8	33.2	33.2	66.7	57.9	57.9	87.1	61.7	32.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	85.1	38.4	38.4	59.8	33.2	33.2	66.7	57.9	57.9	87.1	61.7	32.9
LOS by Move:	F	D+	D+	E+	C-	C-	E	E+	E+	F	E	C-
HCM2kAvgQ:	6	16	16	9	29	29	9	18	18	6	10	4

Note: Queue reported is the number of cars per lane.

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Intersection #6: Sunnyvale Saratoga Road / Cheyenne Drive



Street Name:	Sunnyvale Saratoga Road						Cheyenne Drive					
	North Bound			South Bound			East Bound			West Bound		
Approach:												
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:	>>	Count	Date:	10 Jan 2018	<<	05:00:00 PM						
Base Vol:	40	1458	43	120	1977	81	12	15	27	12	7	24
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	40	1458	43	120	1977	81	12	15	27	12	7	24
Added Vol:	0	74	0	0	40	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	40	1532	43	120	2017	81	12	15	27	12	7	24
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	40	1532	43	120	2017	81	12	15	27	12	7	24
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	40	1532	43	120	2017	81	12	15	27	12	7	24
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	40	1532	43	120	2017	81	12	15	27	12	7	24

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	0.98	0.95	0.92	0.92	0.92	0.95	0.95	0.92
Lanes:	1.00	2.92	0.08	1.00	2.88	0.12	0.22	0.28	0.50	0.63	0.37	1.00
Final Sat.:	1750	5447	153	1750	5384	216	389	486	875	1137	663	1750

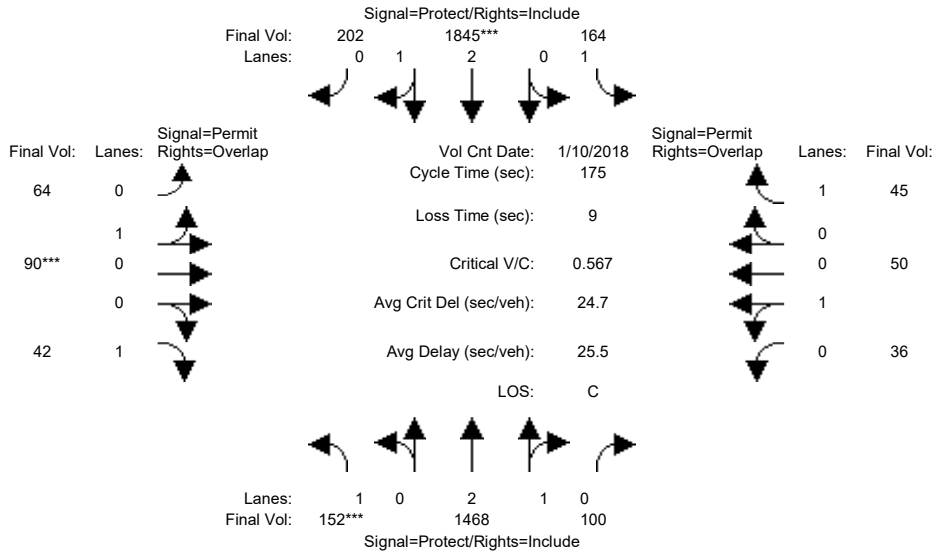
Capacity Analysis Module:												
Vol/Sat:	0.02	0.28	0.28	0.07	0.37	0.37	0.03	0.03	0.03	0.01	0.01	0.01
Crit Moves:	***			***			***			***		
Green Time:	8.3	116	116.4	28.4	136	136.4	11.2	11.2	11.2	11.2	11.2	39.6
Volume/Cap:	0.45	0.40	0.40	0.40	0.45	0.45	0.45	0.45	0.45	0.15	0.15	0.06
Delay/Veh:	79.8	10.0	10.0	61.6	4.0	4.0	76.6	76.6	76.6	73.0	73.0	48.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	79.8	10.0	10.0	61.6	4.0	4.0	76.6	76.6	76.6	73.0	73.0	48.4
LOS by Move:	E-	B+	B+	E	A	A	E-	E-	E-	E	E	D
HCM2kAvgQ:	2	11	11	5	10	10	3	3	3	1	1	1

Note: Queue reported is the number of cars per lane.

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Intersection #7: Sunnyvale Saratoga Road / Alberta Avenue



Street Name:	Sunnyvale Saratoga Road						Alberta Avenue					
	North Bound			South Bound			East Bound			West Bound		
Approach:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:	>>	Count	Date:	10 Jan 2018	<<	05:00:00 PM						
Base Vol:	152	1394	100	164	1805	202	64	90	42	36	50	45
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	152	1394	100	164	1805	202	64	90	42	36	50	45
Added Vol:	0	74	0	0	40	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	152	1468	100	164	1845	202	64	90	42	36	50	45
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	152	1468	100	164	1845	202	64	90	42	36	50	45
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	152	1468	100	164	1845	202	64	90	42	36	50	45
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	152	1468	100	164	1845	202	64	90	42	36	50	45

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	0.99	0.95	0.95	0.95	0.92	0.95	0.95	0.92
Lanes:	1.00	2.80	0.20	1.00	2.69	0.31	0.42	0.58	1.00	0.42	0.58	1.00
Final Sat.:	1750	5242	357	1750	5047	553	748	1052	1750	753	1047	1750

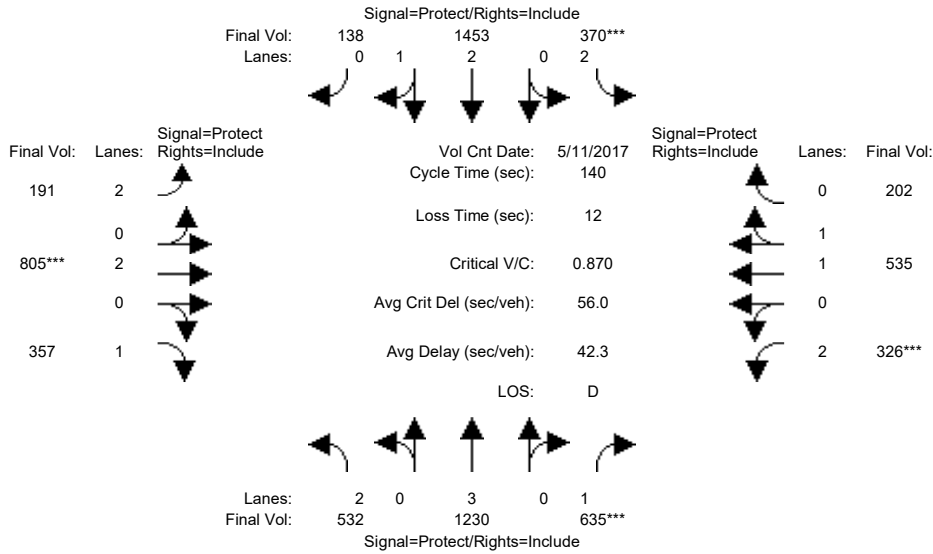
Capacity Analysis Module:												
Vol/Sat:	0.09	0.28	0.28	0.09	0.37	0.37	0.09	0.09	0.02	0.05	0.05	0.03
Crit Moves:	***			***			***					
Green Time:	26.8	105	104.6	35.0	113	112.8	26.4	26.4	53.2	26.4	26.4	61.4
Volume/Cap:	0.57	0.47	0.47	0.47	0.57	0.57	0.57	0.57	0.08	0.32	0.32	0.07
Delay/Veh:	71.6	19.8	19.8	62.8	17.6	17.6	71.8	71.8	43.5	66.9	66.9	37.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	71.6	19.8	19.8	62.8	17.6	17.6	71.8	71.8	43.5	66.9	66.9	37.9
LOS by Move:	E	B-	B-	E	B	B	E	E	D	E	E	D+
HCM2kAvgQ:	8	15	15	8	20	20	9	9	2	4	4	2

Note: Queue reported is the number of cars per lane.

Vallco Special Area Specific Plan  
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Level Of Service Computation Report  
2000 HCM Operations (Future Volume Alternative)  
Existing PM PP

Intersection #8: De Anza Boulevard / Homestead Road



Street Name:	De Anza Boulevard						Homestead Road					
	North Bound			South Bound			East Bound			West Bound		
Approach:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:	>>	Count	Date:	11 May 2017	<<	05:00:00 PM						
Base Vol:	507	1193	635	349	1434	138	191	790	343	326	510	165
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	507	1193	635	349	1434	138	191	790	343	326	510	165
Added Vol:	25	37	0	21	19	0	0	15	14	0	25	37
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	532	1230	635	370	1453	138	191	805	357	326	535	202
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	532	1230	635	370	1453	138	191	805	357	326	535	202
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	532	1230	635	370	1453	138	191	805	357	326	535	202
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	532	1230	635	370	1453	138	191	805	357	326	535	202

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	0.99	0.95	0.83	1.00	0.92	0.83	0.98	0.95
Lanes:	2.00	3.00	1.00	2.00	2.73	0.27	2.00	2.00	1.00	2.00	1.44	0.56
Final Sat.:	3150	5700	1750	3150	5114	486	3150	3800	1750	3150	2685	1014

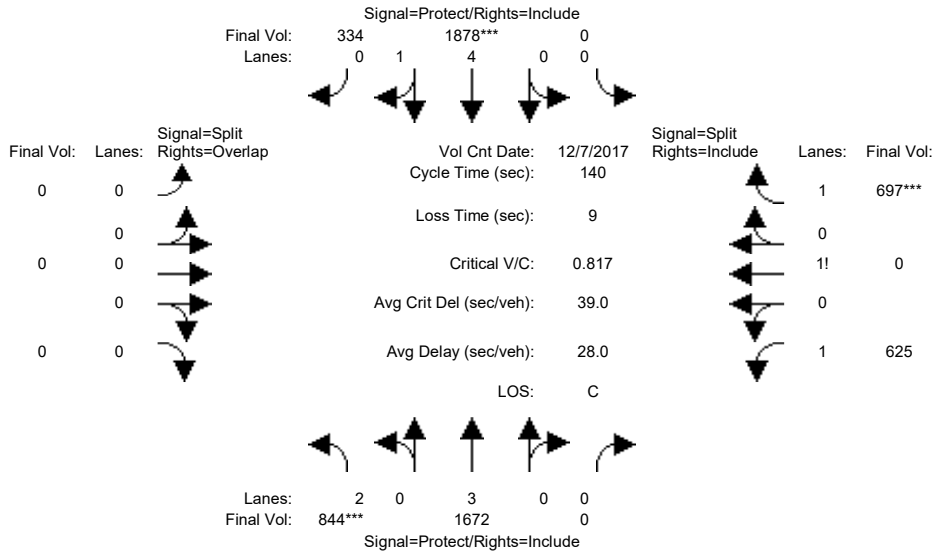
Capacity Analysis Module:												
Vol/Sat:	0.17	0.22	0.36	0.12	0.28	0.28	0.06	0.21	0.20	0.10	0.20	0.20
Crit Moves:			****	****				****		****		
Green Time:	28.8	58.4	58.4	18.9	48.5	48.5	11.8	34.1	34.1	16.6	38.9	38.9
Volume/Cap:	0.82	0.52	0.87	0.87	0.82	0.82	0.72	0.87	0.84	0.87	0.72	0.72
Delay/Veh:	52.2	16.1	30.6	70.5	30.0	30.0	71.5	59.8	64.0	79.8	48.1	48.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	52.2	16.1	30.6	70.5	30.0	30.0	71.5	59.8	64.0	79.8	48.1	48.1
LOS by Move:	D-	B	C	E	C	C	E	E+	E	E-	D	D
HCM2kAvgQ:	15	9	26	10	19	19	5	17	16	9	13	13

Note: Queue reported is the number of cars per lane.

Vallco Special Area Specific Plan  
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Level Of Service Computation Report  
2000 HCM Operations (Future Volume Alternative)  
Existing PM PP

Intersection #9: De Anza Boulevard / I-280 Ramps (North)



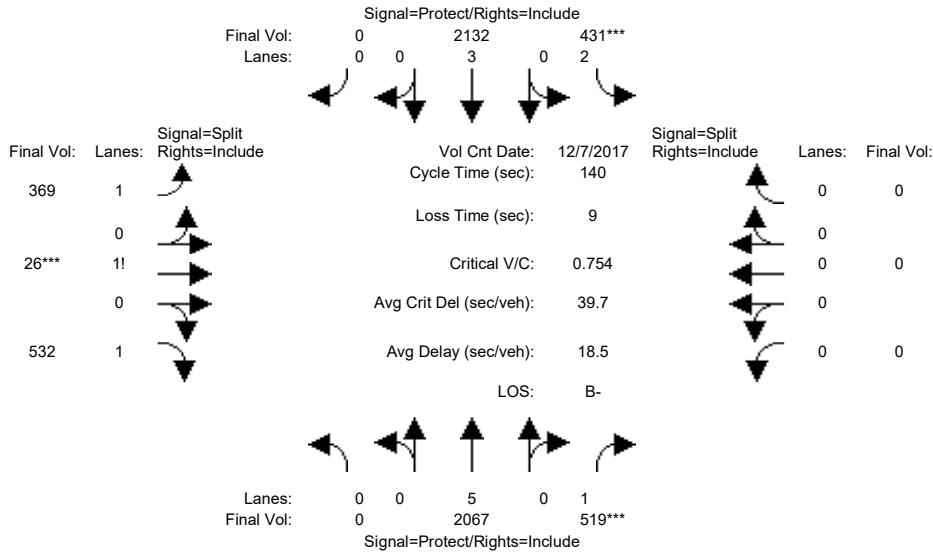
Street Name:	De Anza Boulevard						I-280 Ramps (North)					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	0	0	0	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	5.0	5.0	5.0	4.0	4.0	4.0
Volume Module: >> Count Date:	7 Dec 2017 << 05:00:00 PM											
Base Vol:	762	1616	0	0	1845	334	0	0	0	625	0	692
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	762	1616	0	0	1845	334	0	0	0	625	0	692
Added Vol:	82	56	0	0	33	0	0	0	0	0	0	5
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	844	1672	0	0	1878	334	0	0	0	625	0	697
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	844	1672	0	0	1878	334	0	0	0	625	0	697
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	844	1672	0	0	1878	334	0	0	0	625	0	697
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	844	1672	0	0	1878	334	0	0	0	625	0	697
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.92	1.00	0.95	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	2.00	3.00	0.00	0.00	4.21	0.79	0.00	0.00	0.00	1.47	0.00	1.53
Final Sat.:	3150	5700	0	0	7978	1419	0	0	0	2577	0	2673
Capacity Analysis Module:												
Vol/Sat:	0.27	0.29	0.00	0.00	0.24	0.24	0.00	0.00	0.00	0.24	0.00	0.26
Crit Moves:	***			****						****		
Green Time:	45.9	86.3	0.0	0.0	40.4	40.4	0.0	0.0	0.0	44.7	0.0	44.7
Volume/Cap:	0.82	0.48	0.00	0.00	0.82	0.82	0.00	0.00	0.00	0.76	0.00	0.82
Delay/Veh:	34.3	0.1	0.0	0.0	35.9	35.9	0.0	0.0	0.0	44.8	0.0	47.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	34.3	0.1	0.0	0.0	35.9	35.9	0.0	0.0	0.0	44.8	0.0	47.2
LOS by Move:	C-	A	A	A	D+	D+	A	A	A	D	A	D
HCM2kAvgQ:	18	1	0	0	18	18	0	0	0	19	0	21

Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report  
2000 HCM Operations (Future Volume Alternative)  
Existing PM PP

Intersection #10: De Anza Boulevard / I-280 Ramps (South)



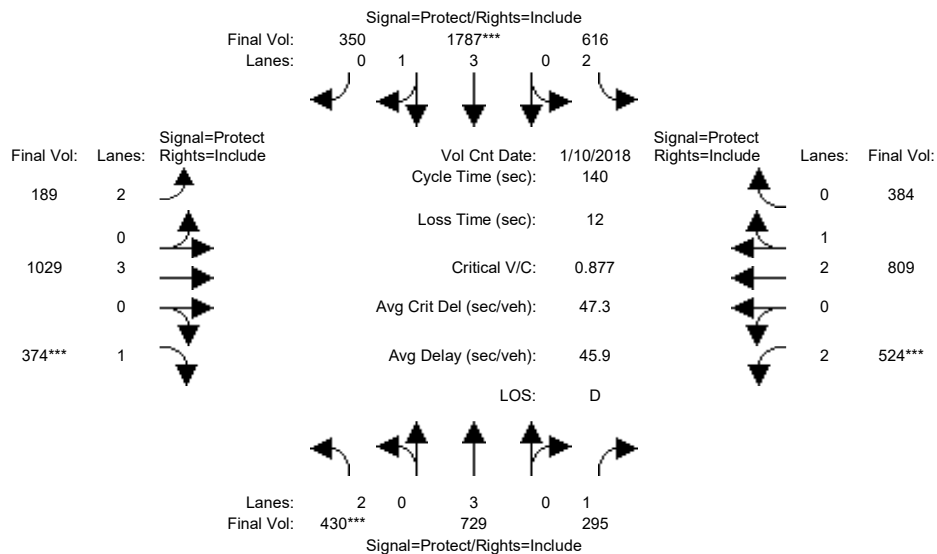
Street Name:	De Anza Boulevard						I-280 Ramps (South)					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	5.0	5.0	5.0
Volume Module: >> Count Date: 7 Dec 2017 << 05:00:00 PM												
Base Vol:	0	1929	519	428	2102	0	369	26	507	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	1929	519	428	2102	0	369	26	507	0	0	0
Added Vol:	0	138	0	3	30	0	0	0	25	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	2067	519	431	2132	0	369	26	532	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	2067	519	431	2132	0	369	26	532	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	2067	519	431	2132	0	369	26	532	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	0	2067	519	431	2132	0	369	26	532	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.83	1.00	0.92	0.92	0.92	0.92	0.92	1.00	0.92
Lanes:	0.00	5.00	1.00	2.00	3.00	0.00	1.39	0.05	1.56	0.00	0.00	0.00
Final Sat.:	0	9500	1750	3150	5700	0	2428	95	2727	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.22	0.30	0.14	0.37	0.00	0.15	0.27	0.20	0.00	0.00	0.00
Crit Moves:	****			****			****					
Green Time:	0.0	55.1	55.1	25.4	80.5	0.0	50.5	50.5	50.5	0.0	0.0	0.0
Volume/Cap:	0.00	0.55	0.75	0.75	0.65	0.00	0.42	0.75	0.54	0.00	0.00	0.00
Delay/Veh:	0.0	18.9	25.5	52.0	2.5	0.0	33.8	42.0	35.9	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	18.9	25.5	52.0	2.5	0.0	33.8	42.0	35.9	0.0	0.0	0.0
LOS by Move:	A	B-	C	D-	A	A	C-	D	D+	A	A	A
HCM2kAvgQ:	0	10	17	10	4	0	9	20	13	0	0	0

Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report  
2000 HCM Operations (Future Volume Alternative)  
Existing PM PP

Intersection #11: De Anza Boulevard / Stevens Creek Boulevard



Street Name:	De Anza Boulevard						Stevens Creek Boulevard					
	North Bound			South Bound			East Bound			West Bound		
Approach:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:	>>	Count	Date:	10 Jan 2018	<<	05:00:00 PM						
Base Vol:	430	729	218	560	1787	350	189	942	374	275	618	246
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	430	729	218	560	1787	350	189	942	374	275	618	246
Added Vol:	0	0	77	56	0	0	0	87	0	249	191	138
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	430	729	295	616	1787	350	189	1029	374	524	809	384
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	430	729	295	616	1787	350	189	1029	374	524	809	384
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	430	729	295	616	1787	350	189	1029	374	524	809	384
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	430	729	295	616	1787	350	189	1029	374	524	809	384

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	0.99	0.95	0.83	1.00	0.92	0.83	1.00	0.95
Lanes:	2.00	3.00	1.00	2.00	3.32	0.68	2.00	3.00	1.00	2.00	2.00	1.00
Final Sat.:	3150	5700	1750	3150	6270	1228	3150	5700	1750	3150	3797	1800

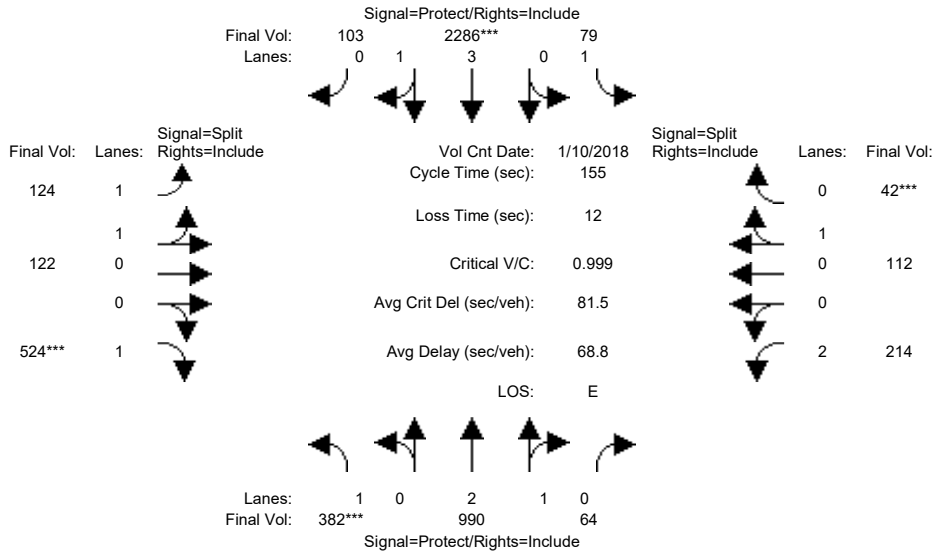
Capacity Analysis Module:												
Vol/Sat:	0.14	0.13	0.17	0.20	0.29	0.29	0.06	0.18	0.21	0.17	0.21	0.21
Crit Moves:	***				****				****	****		
Green Time:	21.8	31.2	31.2	36.1	45.5	45.5	13.3	34.1	34.1	26.6	47.4	47.4
Volume/Cap:	0.88	0.57	0.76	0.76	0.88	0.88	0.63	0.74	0.88	0.88	0.63	0.63
Delay/Veh:	66.9	39.9	49.5	40.9	34.2	34.2	65.3	51.0	69.1	68.9	39.6	39.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	66.9	39.9	49.5	40.9	34.2	34.2	65.3	51.0	69.1	68.9	39.6	39.7
LOS by Move:	E	D	D	D	C-	C-	E	D-	E	E	D	D
HCM2kAvgQ:	12	8	12	14	22	22	4	13	17	14	13	13

Note: Queue reported is the number of cars per lane.

Vallco Special Area Specific Plan  
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Level Of Service Computation Report  
2000 HCM Operations (Future Volume Alternative)  
Existing PM PP

Intersection #12: De Anza Boulevard / McClellan Road



Street Name:	De Anza Boulevard						McClellan Road					
	North Bound			South Bound			East Bound			West Bound		
Approach:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:	>>	Count	Date:	10 Jan 2018	<<	05:00:00 PM						
Base Vol:	382	913	64	79	2037	103	124	122	524	214	112	42
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	382	913	64	79	2037	103	124	122	524	214	112	42
Added Vol:	0	77	0	0	249	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	382	990	64	79	2286	103	124	122	524	214	112	42
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	382	990	64	79	2286	103	124	122	524	214	112	42
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	382	990	64	79	2286	103	124	122	524	214	112	42
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	382	990	64	79	2286	103	124	122	524	214	112	42

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	0.99	0.95	0.92	0.95	0.92	0.83	0.95	0.95
Lanes:	1.00	2.81	0.19	1.00	3.82	0.18	1.02	0.98	1.00	2.00	0.73	0.27
Final Sat.:	1750	5260	340	1750	7176	323	1789	1760	1750	3150	1309	491

Capacity Analysis Module:												
Vol/Sat:	0.22	0.19	0.19	0.05	0.32	0.32	0.07	0.07	0.30	0.07	0.09	0.09
Crit Moves:	***			****			****			****		
Green Time:	33.9	67.2	67.2	16.1	49.4	49.4	46.4	46.4	46.4	13.3	13.3	13.3
Volume/Cap:	1.00	0.43	0.43	0.43	1.00	1.00	0.23	0.23	1.00	0.79	1.00	1.00
Delay/Veh:	106.4	30.8	30.8	66.8	71.0	71.0	41.0	41.0	93.3	84.3	143	143.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	106.4	30.8	30.8	66.8	71.0	71.0	41.0	41.0	93.3	84.3	143	143.1
LOS by Move:	F	C	C	E	E	E	D	D	F	F	F	F
HCM2kAvgQ:	22	11	11	4	30	30	5	5	33	8	11	11

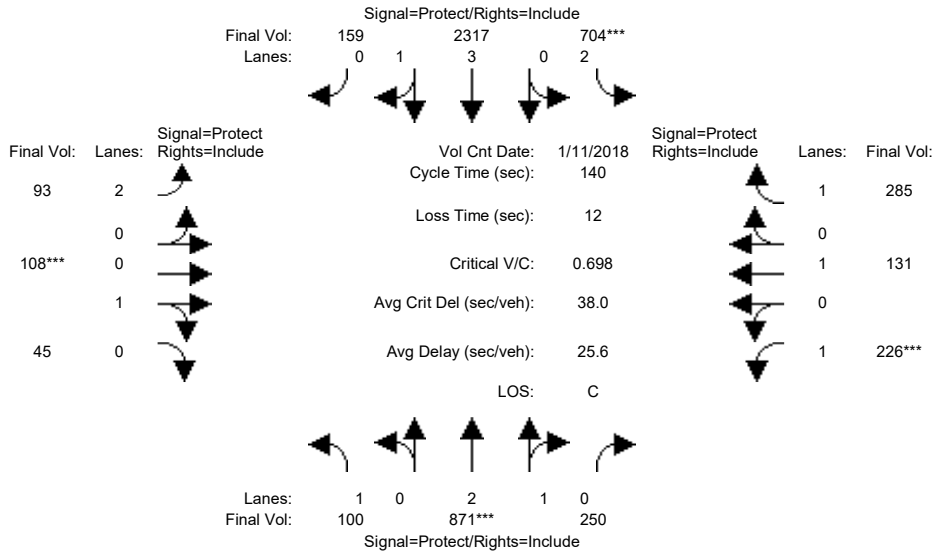
Note: Queue reported is the number of cars per lane.



Vallco Special Area Specific Plan  
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Level Of Service Computation Report  
2000 HCM Operations (Future Volume Alternative)  
Existing PM PP

Intersection #13: De Anza Boulevard / Bollinger Road



Street Name:	De Anza Boulevard						Bollinger road					
	North Bound			South Bound			East Bound			West Bound		
Approach:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	10	10	10	7	10	10	10	10	10
Y+R:	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0

Volume Module:	>>	Count	Date:	11 Jan 2018	<<	05:00:00 PM						
Base Vol:	100	796	249	702	2075	154	91	106	45	223	126	284
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	100	796	249	702	2075	154	91	106	45	223	126	284
Added Vol:	0	75	1	2	242	5	2	2	0	3	5	1
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	100	871	250	704	2317	159	93	108	45	226	131	285
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	100	871	250	704	2317	159	93	108	45	226	131	285
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	100	871	250	704	2317	159	93	108	45	226	131	285
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	100	871	250	704	2317	159	93	108	45	226	131	285

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.99	0.95	0.83	0.99	0.95	0.83	0.95	0.95	0.92	1.00	0.92
Lanes:	1.00	2.31	0.69	2.00	3.73	0.27	2.00	0.71	0.29	1.00	1.00	1.00
Final Sat.:	1750	4349	1248	3150	7018	482	3150	1271	529	1750	1900	1750

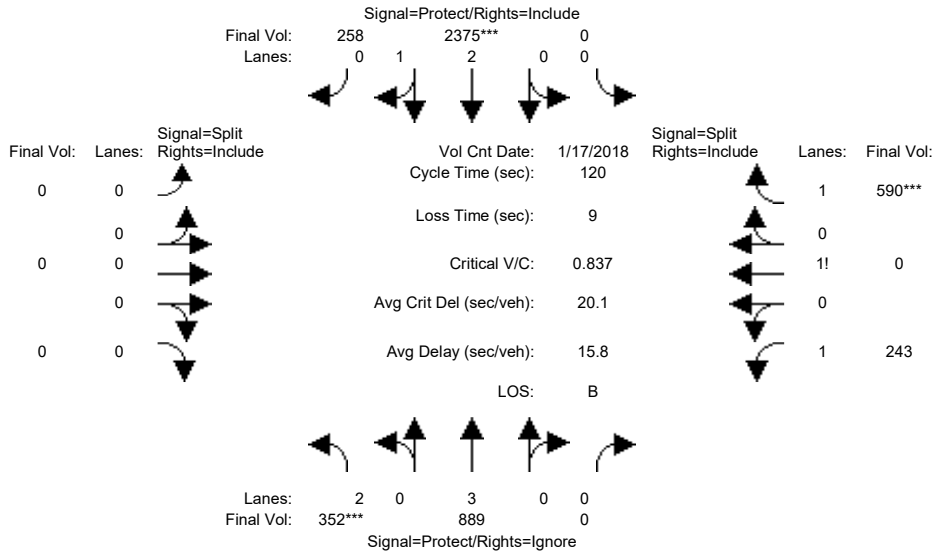
Capacity Analysis Module:												
Vol/Sat:	0.06	0.20	0.20	0.22	0.33	0.33	0.03	0.09	0.09	0.13	0.07	0.16
Crit Moves:	****			****			****			****		
Green Time:	12.5	40.2	40.2	44.8	72.5	72.5	10.1	17.1	17.1	25.9	32.9	32.9
Volume/Cap:	0.64	0.70	0.70	0.70	0.64	0.64	0.41	0.70	0.70	0.70	0.29	0.69
Delay/Veh:	66.0	33.9	33.9	30.7	7.3	7.3	63.3	68.5	68.5	59.9	44.4	54.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	66.0	33.9	33.9	30.7	7.3	7.3	63.3	68.5	68.5	59.9	44.4	54.0
LOS by Move:	E	C-	C-	C	A	A	E	E	E	E+	D	D-
HCM2kAvgQ:	4	13	13	12	8	8	3	8	8	10	4	12

Note: Queue reported is the number of cars per lane.

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Intersection #14: De Anza Boulevard / SR-85 Ramps (North)



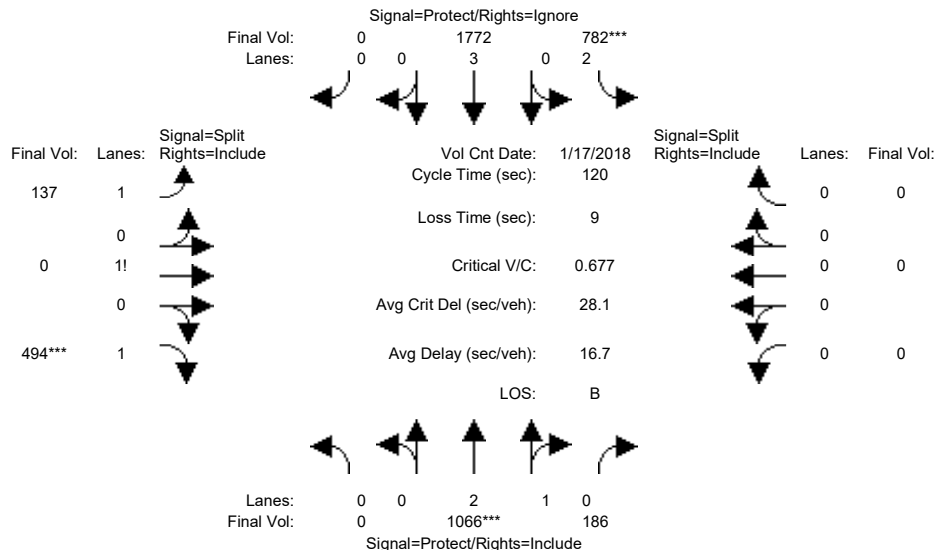
Street Name:	De Anza Boulevard						SR-85 Ramps (North)					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	0	0	0	7	10	10
Y+R:	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Volume Module: >> Count Date:	17 Jan 2018 << 05:00:00 PM											
Base Vol:	352	863	0	0	2130	258	0	0	0	243	0	541
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	352	863	0	0	2130	258	0	0	0	243	0	541
Added Vol:	0	26	0	0	245	0	0	0	0	0	0	49
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	352	889	0	0	2375	258	0	0	0	243	0	590
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	352	889	0	0	2375	258	0	0	0	243	0	590
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	352	889	0	0	2375	258	0	0	0	243	0	590
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	352	889	0	0	2375	258	0	0	0	243	0	590
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.92	0.99	0.95	0.92	1.00	0.92	0.92	1.00	0.95
Lanes:	2.00	3.00	0.00	0.00	2.70	0.30	0.00	0.00	0.00	1.30	0.00	1.70
Final Sat.:	3150	5700	0	0	5051	549	0	0	0	2271	0	3064
Capacity Analysis Module:												
Vol/Sat:	0.11	0.16	0.00	0.00	0.47	0.47	0.00	0.00	0.00	0.11	0.00	0.19
Crit Moves:	***			****								****
Green Time:	16.0	83.4	0.0	0.0	67.4	67.4	0.0	0.0	0.0	27.6	0.0	27.6
Volume/Cap:	0.84	0.22	0.00	0.00	0.84	0.84	0.00	0.00	0.00	0.47	0.00	0.84
Delay/Veh:	59.2	0.0	0.0	0.0	5.3	5.3	0.0	0.0	0.0	40.0	0.0	50.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	59.2	0.0	0.0	0.0	5.3	5.3	0.0	0.0	0.0	40.0	0.0	50.4
LOS by Move:	E+	A	A	A	A	A	A	A	A	D	A	D
HCM2kAvgQ:	8	0	0	0	12	12	0	0	0	7	0	15

Note: Queue reported is the number of cars per lane.

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Intersection #15: De Anza Boulevard / SR-85 Ramps (South)



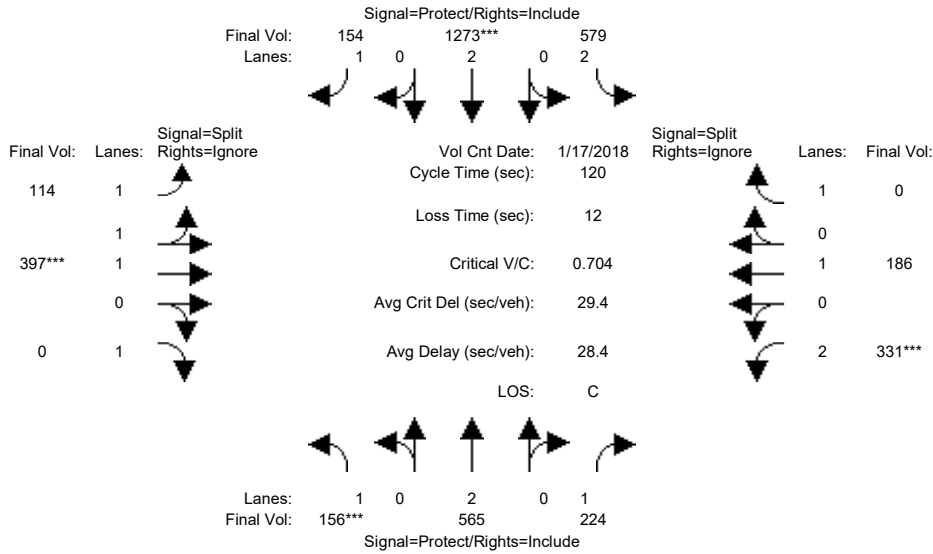
Street Name:	De Anza Boulevard						SR-85 Ramps (South)					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	0	0	0
Y+R:	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Volume Module: >> Count Date:	17 Jan 2018 << 05:00:00 PM											
Base Vol:	0	1040	186	605	1704	0	137	0	494	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	1040	186	605	1704	0	137	0	494	0	0	0
Added Vol:	0	26	0	177	68	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	1066	186	782	1772	0	137	0	494	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	1066	186	782	1772	0	137	0	494	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1066	186	782	1772	0	137	0	494	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	0	1066	186	782	1772	0	137	0	494	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.99	0.95	0.83	1.00	0.92	0.92	1.00	0.95	0.92	1.00	0.92
Lanes:	0.00	2.54	0.46	2.00	3.00	0.00	1.22	0.00	1.78	0.00	0.00	0.00
Final Sat.:	0	4767	832	3150	5700	0	2138	0	3201	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.22	0.22	0.25	0.31	0.00	0.06	0.00	0.15	0.00	0.00	0.00
Crit Moves:	****			****			****			****		
Green Time:	0.0	39.6	39.6	44.0	83.6	0.0	27.4	0.0	27.4	0.0	0.0	0.0
Volume/Cap:	0.00	0.68	0.68	0.68	0.45	0.00	0.28	0.00	0.68	0.00	0.00	0.00
Delay/Veh:	0.0	24.3	24.3	21.3	0.1	0.0	38.3	0.0	44.3	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	24.3	24.3	21.3	0.1	0.0	38.3	0.0	44.3	0.0	0.0	0.0
LOS by Move:	A	C	C	C+	A	A	D+	A	D	A	A	A
HCM2kAvgQ:	0	11	11	11	0	0	4	0	11	0	0	0

Note: Queue reported is the number of cars per lane.

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Intersection #16: De Anza Boulevard/Saratoga-Sunnyvale Road / Prospect Road



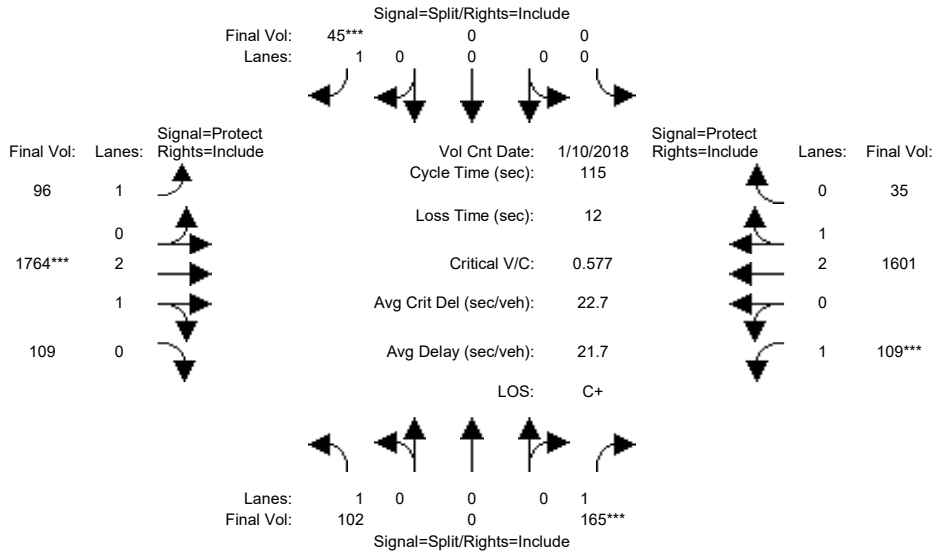
Street Name: De Anza Boulevard/Saratoga-Sunnyvale	Prospect Road											
	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Volume Module: >> Count Date: 17 Jan 2018 << 05:00:00 PM												
Base Vol:	156	546	224	579	1226	133	107	397	461	331	186	241
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	156	546	224	579	1226	133	107	397	461	331	186	241
Added Vol:	0	19	0	0	47	21	7	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	156	565	224	579	1273	154	114	397	461	331	186	241
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Volume:	156	565	224	579	1273	154	114	397	0	331	186	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	156	565	224	579	1273	154	114	397	0	331	186	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
Final Volume:	156	565	224	579	1273	154	114	397	0	331	186	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.92	0.83	1.00	0.92
Lanes:	1.00	2.00	1.00	2.00	2.00	1.00	1.00	2.00	1.00	2.00	1.00	1.00
Final Sat.:	1750	3800	1750	3150	3800	1750	1750	3800	1750	3150	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.09	0.15	0.13	0.18	0.34	0.09	0.07	0.10	0.00	0.11	0.10	0.00
Crit Moves:	***				****			****		****		
Green Time:	15.2	32.3	32.3	40.0	57.1	57.1	17.8	17.8	0.0	17.9	17.9	0.0
Volume/Cap:	0.70	0.55	0.48	0.55	0.70	0.18	0.44	0.70	0.00	0.70	0.66	0.00
Delay/Veh:	55.2	29.0	28.5	22.5	11.1	7.2	46.8	51.7	0.0	53.3	53.6	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	55.2	29.0	28.5	22.5	11.1	7.2	46.8	51.7	0.0	53.3	53.6	0.0
LOS by Move:	E+	C	C	C+	B+	A	D	D-	A	D-	D-	A
HCM2kAvgQ:	7	8	7	8	12	2	5	8	0	7	7	0

Note: Queue reported is the number of cars per lane.

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Intersection #17: Torre Avenue-Vista Drive / Stevens Creek Boulevard



Street Name:	Torre Avenue-Vista Drive						Stevens Creek Boulevard					
	North Bound			South Bound			East Bound			West Bound		
Approach:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:	>>	Count	Date:	10 Jan 2018	<<	05:00:00 PM						
Base Vol:	102	0	165	0	0	45	96	1544	109	109	1023	35
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	102	0	165	0	0	45	96	1544	109	109	1023	35
Added Vol:	0	0	0	0	0	0	0	220	0	0	578	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	102	0	165	0	0	45	96	1764	109	109	1601	35
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	102	0	165	0	0	45	96	1764	109	109	1601	35
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	102	0	165	0	0	45	96	1764	109	109	1601	35
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	102	0	165	0	0	45	96	1764	109	109	1601	35

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	0.98	0.95	0.92	0.98	0.95
Lanes:	1.00	0.00	1.00	0.00	0.00	1.00	1.00	2.82	0.18	1.00	2.93	0.07
Final Sat.:	1750	0	1750	0	0	1750	1750	5274	326	1750	5480	120

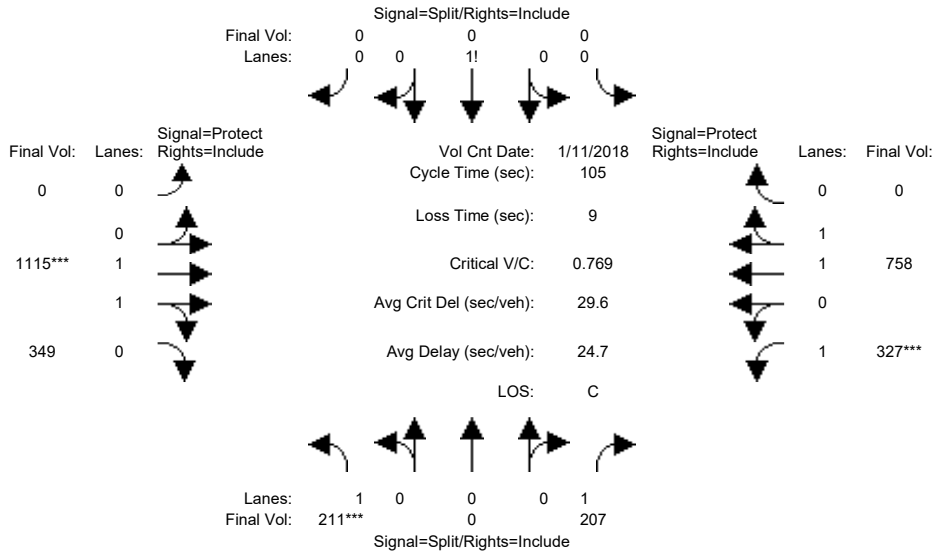
Capacity Analysis Module:												
Vol/Sat:	0.06	0.00	0.09	0.00	0.00	0.03	0.05	0.33	0.33	0.06	0.29	0.29
Crit Moves:			****			****		****		****		
Green Time:	17.9	0.0	17.9	0.0	0.0	10.0	13.0	63.3	63.3	11.8	62.2	62.2
Volume/Cap:	0.38	0.00	0.61	0.00	0.00	0.30	0.49	0.61	0.61	0.61	0.54	0.54
Delay/Veh:	44.4	0.0	49.2	0.0	0.0	50.3	49.8	17.8	17.8	55.3	17.3	17.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	44.4	0.0	49.2	0.0	0.0	50.3	49.8	17.8	17.8	55.3	17.3	17.3
LOS by Move:	D	A	D	A	A	D	D	B	B	E+	B	B
HCM2kAvgQ:	4	0	7	0	0	2	3	14	14	4	12	12

Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report  
2000 HCM Operations (Future Volume Alternative)  
Existing PM PP

Intersection #18: Blaney Avenue / Homestead Road



Street Name:	Blaney Avenue						Homestead Road					
	North Bound			South Bound			East Bound			West Bound		
Approach:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:	>>	Count	Date:	11 Jan 2018	<<	05:00:00 PM						
Base Vol:	195	0	207	0	0	0	0	1089	339	327	713	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	195	0	207	0	0	0	0	1089	339	327	713	0
Added Vol:	16	0	0	0	0	0	0	26	10	0	45	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	211	0	207	0	0	0	0	1115	349	327	758	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	211	0	207	0	0	0	0	1115	349	327	758	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	211	0	207	0	0	0	0	1115	349	327	758	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	211	0	207	0	0	0	0	1115	349	327	758	0

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	0.92	0.92	0.92	0.98	0.95	0.92	0.97	0.92
Lanes:	1.00	0.00	1.00	0.00	1.00	0.00	0.00	1.51	0.49	1.00	2.00	0.00
Final Sat.:	1750	0	1750	0	1750	0	0	2817	882	1750	3700	0

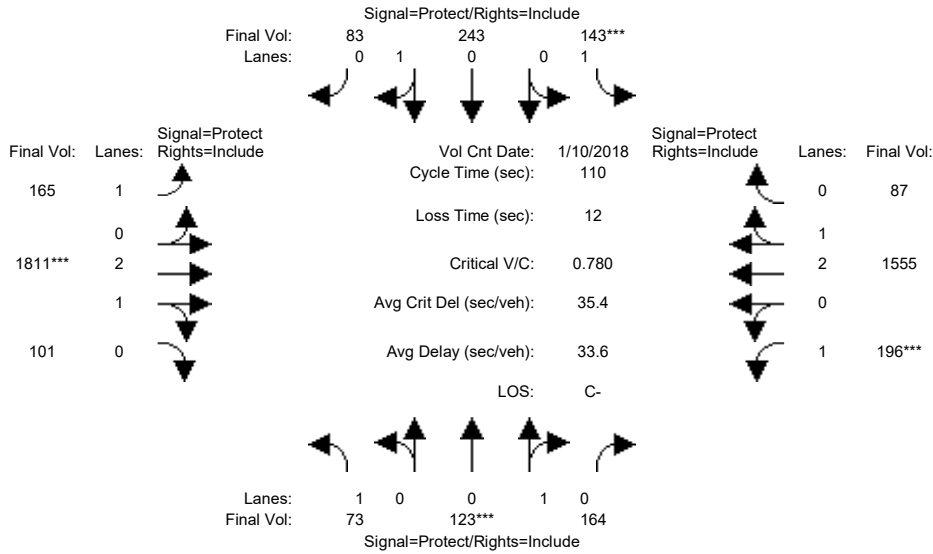
Capacity Analysis Module:												
Vol/Sat:	0.12	0.00	0.12	0.00	0.00	0.00	0.00	0.40	0.40	0.19	0.20	0.00
Crit Moves:	***						***			***		
Green Time:	16.5	0.0	16.5	0.0	0.0	0.0	0.0	54.0	54.0	25.5	79.5	0.0
Volume/Cap:	0.77	0.00	0.75	0.00	0.00	0.00	0.00	0.77	0.77	0.77	0.27	0.00
Delay/Veh:	54.9	0.0	53.6	0.0	0.0	0.0	0.0	22.4	22.4	45.3	3.9	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	54.9	0.0	53.6	0.0	0.0	0.0	0.0	22.4	22.4	45.3	3.9	0.0
LOS by Move:	D-	A	D-	A	A	A	A	C+	C+	D	A	A
HCM2kAvgQ:	9	0	9	0	0	0	0	20	20	11	4	0

Note: Queue reported is the number of cars per lane.

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Intersection #19: Blaney Avenue / Stevens Creek Boulevard



Street Name:	Blaney Avenue						Stevens Creek Boulevard					
	North Bound			South Bound			East Bound			West Bound		
Approach:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:	>>	Count	Date:	10 Jan 2018	<<	05:00:00 PM						
Base Vol:	73	123	159	133	243	83	165	1591	101	181	977	71
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	73	123	159	133	243	83	165	1591	101	181	977	71
Added Vol:	0	0	5	10	0	0	0	220	0	15	578	16
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	73	123	164	143	243	83	165	1811	101	196	1555	87
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	73	123	164	143	243	83	165	1811	101	196	1555	87
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	73	123	164	143	243	83	165	1811	101	196	1555	87
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	73	123	164	143	243	83	165	1811	101	196	1555	87

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.95	0.95	0.92	0.95	0.95	0.92	0.98	0.95	0.92	0.98	0.95
Lanes:	1.00	0.43	0.57	1.00	0.75	0.25	1.00	2.84	0.16	1.00	2.84	0.16
Final Sat.:	1750	771	1029	1750	1342	458	1750	5304	296	1750	5303	297

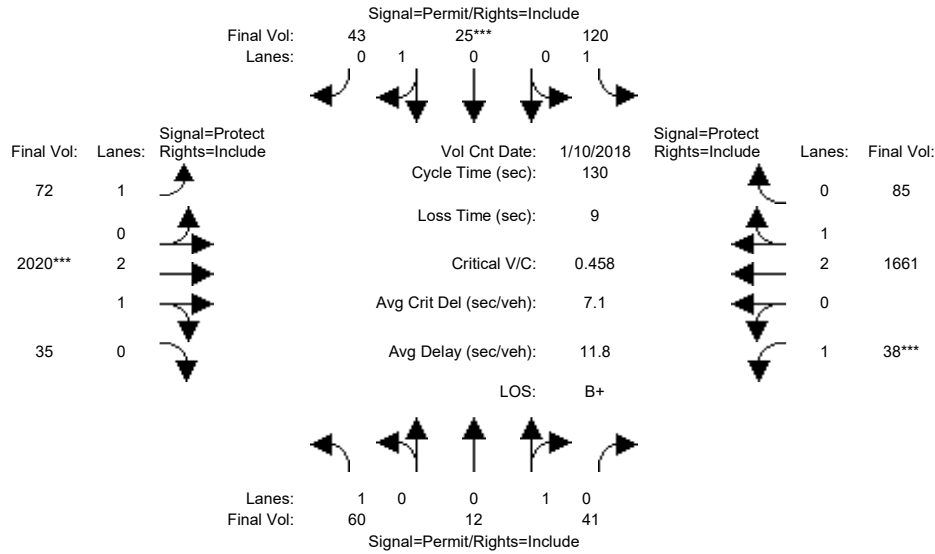
Capacity Analysis Module:												
Vol/Sat:	0.04	0.16	0.16	0.08	0.18	0.18	0.09	0.34	0.34	0.11	0.29	0.29
Crit Moves:	****			****			****			****		
Green Time:	8.8	22.5	22.5	11.5	25.2	25.2	15.6	48.2	48.2	15.8	48.4	48.4
Volume/Cap:	0.52	0.78	0.78	0.78	0.79	0.79	0.67	0.78	0.78	0.78	0.67	0.67
Delay/Veh:	51.9	51.6	51.6	67.0	49.9	49.9	51.5	28.0	28.0	59.8	25.1	25.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	51.9	51.6	51.6	67.0	49.9	49.9	51.5	28.0	28.0	59.8	25.1	25.1
LOS by Move:	D-	D-	D-	E	D	D	D-	C	C	E+	C	C
HCM2kAvgQ:	3	10	10	7	13	13	6	19	19	7	15	15

Note: Queue reported is the number of cars per lane.

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Intersection #20: Portal Avenue / Stevens Creek Boulevard



Street Name:	Portal Avenue						Stevens Creek Boulevard					
	North Bound			South Bound			East Bound			West Bound		
Approach:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:	>>	Count	Date:	10 Jan 2018	<<	05:00:00 PM						
Base Vol:	60	12	41	120	25	43	72	1785	35	38	1052	85
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	60	12	41	120	25	43	72	1785	35	38	1052	85
Added Vol:	0	0	0	0	0	0	0	235	0	0	609	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	60	12	41	120	25	43	72	2020	35	38	1661	85
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	60	12	41	120	25	43	72	2020	35	38	1661	85
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	60	12	41	120	25	43	72	2020	35	38	1661	85
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	60	12	41	120	25	43	72	2020	35	38	1661	85

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.95	0.95	0.92	0.95	0.95	0.92	0.98	0.95	0.92	0.98	0.95
Lanes:	1.00	0.23	0.77	1.00	0.37	0.63	1.00	2.95	0.05	1.00	2.85	0.15
Final Sat.:	1750	408	1392	1750	662	1138	1750	5504	95	1750	5327	273

Capacity Analysis Module:												
Vol/Sat:	0.03	0.03	0.03	0.07	0.04	0.04	0.04	0.37	0.37	0.02	0.31	0.31
Crit Moves:					****			****		****		
Green Time:	10.6	10.6	10.6	10.6	10.6	10.6	16.3	103	103.4	7.0	94.1	94.1
Volume/Cap:	0.42	0.36	0.36	0.84	0.46	0.46	0.33	0.46	0.46	0.40	0.43	0.43
Delay/Veh:	58.7	58.0	58.0	91.9	59.2	59.2	52.8	4.4	4.4	62.3	7.3	7.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	58.7	58.0	58.0	91.9	59.2	59.2	52.8	4.4	4.4	62.3	7.3	7.3
LOS by Move:	E+	E+	E+	F	E+	E+	D-	A	A	E	A	A
HCM2kAvgQ:	3	2	2	7	3	3	3	9	9	2	9	9

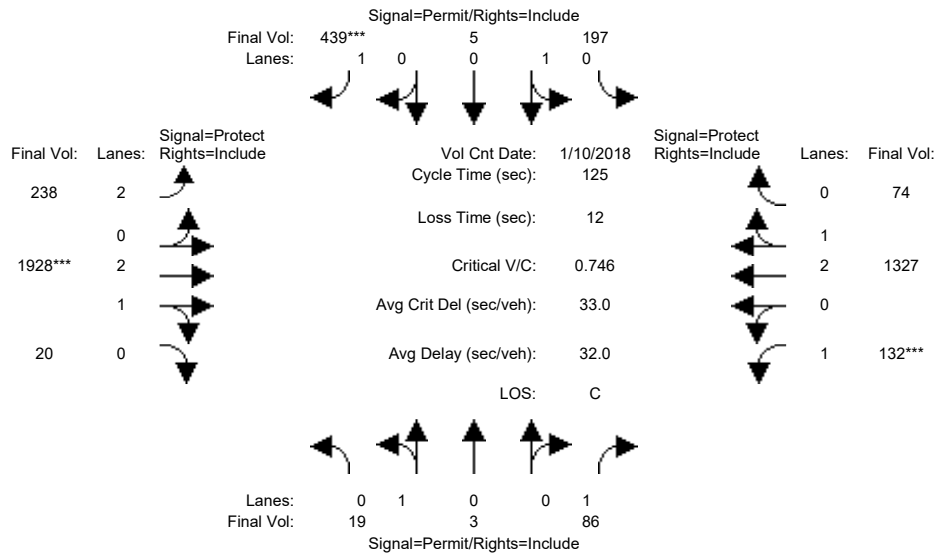
Note: Queue reported is the number of cars per lane.



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Intersection #21: Perimeter Road / Stevens Creek Boulevard



Street Name:	Perimeter Road						Stevens Creek Boulevard					
	North Bound			South Bound			East Bound			West Bound		
Approach:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:	>>	Count	Date:	10 Jan 2018	<<	05:00:00 PM						
Base Vol:	19	3	86	42	5	27	50	1881	20	132	1130	23
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	19	3	86	42	5	27	50	1881	20	132	1130	23
Added Vol:	0	0	0	155	0	412	188	47	0	0	197	51
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	19	3	86	197	5	439	238	1928	20	132	1327	74
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	19	3	86	197	5	439	238	1928	20	132	1327	74
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	19	3	86	197	5	439	238	1928	20	132	1327	74
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	19	3	86	197	5	439	238	1928	20	132	1327	74

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.92	0.95	0.95	0.92	0.83	0.98	0.95	0.92	0.98	0.95
Lanes:	0.86	0.14	1.00	0.98	0.02	1.00	2.00	2.97	0.03	1.00	2.84	0.16
Final Sat.:	1555	245	1750	1755	45	1750	3150	5542	57	1750	5304	296

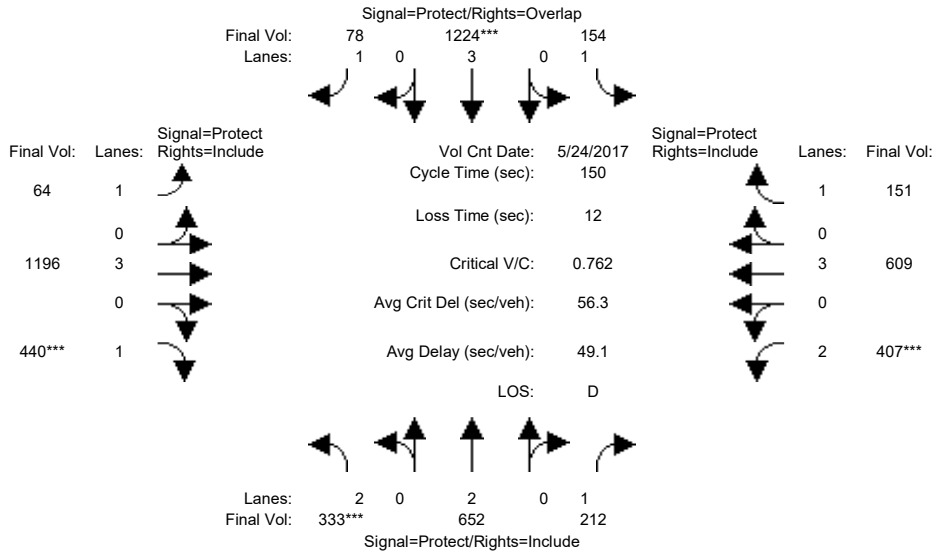
Capacity Analysis Module:												
Vol/Sat:	0.01	0.01	0.05	0.11	0.11	0.25	0.08	0.35	0.35	0.08	0.25	0.25
Crit Moves:						****		****		****		
Green Time:	42.0	42.0	42.0	42.0	42.0	42.0	16.5	58.3	58.3	12.6	54.5	54.5
Volume/Cap:	0.04	0.04	0.15	0.33	0.33	0.75	0.57	0.75	0.75	0.75	0.57	0.57
Delay/Veh:	27.9	27.9	29.1	31.3	31.3	41.9	52.9	28.5	28.5	70.4	26.9	26.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	27.9	27.9	29.1	31.3	31.3	41.9	52.9	28.5	28.5	70.4	26.9	26.9
LOS by Move:	C	C	C	C	C	D	D-	C	C	E	C	C
HCM2kAvgQ:	1	1	2	6	6	17	5	21	21	5	13	13

Note: Queue reported is the number of cars per lane.

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Intersection #22: Wolfe Road / El Camino Real



Street Name:	Wolfe Road						El Camino Real					
	North Bound			South Bound			East Bound			West Bound		
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:	>>	Count	Date:	24 May 2017	<<	05:00:00 PM						
Base Vol:	306	593	174	154	1179	78	64	1196	427	389	609	151
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	306	593	174	154	1179	78	64	1196	427	389	609	151
Added Vol:	27	59	38	0	45	0	0	0	13	18	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	333	652	212	154	1224	78	64	1196	440	407	609	151
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	333	652	212	154	1224	78	64	1196	440	407	609	151
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	333	652	212	154	1224	78	64	1196	440	407	609	151
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	333	652	212	154	1224	78	64	1196	440	407	609	151

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.83	1.00	0.92
Lanes:	2.00	2.00	1.00	1.00	3.00	1.00	1.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	3150	3800	1750	1750	5700	1750	1750	5700	1750	3150	5700	1750

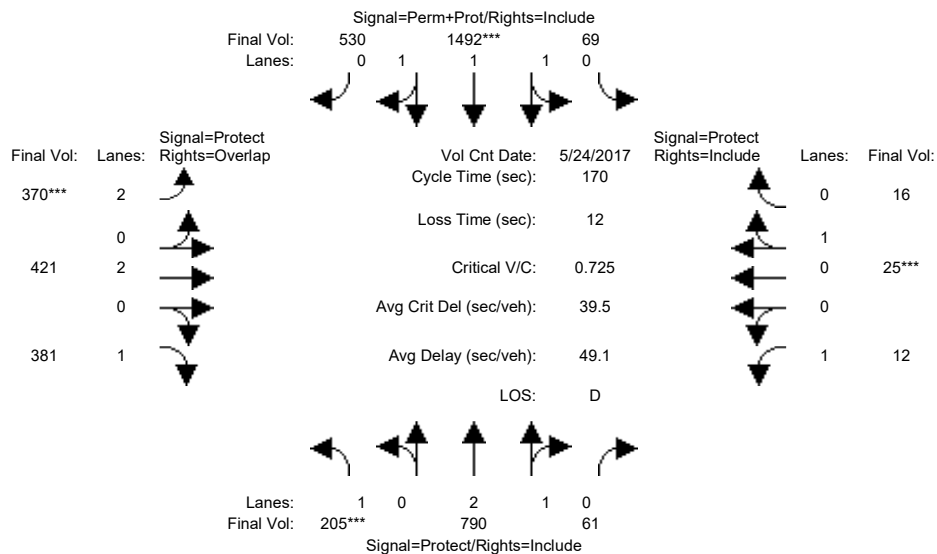
Capacity Analysis Module:												
Vol/Sat:	0.11	0.17	0.12	0.09	0.21	0.04	0.04	0.21	0.25	0.13	0.11	0.09
Crit Moves:	***			****			****		****	****		
Green Time:	20.8	41.7	41.7	21.4	42.3	65.0	22.8	49.5	49.5	25.4	52.1	52.1
Volume/Cap:	0.76	0.62	0.44	0.62	0.76	0.10	0.24	0.64	0.76	0.76	0.31	0.25
Delay/Veh:	69.9	48.3	45.1	65.1	51.5	25.2	56.5	43.3	50.9	65.8	35.8	35.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	69.9	48.3	45.1	65.1	51.5	25.2	56.5	43.3	50.9	65.8	35.8	35.1
LOS by Move:	E	D	D	E	D-	C	E+	D	D	E	D+	D+
HCM2kAvgQ:	9	12	8	8	18	2	3	16	21	11	6	5

Note: Queue reported is the number of cars per lane.

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Intersection #23: Wolfe Road / Fremont Avenue



Street Name:	Wolfe Road						Fremont Avenue					
	North Bound			South Bound			East Bound			West Bound		
Approach:	L	T	R	L	T	R	L	T	R	L	T	R
Movement:												
Min. Green:	7	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:	>>	Count	Date:	24 May 2017	<<	05:00:00 PM						
Base Vol:	183	666	61	69	1416	530	370	421	366	12	25	16
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	183	666	61	69	1416	530	370	421	366	12	25	16
Added Vol:	22	124	0	0	76	0	0	0	15	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	205	790	61	69	1492	530	370	421	381	12	25	16
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	205	790	61	69	1492	530	370	421	381	12	25	16
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	205	790	61	69	1492	530	370	421	381	12	25	16
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	205	790	61	69	1492	530	370	421	381	12	25	16

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.99	0.95	0.95	0.97	0.95	0.83	1.00	0.92	0.92	0.95	0.95
Lanes:	1.00	2.78	0.22	0.10	2.13	0.77	2.00	2.00	1.00	1.00	0.61	0.39
Final Sat.:	1750	5198	401	181	3924	1394	3150	3800	1750	1750	1098	702

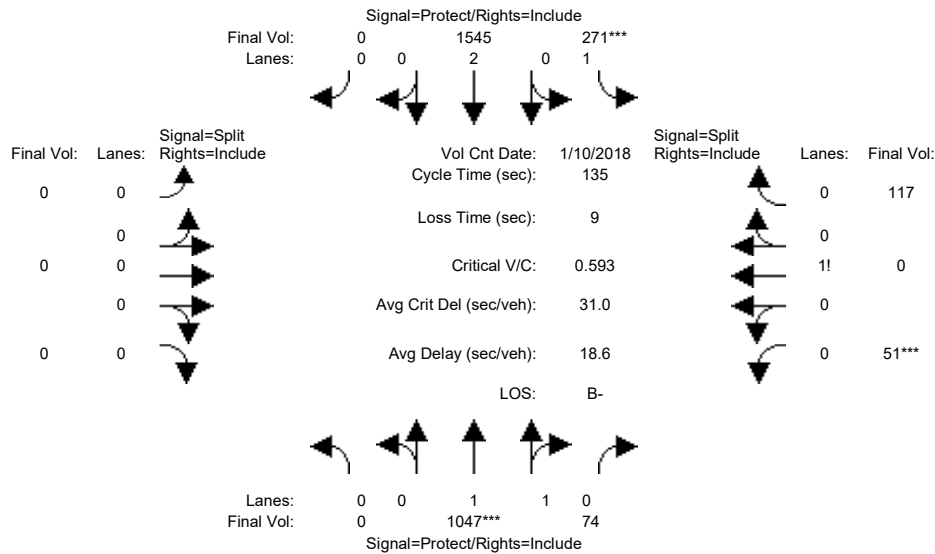
Capacity Analysis Module:												
Vol/Sat:	0.12	0.15	0.15	0.00	0.38	0.38	0.12	0.11	0.22	0.01	0.02	0.02
Crit Moves:	***				****		****				****	
Green Time:	28.6	34.6	34.6	89.6	92.7	92.7	26.8	26.8	55.4	10.0	10.0	10.0
Volume/Cap:	0.70	0.75	0.75	0.72	0.70	0.70	0.75	0.70	0.67	0.12	0.39	0.39
Delay/Veh:	73.8	66.3	66.3	31.6	29.1	29.1	74.5	71.6	52.5	76.4	79.4	79.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	73.8	66.3	66.3	31.6	29.1	29.1	74.5	71.6	52.5	76.4	79.4	79.4
LOS by Move:	E	E	E	C	C	C	E	E	D-	E-	E-	E-
HCM2kAvgQ:	11	14	14	27	26	26	11	10	18	1	3	3

Note: Queue reported is the number of cars per lane.

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Intersection #24: Wolfe Road / Marion Way



Street Name:	Wolfe Road						Marion Way					
	North Bound			South Bound			East Bound			West Bound		
Approach:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	0	0	0	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:	>>	Count	Date:	10 Jan 2018	<<	05:00:00 PM						
Base Vol:	0	901	63	271	1454	0	0	0	0	47	0	117
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	901	63	271	1454	0	0	0	0	47	0	117
Added Vol:	0	146	11	0	91	0	0	0	0	4	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	1047	74	271	1545	0	0	0	0	51	0	117
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	1047	74	271	1545	0	0	0	0	51	0	117
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1047	74	271	1545	0	0	0	0	51	0	117
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	0	1047	74	271	1545	0	0	0	0	51	0	117

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	1.00	0.92	0.92	1.00	0.92	0.92	0.92	0.92
Lanes:	0.00	1.86	0.14	1.00	2.00	0.00	0.00	0.00	0.00	0.30	0.00	0.70
Final Sat.:	0	3456	244	1750	3800	0	0	0	0	531	0	1219

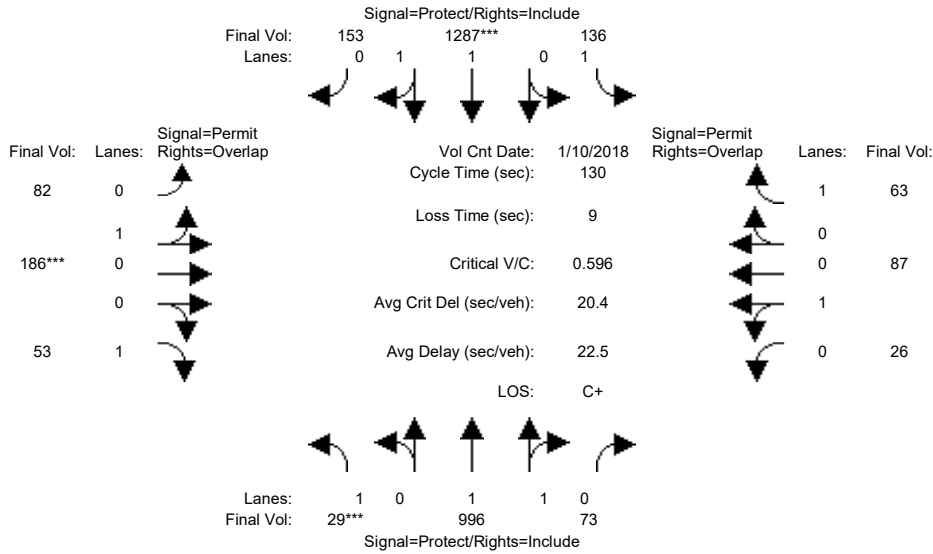
Capacity Analysis Module:												
Vol/Sat:	0.00	0.30	0.30	0.15	0.41	0.00	0.00	0.00	0.00	0.10	0.00	0.10
Crit Moves:	****			****						****		
Green Time:	0.0	68.9	68.9	35.2	104	0.0	0.0	0.0	0.0	21.8	0.0	21.8
Volume/Cap:	0.00	0.59	0.59	0.59	0.53	0.00	0.00	0.00	0.00	0.59	0.00	0.59
Delay/Veh:	0.0	23.7	23.7	45.7	6.1	0.0	0.0	0.0	0.0	55.8	0.0	55.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	23.7	23.7	45.7	6.1	0.0	0.0	0.0	0.0	55.8	0.0	55.8
LOS by Move:	A	C	C	D	A	A	A	A	A	E+	A	E+
HCM2kAvgQ:	0	16	16	10	12	0	0	0	0	8	0	8

Note: Queue reported is the number of cars per lane.

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Intersection #25: Wolfe Road / Inverness Way



Street Name:	Wolfe Road						Inverness Way					
	North Bound			South Bound			East Bound			West Bound		
Approach:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:	>>	Count	Date:	10 Jan 2018	<<	05:00:00 PM						
Base Vol:	18	839	62	136	1192	153	82	186	49	22	87	63
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	18	839	62	136	1192	153	82	186	49	22	87	63
Added Vol:	11	157	11	0	95	0	0	0	4	4	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	29	996	73	136	1287	153	82	186	53	26	87	63
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	29	996	73	136	1287	153	82	186	53	26	87	63
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	29	996	73	136	1287	153	82	186	53	26	87	63
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	29	996	73	136	1287	153	82	186	53	26	87	63

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	0.98	0.95	0.95	0.95	0.92	0.95	0.95	0.92
Lanes:	1.00	1.86	0.14	1.00	1.78	0.22	0.31	0.69	1.00	0.23	0.77	1.00
Final Sat.:	1750	3447	253	1750	3307	393	551	1249	1750	414	1386	1750

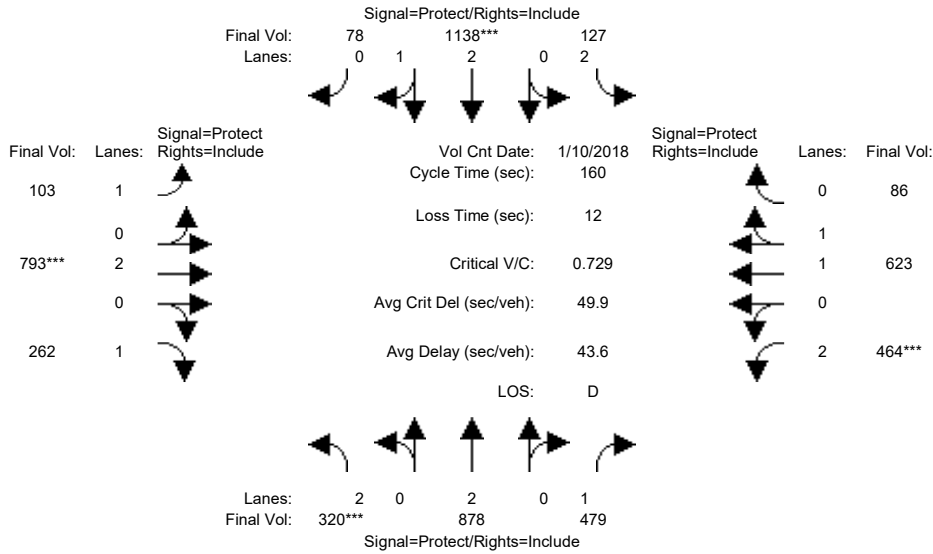
Capacity Analysis Module:												
Vol/Sat:	0.02	0.29	0.29	0.08	0.39	0.39	0.15	0.15	0.03	0.06	0.06	0.04
Crit Moves:	***			***			***			***		
Green Time:	7.0	70.5	70.5	19.0	82.5	82.5	31.5	31.5	38.5	31.5	31.5	50.5
Volume/Cap:	0.31	0.53	0.53	0.53	0.61	0.61	0.61	0.61	0.10	0.26	0.26	0.09
Delay/Veh:	61.0	19.4	19.4	53.6	14.7	14.7	46.4	46.4	33.3	40.1	40.1	25.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	61.0	19.4	19.4	53.6	14.7	14.7	46.4	46.4	33.3	40.1	40.1	25.3
LOS by Move:	E	B-	B-	D-	B	B	D	D	C-	D	D	C
HCM2kAvgQ:	1	14	14	5	17	17	11	11	2	4	4	2

Note: Queue reported is the number of cars per lane.

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Intersection #26: Wolfe Road / Homestead Road



Street Name:	Wolfe Road						Homestead Road					
	North Bound			South Bound			East Bound			West Bound		
Approach:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:	>>	Count	Date:	10 Jan 2018	<<	05:00:00 PM
Base Vol:	264	700	433	127	1035	78
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	264	700	433	127	1035	78
Added Vol:	56	178	46	0	103	0
PasserByVol:	0	0	0	0	0	0
Initial Fut:	320	878	479	127	1138	78
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	320	878	479	127	1138	78
Reduct Vol:	0	0	0	0	0	0
Reduced Vol:	320	878	479	127	1138	78
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	320	878	479	127	1138	78

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	0.98	0.95	0.92	1.00	0.92	0.83	0.98	0.95
Lanes:	2.00	2.00	1.00	2.00	2.80	0.20	1.00	2.00	1.00	2.00	1.75	0.25
Final Sat.:	3150	3800	1750	3150	5240	359	1750	3800	1750	3150	3251	449

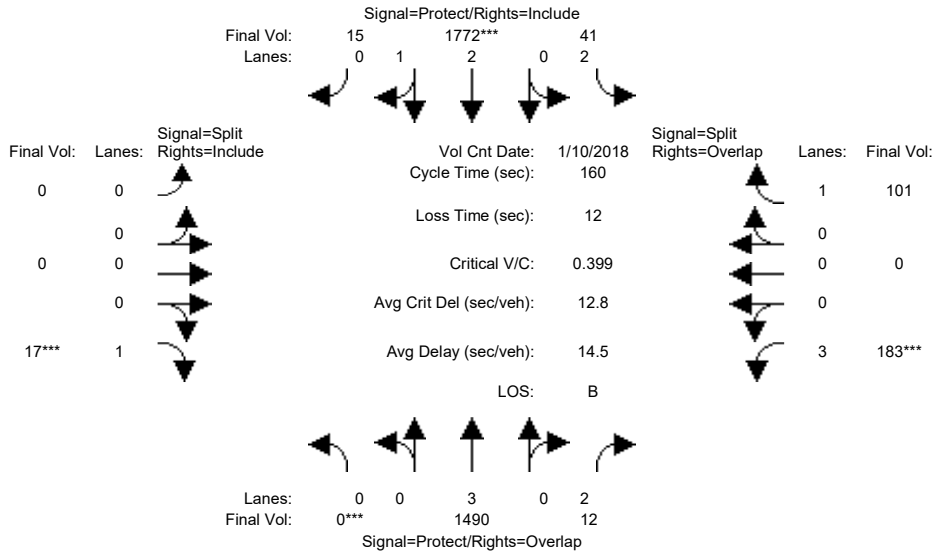
Capacity Analysis Module:												
Vol/Sat:	0.10	0.23	0.27	0.04	0.22	0.22	0.06	0.21	0.15	0.15	0.19	0.19
Crit Moves:	***			****			****			****		
Green Time:	22.3	60.3	60.3	9.6	47.6	47.6	18.3	45.8	45.8	32.3	59.7	59.7
Volume/Cap:	0.73	0.61	0.73	0.67	0.73	0.73	0.51	0.73	0.52	0.73	0.51	0.51
Delay/Veh:	65.0	24.9	29.6	79.4	37.8	37.8	68.9	54.1	49.0	64.0	39.2	39.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	65.0	24.9	29.6	79.4	37.8	37.8	68.9	54.1	49.0	64.0	39.2	39.2
LOS by Move:	E	C	C	E-	D+	D+	E	D-	D	E	D	D
HCM2kAvgQ:	9	13	18	4	16	16	5	16	10	12	12	12

Note: Queue reported is the number of cars per lane.

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Intersection #27: Wolfe Road / Apple Park



Street Name:	Wolfe Road						Apple Park					
	North Bound			South Bound			East Bound			West Bound		
Approach:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	0	0	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:	>>	Count	Date:	10 Jan 2018	<<	05:00:00 PM						
Base Vol:	0	1210	12	41	1616	15	0	0	17	183	0	101
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	1210	12	41	1616	15	0	0	17	183	0	101
Added Vol:	0	280	0	0	156	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	1490	12	41	1772	15	0	0	17	183	0	101
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	1490	12	41	1772	15	0	0	17	183	0	101
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1490	12	41	1772	15	0	0	17	183	0	101
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	0	1490	12	41	1772	15	0	0	17	183	0	101

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.83	0.83	0.98	0.95	0.92	1.00	0.92	0.80	1.00	0.92
Lanes:	0.00	3.00	2.00	2.00	2.97	0.03	0.00	0.00	1.00	3.00	0.00	1.00
Final Sat.:	0	5700	3150	3150	5553	47	0	0	1750	4551	0	1750

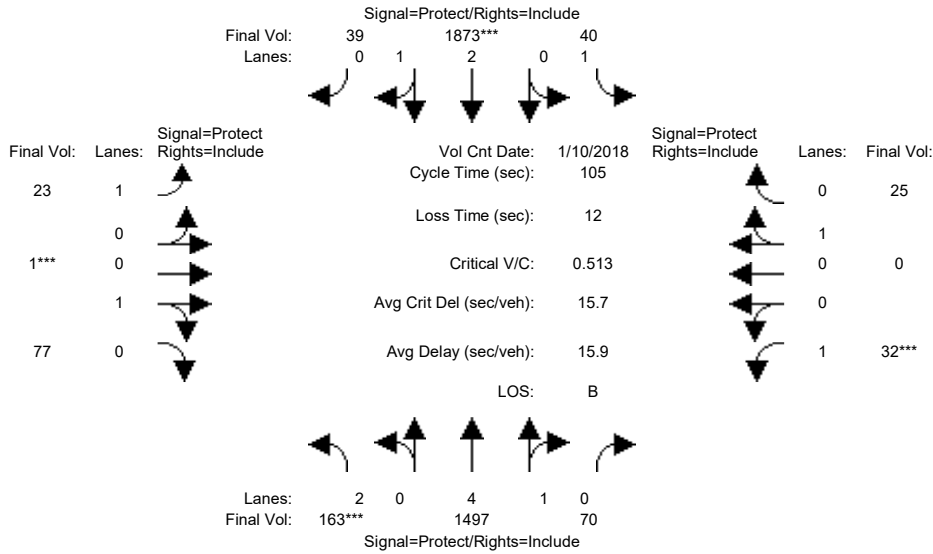
Capacity Analysis Module:												
Vol/Sat:	0.00	0.26	0.00	0.01	0.32	0.32	0.00	0.00	0.01	0.04	0.00	0.06
Crit Moves:	***			***			***		***	***		
Green Time:	0.0	105	120.4	17.6	123	122.6	0.0	0.0	10.0	15.4	0.0	33.0
Volume/Cap:	0.00	0.40	0.01	0.12	0.42	0.42	0.00	0.00	0.16	0.42	0.00	0.28
Delay/Veh:	0.0	12.9	4.9	64.4	6.5	6.5	0.0	0.0	71.7	68.7	0.0	53.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	12.9	4.9	64.4	6.5	6.5	0.0	0.0	71.7	68.7	0.0	53.9
LOS by Move:	A	B	A	E	A	A	A	A	E	E	A	D-
HCM2kAvgQ:	0	11	0	1	10	10	0	0	1	4	0	4

Note: Queue reported is the number of cars per lane.

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Intersection #28: Wolfe Road / Pruneridge Avenue



Street Name:	Wolfe Road						Pruneridge Avenue					
	North Bound			South Bound			East Bound			West Bound		
Approach:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:	>>	Count	Date:	10 Jan 2018	<<	05:00:00 PM											
Base Vol:	163	1217	70	40	1717	39	23	1	77	32	0	25					
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00					
Initial Bse:	163	1217	70	40	1717	39	23	1	77	32	0	25					
Added Vol:	0	280	0	0	156	0	0	0	0	0	0	0					
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0					
Initial Fut:	163	1497	70	40	1873	39	23	1	77	32	0	25					
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00					
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00					
PHF Volume:	163	1497	70	40	1873	39	23	1	77	32	0	25					
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0					
Reduced Vol:	163	1497	70	40	1873	39	23	1	77	32	0	25					
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00					
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00					
Final Volume:	163	1497	70	40	1873	39	23	1	77	32	0	25					

Saturation Flow Module:														
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900		
Adjustment:	0.83	0.99	0.95	0.92	0.98	0.95	0.92	0.95	0.95	0.92	1.00	0.95		
Lanes:	2.00	4.77	0.23	1.00	2.94	0.06	1.00	0.01	0.99	1.00	0.00	1.00		
Final Sat.:	3150	8979	420	1750	5486	114	1750	23	1777	1750	0	1800		

Capacity Analysis Module:														
Vol/Sat:	0.05	0.17	0.17	0.02	0.34	0.34	0.01	0.04	0.04	0.02	0.00	0.01		
Crit Moves:	***			****			****			****				
Green Time:	10.0	54.3	54.3	21.7	66.0	66.0	7.0	10.0	10.0	7.0	0.0	10.0		
Volume/Cap:	0.54	0.32	0.32	0.11	0.54	0.54	0.20	0.46	0.46	0.27	0.00	0.15		
Delay/Veh:	47.4	14.7	14.7	33.9	11.2	11.2	47.2	46.8	46.8	47.9	0.0	44.0		
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		
AdjDel/Veh:	47.4	14.7	14.7	33.9	11.2	11.2	47.2	46.8	46.8	47.9	0.0	44.0		
LOS by Move:	D	B	B	C-	B+	B+	D	D	D	D	A	D		
HCM2kAvgQ:	3	6	6	1	12	12	1	3	3	1	0	1		

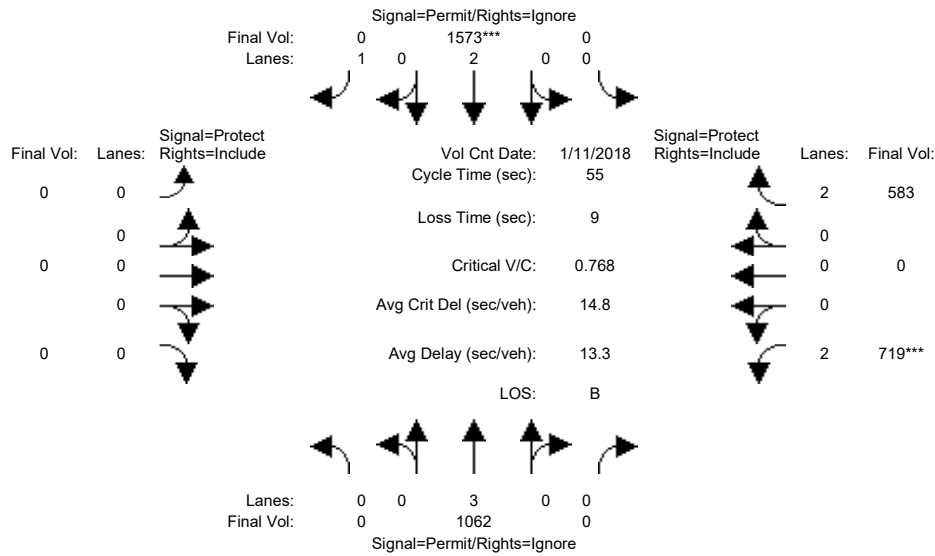
Note: Queue reported is the number of cars per lane.



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Intersection #29: Wolfe Road / I-280 Ramp (North)



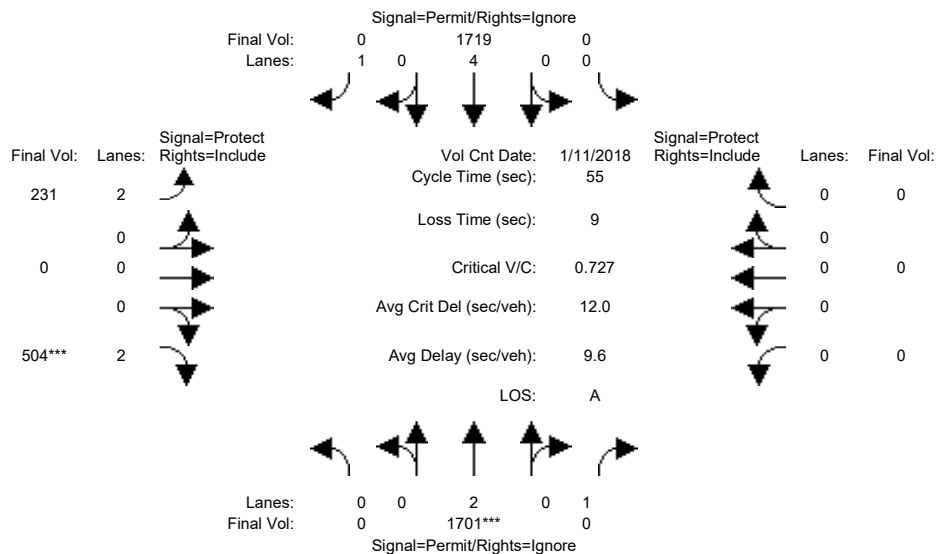
Street Name:	Wolfe Road						I-280 Ramp (North)					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	10	10	0	10	10	0	0	0	10	10	10
Y+R:	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Volume Module: >> Count Date:	11 Jan 2018 << 05:00:00 PM											
Base Vol:	0	782	526	0	1417	562	0	0	0	557	0	583
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	782	526	0	1417	562	0	0	0	557	0	583
Added Vol:	0	280	322	0	156	0	0	0	0	162	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	1062	848	0	1573	562	0	0	0	719	0	583
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	1062	0	0	1573	0	0	0	0	719	0	583
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1062	0	0	1573	0	0	0	0	719	0	583
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	0	1062	0	0	1573	0	0	0	0	719	0	583
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.83	1.00	0.83
Lanes:	0.00	3.00	0.00	0.00	2.00	1.00	0.00	0.00	0.00	2.00	0.00	2.00
Final Sat.:	0	5600	0	0	3800	1750	0	0	0	3150	0	3150
Capacity Analysis Module:												
Vol/Sat:	0.00	0.19	0.00	0.00	0.41	0.00	0.00	0.00	0.00	0.23	0.00	0.19
Crit Moves:	****						****					
Green Time:	0.0	29.7	0.0	0.0	29.7	0.0	0.0	0.0	0.0	16.3	0.0	16.3
Volume/Cap:	0.00	0.35	0.00	0.00	0.77	0.00	0.00	0.00	0.00	0.77	0.00	0.62
Delay/Veh:	0.0	7.3	0.0	0.0	11.8	0.0	0.0	0.0	0.0	21.5	0.0	18.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	7.3	0.0	0.0	11.8	0.0	0.0	0.0	0.0	21.5	0.0	18.0
LOS by Move:	A	A	A	A	B+	A	A	A	A	C+	A	B
HCM2kAvgQ:	0	1	0	0	5	0	0	0	0	9	0	6

Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report  
2000 HCM Operations (Future Volume Alternative)  
Existing PM PP

Intersection #30: Wolfe Road / I-280 Ramp (South)



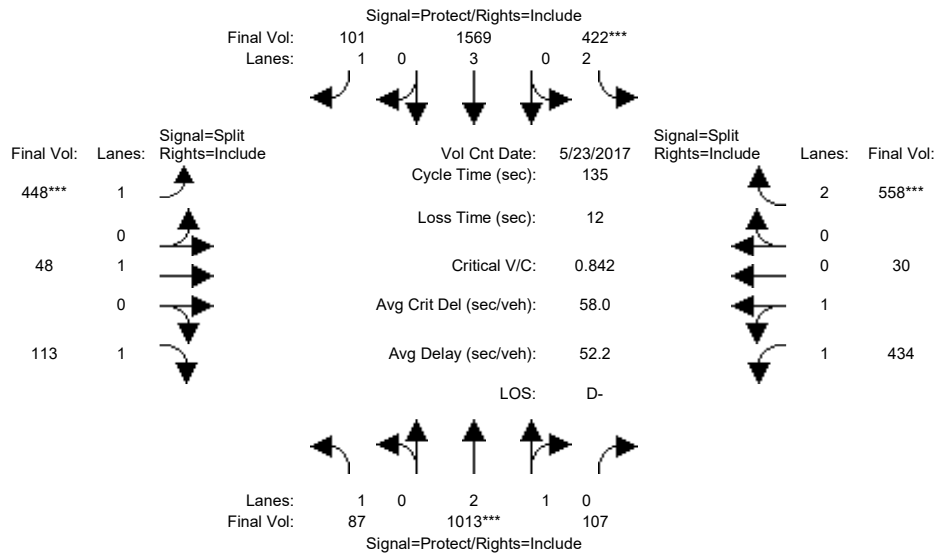
Street Name:	Wolfe Road						I-280 Ramp (South)					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	0	0	0
Y+R:	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Volume Module: >> Count Date:	11 Jan 2018 << 05:00:00 PM											
Base Vol:	0	1099	463	0	1401	565	231	0	375	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	1099	463	0	1401	565	231	0	375	0	0	0
Added Vol:	0	602	420	0	318	0	0	0	129	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	1701	883	0	1719	565	231	0	504	0	0	0
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	1701	0	0	1719	0	231	0	504	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1701	0	0	1719	0	231	0	504	0	0	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	0	1701	0	0	1719	0	231	0	504	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.83	1.00	0.83	0.92	1.00	0.92
Lanes:	0.00	2.00	1.00	0.00	4.00	1.00	2.00	0.00	2.00	0.00	0.00	0.00
Final Sat.:	0	3800	1750	0	7600	1750	3150	0	3150	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.45	0.00	0.00	0.23	0.00	0.07	0.00	0.16	0.00	0.00	0.00
Crit Moves:	****						****					
Green Time:	0.0	33.9	0.0	0.0	33.9	0.0	12.1	0.0	12.1	0.0	0.0	0.0
Volume/Cap:	0.00	0.73	0.00	0.00	0.37	0.00	0.33	0.00	0.73	0.00	0.00	0.00
Delay/Veh:	0.0	8.5	0.0	0.0	5.3	0.0	18.3	0.0	23.8	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	8.5	0.0	0.0	5.3	0.0	18.3	0.0	23.8	0.0	0.0	0.0
LOS by Move:	A	A	A	A	A	A	B-	A	C	A	A	A
HCM2kAvgQ:	0	1	0	0	0	0	2	0	7	0	0	0

Note: Queue reported is the number of cars per lane.

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Existing PM PP

Intersection #31: Wolfe Road / Vallco Parkway



Street Name:	Wolfe Road						Vallco Parkway					
	North Bound			South Bound			East Bound			West Bound		
Approach:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:	>>	Count	Date:	23 May 2017	<<	05:00:00	PM					
Base Vol:	43	874	68	252	1522	57	34	12	18	150	6	460
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	43	874	68	252	1522	57	34	12	18	150	6	460
Added Vol:	44	139	39	170	47	44	414	36	95	284	24	98
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	87	1013	107	422	1569	101	448	48	113	434	30	558
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	87	1013	107	422	1569	101	448	48	113	434	30	558
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	87	1013	107	422	1569	101	448	48	113	434	30	558
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	87	1013	107	422	1569	101	448	48	113	434	30	558

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.99	0.95	0.83	1.00	0.92	0.92	1.00	0.92	0.93	0.95	0.83
Lanes:	1.00	2.70	0.30	2.00	3.00	1.00	1.00	1.00	1.00	1.87	0.13	2.00
Final Sat.:	1750	5064	535	3150	5700	1750	1750	1900	1750	3320	230	3150

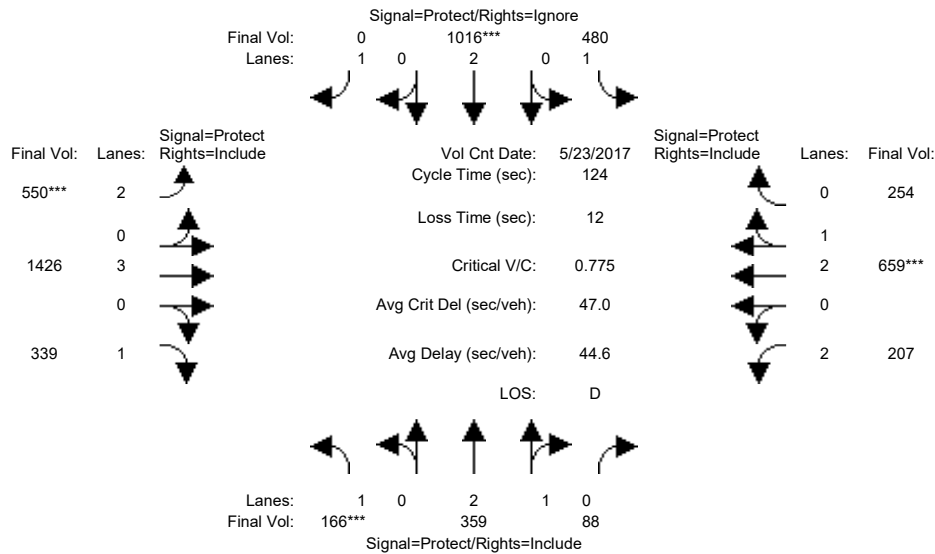
Capacity Analysis Module:												
Vol/Sat:	0.05	0.20	0.20	0.13	0.28	0.06	0.26	0.03	0.06	0.13	0.13	0.18
Crit Moves:	****			****			****			****		
Green Time:	8.5	32.1	32.1	21.5	45.1	45.1	41.0	41.0	41.0	28.4	28.4	28.4
Volume/Cap:	0.79	0.84	0.84	0.84	0.82	0.17	0.84	0.08	0.21	0.62	0.62	0.84
Delay/Veh:	93.4	54.1	54.1	67.3	44.4	31.9	55.5	33.6	35.2	50.0	50.0	60.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	93.4	54.1	54.1	67.3	44.4	31.9	55.5	33.6	35.2	50.0	50.0	60.7
LOS by Move:	F	D-	D-	E	D	C	E+	C-	D+	D	D	E
HCM2kAvgQ:	4	15	15	11	21	3	21	1	4	9	9	14

Note: Queue reported is the number of cars per lane.

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2000 HCM Operations (Future Volume Alternative)  
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Intersection #32: Wolfe Road-Miller Avenue / Stevens Creek Boulevard



Street Name:	Wolfe Road-Miller Avenue						Stevens Creek Boulevard					
	North Bound			South Bound			East Bound			West Bound		
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0

Volume Module:	>>	Count	Date:	23 May 2017	<<	05:00:00 PM						
Base Vol:	152	314	88	287	904	429	426	1348	327	207	613	201
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	152	314	88	287	904	429	426	1348	327	207	613	201
Added Vol:	14	45	0	193	112	143	124	78	12	0	46	53
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	166	359	88	480	1016	572	550	1426	339	207	659	254
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	166	359	88	480	1016	0	550	1426	339	207	659	254
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	166	359	88	480	1016	0	550	1426	339	207	659	254
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	166	359	88	480	1016	0	550	1426	339	207	659	254

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.99	0.95	0.92	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.95
Lanes:	1.00	2.39	0.61	1.00	2.00	1.00	2.00	3.00	1.00	2.00	2.13	0.87
Final Sat.:	1750	4496	1102	1750	3800	1750	3150	5700	1750	3150	4040	1557

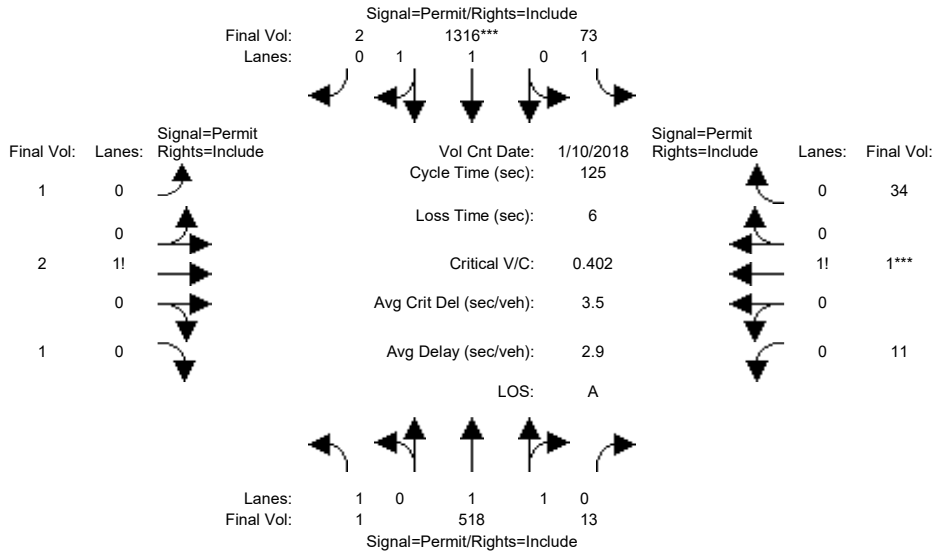
Capacity Analysis Module:												
Vol/Sat:	0.09	0.08	0.08	0.27	0.27	0.00	0.17	0.25	0.19	0.07	0.16	0.16
Crit Moves:	***			****			****			****		
Green Time:	15.2	13.2	13.2	44.8	42.8	0.0	27.9	42.8	42.8	11.2	26.1	26.1
Volume/Cap:	0.77	0.75	0.75	0.76	0.77	0.00	0.77	0.72	0.56	0.72	0.77	0.77
Delay/Veh:	68.9	59.2	59.2	40.2	39.3	0.0	50.4	36.8	34.2	63.8	49.5	49.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	68.9	59.2	59.2	40.2	39.3	0.0	50.4	36.8	34.2	63.8	49.5	49.5
LOS by Move:	E	E+	E+	D	D	A	D	D+	C-	E	D	D
HCM2kAvgQ:	7	6	6	16	16	0	11	13	8	5	11	11

Note: Queue reported is the number of cars per lane.

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Existing PM PP

Intersection #33: Miller Avenue / Calle De Barcelona



Street Name:	Miller Avenue						Calle De Barcelona					
	North Bound			South Bound			East Bound			West Bound		
Approach:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:	>>	Count	Date:	10 Jan 2018	<<	05:00:00 PM						
Base Vol:	1	459	13	73	1192	2	1	2	1	11	1	34
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	1	459	13	73	1192	2	1	2	1	11	1	34
Added Vol:	0	59	0	0	124	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	1	518	13	73	1316	2	1	2	1	11	1	34
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	1	518	13	73	1316	2	1	2	1	11	1	34
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	1	518	13	73	1316	2	1	2	1	11	1	34
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	1	518	13	73	1316	2	1	2	1	11	1	34

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.97	0.95	0.92	0.97	0.95	0.92	0.92	0.92	0.92	0.92	0.92
Lanes:	1.00	1.95	0.05	1.00	1.99	0.01	0.25	0.50	0.25	0.24	0.02	0.74
Final Sat.:	1750	3609	91	1750	3694	6	438	875	438	418	38	1293

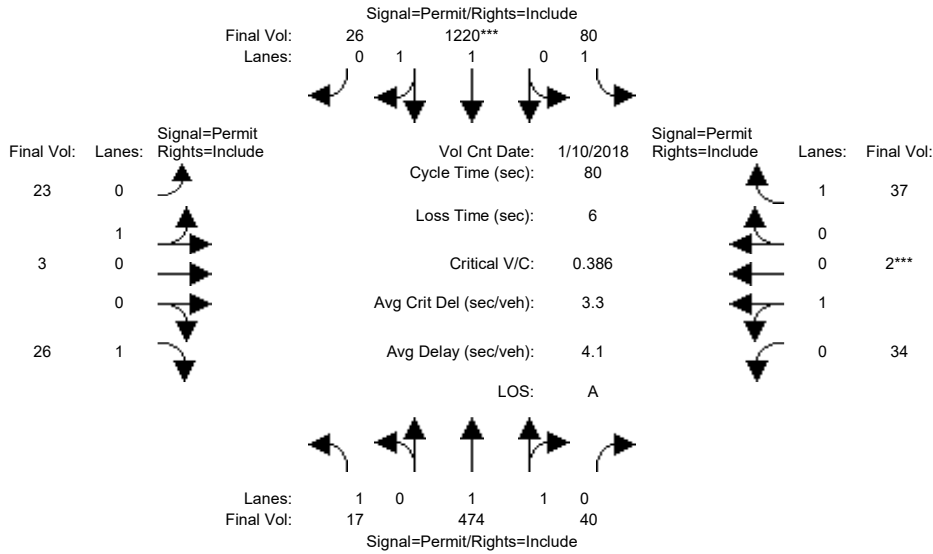
Capacity Analysis Module:													
Vol/Sat:	0.00	0.14	0.14	0.04	0.36	0.36	0.00	0.00	0.00	0.03	0.03	0.03	
Crit Moves:							****						
Green Time:	109.0	109	109.0	109.0	109	109.0	10.0	10.0	10.0	10.0	10.0	10.0	
Volume/Cap:	0.00	0.16	0.16	0.05	0.41	0.41	0.03	0.03	0.03	0.33	0.33	0.33	
Delay/Veh:	1.0	1.2	1.2	1.1	1.7	1.7	53.1	53.1	53.1	55.7	55.7	55.7	
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
AdjDel/Veh:	1.0	1.2	1.2	1.1	1.7	1.7	53.1	53.1	53.1	55.7	55.7	55.7	
LOS by Move:	A	A	A	A	A	A	D-	D-	D-	E+	E+	E+	
HCM2kAvgQ:	0	2	2	0	5	5	0	0	0	2	2	2	

Note: Queue reported is the number of cars per lane.

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2000 HCM Operations (Future Volume Alternative)  
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Intersection #34: Miller Avenue / Phil Lane



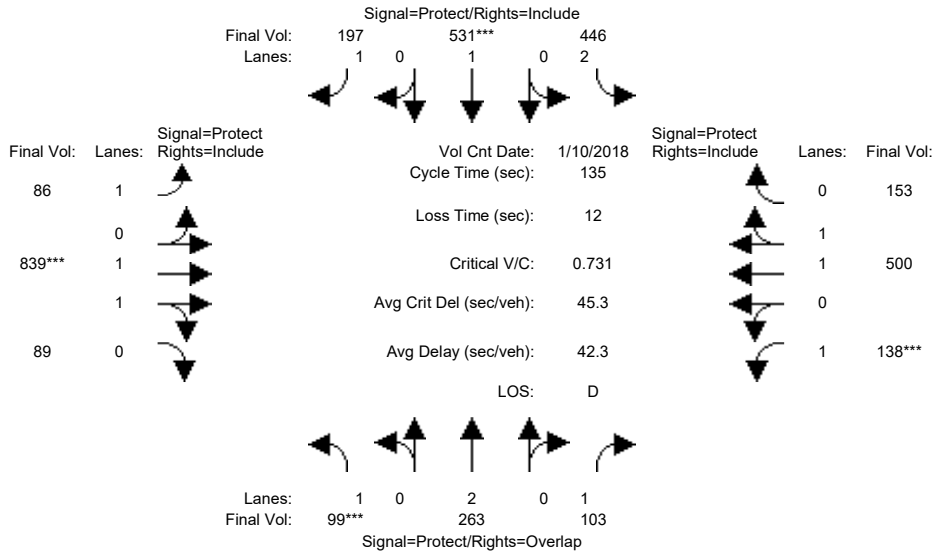
Street Name:	Miller Avenue						Phil Lane					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date:	10 Jan 2018 << 05:00:00 PM											
Base Vol:	17	423	40	65	1111	26	23	3	26	34	2	30
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	17	423	40	65	1111	26	23	3	26	34	2	30
Added Vol:	0	51	0	15	109	0	0	0	0	0	0	7
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	17	474	40	80	1220	26	23	3	26	34	2	37
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	17	474	40	80	1220	26	23	3	26	34	2	37
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	17	474	40	80	1220	26	23	3	26	34	2	37
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	17	474	40	80	1220	26	23	3	26	34	2	37
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	0.97	0.95	0.95	0.95	0.92	0.95	0.95	0.92
Lanes:	1.00	1.84	0.16	1.00	1.96	0.04	0.88	0.12	1.00	0.94	0.06	1.00
Final Sat.:	1750	3412	288	1750	3623	77	1592	208	1750	1700	100	1750
Capacity Analysis Module:												
Vol/Sat:	0.01	0.14	0.14	0.05	0.34	0.34	0.01	0.01	0.01	0.02	0.02	0.02
Crit Moves:	*****											
Green Time:	64.0	64.0	64.0	64.0	64.0	64.0	10.0	10.0	10.0	10.0	10.0	10.0
Volume/Cap:	0.01	0.17	0.17	0.06	0.42	0.42	0.12	0.12	0.12	0.16	0.16	0.17
Delay/Veh:	1.6	1.9	1.9	1.7	2.5	2.5	31.3	31.3	31.3	31.6	31.6	31.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	1.6	1.9	1.9	1.7	2.5	2.5	31.3	31.3	31.3	31.6	31.6	31.7
LOS by Move:	A	A	A	A	A	A	C	C	C	C	C	C
HCM2kAvgQ:	0	2	2	0	5	5	1	1	1	1	1	1

Note: Queue reported is the number of cars per lane.

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2000 HCM Operations (Future Volume Alternative)  
Existing PM PP

Intersection #35: Miller Avenue / Bollinger Road



Street Name:	Miller Avenue						Bollinger Road					
	North Bound			South Bound			East Bound			West Bound		
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:	>>	Count	Date:	10 Jan 2018	<<	05:00:00 PM						
Base Vol:	99	236	103	393	487	184	82	839	89	138	500	133
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	99	236	103	393	487	184	82	839	89	138	500	133
Added Vol:	0	27	0	53	44	13	4	0	0	0	0	20
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	99	263	103	446	531	197	86	839	89	138	500	153
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	99	263	103	446	531	197	86	839	89	138	500	153
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	99	263	103	446	531	197	86	839	89	138	500	153
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	99	263	103	446	531	197	86	839	89	138	500	153

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.83	1.00	0.92	0.92	0.98	0.95	0.92	0.98	0.95
Lanes:	1.00	2.00	1.00	2.00	1.00	1.00	1.00	1.80	0.20	1.00	1.52	0.48
Final Sat.:	1750	3800	1750	3150	1900	1750	1750	3345	355	1750	2832	867

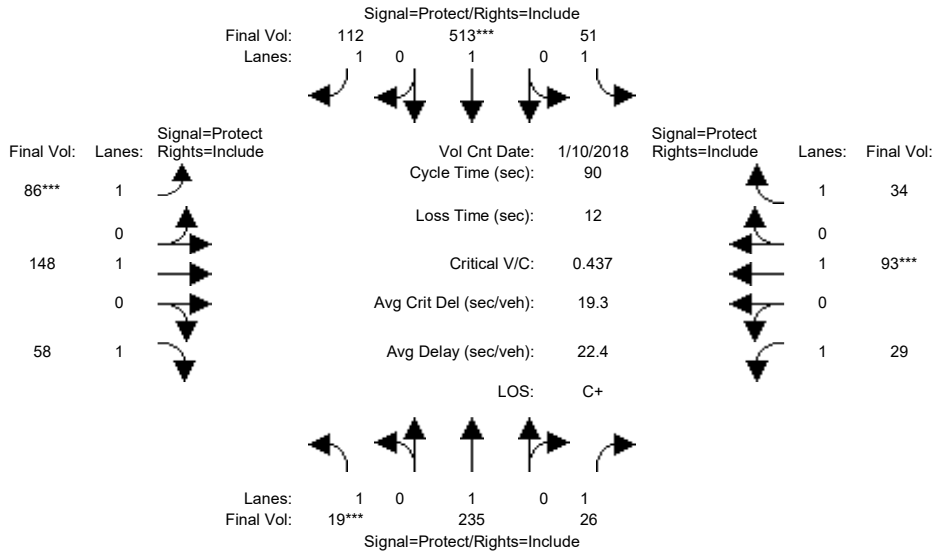
Capacity Analysis Module:												
Vol/Sat:	0.06	0.07	0.06	0.14	0.28	0.11	0.05	0.25	0.25	0.08	0.18	0.18
Crit Moves:	***			****			****			****		
Green Time:	10.5	21.3	35.9	40.8	51.6	51.6	13.8	46.3	46.3	14.6	47.1	47.1
Volume/Cap:	0.73	0.44	0.22	0.47	0.73	0.29	0.48	0.73	0.73	0.73	0.51	0.51
Delay/Veh:	79.2	51.9	38.9	38.7	39.5	29.3	59.2	41.1	41.1	71.9	35.1	35.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	79.2	51.9	38.9	38.7	39.5	29.3	59.2	41.1	41.1	71.9	35.1	35.1
LOS by Move:	E-	D-	D+	D+	D	C	E+	D	D	E	D+	D+
HCM2kAvgQ:	5	5	3	9	19	6	4	17	17	6	11	11

Note: Queue reported is the number of cars per lane.

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Intersection #36: Miller Avenue / Rainbow Drive



Street Name:	Miller Avenue						Rainbow Drive					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:	>>	Count	Date:	10 Jan 2018	<<	05:00:00 PM												
Base Vol:	19	208	26	51	469	112	86	148	58	29	93	34						
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00						
Initial Bse:	19	208	26	51	469	112	86	148	58	29	93	34						
Added Vol:	0	27	0	0	44	0	0	0	0	0	0	0						
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0						
Initial Fut:	19	235	26	51	513	112	86	148	58	29	93	34						
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00						
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00						
PHF Volume:	19	235	26	51	513	112	86	148	58	29	93	34						
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0						
Reduced Vol:	19	235	26	51	513	112	86	148	58	29	93	34						
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00						
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00						
Final Volume:	19	235	26	51	513	112	86	148	58	29	93	34						

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1750	1900	1750	1750	1900	1750	1750	1900	1750	1750	1900	1750

Capacity Analysis Module:												
Vol/Sat:	0.01	0.12	0.01	0.03	0.27	0.06	0.05	0.08	0.03	0.02	0.05	0.02
Crit Moves:	***			***			***			***		
Green Time:	7.0	36.0	36.0	22.6	51.6	51.6	9.4	11.4	11.4	8.0	10.0	10.0
Volume/Cap:	0.14	0.31	0.04	0.12	0.47	0.11	0.47	0.61	0.26	0.19	0.44	0.17
Delay/Veh:	39.2	18.7	16.5	26.1	11.5	8.8	39.9	41.9	36.1	38.6	38.9	36.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	39.2	18.7	16.5	26.1	11.5	8.8	39.9	41.9	36.1	38.6	38.9	36.7
LOS by Move:	D	B-	B	C	B+	A	D	D	D+	D+	D+	D+
HCM2kAvgQ:	1	4	0	1	8	1	3	5	2	1	3	1

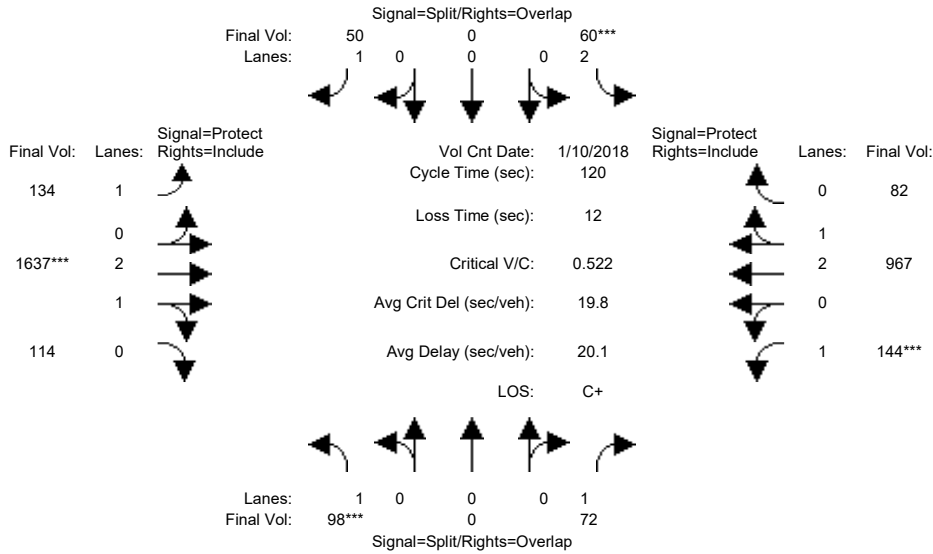
Note: Queue reported is the number of cars per lane.



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Intersection #37: Finch Avenue / Stevens Creek Boulevard



Street Name:	Finch Avenue						Stevens Creek Boulevard					
	North Bound			South Bound			East Bound			West Bound		
Approach:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	0	0	0	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:	>>	Count	Date:	10 Jan 2018	<<	05:00:00 PM												
Base Vol:	98	0	72	60	0	50	134	1366	114	144	868	82						
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00						
Initial Bse:	98	0	72	60	0	50	134	1366	114	144	868	82						
Added Vol:	0	0	0	0	0	0	0	271	0	0	99	0						
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0						
Initial Fut:	98	0	72	60	0	50	134	1637	114	144	967	82						
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00						
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00						
PHF Volume:	98	0	72	60	0	50	134	1637	114	144	967	82						
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0						
Reduced Vol:	98	0	72	60	0	50	134	1637	114	144	967	82						
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00						
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00						
Final Volume:	98	0	72	60	0	50	134	1637	114	144	967	82						

Saturation Flow Module:														
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900		
Adjustment:	0.92	1.00	0.92	0.83	1.00	0.92	0.92	0.98	0.95	0.92	0.99	0.95		
Lanes:	1.00	0.00	1.00	2.00	0.00	1.00	1.00	2.80	0.20	1.00	2.76	0.24		
Final Sat.:	1750	0	1750	3150	0	1750	1750	5235	365	1750	5162	438		

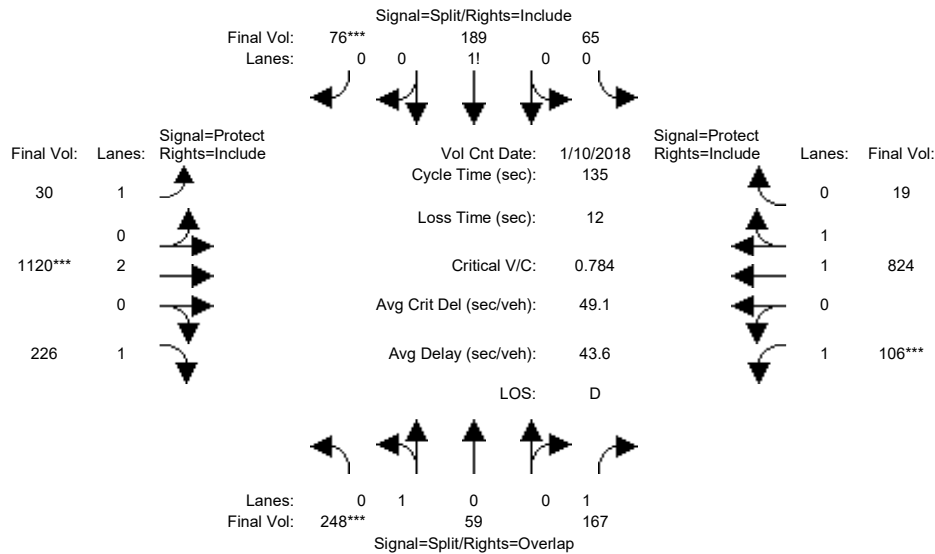
Capacity Analysis Module:														
Vol/Sat:	0.06	0.00	0.04	0.02	0.00	0.03	0.08	0.31	0.31	0.08	0.19	0.19		
Crit Moves:	***			***			***			***				
Green Time:	12.9	0.0	31.8	4.4	0.0	32.3	27.9	71.8	71.8	18.9	62.8	62.8		
Volume/Cap:	0.52	0.00	0.16	0.52	0.00	0.11	0.33	0.52	0.52	0.52	0.36	0.36		
Delay/Veh:	53.3	0.0	34.0	61.1	0.0	33.1	38.7	14.2	14.2	48.2	16.8	16.8		
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		
AdjDel/Veh:	53.3	0.0	34.0	61.1	0.0	33.1	38.7	14.2	14.2	48.2	16.8	16.8		
LOS by Move:	D-	A	C-	E	A	C-	D+	B	B	D	B	B		
HCM2kAvgQ:	4	0	2	2	0	1	4	12	12	5	7	7		

Note: Queue reported is the number of cars per lane.

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Intersection #38: Tantau Avenue / Homestead Road



Street Name:	Tantau Avenue						Homestead Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:	>>	Count	Date:	10 Jan 2018	<<	05:00:00 PM											
Base Vol:	248	59	135	65	189	76	30	1074	226	91	801	19					
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00					
Initial Bse:	248	59	135	65	189	76	30	1074	226	91	801	19					
Added Vol:	0	0	32	0	0	0	0	46	0	15	23	0					
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0					
Initial Fut:	248	59	167	65	189	76	30	1120	226	106	824	19					
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00					
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00					
PHF Volume:	248	59	167	65	189	76	30	1120	226	106	824	19					
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0					
Reduced Vol:	248	59	167	65	189	76	30	1120	226	106	824	19					
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00					
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00					
Final Volume:	248	59	167	65	189	76	30	1120	226	106	824	19					

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.92	0.92	0.92	0.92	0.92	1.00	0.92	0.92	0.97	0.95
Lanes:	0.81	0.19	1.00	0.20	0.57	0.23	1.00	2.00	1.00	1.00	1.95	0.05
Final Sat.:	1454	346	1750	345	1002	403	1750	3800	1750	1750	3617	83

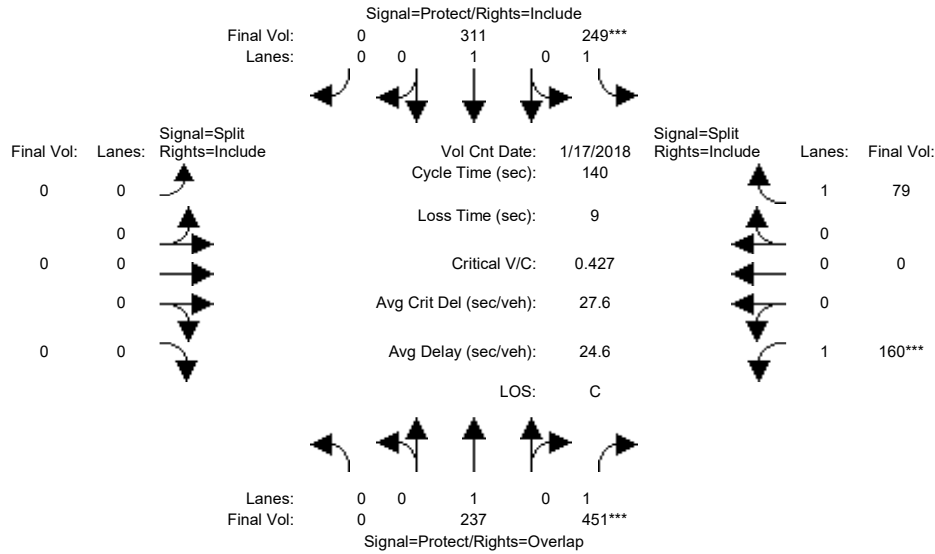
Capacity Analysis Module:												
Vol/Sat:	0.17	0.17	0.10	0.19	0.19	0.19	0.02	0.29	0.13	0.06	0.23	0.23
Crit Moves:	***					***		***		***		
Green Time:	29.4	29.4	39.8	32.5	32.5	32.5	11.3	50.7	50.7	10.4	49.8	49.8
Volume/Cap:	0.78	0.78	0.32	0.78	0.78	0.78	0.20	0.78	0.34	0.78	0.62	0.62
Delay/Veh:	59.8	59.8	37.5	57.3	57.3	57.3	58.3	40.2	30.5	86.4	35.7	35.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	59.8	59.8	37.5	57.3	57.3	57.3	58.3	40.2	30.5	86.4	35.7	35.7
LOS by Move:	E+	E+	D+	E+	E+	E+	E+	D	C	F	D+	D+
HCM2kAvgQ:	13	13	6	16	16	16	1	20	7	5	14	14

Note: Queue reported is the number of cars per lane.

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Intersection #39: Tantau Avenue / Pruneridge Avenue



Street Name:	Tantau Avenue						Pruneridge Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	0	0	0	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:	>>	Count	Date:	17 Jan 2018	<<	05:00:00 PM						
Base Vol:	0	205	399	249	296	0	0	0	0	135	0	79
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	205	399	249	296	0	0	0	0	135	0	79
Added Vol:	0	32	52	0	15	0	0	0	0	25	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	237	451	249	311	0	0	0	0	160	0	79
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	237	451	249	311	0	0	0	0	160	0	79
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	237	451	249	311	0	0	0	0	160	0	79
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	0	237	451	249	311	0	0	0	0	160	0	79

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	1.00	1.00	1.00	1.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Final Sat.:	0	1900	1750	1750	1900	0	0	0	0	1750	0	1750

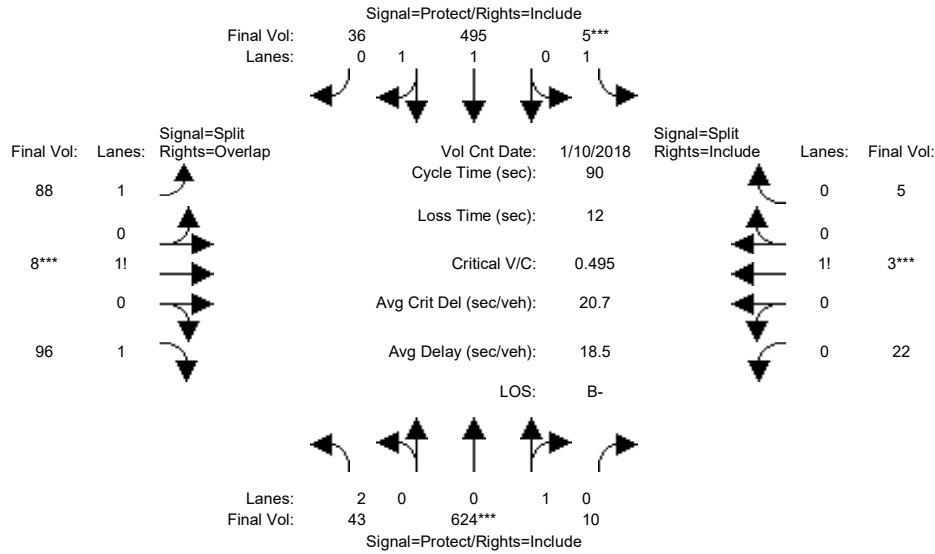
Capacity Analysis Module:												
Vol/Sat:	0.00	0.12	0.26	0.14	0.16	0.00	0.00	0.00	0.00	0.09	0.00	0.05
Crit Moves:			****	****						****		
Green Time:	0.0	54.5	84.4	46.6	101	0.0	0.0	0.0	0.0	29.9	0.0	29.9
Volume/Cap:	0.00	0.32	0.43	0.43	0.23	0.00	0.00	0.00	0.00	0.43	0.00	0.21
Delay/Veh:	0.0	30.1	15.2	36.8	6.6	0.0	0.0	0.0	0.0	48.4	0.0	45.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	30.1	15.2	36.8	6.6	0.0	0.0	0.0	0.0	48.4	0.0	45.6
LOS by Move:	A	C	B	D+	A	A	A	A	A	D	A	D
HCM2kAvgQ:	0	7	11	8	4	0	0	0	0	6	0	3

Note: Queue reported is the number of cars per lane.

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Intersection #40: Tantau Avenue / Apple Parkway/Tantau 14 (private)



Street Name:	Tantau Avenue						Apple Parkway/Tantau 14 (private)					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:	>>	Count	Date:	10 Jan 2018	<<	05:00:00 PM						
Base Vol:	43	540	10	5	454	36	88	8	96	22	3	5
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	43	540	10	5	454	36	88	8	96	22	3	5
Added Vol:	0	84	0	0	41	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	43	624	10	5	495	36	88	8	96	22	3	5
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	43	624	10	5	495	36	88	8	96	22	3	5
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	43	624	10	5	495	36	88	8	96	22	3	5
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	43	624	10	5	495	36	88	8	96	22	3	5

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	0.95	0.95	0.92	0.98	0.95	0.92	0.92	0.92	0.92	0.92	0.92
Lanes:	2.00	0.98	0.02	1.00	1.86	0.14	1.44	0.08	1.48	0.73	0.10	0.17
Final Sat.:	3150	1772	28	1750	3449	251	2520	140	2590	1283	175	292

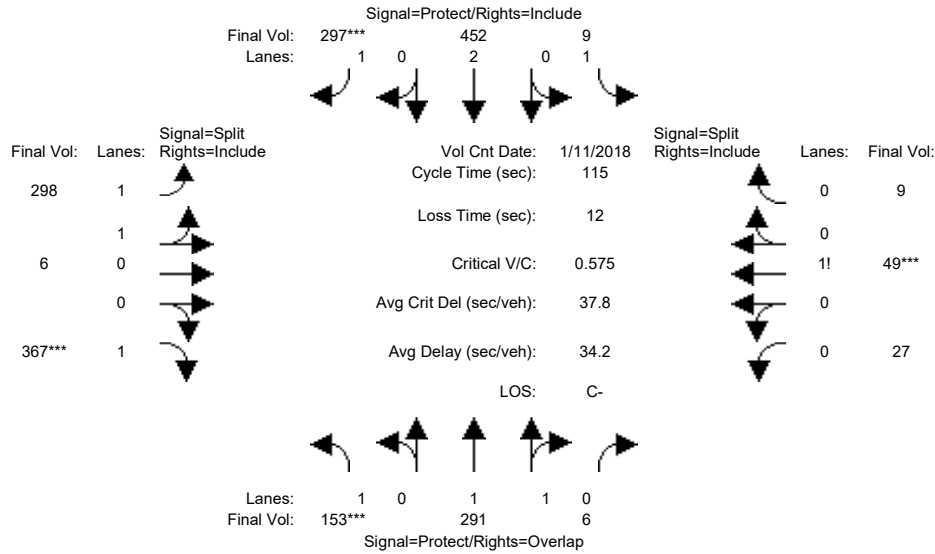
Capacity Analysis Module:												
Vol/Sat:	0.01	0.35	0.35	0.00	0.14	0.14	0.03	0.06	0.04	0.02	0.02	0.02
Crit Moves:	****			****			****			****		
Green Time:	20.4	51.0	51.0	7.0	37.6	37.6	10.0	10.0	30.4	10.0	10.0	10.0
Volume/Cap:	0.06	0.62	0.62	0.04	0.34	0.34	0.31	0.51	0.11	0.15	0.15	0.15
Delay/Veh:	27.3	14.2	14.2	38.5	17.9	17.9	37.1	38.9	20.5	36.5	36.5	36.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	27.3	14.2	14.2	38.5	17.9	17.9	37.1	38.9	20.5	36.5	36.5	36.5
LOS by Move:	C	B	B	D+	B	B	D+	D+	C+	D+	D+	D+
HCM2kAvgQ:	1	12	12	0	5	5	2	4	1	1	1	1

Note: Queue reported is the number of cars per lane.

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Intersection #41: Tantau Avenue / Vallco Parkway



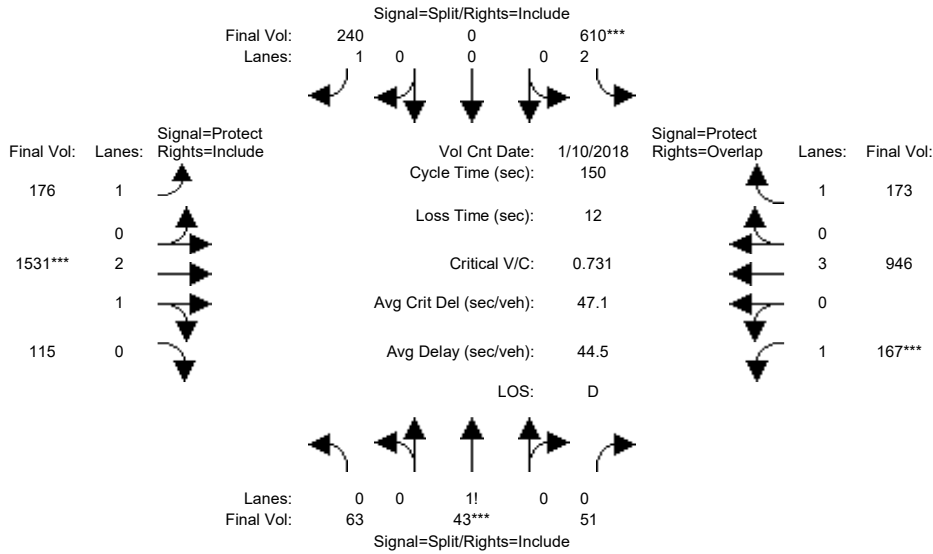
Street Name:	Tantau Avenue						Vallco Parkway					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date:	11 Jan 2018 << 05:00:00 PM											
Base Vol:	75	290	6	9	452	256	215	6	215	27	49	9
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	75	290	6	9	452	256	215	6	215	27	49	9
Added Vol:	78	1	0	0	0	41	83	0	152	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	153	291	6	9	452	297	298	6	367	27	49	9
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	153	291	6	9	452	297	298	6	367	27	49	9
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	153	291	6	9	452	297	298	6	367	27	49	9
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	153	291	6	9	452	297	298	6	367	27	49	9
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.97	0.95	0.92	1.00	0.92	0.93	0.95	0.92	0.92	0.92	0.92
Lanes:	1.00	1.96	0.04	1.00	2.00	1.00	1.96	0.04	1.00	0.32	0.58	0.10
Final Sat.:	1750	3625	75	1750	3800	1750	3480	70	1750	556	1009	185
Capacity Analysis Module:												
Vol/Sat:	0.09	0.08	0.08	0.01	0.12	0.17	0.09	0.09	0.21	0.05	0.05	0.05
Crit Moves:	***					***			***			***
Green Time:	17.4	30.1	40.1	21.1	33.8	33.8	41.8	41.8	41.8	10.0	10.0	10.0
Volume/Cap:	0.58	0.31	0.23	0.03	0.40	0.58	0.24	0.24	0.58	0.56	0.56	0.56
Delay/Veh:	48.5	34.2	26.6	38.6	32.8	36.1	25.6	25.6	30.8	55.0	55.0	55.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	48.5	34.2	26.6	38.6	32.8	36.1	25.6	25.6	30.8	55.0	55.0	55.0
LOS by Move:	D	C-	C	D+	C-	D+	C	C	C	D-	D-	D-
HCM2kAvgQ:	5	4	4	0	6	9	4	4	11	4	4	4

Note: Queue reported is the number of cars per lane.

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Intersection #42: Tantau Avenue / Stevens Creek Boulevard



Street Name:	Tantau Avenue						Stevens Creek Boulevard					
	North Bound			South Bound			East Bound			West Bound		
Approach:												
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:	>>	Count	Date:	10 Jan 2018	<<	05:00:00 PM						
Base Vol:	56	29	51	458	0	240	175	1314	63	167	855	109
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	56	29	51	458	0	240	175	1314	63	167	855	109
Added Vol:	7	14	0	152	0	0	1	217	52	0	91	64
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	63	43	51	610	0	240	176	1531	115	167	946	173
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	63	43	51	610	0	240	176	1531	115	167	946	173
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	63	43	51	610	0	240	176	1531	115	167	946	173
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	63	43	51	610	0	240	176	1531	115	167	946	173

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.92	0.92	0.83	1.00	0.92	0.92	0.99	0.95	0.92	1.00	0.92
Lanes:	0.41	0.27	0.32	2.00	0.00	1.00	1.00	2.78	0.22	1.00	3.00	1.00
Final Sat.:	702	479	568	3150	0	1750	1750	5208	391	1750	5700	1750

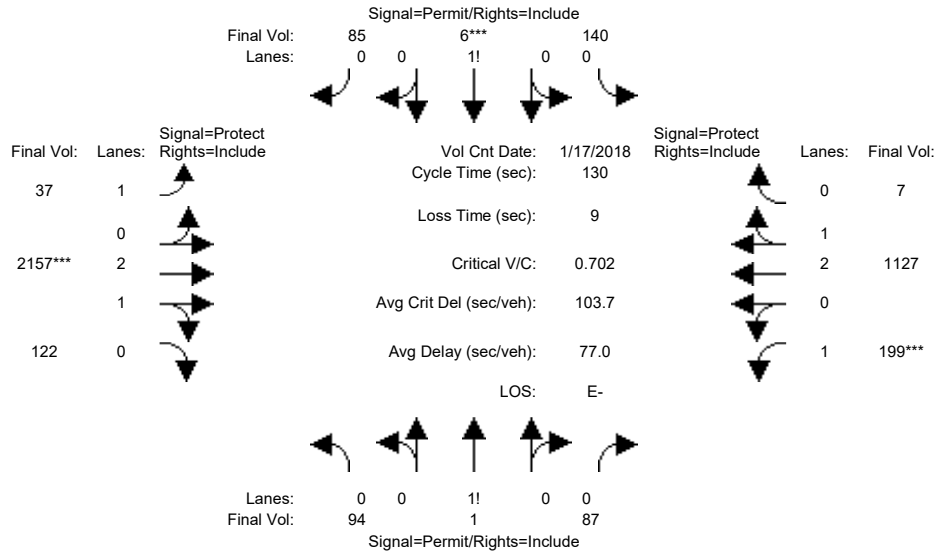
Capacity Analysis Module:												
Vol/Sat:	0.09	0.09	0.09	0.19	0.00	0.14	0.10	0.29	0.29	0.10	0.17	0.10
Crit Moves:	****			****			****			****		
Green Time:	18.4	18.4	18.4	39.7	0.0	39.7	30.1	60.3	60.3	19.6	49.7	89.5
Volume/Cap:	0.73	0.73	0.73	0.73	0.00	0.52	0.50	0.73	0.73	0.73	0.50	0.17
Delay/Veh:	75.5	75.5	75.5	53.6	0.0	48.0	54.4	39.2	39.2	74.1	40.4	13.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	75.5	75.5	75.5	53.6	0.0	48.0	54.4	39.2	39.2	74.1	40.4	13.6
LOS by Move:	E-	E-	E-	D-	A	D	D-	D	D	E	D	B
HCM2kAvgQ:	8	8	8	15	0	10	8	21	21	8	11	4

Note: Queue reported is the number of cars per lane.

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Intersection #43: Stern Avenue / Steven Creek Boulevard



Street Name:	Stern Avenue						Steven Creek Boulevard					
	North Bound			South Bound			East Bound			West Bound		
Approach:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	45	45	45	45	45	45	11	39	39	30	58	58
Y+R:	4.6	4.6	4.6	4.6	4.6	4.6	4.9	5.6	5.6	4.9	5.9	5.9

Volume Module:	>>	Count	Date:	17 Jan 2018	<<	05:00:00 PM						
Base Vol:	88	1	82	132	6	80	35	1659	115	187	904	7
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	88	1	82	132	6	80	35	1659	115	187	904	7
Added Vol:	0	0	0	0	0	0	0	369	0	0	155	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	88	1	82	132	6	80	35	2028	115	187	1059	7
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
PHF Volume:	94	1	87	140	6	85	37	2157	122	199	1127	7
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	94	1	87	140	6	85	37	2157	122	199	1127	7
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	94	1	87	140	6	85	37	2157	122	199	1127	7

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.98	0.95	0.92	0.98	0.95
Lanes:	0.51	0.01	0.48	0.60	0.03	0.37	1.00	2.83	0.17	1.00	2.98	0.02
Final Sat.:	901	10	839	1060	48	642	1750	5299	300	1750	5563	37

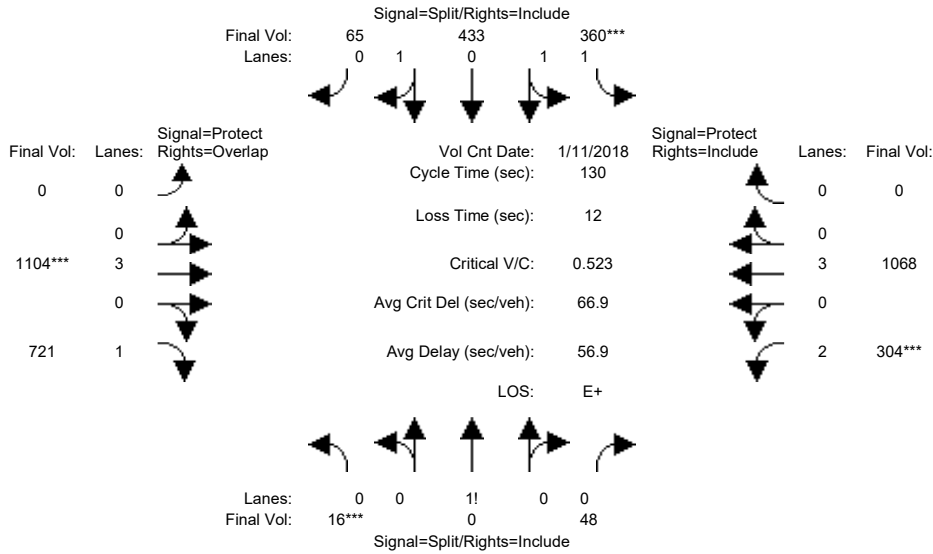
Capacity Analysis Module:												
Vol/Sat:	0.10	0.10	0.10	0.13	0.13	0.13	0.02	0.41	0.41	0.11	0.20	0.20
Crit Moves:					****			****			****	
Green Time:	45.0	45.0	45.0	45.0	45.0	45.0	12.1	46.0	46.0	30.0	63.9	63.9
Volume/Cap:	0.30	0.30	0.30	0.38	0.38	0.38	0.23	1.15	1.15	0.49	0.41	0.41
Delay/Veh:	31.3	31.3	31.3	32.4	32.4	32.4	55.3	116	116.1	44.3	21.2	21.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	31.3	31.3	31.3	32.4	32.4	32.4	55.3	116	116.1	44.3	21.2	21.2
LOS by Move:	C	C	C	C-	C-	C-	E+	F	F	D	C+	C+
HCM2kAvgQ:	6	6	6	7	7	7	1	43	43	7	9	9

Note: Queue reported is the number of cars per lane.

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Intersection #44: I-280 Ramps (West)-Calvert Drive / Stevens Creek Boulevard



Street Name:	I-280 Ramps (West)-Calvert Drive						Stevens Creek Boulevard					
	North Bound			South Bound			East Bound			West Bound		
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	48	48	48	49	49	49	0	37	37	28	37	37
Y+R:	6.0	6.0	6.0	5.4	5.4	5.4	0.0	5.9	5.9	5.4	5.6	5.6

Volume Module:	>>	Count	Date:	11 Jan 2018	<<	05:00:00 PM						
Base Vol:	18	0	55	413	496	74	0	1096	628	349	1070	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	18	0	55	413	496	74	0	1096	628	349	1070	0
Added Vol:	0	0	0	0	0	0	0	170	199	0	155	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	18	0	55	413	496	74	0	1266	827	349	1225	0
User Adj:	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	16	0	48	360	433	65	0	1104	721	304	1068	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	16	0	48	360	433	65	0	1104	721	304	1068	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	16	0	48	360	433	65	0	1104	721	304	1068	0

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.92	0.92	0.93	0.95	0.95	0.92	1.00	0.92	0.83	1.00	0.92
Lanes:	0.25	0.00	0.75	1.28	1.50	0.22	0.00	3.00	1.00	2.00	3.00	0.00
Final Sat.:	432	0	1318	2247	2699	403	0	5700	1750	3150	5700	0

Capacity Analysis Module:												
Vol/Sat:	0.04	0.00	0.04	0.16	0.16	0.16	0.00	0.19	0.41	0.10	0.19	0.00
Crit Moves:	***			***			***			***		
Green Time:	35.9	0.0	35.9	36.6	36.6	36.6	0.0	27.6	63.5	20.9	48.6	0.0
Volume/Cap:	0.13	0.00	0.13	0.57	0.57	0.57	0.00	0.91	0.84	0.60	0.50	0.00
Delay/Veh:	47.5	0.0	47.5	54.0	54.0	54.0	0.0	77.2	46.4	69.8	42.2	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	47.5	0.0	47.5	54.0	54.0	54.0	0.0	77.2	46.4	69.8	42.2	0.0
LOS by Move:	D	A	D	D-	D-	D-	A	E-	D	E	D	A
HCM2kAvgQ:	3	0	3	14	14	14	0	18	33	9	14	0

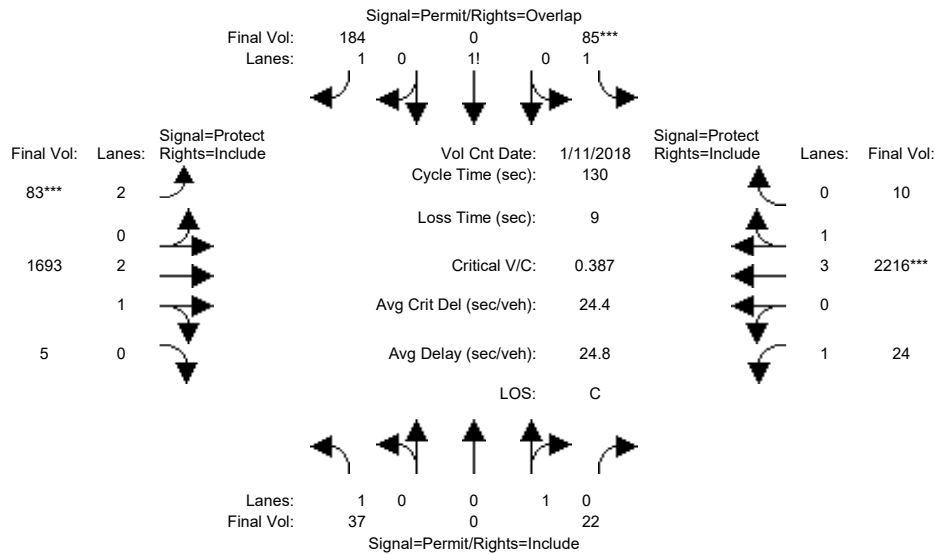
Note: Queue reported is the number of cars per lane.



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Intersection #45: Agilent Driveway / Stevens Creek Boulevard



Street Name:	Agilent Driveway						Stevens Creek Boulevard					
	North Bound			South Bound			East Bound			West Bound		
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	47	47	47	45	45	45	10	57	57	12	60	60
Y+R:	3.0	3.0	3.0	4.6	4.6	4.6	5.0	5.6	5.6	5.0	4.6	4.6

Volume Module:	>>	Count	Date:	11 Jan 2018	<<	05:00:00 PM						
Base Vol:	35	0	21	80	0	173	78	1420	5	23	1928	9
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	35	0	21	80	0	173	78	1420	5	23	1928	9
Added Vol:	0	0	0	0	0	0	0	171	0	0	155	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	35	0	21	80	0	173	78	1591	5	23	2083	9
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
PHF Volume:	37	0	22	85	0	184	83	1693	5	24	2216	10
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	37	0	22	85	0	184	83	1693	5	24	2216	10
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	37	0	22	85	0	184	83	1693	5	24	2216	10

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.95	0.92	1.00	0.95	0.83	0.98	0.95	0.92	0.99	0.95
Lanes:	1.00	0.00	1.00	1.32	0.00	1.68	2.00	2.99	0.01	1.00	3.98	0.02
Final Sat.:	1750	0	1800	2314	0	3020	3150	5582	18	1750	7468	32

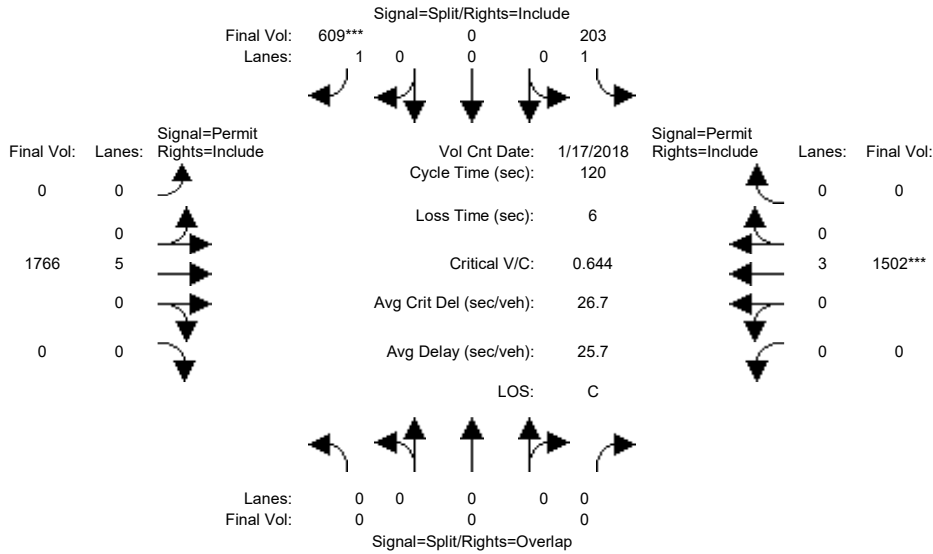
Capacity Analysis Module:												
Vol/Sat:	0.02	0.00	0.01	0.04	0.00	0.06	0.03	0.30	0.30	0.01	0.30	0.30
Crit Moves:	****											
Green Time:	45.0	0.0	45.0	45.0	0.0	55.0	10.0	62.8	62.8	13.2	66.0	66.0
Volume/Cap:	0.06	0.00	0.04	0.11	0.00	0.14	0.34	0.63	0.63	0.14	0.58	0.58
Delay/Veh:	28.4	0.0	28.2	28.9	0.0	23.1	57.7	25.4	25.4	53.6	22.6	22.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	28.4	0.0	28.2	28.9	0.0	23.1	57.7	25.4	25.4	53.6	22.6	22.6
LOS by Move:	C	A	C	C	A	C	E+	C	C	D-	C+	C+
HCM2kAvgQ:	1	0	1	2	0	3	2	16	16	1	15	15

Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report  
2000 HCM Operations (Future Volume Alternative)  
Existing PM PP

Intersection #46: Lawrence Expressway Ramp (West) / Stevens Creek Boulevard



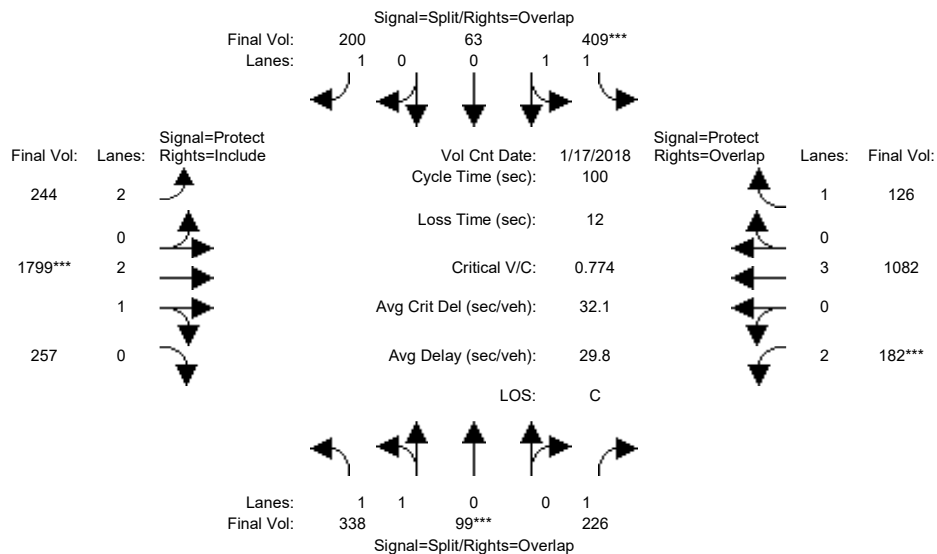
Street Name:	Lawrence Expressway Ramp (West)						Stevens Creek Boulevard					
	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	10	0	10	0	10	0	0	10	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date:	17 Jan 2018 << 05:00:00 PM											
Base Vol:	0	0	0	203	0	580	0	1595	0	0	1375	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	203	0	580	0	1595	0	0	1375	0
Added Vol:	0	0	0	0	0	29	0	171	0	0	127	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	203	0	609	0	1766	0	0	1502	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	203	0	609	0	1766	0	0	1502	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	203	0	609	0	1766	0	0	1502	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	0	0	0	203	0	609	0	1766	0	0	1502	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	0.00	0.00	1.00	0.00	1.00	0.00	5.00	0.00	0.00	3.00	0.00
Final Sat.:	0	0	0	1750	0	1750	0	9500	0	0	5700	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.12	0.00	0.35	0.00	0.19	0.00	0.00	0.26	0.00
Crit Moves:				****						****		
Green Time:	0.0	0.0	0.0	64.9	0.0	64.9	0.0	49.1	0.0	0.0	49.1	0.0
Volume/Cap:	0.00	0.00	0.00	0.21	0.00	0.64	0.00	0.45	0.00	0.00	0.64	0.00
Delay/Veh:	0.0	0.0	0.0	14.4	0.0	21.0	0.0	25.8	0.0	0.0	29.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	14.4	0.0	21.0	0.0	25.8	0.0	0.0	29.0	0.0
LOS by Move:	A	A	A	B	A	C+	A	C	A	A	C	A
HCM2kAvgQ:	0	0	0	4	0	17	0	9	0	0	14	0

Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report  
2000 HCM Operations (Future Volume Alternative)  
Existing PM PP

Intersection #47: Lawrence Expressway / El Camino Real



Street Name:	Lawrence Expressway						El Camino Real					
	North Bound			South Bound			East Bound			West Bound		
Approach:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:	>>	Count	Date:	17 Jan 2018	<<	05:00:00 PM						
Base Vol:	338	10	189	409	21	187	217	1788	257	166	1077	126
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	338	10	189	409	21	187	217	1788	257	166	1077	126
Added Vol:	0	89	37	0	42	13	27	11	0	16	5	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	338	99	226	409	63	200	244	1799	257	182	1082	126
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	338	99	226	409	63	200	244	1799	257	182	1082	126
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	338	99	226	409	63	200	244	1799	257	182	1082	126
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	338	99	226	409	63	200	244	1799	257	182	1082	126

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.93	0.95	0.92	0.93	0.95	0.92	0.83	0.99	0.95	0.83	1.00	0.92
Lanes:	1.55	0.45	1.00	1.74	0.26	1.00	2.00	2.61	0.39	2.00	3.00	1.00
Final Sat.:	2746	804	1750	3076	474	1750	3150	4899	700	3150	5700	1750

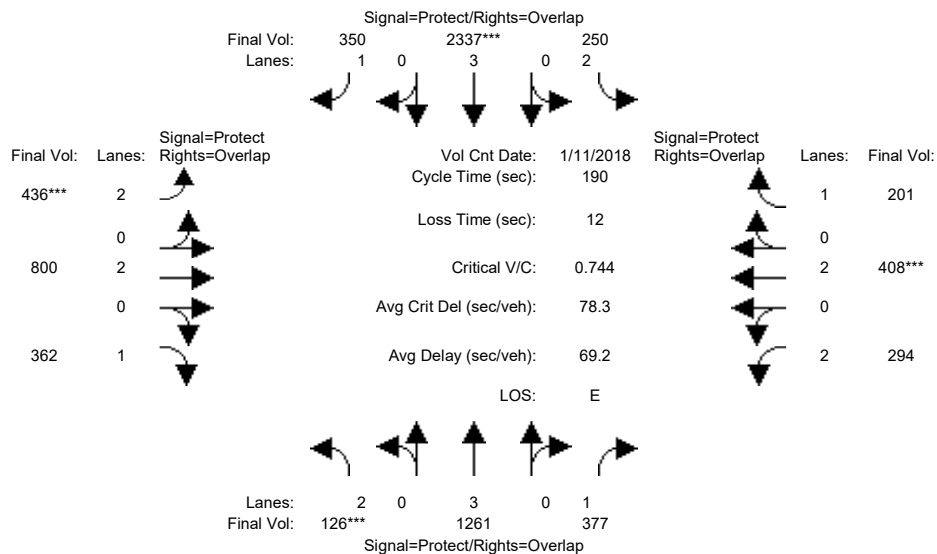
Capacity Analysis Module:												
Vol/Sat:	0.12	0.12	0.13	0.13	0.13	0.11	0.08	0.37	0.37	0.06	0.19	0.07
Crit Moves:	****			****			****			****		
Green Time:	15.9	15.9	23.4	17.2	17.2	33.1	15.9	47.4	47.4	7.5	39.0	56.2
Volume/Cap:	0.77	0.77	0.55	0.77	0.77	0.35	0.49	0.77	0.77	0.77	0.49	0.13
Delay/Veh:	46.9	46.9	35.4	45.7	45.7	25.6	39.1	23.3	23.3	60.2	23.1	10.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	46.9	46.9	35.4	45.7	45.7	25.6	39.1	23.3	23.3	60.2	23.1	10.4
LOS by Move:	D	D	D+	D	D	C	D	C	C	E	C	B+
HCM2kAvgQ:	9	9	7	9	9	5	4	18	18	5	8	2

Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report  
2000 HCM Operations (Future Volume Alternative)  
Existing PM PP

Intersection #48: Lawrence Expressway / Homestead Road



Street Name:	Lawrence Expressway						Homestead Road					
	North Bound			South Bound			East Bound			West Bound		
Approach:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	16	86	86	23	93	93	24	44	44	21	41	41
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:	>>	Count	Date:	11 Jan 2018	<<	05:00:00 PM						
Base Vol:	126	1496	365	250	2921	329	390	769	362	288	391	201
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	126	1496	365	250	2921	329	390	769	362	288	391	201
Added Vol:	0	80	12	0	37	21	46	31	0	6	17	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	126	1576	377	250	2958	350	436	800	362	294	408	201
User Adj:	1.00	0.80	1.00	1.00	0.79	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	126	1261	377	250	2337	350	436	800	362	294	408	201
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	126	1261	377	250	2337	350	436	800	362	294	408	201
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	126	1261	377	250	2337	350	436	800	362	294	408	201

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	3150	5700	1750	3150	5700	1750	3150	3800	1750	3150	3800	1750

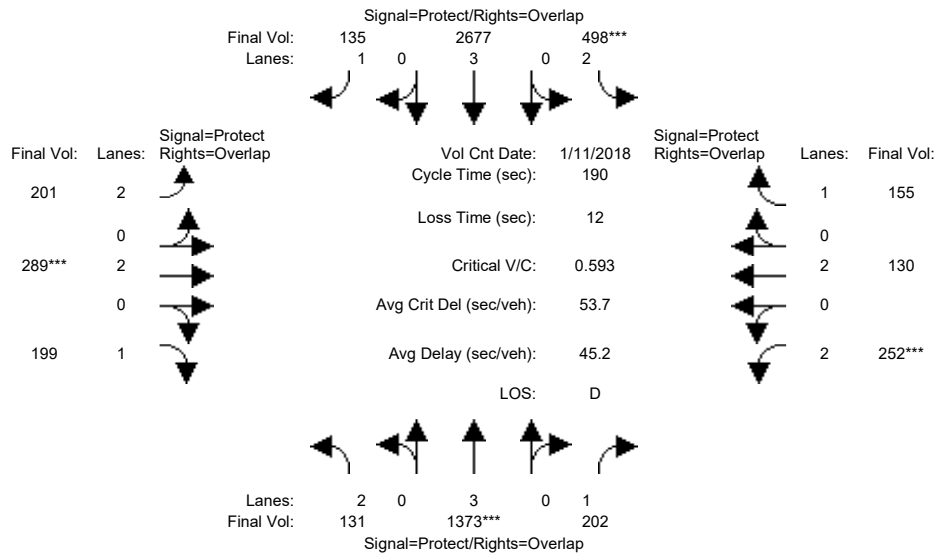
Capacity Analysis Module:												
Vol/Sat:	0.04	0.22	0.22	0.08	0.41	0.20	0.14	0.21	0.21	0.09	0.11	0.11
Crit Moves:	***			****			****			****		
Green Time:	16.3	87.8	109.3	23.5	95.0	119.5	24.5	44.9	61.3	21.5	41.9	65.4
Volume/Cap:	0.47	0.48	0.37	0.64	0.82	0.32	1.07	0.89	0.64	0.83	0.49	0.33
Delay/Veh:	87.3	54.4	40.9	88.5	67.7	34.3	146.4	79.6	56.3	95.4	63.8	45.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	87.3	54.4	40.9	88.5	67.7	34.3	146.4	79.6	56.3	95.4	63.8	45.5
LOS by Move:	F	D-	D	F	E	C-	F	E-	E+	F	E	D
HCM2kAvgQ:	4	21	19	9	43	17	18	22	18	12	10	9

Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report  
2000 HCM Operations (Future Volume Alternative)  
Existing PM PP

Intersection #49: Lawrence Expressway / Pruneridge Avenue



Street Name:	Lawrence Expressway						Pruneridge Avenue					
	North Bound			South Bound			East Bound			West Bound		
Approach:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	18	84	84	40	106	106	16	29	29	21	34	34
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:	>>	Count	Date:	11 Jan 2018	<<	05:00:00 PM						
Base Vol:	131	1657	201	498	3360	120	168	269	199	251	119	155
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	131	1657	201	498	3360	120	168	269	199	251	119	155
Added Vol:	0	59	1	0	28	15	33	20	0	1	11	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	131	1716	202	498	3388	135	201	289	199	252	130	155
User Adj:	1.00	0.80	1.00	1.00	0.79	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	131	1373	202	498	2677	135	201	289	199	252	130	155
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	131	1373	202	498	2677	135	201	289	199	252	130	155
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	131	1373	202	498	2677	135	201	289	199	252	130	155

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	3150	5700	1750	3150	5700	1750	3150	3800	1750	3150	3800	1750

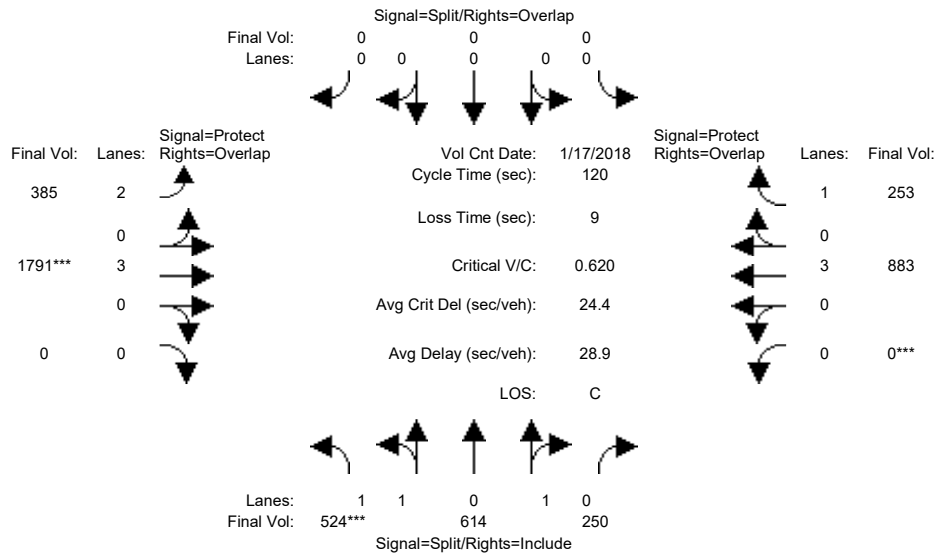
Capacity Analysis Module:												
Vol/Sat:	0.04	0.24	0.12	0.16	0.47	0.08	0.06	0.08	0.11	0.08	0.03	0.09
Crit Moves:	****			****			****			****		
Green Time:	18.4	85.8	107.3	40.9	108	124.6	16.3	29.6	48.0	21.5	34.7	75.6
Volume/Cap:	0.43	0.53	0.20	0.74	0.82	0.12	0.74	0.49	0.45	0.71	0.19	0.22
Delay/Veh:	80.1	37.1	20.0	72.3	34.3	12.0	93.5	72.3	59.3	86.0	64.4	37.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	80.1	37.1	20.0	72.3	34.3	12.0	93.5	72.3	59.3	86.0	64.4	37.2
LOS by Move:	F	D+	C+	E	C-	B+	F	E	E+	F	E	D+
HCM2kAvgQ:	5	18	6	15	40	3	7	7	10	10	3	6

Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report  
2000 HCM Operations (Future Volume Alternative)  
Existing PM PP

Intersection #50: Lawrence Expressway Ramps (East) / Stevens Creek Boulevard



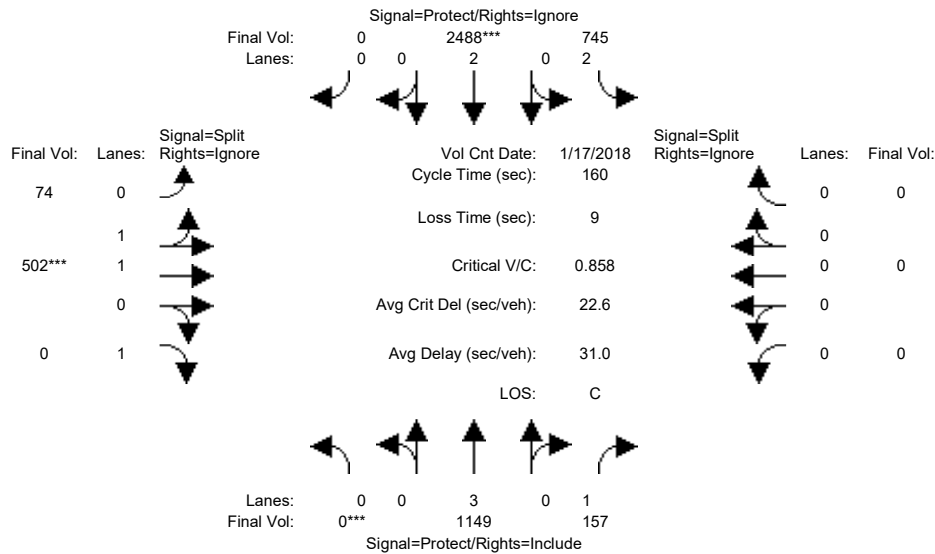
Street Name:	Lawrence Expressway Ramps (East)						Stevens Creek Boulevard					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	0	0	0	7	10	0	0	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date:	17 Jan 2018 << 05:00:00 PM											
Base Vol:	454	614	250	0	0	0	325	1680	0	0	826	253
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	454	614	250	0	0	0	325	1680	0	0	826	253
Added Vol:	70	0	0	0	0	0	60	111	0	0	57	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	524	614	250	0	0	0	385	1791	0	0	883	253
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	524	614	250	0	0	0	385	1791	0	0	883	253
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	524	614	250	0	0	0	385	1791	0	0	883	253
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	524	614	250	0	0	0	385	1791	0	0	883	253
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.95	0.95	0.92	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.92
Lanes:	1.15	1.31	0.54	0.00	0.00	0.00	2.00	3.00	0.00	0.00	3.00	1.00
Final Sat.:	2019	2366	963	0	0	0	3150	5700	0	0	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.26	0.26	0.26	0.00	0.00	0.00	0.12	0.31	0.00	0.00	0.15	0.14
Crit Moves:	***						***	***		***		
Green Time:	50.2	50.2	50.2	0.0	0.0	0.0	26.8	60.8	0.0	0.0	34.0	34.0
Volume/Cap:	0.62	0.62	0.62	0.00	0.00	0.00	0.55	0.62	0.00	0.00	0.55	0.51
Delay/Veh:	27.9	27.9	27.9	0.0	0.0	0.0	42.1	21.7	0.0	0.0	36.9	36.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	27.9	27.9	27.9	0.0	0.0	0.0	42.1	21.7	0.0	0.0	36.9	36.9
LOS by Move:	C	C	C	A	A	A	D	C+	A	A	D+	D+
HCM2kAvgQ:	14	14	14	0	0	0	7	15	0	0	9	8

Note: Queue reported is the number of cars per lane.

Vallco Special Area Specific Plan  
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Level Of Service Computation Report  
2000 HCM Operations (Future Volume Alternative)  
Existing PM PP

Intersection #51: Lawrence Expressway / Calverty Drive-I-280 SB Ramp



Street Name:	Lawrence Expressway						I-280 SB Ramp					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	66	66	41	111	0	41	41	41	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:	>>	Count	Date:	17 Jan 2018	<<	05:00:00 PM						
Base Vol:	0	1118	157	745	2488	0	74	399	834	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	1118	157	745	2488	0	74	399	834	0	0	0
Added Vol:	0	31	0	0	0	0	0	103	95	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	1149	157	745	2488	0	74	502	929	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Volume:	0	1149	157	745	2488	0	74	502	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1149	157	745	2488	0	74	502	0	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
Final Volume:	0	1149	157	745	2488	0	74	502	0	0	0	0

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.83	1.00	0.92	0.95	0.98	0.92	0.92	1.00	0.92
Lanes:	0.00	3.00	1.00	2.00	2.00	0.00	0.26	1.74	1.00	0.00	0.00	0.00
Final Sat.:	0	5700	1750	3150	3800	0	475	3224	1750	0	0	0

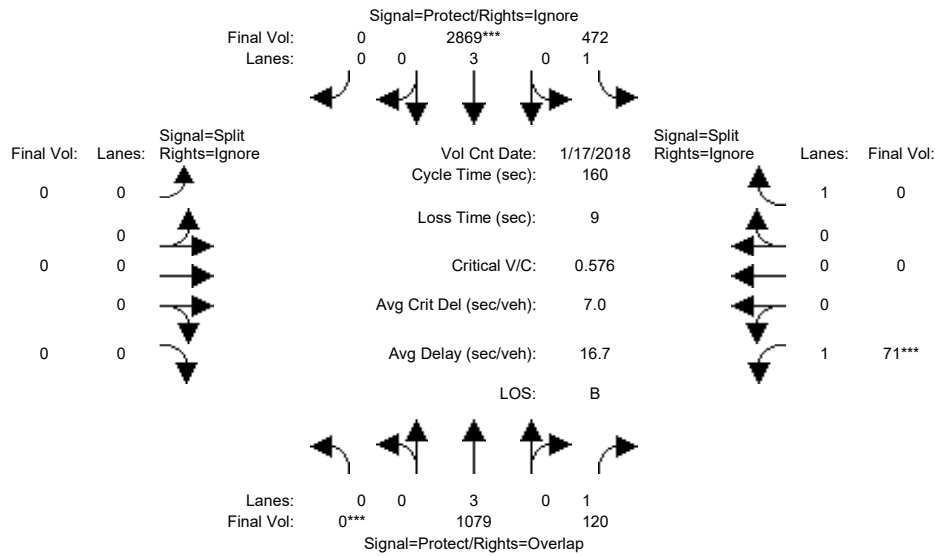
Capacity Analysis Module:												
Vol/Sat:	0.00	0.20	0.09	0.24	0.65	0.00	0.16	0.16	0.00	0.00	0.00	0.00
Crit Moves:	****				****		****					
Green Time:	0.0	68.0	68.0	42.3	110	0.0	40.7	40.7	0.0	0.0	0.0	0.0
Volume/Cap:	0.00	0.47	0.21	0.90	0.95	0.00	0.61	0.61	0.00	0.00	0.00	0.00
Delay/Veh:	0.0	29.0	25.5	69.3	15.4	0.0	54.2	54.2	0.0	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	29.0	25.5	69.3	15.4	0.0	54.2	54.2	0.0	0.0	0.0	0.0
LOS by Move:	A	C	C	E	B	A	D-	D-	A	A	A	A
HCM2kAvgQ:	0	11	4	24	44	0	12	12	0	0	0	0

Note: Queue reported is the number of cars per lane.

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Intersection #52: Lawrence Expressway / Mitty Way



Street Name:	Lawrence Expressway						Mitty Way					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	72	72	56	131	131	0	0	0	20	20	20
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	0.0	0.0	0.0	4.0	4.0	4.0

Volume Module:	>>	Count	Date:	17 Jan 2018	<<	05:00:00 PM						
Base Vol:	0	1049	120	467	2778	0	0	0	0	70	0	237
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	1049	120	467	2778	0	0	0	0	70	0	237
Added Vol:	0	30	0	5	91	0	0	0	0	1	0	1
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	1079	120	472	2869	0	0	0	0	71	0	238
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Volume:	0	1079	120	472	2869	0	0	0	0	71	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1079	120	472	2869	0	0	0	0	71	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
Final Volume:	0	1079	120	472	2869	0	0	0	0	71	0	0

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	3.00	1.00	1.00	3.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Final Sat.:	0	5700	1750	1750	5700	0	0	0	0	1750	0	1750

Capacity Analysis Module:												
Vol/Sat:	0.00	0.19	0.07	0.27	0.50	0.00	0.00	0.00	0.00	0.04	0.00	0.00
Crit Moves:	***				***					***		
Green Time:	0.0	73.7	93.7	57.3	131	0.0	0.0	0.0	0.0	20.0	0.0	0.0
Volume/Cap:	0.00	0.41	0.12	0.75	0.61	0.00	0.00	0.00	0.00	0.32	0.00	0.00
Delay/Veh:	0.0	28.8	14.8	50.3	5.5	0.0	0.0	0.0	0.0	64.7	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	28.8	14.8	50.3	5.5	0.0	0.0	0.0	0.0	64.7	0.0	0.0
LOS by Move:	A	C	B	D	A	A	A	A	A	E	A	A
HCM2kAvgQ:	0	11	3	20	16	0	0	0	0	4	0	0

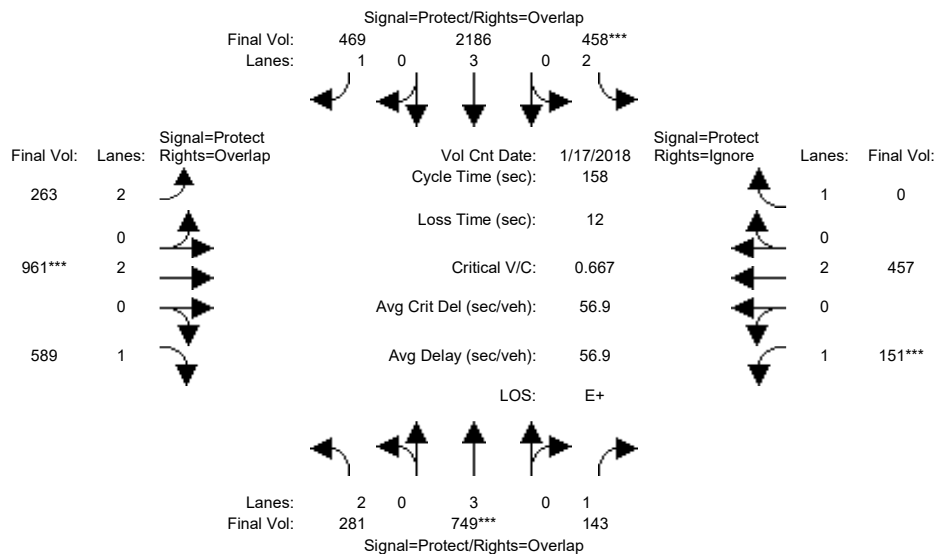
Note: Queue reported is the number of cars per lane.



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Intersection #53: Lawrence Expressway / Bollinger Road



Street Name:	Lawrence Expressway						Bollinger Road					
	North Bound			South Bound			East Bound			West Bound		
Approach:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	19	55	55	26	61	61	18	45	45	17	43	43
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:	>>	Count	Date:	17 Jan 2018	<<	05:00:00 PM						
Base Vol:	248	720	143	453	2100	468	263	956	500	151	455	109
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	248	720	143	453	2100	468	263	956	500	151	455	109
Added Vol:	33	29	0	5	86	1	0	5	89	0	2	1
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	281	749	143	458	2186	469	263	961	589	151	457	110
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	281	749	143	458	2186	469	263	961	589	151	457	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	281	749	143	458	2186	469	263	961	589	151	457	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
Final Volume:	281	749	143	458	2186	469	263	961	589	151	457	0

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.92
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	2.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	3150	5700	1750	3150	5700	1750	3150	3800	1750	1750	3800	1750

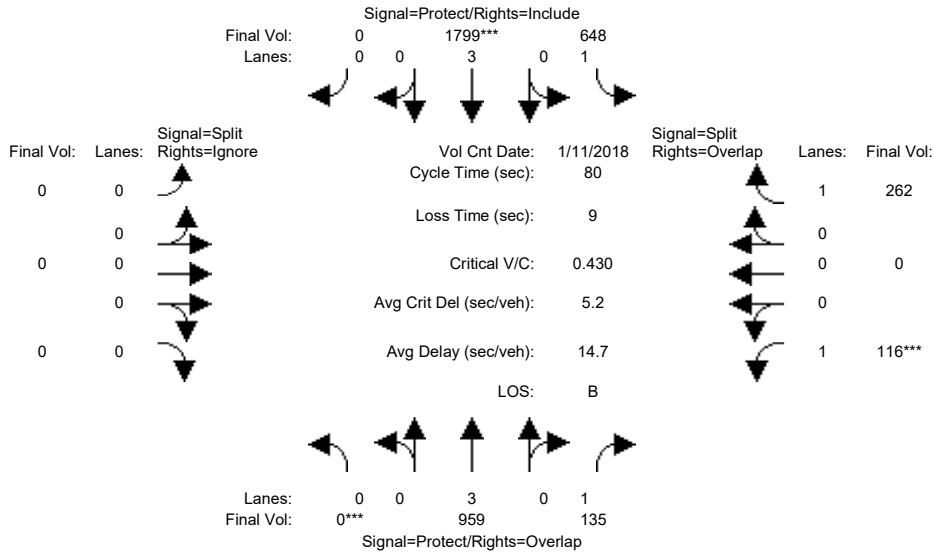
Capacity Analysis Module:												
Vol/Sat:	0.09	0.13	0.08	0.15	0.38	0.27	0.08	0.25	0.34	0.09	0.12	0.00
Crit Moves:	****			****			****			****		
Green Time:	19.5	55.0	72.0	27.0	62.5	81.4	18.9	47.0	66.5	17.0	45.1	0.0
Volume/Cap:	0.72	0.38	0.18	0.85	0.97	0.52	0.70	0.85	0.80	0.80	0.42	0.00
Delay/Veh:	73.3	36.7	21.2	75.8	65.5	32.5	72.5	58.5	46.2	90.2	46.1	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	73.3	36.7	21.2	75.8	65.5	32.5	72.5	58.5	46.2	90.2	46.1	0.0
LOS by Move:	E	D+	C+	E-	E	C-	E	E+	D	F	D	A
HCM2kAvgQ:	8	8	3	14	38	19	8	23	27	10	9	0

Note: Queue reported is the number of cars per lane.

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Intersection #54: Lawrence Expressway / Doyle Road



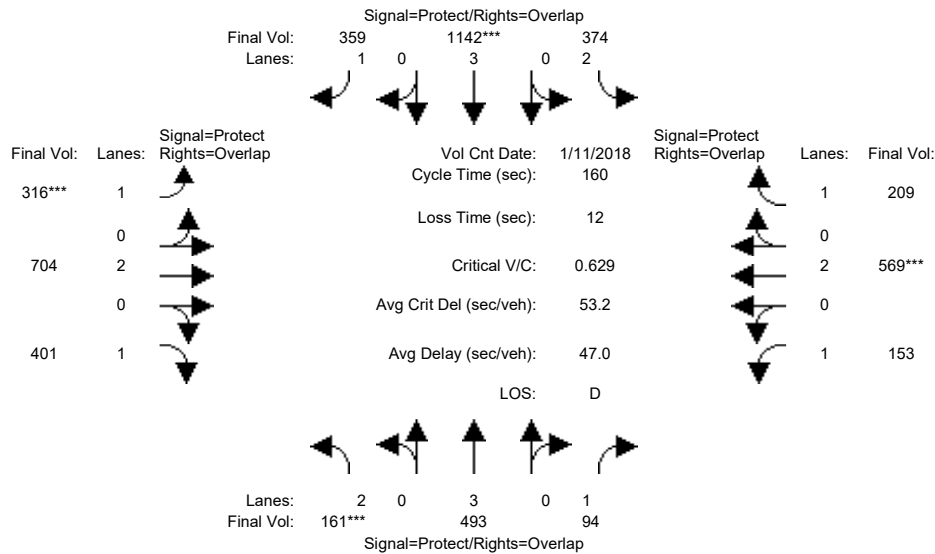
Street Name:	Lawrence Expressway						Doyle Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	28	28	31	62	62	0	0	0	9	9	9
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	0.0	0.0	0.0	4.0	4.0	4.0
Volume Module: >> Count Date:	11 Jan 2018 << 05:00:00 PM											
Base Vol:	0	900	135	641	1631	0	0	0	0	116	0	259
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	900	135	641	1631	0	0	0	0	116	0	259
Added Vol:	0	59	0	7	168	0	0	0	0	0	0	3
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	959	135	648	1799	0	0	0	0	116	0	262
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	0	959	135	648	1799	0	0	0	0	116	0	262
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	959	135	648	1799	0	0	0	0	116	0	262
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
Final Volume:	0	959	135	648	1799	0	0	0	0	116	0	262
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	3.00	1.00	1.00	3.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Final Sat.:	0	5700	1750	1750	5700	0	0	0	0	1750	0	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.17	0.08	0.37	0.32	0.00	0.00	0.00	0.00	0.07	0.00	0.15
Crit Moves:	***			****						****		
Green Time:	0.0	29.4	38.4	32.6	62.0	0.0	0.0	0.0	0.0	9.0	0.0	41.6
Volume/Cap:	0.00	0.46	0.16	0.91	0.41	0.00	0.00	0.00	0.00	0.59	0.00	0.29
Delay/Veh:	0.0	19.4	11.8	38.0	3.0	0.0	0.0	0.0	0.0	38.4	0.0	11.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	19.4	11.8	38.0	3.0	0.0	0.0	0.0	0.0	38.4	0.0	11.0
LOS by Move:	A	B-	B+	D+	A	A	A	A	A	D+	A	B+
HCM2kAvgQ:	0	6	2	16	4	0	0	0	0	4	0	4

Note: Queue reported is the number of cars per lane.

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Intersection #55: Lawrence Expressway / Prospect Road



Street Name:	Lawrence Expressway						Prospect Road					
	North Bound			South Bound			East Bound			West Bound		
Approach:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	20	42	42	32	54	54	30	49	49	21	40	40
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:	>>	Count	Date:	11 Jan 2018	<<	05:00:00 PM						
Base Vol:	161	434	94	374	974	359	316	704	401	153	569	209
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	161	434	94	374	974	359	316	704	401	153	569	209
Added Vol:	0	59	0	0	168	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	161	493	94	374	1142	359	316	704	401	153	569	209
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	161	493	94	374	1142	359	316	704	401	153	569	209
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	161	493	94	374	1142	359	316	704	401	153	569	209
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	161	493	94	374	1142	359	316	704	401	153	569	209

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	3150	5700	1750	3150	5700	1750	1750	3800	1750	1750	3800	1750

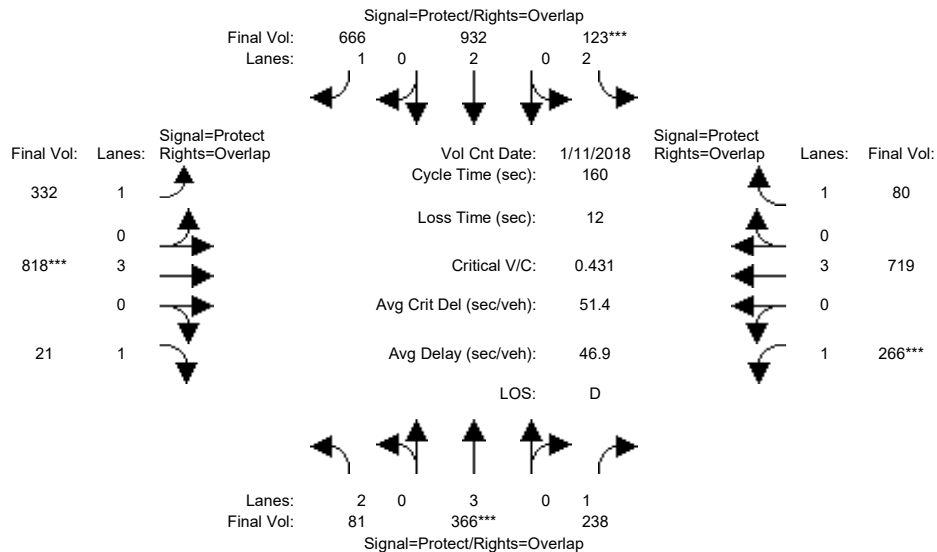
Capacity Analysis Module:												
Vol/Sat:	0.05	0.09	0.05	0.12	0.20	0.21	0.18	0.19	0.23	0.09	0.15	0.12
Crit Moves:	***			****			****			****		
Green Time:	20.0	42.0	64.2	32.0	54.0	88.0	34.0	51.8	71.8	22.2	40.0	72.0
Volume/Cap:	0.41	0.33	0.13	0.59	0.59	0.37	0.85	0.57	0.51	0.63	0.60	0.27
Delay/Veh:	65.2	47.8	30.4	59.6	44.4	20.6	77.2	45.6	32.1	70.3	54.0	27.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	65.2	47.8	30.4	59.6	44.4	20.6	77.2	45.6	32.1	70.3	54.0	27.7
LOS by Move:	E	D	C	E+	D	C+	E-	D	C-	E	D-	C
HCM2kAvgQ:	5	6	3	10	15	10	17	14	15	8	13	7

Note: Queue reported is the number of cars per lane.

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Intersection #56: Lawrence Expressway / Saratoga Avenue



Street Name:	Lawrence Expressway						Saratoga Avenue					
	North Bound			South Bound			East Bound			West Bound		
Approach:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	13	54	54	18	59	59	31	45	45	27	41	41
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:	>>	Count	Date:	11 Jan 2018	<<	05:00:00 PM						
Base Vol:	81	335	238	123	870	561	305	818	21	266	719	80
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	81	335	238	123	870	561	305	818	21	266	719	80
Added Vol:	0	31	0	0	62	105	27	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	81	366	238	123	932	666	332	818	21	266	719	80
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	81	366	238	123	932	666	332	818	21	266	719	80
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	81	366	238	123	932	666	332	818	21	266	719	80
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	81	366	238	123	932	666	332	818	21	266	719	80

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	2.00	3.00	1.00	2.00	2.00	1.00	1.00	3.00	1.00	1.00	3.00	1.00
Final Sat.:	3150	5700	1750	3150	3800	1750	1750	5700	1750	1750	5700	1750

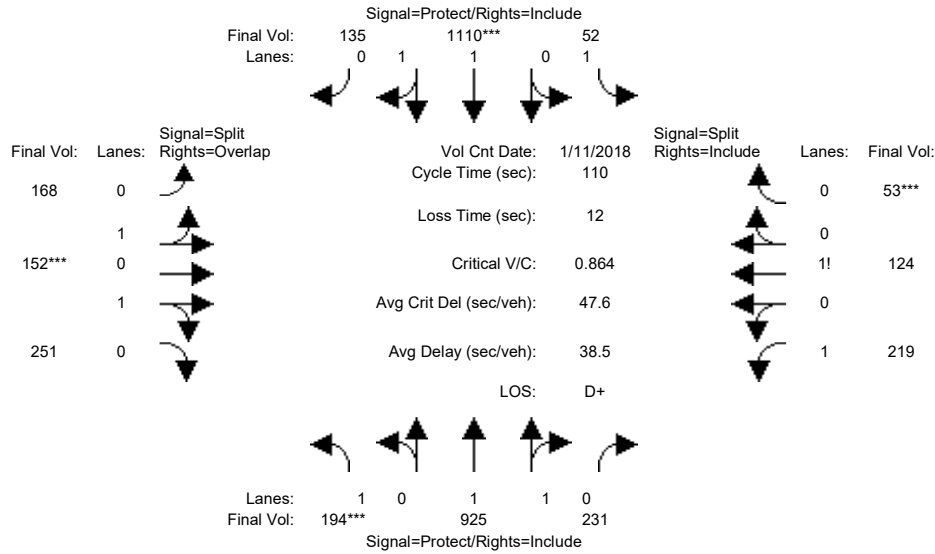
Capacity Analysis Module:												
Vol/Sat:	0.03	0.06	0.14	0.04	0.25	0.38	0.19	0.14	0.01	0.15	0.13	0.05
Crit Moves:	****			****			****			****		
Green Time:	13.0	54.0	85.0	18.0	59.0	91.7	32.7	45.0	58.0	31.0	43.3	61.3
Volume/Cap:	0.32	0.19	0.26	0.35	0.67	0.66	0.93	0.51	0.03	0.78	0.47	0.12
Delay/Veh:	70.0	37.6	20.5	66.2	43.5	25.2	92.3	48.5	32.9	72.7	48.9	32.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	70.0	37.6	20.5	66.2	43.5	25.2	92.3	48.5	32.9	72.7	48.9	32.0
LOS by Move:	E	D+	C+	E	D	C	F	D	C-	E	D	C
HCM2kAvgQ:	2	4	7	4	19	24	18	10	1	15	10	3

Note: Queue reported is the number of cars per lane.

Vallco Special Area Specific Plan  
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Level Of Service Computation Report  
2000 HCM Operations (Future Volume Alternative)  
Existing PM PP

Intersection #57: Saratoga Avenue / Cox Avenue



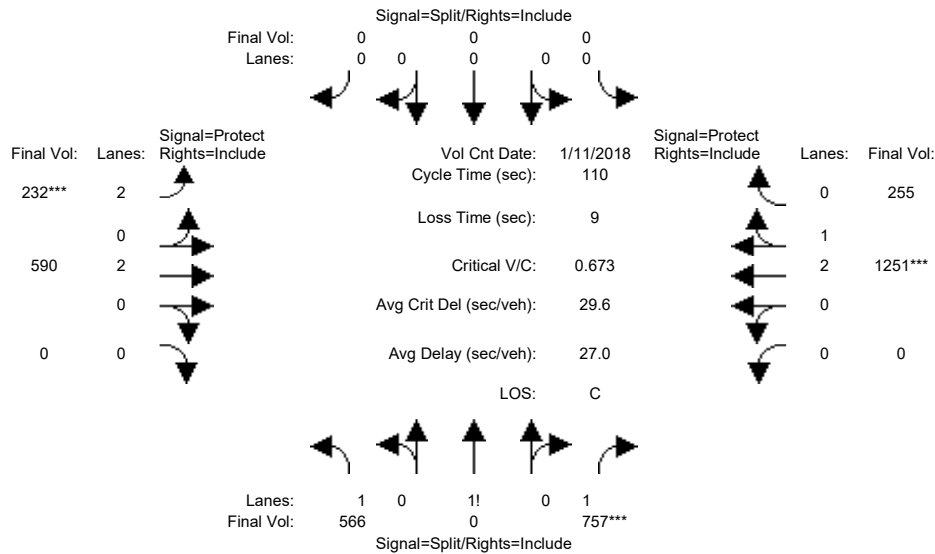
Street Name:	Saratoga Avenue						Cox Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date:	11 Jan 2018 << 05:00:00 PM											
Base Vol:	194	898	231	52	1005	135	168	152	251	219	124	53
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	194	898	231	52	1005	135	168	152	251	219	124	53
Added Vol:	0	27	0	0	105	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	194	925	231	52	1110	135	168	152	251	219	124	53
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	194	925	231	52	1110	135	168	152	251	219	124	53
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	194	925	231	52	1110	135	168	152	251	219	124	53
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	194	925	231	52	1110	135	168	152	251	219	124	53
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	0.98	0.95	0.95	0.95	0.95	0.92	0.92	0.92
Lanes:	1.00	1.59	0.41	1.00	1.78	0.22	0.59	0.53	0.88	1.39	0.43	0.18
Final Sat.:	1750	2960	739	1750	3298	401	1059	958	1582	2419	757	324
Capacity Analysis Module:												
Vol/Sat:	0.11	0.31	0.31	0.03	0.34	0.34	0.16	0.16	0.16	0.09	0.16	0.16
Crit Moves:	***			***			***			***		
Green Time:	14.1	47.3	47.3	9.6	42.8	42.8	20.2	20.2	34.3	20.8	20.8	20.8
Volume/Cap:	0.86	0.73	0.73	0.34	0.86	0.86	0.86	0.86	0.51	0.48	0.86	0.86
Delay/Veh:	74.5	27.7	27.7	48.5	36.6	36.6	55.0	55.0	31.3	40.2	58.8	58.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	74.5	27.7	27.7	48.5	36.6	36.6	55.0	55.0	31.3	40.2	58.8	58.8
LOS by Move:	E	C	C	D	D+	D+	D-	D-	C	D	E+	E+
HCM2kAvgQ:	8	17	17	2	20	20	13	13	9	6	13	13

Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report  
2000 HCM Operations (Future Volume Alternative)  
Existing PM PP

Intersection #58: SR-85 (North) / Saratoga Avenue



Street Name:	SR-85 (North)						Saratoga Avenue					
	North Bound			South Bound			East Bound			West Bound		
Approach:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	0	0	0	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:	>>	Count	Date:	11 Jan 2018	<<	05:00:00 PM						
Base Vol:	566	0	742	0	0	0	232	578	0	0	1146	255
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	566	0	742	0	0	0	232	578	0	0	1146	255
Added Vol:	0	0	15	0	0	0	0	12	0	0	105	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	566	0	757	0	0	0	232	590	0	0	1251	255
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	566	0	757	0	0	0	232	590	0	0	1251	255
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	566	0	757	0	0	0	232	590	0	0	1251	255
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	566	0	757	0	0	0	232	590	0	0	1251	255

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.83	1.00	0.92	0.92	0.99	0.95
Lanes:	1.43	0.00	1.57	0.00	0.00	0.00	2.00	2.00	0.00	0.00	2.47	0.53
Final Sat.:	2499	0	2751	0	0	0	3150	3800	0	0	4651	948

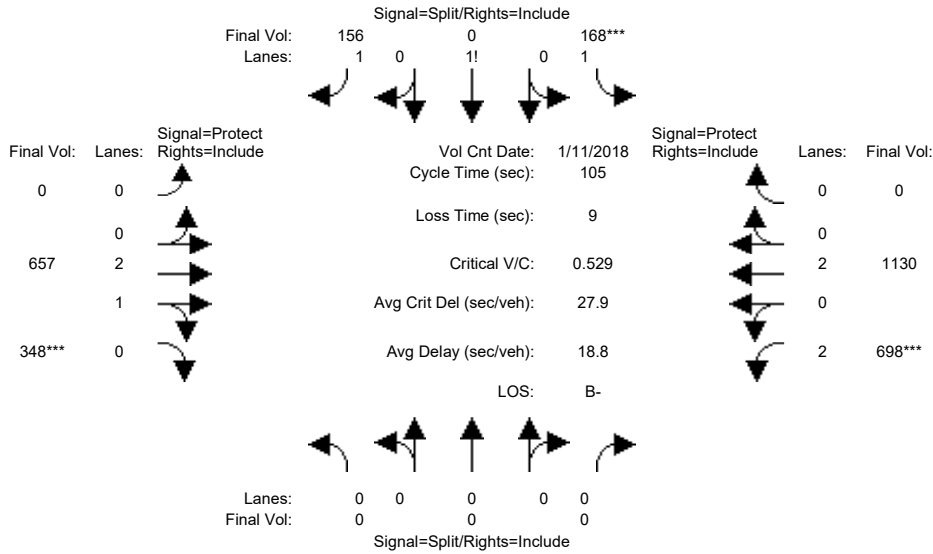
Capacity Analysis Module:												
Vol/Sat:	0.23	0.00	0.28	0.00	0.00	0.00	0.07	0.16	0.00	0.00	0.27	0.27
Crit Moves:	****						****			****		
Green Time:	45.0	0.0	45.0	0.0	0.0	0.0	12.0	56.0	0.0	0.0	44.0	44.0
Volume/Cap:	0.55	0.00	0.67	0.00	0.00	0.00	0.67	0.30	0.00	0.00	0.67	0.67
Delay/Veh:	25.1	0.0	27.4	0.0	0.0	0.0	52.2	15.8	0.0	0.0	27.9	27.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	25.1	0.0	27.4	0.0	0.0	0.0	52.2	15.8	0.0	0.0	27.9	27.9
LOS by Move:	C	A	C	A	A	A	D-	B	A	A	C	C
HCM2kAvgQ:	11	0	15	0	0	0	5	6	0	0	13	13

Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report  
2000 HCM Operations (Future Volume Alternative)  
Existing PM PP

Intersection #59: SR-85 (South) / Saratoga Avenue



Street Name:	SR-85 (South)						Saratoga Avenue					
	North Bound			South Bound			East Bound			West Bound		
Approach:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:	>>	Count	Date:	11 Jan 2018	<<	05:00:00 PM						
Base Vol:	0	0	0	168	0	156	0	645	348	619	1104	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	168	0	156	0	645	348	619	1104	0
Added Vol:	0	0	0	0	0	0	0	12	0	79	26	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	168	0	156	0	657	348	698	1130	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	168	0	156	0	657	348	698	1130	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	168	0	156	0	657	348	698	1130	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	0	0	0	168	0	156	0	657	348	698	1130	0

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.83	1.00	0.92
Lanes:	0.00	0.00	0.00	1.52	0.00	1.48	0.00	2.00	1.00	2.00	2.00	0.00
Final Sat.:	0	0	0	2657	0	2593	0	3800	1750	3150	3800	0

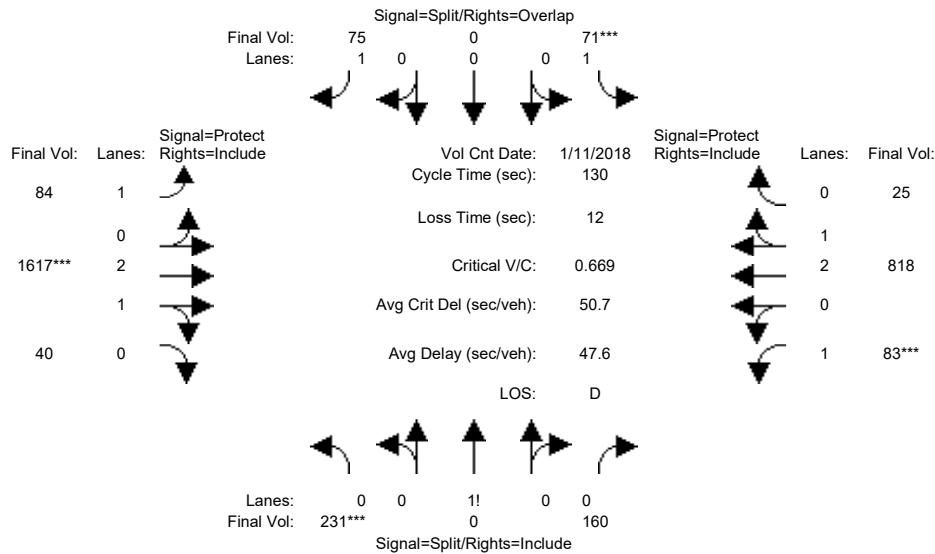
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.06	0.00	0.06	0.00	0.17	0.20	0.22	0.30	0.00
Crit Moves:				****					****	****		
Green Time:	0.0	0.0	0.0	12.5	0.0	12.5	0.0	39.5	39.5	44.0	83.5	0.0
Volume/Cap:	0.00	0.00	0.00	0.53	0.00	0.50	0.00	0.46	0.53	0.53	0.37	0.00
Delay/Veh:	0.0	0.0	0.0	44.3	0.0	43.9	0.0	24.9	25.8	23.2	3.2	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	44.3	0.0	43.9	0.0	24.9	25.8	23.2	3.2	0.0
LOS by Move:	A	A	A	D	A	D	A	C	C	C	A	A
HCM2kAvgQ:	0	0	0	4	0	4	0	8	10	10	5	0

Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report  
2000 HCM Operations (Future Volume Alternative)  
Existing PM PP

Intersection #60: Cabot Avenue-Loma Linda Drive / Stevens Creek Boulevard



Street Name:	Cabot Avenue-Loma Linda Drive						Stevens Creek Boulevard					
	North Bound			South Bound			East Bound			West Bound		
Approach:												
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	32	32	32	32	32	32	15	35	35	10	30	30
Y+R:	5.1	5.1	5.1	5.1	5.1	5.1	4.5	6.4	6.4	4.5	6.4	6.4

Volume Module:	>>	Count	Date:	11 Jan 2018	<<	05:00:00 PM						
Base Vol:	215	0	149	66	0	67	73	1398	37	77	707	23
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	215	0	149	66	0	67	73	1398	37	77	707	23
Added Vol:	0	0	0	0	0	3	5	106	0	0	54	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	215	0	149	66	0	70	78	1504	37	77	761	23
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
PHF Volume:	231	0	160	71	0	75	84	1617	40	83	818	25
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	231	0	160	71	0	75	84	1617	40	83	818	25
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	231	0	160	71	0	75	84	1617	40	83	818	25

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.92	0.92	0.92	1.00	0.92	0.92	0.98	0.95	0.92	0.98	0.95
Lanes:	0.59	0.00	0.41	1.00	0.00	1.00	1.00	2.93	0.07	1.00	2.91	0.09
Final Sat.:	1034	0	716	1750	0	1750	1750	5465	134	1750	5435	164

Capacity Analysis Module:												
Vol/Sat:	0.22	0.00	0.22	0.04	0.00	0.04	0.05	0.30	0.30	0.05	0.15	0.15
Crit Moves:	***			***			***			***		
Green Time:	32.7	0.0	32.7	32.0	0.0	49.8	17.8	43.3	43.3	10.0	35.5	35.5
Volume/Cap:	0.89	0.00	0.89	0.16	0.00	0.11	0.35	0.89	0.89	0.62	0.55	0.55
Delay/Veh:	66.2	0.0	66.2	38.7	0.0	26.0	51.8	46.8	46.8	66.4	40.8	40.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	66.2	0.0	66.2	38.7	0.0	26.0	51.8	46.8	46.8	66.4	40.8	40.8
LOS by Move:	E	A	E	D+	A	C	D-	D	D	E	D	D
HCM2kAvgQ:	19	0	19	2	0	2	3	22	22	4	10	10

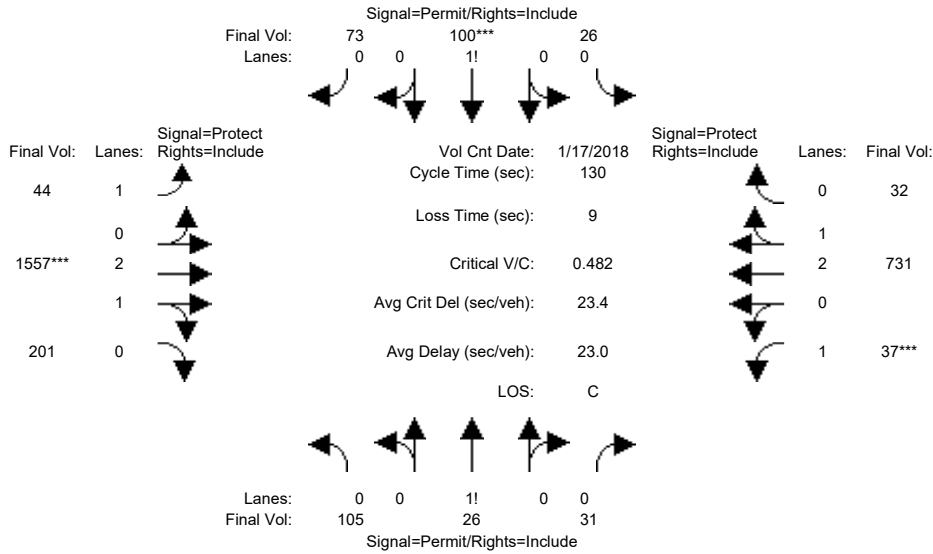
Note: Queue reported is the number of cars per lane.



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Level Of Service Computation Report  
2000 HCM Operations (Future Volume Alternative)  
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Intersection #61: Cronin Drive/Albany Drive / Stevens Creek Boulevard



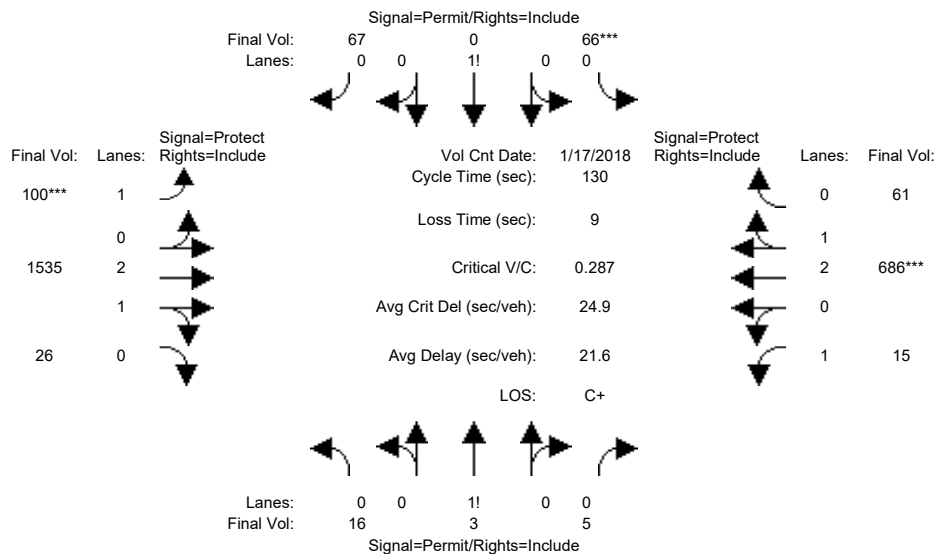
Street Name:	Cronin Drive/Albany Drive						Stevens Creek Boulevard					
	North Bound			South Bound			East Bound			West Bound		
Approach:	L - T - R			L - T - R			L - T - R			L - T - R		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	37	37	37	37	37	37	15	62	62	15	62	62
Y+R:	5.1	5.1	5.1	5.1	5.1	5.1	5.0	5.9	5.9	5.0	5.9	5.9
Volume Module: >> Count Date: 17 Jan 2018 << 05:00:00 PM												
Base Vol:	99	25	30	25	97	67	40	1415	187	36	661	31
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	99	25	30	25	97	67	40	1415	187	36	661	31
Added Vol:	3	0	0	0	0	4	3	95	8	0	48	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	102	25	30	25	97	71	43	1510	195	36	709	31
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
PHF Volume:	105	26	31	26	100	73	44	1557	201	37	731	32
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	105	26	31	26	100	73	44	1557	201	37	731	32
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	105	26	31	26	100	73	44	1557	201	37	731	32
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.99	0.95	0.92	0.98	0.95
Lanes:	0.65	0.16	0.19	0.13	0.50	0.37	1.00	2.64	0.36	1.00	2.87	0.13
Final Sat.:	1137	279	334	227	880	644	1750	4959	640	1750	5365	235
Capacity Analysis Module:												
Vol/Sat:	0.09	0.09	0.09	0.11	0.11	0.11	0.03	0.31	0.31	0.02	0.14	0.14
Crit Moves:				****			****			****		
Green Time:	37.0	37.0	37.0	37.0	37.0	37.0	16.4	69.0	69.0	15.0	67.6	67.6
Volume/Cap:	0.32	0.32	0.32	0.40	0.40	0.40	0.20	0.59	0.59	0.18	0.26	0.26
Delay/Veh:	37.0	37.0	37.0	38.1	38.1	38.1	51.4	21.2	21.2	52.4	17.4	17.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	37.0	37.0	37.0	38.1	38.1	38.1	51.4	21.2	21.2	52.4	17.4	17.4
LOS by Move:	D+	D+	D+	D+	D+	D+	D-	C+	C+	D-	B	B
HCM2kAvgQ:	5	5	5	7	7	7	2	15	15	1	5	5

Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report  
2000 HCM Operations (Future Volume Alternative)  
Existing PM PP

Intersection #62: Woodhams Road / Stevens Creek Boulevard



Street Name:	Woodhams Road						Stevens Creek Boulevard					
	North Bound			South Bound			East Bound			West Bound		
Approach:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	35	35	35	35	35	35	15	64	64	14	64	64
Y+R:	5.1	5.1	5.1	5.1	5.1	5.1	5.5	5.9	5.9	5.5	5.9	5.9

Volume Module:	>>	Count	Date:	17 Jan 2018	<<	05:00:00 PM						
Base Vol:	7	3	5	65	0	58	82	1441	9	15	642	60
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	7	3	5	65	0	58	82	1441	9	15	642	60
Added Vol:	9	0	0	0	0	8	16	63	16	0	30	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	16	3	5	65	0	66	98	1504	25	15	672	60
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
PHF Volume:	16	3	5	66	0	67	100	1535	26	15	686	61
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	16	3	5	66	0	67	100	1535	26	15	686	61
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	16	3	5	66	0	67	100	1535	26	15	686	61

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.98	0.95	0.92	0.99	0.95
Lanes:	0.67	0.12	0.21	0.50	0.00	0.50	1.00	2.95	0.05	1.00	2.75	0.25
Final Sat.:	1167	219	365	868	0	882	1750	5508	92	1750	5140	459

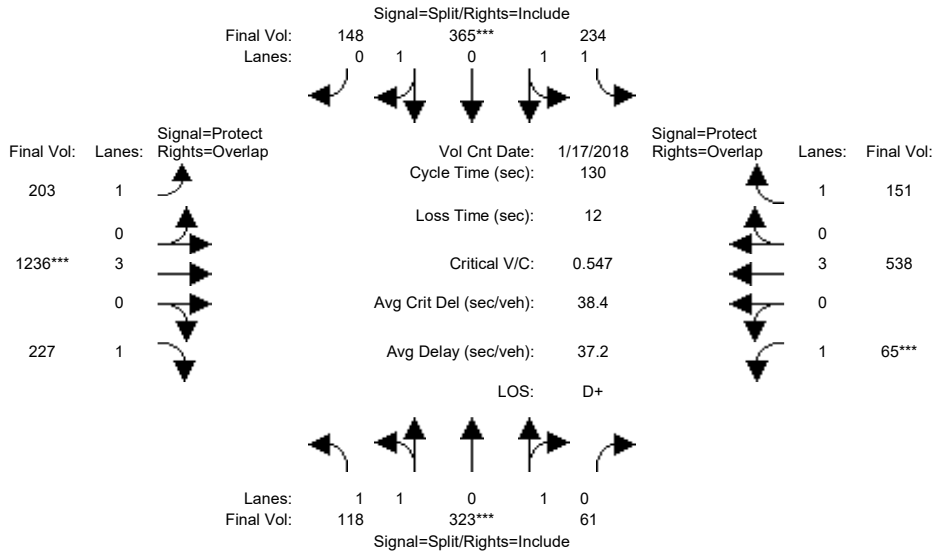
Capacity Analysis Module:													
Vol/Sat:	0.01	0.01	0.01	0.08	0.00	0.08	0.06	0.28	0.28	0.01	0.13	0.13	
Crit Moves:				****				****					
Green Time:	35.0	35.0	35.0	35.0	0.0	35.0	22.0	70.6	70.6	15.4	64.0	64.0	
Volume/Cap:	0.05	0.05	0.05	0.28	0.00	0.28	0.34	0.51	0.51	0.07	0.27	0.27	
Delay/Veh:	35.3	35.3	35.3	37.9	0.0	37.9	48.3	19.0	19.0	51.1	19.4	19.4	
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
AdjDel/Veh:	35.3	35.3	35.3	37.9	0.0	37.9	48.3	19.0	19.0	51.1	19.4	19.4	
LOS by Move:	D+	D+	D+	D+	A	D+	D	B-	B-	D-	B-	B-	
HCM2kAvgQ:	1	1	1	5	0	5	4	13	13	1	6	6	

Note: Queue reported is the number of cars per lane.

Vallco Special Area Specific Plan  
SJ17-1786

Level Of Service Computation Report  
2000 HCM Operations (Future Volume Alternative)  
Existing PM PP

Intersection #63: Kiely Boulevard / Stevens Creek Boulevard



Street Name:	Kiely Boulevard						Stevens Creek Boulevard					
	North Bound			South Bound			East Bound			West Bound		
Approach:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	7	10	0	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:	>>	Count	Date:	17 Jan 2018	<<	05:00:00 PM						
Base Vol:	111	323	61	234	365	141	190	1200	214	65	521	151
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	111	323	61	234	365	141	190	1200	214	65	521	151
Added Vol:	7	0	0	0	0	7	13	36	13	0	17	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	118	323	61	234	365	148	203	1236	227	65	538	151
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	118	323	61	234	365	148	203	1236	227	65	538	151
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	118	323	61	234	365	148	203	1236	227	65	538	151
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	118	323	61	234	365	148	203	1236	227	65	538	151

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	0.98	0.95	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	1.67	0.33	1.00	1.41	0.59	1.00	3.00	1.00	1.00	3.00	1.00
Final Sat.:	1750	3112	588	1750	2632	1067	1750	5700	1750	1750	5700	1750

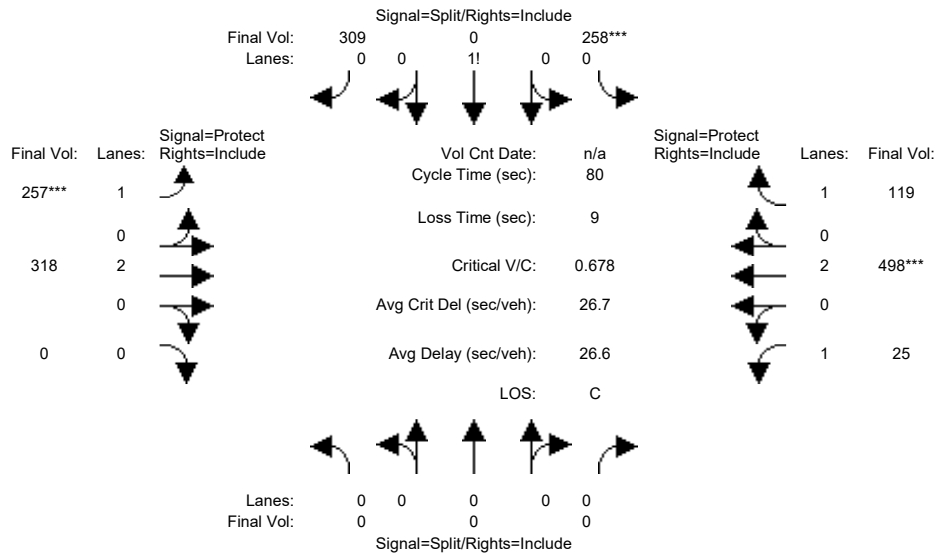
Capacity Analysis Module:												
Vol/Sat:	0.07	0.10	0.10	0.13	0.14	0.14	0.12	0.22	0.13	0.04	0.09	0.09
Crit Moves:	****			****			****			****		
Green Time:	24.7	24.7	24.7	33.0	33.0	33.0	33.3	51.5	76.2	8.8	27.1	60.0
Volume/Cap:	0.36	0.55	0.55	0.53	0.55	0.55	0.45	0.55	0.22	0.55	0.45	0.19
Delay/Veh:	45.9	48.3	48.3	42.2	42.5	42.5	41.4	30.5	12.9	63.9	45.3	20.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	45.9	48.3	48.3	42.2	42.5	42.5	41.4	30.5	12.9	63.9	45.3	20.7
LOS by Move:	D	D	D	D	D	D	D	C	B	E	D	C+
HCM2kAvgQ:	5	8	8	9	9	9	7	12	4	4	6	4

Note: Queue reported is the number of cars per lane.

Vallco Special Area Specific Plan  
SJ17-1776

Level Of Service Computation Report  
2000 HCM Operations (Future Volume Alternative)  
Existing PM PP

Intersection #64: Perimeter Road / Vallco Parkway



Street Name:	Perimeter Road						Vallco Parkway					
	North Bound			South Bound			East Bound			West Bound		
Approach:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	10	10	10	7	10	0	7	10	10
Y+R:	0.0	0.0	0.0	4.0	4.0	4.0	4.0	4.0	0.0	4.0	4.0	4.0

Volume Module: 5:45:00 PM												
Base Vol:	0	0	0	61	0	83	50	280	0	25	469	30
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	61	0	83	50	280	0	25	469	30
Added Vol:	0	0	0	197	0	226	207	38	0	0	29	89
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	258	0	309	257	318	0	25	498	119
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	258	0	309	257	318	0	25	498	119
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	258	0	309	257	318	0	25	498	119
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	0	0	0	258	0	309	257	318	0	25	498	119

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	0.92	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	0.00	0.00	0.46	0.00	0.54	1.00	2.00	0.00	1.00	2.00	1.00
Final Sat.:	0	0	0	796	0	954	1750	3800	0	1750	3800	1750

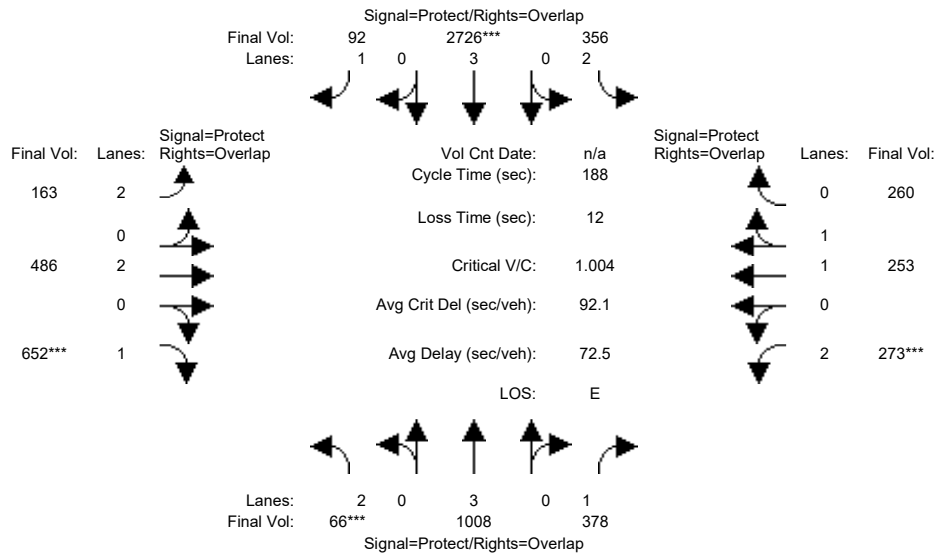
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.32	0.00	0.32	0.15	0.08	0.00	0.01	0.13	0.07
Crit Moves:				****			****			****		
Green Time:	0.0	0.0	0.0	38.2	0.0	38.2	17.3	19.3	0.0	13.5	15.5	15.5
Volume/Cap:	0.00	0.00	0.00	0.68	0.00	0.68	0.68	0.35	0.00	0.08	0.68	0.35
Delay/Veh:	0.0	0.0	0.0	18.4	0.0	18.4	33.7	25.4	0.0	28.2	32.5	28.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	18.4	0.0	18.4	33.7	25.4	0.0	28.2	32.5	28.6
LOS by Move:	A	A	A	B-	A	B-	C-	C	A	C	C-	C
HCM2kAvgQ:	0	0	0	13	0	13	6	3	0	1	6	3

Note: Queue reported is the number of cars per lane.

Vallco Special Area Specific Plan  
SJ17-1776

Level Of Service Computation Report  
2000 HCM Operations (Future Volume Alternative)  
Existing PM PP

Intersection #65: Lawrence Expressway / Kifer Road



Street Name:	Lawrence Expressway						Kifer Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	12	85	85	26	100	100	14	28	28	25	40	40
Y+R:	5.9	6.2	6.2	6.1	6.2	6.2	5.8	5.5	5.5	5.9	45.1	45.1

Volume Module:												
Base Vol:	46	1220	358	356	3429	92	163	486	643	262	253	260
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	46	1220	358	356	3429	92	163	486	643	262	253	260
Added Vol:	20	40	20	0	21	0	0	0	9	11	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	66	1260	378	356	3450	92	163	486	652	273	253	260
User Adj:	1.00	0.80	1.00	1.00	0.79	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	66	1008	378	356	2726	92	163	486	652	273	253	260
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	66	1008	378	356	2726	92	163	486	652	273	253	260
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	66	1008	378	356	2726	92	163	486	652	273	253	260

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	2.00	2.00	1.00	2.00	1.00	1.00
Final Sat.:	3150	5700	1750	3150	5700	1750	3150	3800	1750	3150	1900	1750

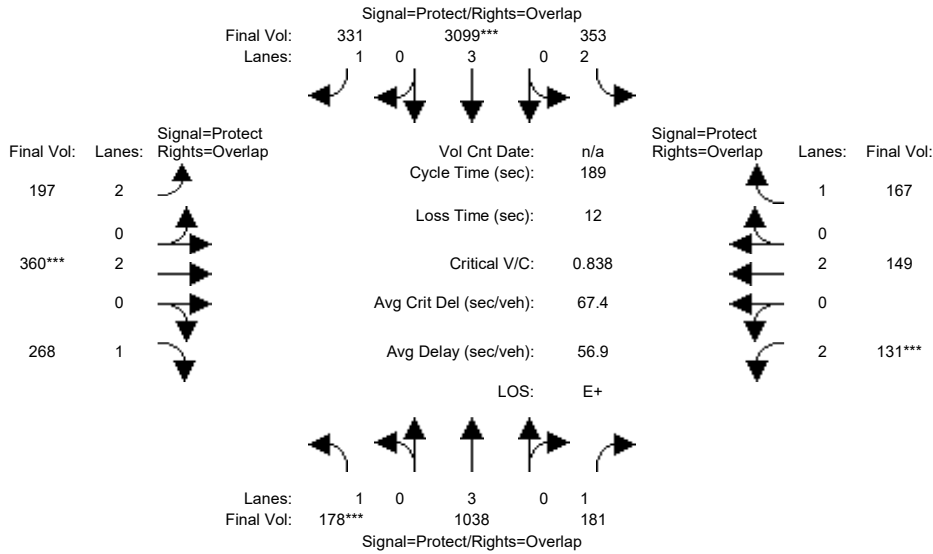
Capacity Analysis Module:												
Vol/Sat:	0.02	0.18	0.22	0.11	0.48	0.05	0.05	0.13	0.37	0.09	0.13	0.15
Crit Moves:	***			****					****	****		
Green Time:	12.5	89.6	115.7	27.4	104	119.6	15.2	32.4	44.9	26.1	43.3	70.7
Volume/Cap:	0.31	0.37	0.35	0.78	0.86	0.08	0.64	0.74	1.56	0.62	0.58	0.39
Delay/Veh:	80.9	30.1	17.2	82.1	36.7	12.6	85.7	75.3	331.8	75.9	62.4	41.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	80.9	30.1	17.2	82.1	36.7	12.6	85.7	75.3	331.8	75.9	62.4	41.3
LOS by Move:	F	C	B	F	D+	B	F	E-	F	E-	E	D
HCM2kAvgQ:	2	11	11	13	44	2	6	14	70	9	13	11

Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report  
2000 HCM Operations (Future Volume Alternative)  
Existing PM PP

Intersection #66: Lawrence Expressway / Reed Avenue/Monroe Street



Street Name:	Lawrence Expressway						Reed Avenue/Monroe Street					
	North Bound			South Bound			East Bound			West Bound		
Approach:												
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	19	87	87	25	93	93	17	37	37	16	36	36
Y+R:	6.0	6.2	6.2	6.1	6.2	6.2	5.7	5.6	5.6	5.6	5.7	5.7

Volume Module:												
Base Vol:	167	1218	172	353	3882	331	197	360	263	125	149	167
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	167	1218	172	353	3882	331	197	360	263	125	149	167
Added Vol:	11	80	9	0	41	0	0	0	5	6	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	178	1298	181	353	3923	331	197	360	268	131	149	167
User Adj:	1.00	0.80	1.00	1.00	0.79	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	178	1038	181	353	3099	331	197	360	268	131	149	167
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	178	1038	181	353	3099	331	197	360	268	131	149	167
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	178	1038	181	353	3099	331	197	360	268	131	149	167

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92
Lanes:	1.00	3.00	1.00	2.00	3.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	1750	5700	1750	3150	5700	1750	3150	3800	1750	3150	3800	1750

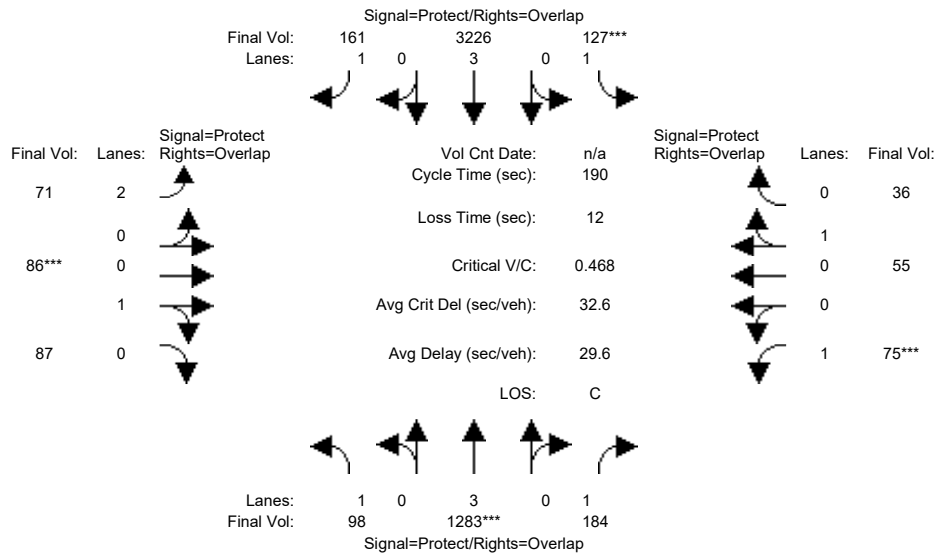
Capacity Analysis Module:												
Vol/Sat:	0.10	0.18	0.10	0.11	0.54	0.19	0.06	0.09	0.15	0.04	0.04	0.10
Crit Moves:	***			****			****			****		
Green Time:	20.0	93.8	110.6	27.0	101	118.6	17.8	38.9	58.8	16.8	37.8	64.8
Volume/Cap:	0.96	0.37	0.18	0.79	1.02	0.30	0.66	0.46	0.49	0.47	0.20	0.28
Delay/Veh:	135.6	28.0	17.4	83.4	63.4	15.5	84.2	63.2	51.1	79.2	60.1	43.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	135.6	28.0	17.4	83.4	63.4	15.5	84.2	63.2	51.1	79.2	60.1	43.3
LOS by Move:	F	C	B	F	E	B	F	E	D-	E-	E	D
HCM2kAvgQ:	12	11	5	11	60	8	7	9	13	5	3	7

Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report  
2000 HCM Operations (Future Volume Alternative)  
Existing PM PP

Intersection #67: Lawrence Expressway / Poinciana Drive/Cabrillo Avenue



Street Name:	Lawrence Expressway						Poinciana Drive/Cabrillo Avenue					
	North Bound			South Bound			East Bound			West Bound		
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	15	112	112	21	118	118	13	23	23	12	21	21
Y+R:	5.1	6.2	6.2	4.9	6.2	6.2	5.9	5.8	5.8	5.4	5.8	5.8

Volume Module:												
Base Vol:	91	1503	176	127	4032	161	71	86	85	74	55	36
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	91	1503	176	127	4032	161	71	86	85	74	55	36
Added Vol:	7	101	8	0	52	0	0	0	2	1	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	98	1604	184	127	4084	161	71	86	87	75	55	36
User Adj:	1.00	0.80	1.00	1.00	0.79	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	98	1283	184	127	3226	161	71	86	87	75	55	36
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	98	1283	184	127	3226	161	71	86	87	75	55	36
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	98	1283	184	127	3226	161	71	86	87	75	55	36

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.83	0.95	0.95	0.92	0.95	0.95
Lanes:	1.00	3.00	1.00	1.00	3.00	1.00	2.00	0.50	0.50	1.00	0.60	0.40
Final Sat.:	1750	5700	1750	1750	5700	1750	3150	895	905	1750	1088	712

Capacity Analysis Module:												
Vol/Sat:	0.06	0.23	0.11	0.07	0.57	0.09	0.02	0.10	0.10	0.04	0.05	0.05
Crit Moves:	****			****			****			****		
Green Time:	15.8	118	130.9	22.2	125	138.7	14.1	24.3	40.1	12.7	22.8	45.0
Volume/Cap:	0.67	0.36	0.15	0.62	0.86	0.13	0.30	0.75	0.46	0.64	0.42	0.21
Delay/Veh:	91.7	16.6	9.8	81.5	26.9	7.3	79.6	88.8	62.8	93.5	74.7	55.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	91.7	16.6	9.8	81.5	26.9	7.3	79.6	88.8	62.8	93.5	74.7	55.5
LOS by Move:	F	B	A	F	C	A	E-	F	E	F	E	E+
HCM2kAvgQ:	6	11	4	7	43	3	2	11	9	5	5	4

Note: Queue reported is the number of cars per lane.

Vallco Special Area Specific Plan  
SJ17-1786

Summary Scenario Comparison Report (With Average Critical Delay)  
Future Volume Alternative

Intersection	???				Existing PM				Existing PM GP w/ Max Residential						???			
	LOS	Avg Del (sec)	Crit V/C	Avg Crit Del (sec)	LOS	Avg Del (sec)	Crit V/C	Avg Crit Del (sec)	LOS	Avg Del (sec)	Crit V/C	Crit V/C Change	Avg Crit Del (sec)	Avg Crit Del Change	LOS	Avg Del (sec)	Crit V/C	Avg Crit Del (sec)
#1	?	xx.x	x.xxx	xx.x	C	31.7	0.555	37.5	C	31.7	0.562	+ 0.007	37.4	- 0.2	?	xx.x	x.xxx	xx.x
#2	?	xx.x	x.xxx	xx.x	C	27.1	0.594	22.3	C	26.4	0.611	+ 0.017	21.5	- 0.8	?	xx.x	x.xxx	xx.x
#3	?	xx.x	x.xxx	xx.x	D	46.7	0.795	51.4	D	47.5	0.830	+ 0.035	52.8	+ 1.4	?	xx.x	x.xxx	xx.x
#4	?	xx.x	x.xxx	xx.x	D	43.7	0.754	45.7	D	44.1	0.770	+ 0.016	46.4	+ 0.8	?	xx.x	x.xxx	xx.x
#5	?	xx.x	x.xxx	xx.x	D	46.6	0.760	45.3	D	47.0	0.773	+ 0.013	45.9	+ 0.6	?	xx.x	x.xxx	xx.x
#6	?	xx.x	x.xxx	xx.x	B+	10.7	0.446	7.3	B+	10.6	0.454	+ 0.008	7.2	- 0.1	?	xx.x	x.xxx	xx.x
#7	?	xx.x	x.xxx	xx.x	C	25.9	0.560	24.9	C	25.5	0.568	+ 0.008	24.6	- 0.2	?	xx.x	x.xxx	xx.x
#8	?	xx.x	x.xxx	xx.x	D	41.0	0.859	54.6	D	42.4	0.872	+ 0.014	56.3	+ 1.7	?	xx.x	x.xxx	xx.x
#9	?	xx.x	x.xxx	xx.x	C	27.1	0.783	37.6	C	27.7	0.808	+ 0.025	38.5	+ 1.0	?	xx.x	x.xxx	xx.x
#10	?	xx.x	x.xxx	xx.x	B	18.0	0.746	39.4	B-	18.7	0.757	+ 0.012	39.8	+ 0.5	?	xx.x	x.xxx	xx.x
#11	?	xx.x	x.xxx	xx.x	D	39.9	0.790	37.8	D	43.6	0.841	+ 0.050	43.1	+ 5.3	?	xx.x	x.xxx	xx.x
#12	?	xx.x	x.xxx	xx.x	E	64.2	0.963	74.7	E	66.5	0.984	+ 0.021	78.3	+ 3.6	?	xx.x	x.xxx	xx.x
#13	?	xx.x	x.xxx	xx.x	C	26.4	0.679	37.9	C	25.9	0.695	+ 0.016	37.9	+ 0.1	?	xx.x	x.xxx	xx.x
#14	?	xx.x	x.xxx	xx.x	B	15.0	0.775	19.2	B	15.7	0.816	+ 0.041	20.0	+ 0.9	?	xx.x	x.xxx	xx.x
#15	?	xx.x	x.xxx	xx.x	B	15.7	0.611	26.8	B	16.3	0.650	+ 0.038	27.6	+ 0.8	?	xx.x	x.xxx	xx.x
#16	?	xx.x	x.xxx	xx.x	C	28.8	0.690	29.6	C	28.6	0.699	+ 0.009	29.5	- 0.1	?	xx.x	x.xxx	xx.x
#17	?	xx.x	x.xxx	xx.x	C	23.1	0.533	23.3	C+	21.8	0.582	+ 0.049	22.6	- 0.7	?	xx.x	x.xxx	xx.x
#18	?	xx.x	x.xxx	xx.x	C	24.4	0.756	29.2	C	24.7	0.768	+ 0.012	29.4	+ 0.2	?	xx.x	x.xxx	xx.x
#19	?	xx.x	x.xxx	xx.x	C-	33.5	0.716	33.7	C-	33.6	0.779	+ 0.063	35.0	+ 1.2	?	xx.x	x.xxx	xx.x
#20	?	xx.x	x.xxx	xx.x	B	13.0	0.413	7.5	B	12.1	0.463	+ 0.049	7.1	- 0.4	?	xx.x	x.xxx	xx.x
#21	?	xx.x	x.xxx	xx.x	B	15.2	0.513	15.3	C	27.5	0.662	+ 0.149	27.1	+ 11.8	?	xx.x	x.xxx	xx.x
#22	?	xx.x	x.xxx	xx.x	D	48.1	0.730	54.8	D	49.1	0.765	+ 0.035	56.3	+ 1.5	?	xx.x	x.xxx	xx.x
#23	?	xx.x	x.xxx	xx.x	D	47.9	0.696	38.2	D	49.0	0.729	+ 0.032	39.3	+ 1.1	?	xx.x	x.xxx	xx.x
#24	?	xx.x	x.xxx	xx.x	B-	18.8	0.545	31.8	B-	18.6	0.588	+ 0.042	31.1	- 0.7	?	xx.x	x.xxx	xx.x
#25	?	xx.x	x.xxx	xx.x	C+	22.8	0.562	20.3	C+	22.4	0.602	+ 0.040	20.2	- 0.1	?	xx.x	x.xxx	xx.x
#26	?	xx.x	x.xxx	xx.x	D	43.0	0.688	50.9	D	43.5	0.731	+ 0.043	49.5	- 1.3	?	xx.x	x.xxx	xx.x



Vallco Special Area Specific Plan  
SJ17-1786

Summary Scenario Comparison Report (With Average Critical Delay)  
Future Volume Alternative

Intersection	???				Existing PM				Existing PM GP w/ Max Residential					???				
	LOS	Avg Del (sec)	Crit V/C	Avg Crit Del (sec)	LOS	Avg Del (sec)	Crit V/C	Avg Crit Del (sec)	LOS	Avg Del (sec)	Crit V/C	Crit V/C Change	Avg Crit Del (sec)	Avg Crit Del Change	LOS	Avg Del (sec)	Crit V/C	Avg Crit Del (sec)
#27	?	xx.x	x.xxx	xx.x	B	15.4	0.369	13.3	B	14.5	0.406	+ 0.037	12.7	- 0.7	?	xx.x	x.xxx	xx.x
#28	?	xx.x	x.xxx	xx.x	B	16.5	0.482	15.8	B	15.9	0.520	+ 0.038	15.7	- 0.2	?	xx.x	x.xxx	xx.x
#29	?	xx.x	x.xxx	xx.x	B	12.0	0.667	12.3	B	13.6	0.783	+ 0.116	15.2	+ 2.9	?	xx.x	x.xxx	xx.x
#30	?	xx.x	x.xxx	xx.x	A	8.4	0.488	9.6	A	9.7	0.692	+ 0.204	12.0	+ 2.5	?	xx.x	x.xxx	xx.x
#31	?	xx.x	x.xxx	xx.x	C	31.2	0.502	28.4	D	46.6	0.763	+ 0.262	52.6	+ 24.2	?	xx.x	x.xxx	xx.x
#32	?	xx.x	x.xxx	xx.x	D	41.4	0.694	40.0	D	43.6	0.758	+ 0.064	46.3	+ 6.3	?	xx.x	x.xxx	xx.x
#33	?	xx.x	x.xxx	xx.x	A	3.0	0.367	3.6	A	2.9	0.390	+ 0.024	3.5	- 0.1	?	xx.x	x.xxx	xx.x
#34	?	xx.x	x.xxx	xx.x	A	4.1	0.354	3.3	A	4.2	0.375	+ 0.021	3.3	+ 0.0	?	xx.x	x.xxx	xx.x
#35	?	xx.x	x.xxx	xx.x	D	41.5	0.705	44.1	D	42.1	0.724	+ 0.019	45.0	+ 0.9	?	xx.x	x.xxx	xx.x
#36	?	xx.x	x.xxx	xx.x	C+	22.8	0.411	19.7	C+	22.5	0.431	+ 0.020	19.4	- 0.3	?	xx.x	x.xxx	xx.x
#37	?	xx.x	x.xxx	xx.x	C+	21.6	0.468	21.4	C+	20.5	0.505	+ 0.036	20.3	- 1.2	?	xx.x	x.xxx	xx.x
#38	?	xx.x	x.xxx	xx.x	D	43.2	0.761	47.8	D	43.7	0.782	+ 0.020	49.1	+ 1.3	?	xx.x	x.xxx	xx.x
#39	?	xx.x	x.xxx	xx.x	C	24.5	0.396	27.8	C	24.8	0.420	+ 0.024	27.6	- 0.2	?	xx.x	x.xxx	xx.x
#40	?	xx.x	x.xxx	xx.x	B-	18.3	0.442	20.3	B-	18.4	0.482	+ 0.040	20.5	+ 0.2	?	xx.x	x.xxx	xx.x
#41	?	xx.x	x.xxx	xx.x	C	31.3	0.403	34.5	C-	33.7	0.547	+ 0.145	37.6	+ 3.0	?	xx.x	x.xxx	xx.x
#42	?	xx.x	x.xxx	xx.x	D	42.8	0.614	43.8	D	43.8	0.696	+ 0.082	46.1	+ 2.3	?	xx.x	x.xxx	xx.x
#43	?	xx.x	x.xxx	xx.x	D	40.5	0.627	49.4	E	61.7	0.678	+ 0.051	81.9	+ 32.5	?	xx.x	x.xxx	xx.x
#44	?	xx.x	x.xxx	xx.x	D-	52.7	0.495	62.3	E+	55.1	0.516	+ 0.021	65.3	+ 3.0	?	xx.x	x.xxx	xx.x
#45	?	xx.x	x.xxx	xx.x	C	24.0	0.363	23.9	C	24.7	0.388	+ 0.025	24.4	+ 0.5	?	xx.x	x.xxx	xx.x
#46	?	xx.x	x.xxx	xx.x	C	25.4	0.603	26.1	C	25.8	0.647	+ 0.045	26.8	+ 0.8	?	xx.x	x.xxx	xx.x
#47	?	xx.x	x.xxx	xx.x	C	27.1	0.724	28.8	C	29.7	0.772	+ 0.048	32.0	+ 3.2	?	xx.x	x.xxx	xx.x
#48	?	xx.x	x.xxx	xx.x	E	66.3	0.790	71.9	E	68.5	0.805	+ 0.015	73.2	+ 1.3	?	xx.x	x.xxx	xx.x
#49	?	xx.x	x.xxx	xx.x	D	44.5	0.578	53.5	D	45.0	0.590	+ 0.011	53.6	+ 0.1	?	xx.x	x.xxx	xx.x
#50	?	xx.x	x.xxx	xx.x	C	28.0	0.585	23.8	C	28.8	0.614	+ 0.029	24.4	+ 0.5	?	xx.x	x.xxx	xx.x
#51	?	xx.x	x.xxx	xx.x	C	30.2	0.829	21.2	C	30.7	0.848	+ 0.019	22.1	+ 1.0	?	xx.x	x.xxx	xx.x
#52	?	xx.x	x.xxx	xx.x	B	16.6	0.559	6.8	B	16.7	0.569	+ 0.010	6.9	+ 0.1	?	xx.x	x.xxx	xx.x

Vallco Special Area Specific Plan  
SJ17-1786

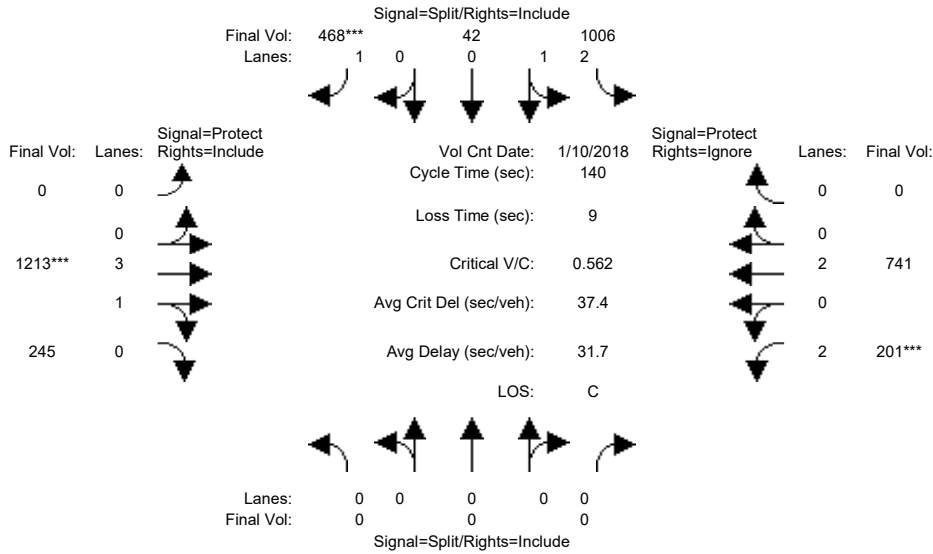
Summary Scenario Comparison Report (With Average Critical Delay)  
Future Volume Alternative

Intersection	???				Existing PM				Existing PM GP w/ Max Residential					???				
	LOS	Avg Del (sec)	Crit V/C	Avg Crit Del (sec)	LOS	Avg Del (sec)	Crit V/C	Avg Crit Del (sec)	LOS	Avg Del (sec)	Crit V/C	Crit V/C Change	Avg Crit Del (sec)	Avg Crit Del Change	LOS	Avg Del (sec)	Crit V/C	Avg Crit Del (sec)
#53	?	xx.x	x.xxx	xx.x	D-	54.2	0.658	56.7	E+	55.6	0.664	+ 0.006	56.8	+ 0.1	?	xx.x	x.xxx	xx.x
#54	?	xx.x	x.xxx	xx.x	B	14.7	0.397	5.2	B	14.7	0.416	+ 0.019	5.2	- 0.1	?	xx.x	x.xxx	xx.x
#55	?	xx.x	x.xxx	xx.x	D	46.7	0.597	53.0	D	46.9	0.616	+ 0.019	53.1	+ 0.0	?	xx.x	x.xxx	xx.x
#56	?	xx.x	x.xxx	xx.x	D	45.7	0.425	51.7	D	46.4	0.430	+ 0.005	51.5	- 0.2	?	xx.x	x.xxx	xx.x
#57	?	xx.x	x.xxx	xx.x	D+	37.8	0.832	45.7	D+	38.1	0.849	+ 0.017	46.6	+ 1.0	?	xx.x	x.xxx	xx.x
#58	?	xx.x	x.xxx	xx.x	C	26.7	0.647	29.2	C	26.8	0.660	+ 0.013	29.4	+ 0.2	?	xx.x	x.xxx	xx.x
#59	?	xx.x	x.xxx	xx.x	B-	18.5	0.502	27.4	B-	18.7	0.514	+ 0.013	27.6	+ 0.2	?	xx.x	x.xxx	xx.x
#60	?	xx.x	x.xxx	xx.x	D	46.3	0.647	48.7	D	47.2	0.663	+ 0.017	50.1	+ 1.4	?	xx.x	x.xxx	xx.x
#61	?	xx.x	x.xxx	xx.x	C+	22.7	0.459	23.0	C+	22.9	0.477	+ 0.018	23.3	+ 0.4	?	xx.x	x.xxx	xx.x
#62	?	xx.x	x.xxx	xx.x	C+	21.1	0.266	24.3	C+	21.5	0.285	+ 0.020	24.8	+ 0.4	?	xx.x	x.xxx	xx.x
#63	?	xx.x	x.xxx	xx.x	D+	37.1	0.538	38.4	D+	37.2	0.545	+ 0.007	38.4	+ 0.0	?	xx.x	x.xxx	xx.x
#64	?	xx.x	x.xxx	xx.x	B	17.1	0.264	16.3	C	25.5	0.614	+ 0.350	26.1	9.8	?	xx.x	x.xxx	xx.x
#65	?	xx.x	x.xxx	xx.x	E	71.5	0.992	89.9	E	73.4	1.01	+ 0.018	93.6	3.7	?	xx.x	x.xxx	xx.x
#66	?	xx.x	x.xxx	xx.x	E+	55.1	0.823	64	E+	57.2	0.838	+ 0.016	67.8	3.8	?	xx.x	x.xxx	xx.x
#67	?	xx.x	x.xxx	xx.x	C	29.2	0.451	33	C	29.7	0.466	+ 0.015	32.8	-0.2	?	xx.x	x.xxx	xx.x

Vallco Special Area Specific Plan  
SJ17-1786

Level Of Service Computation Report  
2000 HCM Operations (Future Volume Alternative)  
Existing PM GP w/ Max Residential

Intersection #1: Stevens Creek Boulevard / SR 85 Ramps (West)



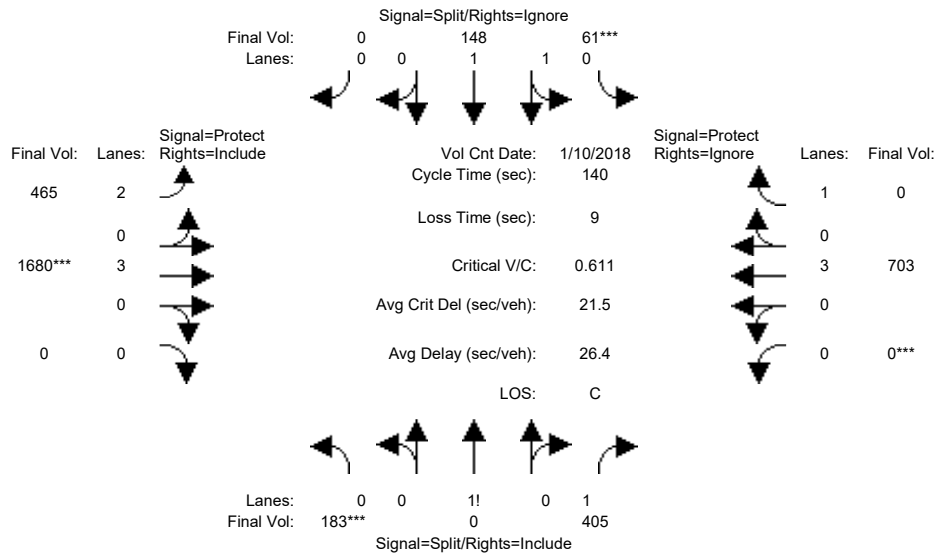
Street Name:	SR-85 (West)						Stevens Creek Boulevard					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	7	10	10	0	10	10	7	10	0
Y+R:	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Volume Module: >> Count Date:	10 Jan 2018 << 05:00:00 PM											
Base Vol:	0	0	0	960	42	468	0	1167	245	201	687	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	960	42	468	0	1167	245	201	687	0
Added Vol:	0	0	0	46	0	0	0	46	0	0	54	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	1006	42	468	0	1213	245	201	741	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	0	0	0	1006	42	468	0	1213	245	201	741	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	1006	42	468	0	1213	245	201	741	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
Final Volume:	0	0	0	1006	42	468	0	1213	245	201	741	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.87	0.95	0.92	0.92	0.99	0.95	0.83	1.00	0.92
Lanes:	0.00	0.00	0.00	2.89	0.11	1.00	0.00	3.30	0.70	2.00	2.00	0.00
Final Sat.:	0	0	0	4750	198	1750	0	6238	1260	3150	3800	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.21	0.21	0.27	0.00	0.19	0.19	0.06	0.20	0.00
Crit Moves:						****		****		****		
Green Time:	0.0	0.0	0.0	66.6	66.6	66.6	0.0	48.5	48.5	15.9	64.4	0.0
Volume/Cap:	0.00	0.00	0.00	0.44	0.44	0.56	0.00	0.56	0.56	0.56	0.42	0.00
Delay/Veh:	0.0	0.0	0.0	24.5	24.5	27.1	0.0	37.4	37.4	60.8	25.6	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	24.5	24.5	27.1	0.0	37.4	37.4	60.8	25.6	0.0
LOS by Move:	A	A	A	C	C	C	A	D+	D+	E	C	A
HCM2kAvgQ:	0	0	0	11	11	15	0	10	10	5	5	0

Note: Queue reported is the number of cars per lane.

Vallco Special Area Specific Plan  
SJ17-1786

Level Of Service Computation Report  
2000 HCM Operations (Future Volume Alternative)  
Existing PM GP w/ Max Residential

Intersection #2: Stevens Creek Boulevard / SR-85 Ramps (East)



Street Name:	SR-85 Ramps (East)						Stevens Creek Boulevard					
	North Bound			South Bound			East Bound			West Bound		
Approach:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0

Volume Module:	>>	Count	Date:	10 Jan 2018	<<	05:00:00 PM						
Base Vol:	183	0	405	61	148	0	465	1588	0	0	649	572
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	183	0	405	61	148	0	465	1588	0	0	649	572
Added Vol:	0	0	0	0	0	0	0	92	0	0	54	65
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	183	0	405	61	148	0	465	1680	0	0	703	637
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	183	0	405	61	148	0	465	1680	0	0	703	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	183	0	405	61	148	0	465	1680	0	0	703	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
Final Volume:	183	0	405	61	148	0	465	1680	0	0	703	0

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.95	0.98	0.92	0.83	1.00	0.92	0.92	1.00	0.92
Lanes:	0.47	0.00	1.53	0.60	1.40	0.00	2.00	3.00	0.00	0.00	3.00	1.00
Final Sat.:	831	0	2669	1080	2619	0	3150	5700	0	0	5700	1750

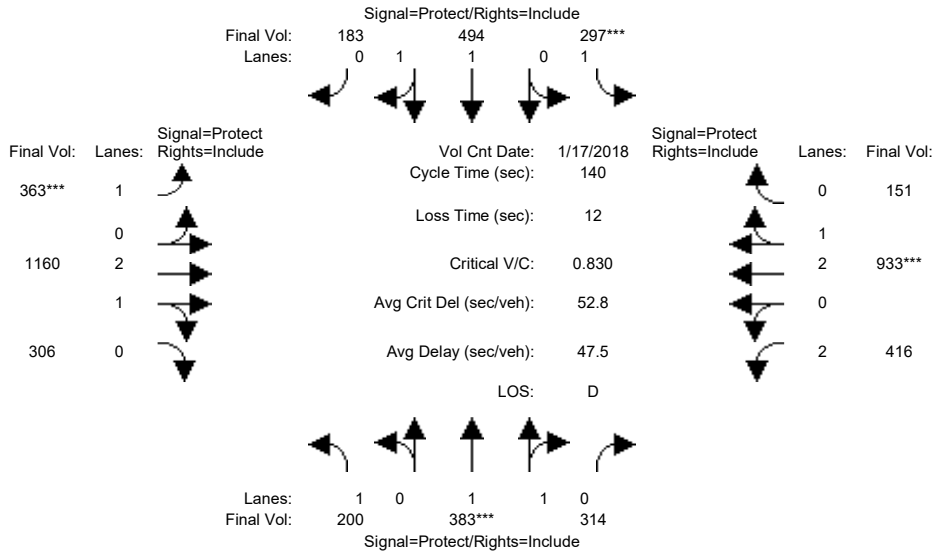
Capacity Analysis Module:												
Vol/Sat:	0.22	0.00	0.15	0.06	0.06	0.00	0.15	0.29	0.00	0.00	0.12	0.00
Crit Moves:	***			***			***			***		
Green Time:	50.5	0.0	50.5	13.0	13.0	0.0	36.8	67.6	0.0	0.0	30.8	0.0
Volume/Cap:	0.61	0.00	0.42	0.61	0.61	0.00	0.56	0.61	0.00	0.00	0.56	0.00
Delay/Veh:	37.9	0.0	33.9	64.3	64.3	0.0	34.9	10.5	0.0	0.0	40.1	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	37.9	0.0	33.9	64.3	64.3	0.0	34.9	10.5	0.0	0.0	40.1	0.0
LOS by Move:	D+	A	C-	E	E	A	C-	B+	A	A	D	A
HCM2kAvgQ:	15	0	9	5	5	0	9	9	0	0	8	0

Note: Queue reported is the number of cars per lane.

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2000 HCM Operations (Future Volume Alternative)  
Existing PM GP w/ Max Residential

Intersection #3: Stelling Road / Stevens Creek Boulevard



Street Name:	Stelling Road						Stevens Creek Boulevard					
	North Bound			South Bound			East Bound			West Bound		
Approach:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:	>>	Count	Date:	17 Jan 2018	<<	05:00:00 PM						
Base Vol:	200	383	310	285	494	183	363	1068	306	409	814	134
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	200	383	310	285	494	183	363	1068	306	409	814	134
Added Vol:	0	0	4	12	0	0	0	92	0	7	119	17
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	200	383	314	297	494	183	363	1160	306	416	933	151
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	200	383	314	297	494	183	363	1160	306	416	933	151
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	200	383	314	297	494	183	363	1160	306	416	933	151
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	200	383	314	297	494	183	363	1160	306	416	933	151

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.95	0.92	0.98	0.95	0.92	0.99	0.95	0.83	0.99	0.95
Lanes:	1.00	1.07	0.93	1.00	1.44	0.56	1.00	2.35	0.65	2.00	2.57	0.43
Final Sat.:	1750	2032	1666	1750	2699	1000	1750	4430	1168	3150	4819	780

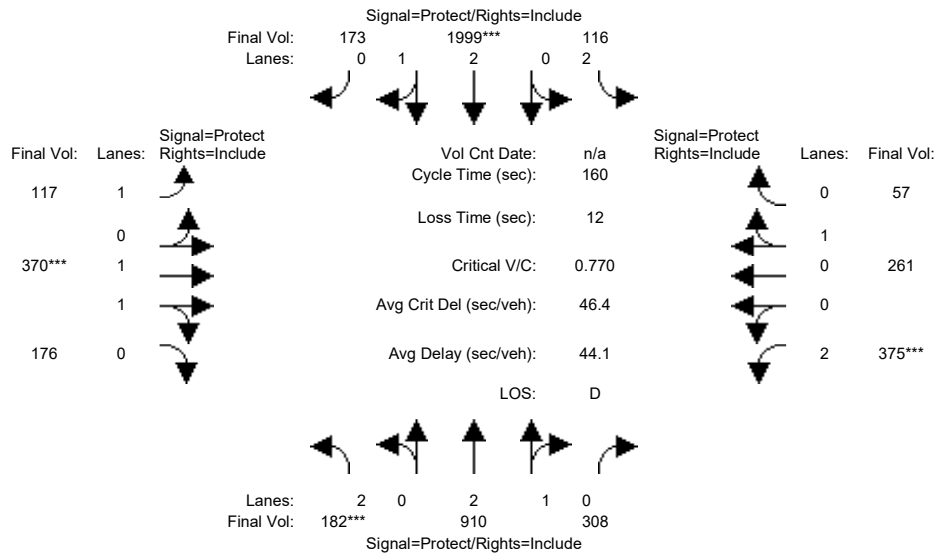
Capacity Analysis Module:												
Vol/Sat:	0.11	0.19	0.19	0.17	0.18	0.18	0.21	0.26	0.26	0.13	0.19	0.19
Crit Moves:	****			****			****			****		
Green Time:	23.2	31.8	31.8	28.6	37.2	37.2	35.0	44.9	44.9	22.7	32.6	32.6
Volume/Cap:	0.69	0.83	0.83	0.83	0.69	0.69	0.83	0.82	0.82	0.82	0.83	0.83
Delay/Veh:	61.9	58.6	58.6	68.4	48.3	48.3	51.3	33.0	33.0	59.2	45.3	45.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	61.9	58.6	58.6	68.4	48.3	48.3	51.3	33.0	33.0	59.2	45.3	45.3
LOS by Move:	E	E+	E+	E	D	D	D-	C-	C-	E+	D	D
HCM2kAvgQ:	10	17	17	15	14	14	15	18	18	10	15	15

Note: Queue reported is the number of cars per lane.

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2000 HCM Operations (Future Volume Alternative)  
Existing PM GP w/ Max Residential

Intersection #4: Sunnyvale Saratoga Road / Remington Drive



Street Name:	Sunnyvale Saratoga Road						Remington Drive					
	North Bound			South Bound			East Bound			West Bound		
Approach:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:												
Base Vol:	173	862	299	116	1957	173	117	370	169	368	261	57
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	173	862	299	116	1957	173	117	370	169	368	261	57
Added Vol:	9	48	9	0	42	0	0	0	7	7	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	182	910	308	116	1999	173	117	370	176	375	261	57
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	182	910	308	116	1999	173	117	370	176	375	261	57
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	182	910	308	116	1999	173	117	370	176	375	261	57
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	182	910	308	116	1999	173	117	370	176	375	261	57

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	0.99	0.95	0.83	0.99	0.95	0.92	0.99	0.95	0.83	0.95	0.95
Lanes:	2.00	2.21	0.79	2.00	2.75	0.25	1.00	1.34	0.66	2.00	0.82	0.18
Final Sat.:	3150	4182	1415	3150	5153	446	1750	2506	1192	3150	1477	323

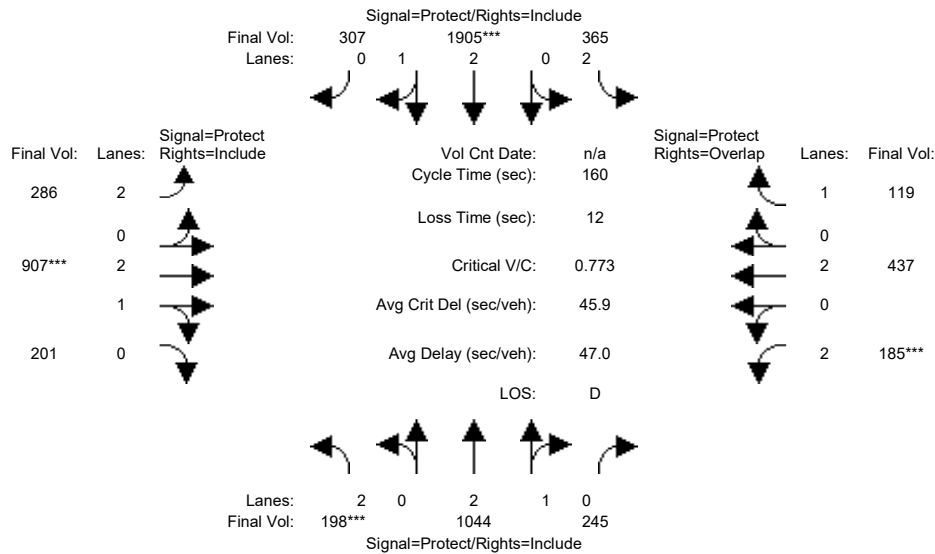
Capacity Analysis Module:												
Vol/Sat:	0.06	0.22	0.22	0.04	0.39	0.39	0.07	0.15	0.15	0.12	0.18	0.18
Crit Moves:	***			****			****			****		
Green Time:	12.0	77.1	77.1	15.5	80.6	80.6	15.2	30.7	30.7	24.7	40.2	40.2
Volume/Cap:	0.77	0.45	0.45	0.38	0.77	0.77	0.70	0.77	0.77	0.77	0.70	0.70
Delay/Veh:	86.9	27.6	27.6	68.5	33.5	33.5	83.0	66.5	66.5	72.3	59.4	59.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	86.9	27.6	27.6	68.5	33.5	33.5	83.0	66.5	66.5	72.3	59.4	59.4
LOS by Move:	F	C	C	E	C-	C-	F	E	E	E	E+	E+
HCM2kAvgQ:	5	13	13	3	29	29	7	14	14	12	16	16

Note: Queue reported is the number of cars per lane.

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Intersection #5: Sunnyvale Saratoga Road / Fremont Avenue



Street Name:	Sunnyvale Saratoga Road						Fremont Avenue					
	North Bound			South Bound			East Bound			West Bound		
Approach:												
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:												
Base Vol:	186	998	245	348	1867	307	286	907	195	185	437	99
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	186	998	245	348	1867	307	286	907	195	185	437	99
Added Vol:	12	46	0	17	38	0	0	0	6	0	0	20
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	198	1044	245	365	1905	307	286	907	201	185	437	119
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	198	1044	245	365	1905	307	286	907	201	185	437	119
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	198	1044	245	365	1905	307	286	907	201	185	437	119
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	198	1044	245	365	1905	307	286	907	201	185	437	119

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	0.99	0.95	0.83	0.99	0.95	0.83	0.99	0.95	0.83	1.00	0.92
Lanes:	2.00	2.41	0.59	2.00	2.57	0.43	2.00	2.44	0.56	2.00	2.00	1.00
Final Sat.:	3150	4534	1064	3150	4822	777	3150	4583	1016	3150	3800	1750

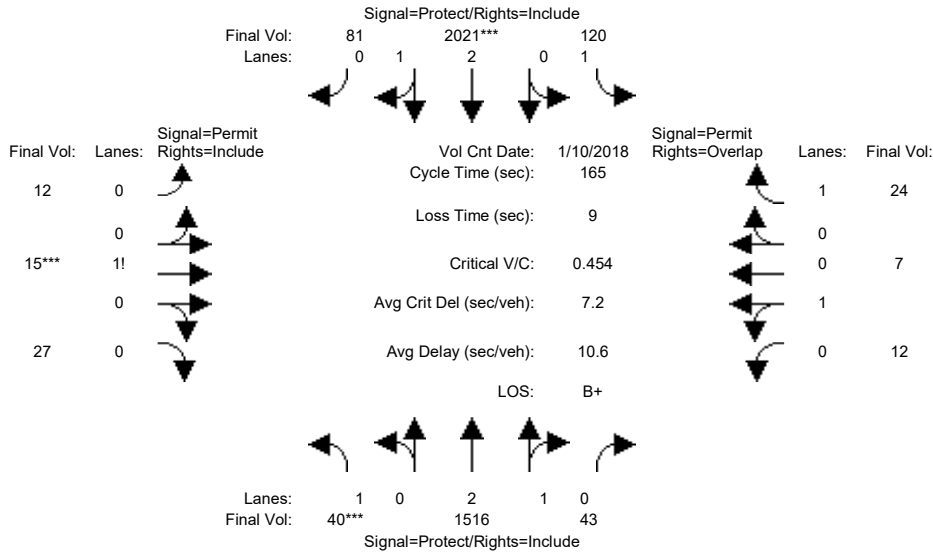
Capacity Analysis Module:												
Vol/Sat:	0.06	0.23	0.23	0.12	0.40	0.40	0.09	0.20	0.20	0.06	0.12	0.07
Crit Moves:	***			****			****			****		
Green Time:	13.0	63.1	63.1	31.8	81.8	81.8	23.5	41.0	41.0	12.2	29.7	61.5
Volume/Cap:	0.77	0.58	0.58	0.58	0.77	0.77	0.62	0.77	0.77	0.77	0.62	0.18
Delay/Veh:	85.6	38.5	38.5	59.6	32.9	32.9	66.7	57.8	57.8	86.9	61.6	32.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	85.6	38.5	38.5	59.6	32.9	32.9	66.7	57.8	57.8	86.9	61.6	32.7
LOS by Move:	F	D+	D+	E+	C-	C-	E	E+	E+	F	E	C-
HCM2kAvgQ:	6	16	16	9	29	29	9	18	18	6	10	4

Note: Queue reported is the number of cars per lane.

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Existing PM GP w/ Max Residential

Intersection #6: Sunnyvale Saratoga Road / Cheyenne Drive



Street Name:	Sunnyvale Saratoga Road						Cheyenne Drive					
	North Bound			South Bound			East Bound			West Bound		
Approach:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:	>>	Count	Date:	10 Jan 2018	<<	05:00:00 PM						
Base Vol:	40	1458	43	120	1977	81	12	15	27	12	7	24
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	40	1458	43	120	1977	81	12	15	27	12	7	24
Added Vol:	0	58	0	0	44	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	40	1516	43	120	2021	81	12	15	27	12	7	24
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	40	1516	43	120	2021	81	12	15	27	12	7	24
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	40	1516	43	120	2021	81	12	15	27	12	7	24
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	40	1516	43	120	2021	81	12	15	27	12	7	24

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	0.98	0.95	0.92	0.92	0.92	0.95	0.95	0.92
Lanes:	1.00	2.91	0.09	1.00	2.88	0.12	0.22	0.28	0.50	0.63	0.37	1.00
Final Sat.:	1750	5445	154	1750	5384	216	389	486	875	1137	663	1750

Capacity Analysis Module:												
Vol/Sat:	0.02	0.28	0.28	0.07	0.38	0.38	0.03	0.03	0.03	0.01	0.01	0.01
Crit Moves:	***			****			****					
Green Time:	8.3	116	116.2	28.6	136	136.5	11.2	11.2	11.2	11.2	11.2	39.8
Volume/Cap:	0.45	0.40	0.40	0.40	0.45	0.45	0.45	0.45	0.45	0.16	0.16	0.06
Delay/Veh:	79.8	10.1	10.1	61.4	4.0	4.0	76.7	76.7	76.7	73.0	73.0	48.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	79.8	10.1	10.1	61.4	4.0	4.0	76.7	76.7	76.7	73.0	73.0	48.2
LOS by Move:	E-	B+	B+	E	A	A	E-	E-	E-	E	E	D
HCM2kAvgQ:	2	11	11	5	10	10	3	3	3	1	1	1

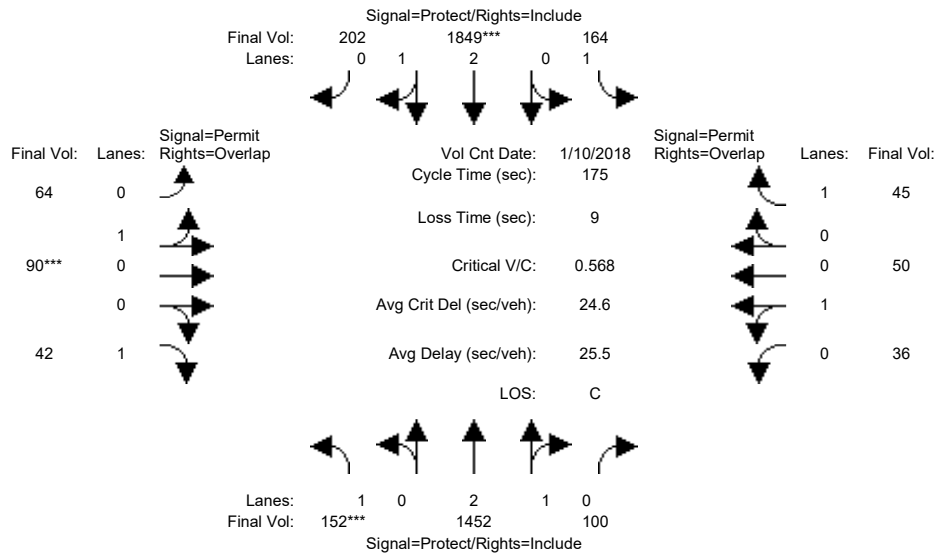
Note: Queue reported is the number of cars per lane.



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Intersection #7: Sunnyvale Saratoga Road / Alberta Avenue



Street Name:	Sunnyvale Saratoga Road						Alberta Avenue					
	North Bound			South Bound			East Bound			West Bound		
Approach:												
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:	>>	Count	Date:	10 Jan 2018	<<	05:00:00 PM						
Base Vol:	152	1394	100	164	1805	202	64	90	42	36	50	45
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	152	1394	100	164	1805	202	64	90	42	36	50	45
Added Vol:	0	58	0	0	44	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	152	1452	100	164	1849	202	64	90	42	36	50	45
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	152	1452	100	164	1849	202	64	90	42	36	50	45
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	152	1452	100	164	1849	202	64	90	42	36	50	45
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	152	1452	100	164	1849	202	64	90	42	36	50	45

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	0.99	0.95	0.95	0.95	0.92	0.95	0.95	0.92
Lanes:	1.00	2.80	0.20	1.00	2.69	0.31	0.42	0.58	1.00	0.42	0.58	1.00
Final Sat.:	1750	5239	361	1750	5048	551	748	1052	1750	753	1047	1750

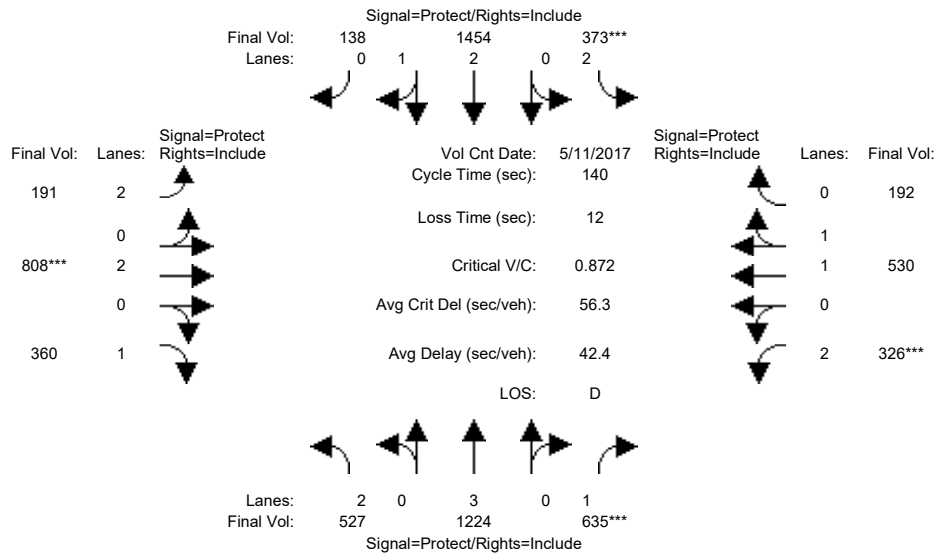
Capacity Analysis Module:												
Vol/Sat:	0.09	0.28	0.28	0.09	0.37	0.37	0.09	0.09	0.02	0.05	0.05	0.03
Crit Moves:	***			****			****					
Green Time:	26.8	104	104.4	35.3	113	112.9	26.4	26.4	53.1	26.4	26.4	61.6
Volume/Cap:	0.57	0.46	0.46	0.46	0.57	0.57	0.57	0.57	0.08	0.32	0.32	0.07
Delay/Veh:	71.6	19.8	19.8	62.5	17.6	17.6	71.9	71.9	43.5	67.0	67.0	37.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	71.6	19.8	19.8	62.5	17.6	17.6	71.9	71.9	43.5	67.0	67.0	37.7
LOS by Move:	E	B-	B-	E	B	B	E	E	D	E	E	D+
HCM2kAvgQ:	8	15	15	8	20	20	9	9	2	4	4	2

Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report  
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Existing PM GP w/ Max Residential

Intersection #8: De Anza Boulevard / Homestead Road



Street Name:	De Anza Boulevard						Homestead Road					
	North Bound			South Bound			East Bound			West Bound		
Approach:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:	>>	Count	Date:	11 May 2017	<<	05:00:00 PM						
Base Vol:	507	1193	635	349	1434	138	191	790	343	326	510	165
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	507	1193	635	349	1434	138	191	790	343	326	510	165
Added Vol:	20	31	0	24	20	0	0	18	17	0	20	27
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	527	1224	635	373	1454	138	191	808	360	326	530	192
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	527	1224	635	373	1454	138	191	808	360	326	530	192
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	527	1224	635	373	1454	138	191	808	360	326	530	192
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	527	1224	635	373	1454	138	191	808	360	326	530	192

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	0.99	0.95	0.83	1.00	0.92	0.83	0.98	0.95
Lanes:	2.00	3.00	1.00	2.00	2.73	0.27	2.00	2.00	1.00	2.00	1.45	0.55
Final Sat.:	3150	5700	1750	3150	5114	485	3150	3800	1750	3150	2715	984

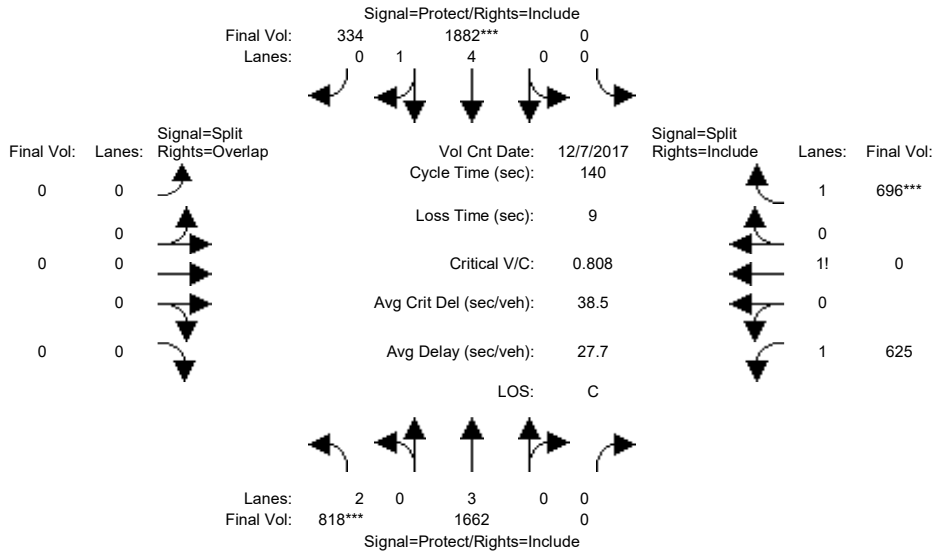
Capacity Analysis Module:												
Vol/Sat:	0.17	0.21	0.36	0.12	0.28	0.28	0.06	0.21	0.21	0.10	0.20	0.20
Crit Moves:			****	****				****		****		
Green Time:	28.6	58.2	58.2	19.0	48.6	48.6	12.0	34.1	34.1	16.6	38.7	38.7
Volume/Cap:	0.82	0.52	0.87	0.87	0.82	0.82	0.71	0.87	0.84	0.87	0.71	0.71
Delay/Veh:	52.2	16.2	30.9	70.6	29.7	29.7	70.5	59.9	64.6	80.2	47.8	47.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	52.2	16.2	30.9	70.6	29.7	29.7	70.5	59.9	64.6	80.2	47.8	47.8
LOS by Move:	D-	B	C	E	C	C	E	E+	E	F	D	D
HCM2kAvgQ:	15	9	26	10	19	19	5	17	16	9	13	13

Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report  
2000 HCM Operations (Future Volume Alternative)  
Existing PM GP w/ Max Residential

Intersection #9: De Anza Boulevard / I-280 Ramps (North)



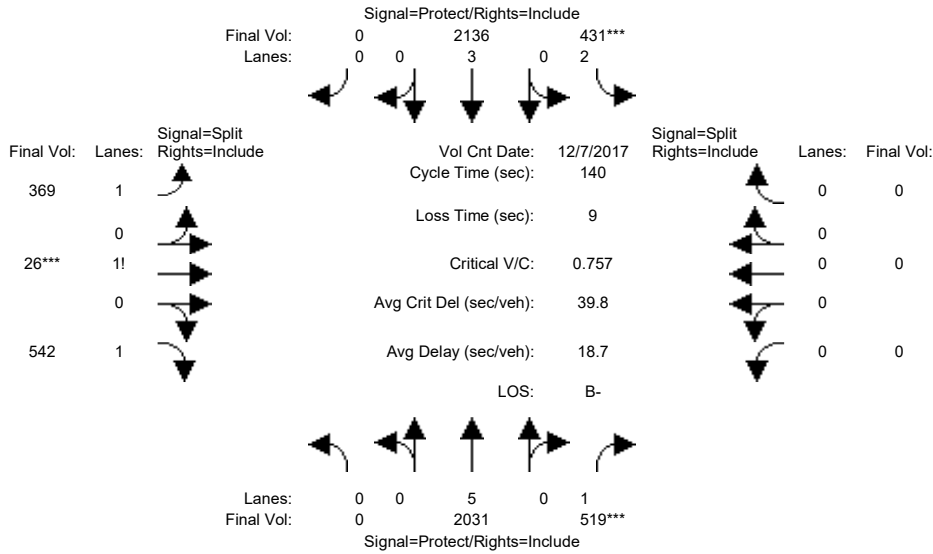
Street Name:	De Anza Boulevard						I-280 Ramps (North)					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	0	0	0	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	5.0	5.0	5.0	4.0	4.0	4.0
Volume Module: >> Count Date:	7 Dec 2017 << 05:00:00 PM											
Base Vol:	762	1616	0	0	1845	334	0	0	0	625	0	692
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	762	1616	0	0	1845	334	0	0	0	625	0	692
Added Vol:	56	46	0	0	37	0	0	0	0	0	0	4
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	818	1662	0	0	1882	334	0	0	0	625	0	696
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	818	1662	0	0	1882	334	0	0	0	625	0	696
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	818	1662	0	0	1882	334	0	0	0	625	0	696
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	818	1662	0	0	1882	334	0	0	0	625	0	696
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.92	1.00	0.95	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	2.00	3.00	0.00	0.00	4.21	0.79	0.00	0.00	0.00	1.47	0.00	1.53
Final Sat.:	3150	5700	0	0	7981	1416	0	0	0	2578	0	2672
Capacity Analysis Module:												
Vol/Sat:	0.26	0.29	0.00	0.00	0.24	0.24	0.00	0.00	0.00	0.24	0.00	0.26
Crit Moves:	***			****						****		
Green Time:	45.0	85.9	0.0	0.0	40.9	40.9	0.0	0.0	0.0	45.1	0.0	45.1
Volume/Cap:	0.81	0.48	0.00	0.00	0.81	0.81	0.00	0.00	0.00	0.75	0.00	0.81
Delay/Veh:	34.7	0.1	0.0	0.0	35.2	35.2	0.0	0.0	0.0	44.3	0.0	46.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	34.7	0.1	0.0	0.0	35.2	35.2	0.0	0.0	0.0	44.3	0.0	46.6
LOS by Move:	C-	A	A	A	D+	D+	A	A	A	D	A	D
HCM2kAvgQ:	18	1	0	0	18	18	0	0	0	19	0	21

Note: Queue reported is the number of cars per lane.

Vallco Special Area Specific Plan  
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Level Of Service Computation Report  
2000 HCM Operations (Future Volume Alternative)  
Existing PM GP w/ Max Residential

Intersection #10: De Anza Boulevard / I-280 Ramps (South)



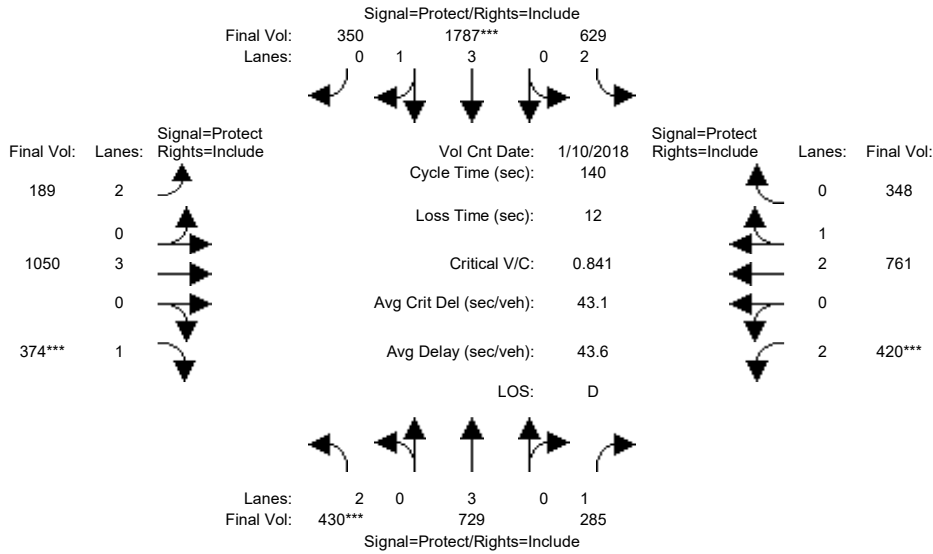
Street Name:	De Anza Boulevard						I-280 Ramps (South)					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	5.0	5.0	5.0
Volume Module: >> Count Date:	7 Dec 2017 << 05:00:00 PM											
Base Vol:	0	1929	519	428	2102	0	369	26	507	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	1929	519	428	2102	0	369	26	507	0	0	0
Added Vol:	0	102	0	3	34	0	0	0	35	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	2031	519	431	2136	0	369	26	542	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	2031	519	431	2136	0	369	26	542	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	2031	519	431	2136	0	369	26	542	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	0	2031	519	431	2136	0	369	26	542	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.83	1.00	0.92	0.92	0.92	0.92	0.92	1.00	0.92
Lanes:	0.00	5.00	1.00	2.00	3.00	0.00	1.38	0.05	1.57	0.00	0.00	0.00
Final Sat.:	0	9500	1750	3150	5700	0	2421	94	2735	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.21	0.30	0.14	0.37	0.00	0.15	0.28	0.20	0.00	0.00	0.00
Crit Moves:	****			****			****					
Green Time:	0.0	54.8	54.8	25.3	80.1	0.0	50.9	50.9	50.9	0.0	0.0	0.0
Volume/Cap:	0.00	0.55	0.76	0.76	0.65	0.00	0.42	0.76	0.55	0.00	0.00	0.00
Delay/Veh:	0.0	19.0	25.9	52.2	2.7	0.0	33.6	41.9	35.8	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	19.0	25.9	52.2	2.7	0.0	33.6	41.9	35.8	0.0	0.0	0.0
LOS by Move:	A	B-	C	D-	A	A	C-	D	D+	A	A	A
HCM2kAvgQ:	0	9	17	10	4	0	9	21	13	0	0	0

Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report  
2000 HCM Operations (Future Volume Alternative)  
Existing PM GP w/ Max Residential

Intersection #11: De Anza Boulevard / Stevens Creek Boulevard



Street Name:	De Anza Boulevard						Stevens Creek Boulevard					
	North Bound			South Bound			East Bound			West Bound		
Approach:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:	>>	Count	Date:	10 Jan 2018	<<	05:00:00 PM						
Base Vol:	430	729	218	560	1787	350	189	942	374	275	618	246
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	430	729	218	560	1787	350	189	942	374	275	618	246
Added Vol:	0	0	67	69	0	0	0	108	0	145	143	102
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	430	729	285	629	1787	350	189	1050	374	420	761	348
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	430	729	285	629	1787	350	189	1050	374	420	761	348
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	430	729	285	629	1787	350	189	1050	374	420	761	348
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	430	729	285	629	1787	350	189	1050	374	420	761	348

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	0.99	0.95	0.83	1.00	0.92	0.83	1.00	0.95
Lanes:	2.00	3.00	1.00	2.00	3.32	0.68	2.00	3.00	1.00	2.00	2.02	0.98
Final Sat.:	3150	5700	1750	3150	6270	1228	3150	5700	1750	3150	3840	1756

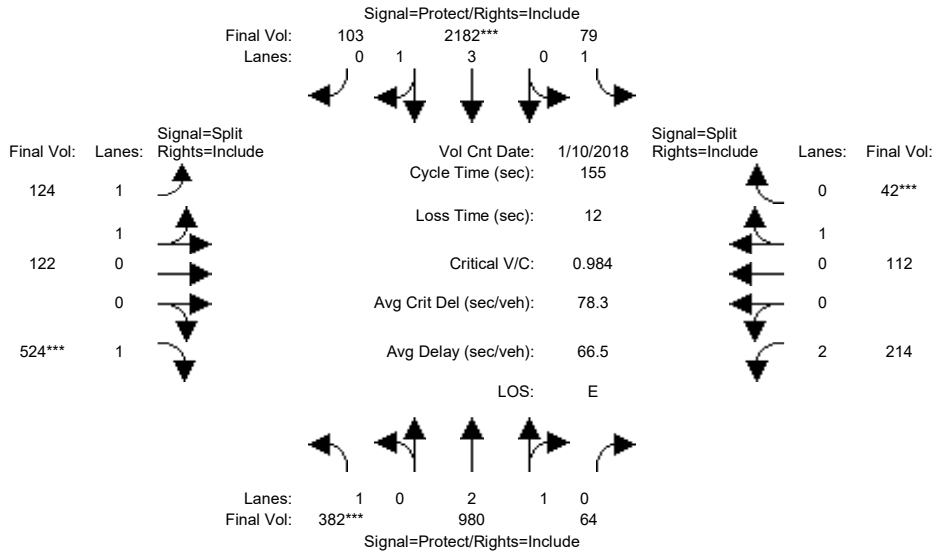
Capacity Analysis Module:												
Vol/Sat:	0.14	0.13	0.16	0.20	0.29	0.29	0.06	0.18	0.21	0.13	0.20	0.20
Crit Moves:	***			****			****			****		
Green Time:	22.7	31.5	31.5	38.7	47.5	47.5	13.4	35.6	35.6	22.2	44.4	44.4
Volume/Cap:	0.84	0.57	0.72	0.72	0.84	0.84	0.63	0.72	0.84	0.84	0.63	0.63
Delay/Veh:	61.4	39.4	46.9	37.2	30.8	30.8	64.9	49.6	62.9	69.3	41.4	41.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	61.4	39.4	46.9	37.2	30.8	30.8	64.9	49.6	62.9	69.3	41.4	41.4
LOS by Move:	E	D	D	D+	C	C	E	D	E	E	D	D
HCM2kAvgQ:	11	8	11	13	20	20	4	13	16	11	12	12

Note: Queue reported is the number of cars per lane.

Vallco Special Area Specific Plan  
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Level Of Service Computation Report  
2000 HCM Operations (Future Volume Alternative)  
Existing PM GP w/ Max Residential

Intersection #12: De Anza Boulevard / McClellan Road



Street Name:	De Anza Boulevard						McClellan Road					
	North Bound			South Bound			East Bound			West Bound		
Approach:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:	>>	Count	Date:	10 Jan 2018	<<	05:00:00 PM						
Base Vol:	382	913	64	79	2037	103	124	122	524	214	112	42
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	382	913	64	79	2037	103	124	122	524	214	112	42
Added Vol:	0	67	0	0	145	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	382	980	64	79	2182	103	124	122	524	214	112	42
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	382	980	64	79	2182	103	124	122	524	214	112	42
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	382	980	64	79	2182	103	124	122	524	214	112	42
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	382	980	64	79	2182	103	124	122	524	214	112	42

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	0.99	0.95	0.92	0.95	0.92	0.83	0.95	0.95
Lanes:	1.00	2.81	0.19	1.00	3.81	0.19	1.02	0.98	1.00	2.00	0.73	0.27
Final Sat.:	1750	5256	343	1750	7161	338	1789	1760	1750	3150	1309	491

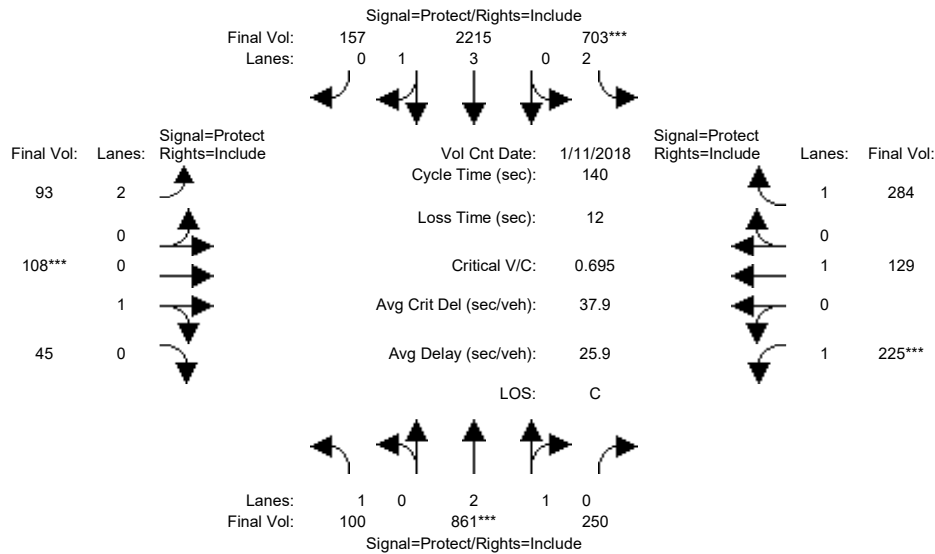
Capacity Analysis Module:												
Vol/Sat:	0.22	0.19	0.19	0.05	0.30	0.30	0.07	0.07	0.30	0.07	0.09	0.09
Crit Moves:	***			****			****			****		
Green Time:	34.4	66.3	66.3	16.1	48.0	48.0	47.2	47.2	47.2	13.5	13.5	13.5
Volume/Cap:	0.98	0.44	0.44	0.44	0.98	0.98	0.23	0.23	0.98	0.78	0.98	0.98
Delay/Veh:	101.4	31.3	31.3	66.9	68.2	68.2	40.4	40.4	88.3	82.8	138	137.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	101.4	31.3	31.3	66.9	68.2	68.2	40.4	40.4	88.3	82.8	138	137.6
LOS by Move:	F	C	C	E	E	E	D	D	F	F	F	F
HCM2kAvgQ:	22	11	11	4	29	29	5	5	32	8	11	11

Note: Queue reported is the number of cars per lane.

Vallco Special Area Specific Plan  
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Level Of Service Computation Report  
2000 HCM Operations (Future Volume Alternative)  
Existing PM GP w/ Max Residential

Intersection #13: De Anza Boulevard / Bollinger Road



Street Name:	De Anza Boulevard						Bollinger road					
	North Bound			South Bound			East Bound			West Bound		
Approach:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	10	10	10	7	10	10	10	10	10
Y+R:	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0

Volume Module:	>>	Count	Date:	11 Jan 2018	<<	05:00:00 PM											
Base Vol:	100	796	249	702	2075	154	91	106	45	223	126	284					
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00					
Initial Bse:	100	796	249	702	2075	154	91	106	45	223	126	284					
Added Vol:	0	65	1	1	140	3	2	2	0	2	3	0					
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0					
Initial Fut:	100	861	250	703	2215	157	93	108	45	225	129	284					
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00					
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00					
PHF Volume:	100	861	250	703	2215	157	93	108	45	225	129	284					
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0					
Reduced Vol:	100	861	250	703	2215	157	93	108	45	225	129	284					
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00					
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00					
Final Volume:	100	861	250	703	2215	157	93	108	45	225	129	284					

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.99	0.95	0.83	0.99	0.95	0.83	0.95	0.95	0.92	1.00	0.92
Lanes:	1.00	2.30	0.70	2.00	3.72	0.28	2.00	0.71	0.29	1.00	1.00	1.00
Final Sat.:	1750	4338	1260	3150	7003	496	3150	1271	529	1750	1900	1750

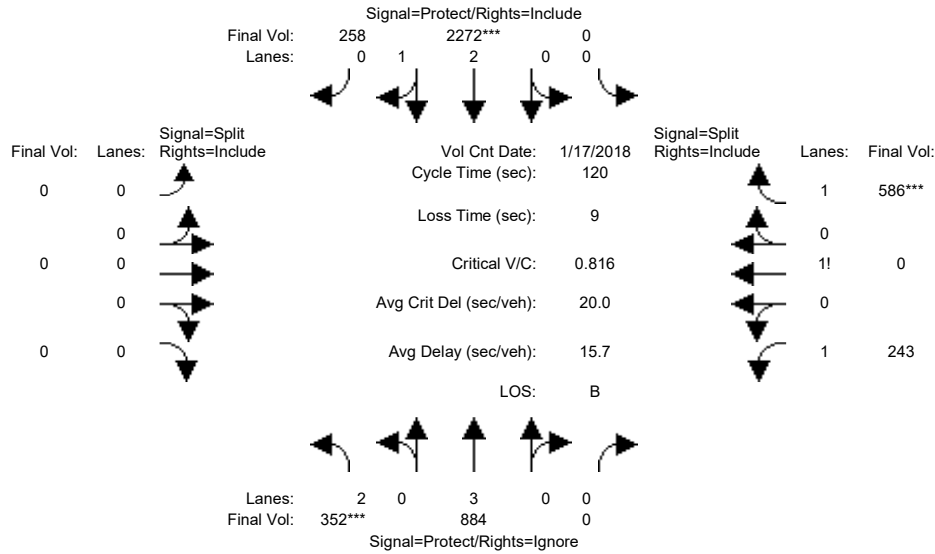
Capacity Analysis Module:												
Vol/Sat:	0.06	0.20	0.20	0.22	0.32	0.32	0.03	0.09	0.09	0.13	0.07	0.16
Crit Moves:	****			****			****			****		
Green Time:	13.0	40.0	40.0	45.0	72.0	72.0	10.1	17.1	17.1	25.9	32.9	32.9
Volume/Cap:	0.62	0.69	0.69	0.69	0.62	0.62	0.41	0.69	0.69	0.69	0.29	0.69
Delay/Veh:	63.8	34.0	34.0	30.5	7.4	7.4	63.3	68.2	68.2	59.8	44.3	53.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	63.8	34.0	34.0	30.5	7.4	7.4	63.3	68.2	68.2	59.8	44.3	53.9
LOS by Move:	E	C-	C-	C	A	A	E	E	E	E+	D	D-
HCM2kAvgQ:	4	13	13	12	7	7	3	8	8	10	4	12

Note: Queue reported is the number of cars per lane.

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Intersection #14: De Anza Boulevard / SR-85 Ramps (North)



Street Name:	De Anza Boulevard						SR-85 Ramps (North)					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	0	0	0	7	10	10
Y+R:	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0

Volume Module:	>>	Count	Date:	17 Jan 2018	<<	05:00:00 PM						
Base Vol:	352	863	0	0	2130	258	0	0	0	243	0	541
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	352	863	0	0	2130	258	0	0	0	243	0	541
Added Vol:	0	21	0	0	142	0	0	0	0	0	0	45
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	352	884	0	0	2272	258	0	0	0	243	0	586
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	352	884	0	0	2272	258	0	0	0	243	0	586
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	352	884	0	0	2272	258	0	0	0	243	0	586
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	352	884	0	0	2272	258	0	0	0	243	0	586

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.92	0.99	0.95	0.92	1.00	0.92	0.92	1.00	0.95
Lanes:	2.00	3.00	0.00	0.00	2.68	0.32	0.00	0.00	0.00	1.30	0.00	1.70
Final Sat.:	3150	5700	0	0	5028	571	0	0	0	2273	0	3062

Capacity Analysis Module:												
Vol/Sat:	0.11	0.16	0.00	0.00	0.45	0.45	0.00	0.00	0.00	0.11	0.00	0.19
Crit Moves:	***				****							****
Green Time:	16.4	82.9	0.0	0.0	66.4	66.4	0.0	0.0	0.0	28.1	0.0	28.1
Volume/Cap:	0.82	0.22	0.00	0.00	0.82	0.82	0.00	0.00	0.00	0.46	0.00	0.82
Delay/Veh:	56.5	0.0	0.0	0.0	5.6	5.6	0.0	0.0	0.0	39.6	0.0	48.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	56.5	0.0	0.0	0.0	5.6	5.6	0.0	0.0	0.0	39.6	0.0	48.7
LOS by Move:	E+	A	A	A	A	A	A	A	A	D	A	D
HCM2kAvgQ:	8	0	0	0	12	12	0	0	0	7	0	15

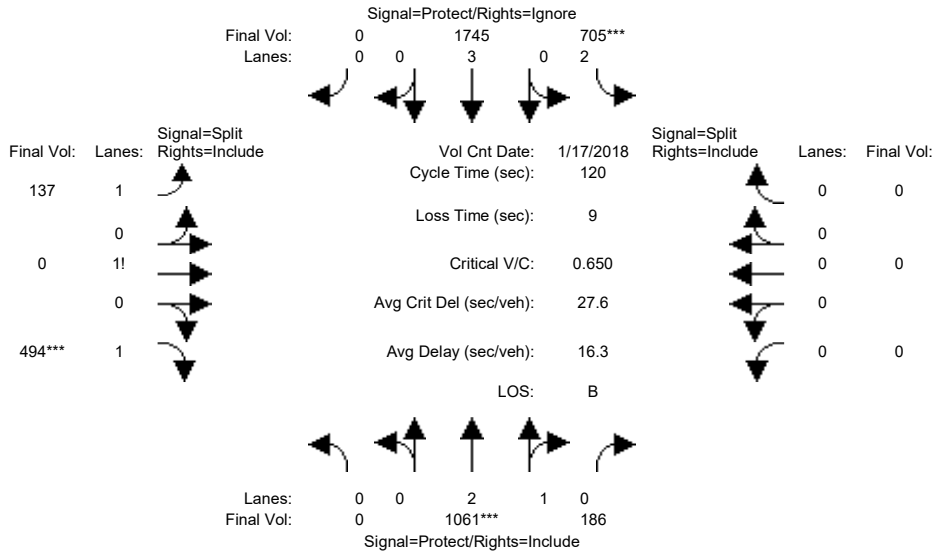
Note: Queue reported is the number of cars per lane.



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Intersection #15: De Anza Boulevard / SR-85 Ramps (South)



Street Name:	De Anza Boulevard						SR-85 Ramps (South)					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	0	0	0
Y+R:	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0

Volume Module:	>>	Count	Date:	17 Jan 2018	<<	05:00:00 PM						
Base Vol:	0	1040	186	605	1704	0	137	0	494	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	1040	186	605	1704	0	137	0	494	0	0	0
Added Vol:	0	21	0	100	41	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	1061	186	705	1745	0	137	0	494	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	1061	186	705	1745	0	137	0	494	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1061	186	705	1745	0	137	0	494	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	0	1061	186	705	1745	0	137	0	494	0	0	0

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.99	0.95	0.83	1.00	0.92	0.92	1.00	0.95	0.92	1.00	0.92
Lanes:	0.00	2.54	0.46	2.00	3.00	0.00	1.22	0.00	1.78	0.00	0.00	0.00
Final Sat.:	0	4764	835	3150	5700	0	2138	0	3201	0	0	0

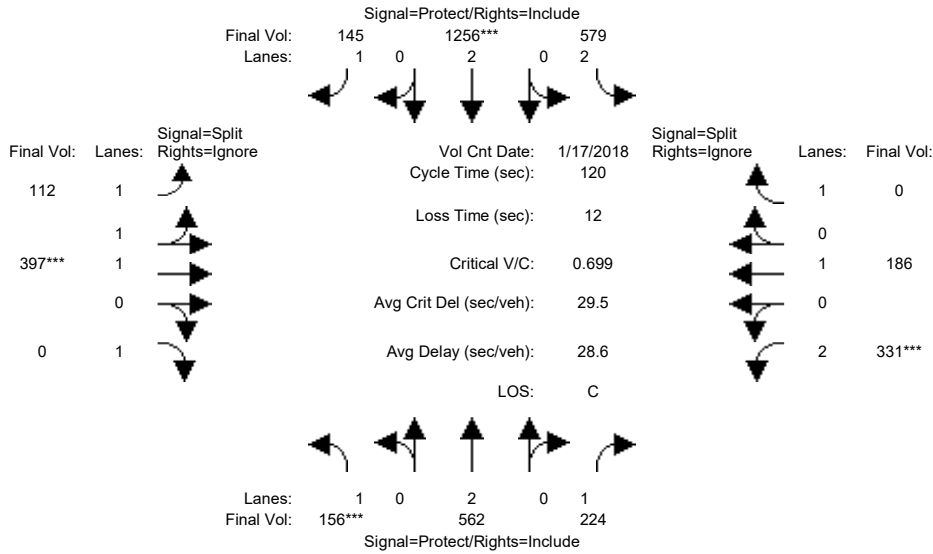
Capacity Analysis Module:												
Vol/Sat:	0.00	0.22	0.22	0.22	0.31	0.00	0.06	0.00	0.15	0.00	0.00	0.00
Crit Moves:	****			****			****			****		
Green Time:	0.0	41.1	41.1	41.3	82.5	0.0	28.5	0.0	28.5	0.0	0.0	0.0
Volume/Cap:	0.00	0.65	0.65	0.65	0.45	0.00	0.27	0.00	0.65	0.00	0.00	0.00
Delay/Veh:	0.0	22.5	22.5	23.0	0.1	0.0	37.3	0.0	42.8	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	22.5	22.5	23.0	0.1	0.0	37.3	0.0	42.8	0.0	0.0	0.0
LOS by Move:	A	C+	C+	C+	A	A	D+	A	D	A	A	A
HCM2kAvgQ:	0	11	11	10	0	0	4	0	11	0	0	0

Note: Queue reported is the number of cars per lane.

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Intersection #16: De Anza Boulevard/Saratoga-Sunnyvale Road / Prospect Road



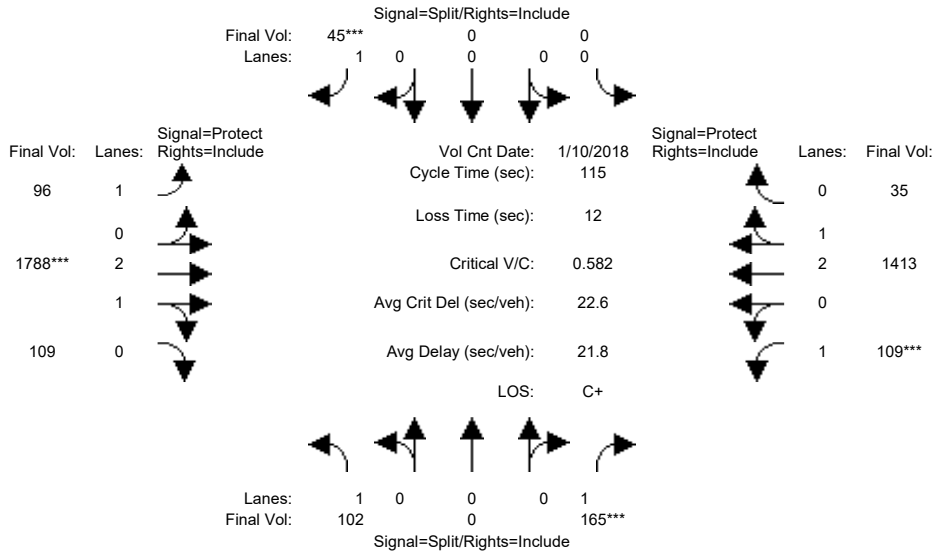
Street Name: De Anza Boulevard/Saratoga-Sunnyv	Prospect Road											
	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Volume Module: >> Count Date: 17 Jan 2018 << 05:00:00 PM												
Base Vol:	156	546	224	579	1226	133	107	397	461	331	186	241
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	156	546	224	579	1226	133	107	397	461	331	186	241
Added Vol:	0	16	0	0	30	12	5	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	156	562	224	579	1256	145	112	397	461	331	186	241
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Volume:	156	562	224	579	1256	145	112	397	0	331	186	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	156	562	224	579	1256	145	112	397	0	331	186	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
Final Volume:	156	562	224	579	1256	145	112	397	0	331	186	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.92	0.83	1.00	0.92
Lanes:	1.00	2.00	1.00	2.00	2.00	1.00	1.00	2.00	1.00	2.00	1.00	1.00
Final Sat.:	1750	3800	1750	3150	3800	1750	1750	3800	1750	3150	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.09	0.15	0.13	0.18	0.33	0.08	0.06	0.10	0.00	0.11	0.10	0.00
Crit Moves:	***				***			***		***		
Green Time:	15.3	32.1	32.1	39.9	56.7	56.7	17.9	17.9	0.0	18.0	18.0	0.0
Volume/Cap:	0.70	0.55	0.48	0.55	0.70	0.18	0.43	0.70	0.00	0.70	0.65	0.00
Delay/Veh:	54.7	29.2	28.7	22.5	11.3	7.4	46.6	51.5	0.0	53.0	53.3	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	54.7	29.2	28.7	22.5	11.3	7.4	46.6	51.5	0.0	53.0	53.3	0.0
LOS by Move:	D-	C	C	C+	B+	A	D	D-	A	D-	D-	A
HCM2kAvgQ:	7	8	7	8	11	1	4	8	0	7	7	0

Note: Queue reported is the number of cars per lane.

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Intersection #17: Torre Avenue-Vista Drive / Stevens Creek Boulevard



Street Name:	Torre Avenue-Vista Drive						Stevens Creek Boulevard					
	North Bound			South Bound			East Bound			West Bound		
Approach:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:	>>	Count	Date:	10 Jan 2018	<<	05:00:00 PM												
Base Vol:	102	0	165	0	0	45	96	1544	109	109	1023	35						
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00						
Initial Bse:	102	0	165	0	0	45	96	1544	109	109	1023	35						
Added Vol:	0	0	0	0	0	0	0	244	0	0	390	0						
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0						
Initial Fut:	102	0	165	0	0	45	96	1788	109	109	1413	35						
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00						
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00						
PHF Volume:	102	0	165	0	0	45	96	1788	109	109	1413	35						
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0						
Reduced Vol:	102	0	165	0	0	45	96	1788	109	109	1413	35						
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00						
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00						
Final Volume:	102	0	165	0	0	45	96	1788	109	109	1413	35						

Saturation Flow Module:														
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900		
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	0.98	0.95	0.92	0.98	0.95		
Lanes:	1.00	0.00	1.00	0.00	0.00	1.00	1.00	2.82	0.18	1.00	2.92	0.08		
Final Sat.:	1750	0	1750	0	0	1750	1750	5278	322	1750	5464	135		

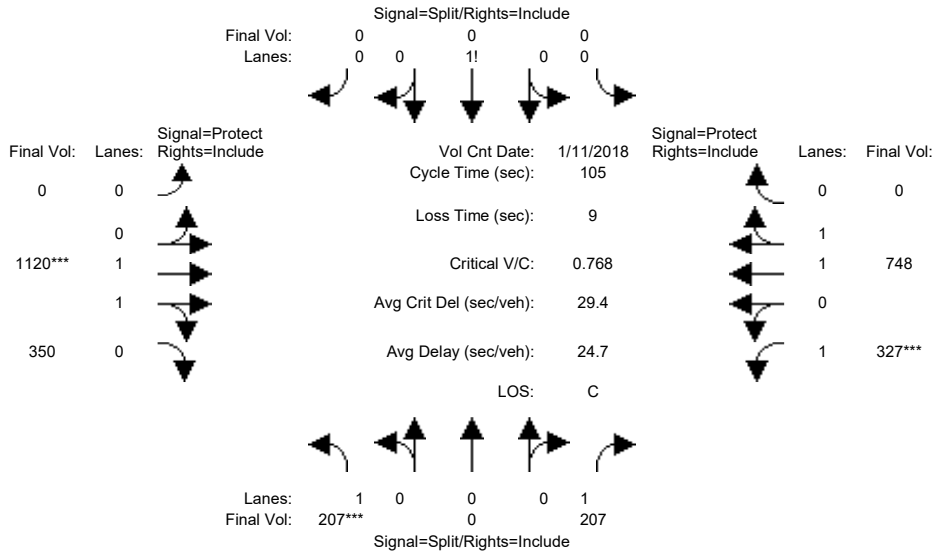
Capacity Analysis Module:														
Vol/Sat:	0.06	0.00	0.09	0.00	0.00	0.03	0.05	0.34	0.34	0.06	0.26	0.26		
Crit Moves:	****			****			****			****				
Green Time:	17.7	0.0	17.7	0.0	0.0	10.0	14.3	63.6	63.6	11.7	61.0	61.0		
Volume/Cap:	0.38	0.00	0.61	0.00	0.00	0.30	0.44	0.61	0.61	0.61	0.49	0.49		
Delay/Veh:	44.6	0.0	49.6	0.0	0.0	50.3	48.0	17.7	17.7	55.7	17.3	17.3		
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		
AdjDel/Veh:	44.6	0.0	49.6	0.0	0.0	50.3	48.0	17.7	17.7	55.7	17.3	17.3		
LOS by Move:	D	A	D	A	A	D	D	B	B	E+	B	B		
HCM2kAvgQ:	4	0	7	0	0	2	3	15	15	4	11	11		

Note: Queue reported is the number of cars per lane.

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Intersection #18: Blaney Avenue / Homestead Road



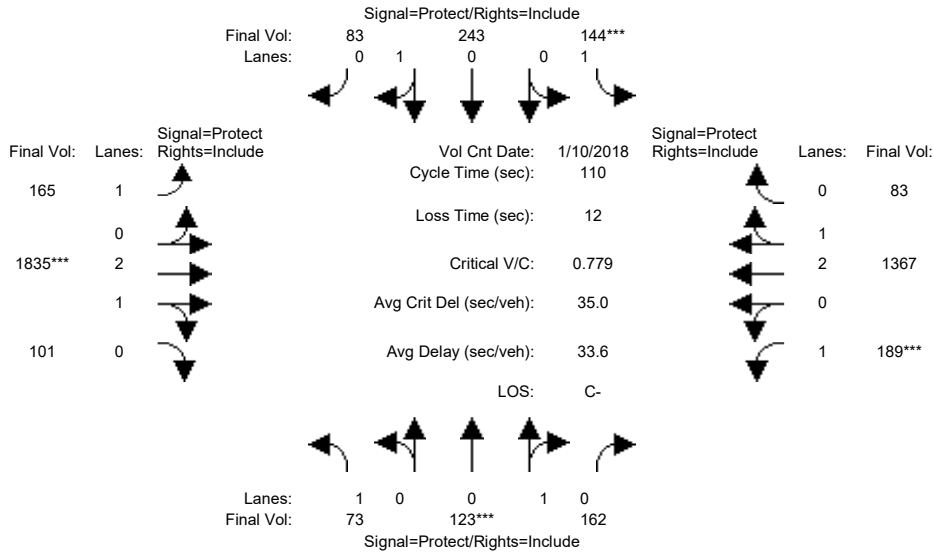
Street Name:	Blaney Avenue						Homestead Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date:	11 Jan 2018 << 05:00:00 PM											
Base Vol:	195	0	207	0	0	0	0	1089	339	327	713	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	195	0	207	0	0	0	0	1089	339	327	713	0
Added Vol:	12	0	0	0	0	0	0	31	11	0	35	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	207	0	207	0	0	0	0	1120	350	327	748	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	207	0	207	0	0	0	0	1120	350	327	748	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	207	0	207	0	0	0	0	1120	350	327	748	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	207	0	207	0	0	0	0	1120	350	327	748	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	0.92	0.92	0.92	0.98	0.95	0.92	0.97	0.92
Lanes:	1.00	0.00	1.00	0.00	1.00	0.00	0.00	1.51	0.49	1.00	2.00	0.00
Final Sat.:	1750	0	1750	0	1750	0	0	2818	881	1750	3700	0
Capacity Analysis Module:												
Vol/Sat:	0.12	0.00	0.12	0.00	0.00	0.00	0.00	0.40	0.40	0.19	0.20	0.00
Crit Moves:	***							***		***		
Green Time:	16.2	0.0	16.2	0.0	0.0	0.0	0.0	54.3	54.3	25.5	79.8	0.0
Volume/Cap:	0.77	0.00	0.77	0.00	0.00	0.00	0.00	0.77	0.77	0.77	0.27	0.00
Delay/Veh:	55.2	0.0	55.2	0.0	0.0	0.0	0.0	22.3	22.3	45.2	3.8	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	55.2	0.0	55.2	0.0	0.0	0.0	0.0	22.3	22.3	45.2	3.8	0.0
LOS by Move:	E+	A	E+	A	A	A	A	C+	C+	D	A	A
HCM2kAvgQ:	9	0	9	0	0	0	0	20	20	11	4	0

Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report  
2000 HCM Operations (Future Volume Alternative)  
Existing PM GP w/ Max Residential

Intersection #19: Blaney Avenue / Stevens Creek Boulevard



Street Name:	Blaney Avenue						Stevens Creek Boulevard					
	North Bound			South Bound			East Bound			West Bound		
Approach:												
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:	>>	Count	Date:	10 Jan 2018	<<	05:00:00 PM						
Base Vol:	73	123	159	133	243	83	165	1591	101	181	977	71
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	73	123	159	133	243	83	165	1591	101	181	977	71
Added Vol:	0	0	3	11	0	0	0	244	0	8	390	12
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	73	123	162	144	243	83	165	1835	101	189	1367	83
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	73	123	162	144	243	83	165	1835	101	189	1367	83
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	73	123	162	144	243	83	165	1835	101	189	1367	83
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	73	123	162	144	243	83	165	1835	101	189	1367	83

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.95	0.95	0.92	0.95	0.95	0.92	0.98	0.95	0.92	0.98	0.95
Lanes:	1.00	0.43	0.57	1.00	0.75	0.25	1.00	2.84	0.16	1.00	2.82	0.18
Final Sat.:	1750	777	1023	1750	1342	458	1750	5307	292	1750	5279	321

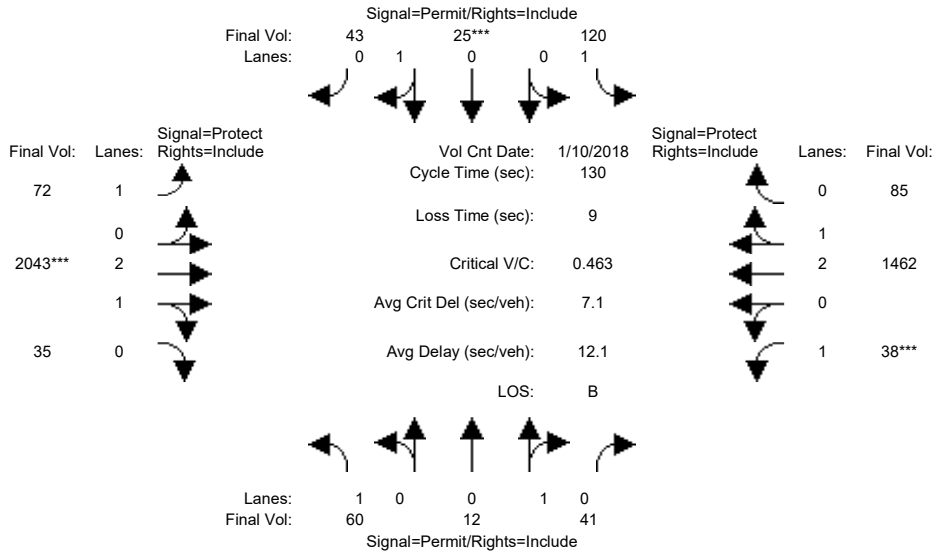
Capacity Analysis Module:												
Vol/Sat:	0.04	0.16	0.16	0.08	0.18	0.18	0.09	0.35	0.35	0.11	0.26	0.26
Crit Moves:	****			****			****			****		
Green Time:	8.8	22.3	22.3	11.6	25.1	25.1	17.1	48.8	48.8	15.2	46.9	46.9
Volume/Cap:	0.52	0.78	0.78	0.78	0.79	0.79	0.61	0.78	0.78	0.78	0.61	0.61
Delay/Veh:	52.0	51.8	51.8	66.8	50.1	50.1	47.2	27.7	27.7	60.6	24.8	24.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	52.0	51.8	51.8	66.8	50.1	50.1	47.2	27.7	27.7	60.6	24.8	24.8
LOS by Move:	D-	D-	D-	E	D	D	D	C	C	E	C	C
HCM2kAvgQ:	3	10	10	7	13	13	6	19	19	7	13	13

Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report  
2000 HCM Operations (Future Volume Alternative)  
Existing PM GP w/ Max Residential

Intersection #20: Portal Avenue / Stevens Creek Boulevard



Street Name:	Portal Avenue						Stevens Creek Boulevard					
	North Bound			South Bound			East Bound			West Bound		
Approach:												
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:	>>	Count	Date:	10 Jan 2018	<<	05:00:00 PM						
Base Vol:	60	12	41	120	25	43	72	1785	35	38	1052	85
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	60	12	41	120	25	43	72	1785	35	38	1052	85
Added Vol:	0	0	0	0	0	0	0	258	0	0	410	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	60	12	41	120	25	43	72	2043	35	38	1462	85
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	60	12	41	120	25	43	72	2043	35	38	1462	85
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	60	12	41	120	25	43	72	2043	35	38	1462	85
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	60	12	41	120	25	43	72	2043	35	38	1462	85

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.95	0.95	0.92	0.95	0.95	0.92	0.98	0.95	0.92	0.98	0.95
Lanes:	1.00	0.23	0.77	1.00	0.37	0.63	1.00	2.95	0.05	1.00	2.83	0.17
Final Sat.:	1750	408	1392	1750	662	1138	1750	5506	94	1750	5292	308

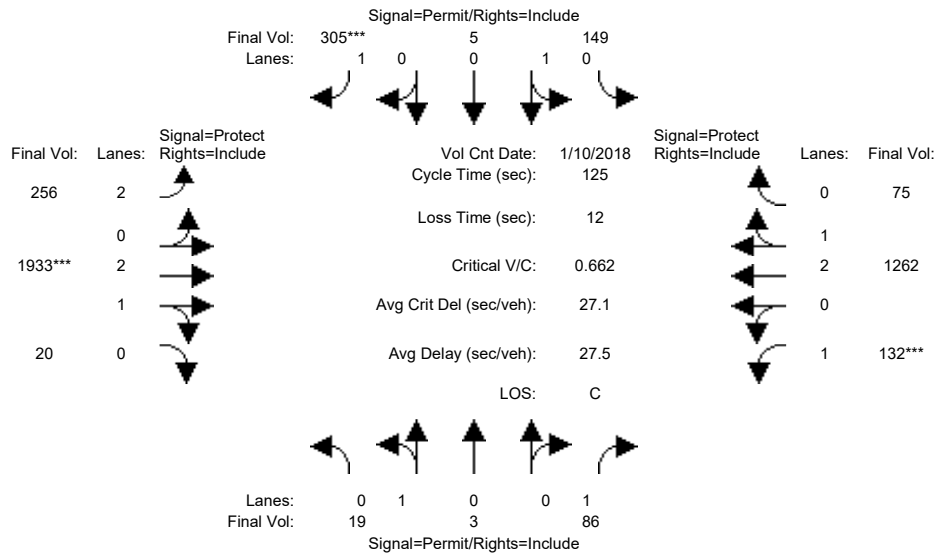
Capacity Analysis Module:												
Vol/Sat:	0.03	0.03	0.03	0.07	0.04	0.04	0.04	0.37	0.37	0.02	0.28	0.28
Crit Moves:					****			****			****	
Green Time:	10.5	10.5	10.5	10.5	10.5	10.5	18.0	103	103.5	7.0	92.4	92.4
Volume/Cap:	0.42	0.36	0.36	0.85	0.47	0.47	0.30	0.47	0.47	0.40	0.39	0.39
Delay/Veh:	58.9	58.1	58.1	93.9	59.4	59.4	51.0	4.4	4.4	62.3	7.6	7.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	58.9	58.1	58.1	93.9	59.4	59.4	51.0	4.4	4.4	62.3	7.6	7.6
LOS by Move:	E+	E+	E+	F	E+	E+	D	A	A	E	A	A
HCM2kAvgQ:	3	2	2	7	3	3	3	9	9	2	8	8

Note: Queue reported is the number of cars per lane.

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2000 HCM Operations (Future Volume Alternative)  
Existing PM GP w/ Max Residential

Intersection #21: Perimeter Road / Stevens Creek Boulevard



Street Name:	Perimeter Road						Stevens Creek Boulevard					
	North Bound			South Bound			East Bound			West Bound		
Approach:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:	>>	Count	Date:	10 Jan 2018	<<	05:00:00 PM						
Base Vol:	19	3	86	42	5	27	50	1881	20	132	1130	23
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	19	3	86	42	5	27	50	1881	20	132	1130	23
Added Vol:	0	0	0	107	0	278	206	52	0	0	132	52
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	19	3	86	149	5	305	256	1933	20	132	1262	75
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	19	3	86	149	5	305	256	1933	20	132	1262	75
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	19	3	86	149	5	305	256	1933	20	132	1262	75
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	19	3	86	149	5	305	256	1933	20	132	1262	75

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.92	0.95	0.95	0.92	0.83	0.98	0.95	0.92	0.98	0.95
Lanes:	0.86	0.14	1.00	0.97	0.03	1.00	2.00	2.97	0.03	1.00	2.83	0.17
Final Sat.:	1555	245	1750	1742	58	1750	3150	5543	57	1750	5285	314

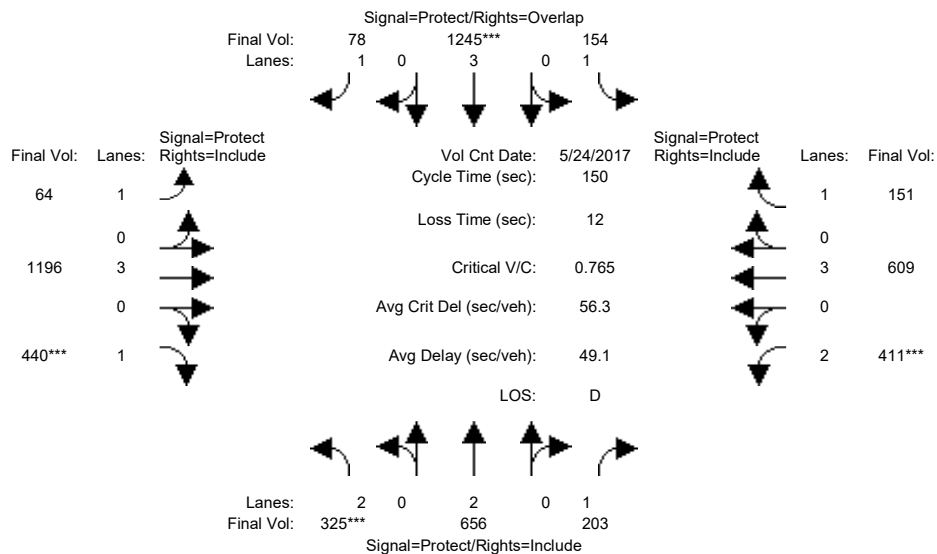
Capacity Analysis Module:												
Vol/Sat:	0.01	0.01	0.05	0.09	0.09	0.17	0.08	0.35	0.35	0.08	0.24	0.24
Crit Moves:						****		****		****		
Green Time:	32.9	32.9	32.9	32.9	32.9	32.9	20.3	65.9	65.9	14.2	59.8	59.8
Volume/Cap:	0.05	0.05	0.19	0.32	0.32	0.66	0.50	0.66	0.66	0.66	0.50	0.50
Delay/Veh:	34.4	34.4	35.9	37.5	37.5	44.7	48.5	22.1	22.1	61.1	22.5	22.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	34.4	34.4	35.9	37.5	37.5	44.7	48.5	22.1	22.1	61.1	22.5	22.5
LOS by Move:	C-	C-	D+	D+	D+	D	D	C+	C+	E	C+	C+
HCM2kAvgQ:	1	1	3	5	5	12	5	18	18	5	11	11

Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report  
2000 HCM Operations (Future Volume Alternative)  
Existing PM GP w/ Max Residential

Intersection #22: Wolfe Road / El Camino Real



Street Name:	Wolfe Road						El Camino Real					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:	>>	Count	Date:	24 May 2017	<<	05:00:00 PM						
Base Vol:	306	593	174	154	1179	78	64	1196	427	389	609	151
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	306	593	174	154	1179	78	64	1196	427	389	609	151
Added Vol:	19	63	29	0	66	0	0	0	13	22	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	325	656	203	154	1245	78	64	1196	440	411	609	151
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	325	656	203	154	1245	78	64	1196	440	411	609	151
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	325	656	203	154	1245	78	64	1196	440	411	609	151
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	325	656	203	154	1245	78	64	1196	440	411	609	151

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.83	1.00	0.92
Lanes:	2.00	2.00	1.00	1.00	3.00	1.00	1.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	3150	3800	1750	1750	5700	1750	1750	5700	1750	3150	5700	1750

Capacity Analysis Module:												
Vol/Sat:	0.10	0.17	0.12	0.09	0.22	0.04	0.04	0.21	0.25	0.13	0.11	0.09
Crit Moves:	***			****			****		****	****		
Green Time:	20.2	41.8	41.8	21.3	42.8	65.6	22.8	49.3	49.3	25.6	52.1	52.1
Volume/Cap:	0.76	0.62	0.42	0.62	0.76	0.10	0.24	0.64	0.76	0.76	0.31	0.25
Delay/Veh:	70.6	48.3	44.7	65.3	51.2	24.9	56.5	43.5	51.2	65.8	35.8	35.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	70.6	48.3	44.7	65.3	51.2	24.9	56.5	43.5	51.2	65.8	35.8	35.2
LOS by Move:	E	D	D	E	D-	C	E+	D	D-	E	D+	D+
HCM2kAvgQ:	9	13	8	8	19	2	3	16	21	11	6	5

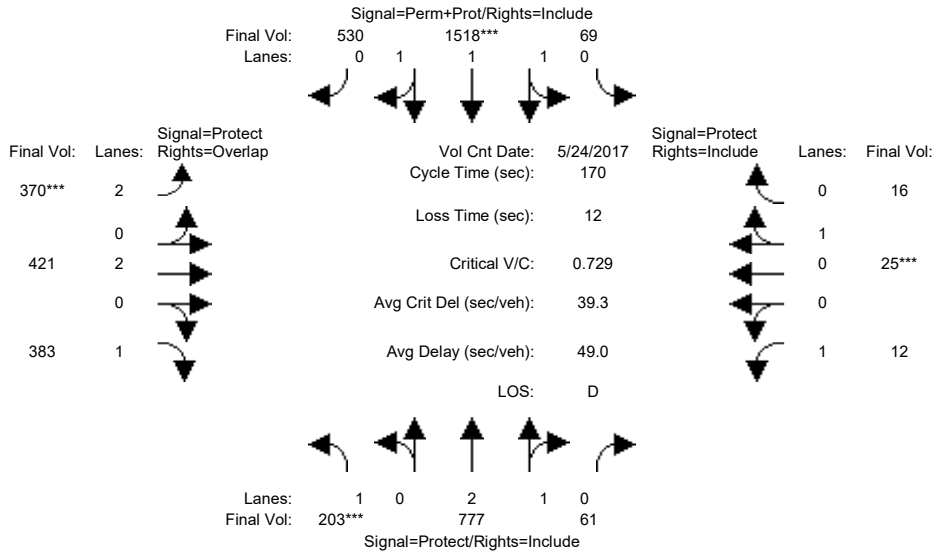
Note: Queue reported is the number of cars per lane.



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Level Of Service Computation Report  
2000 HCM Operations (Future Volume Alternative)  
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Intersection #23: Wolfe Road / Fremont Avenue



Street Name:	Wolfe Road						Fremont Avenue					
	North Bound			South Bound			East Bound			West Bound		
Approach:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:	>> Count	Date:	24 May 2017	<<	05:00:00 PM
Base Vol:	183 666 61	69 1416 530	370 421 366	12 25 16	
Growth Adj:	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	
Initial Bse:	183 666 61	69 1416 530	370 421 366	12 25 16	
Added Vol:	20 111 0	0 102 0	0 0 17	0 0 0	
PasserByVol:	0 0 0	0 0 0	0 0 0	0 0 0	
Initial Fut:	203 777 61	69 1518 530	370 421 383	12 25 16	
User Adj:	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	
PHF Adj:	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	
PHF Volume:	203 777 61	69 1518 530	370 421 383	12 25 16	
Reduct Vol:	0 0 0	0 0 0	0 0 0	0 0 0	
Reduced Vol:	203 777 61	69 1518 530	370 421 383	12 25 16	
PCE Adj:	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	
MLF Adj:	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	
Final Volume:	203 777 61	69 1518 530	370 421 383	12 25 16	

Saturation Flow Module:												
Sat/Lane:	1900 1900 1900	1900 1900 1900	1900 1900 1900	1900 1900 1900								
Adjustment:	0.92 0.99 0.95	0.95 0.97 0.95	0.83 1.00 0.92	0.92 0.95 0.95								
Lanes:	1.00 2.77 0.23	0.10 2.14 0.76	2.00 2.00 1.00	1.00 0.61 0.39								
Final Sat.:	1750 5192 408	179 3943 1377	3150 3800 1750	1750 1098 702								

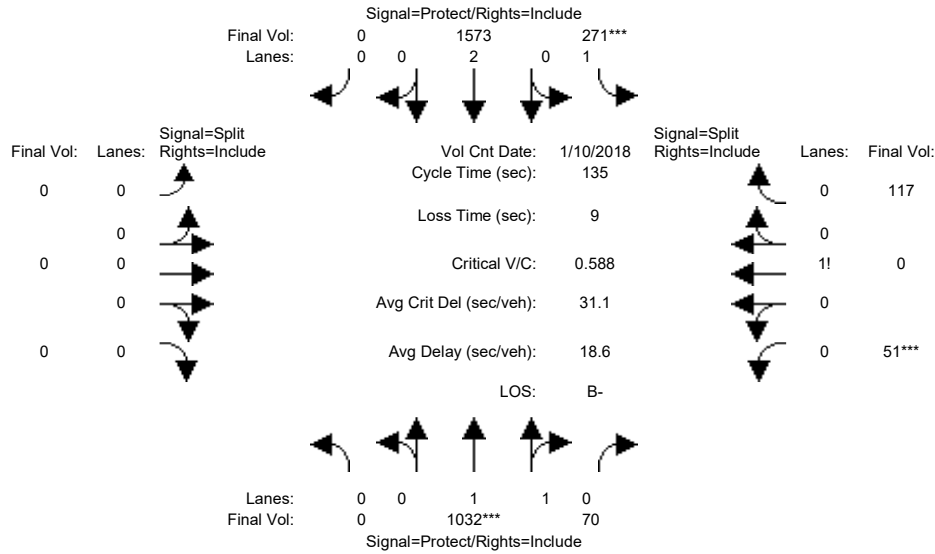
Capacity Analysis Module:												
Vol/Sat:	0.12 0.15 0.15	0.00 0.38 0.38	0.12 0.11 0.22	0.01 0.02 0.02								
Crit Moves:	***	****	****	****								
Green Time:	28.1 34.0 34.0	90.4 93.2 93.2	26.7 26.7 54.8	9.9 10.0 10.0								
Volume/Cap:	0.70 0.75 0.75	0.72 0.70 0.70	0.75 0.70 0.68	0.12 0.39 0.39								
Delay/Veh:	74.5 66.9 66.9	31.2 28.9 28.9	74.7 71.7 53.3	76.4 79.4 79.4								
User DelAdj:	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00								
AdjDel/Veh:	74.5 66.9 66.9	31.2 28.9 28.9	74.7 71.7 53.3	76.4 79.4 79.4								
LOS by Move:	E E E	C C C	E E D-	E- E- E-								
HCM2kAvgQ:	11 14 14	28 27 27	11 10 18	1 3 3								

Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report  
2000 HCM Operations (Future Volume Alternative)  
Existing PM GP w/ Max Residential

Intersection #24: Wolfe Road / Marion Way



Street Name:	Wolfe Road						Marion Way					
	North Bound			South Bound			East Bound			West Bound		
Approach:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	0	0	0	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:	>>	Count	Date:	10 Jan 2018	<<	05:00:00 PM						
Base Vol:	0	901	63	271	1454	0	0	0	0	47	0	117
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	901	63	271	1454	0	0	0	0	47	0	117
Added Vol:	0	131	7	0	119	0	0	0	0	4	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	1032	70	271	1573	0	0	0	0	51	0	117
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	1032	70	271	1573	0	0	0	0	51	0	117
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1032	70	271	1573	0	0	0	0	51	0	117
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	0	1032	70	271	1573	0	0	0	0	51	0	117

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	1.00	0.92	0.92	1.00	0.92	0.92	0.92	0.92
Lanes:	0.00	1.87	0.13	1.00	2.00	0.00	0.00	0.00	0.00	0.30	0.00	0.70
Final Sat.:	0	3465	235	1750	3800	0	0	0	0	531	0	1219

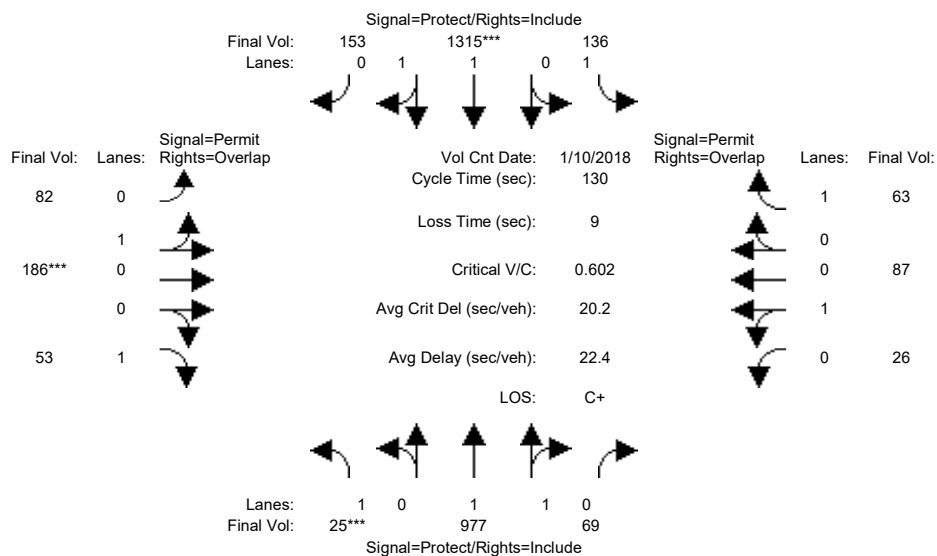
Capacity Analysis Module:												
Vol/Sat:	0.00	0.30	0.30	0.15	0.41	0.00	0.00	0.00	0.00	0.10	0.00	0.10
Crit Moves:	****			****						****		
Green Time:	0.0	68.4	68.4	35.6	104	0.0	0.0	0.0	0.0	22.0	0.0	22.0
Volume/Cap:	0.00	0.59	0.59	0.59	0.54	0.00	0.00	0.00	0.00	0.59	0.00	0.59
Delay/Veh:	0.0	23.9	23.9	45.3	6.3	0.0	0.0	0.0	0.0	55.5	0.0	55.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	23.9	23.9	45.3	6.3	0.0	0.0	0.0	0.0	55.5	0.0	55.5
LOS by Move:	A	C	C	D	A	A	A	A	A	E+	A	E+
HCM2kAvgQ:	0	16	16	10	12	0	0	0	0	8	0	8

Note: Queue reported is the number of cars per lane.

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Existing PM GP w/ Max Residential

Intersection #25: Wolfe Road / Inverness Way



Street Name:	Wolfe Road						Inverness Way					
	North Bound			South Bound			East Bound			West Bound		
Approach:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:	>>	Count	Date:	10 Jan 2018	<<	05:00:00 PM						
Base Vol:	18	839	62	136	1192	153	82	186	49	22	87	63
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	18	839	62	136	1192	153	82	186	49	22	87	63
Added Vol:	7	138	7	0	123	0	0	0	4	4	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	25	977	69	136	1315	153	82	186	53	26	87	63
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	25	977	69	136	1315	153	82	186	53	26	87	63
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	25	977	69	136	1315	153	82	186	53	26	87	63
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	25	977	69	136	1315	153	82	186	53	26	87	63

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	0.98	0.95	0.95	0.95	0.92	0.95	0.95	0.92
Lanes:	1.00	1.86	0.14	1.00	1.79	0.21	0.31	0.69	1.00	0.23	0.77	1.00
Final Sat.:	1750	3456	244	1750	3314	386	551	1249	1750	414	1386	1750

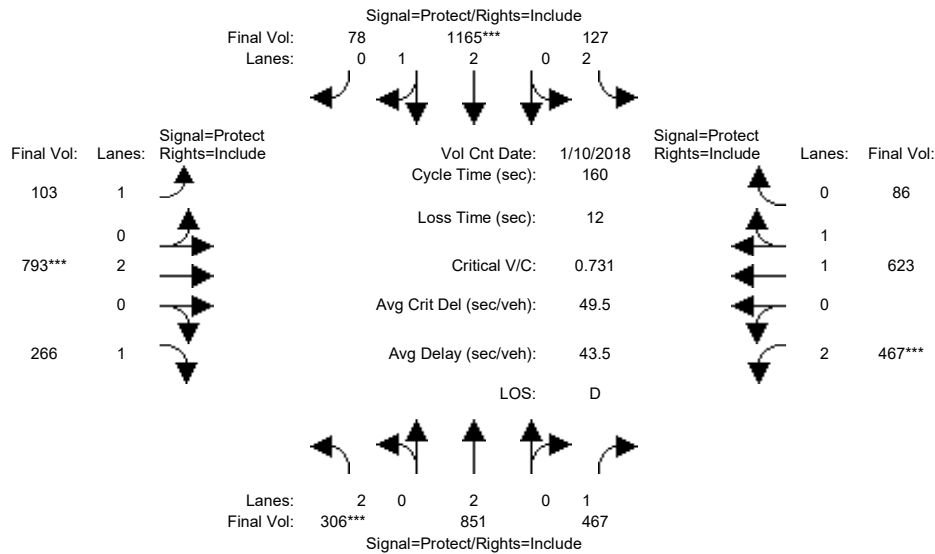
Capacity Analysis Module:												
Vol/Sat:	0.01	0.28	0.28	0.08	0.40	0.40	0.15	0.15	0.03	0.06	0.06	0.04
Crit Moves:	***			***			***			***		
Green Time:	7.0	70.5	70.5	19.4	82.9	82.9	31.1	31.1	38.1	31.1	31.1	50.5
Volume/Cap:	0.27	0.52	0.52	0.52	0.62	0.62	0.62	0.62	0.10	0.26	0.26	0.09
Delay/Veh:	60.5	19.2	19.2	52.9	14.7	14.7	47.0	47.0	33.6	40.5	40.5	25.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	60.5	19.2	19.2	52.9	14.7	14.7	47.0	47.0	33.6	40.5	40.5	25.3
LOS by Move:	E	B-	B-	D-	B	B	D	D	C-	D	D	C
HCM2kAvgQ:	1	13	13	5	18	18	11	11	2	4	4	2

Note: Queue reported is the number of cars per lane.

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Existing PM GP w/ Max Residential

Intersection #26: Wolfe Road / Homestead Road



Street Name:	Wolfe Road						Homestead Road					
	North Bound			South Bound			East Bound			West Bound		
Approach:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:	>>	Count	Date:	10 Jan 2018	<<	05:00:00 PM						
Base Vol:	264	700	433	127	1035	78	103	793	232	441	623	86
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	264	700	433	127	1035	78	103	793	232	441	623	86
Added Vol:	42	151	34	0	130	0	0	0	34	26	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	306	851	467	127	1165	78	103	793	266	467	623	86
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	306	851	467	127	1165	78	103	793	266	467	623	86
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	306	851	467	127	1165	78	103	793	266	467	623	86
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	306	851	467	127	1165	78	103	793	266	467	623	86

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	0.98	0.95	0.92	1.00	0.92	0.83	0.98	0.95
Lanes:	2.00	2.00	1.00	2.00	2.80	0.20	1.00	2.00	1.00	2.00	1.75	0.25
Final Sat.:	3150	3800	1750	3150	5248	351	1750	3800	1750	3150	3251	449

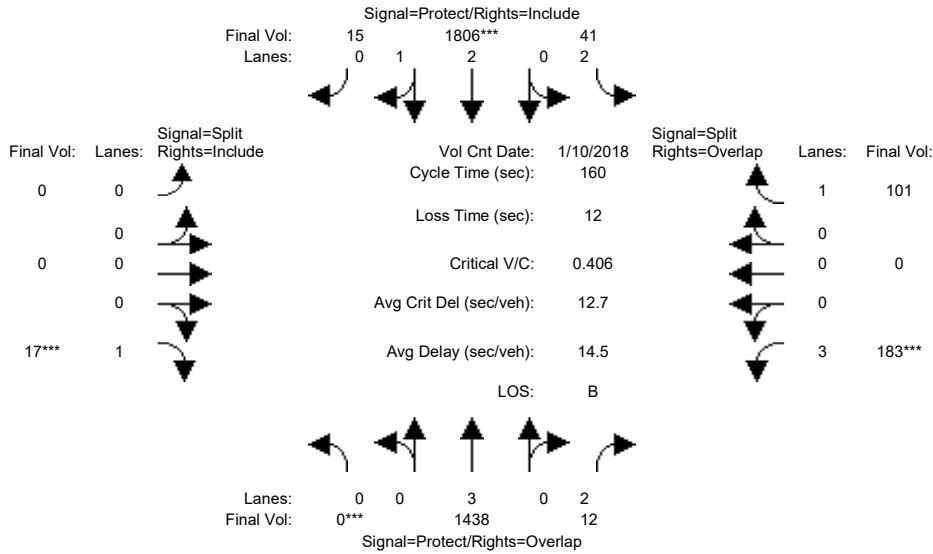
Capacity Analysis Module:												
Vol/Sat:	0.10	0.22	0.27	0.04	0.22	0.22	0.06	0.21	0.15	0.15	0.19	0.19
Crit Moves:	***			****			****			****		
Green Time:	21.3	60.0	60.0	9.8	48.6	48.6	18.4	45.7	45.7	32.5	59.8	59.8
Volume/Cap:	0.73	0.60	0.71	0.66	0.73	0.73	0.51	0.73	0.53	0.73	0.51	0.51
Delay/Veh:	66.3	24.8	29.2	78.1	37.0	37.0	68.9	54.2	49.3	64.0	39.2	39.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	66.3	24.8	29.2	78.1	37.0	37.0	68.9	54.2	49.3	64.0	39.2	39.2
LOS by Move:	E	C	C	E-	D+	D+	E	D-	D	E	D	D
HCM2kAvgQ:	9	12	17	4	16	16	5	16	10	12	12	12

Note: Queue reported is the number of cars per lane.

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Intersection #27: Wolfe Road / Apple Park



Street Name:	Wolfe Road						Apple Park					
	North Bound			South Bound			East Bound			West Bound		
Approach:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	0	0	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:	>>	Count	Date:	10 Jan 2018	<<	05:00:00 PM						
Base Vol:	0	1210	12	41	1616	15	0	0	17	183	0	101
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	1210	12	41	1616	15	0	0	17	183	0	101
Added Vol:	0	228	0	0	190	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	1438	12	41	1806	15	0	0	17	183	0	101
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	1438	12	41	1806	15	0	0	17	183	0	101
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1438	12	41	1806	15	0	0	17	183	0	101
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	0	1438	12	41	1806	15	0	0	17	183	0	101

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.83	0.83	0.98	0.95	0.92	1.00	0.92	0.80	1.00	0.92
Lanes:	0.00	3.00	2.00	2.00	2.97	0.03	0.00	0.00	1.00	3.00	0.00	1.00
Final Sat.:	0	5700	3150	3150	5554	46	0	0	1750	4551	0	1750

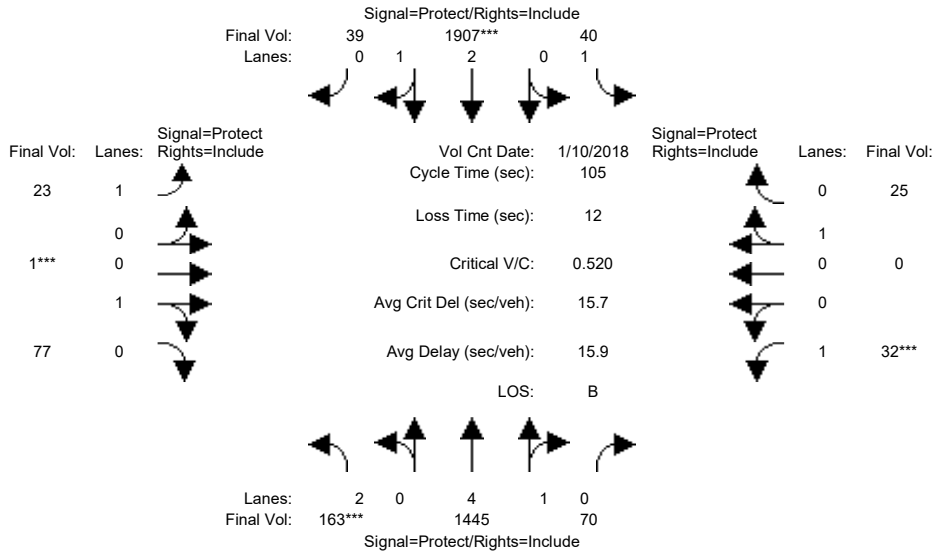
Capacity Analysis Module:												
Vol/Sat:	0.00	0.25	0.00	0.01	0.33	0.33	0.00	0.00	0.01	0.04	0.00	0.06
Crit Moves:	***			****					****	****		
Green Time:	0.0	105	119.8	18.2	123	122.8	0.0	0.0	10.0	15.2	0.0	33.3
Volume/Cap:	0.00	0.39	0.01	0.11	0.42	0.42	0.00	0.00	0.16	0.42	0.00	0.28
Delay/Veh:	0.0	12.9	5.1	63.9	6.5	6.5	0.0	0.0	71.7	69.0	0.0	53.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	12.9	5.1	63.9	6.5	6.5	0.0	0.0	71.7	69.0	0.0	53.6
LOS by Move:	A	B	A	E	A	A	A	A	E	E	A	D-
HCM2kAvgQ:	0	11	0	1	10	10	0	0	1	4	0	4

Note: Queue reported is the number of cars per lane.

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Intersection #28: Wolfe Road / Pruneridge Avenue



Street Name:	Wolfe Road						Pruneridge Avenue					
	North Bound			South Bound			East Bound			West Bound		
Approach:	L	T	R	L	T	R	L	T	R	L	T	R
Movement:												
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:	>> Count	Date:	10 Jan 2018	<<	05:00:00 PM
Base Vol:	163 1217 70	40 1717 39	23 1 77	32 0 25	
Growth Adj:	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	
Initial Bse:	163 1217 70	40 1717 39	23 1 77	32 0 25	
Added Vol:	0 228 0	0 190 0	0 0 0	0 0 0	
PasserByVol:	0 0 0	0 0 0	0 0 0	0 0 0	
Initial Fut:	163 1445 70	40 1907 39	23 1 77	32 0 25	
User Adj:	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	
PHF Adj:	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	
PHF Volume:	163 1445 70	40 1907 39	23 1 77	32 0 25	
Reduct Vol:	0 0 0	0 0 0	0 0 0	0 0 0	
Reduced Vol:	163 1445 70	40 1907 39	23 1 77	32 0 25	
PCE Adj:	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	
MLF Adj:	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	
Final Volume:	163 1445 70	40 1907 39	23 1 77	32 0 25	

Saturation Flow Module:												
Sat/Lane:	1900 1900 1900	1900 1900 1900	1900 1900 1900	1900 1900 1900								
Adjustment:	0.83 0.99 0.95	0.92 0.98 0.95	0.92 0.95 0.95	0.92 1.00 0.95								
Lanes:	2.00 4.76 0.24	1.00 2.94 0.06	1.00 0.01 0.99	1.00 0.00 1.00								
Final Sat.:	3150 8965 434	1750 5488 112	1750 23 1777	1750 0 1800								

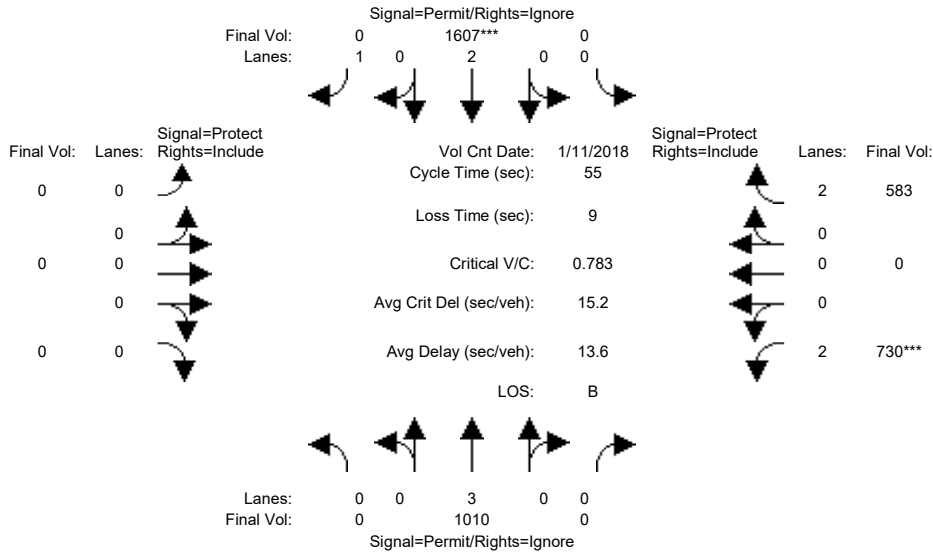
Capacity Analysis Module:												
Vol/Sat:	0.05 0.16 0.16	0.02 0.35 0.35	0.01 0.04 0.04	0.02 0.00 0.01								
Crit Moves:	***	****	****	****								
Green Time:	9.9 53.8 53.8	22.2 66.1 66.1	7.0 10.0 10.0	7.0 0.0 10.0								
Volume/Cap:	0.55 0.31 0.31	0.11 0.55 0.55	0.20 0.46 0.46	0.27 0.00 0.15								
Delay/Veh:	47.7 14.9 14.9	33.5 11.2 11.2	47.2 46.8 46.8	47.9 0.0 44.0								
User DelAdj:	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00								
AdjDel/Veh:	47.7 14.9 14.9	33.5 11.2 11.2	47.2 46.8 46.8	47.9 0.0 44.0								
LOS by Move:	D B B	C- B+ B+	D D D	D A D								
HCM2kAvgQ:	3 6 6	1 12 12	1 3 3	1 0 1								

Note: Queue reported is the number of cars per lane.

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Intersection #29: Wolfe Road / I-280 Ramp (North)



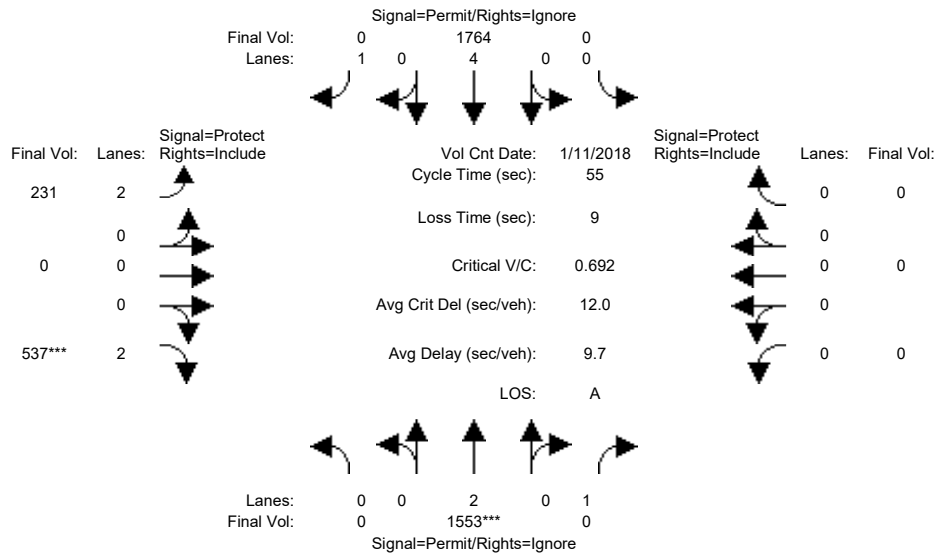
Street Name:	Wolfe Road						I-280 Ramp (North)					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	10	10	0	10	10	0	0	0	10	10	10
Y+R:	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Volume Module: >> Count Date: 11 Jan 2018 << 05:00:00 PM												
Base Vol:	0	782	526	0	1417	562	0	0	0	557	0	583
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	782	526	0	1417	562	0	0	0	557	0	583
Added Vol:	0	228	226	0	190	0	0	0	0	173	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	1010	752	0	1607	562	0	0	0	730	0	583
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	1010	0	0	1607	0	0	0	0	730	0	583
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1010	0	0	1607	0	0	0	0	730	0	583
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	0	1010	0	0	1607	0	0	0	0	730	0	583
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.83	1.00	0.83
Lanes:	0.00	3.00	0.00	0.00	2.00	1.00	0.00	0.00	0.00	2.00	0.00	2.00
Final Sat.:	0	5600	0	0	3800	1750	0	0	0	3150	0	3150
Capacity Analysis Module:												
Vol/Sat:	0.00	0.18	0.00	0.00	0.42	0.00	0.00	0.00	0.00	0.23	0.00	0.19
Crit Moves:	****						****					
Green Time:	0.0	29.7	0.0	0.0	29.7	0.0	0.0	0.0	0.0	16.3	0.0	16.3
Volume/Cap:	0.00	0.33	0.00	0.00	0.78	0.00	0.00	0.00	0.00	0.78	0.00	0.63
Delay/Veh:	0.0	7.2	0.0	0.0	12.1	0.0	0.0	0.0	0.0	22.1	0.0	18.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	7.2	0.0	0.0	12.1	0.0	0.0	0.0	0.0	22.1	0.0	18.1
LOS by Move:	A	A	A	A	B	A	A	A	A	C+	A	B-
HCM2kAvgQ:	0	1	0	0	6	0	0	0	0	9	0	6

Note: Queue reported is the number of cars per lane.

Vallco Special Area Specific Plan  
SJ17-1786

Level Of Service Computation Report  
2000 HCM Operations (Future Volume Alternative)  
Existing PM GP w/ Max Residential

Intersection #30: Wolfe Road / I-280 Ramp (South)



Street Name:	Wolfe Road						I-280 Ramp (South)					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	0	0	0
Y+R:	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Volume Module: >> Count Date:	11 Jan 2018 << 05:00:00 PM											
Base Vol:	0	1099	463	0	1401	565	231	0	375	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	1099	463	0	1401	565	231	0	375	0	0	0
Added Vol:	0	454	277	0	363	0	0	0	162	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	1553	740	0	1764	565	231	0	537	0	0	0
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	1553	0	0	1764	0	231	0	537	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1553	0	0	1764	0	231	0	537	0	0	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	0	1553	0	0	1764	0	231	0	537	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.83	1.00	0.83	0.92	1.00	0.92
Lanes:	0.00	2.00	1.00	0.00	4.00	1.00	2.00	0.00	2.00	0.00	0.00	0.00
Final Sat.:	0	3800	1750	0	7600	1750	3150	0	3150	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.41	0.00	0.00	0.23	0.00	0.07	0.00	0.17	0.00	0.00	0.00
Crit Moves:	****						****					
Green Time:	0.0	32.5	0.0	0.0	32.5	0.0	13.5	0.0	13.5	0.0	0.0	0.0
Volume/Cap:	0.00	0.69	0.00	0.00	0.39	0.00	0.30	0.00	0.69	0.00	0.00	0.00
Delay/Veh:	0.0	8.8	0.0	0.0	6.1	0.0	17.1	0.0	21.5	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	8.8	0.0	0.0	6.1	0.0	17.1	0.0	21.5	0.0	0.0	0.0
LOS by Move:	A	A	A	A	A	A	B	A	C+	A	A	A
HCM2kAvgQ:	0	2	0	0	0	0	2	0	7	0	0	0

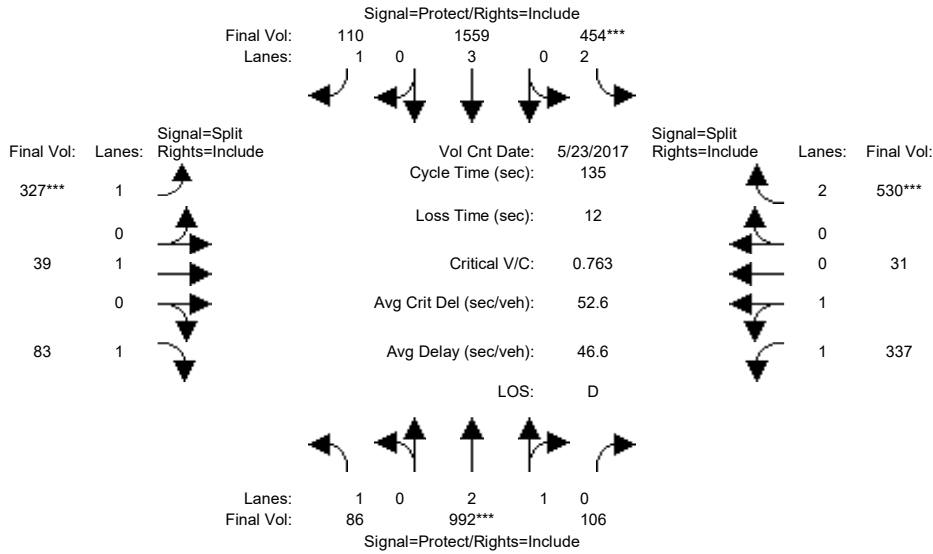
Note: Queue reported is the number of cars per lane.



Vallco Special Area Specific Plan  
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Level Of Service Computation Report  
2000 HCM Operations (Future Volume Alternative)  
Existing PM GP w/ Max Residential

Intersection #31: Wolfe Road / Vallco Parkway



Street Name:	Wolfe Road						Vallco Parkway					
	North Bound			South Bound			East Bound			West Bound		
Approach:												
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:	>>	Count	Date:	23 May 2017	<<	05:00:00	PM					
Base Vol:	43	874	68	252	1522	57	34	12	18	150	6	460
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	43	874	68	252	1522	57	34	12	18	150	6	460
Added Vol:	43	118	38	202	37	53	293	27	65	187	25	70
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	86	992	106	454	1559	110	327	39	83	337	31	530
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	86	992	106	454	1559	110	327	39	83	337	31	530
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	86	992	106	454	1559	110	327	39	83	337	31	530
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	86	992	106	454	1559	110	327	39	83	337	31	530

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.99	0.95	0.83	1.00	0.92	0.92	1.00	0.92	0.93	0.95	0.83
Lanes:	1.00	2.70	0.30	2.00	3.00	1.00	1.00	1.00	1.00	1.83	0.17	2.00
Final Sat.:	1750	5059	541	3150	5700	1750	1750	1900	1750	3251	299	3150

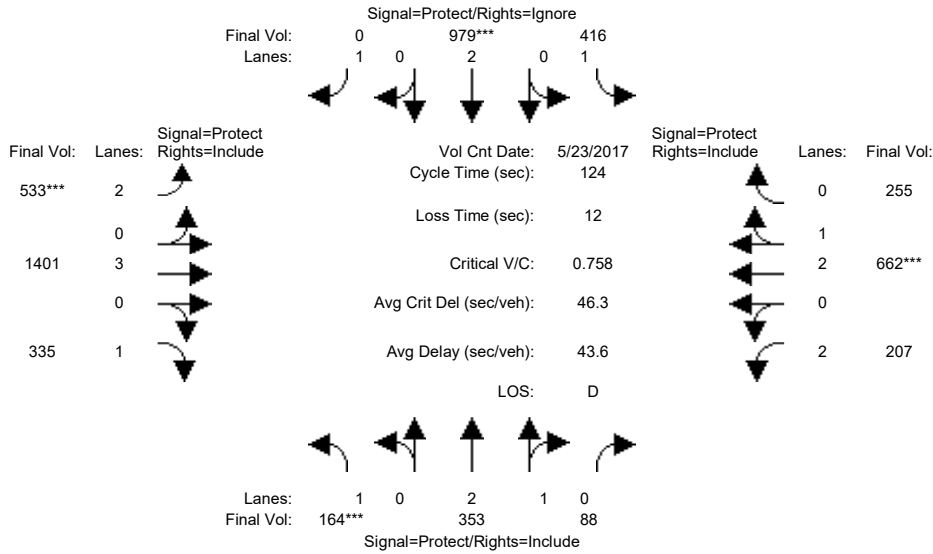
Capacity Analysis Module:												
Vol/Sat:	0.05	0.20	0.20	0.14	0.27	0.06	0.19	0.02	0.05	0.10	0.10	0.17
Crit Moves:	****			****			****			****		
Green Time:	9.6	34.7	34.7	25.5	50.6	50.6	33.1	33.1	33.1	29.8	29.8	29.8
Volume/Cap:	0.69	0.76	0.76	0.76	0.73	0.17	0.76	0.08	0.19	0.47	0.47	0.76
Delay/Veh:	76.7	48.8	48.8	57.7	37.6	28.3	55.3	39.4	40.6	46.2	46.2	54.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	76.7	48.8	48.8	57.7	37.6	28.3	55.3	39.4	40.6	46.2	46.2	54.3
LOS by Move:	E-	D	D	E+	D+	C	E+	D	D	D	D	D-
HCM2kAvgQ:	4	14	14	11	19	3	15	1	3	7	7	13

Note: Queue reported is the number of cars per lane.

Vallco Special Area Specific Plan  
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Level Of Service Computation Report  
2000 HCM Operations (Future Volume Alternative)  
Existing PM GP w/ Max Residential

Intersection #32: Wolfe Road-Miller Avenue / Stevens Creek Boulevard



Street Name:	Wolfe Road-Miller Avenue						Stevens Creek Boulevard					
	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0

Volume Module:	>>	Count	Date:	23 May 2017	<<	05:00:00 PM											
Base Vol:	152	314	88	287	904	429	426	1348	327	207	613	201					
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00					
Initial Bse:	152	314	88	287	904	429	426	1348	327	207	613	201					
Added Vol:	12	39	0	129	75	95	107	53	8	0	49	54					
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0					
Initial Fut:	164	353	88	416	979	524	533	1401	335	207	662	255					
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00					
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00					
PHF Volume:	164	353	88	416	979	0	533	1401	335	207	662	255					
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0					
Reduced Vol:	164	353	88	416	979	0	533	1401	335	207	662	255					
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00					
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00					
Final Volume:	164	353	88	416	979	0	533	1401	335	207	662	255					

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.99	0.95	0.92	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.95
Lanes:	1.00	2.38	0.62	1.00	2.00	1.00	2.00	3.00	1.00	2.00	2.14	0.86
Final Sat.:	1750	4481	1117	1750	3800	1750	3150	5700	1750	3150	4041	1556

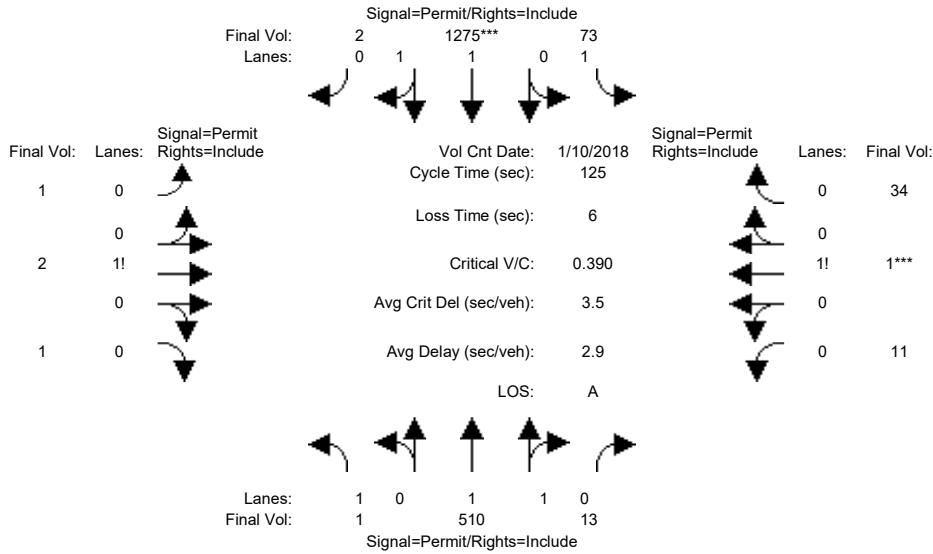
Capacity Analysis Module:												
Vol/Sat:	0.09	0.08	0.08	0.24	0.26	0.00	0.17	0.25	0.19	0.07	0.16	0.16
Crit Moves:	***			****			****			****		
Green Time:	15.3	14.6	14.6	42.9	42.2	0.0	27.7	43.0	43.0	11.5	26.8	26.8
Volume/Cap:	0.76	0.67	0.67	0.69	0.76	0.00	0.76	0.71	0.55	0.71	0.76	0.76
Delay/Veh:	66.8	55.1	55.1	38.1	39.0	0.0	49.8	36.3	33.8	62.4	48.4	48.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	66.8	55.1	55.1	38.1	39.0	0.0	49.8	36.3	33.8	62.4	48.4	48.4
LOS by Move:	E	E+	E+	D+	D	A	D	D+	C-	E	D	D
HCM2kAvgQ:	7	6	6	13	15	0	11	13	8	5	11	11

Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report  
2000 HCM Operations (Future Volume Alternative)  
Existing PM GP w/ Max Residential

Intersection #33: Miller Avenue / Calle De Barcelona



Street Name:	Miller Avenue						Calle De Barcelona					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:	>>	Count	Date:	10 Jan 2018	<<	05:00:00 PM						
Base Vol:	1	459	13	73	1192	2	1	2	1	11	1	34
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	1	459	13	73	1192	2	1	2	1	11	1	34
Added Vol:	0	51	0	0	83	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	1	510	13	73	1275	2	1	2	1	11	1	34
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	1	510	13	73	1275	2	1	2	1	11	1	34
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	1	510	13	73	1275	2	1	2	1	11	1	34
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	1	510	13	73	1275	2	1	2	1	11	1	34

Saturation Flow Module:	
Sat/Lane:	1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
Adjustment:	0.92 0.97 0.95 0.92 0.97 0.95 0.92 0.92 0.92 0.92 0.92 0.92
Lanes:	1.00 1.95 0.05 1.00 1.99 0.01 0.25 0.50 0.25 0.24 0.02 0.74
Final Sat.:	1750 3608 92 1750 3694 6 438 875 438 418 38 1293

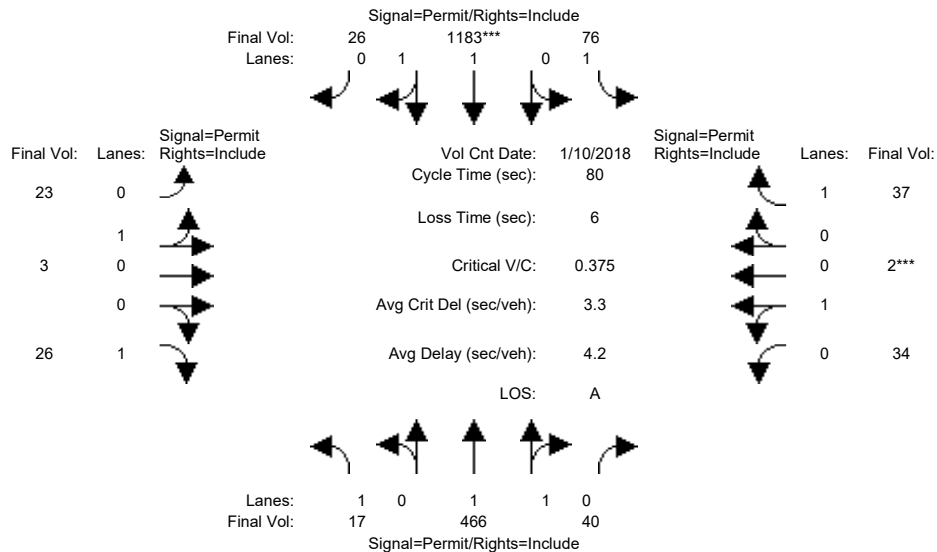
Capacity Analysis Module:	
Vol/Sat:	0.00 0.14 0.14 0.04 0.35 0.35 0.00 0.00 0.00 0.03 0.03 0.03
Crit Moves:	****
Green Time:	109.0 109 109.0 109.0 109 109.0 10.0 10.0 10.0 10.0 10.0 10.0
Volume/Cap:	0.00 0.16 0.16 0.05 0.40 0.40 0.03 0.03 0.03 0.33 0.33 0.33
Delay/Veh:	1.0 1.2 1.2 1.1 1.6 1.6 53.1 53.1 53.1 55.7 55.7 55.7
User DelAdj:	1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
AdjDel/Veh:	1.0 1.2 1.2 1.1 1.6 1.6 53.1 53.1 53.1 55.7 55.7 55.7
LOS by Move:	A A A A A A D- D- D- E+ E+ E+
HCM2kAvgQ:	0 2 2 0 5 5 0 0 0 2 2 2

Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report  
2000 HCM Operations (Future Volume Alternative)  
Existing PM GP w/ Max Residential

Intersection #34: Miller Avenue / Phil Lane



Street Name:	Miller Avenue						Phil Lane					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:	>>	Count	Date:	10 Jan 2018	<<	05:00:00 PM											
Base Vol:	17	423	40	65	1111	26	23	3	26	34	2	30					
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00					
Initial Bse:	17	423	40	65	1111	26	23	3	26	34	2	30					
Added Vol:	0	43	0	11	72	0	0	0	0	0	0	7					
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0					
Initial Fut:	17	466	40	76	1183	26	23	3	26	34	2	37					
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00					
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00					
PHF Volume:	17	466	40	76	1183	26	23	3	26	34	2	37					
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0					
Reduced Vol:	17	466	40	76	1183	26	23	3	26	34	2	37					
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00					
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00					
Final Volume:	17	466	40	76	1183	26	23	3	26	34	2	37					

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	0.97	0.95	0.95	0.95	0.92	0.95	0.95	0.92
Lanes:	1.00	1.84	0.16	1.00	1.96	0.04	0.88	0.12	1.00	0.94	0.06	1.00
Final Sat.:	1750	3407	292	1750	3620	80	1592	208	1750	1700	100	1750

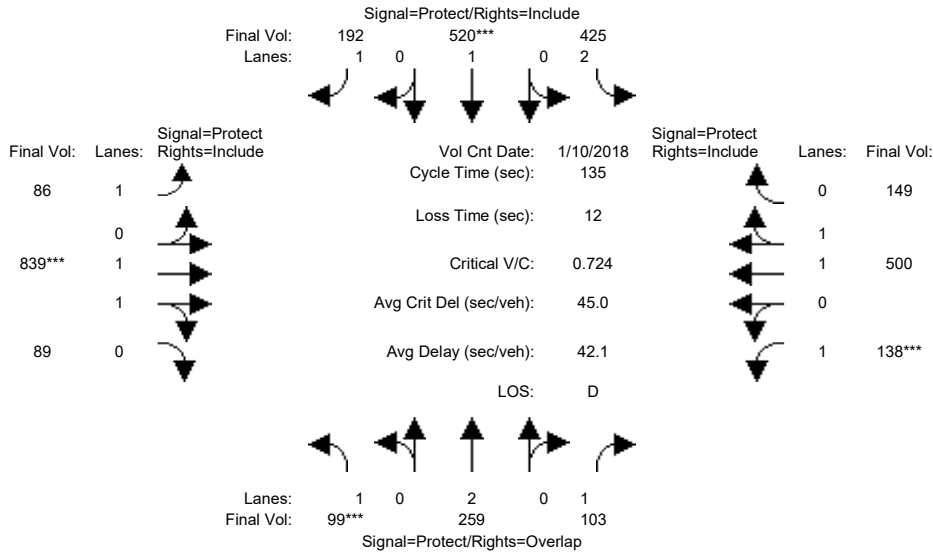
Capacity Analysis Module:													
Vol/Sat:	0.01	0.14	0.14	0.04	0.33	0.33	0.01	0.01	0.01	0.02	0.02	0.02	
Crit Moves:							****						
Green Time:	64.0	64.0	64.0	64.0	64.0	64.0	10.0	10.0	10.0	10.0	10.0	10.0	
Volume/Cap:	0.01	0.17	0.17	0.05	0.41	0.41	0.12	0.12	0.12	0.16	0.16	0.17	
Delay/Veh:	1.6	1.9	1.9	1.7	2.5	2.5	31.3	31.3	31.3	31.6	31.6	31.7	
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
AdjDel/Veh:	1.6	1.9	1.9	1.7	2.5	2.5	31.3	31.3	31.3	31.6	31.6	31.7	
LOS by Move:	A	A	A	A	A	A	C	C	C	C	C	C	
HCM2kAvgQ:	0	1	1	0	5	5	1	1	1	1	1	1	

Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report  
2000 HCM Operations (Future Volume Alternative)  
Existing PM GP w/ Max Residential

Intersection #35: Miller Avenue / Bollinger Road



Street Name:	Miller Avenue						Bollinger Road					
	North Bound			South Bound			East Bound			West Bound		
Approach:												
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:	>>	Count	Date:	10 Jan 2018	<<	05:00:00 PM						
Base Vol:	99	236	103	393	487	184	82	839	89	138	500	133
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	99	236	103	393	487	184	82	839	89	138	500	133
Added Vol:	0	23	0	32	33	8	4	0	0	0	0	16
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	99	259	103	425	520	192	86	839	89	138	500	149
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	99	259	103	425	520	192	86	839	89	138	500	149
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	99	259	103	425	520	192	86	839	89	138	500	149
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	99	259	103	425	520	192	86	839	89	138	500	149

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.83	1.00	0.92	0.92	0.98	0.95	0.92	0.98	0.95
Lanes:	1.00	2.00	1.00	2.00	1.00	1.00	1.00	1.80	0.20	1.00	1.53	0.47
Final Sat.:	1750	3800	1750	3150	1900	1750	1750	3345	355	1750	2850	849

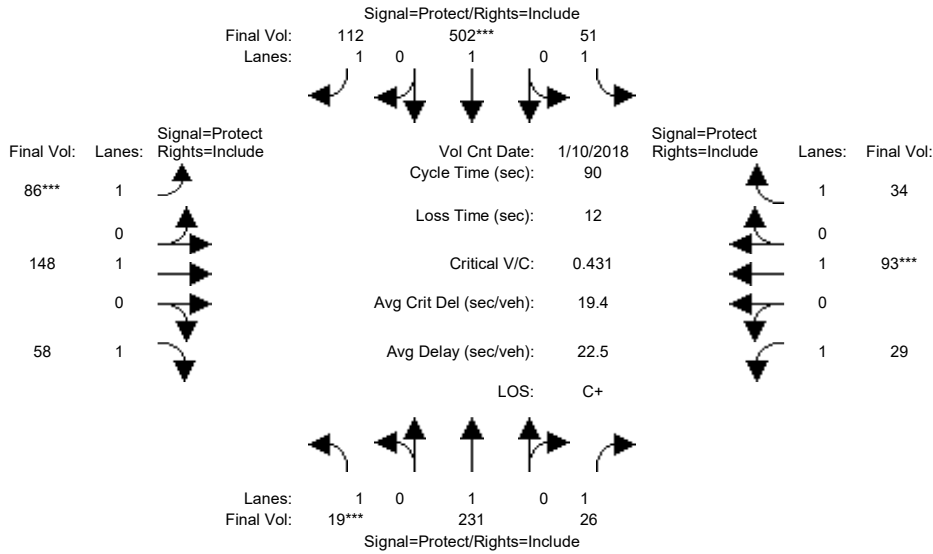
Capacity Analysis Module:												
Vol/Sat:	0.06	0.07	0.06	0.13	0.27	0.11	0.05	0.25	0.25	0.08	0.18	0.18
Crit Moves:	***			****			****			****		
Green Time:	10.5	21.8	36.5	39.7	51.0	51.0	14.0	46.7	46.7	14.7	47.4	47.4
Volume/Cap:	0.72	0.42	0.22	0.46	0.72	0.29	0.47	0.72	0.72	0.72	0.50	0.50
Delay/Veh:	78.2	51.4	38.4	39.2	39.6	29.6	59.0	40.6	40.6	71.1	34.7	34.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	78.2	51.4	38.4	39.2	39.6	29.6	59.0	40.6	40.6	71.1	34.7	34.7
LOS by Move:	E-	D-	D+	D	D	C	E+	D	D	E	C-	C-
HCM2kAvgQ:	5	5	3	8	18	6	4	17	17	6	11	11

Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report  
2000 HCM Operations (Future Volume Alternative)  
Existing PM GP w/ Max Residential

Intersection #36: Miller Avenue / Rainbow Drive



Street Name:	Miller Avenue						Rainbow Drive					
	North Bound			South Bound			East Bound			West Bound		
Approach:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:	>>	Count	Date:	10 Jan 2018	<<	05:00:00 PM												
Base Vol:	19	208	26	51	469	112	86	148	58	29	93	34						
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00						
Initial Bse:	19	208	26	51	469	112	86	148	58	29	93	34						
Added Vol:	0	23	0	0	33	0	0	0	0	0	0	0						
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0						
Initial Fut:	19	231	26	51	502	112	86	148	58	29	93	34						
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00						
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00						
PHF Volume:	19	231	26	51	502	112	86	148	58	29	93	34						
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0						
Reduced Vol:	19	231	26	51	502	112	86	148	58	29	93	34						
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00						
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00						
Final Volume:	19	231	26	51	502	112	86	148	58	29	93	34						

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1750	1900	1750	1750	1900	1750	1750	1900	1750	1750	1900	1750

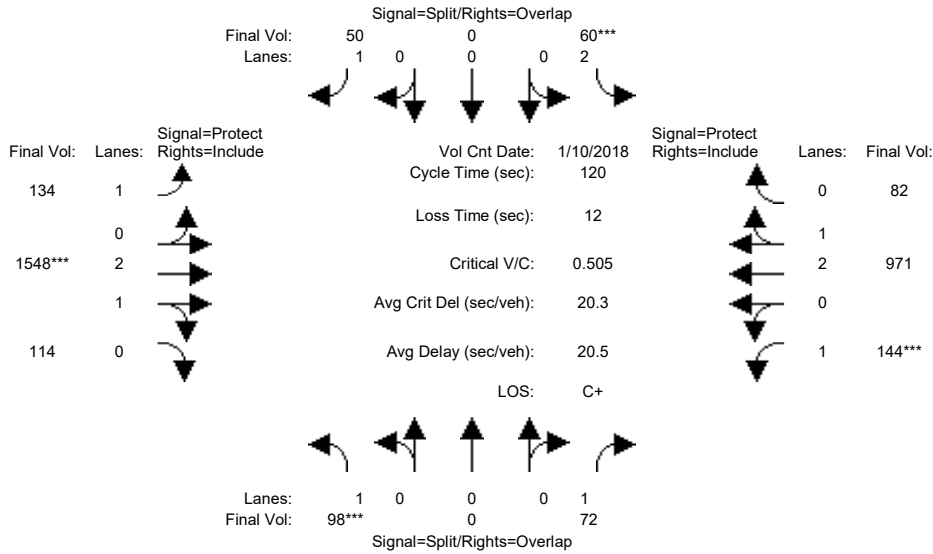
Capacity Analysis Module:												
Vol/Sat:	0.01	0.12	0.01	0.03	0.26	0.06	0.05	0.08	0.03	0.02	0.05	0.02
Crit Moves:	***			***			***			***		
Green Time:	7.0	35.6	35.6	22.8	51.4	51.4	9.6	11.5	11.5	8.1	10.0	10.0
Volume/Cap:	0.14	0.31	0.04	0.12	0.46	0.11	0.46	0.61	0.26	0.19	0.44	0.17
Delay/Veh:	39.2	18.9	16.7	26.0	11.5	8.9	39.6	41.6	36.0	38.5	38.9	36.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	39.2	18.9	16.7	26.0	11.5	8.9	39.6	41.6	36.0	38.5	38.9	36.7
LOS by Move:	D	B-	B	C	B+	A	D	D	D+	D+	D+	D+
HCM2kAvgQ:	1	4	0	1	8	1	3	5	2	1	3	1

Note: Queue reported is the number of cars per lane.

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Existing PM GP w/ Max Residential

Intersection #37: Finch Avenue / Stevens Creek Boulevard



Street Name:	Finch Avenue						Stevens Creek Boulevard					
	North Bound			South Bound			East Bound			West Bound		
Approach:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	0	0	0	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:	>>	Count	Date:	10 Jan 2018	<<	05:00:00 PM												
Base Vol:	98	0	72	60	0	50	134	1366	114	144	868	82						
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00						
Initial Bse:	98	0	72	60	0	50	134	1366	114	144	868	82						
Added Vol:	0	0	0	0	0	0	0	182	0	0	103	0						
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0						
Initial Fut:	98	0	72	60	0	50	134	1548	114	144	971	82						
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00						
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00						
PHF Volume:	98	0	72	60	0	50	134	1548	114	144	971	82						
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0						
Reduced Vol:	98	0	72	60	0	50	134	1548	114	144	971	82						
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00						
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00						
Final Volume:	98	0	72	60	0	50	134	1548	114	144	971	82						

Saturation Flow Module:														
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900		
Adjustment:	0.92	1.00	0.92	0.83	1.00	0.92	0.92	0.99	0.95	0.92	0.99	0.95		
Lanes:	1.00	0.00	1.00	2.00	0.00	1.00	1.00	2.79	0.21	1.00	2.76	0.24		
Final Sat.:	1750	0	1750	3150	0	1750	1750	5215	384	1750	5163	436		

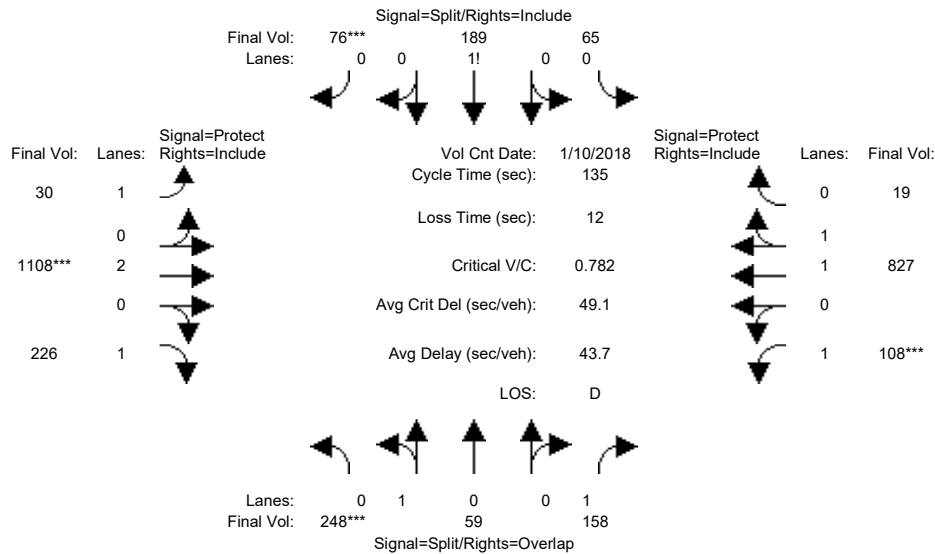
Capacity Analysis Module:														
Vol/Sat:	0.06	0.00	0.04	0.02	0.00	0.03	0.08	0.30	0.30	0.08	0.19	0.19		
Crit Moves:	***			***			***			***				
Green Time:	13.3	0.0	32.9	4.5	0.0	32.2	27.7	70.6	70.6	19.6	62.5	62.5		
Volume/Cap:	0.50	0.00	0.15	0.50	0.00	0.11	0.33	0.50	0.50	0.50	0.36	0.36		
Delay/Veh:	52.4	0.0	33.1	60.1	0.0	33.2	38.9	14.6	14.6	47.2	17.1	17.1		
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		
AdjDel/Veh:	52.4	0.0	33.1	60.1	0.0	33.2	38.9	14.6	14.6	47.2	17.1	17.1		
LOS by Move:	D-	A	C-	E	A	C-	D+	B	B	D	B	B		
HCM2kAvgQ:	4	0	2	2	0	1	4	12	12	5	7	7		

Note: Queue reported is the number of cars per lane.

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2000 HCM Operations (Future Volume Alternative)  
Existing PM GP w/ Max Residential

Intersection #38: Tantau Avenue / Homestead Road



Street Name:	Tantau Avenue						Homestead Road					
	North Bound			South Bound			East Bound			West Bound		
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:	>>	Count	Date:	10 Jan 2018	<<	05:00:00 PM						
Base Vol:	248	59	135	65	189	76	30	1074	226	91	801	19
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	248	59	135	65	189	76	30	1074	226	91	801	19
Added Vol:	0	0	23	0	0	0	0	34	0	17	26	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	248	59	158	65	189	76	30	1108	226	108	827	19
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	248	59	158	65	189	76	30	1108	226	108	827	19
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	248	59	158	65	189	76	30	1108	226	108	827	19
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	248	59	158	65	189	76	30	1108	226	108	827	19

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.92	0.92	0.92	0.92	0.92	1.00	0.92	0.92	0.97	0.95
Lanes:	0.81	0.19	1.00	0.20	0.57	0.23	1.00	2.00	1.00	1.00	1.95	0.05
Final Sat.:	1454	346	1750	345	1002	403	1750	3800	1750	1750	3617	83

Capacity Analysis Module:												
Vol/Sat:	0.17	0.17	0.09	0.19	0.19	0.19	0.02	0.29	0.13	0.06	0.23	0.23
Crit Moves:	***					***		***		***		
Green Time:	29.4	29.4	40.1	32.6	32.6	32.6	11.3	50.3	50.3	10.7	49.7	49.7
Volume/Cap:	0.78	0.78	0.30	0.78	0.78	0.78	0.21	0.78	0.35	0.78	0.62	0.62
Delay/Veh:	59.5	59.5	37.0	57.1	57.1	57.1	58.4	40.4	30.8	85.5	35.8	35.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	59.5	59.5	37.0	57.1	57.1	57.1	58.4	40.4	30.8	85.5	35.8	35.8
LOS by Move:	E+	E+	D+	E+	E+	E+	E+	D	C	F	D+	D+
HCM2kAvgQ:	13	13	5	15	15	15	1	20	7	5	14	14

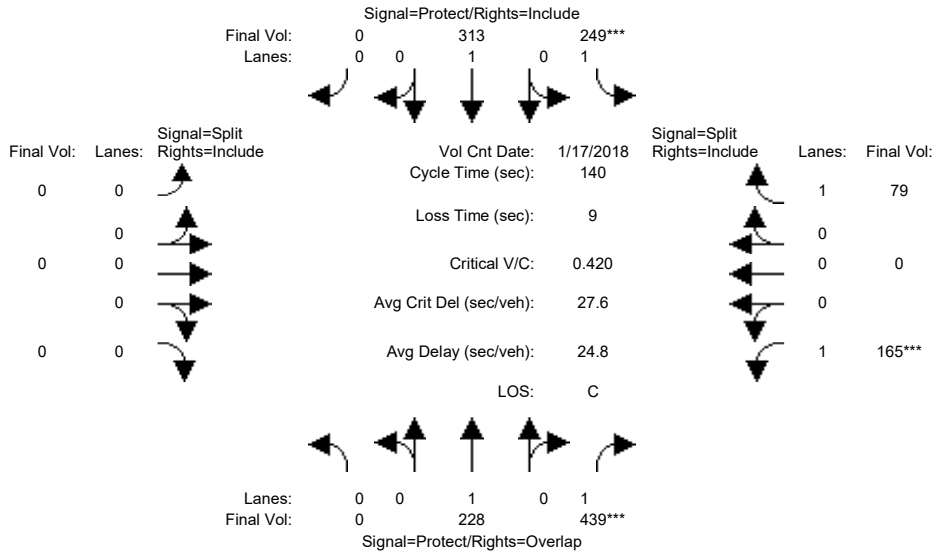
Note: Queue reported is the number of cars per lane.



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Intersection #39: Tantau Avenue / Pruneridge Avenue



Street Name:	Tantau Avenue						Pruneridge Avenue					
	North Bound			South Bound			East Bound			West Bound		
Approach:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	0	0	0	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:	>>	Count	Date:	17 Jan 2018	<<	05:00:00 PM						
Base Vol:	0	205	399	249	296	0	0	0	0	135	0	79
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	205	399	249	296	0	0	0	0	135	0	79
Added Vol:	0	23	40	0	17	0	0	0	0	30	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	228	439	249	313	0	0	0	0	165	0	79
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	228	439	249	313	0	0	0	0	165	0	79
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	228	439	249	313	0	0	0	0	165	0	79
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	0	228	439	249	313	0	0	0	0	165	0	79

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	1.00	1.00	1.00	1.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Final Sat.:	0	1900	1750	1750	1900	0	0	0	0	1750	0	1750

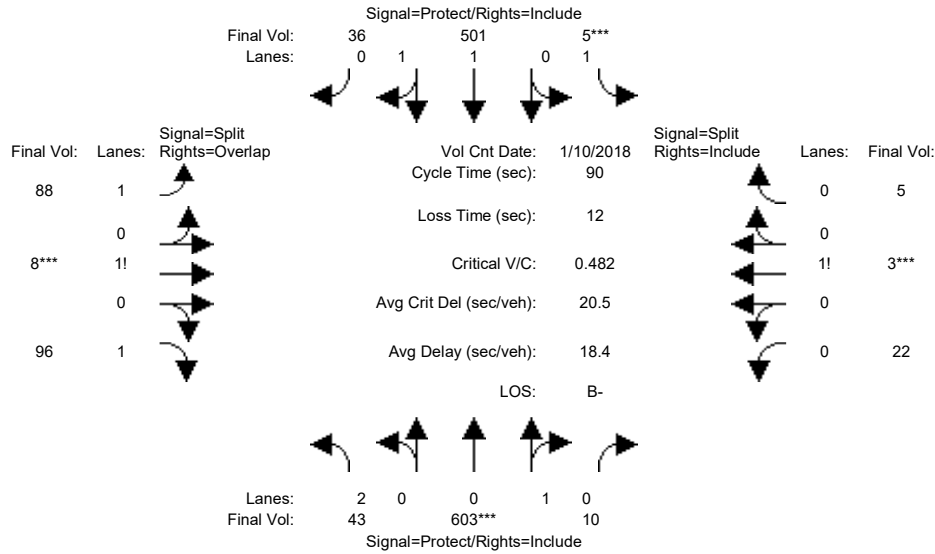
Capacity Analysis Module:												
Vol/Sat:	0.00	0.12	0.25	0.14	0.16	0.00	0.00	0.00	0.00	0.09	0.00	0.05
Crit Moves:			****	****						****		
Green Time:	0.0	52.2	83.6	47.4	99.6	0.0	0.0	0.0	0.0	31.4	0.0	31.4
Volume/Cap:	0.00	0.32	0.42	0.42	0.23	0.00	0.00	0.00	0.00	0.42	0.00	0.20
Delay/Veh:	0.0	31.6	15.4	36.2	7.1	0.0	0.0	0.0	0.0	47.2	0.0	44.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	31.6	15.4	36.2	7.1	0.0	0.0	0.0	0.0	47.2	0.0	44.4
LOS by Move:	A	C	B	D+	A	A	A	A	A	D	A	D
HCM2kAvgQ:	0	7	11	8	4	0	0	0	0	6	0	3

Note: Queue reported is the number of cars per lane.

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2000 HCM Operations (Future Volume Alternative)  
Existing PM GP w/ Max Residential

Intersection #40: Tantau Avenue / Apple Parkway/Tantau 14 (private)



Street Name:	Tantau Avenue						Apple Parkway/Tantau 14 (private)					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:	>>	Count	Date:	10 Jan 2018	<<	05:00:00 PM						
Base Vol:	43	540	10	5	454	36	88	8	96	22	3	5
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	43	540	10	5	454	36	88	8	96	22	3	5
Added Vol:	0	63	0	0	47	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	43	603	10	5	501	36	88	8	96	22	3	5
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	43	603	10	5	501	36	88	8	96	22	3	5
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	43	603	10	5	501	36	88	8	96	22	3	5
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	43	603	10	5	501	36	88	8	96	22	3	5

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	0.95	0.95	0.92	0.98	0.95	0.92	0.92	0.92	0.92	0.92	0.92
Lanes:	2.00	0.98	0.02	1.00	1.86	0.14	1.44	0.08	1.48	0.73	0.10	0.17
Final Sat.:	3150	1771	29	1750	3452	248	2520	140	2590	1283	175	292

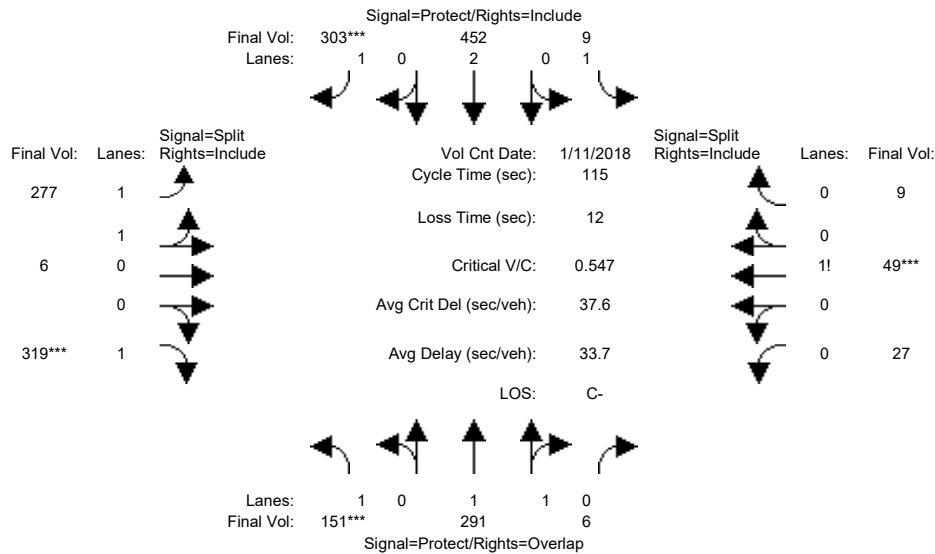
Capacity Analysis Module:												
Vol/Sat:	0.01	0.34	0.34	0.00	0.15	0.15	0.03	0.06	0.04	0.02	0.02	0.02
Crit Moves:	****			****			****			****		
Green Time:	20.2	51.0	51.0	7.0	37.8	37.8	10.0	10.0	30.2	10.0	10.0	10.0
Volume/Cap:	0.06	0.60	0.60	0.04	0.35	0.35	0.31	0.51	0.11	0.15	0.15	0.15
Delay/Veh:	27.4	13.8	13.8	38.5	17.9	17.9	37.1	38.9	20.6	36.5	36.5	36.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	27.4	13.8	13.8	38.5	17.9	17.9	37.1	38.9	20.6	36.5	36.5	36.5
LOS by Move:	C	B	B	D+	B	B	D+	D+	C+	D+	D+	D+
HCM2kAvgQ:	1	12	12	0	5	5	2	4	1	1	1	1

Note: Queue reported is the number of cars per lane.

Vallco Special Area Specific Plan  
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Level Of Service Computation Report  
2000 HCM Operations (Future Volume Alternative)  
Existing PM GP w/ Max Residential

Intersection #41: Tantau Avenue / Vallco Parkway



Street Name:	Tantau Avenue						Vallco Parkway					
	North Bound			South Bound			East Bound			West Bound		
Approach:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:	>>	Count	Date:	11 Jan 2018	<<	05:00:00 PM												
Base Vol:	75	290	6	9	452	256	215	6	215	27	49	9	277	6	319	27	49	9
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	75	290	6	9	452	256	215	6	215	27	49	9	277	6	319	27	49	9
Added Vol:	76	1	0	0	0	47	62	0	104	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	151	291	6	9	452	303	277	6	319	27	49	9	277	6	319	27	49	9
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	151	291	6	9	452	303	277	6	319	27	49	9	277	6	319	27	49	9
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	151	291	6	9	452	303	277	6	319	27	49	9	277	6	319	27	49	9
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	151	291	6	9	452	303	277	6	319	27	49	9	277	6	319	27	49	9

Saturation Flow Module:															
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.97	0.95	0.92	1.00	0.92	0.93	0.95	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Lanes:	1.00	1.96	0.04	1.00	2.00	1.00	1.96	0.04	1.00	0.32	0.58	0.10	0.32	0.58	0.10
Final Sat.:	1750	3625	75	1750	3800	1750	3475	75	1750	556	1009	185	556	1009	185

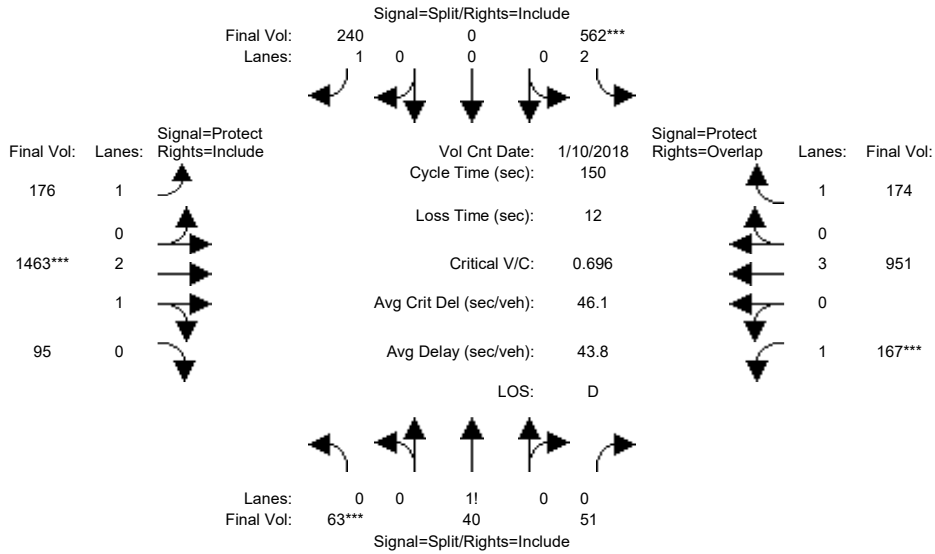
Capacity Analysis Module:															
Vol/Sat:	0.09	0.08	0.08	0.01	0.12	0.17	0.08	0.08	0.18	0.05	0.05	0.05	0.05	0.05	0.05
Crit Moves:	***					****			****			****			****
Green Time:	18.1	32.1	42.3	22.4	36.4	36.4	38.3	38.3	38.3	10.2	10.2	10.2	10.2	10.2	10.2
Volume/Cap:	0.55	0.29	0.22	0.03	0.38	0.55	0.24	0.24	0.55	0.55	0.55	0.55	0.55	0.55	0.55
Delay/Veh:	47.0	32.7	25.1	37.5	30.7	33.7	27.9	27.9	32.4	54.3	54.3	54.3	54.3	54.3	54.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	47.0	32.7	25.1	37.5	30.7	33.7	27.9	27.9	32.4	54.3	54.3	54.3	54.3	54.3	54.3
LOS by Move:	D	C-	C	D+	C	C-	C	C	C-	D-	D-	D-	D-	D-	D-
HCM2kAvgQ:	5	4	3	0	6	9	4	4	10	4	4	4	4	4	4

Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report  
2000 HCM Operations (Future Volume Alternative)  
Existing PM GP w/ Max Residential

Intersection #42: Tantau Avenue / Stevens Creek Boulevard



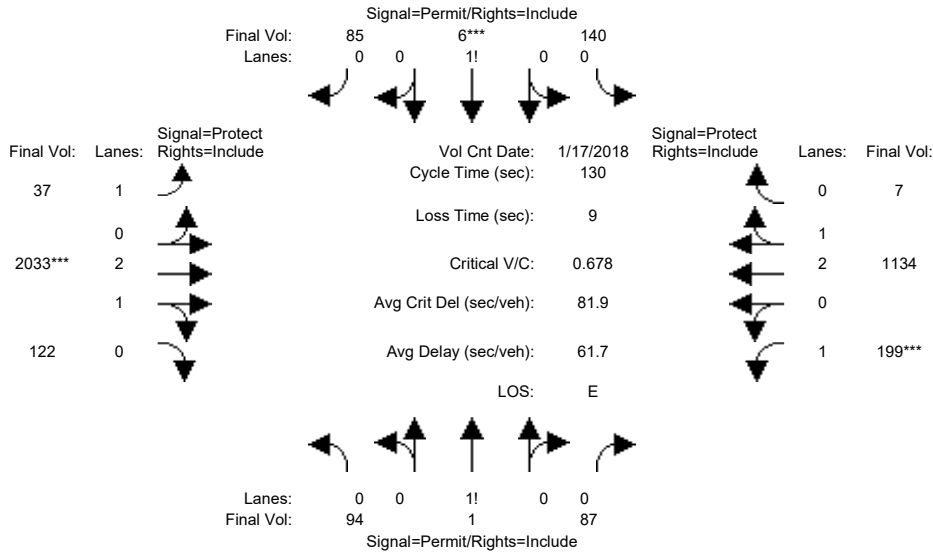
Street Name:	Tantau Avenue						Stevens Creek Boulevard					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 10 Jan 2018 << 05:00:00 PM												
Base Vol:	56	29	51	458	0	240	175	1314	63	167	855	109
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	56	29	51	458	0	240	175	1314	63	167	855	109
Added Vol:	7	11	0	104	0	0	1	149	32	0	96	65
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	63	40	51	562	0	240	176	1463	95	167	951	174
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	63	40	51	562	0	240	176	1463	95	167	951	174
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	63	40	51	562	0	240	176	1463	95	167	951	174
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	63	40	51	562	0	240	176	1463	95	167	951	174
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.92	0.92	0.83	1.00	0.92	0.92	0.98	0.95	0.92	1.00	0.92
Lanes:	0.41	0.26	0.33	2.00	0.00	1.00	1.00	2.81	0.19	1.00	3.00	1.00
Final Sat.:	716	455	580	3150	0	1750	1750	5258	341	1750	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.09	0.09	0.09	0.18	0.00	0.14	0.10	0.28	0.28	0.10	0.17	0.10
Crit Moves:	***			****			****			****		
Green Time:	19.0	19.0	19.0	38.5	0.0	38.5	30.3	60.0	60.0	20.6	50.3	88.7
Volume/Cap:	0.70	0.70	0.70	0.70	0.00	0.53	0.50	0.70	0.70	0.70	0.50	0.17
Delay/Veh:	72.0	72.0	72.0	53.1	0.0	49.3	54.2	38.4	38.4	70.3	40.0	14.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	72.0	72.0	72.0	53.1	0.0	49.3	54.2	38.4	38.4	70.3	40.0	14.0
LOS by Move:	E	E	E	D-	A	D	D-	D+	D+	E	D	B
HCM2kAvgQ:	8	8	8	14	0	10	8	20	20	8	11	4

Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report  
2000 HCM Operations (Future Volume Alternative)  
Existing PM GP w/ Max Residential

Intersection #43: Stern Avenue / Steven Creek Boulevard



Street Name:	Stern Avenue						Steven Creek Boulevard					
	North Bound			South Bound			East Bound			West Bound		
Approach:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	45	45	45	45	45	45	11	39	39	30	58	58
Y+R:	4.6	4.6	4.6	4.6	4.6	4.6	4.9	5.6	5.6	4.9	5.9	5.9

Volume Module:	>>	Count	Date:	17 Jan 2018	<<	05:00:00 PM						
Base Vol:	88	1	82	132	6	80	35	1659	115	187	904	7
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	88	1	82	132	6	80	35	1659	115	187	904	7
Added Vol:	0	0	0	0	0	0	0	252	0	0	162	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	88	1	82	132	6	80	35	1911	115	187	1066	7
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
PHF Volume:	94	1	87	140	6	85	37	2033	122	199	1134	7
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	94	1	87	140	6	85	37	2033	122	199	1134	7
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	94	1	87	140	6	85	37	2033	122	199	1134	7

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.98	0.95	0.92	0.98	0.95
Lanes:	0.51	0.01	0.48	0.60	0.03	0.37	1.00	2.82	0.18	1.00	2.98	0.02
Final Sat.:	901	10	839	1060	48	642	1750	5282	318	1750	5563	37

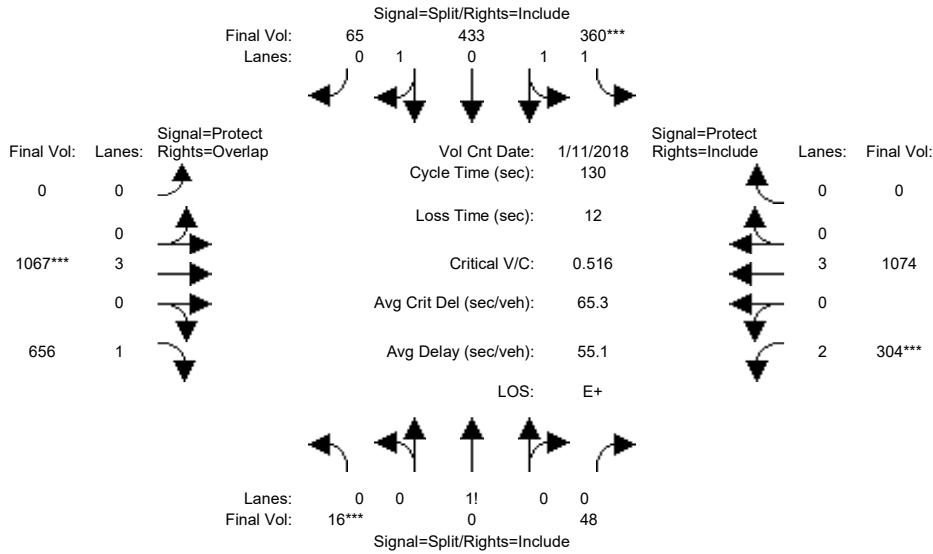
Capacity Analysis Module:												
Vol/Sat:	0.10	0.10	0.10	0.13	0.13	0.13	0.02	0.38	0.38	0.11	0.20	0.20
Crit Moves:					****			****			****	
Green Time:	45.0	45.0	45.0	45.0	45.0	45.0	12.1	46.0	46.0	30.0	63.9	63.9
Volume/Cap:	0.30	0.30	0.30	0.38	0.38	0.38	0.23	1.09	1.09	0.49	0.41	0.41
Delay/Veh:	31.3	31.3	31.3	32.4	32.4	32.4	55.3	90.6	90.6	44.3	21.2	21.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	31.3	31.3	31.3	32.4	32.4	32.4	55.3	90.6	90.6	44.3	21.2	21.2
LOS by Move:	C	C	C	C-	C-	C-	E+	F	F	D	C+	C+
HCM2kAvgQ:	6	6	6	7	7	7	1	37	37	7	9	9

Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report  
2000 HCM Operations (Future Volume Alternative)  
Existing PM GP w/ Max Residential

Intersection #44: I-280 Ramps (West)-Calvert Drive / Stevens Creek Boulevard



Street Name:	I-280 Ramps (West)-Calvert Drive						Stevens Creek Boulevard					
	North Bound			South Bound			East Bound			West Bound		
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	48	48	48	49	49	49	0	37	37	28	37	37
Y+R:	6.0	6.0	6.0	5.4	5.4	5.4	0.0	5.9	5.9	5.4	5.6	5.6

Volume Module:	>>	Count	Date:	11 Jan 2018	<<	05:00:00 PM						
Base Vol:	18	0	55	413	496	74	0	1096	628	349	1070	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	18	0	55	413	496	74	0	1096	628	349	1070	0
Added Vol:	0	0	0	0	0	0	0	128	124	0	162	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	18	0	55	413	496	74	0	1224	752	349	1232	0
User Adj:	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	16	0	48	360	433	65	0	1067	656	304	1074	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	16	0	48	360	433	65	0	1067	656	304	1074	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	16	0	48	360	433	65	0	1067	656	304	1074	0

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.92	0.92	0.93	0.95	0.95	0.92	1.00	0.92	0.83	1.00	0.92
Lanes:	0.25	0.00	0.75	1.28	1.50	0.22	0.00	3.00	1.00	2.00	3.00	0.00
Final Sat.:	432	0	1318	2247	2699	403	0	5700	1750	3150	5700	0

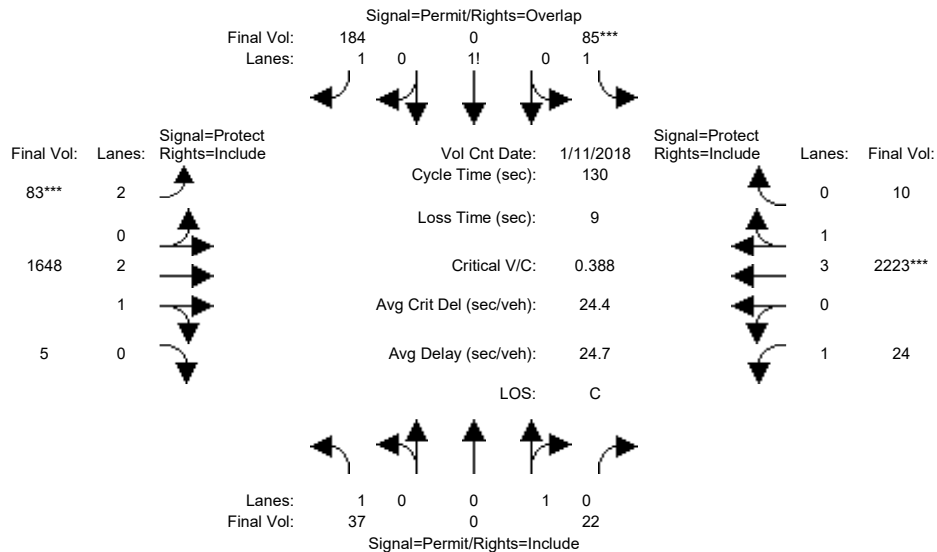
Capacity Analysis Module:												
Vol/Sat:	0.04	0.00	0.04	0.16	0.16	0.16	0.00	0.19	0.37	0.10	0.19	0.00
Crit Moves:	***			***			***			***		
Green Time:	35.9	0.0	35.9	36.6	36.6	36.6	0.0	27.6	63.5	20.9	48.6	0.0
Volume/Cap:	0.13	0.00	0.13	0.57	0.57	0.57	0.00	0.88	0.77	0.60	0.50	0.00
Delay/Veh:	47.5	0.0	47.5	54.0	54.0	54.0	0.0	74.1	40.6	69.8	42.3	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	47.5	0.0	47.5	54.0	54.0	54.0	0.0	74.1	40.6	69.8	42.3	0.0
LOS by Move:	D	A	D	D-	D-	D-	A	E	D	E	D	A
HCM2kAvgQ:	3	0	3	14	14	14	0	17	28	9	14	0

Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report  
2000 HCM Operations (Future Volume Alternative)  
Existing PM GP w/ Max Residential

Intersection #45: Agilent Driveway / Stevens Creek Boulevard



Street Name:	Agilent Driveway						Stevens Creek Boulevard					
	North Bound			South Bound			East Bound			West Bound		
Approach:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	47	47	47	45	45	45	10	57	57	12	60	60
Y+R:	3.0	3.0	3.0	4.6	4.6	4.6	5.0	5.6	5.6	5.0	4.6	4.6

Volume Module:	>>	Count	Date:	11 Jan 2018	<<	05:00:00 PM						
Base Vol:	35	0	21	80	0	173	78	1420	5	23	1928	9
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	35	0	21	80	0	173	78	1420	5	23	1928	9
Added Vol:	0	0	0	0	0	0	0	129	0	0	162	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	35	0	21	80	0	173	78	1549	5	23	2090	9
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
PHF Volume:	37	0	22	85	0	184	83	1648	5	24	2223	10
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	37	0	22	85	0	184	83	1648	5	24	2223	10
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	37	0	22	85	0	184	83	1648	5	24	2223	10

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.95	0.92	1.00	0.95	0.83	0.98	0.95	0.92	0.99	0.95
Lanes:	1.00	0.00	1.00	1.32	0.00	1.68	2.00	2.99	0.01	1.00	3.98	0.02
Final Sat.:	1750	0	1800	2314	0	3020	3150	5582	18	1750	7468	32

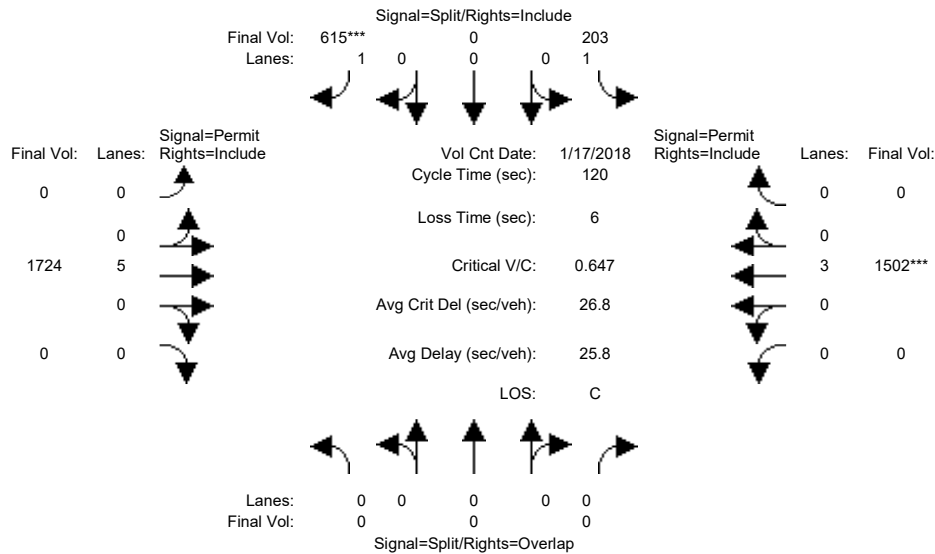
Capacity Analysis Module:												
Vol/Sat:	0.02	0.00	0.01	0.04	0.00	0.06	0.03	0.30	0.30	0.01	0.30	0.30
Crit Moves:				****			****			****		
Green Time:	45.0	0.0	45.0	45.0	0.0	55.0	10.0	62.8	62.8	13.2	66.0	66.0
Volume/Cap:	0.06	0.00	0.04	0.11	0.00	0.14	0.34	0.61	0.61	0.14	0.59	0.59
Delay/Veh:	28.4	0.0	28.2	28.9	0.0	23.1	57.7	25.1	25.1	53.6	22.7	22.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	28.4	0.0	28.2	28.9	0.0	23.1	57.7	25.1	25.1	53.6	22.7	22.7
LOS by Move:	C	A	C	C	A	C	E+	C	C	D-	C+	C+
HCM2kAvgQ:	1	0	1	2	0	3	2	15	15	1	15	15

Note: Queue reported is the number of cars per lane.

Vallco Special Area Specific Plan  
SJ17-1786

Level Of Service Computation Report  
2000 HCM Operations (Future Volume Alternative)  
Existing PM GP w/ Max Residential

Intersection #46: Lawrence Expressway Ramp (West) / Stevens Creek Boulevard



Street Name:	Lawrence Expressway Ramp (West)						Stevens Creek Boulevard					
	North Bound			South Bound			East Bound			West Bound		
Approach:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	10	0	10	0	10	0	0	10	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:	>> Count Date: 17 Jan 2018 << 05:00:00 PM											
Base Vol:	0	0	0	203	0	580	0	1595	0	0	1375	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	203	0	580	0	1595	0	0	1375	0
Added Vol:	0	0	0	0	0	35	0	129	0	0	127	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	203	0	615	0	1724	0	0	1502	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	203	0	615	0	1724	0	0	1502	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	203	0	615	0	1724	0	0	1502	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	0	0	0	203	0	615	0	1724	0	0	1502	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	0.00	0.00	1.00	0.00	1.00	0.00	5.00	0.00	0.00	3.00	0.00
Final Sat.:	0	0	0	1750	0	1750	0	9500	0	0	5700	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.12	0.00	0.35	0.00	0.18	0.00	0.00	0.26	0.00
Crit Moves:				****						****		
Green Time:	0.0	0.0	0.0	65.1	0.0	65.1	0.0	48.9	0.0	0.0	48.9	0.0
Volume/Cap:	0.00	0.00	0.00	0.21	0.00	0.65	0.00	0.45	0.00	0.00	0.65	0.00
Delay/Veh:	0.0	0.0	0.0	14.3	0.0	20.9	0.0	25.9	0.0	0.0	29.3	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	14.3	0.0	20.9	0.0	25.9	0.0	0.0	29.3	0.0
LOS by Move:	A	A	A	B	A	C+	A	C	A	A	C	A
HCM2kAvgQ:	0	0	0	4	0	17	0	9	0	0	14	0

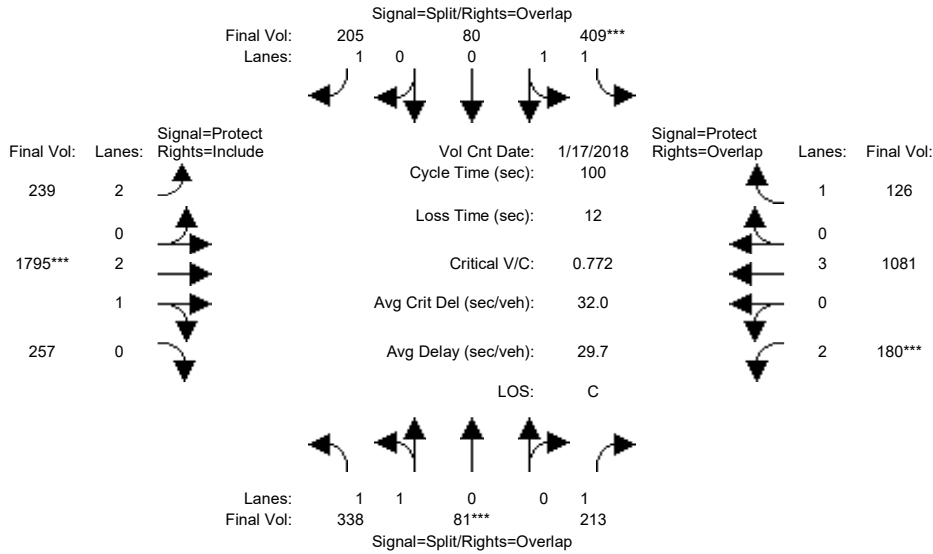
Note: Queue reported is the number of cars per lane.



Vallco Special Area Specific Plan  
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Level Of Service Computation Report  
2000 HCM Operations (Future Volume Alternative)  
Existing PM GP w/ Max Residential

Intersection #47: Lawrence Expressway / El Camino Real



Street Name:	Lawrence Expressway						El Camino Real					
	North Bound			South Bound			East Bound			West Bound		
Approach:												
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:	>>	Count	Date:	17 Jan 2018	<<	05:00:00 PM						
Base Vol:	338	10	189	409	21	187	217	1788	257	166	1077	126
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	338	10	189	409	21	187	217	1788	257	166	1077	126
Added Vol:	0	71	24	0	59	18	22	7	0	14	4	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	338	81	213	409	80	205	239	1795	257	180	1081	126
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	338	81	213	409	80	205	239	1795	257	180	1081	126
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	338	81	213	409	80	205	239	1795	257	180	1081	126
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	338	81	213	409	80	205	239	1795	257	180	1081	126

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.93	0.95	0.92	0.93	0.95	0.92	0.83	0.99	0.95	0.83	1.00	0.92
Lanes:	1.62	0.38	1.00	1.68	0.32	1.00	2.00	2.61	0.39	2.00	3.00	1.00
Final Sat.:	2864	686	1750	2969	581	1750	3150	4898	701	3150	5700	1750

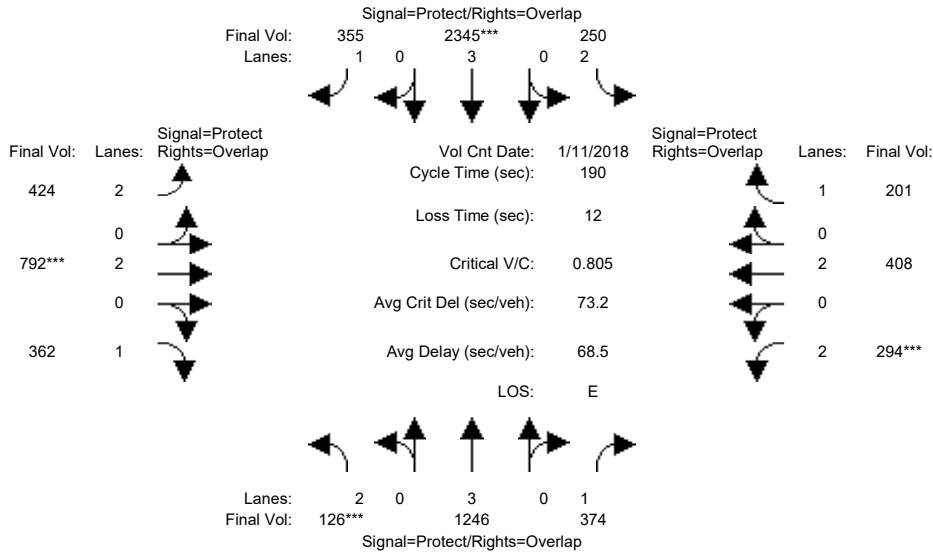
Capacity Analysis Module:												
Vol/Sat:	0.12	0.12	0.12	0.14	0.14	0.12	0.08	0.37	0.37	0.06	0.19	0.07
Crit Moves:	****			****			****			****		
Green Time:	15.3	15.3	22.7	17.8	17.8	33.5	15.7	47.5	47.5	7.4	39.2	57.0
Volume/Cap:	0.77	0.77	0.54	0.77	0.77	0.35	0.48	0.77	0.77	0.77	0.48	0.13
Delay/Veh:	47.4	47.4	35.5	45.0	45.0	25.4	39.2	23.2	23.2	60.1	23.0	10.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	47.4	47.4	35.5	45.0	45.0	25.4	39.2	23.2	23.2	60.1	23.0	10.0
LOS by Move:	D	D	D+	D	D	C	D	C	C	E	C+	B+
HCM2kAvgQ:	9	9	7	10	10	5	4	18	18	5	8	2

Note: Queue reported is the number of cars per lane.

Vallco Special Area Specific Plan  
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Level Of Service Computation Report  
2000 HCM Operations (Future Volume Alternative)  
Existing PM GP w/ Max Residential

Intersection #48: Lawrence Expressway / Homestead Road



Street Name:	Lawrence Expressway						Homestead Road					
	North Bound			South Bound			East Bound			West Bound		
Approach:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	16	86	86	23	93	93	24	44	44	21	41	41
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:	>>	Count	Date:	11 Jan 2018	<<	05:00:00 PM						
Base Vol:	126	1496	365	250	2921	329	390	769	362	288	391	201
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	126	1496	365	250	2921	329	390	769	362	288	391	201
Added Vol:	0	61	9	0	47	26	34	23	0	6	17	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	126	1557	374	250	2968	355	424	792	362	294	408	201
User Adj:	1.00	0.80	1.00	1.00	0.79	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	126	1246	374	250	2345	355	424	792	362	294	408	201
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	126	1246	374	250	2345	355	424	792	362	294	408	201
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	126	1246	374	250	2345	355	424	792	362	294	408	201

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	3150	5700	1750	3150	5700	1750	3150	3800	1750	3150	3800	1750

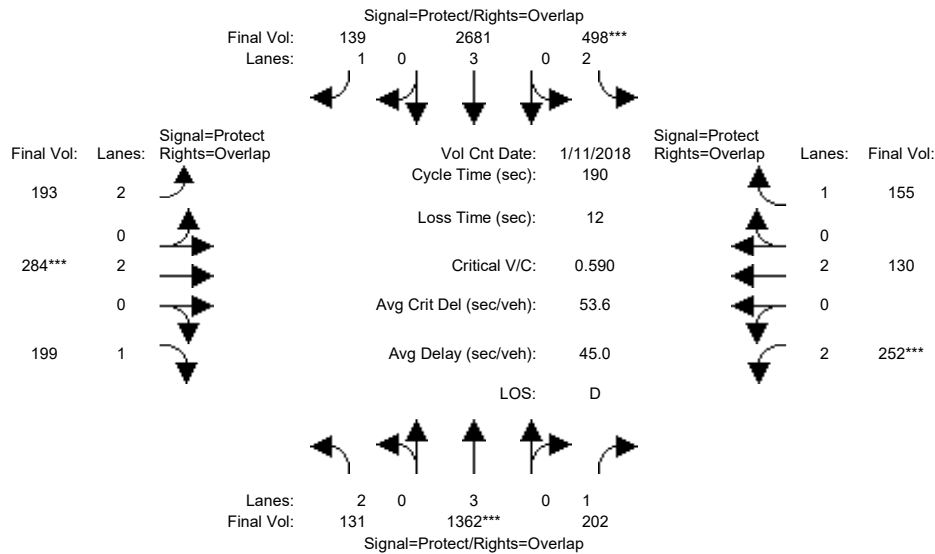
Capacity Analysis Module:												
Vol/Sat:	0.04	0.22	0.21	0.08	0.41	0.20	0.13	0.21	0.21	0.09	0.11	0.11
Crit Moves:	***			****			****			****		
Green Time:	16.3	87.8	109.3	23.5	95.0	119.5	24.5	44.9	61.3	21.5	41.9	65.4
Volume/Cap:	0.47	0.47	0.37	0.64	0.82	0.32	1.04	0.88	0.64	0.83	0.49	0.33
Delay/Veh:	87.3	54.3	40.8	88.5	67.9	34.4	137.3	78.6	56.3	95.4	63.8	45.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	87.3	54.3	40.8	88.5	67.9	34.4	137.3	78.6	56.3	95.4	63.8	45.5
LOS by Move:	F	D-	D	F	E	C-	F	E-	E+	F	E	D
HCM2kAvgQ:	4	20	19	9	43	17	17	22	18	12	10	9

Note: Queue reported is the number of cars per lane.

Vallco Special Area Specific Plan  
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Level Of Service Computation Report  
2000 HCM Operations (Future Volume Alternative)  
Existing PM GP w/ Max Residential

Intersection #49: Lawrence Expressway / Pruneridge Avenue



Street Name:	Lawrence Expressway						Pruneridge Avenue					
	North Bound			South Bound			East Bound			West Bound		
Approach:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	18	84	84	40	106	106	16	29	29	21	34	34
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:	>>	Count	Date:	11 Jan 2018	<<	05:00:00 PM						
Base Vol:	131	1657	201	498	3360	120	168	269	199	251	119	155
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	131	1657	201	498	3360	120	168	269	199	251	119	155
Added Vol:	0	45	1	0	34	19	25	15	0	1	11	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	131	1702	202	498	3394	139	193	284	199	252	130	155
User Adj:	1.00	0.80	1.00	1.00	0.79	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	131	1362	202	498	2681	139	193	284	199	252	130	155
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	131	1362	202	498	2681	139	193	284	199	252	130	155
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	131	1362	202	498	2681	139	193	284	199	252	130	155

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	3150	5700	1750	3150	5700	1750	3150	3800	1750	3150	3800	1750

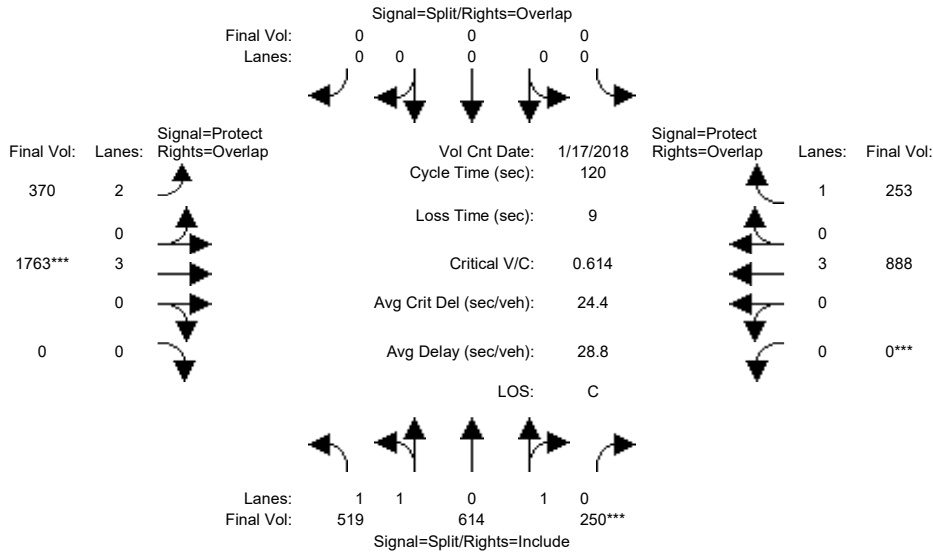
Capacity Analysis Module:												
Vol/Sat:	0.04	0.24	0.12	0.16	0.47	0.08	0.06	0.07	0.11	0.08	0.03	0.09
Crit Moves:	****			****			****			****		
Green Time:	18.4	85.8	107.3	40.9	108	124.6	16.3	29.6	48.0	21.5	34.7	75.6
Volume/Cap:	0.43	0.53	0.20	0.74	0.83	0.12	0.71	0.48	0.45	0.71	0.19	0.22
Delay/Veh:	80.1	37.0	20.0	72.3	34.3	12.0	91.4	72.2	59.3	86.0	64.4	37.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	80.1	37.0	20.0	72.3	34.3	12.0	91.4	72.2	59.3	86.0	64.4	37.2
LOS by Move:	F	D+	C+	E	C-	B	F	E	E+	F	E	D+
HCM2kAvgQ:	5	18	6	15	40	3	7	7	10	10	3	6

Note: Queue reported is the number of cars per lane.

Vallco Special Area Specific Plan  
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Level Of Service Computation Report  
2000 HCM Operations (Future Volume Alternative)  
Existing PM GP w/ Max Residential

Intersection #50: Lawrence Expressway Ramps (East) / Stevens Creek Boulevard



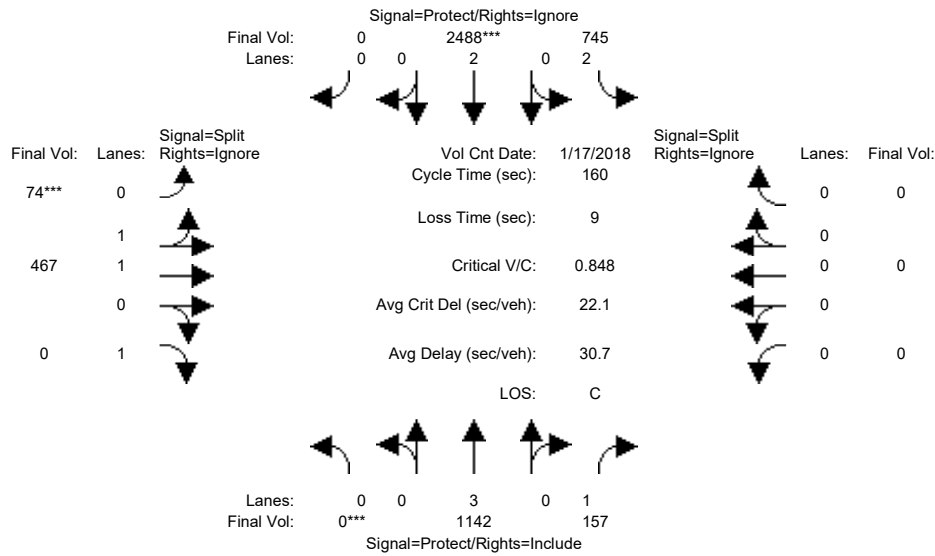
Street Name:	Lawrence Expressway Ramps (East)						Stevens Creek Boulevard					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	0	0	0	7	10	0	0	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:	>> Count Date: 17 Jan 2018 << 05:00:00 PM											
Base Vol:	454	614	250	0	0	0	325	1680	0	0	826	253
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	454	614	250	0	0	0	325	1680	0	0	826	253
Added Vol:	65	0	0	0	0	0	45	83	0	0	62	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	519	614	250	0	0	0	370	1763	0	0	888	253
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	519	614	250	0	0	0	370	1763	0	0	888	253
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	519	614	250	0	0	0	370	1763	0	0	888	253
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	519	614	250	0	0	0	370	1763	0	0	888	253
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.95	0.95	0.92	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.92
Lanes:	1.14	1.32	0.54	0.00	0.00	0.00	2.00	3.00	0.00	0.00	3.00	1.00
Final Sat.:	2007	2375	967	0	0	0	3150	5700	0	0	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.26	0.26	0.26	0.00	0.00	0.00	0.12	0.31	0.00	0.00	0.16	0.14
Crit Moves:	****						****			****		
Green Time:	50.5	50.5	50.5	0.0	0.0	0.0	26.0	60.5	0.0	0.0	34.5	34.5
Volume/Cap:	0.61	0.61	0.61	0.00	0.00	0.00	0.54	0.61	0.00	0.00	0.54	0.50
Delay/Veh:	27.6	27.6	27.6	0.0	0.0	0.0	42.6	21.8	0.0	0.0	36.5	36.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	27.6	27.6	27.6	0.0	0.0	0.0	42.6	21.8	0.0	0.0	36.5	36.4
LOS by Move:	C	C	C	A	A	A	D	C+	A	A	D+	D+
HCM2kAvgQ:	14	14	14	0	0	0	7	15	0	0	9	8

Note: Queue reported is the number of cars per lane.

Vallco Special Area Specific Plan  
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Level Of Service Computation Report  
2000 HCM Operations (Future Volume Alternative)  
Existing PM GP w/ Max Residential

Intersection #51: Lawrence Expressway / Calverty Drive-I-280 SB Ramp



Street Name:	Lawrence Expressway						I-280 SB Ramp					
	North Bound			South Bound			East Bound			West Bound		
Approach:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	0	66	66	41	111	0	41	41	41	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:	>>	Count	Date:	17 Jan 2018	<<	05:00:00 PM						
Base Vol:	0	1118	157	745	2488	0	74	399	834	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	1118	157	745	2488	0	74	399	834	0	0	0
Added Vol:	0	24	0	0	0	0	0	68	56	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	1142	157	745	2488	0	74	467	890	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Volume:	0	1142	157	745	2488	0	74	467	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1142	157	745	2488	0	74	467	0	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
Final Volume:	0	1142	157	745	2488	0	74	467	0	0	0	0

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.83	1.00	0.92	0.95	0.98	0.92	0.92	1.00	0.92
Lanes:	0.00	3.00	1.00	2.00	2.00	0.00	0.28	1.72	1.00	0.00	0.00	0.00
Final Sat.:	0	5700	1750	3150	3800	0	506	3194	1750	0	0	0

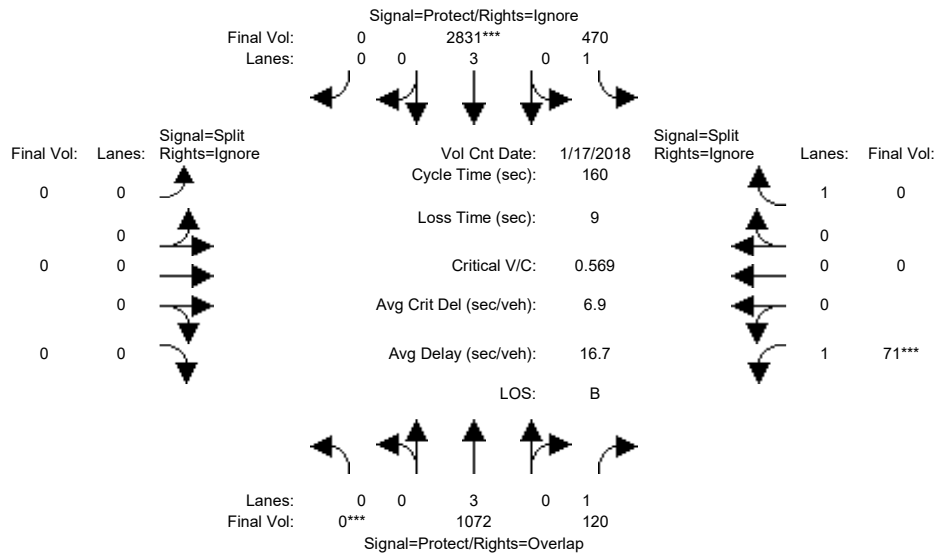
Capacity Analysis Module:												
Vol/Sat:	0.00	0.20	0.09	0.24	0.65	0.00	0.15	0.15	0.00	0.00	0.00	0.00
Crit Moves:	***			****			****					
Green Time:	0.0	68.0	68.0	42.3	110	0.0	40.7	40.7	0.0	0.0	0.0	0.0
Volume/Cap:	0.00	0.47	0.21	0.90	0.95	0.00	0.57	0.57	0.00	0.00	0.00	0.00
Delay/Veh:	0.0	29.0	25.5	69.3	15.4	0.0	53.2	53.2	0.0	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	29.0	25.5	69.3	15.4	0.0	53.2	53.2	0.0	0.0	0.0	0.0
LOS by Move:	A	C	C	E	B	A	D-	D-	A	A	A	A
HCM2kAvgQ:	0	11	4	24	44	0	11	11	0	0	0	0

Note: Queue reported is the number of cars per lane.

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2000 HCM Operations (Future Volume Alternative)  
Existing PM GP w/ Max Residential

Intersection #52: Lawrence Expressway / Mitty Way



Street Name:	Lawrence Expressway						Mitty Way					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	72	72	56	131	131	0	0	0	20	20	20
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	0.0	0.0	0.0	4.0	4.0	4.0

Volume Module:	>>	Count	Date:	17 Jan 2018	<<	05:00:00 PM						
Base Vol:	0	1049	120	467	2778	0	0	0	0	70	0	237
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	1049	120	467	2778	0	0	0	0	70	0	237
Added Vol:	0	23	0	3	53	0	0	0	0	1	0	1
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	1072	120	470	2831	0	0	0	0	71	0	238
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Volume:	0	1072	120	470	2831	0	0	0	0	71	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1072	120	470	2831	0	0	0	0	71	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
Final Volume:	0	1072	120	470	2831	0	0	0	0	71	0	0

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	3.00	1.00	1.00	3.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Final Sat.:	0	5700	1750	1750	5700	0	0	0	0	1750	0	1750

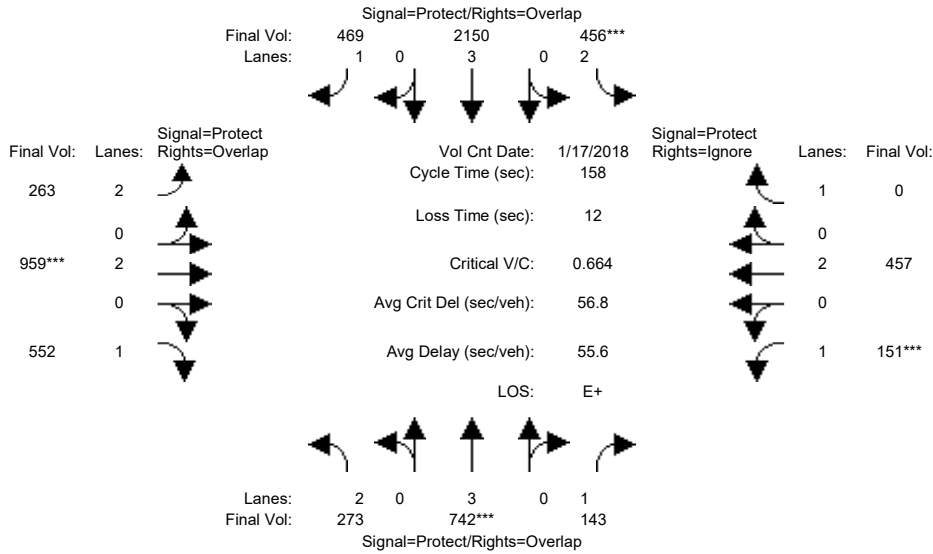
Capacity Analysis Module:												
Vol/Sat:	0.00	0.19	0.07	0.27	0.50	0.00	0.00	0.00	0.00	0.04	0.00	0.00
Crit Moves:	***				***					***		
Green Time:	0.0	73.7	93.7	57.3	131	0.0	0.0	0.0	0.0	20.0	0.0	0.0
Volume/Cap:	0.00	0.41	0.12	0.75	0.61	0.00	0.00	0.00	0.00	0.32	0.00	0.00
Delay/Veh:	0.0	28.8	14.8	50.1	5.5	0.0	0.0	0.0	0.0	64.7	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	28.8	14.8	50.1	5.5	0.0	0.0	0.0	0.0	64.7	0.0	0.0
LOS by Move:	A	C	B	D	A	A	A	A	A	E	A	A
HCM2kAvgQ:	0	11	3	20	16	0	0	0	0	4	0	0

Note: Queue reported is the number of cars per lane.

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2000 HCM Operations (Future Volume Alternative)  
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Intersection #53: Lawrence Expressway / Bollinger Road



Street Name:	Lawrence Expressway						Bollinger Road					
	North Bound			South Bound			East Bound			West Bound		
Approach:												
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	19	55	55	26	61	61	18	45	45	17	43	43
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:	>>	Count	Date:	17 Jan 2018	<<	05:00:00 PM						
Base Vol:	248	720	143	453	2100	468	263	956	500	151	455	109
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	248	720	143	453	2100	468	263	956	500	151	455	109
Added Vol:	25	22	0	3	50	1	0	3	52	0	2	1
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	273	742	143	456	2150	469	263	959	552	151	457	110
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	273	742	143	456	2150	469	263	959	552	151	457	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	273	742	143	456	2150	469	263	959	552	151	457	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
Final Volume:	273	742	143	456	2150	469	263	959	552	151	457	0

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.92
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	2.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	3150	5700	1750	3150	5700	1750	3150	3800	1750	1750	3800	1750

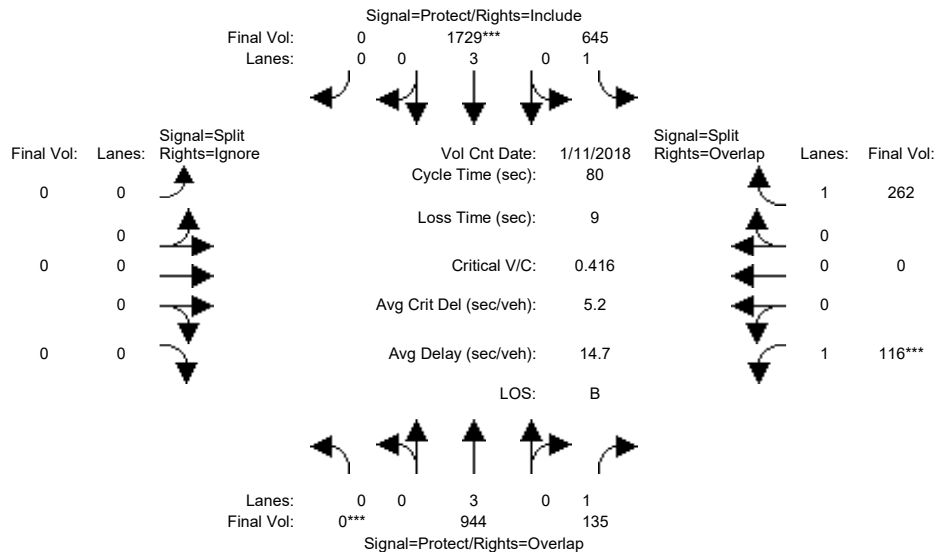
Capacity Analysis Module:												
Vol/Sat:	0.09	0.13	0.08	0.14	0.38	0.27	0.08	0.25	0.32	0.09	0.12	0.00
Crit Moves:	****			****			****			****		
Green Time:	19.5	55.0	72.0	27.0	62.5	81.4	18.9	47.0	66.5	17.0	45.1	0.0
Volume/Cap:	0.70	0.37	0.18	0.85	0.95	0.52	0.70	0.85	0.75	0.80	0.42	0.00
Delay/Veh:	72.2	36.6	21.2	75.5	62.7	32.5	72.5	58.3	43.0	90.2	46.1	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	72.2	36.6	21.2	75.5	62.7	32.5	72.5	58.3	43.0	90.2	46.1	0.0
LOS by Move:	E	D+	C+	E-	E	C-	E	E+	D	F	D	A
HCM2kAvgQ:	8	7	3	13	37	19	8	23	25	10	9	0

Note: Queue reported is the number of cars per lane.

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2000 HCM Operations (Future Volume Alternative)  
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Intersection #54: Lawrence Expressway / Doyle Road



Street Name:	Lawrence Expressway						Doyle Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	28	28	31	62	62	0	0	0	9	9	9
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	0.0	0.0	0.0	4.0	4.0	4.0

Volume Module:	>>	Count	Date:	11 Jan 2018	<<	05:00:00 PM						
Base Vol:	0	900	135	641	1631	0	0	0	0	116	0	259
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	900	135	641	1631	0	0	0	0	116	0	259
Added Vol:	0	44	0	4	98	0	0	0	0	0	0	3
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	944	135	645	1729	0	0	0	0	116	0	262
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	0	944	135	645	1729	0	0	0	0	116	0	262
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	944	135	645	1729	0	0	0	0	116	0	262
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
Final Volume:	0	944	135	645	1729	0	0	0	0	116	0	262

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	3.00	1.00	1.00	3.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Final Sat.:	0	5700	1750	1750	5700	0	0	0	0	1750	0	1750

Capacity Analysis Module:												
Vol/Sat:	0.00	0.17	0.08	0.37	0.30	0.00	0.00	0.00	0.00	0.07	0.00	0.15
Crit Moves:	***			***						***		
Green Time:	0.0	29.4	38.4	32.6	62.0	0.0	0.0	0.0	0.0	9.0	0.0	41.6
Volume/Cap:	0.00	0.45	0.16	0.91	0.39	0.00	0.00	0.00	0.00	0.59	0.00	0.29
Delay/Veh:	0.0	19.3	11.8	37.4	3.0	0.0	0.0	0.0	0.0	38.4	0.0	11.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	19.3	11.8	37.4	3.0	0.0	0.0	0.0	0.0	38.4	0.0	11.0
LOS by Move:	A	B-	B+	D+	A	A	A	A	A	D+	A	B+
HCM2kAvgQ:	0	6	2	16	4	0	0	0	0	4	0	4

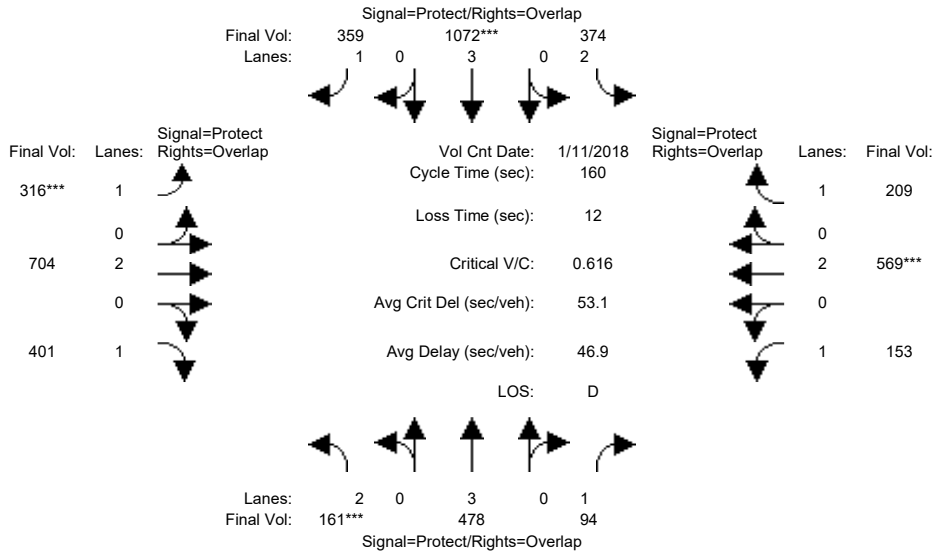
Note: Queue reported is the number of cars per lane.



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Level Of Service Computation Report  
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Intersection #55: Lawrence Expressway / Prospect Road



Street Name:	Lawrence Expressway						Prospect Road					
	North Bound			South Bound			East Bound			West Bound		
Approach:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	20	42	42	32	54	54	30	49	49	21	40	40
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:	>>	Count	Date:	11 Jan 2018	<<	05:00:00 PM						
Base Vol:	161	434	94	374	974	359	316	704	401	153	569	209
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	161	434	94	374	974	359	316	704	401	153	569	209
Added Vol:	0	44	0	0	98	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	161	478	94	374	1072	359	316	704	401	153	569	209
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	161	478	94	374	1072	359	316	704	401	153	569	209
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	161	478	94	374	1072	359	316	704	401	153	569	209
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	161	478	94	374	1072	359	316	704	401	153	569	209

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	3150	5700	1750	3150	5700	1750	1750	3800	1750	1750	3800	1750

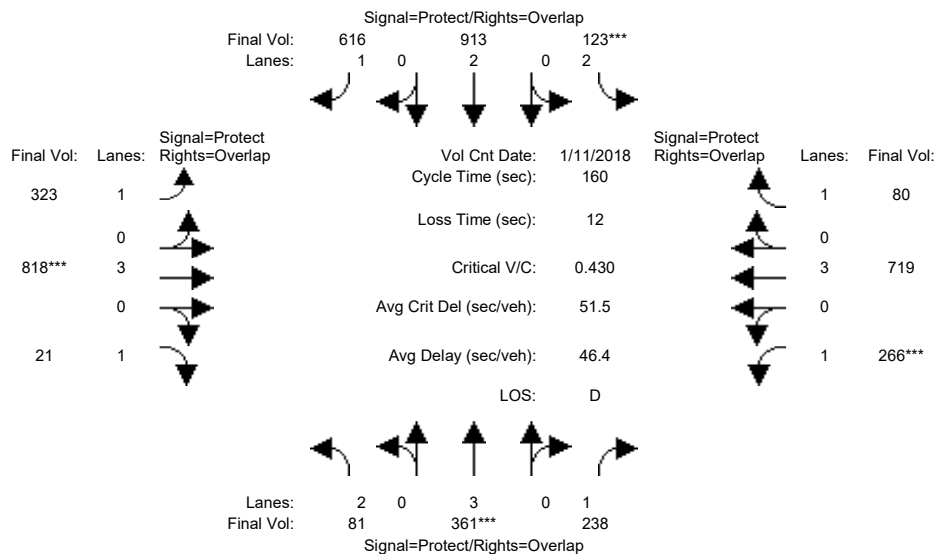
Capacity Analysis Module:												
Vol/Sat:	0.05	0.08	0.05	0.12	0.19	0.21	0.18	0.19	0.23	0.09	0.15	0.12
Crit Moves:	***				***		***				***	
Green Time:	20.0	42.0	64.2	32.0	54.0	88.0	34.0	51.8	71.8	22.2	40.0	72.0
Volume/Cap:	0.41	0.32	0.13	0.59	0.56	0.37	0.85	0.57	0.51	0.63	0.60	0.27
Delay/Veh:	65.2	47.6	30.4	59.6	43.6	20.6	77.2	45.6	32.1	70.3	54.0	27.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	65.2	47.6	30.4	59.6	43.6	20.6	77.2	45.6	32.1	70.3	54.0	27.7
LOS by Move:	E	D	C	E+	D	C+	E-	D	C-	E	D-	C
HCM2kAvgQ:	5	6	3	10	14	10	17	14	15	8	13	7

Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report  
2000 HCM Operations (Future Volume Alternative)  
Existing PM GP w/ Max Residential

Intersection #56: Lawrence Expressway / Saratoga Avenue



Street Name:	Lawrence Expressway						Saratoga Avenue					
	North Bound			South Bound			East Bound			West Bound		
Approach:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	13	54	54	18	59	59	31	45	45	27	41	41
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:	>>	Count	Date:	11 Jan 2018	<<	05:00:00 PM											
Base Vol:	81	335	238	123	870	561	305	818	21	266	719	80					
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00					
Initial Bse:	81	335	238	123	870	561	305	818	21	266	719	80					
Added Vol:	0	26	0	0	43	55	18	0	0	0	0	0					
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0					
Initial Fut:	81	361	238	123	913	616	323	818	21	266	719	80					
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00					
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00					
PHF Volume:	81	361	238	123	913	616	323	818	21	266	719	80					
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0					
Reduced Vol:	81	361	238	123	913	616	323	818	21	266	719	80					
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00					
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00					
Final Volume:	81	361	238	123	913	616	323	818	21	266	719	80					

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	2.00	3.00	1.00	2.00	2.00	1.00	1.00	3.00	1.00	1.00	3.00	1.00
Final Sat.:	3150	5700	1750	3150	3800	1750	1750	5700	1750	1750	5700	1750

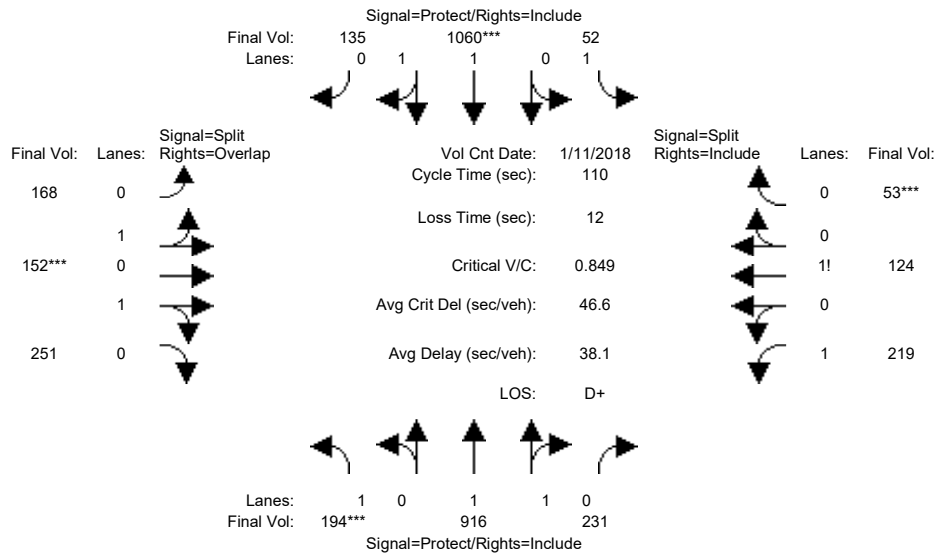
Capacity Analysis Module:												
Vol/Sat:	0.03	0.06	0.14	0.04	0.24	0.35	0.18	0.14	0.01	0.15	0.13	0.05
Crit Moves:	****			****			****			****		
Green Time:	13.0	54.0	85.0	18.0	59.0	91.7	32.7	45.0	58.0	31.0	43.3	61.3
Volume/Cap:	0.32	0.19	0.26	0.35	0.65	0.61	0.90	0.51	0.03	0.78	0.47	0.12
Delay/Veh:	70.0	37.5	20.5	66.2	43.1	23.6	87.1	48.5	32.9	72.7	48.9	32.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	70.0	37.5	20.5	66.2	43.1	23.6	87.1	48.5	32.9	72.7	48.9	32.0
LOS by Move:	E	D+	C+	E	D	C	F	D	C-	E	D	C
HCM2kAvgQ:	2	4	7	4	19	21	17	10	1	15	10	3

Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report  
2000 HCM Operations (Future Volume Alternative)  
Existing PM GP w/ Max Residential

Intersection #57: Saratoga Avenue / Cox Avenue



Street Name:	Saratoga Avenue						Cox Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:	>>	Count	Date:	11 Jan 2018	<<	05:00:00 PM						
Base Vol:	194	898	231	52	1005	135	168	152	251	219	124	53
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	194	898	231	52	1005	135	168	152	251	219	124	53
Added Vol:	0	18	0	0	55	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	194	916	231	52	1060	135	168	152	251	219	124	53
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	194	916	231	52	1060	135	168	152	251	219	124	53
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	194	916	231	52	1060	135	168	152	251	219	124	53
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	194	916	231	52	1060	135	168	152	251	219	124	53

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	0.98	0.95	0.95	0.95	0.95	0.92	0.92	0.92
Lanes:	1.00	1.59	0.41	1.00	1.77	0.23	0.59	0.53	0.88	1.39	0.43	0.18
Final Sat.:	1750	2954	745	1750	3282	418	1059	958	1582	2419	757	324

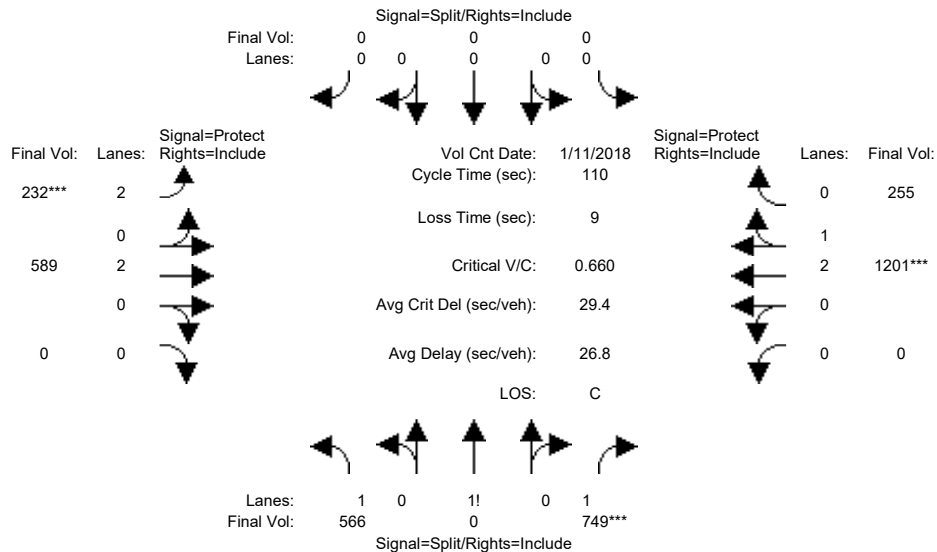
Capacity Analysis Module:												
Vol/Sat:	0.11	0.31	0.31	0.03	0.32	0.32	0.16	0.16	0.16	0.09	0.16	0.16
Crit Moves:	***			***			***			***		
Green Time:	14.4	46.7	46.7	9.6	41.9	41.9	20.6	20.6	34.9	21.2	21.2	21.2
Volume/Cap:	0.85	0.73	0.73	0.34	0.85	0.85	0.85	0.85	0.50	0.47	0.85	0.85
Delay/Veh:	71.4	28.2	28.2	48.6	36.2	36.2	53.2	53.2	30.8	39.8	56.5	56.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	71.4	28.2	28.2	48.6	36.2	36.2	53.2	53.2	30.8	39.8	56.5	56.5
LOS by Move:	E	C	C	D	D+	D+	D-	D-	C	D	E+	E+
HCM2kAvgQ:	8	17	17	2	19	19	13	13	8	6	13	13

Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report  
2000 HCM Operations (Future Volume Alternative)  
Existing PM GP w/ Max Residential

Intersection #58: SR-85 (North) / Saratoga Avenue



Street Name:	SR-85 (North)						Saratoga Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	0	0	0	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:	>>	Count	Date:	11 Jan 2018	<<	05:00:00 PM						
Base Vol:	566	0	742	0	0	0	232	578	0	0	1146	255
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	566	0	742	0	0	0	232	578	0	0	1146	255
Added Vol:	0	0	7	0	0	0	0	11	0	0	55	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	566	0	749	0	0	0	232	589	0	0	1201	255
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	566	0	749	0	0	0	232	589	0	0	1201	255
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	566	0	749	0	0	0	232	589	0	0	1201	255
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	566	0	749	0	0	0	232	589	0	0	1201	255

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.83	1.00	0.92	0.92	0.99	0.95
Lanes:	1.43	0.00	1.57	0.00	0.00	0.00	2.00	2.00	0.00	0.00	2.46	0.54
Final Sat.:	2503	0	2747	0	0	0	3150	3800	0	0	4618	980

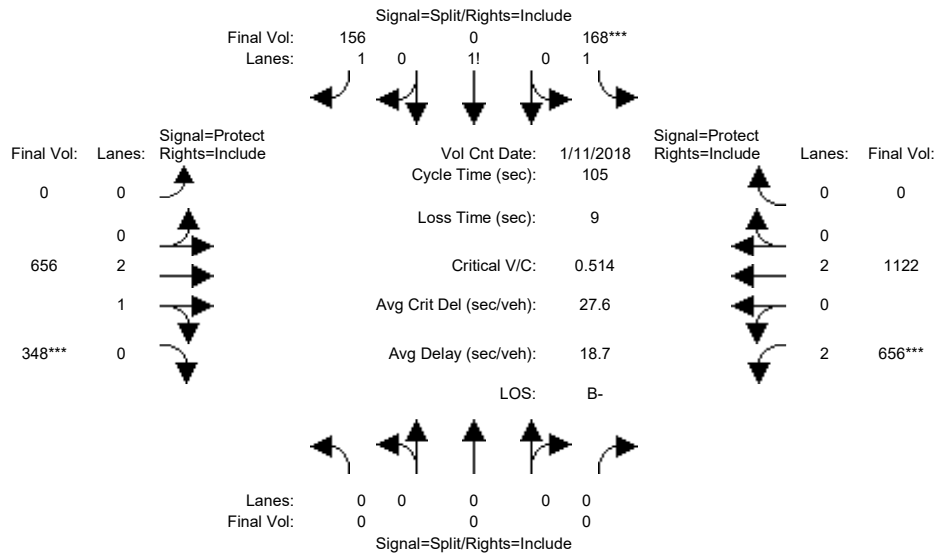
Capacity Analysis Module:												
Vol/Sat:	0.23	0.00	0.27	0.00	0.00	0.00	0.07	0.16	0.00	0.00	0.26	0.26
Crit Moves:	****						****			****		
Green Time:	45.4	0.0	45.4	0.0	0.0	0.0	12.3	55.6	0.0	0.0	43.3	43.3
Volume/Cap:	0.55	0.00	0.66	0.00	0.00	0.00	0.66	0.31	0.00	0.00	0.66	0.66
Delay/Veh:	24.8	0.0	26.9	0.0	0.0	0.0	51.5	16.0	0.0	0.0	28.1	28.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	24.8	0.0	26.9	0.0	0.0	0.0	51.5	16.0	0.0	0.0	28.1	28.1
LOS by Move:	C	A	C	A	A	A	D-	B	A	A	C	C
HCM2kAvgQ:	11	0	15	0	0	0	5	6	0	0	13	13

Note: Queue reported is the number of cars per lane.

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2000 HCM Operations (Future Volume Alternative)  
Existing PM GP w/ Max Residential

Intersection #59: SR-85 (South) / Saratoga Avenue



Street Name:	SR-85 (South)						Saratoga Avenue					
	North Bound			South Bound			East Bound			West Bound		
Approach:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:	>>	Count	Date:	11 Jan 2018	<<	05:00:00 PM						
Base Vol:	0	0	0	168	0	156	0	645	348	619	1104	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	168	0	156	0	645	348	619	1104	0
Added Vol:	0	0	0	0	0	0	0	11	0	37	18	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	168	0	156	0	656	348	656	1122	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	168	0	156	0	656	348	656	1122	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	168	0	156	0	656	348	656	1122	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	0	0	0	168	0	156	0	656	348	656	1122	0

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.83	1.00	0.92
Lanes:	0.00	0.00	0.00	1.52	0.00	1.48	0.00	2.00	1.00	2.00	2.00	0.00
Final Sat.:	0	0	0	2657	0	2593	0	3800	1750	3150	3800	0

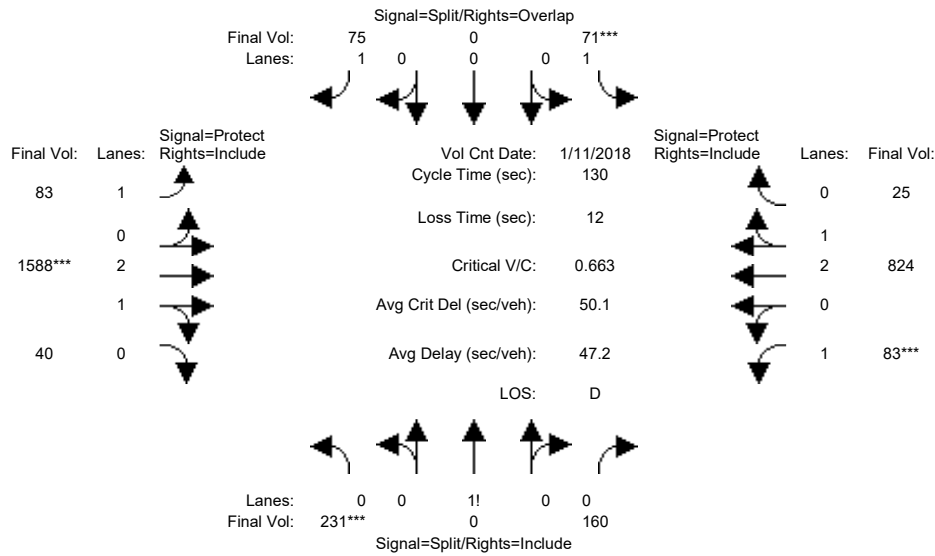
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.06	0.00	0.06	0.00	0.17	0.20	0.21	0.30	0.00
Crit Moves:				****					****	****		
Green Time:	0.0	0.0	0.0	12.9	0.0	12.9	0.0	40.6	40.6	42.5	83.1	0.0
Volume/Cap:	0.00	0.00	0.00	0.51	0.00	0.49	0.00	0.45	0.51	0.51	0.37	0.00
Delay/Veh:	0.0	0.0	0.0	43.8	0.0	43.5	0.0	24.0	24.9	23.9	3.3	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	43.8	0.0	43.5	0.0	24.0	24.9	23.9	3.3	0.0
LOS by Move:	A	A	A	D	A	D	A	C	C	C	A	A
HCM2kAvgQ:	0	0	0	4	0	4	0	8	9	9	5	0

Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report  
2000 HCM Operations (Future Volume Alternative)  
Existing PM GP w/ Max Residential

Intersection #60: Cabot Avenue-Loma Linda Drive / Stevens Creek Boulevard



Street Name:	Cabot Avenue-Loma Linda Drive						Stevens Creek Boulevard					
	North Bound			South Bound			East Bound			West Bound		
Approach:												
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	32	32	32	32	32	32	15	35	35	10	30	30
Y+R:	5.1	5.1	5.1	5.1	5.1	5.1	4.5	6.4	6.4	4.5	6.4	6.4

Volume Module:	>>	Count	Date:	11 Jan 2018	<<	05:00:00 PM						
Base Vol:	215	0	149	66	0	67	73	1398	37	77	707	23
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	215	0	149	66	0	67	73	1398	37	77	707	23
Added Vol:	0	0	0	0	0	3	4	79	0	0	59	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	215	0	149	66	0	70	77	1477	37	77	766	23
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
PHF Volume:	231	0	160	71	0	75	83	1588	40	83	824	25
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	231	0	160	71	0	75	83	1588	40	83	824	25
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	231	0	160	71	0	75	83	1588	40	83	824	25

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.92	0.92	0.92	1.00	0.92	0.92	0.98	0.95	0.92	0.98	0.95
Lanes:	0.59	0.00	0.41	1.00	0.00	1.00	1.00	2.92	0.08	1.00	2.91	0.09
Final Sat.:	1034	0	716	1750	0	1750	1750	5463	137	1750	5437	163

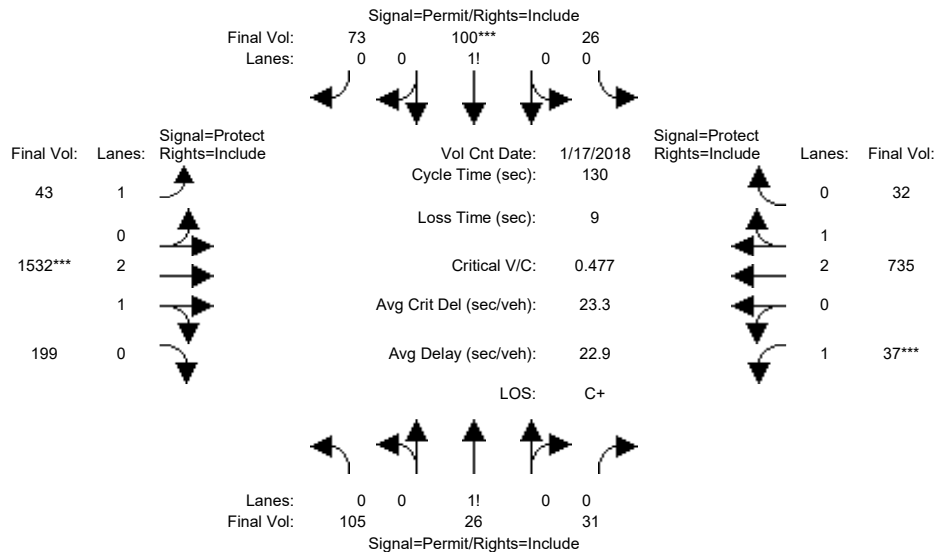
Capacity Analysis Module:												
Vol/Sat:	0.22	0.00	0.22	0.04	0.00	0.04	0.05	0.29	0.29	0.05	0.15	0.15
Crit Moves:	***			****			****			****		
Green Time:	33.0	0.0	33.0	32.0	0.0	49.7	17.7	43.0	43.0	10.0	35.3	35.3
Volume/Cap:	0.88	0.00	0.88	0.16	0.00	0.11	0.35	0.88	0.88	0.62	0.56	0.56
Delay/Veh:	64.5	0.0	64.5	38.7	0.0	26.0	51.8	46.3	46.3	66.4	41.1	41.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	64.5	0.0	64.5	38.7	0.0	26.0	51.8	46.3	46.3	66.4	41.1	41.1
LOS by Move:	E	A	E	D+	A	C	D-	D	D	E	D	D
HCM2kAvgQ:	19	0	19	2	0	2	3	22	22	4	10	10

Note: Queue reported is the number of cars per lane.

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2000 HCM Operations (Future Volume Alternative)  
Existing PM GP w/ Max Residential

Intersection #61: Cronin Drive/Albany Drive / Stevens Creek Boulevard



Street Name:	Cronin Drive/Albany Drive						Stevens Creek Boulevard					
	North Bound			South Bound			East Bound			West Bound		
Approach:												
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	37	37	37	37	37	37	15	62	62	15	62	62
Y+R:	5.1	5.1	5.1	5.1	5.1	5.1	5.0	5.9	5.9	5.0	5.9	5.9

Volume Module:	>>	Count	Date:	17 Jan 2018	<<	05:00:00 PM						
Base Vol:	99	25	30	25	97	67	40	1415	187	36	661	31
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	99	25	30	25	97	67	40	1415	187	36	661	31
Added Vol:	3	0	0	0	0	4	2	71	6	0	52	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	102	25	30	25	97	71	42	1486	193	36	713	31
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
PHF Volume:	105	26	31	26	100	73	43	1532	199	37	735	32
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	105	26	31	26	100	73	43	1532	199	37	735	32
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	105	26	31	26	100	73	43	1532	199	37	735	32

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.99	0.95	0.92	0.98	0.95
Lanes:	0.65	0.16	0.19	0.13	0.50	0.37	1.00	2.64	0.36	1.00	2.87	0.13
Final Sat.:	1137	279	334	227	880	644	1750	4955	644	1750	5366	233

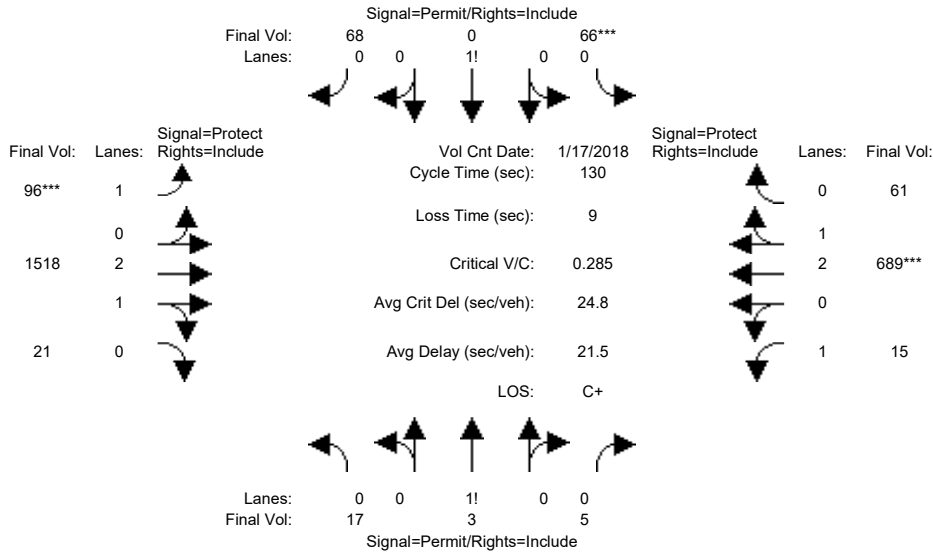
Capacity Analysis Module:												
Vol/Sat:	0.09	0.09	0.09	0.11	0.11	0.11	0.02	0.31	0.31	0.02	0.14	0.14
Crit Moves:					****			****			****	
Green Time:	37.0	37.0	37.0	37.0	37.0	37.0	16.4	69.0	69.0	15.0	67.6	67.6
Volume/Cap:	0.32	0.32	0.32	0.40	0.40	0.40	0.20	0.58	0.58	0.18	0.26	0.26
Delay/Veh:	37.0	37.0	37.0	38.1	38.1	38.1	51.4	21.0	21.0	52.4	17.4	17.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	37.0	37.0	37.0	38.1	38.1	38.1	51.4	21.0	21.0	52.4	17.4	17.4
LOS by Move:	D+	D+	D+	D+	D+	D+	D-	C+	C+	D-	B	B
HCM2kAvgQ:	5	5	5	7	7	7	2	15	15	1	6	6

Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report  
2000 HCM Operations (Future Volume Alternative)  
Existing PM GP w/ Max Residential

Intersection #62: Woodhams Road / Stevens Creek Boulevard



Street Name:	Woodhams Road						Stevens Creek Boulevard					
	North Bound			South Bound			East Bound			West Bound		
Approach:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	35	35	35	35	35	35	15	64	64	14	64	64
Y+R:	5.1	5.1	5.1	5.1	5.1	5.1	5.5	5.9	5.9	5.5	5.9	5.9

Volume Module:	>>	Count	Date:	17 Jan 2018	<<	05:00:00 PM						
Base Vol:	7	3	5	65	0	58	82	1441	9	15	642	60
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	7	3	5	65	0	58	82	1441	9	15	642	60
Added Vol:	10	0	0	0	0	9	12	47	12	0	33	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	17	3	5	65	0	67	94	1488	21	15	675	60
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
PHF Volume:	17	3	5	66	0	68	96	1518	21	15	689	61
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	17	3	5	66	0	68	96	1518	21	15	689	61
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	17	3	5	66	0	68	96	1518	21	15	689	61

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.98	0.95	0.92	0.99	0.95
Lanes:	0.68	0.12	0.20	0.49	0.00	0.51	1.00	2.96	0.04	1.00	2.75	0.25
Final Sat.:	1190	210	350	862	0	888	1750	5522	78	1750	5142	457

Capacity Analysis Module:												
Vol/Sat:	0.01	0.01	0.01	0.08	0.00	0.08	0.05	0.27	0.27	0.01	0.13	0.13
Crit Moves:				****			****			****		
Green Time:	35.0	35.0	35.0	35.0	0.0	35.0	22.0	70.6	70.6	15.4	64.0	64.0
Volume/Cap:	0.05	0.05	0.05	0.29	0.00	0.29	0.32	0.51	0.51	0.07	0.27	0.27
Delay/Veh:	35.3	35.3	35.3	37.9	0.0	37.9	48.1	18.9	18.9	51.1	19.4	19.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	35.3	35.3	35.3	37.9	0.0	37.9	48.1	18.9	18.9	51.1	19.4	19.4
LOS by Move:	D+	D+	D+	D+	A	D+	D	B-	B-	D-	B-	B-
HCM2kAvgQ:	1	1	1	5	0	5	3	13	13	1	6	6

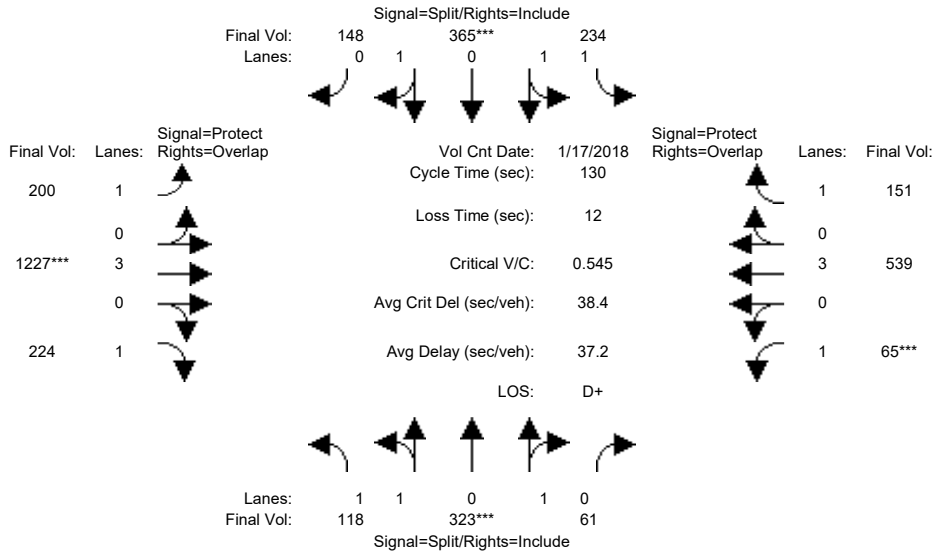
Note: Queue reported is the number of cars per lane.



Vallco Special Area Specific Plan  
SJ17-1786

Level Of Service Computation Report  
2000 HCM Operations (Future Volume Alternative)  
Existing PM GP w/ Max Residential

Intersection #63: Kiely Boulevard / Stevens Creek Boulevard



Street Name:	Kiely Boulevard						Stevens Creek Boulevard					
	North Bound			South Bound			East Bound			West Bound		
Approach:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	7	10	0	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:	>>	Count	Date:	17 Jan 2018	<<	05:00:00 PM						
Base Vol:	111	323	61	234	365	141	190	1200	214	65	521	151
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	111	323	61	234	365	141	190	1200	214	65	521	151
Added Vol:	7	0	0	0	0	7	10	27	10	0	18	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	118	323	61	234	365	148	200	1227	224	65	539	151
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	118	323	61	234	365	148	200	1227	224	65	539	151
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	118	323	61	234	365	148	200	1227	224	65	539	151
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	118	323	61	234	365	148	200	1227	224	65	539	151

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	0.98	0.95	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	1.67	0.33	1.00	1.41	0.59	1.00	3.00	1.00	1.00	3.00	1.00
Final Sat.:	1750	3112	588	1750	2632	1067	1750	5700	1750	1750	5700	1750

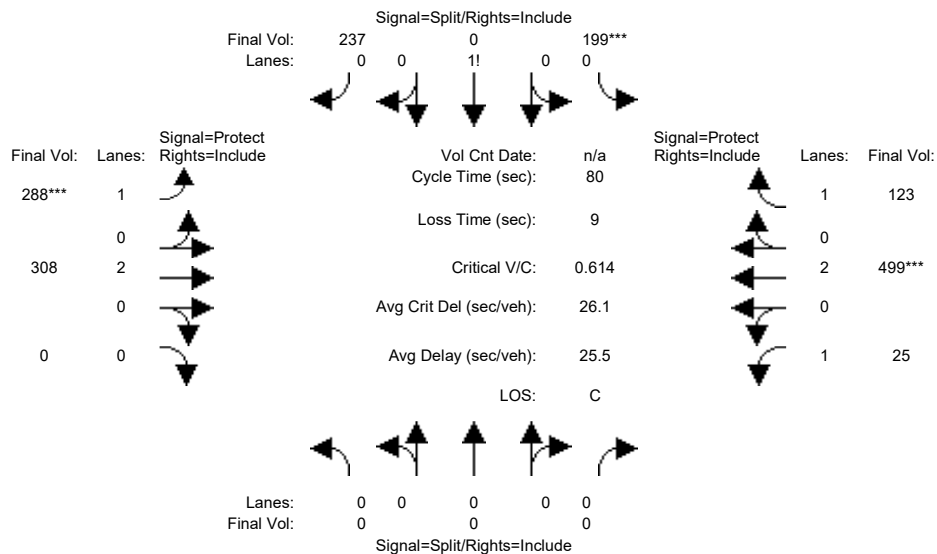
Capacity Analysis Module:												
Vol/Sat:	0.07	0.10	0.10	0.13	0.14	0.14	0.11	0.22	0.13	0.04	0.09	0.09
Crit Moves:	****			****			****			****		
Green Time:	24.7	24.7	24.7	33.1	33.1	33.1	32.9	51.3	76.1	8.9	27.2	60.3
Volume/Cap:	0.35	0.55	0.55	0.53	0.55	0.55	0.45	0.55	0.22	0.55	0.45	0.19
Delay/Veh:	45.8	48.2	48.2	42.1	42.4	42.4	41.6	30.6	12.9	63.8	45.1	20.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	45.8	48.2	48.2	42.1	42.4	42.4	41.6	30.6	12.9	63.8	45.1	20.6
LOS by Move:	D	D	D	D	D	D	D	C	B	E	D	C+
HCM2kAvgQ:	5	8	8	9	9	9	7	12	4	4	6	4

Note: Queue reported is the number of cars per lane.

Vallco Special Area Specific Plan  
SJ17-1776

Level Of Service Computation Report  
2000 HCM Operations (Future Volume Alternative)  
Existing PM GP w/ Max Residential

Intersection #64: Perimeter Road / Vallco Parkway



Street Name:	Perimeter Road						Vallco Parkway					
	North Bound			South Bound			East Bound			West Bound		
Approach:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	10	10	10	7	10	0	7	10	10
Y+R:	0.0	0.0	0.0	4.0	4.0	4.0	4.0	4.0	0.0	4.0	4.0	4.0

Volume Module: 5:45:00 PM												
Base Vol:	0	0	0	61	0	83	50	280	0	25	469	30
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	61	0	83	50	280	0	25	469	30
Added Vol:	0	0	0	138	0	154	238	28	0	0	30	93
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	199	0	237	288	308	0	25	499	123
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	199	0	237	288	308	0	25	499	123
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	199	0	237	288	308	0	25	499	123
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	0	0	0	199	0	237	288	308	0	25	499	123

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	0.92	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	0.00	0.00	0.46	0.00	0.54	1.00	2.00	0.00	1.00	2.00	1.00
Final Sat.:	0	0	0	799	0	951	1750	3800	0	1750	3800	1750

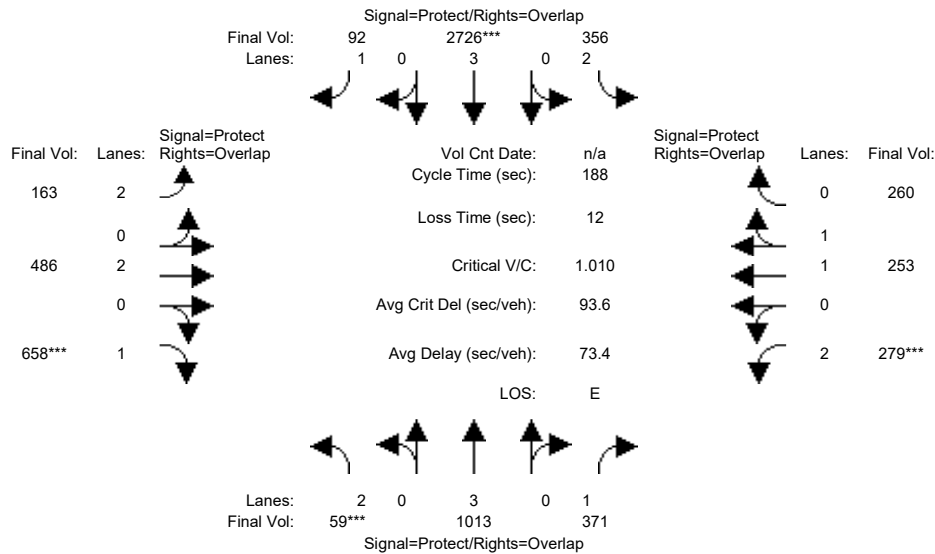
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.25	0.00	0.25	0.16	0.08	0.00	0.01	0.13	0.07
Crit Moves:				****			****			****		
Green Time:	0.0	0.0	0.0	32.5	0.0	32.5	21.4	22.7	0.0	15.9	17.1	17.1
Volume/Cap:	0.00	0.00	0.00	0.61	0.00	0.61	0.61	0.29	0.00	0.07	0.61	0.33
Delay/Veh:	0.0	0.0	0.0	20.4	0.0	20.4	28.1	22.5	0.0	26.2	29.9	27.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	20.4	0.0	20.4	28.1	22.5	0.0	26.2	29.9	27.1
LOS by Move:	A	A	A	C+	A	C+	C	C+	A	C	C	C
HCM2kAvgQ:	0	0	0	10	0	10	7	3	0	1	5	3

Note: Queue reported is the number of cars per lane.

Vallco Special Area Specific Plan  
SJ17-1776

Level Of Service Computation Report  
2000 HCM Operations (Future Volume Alternative)  
Existing PM GP w/ Max Residential

Intersection #65: Lawrence Expressway / Kifer Road



Street Name:	Lawrence Expressway						Kifer Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	12	85	85	26	100	100	14	28	28	25	40	40
Y+R:	5.9	6.2	6.2	6.1	6.2	6.2	5.8	5.5	5.5	5.9	45.1	45.1

Volume Module:												
Base Vol:	46	1220	358	356	3429	92	163	486	643	262	253	260
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	46	1220	358	356	3429	92	163	486	643	262	253	260
Added Vol:	13	46	13	0	22	0	0	0	15	17	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	59	1266	371	356	3451	92	163	486	658	279	253	260
User Adj:	1.00	0.80	1.00	1.00	0.79	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	59	1013	371	356	2726	92	163	486	658	279	253	260
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	59	1013	371	356	2726	92	163	486	658	279	253	260
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	59	1013	371	356	2726	92	163	486	658	279	253	260

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	2.00	2.00	1.00	2.00	1.00	1.00
Final Sat.:	3150	5700	1750	3150	5700	1750	3150	3800	1750	3150	1900	1750

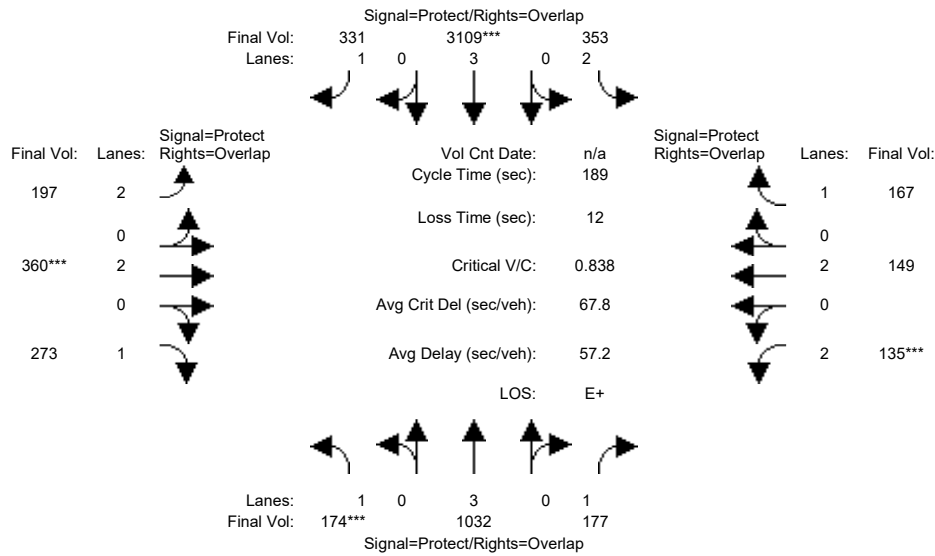
Capacity Analysis Module:												
Vol/Sat:	0.02	0.18	0.21	0.11	0.48	0.05	0.05	0.13	0.38	0.09	0.13	0.15
Crit Moves:	***			****			****			****		
Green Time:	12.5	89.6	115.7	27.4	104	119.6	15.2	32.4	44.9	26.1	43.3	70.7
Volume/Cap:	0.28	0.37	0.34	0.78	0.86	0.08	0.64	0.74	1.57	0.64	0.58	0.39
Delay/Veh:	80.6	30.1	17.1	82.1	36.7	12.6	85.7	75.3	338.1	76.4	62.4	41.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	80.6	30.1	17.1	82.1	36.7	12.6	85.7	75.3	338.1	76.4	62.4	41.3
LOS by Move:	F	C	B	F	D+	B	F	E-	F	E-	E	D
HCM2kAvgQ:	2	11	10	13	44	2	6	14	71	10	13	11

Note: Queue reported is the number of cars per lane.

Vallco Special Area Specific Plan  
SJ17-1776

Level Of Service Computation Report  
2000 HCM Operations (Future Volume Alternative)  
Existing PM GP w/ Max Residential

Intersection #66: Lawrence Expressway / Reed Avenue/Monroe Street



Street Name:	Lawrence Expressway						Reed Avenue/Monroe Street					
	North Bound			South Bound			East Bound			West Bound		
Approach:												
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	19	87	87	25	93	93	17	37	37	16	36	36
Y+R:	6.0	6.2	6.2	6.1	6.2	6.2	5.7	5.6	5.6	5.6	5.7	5.7

Volume Module:												
Base Vol:	167	1218	172	353	3882	331	197	360	263	125	149	167
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	167	1218	172	353	3882	331	197	360	263	125	149	167
Added Vol:	7	72	5	0	54	0	0	0	10	10	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	174	1290	177	353	3936	331	197	360	273	135	149	167
User Adj:	1.00	0.80	1.00	1.00	0.79	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	174	1032	177	353	3109	331	197	360	273	135	149	167
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	174	1032	177	353	3109	331	197	360	273	135	149	167
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	174	1032	177	353	3109	331	197	360	273	135	149	167

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92
Lanes:	1.00	3.00	1.00	2.00	3.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	1750	5700	1750	3150	5700	1750	3150	3800	1750	3150	3800	1750

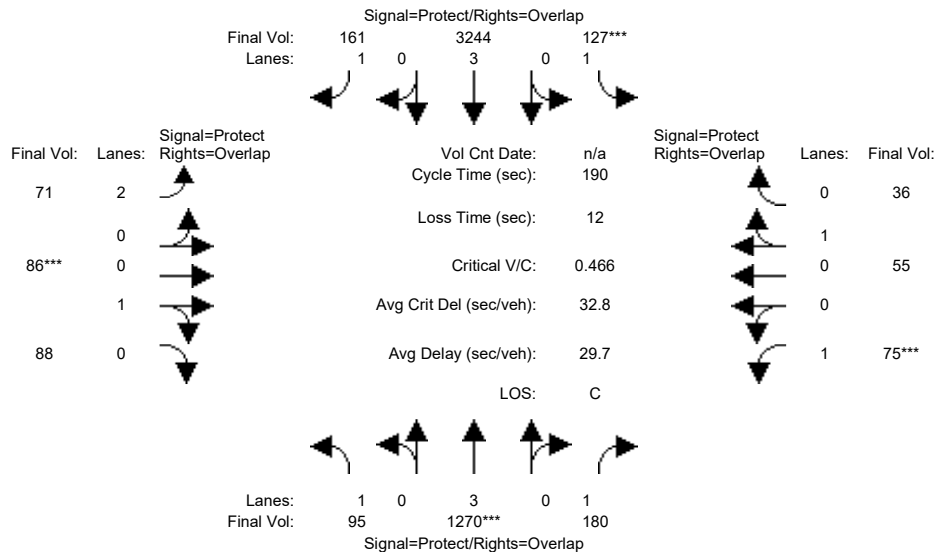
Capacity Analysis Module:												
Vol/Sat:	0.10	0.18	0.10	0.11	0.55	0.19	0.06	0.09	0.16	0.04	0.04	0.10
Crit Moves:	***			****			****			****		
Green Time:	20.0	93.8	110.6	27.0	101	118.6	17.8	38.9	58.8	16.8	37.8	64.8
Volume/Cap:	0.94	0.36	0.17	0.79	1.02	0.30	0.66	0.46	0.50	0.48	0.20	0.28
Delay/Veh:	129.5	28.0	17.3	83.4	64.4	15.5	84.2	63.2	51.3	79.4	60.1	43.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	129.5	28.0	17.3	83.4	64.4	15.5	84.2	63.2	51.3	79.4	60.1	43.3
LOS by Move:	F	C	B	F	E	B	F	E	D-	E-	E	D
HCM2kAvgQ:	12	11	5	11	61	8	7	9	13	5	3	7

Note: Queue reported is the number of cars per lane.

Vallco Special Area Specific Plan  
SJ17-1776

Level Of Service Computation Report  
2000 HCM Operations (Future Volume Alternative)  
Existing PM GP w/ Max Residential

Intersection #67: Lawrence Expressway / Poinciana Drive/Cabrillo Avenue



Street Name:	Lawrence Expressway						Poinciana Drive/Cabrillo Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	15	112	112	21	118	118	13	23	23	12	21	21
Y+R:	5.1	6.2	6.2	4.9	6.2	6.2	5.9	5.8	5.8	5.4	5.8	5.8

Volume Module:												
Base Vol:	91	1503	176	127	4032	161	71	86	85	74	55	36
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	91	1503	176	127	4032	161	71	86	85	74	55	36
Added Vol:	4	84	4	0	74	0	0	0	3	1	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	95	1587	180	127	4106	161	71	86	88	75	55	36
User Adj:	1.00	0.80	1.00	1.00	0.79	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	95	1270	180	127	3244	161	71	86	88	75	55	36
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	95	1270	180	127	3244	161	71	86	88	75	55	36
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	95	1270	180	127	3244	161	71	86	88	75	55	36

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.83	0.95	0.95	0.92	0.95	0.95
Lanes:	1.00	3.00	1.00	1.00	3.00	1.00	2.00	0.49	0.51	1.00	0.60	0.40
Final Sat.:	1750	5700	1750	1750	5700	1750	3150	890	910	1750	1088	712

Capacity Analysis Module:												
Vol/Sat:	0.05	0.22	0.10	0.07	0.57	0.09	0.02	0.10	0.10	0.04	0.05	0.05
Crit Moves:	****			****			****			****		
Green Time:	15.8	118	130.9	22.2	125	138.7	14.1	24.3	40.1	12.7	22.8	45.0
Volume/Cap:	0.65	0.36	0.15	0.62	0.87	0.13	0.30	0.76	0.46	0.64	0.42	0.21
Delay/Veh:	90.0	16.6	9.8	81.5	27.2	7.3	79.6	89.2	62.9	93.5	74.7	55.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	90.0	16.6	9.8	81.5	27.2	7.3	79.6	89.2	62.9	93.5	74.7	55.5
LOS by Move:	F	B	A	F	C	A	E-	F	E	F	E	E+
HCM2kAvgQ:	5	11	4	7	44	3	2	11	9	5	5	4

Note: Queue reported is the number of cars per lane.

Vallco Special Area Specific Plan  
SJ17-1786

Summary Scenario Comparison Report (With Average Critical Delay)  
Future Volume Alternative

Intersection	???				Existing PM				Existing PM PP (Retail and Residential)						???			
	LOS	Avg Del (sec)	Crit V/C	Avg Crit Del (sec)	LOS	Avg Del (sec)	Crit V/C	Avg Crit Del (sec)	LOS	Avg Del (sec)	Crit V/C	Crit V/C Change	Avg Crit Del (sec)	Avg Crit Del Change	LOS	Avg Del (sec)	Crit V/C	Avg Crit Del (sec)
#1	?	xx.x	x.xxx	xx.x	C	31.7	0.555	37.5	C	31.7	0.564	+ 0.008	37.3	- 0.2	?	xx.x	x.xxx	xx.x
#2	?	xx.x	x.xxx	xx.x	C	27.1	0.594	22.3	C	26.1	0.615	+ 0.022	21.3	- 0.9	?	xx.x	x.xxx	xx.x
#3	?	xx.x	x.xxx	xx.x	D	46.7	0.795	51.4	D	47.6	0.825	+ 0.030	52.8	+ 1.3	?	xx.x	x.xxx	xx.x
#4	?	xx.x	x.xxx	xx.x	D	43.7	0.754	45.7	D	44.1	0.772	+ 0.018	46.4	+ 0.8	?	xx.x	x.xxx	xx.x
#5	?	xx.x	x.xxx	xx.x	D	46.6	0.760	45.3	D	46.9	0.772	+ 0.012	45.7	+ 0.4	?	xx.x	x.xxx	xx.x
#6	?	xx.x	x.xxx	xx.x	B+	10.7	0.446	7.3	B+	10.6	0.455	+ 0.010	7.2	- 0.1	?	xx.x	x.xxx	xx.x
#7	?	xx.x	x.xxx	xx.x	C	25.9	0.560	24.9	C	25.5	0.569	+ 0.010	24.6	- 0.3	?	xx.x	x.xxx	xx.x
#8	?	xx.x	x.xxx	xx.x	D	41.0	0.859	54.6	D	42.5	0.875	+ 0.016	56.6	+ 2.0	?	xx.x	x.xxx	xx.x
#9	?	xx.x	x.xxx	xx.x	C	27.1	0.783	37.6	C	27.4	0.801	+ 0.018	38.2	+ 0.6	?	xx.x	x.xxx	xx.x
#10	?	xx.x	x.xxx	xx.x	B	18.0	0.746	39.4	B-	18.8	0.761	+ 0.015	40.0	+ 0.6	?	xx.x	x.xxx	xx.x
#11	?	xx.x	x.xxx	xx.x	D	39.9	0.790	37.8	D	41.9	0.810	+ 0.019	39.8	+ 2.0	?	xx.x	x.xxx	xx.x
#12	?	xx.x	x.xxx	xx.x	E	64.2	0.963	74.7	E	64.8	0.971	+ 0.008	76.0	+ 1.3	?	xx.x	x.xxx	xx.x
#13	?	xx.x	x.xxx	xx.x	C	26.4	0.679	37.9	C	26.2	0.693	+ 0.014	37.9	+ 0.0	?	xx.x	x.xxx	xx.x
#14	?	xx.x	x.xxx	xx.x	B	15.0	0.775	19.2	B	15.7	0.798	+ 0.023	20.1	+ 0.9	?	xx.x	x.xxx	xx.x
#15	?	xx.x	x.xxx	xx.x	B	15.7	0.611	26.8	B	15.9	0.626	+ 0.015	27.1	+ 0.2	?	xx.x	x.xxx	xx.x
#16	?	xx.x	x.xxx	xx.x	C	28.8	0.690	29.6	C	28.7	0.695	+ 0.005	29.6	- 0.1	?	xx.x	x.xxx	xx.x
#17	?	xx.x	x.xxx	xx.x	C	23.1	0.533	23.3	C+	22.0	0.589	+ 0.056	22.6	- 0.7	?	xx.x	x.xxx	xx.x
#18	?	xx.x	x.xxx	xx.x	C	24.4	0.756	29.2	C	24.7	0.770	+ 0.014	29.4	+ 0.2	?	xx.x	x.xxx	xx.x
#19	?	xx.x	x.xxx	xx.x	C-	33.5	0.716	33.7	C-	33.7	0.783	+ 0.067	34.8	+ 1.1	?	xx.x	x.xxx	xx.x
#20	?	xx.x	x.xxx	xx.x	B	13.0	0.413	7.5	B	12.4	0.470	+ 0.056	7.1	- 0.4	?	xx.x	x.xxx	xx.x
#21	?	xx.x	x.xxx	xx.x	B	15.2	0.513	15.3	C	23.8	0.597	+ 0.083	21.8	+ 6.5	?	xx.x	x.xxx	xx.x
#22	?	xx.x	x.xxx	xx.x	D	48.1	0.730	54.8	D	49.3	0.771	+ 0.041	56.4	+ 1.6	?	xx.x	x.xxx	xx.x
#23	?	xx.x	x.xxx	xx.x	D	47.9	0.696	38.2	D	49.1	0.734	+ 0.038	39.2	+ 1.0	?	xx.x	x.xxx	xx.x
#24	?	xx.x	x.xxx	xx.x	B-	18.8	0.545	31.8	B-	18.5	0.586	+ 0.040	31.1	- 0.7	?	xx.x	x.xxx	xx.x
#25	?	xx.x	x.xxx	xx.x	C+	22.8	0.562	20.3	C+	22.2	0.609	+ 0.048	20.1	- 0.2	?	xx.x	x.xxx	xx.x
#26	?	xx.x	x.xxx	xx.x	D	43.0	0.688	50.9	D	43.4	0.736	+ 0.048	49.3	- 1.6	?	xx.x	x.xxx	xx.x

Vallco Special Area Specific Plan  
SJ17-1786

Summary Scenario Comparison Report (With Average Critical Delay)  
Future Volume Alternative

Intersection	???				Existing PM				Existing PM PP (Retail and Residential)						???			
	LOS	Avg Del (sec)	Crit V/C	Avg Crit Del (sec)	LOS	Avg Del (sec)	Crit V/C	Avg Crit Del (sec)	LOS	Avg Del (sec)	Crit V/C	Crit V/C Change	Avg Crit Del (sec)	Avg Crit Del Change	LOS	Avg Del (sec)	Crit V/C	Avg Crit Del (sec)
#27	?	xx.x	x.xxx	xx.x	B	15.4	0.369	13.3	B	14.3	0.414	+ 0.045	12.5	- 0.8	?	xx.x	x.xxx	xx.x
#28	?	xx.x	x.xxx	xx.x	B	16.5	0.482	15.8	B	16.0	0.529	+ 0.047	15.7	- 0.2	?	xx.x	x.xxx	xx.x
#29	?	xx.x	x.xxx	xx.x	B	12.0	0.667	12.3	B	14.1	0.804	+ 0.137	15.9	+ 3.6	?	xx.x	x.xxx	xx.x
#30	?	xx.x	x.xxx	xx.x	A	8.4	0.488	9.6	B+	10.1	0.671	+ 0.183	12.3	+ 2.7	?	xx.x	x.xxx	xx.x
#31	?	xx.x	x.xxx	xx.x	C	31.2	0.502	28.4	D	42.8	0.708	+ 0.207	49.5	+ 21.1	?	xx.x	x.xxx	xx.x
#32	?	xx.x	x.xxx	xx.x	D	41.4	0.694	40.0	D	43.1	0.748	+ 0.053	46.0	+ 6.0	?	xx.x	x.xxx	xx.x
#33	?	xx.x	x.xxx	xx.x	A	3.0	0.367	3.6	A	2.9	0.381	+ 0.015	3.5	- 0.0	?	xx.x	x.xxx	xx.x
#34	?	xx.x	x.xxx	xx.x	A	4.1	0.354	3.3	A	4.2	0.367	+ 0.013	3.3	+ 0.0	?	xx.x	x.xxx	xx.x
#35	?	xx.x	x.xxx	xx.x	D	41.5	0.705	44.1	D	42.0	0.721	+ 0.016	44.8	+ 0.7	?	xx.x	x.xxx	xx.x
#36	?	xx.x	x.xxx	xx.x	C+	22.8	0.411	19.7	C+	22.6	0.427	+ 0.016	19.4	- 0.3	?	xx.x	x.xxx	xx.x
#37	?	xx.x	x.xxx	xx.x	C+	21.6	0.468	21.4	C+	20.8	0.491	+ 0.022	20.7	- 0.8	?	xx.x	x.xxx	xx.x
#38	?	xx.x	x.xxx	xx.x	D	43.2	0.761	47.8	D	43.8	0.781	+ 0.020	49.3	+ 1.5	?	xx.x	x.xxx	xx.x
#39	?	xx.x	x.xxx	xx.x	C	24.5	0.396	27.8	C	25.0	0.415	+ 0.019	27.6	- 0.2	?	xx.x	x.xxx	xx.x
#40	?	xx.x	x.xxx	xx.x	B-	18.3	0.442	20.3	B-	18.3	0.472	+ 0.031	20.4	+ 0.1	?	xx.x	x.xxx	xx.x
#41	?	xx.x	x.xxx	xx.x	C	31.3	0.403	34.5	C-	33.4	0.532	+ 0.130	37.5	+ 3.0	?	xx.x	x.xxx	xx.x
#42	?	xx.x	x.xxx	xx.x	D	42.8	0.614	43.8	D	43.3	0.668	+ 0.054	45.4	+ 1.6	?	xx.x	x.xxx	xx.x
#43	?	xx.x	x.xxx	xx.x	D	40.5	0.627	49.4	D-	51.6	0.660	+ 0.033	67.2	+ 17.8	?	xx.x	x.xxx	xx.x
#44	?	xx.x	x.xxx	xx.x	D-	52.7	0.495	62.3	D-	54.2	0.511	+ 0.016	64.4	+ 2.1	?	xx.x	x.xxx	xx.x
#45	?	xx.x	x.xxx	xx.x	C	24.0	0.363	23.9	C	24.6	0.390	+ 0.027	24.5	+ 0.6	?	xx.x	x.xxx	xx.x
#46	?	xx.x	x.xxx	xx.x	C	25.4	0.603	26.1	C	25.9	0.653	+ 0.051	27.0	+ 1.0	?	xx.x	x.xxx	xx.x
#47	?	xx.x	x.xxx	xx.x	C	27.1	0.724	28.8	C	29.7	0.773	+ 0.049	32.0	+ 3.3	?	xx.x	x.xxx	xx.x
#48	?	xx.x	x.xxx	xx.x	E	66.3	0.790	71.9	E	68.1	0.806	+ 0.016	73.3	+ 1.4	?	xx.x	x.xxx	xx.x
#49	?	xx.x	x.xxx	xx.x	D	44.5	0.578	53.5	D	44.9	0.587	+ 0.009	53.6	+ 0.1	?	xx.x	x.xxx	xx.x
#50	?	xx.x	x.xxx	xx.x	C	28.0	0.585	23.8	C	28.7	0.610	+ 0.025	24.3	+ 0.5	?	xx.x	x.xxx	xx.x
#51	?	xx.x	x.xxx	xx.x	C	30.2	0.829	21.2	C	30.5	0.840	+ 0.011	21.7	+ 0.5	?	xx.x	x.xxx	xx.x
#52	?	xx.x	x.xxx	xx.x	B	16.6	0.559	6.8	B	16.7	0.564	+ 0.005	6.9	+ 0.1	?	xx.x	x.xxx	xx.x

Vallco Special Area Specific Plan  
SJ17-1786

Summary Scenario Comparison Report (With Average Critical Delay)  
Future Volume Alternative

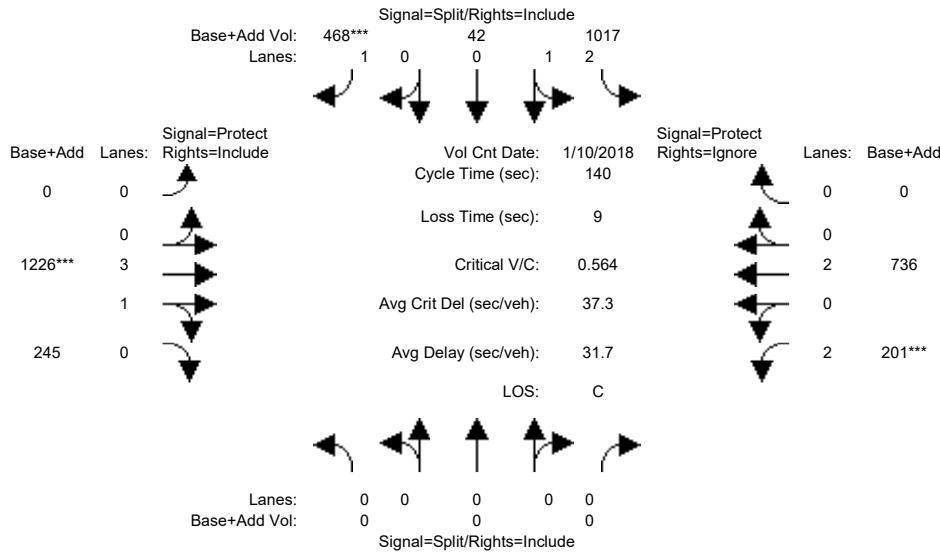
Intersection	???				Existing PM				Existing PM PP (Retail and Residential)					???				
	LOS	Avg Del (sec)	Crit V/C	Avg Crit Del (sec)	LOS	Avg Del (sec)	Crit V/C	Avg Crit Del (sec)	LOS	Avg Del (sec)	Crit V/C	Crit V/C Change	Avg Crit Del (sec)	Avg Crit Del Change	LOS	Avg Del (sec)	Crit V/C	Avg Crit Del (sec)
#53	?	xx.x	x.xxx	xx.x	D-	54.2	0.658	56.7	D-	54.8	0.662	+ 0.004	56.8	+ 0.0	?	xx.x	x.xxx	xx.x
#54	?	xx.x	x.xxx	xx.x	B	14.7	0.397	5.2	B	14.8	0.405	+ 0.008	5.2	- 0.0	?	xx.x	x.xxx	xx.x
#55	?	xx.x	x.xxx	xx.x	D	46.7	0.597	53.0	D	46.8	0.605	+ 0.008	53.0	+ 0.0	?	xx.x	x.xxx	xx.x
#56	?	xx.x	x.xxx	xx.x	D	45.7	0.425	51.7	D	46.2	0.430	+ 0.005	51.5	- 0.2	?	xx.x	x.xxx	xx.x
#57	?	xx.x	x.xxx	xx.x	D+	37.8	0.832	45.7	D+	37.9	0.835	+ 0.003	45.9	+ 0.2	?	xx.x	x.xxx	xx.x
#58	?	xx.x	x.xxx	xx.x	C	26.7	0.647	29.2	C	26.7	0.650	+ 0.002	29.2	+ 0.0	?	xx.x	x.xxx	xx.x
#59	?	xx.x	x.xxx	xx.x	B-	18.5	0.502	27.4	B-	18.5	0.502	+ 0.000	27.4	- 0.0	?	xx.x	x.xxx	xx.x
#60	?	xx.x	x.xxx	xx.x	D	46.3	0.647	48.7	D	47.0	0.660	+ 0.013	49.8	+ 1.1	?	xx.x	x.xxx	xx.x
#61	?	xx.x	x.xxx	xx.x	C+	22.7	0.459	23.0	C+	22.9	0.474	+ 0.015	23.3	+ 0.3	?	xx.x	x.xxx	xx.x
#62	?	xx.x	x.xxx	xx.x	C+	21.1	0.266	24.3	C+	21.4	0.285	+ 0.019	24.7	+ 0.3	?	xx.x	x.xxx	xx.x
#63	?	xx.x	x.xxx	xx.x	D+	37.1	0.538	38.4	D+	37.2	0.545	+ 0.007	38.5	+ 0.0	?	xx.x	x.xxx	xx.x
#64	?	xx.x	x.xxx	xx.x	B	17.1	0.264	16.3	C	24.6	0.577	+ 0.313	25.7	9.4	?	xx.x	x.xxx	xx.x
#65	?	xx.x	x.xxx	xx.x	E	71.5	0.992	89.9	E	74.4	1.017	+ 0.025	95.4	5.5	?	xx.x	x.xxx	xx.x
#66	?	xx.x	x.xxx	xx.x	E+	55.1	0.823	64	E+	57.7	0.84	+ 0.017	68.5	4.5	?	xx.x	x.xxx	xx.x
#67	?	xx.x	x.xxx	xx.x	C	29.2	0.451	33	C	29.8	0.464	+ 0.013	32.8	-0.2	?	xx.x	x.xxx	xx.x



Vallco Special Area Specific Plan  
SJ17-1786

Level Of Service Computation Report  
2000 HCM Operations (Future Volume Alternative)  
Existing PM With Retail and Residential Alternative

Intersection #1: Stevens Creek Boulevard / SR 85 Ramps (West)



Street Name:	SR-85 (West)						Stevens Creek Boulevard					
	North Bound			South Bound			East Bound			West Bound		
Approach:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	7	10	10	0	10	10	7	10	0
Y+R:	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0

Volume Module:	>>	Count	Date:	10 Jan 2018	<<	05:00:00 PM						
Base Vol:	0	0	0	960	42	468	0	1167	245	201	687	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	960	42	468	0	1167	245	201	687	0
Added Vol:	0	0	0	57	0	0	0	59	0	0	49	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	1017	42	468	0	1226	245	201	736	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	0	0	0	1017	42	468	0	1226	245	201	736	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	1017	42	468	0	1226	245	201	736	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
Final Volume:	0	0	0	1017	42	468	0	1226	245	201	736	0

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.87	0.95	0.92	0.92	0.99	0.95	0.83	1.00	0.92
Lanes:	0.00	0.00	0.00	2.89	0.11	1.00	0.00	3.31	0.69	2.00	2.00	0.00
Final Sat.:	0	0	0	4752	196	1750	0	6249	1249	3150	3800	0

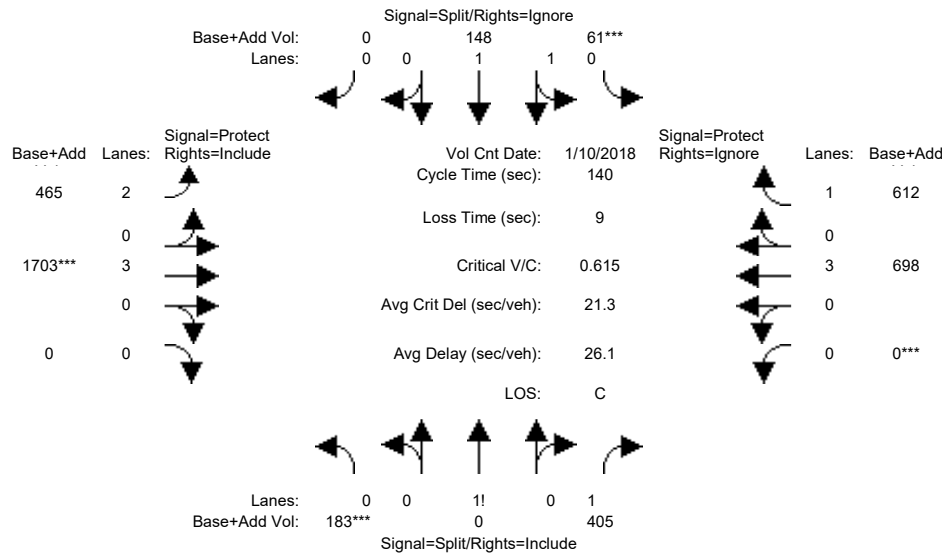
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.21	0.21	0.27	0.00	0.20	0.20	0.06	0.19	0.00
Crit Moves:						****		****		****		
Green Time:	0.0	0.0	0.0	66.4	66.4	66.4	0.0	48.7	48.7	15.8	64.6	0.0
Volume/Cap:	0.00	0.00	0.00	0.45	0.45	0.56	0.00	0.56	0.56	0.56	0.42	0.00
Delay/Veh:	0.0	0.0	0.0	24.7	24.7	27.3	0.0	37.3	37.3	60.9	25.4	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	24.7	24.7	27.3	0.0	37.3	37.3	60.9	25.4	0.0
LOS by Move:	A	A	A	C	C	C	A	D+	D+	E	C	A
HCM2k95thQ:	0	0	0	21	21	27	0	19	19	9	10	0

Note: Queue reported is the number of cars per lane.

Vallco Special Area Specific Plan  
SJ17-1786

Level Of Service Computation Report  
2000 HCM Operations (Future Volume Alternative)  
Existing PM With Retail and Residential Alternative

Intersection #2: Stevens Creek Boulevard / SR-85 Ramps (East)



Street Name:	SR-85 Ramps (East)						Stevens Creek Boulevard					
	North Bound			South Bound			East Bound			West Bound		
Approach:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0

Volume Module:	>>	Count	Date:	10 Jan 2018	<<	05:00:00 PM						
Base Vol:	183	0	405	61	148	0	465	1588	0	0	649	572
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	183	0	405	61	148	0	465	1588	0	0	649	572
Added Vol:	0	0	0	0	0	0	0	115	0	0	49	40
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	183	0	405	61	148	0	465	1703	0	0	698	612
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	183	0	405	61	148	0	465	1703	0	0	698	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	183	0	405	61	148	0	465	1703	0	0	698	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
Final Volume:	183	0	405	61	148	0	465	1703	0	0	698	0

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.95	0.98	0.92	0.83	1.00	0.92	0.92	1.00	0.92
Lanes:	0.47	0.00	1.53	0.60	1.40	0.00	2.00	3.00	0.00	0.00	3.00	1.00
Final Sat.:	831	0	2669	1080	2619	0	3150	5700	0	0	5700	1750

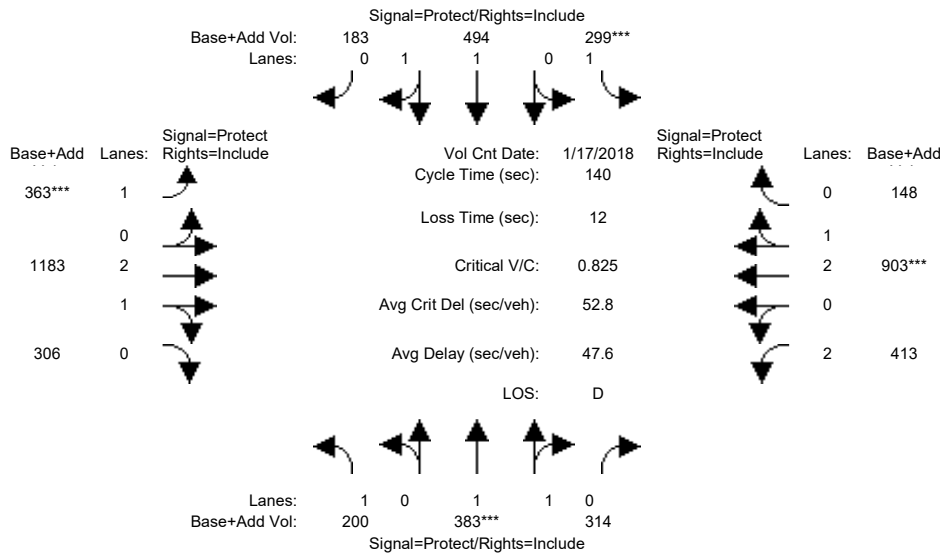
Capacity Analysis Module:												
Vol/Sat:	0.22	0.00	0.15	0.06	0.06	0.00	0.15	0.30	0.00	0.00	0.12	0.00
Crit Moves:	***			****			****			****		
Green Time:	50.1	0.0	50.1	12.9	12.9	0.0	37.2	68.0	0.0	0.0	30.8	0.0
Volume/Cap:	0.62	0.00	0.42	0.62	0.62	0.00	0.56	0.62	0.00	0.00	0.56	0.00
Delay/Veh:	38.2	0.0	34.2	64.5	64.5	0.0	34.5	10.2	0.0	0.0	39.9	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	38.2	0.0	34.2	64.5	64.5	0.0	34.5	10.2	0.0	0.0	39.9	0.0
LOS by Move:	D+	A	C-	E	E	A	C-	B+	A	A	D	A
HCM2k95thQ:	26	0	17	10	10	0	16	18	0	0	14	0

Note: Queue reported is the number of cars per lane.

Vallco Special Area Specific Plan  
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Level Of Service Computation Report  
2000 HCM Operations (Future Volume Alternative)  
Existing PM With Retail and Residential Alternative

Intersection #3: Stelling Road / Stevens Creek Boulevard



Street Name:	Stelling Road						Stevens Creek Boulevard					
	North Bound			South Bound			East Bound			West Bound		
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:	>>	Count	Date:	17 Jan 2018	<<	05:00:00 PM						
Base Vol:	200	383	310	285	494	183	363	1068	306	409	814	134
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	200	383	310	285	494	183	363	1068	306	409	814	134
Added Vol:	0	0	4	14	0	0	0	115	0	4	89	14
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	200	383	314	299	494	183	363	1183	306	413	903	148
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	200	383	314	299	494	183	363	1183	306	413	903	148
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	200	383	314	299	494	183	363	1183	306	413	903	148
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	200	383	314	299	494	183	363	1183	306	413	903	148

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.95	0.92	0.98	0.95	0.92	0.99	0.95	0.83	0.99	0.95
Lanes:	1.00	1.07	0.93	1.00	1.44	0.56	1.00	2.36	0.64	2.00	2.56	0.44
Final Sat.:	1750	2032	1666	1750	2699	1000	1750	4448	1150	3150	4810	788

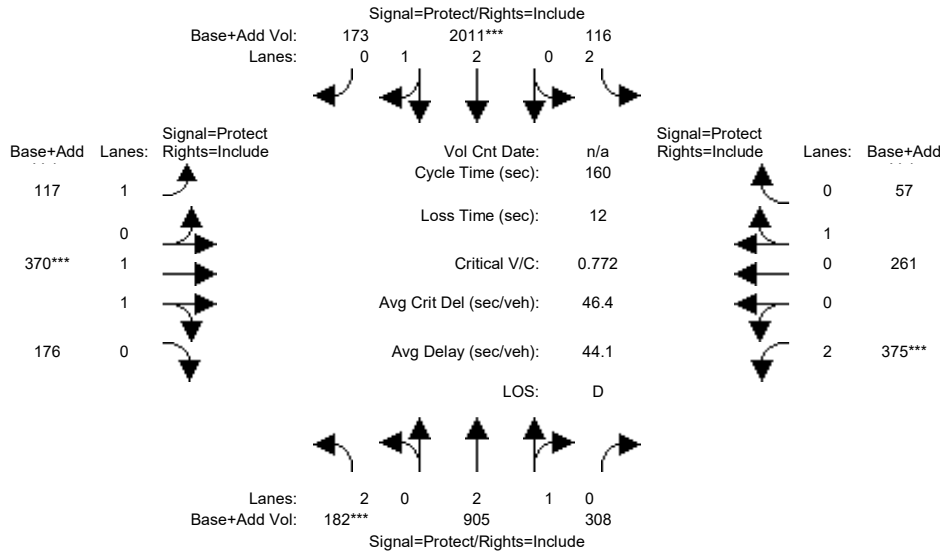
Capacity Analysis Module:												
Vol/Sat:	0.11	0.19	0.19	0.17	0.18	0.18	0.21	0.27	0.27	0.13	0.19	0.19
Crit Moves:	****			****			****			****		
Green Time:	23.4	32.0	32.0	29.0	37.5	37.5	35.2	44.9	44.9	22.1	31.8	31.8
Volume/Cap:	0.68	0.83	0.83	0.83	0.68	0.68	0.83	0.83	0.83	0.83	0.83	0.83
Delay/Veh:	61.3	58.0	58.0	67.4	47.9	47.9	50.5	33.5	33.5	61.1	45.9	45.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	61.3	58.0	58.0	67.4	47.9	47.9	50.5	33.5	33.5	61.1	45.9	45.9
LOS by Move:	E	E+	E+	E	D	D	D	C-	C-	E	D	D
HCM2k95thQ:	18	29	29	27	25	25	27	32	32	19	25	25

Note: Queue reported is the number of cars per lane.

Vallco Special Area Specific Plan  
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Level Of Service Computation Report  
2000 HCM Operations (Future Volume Alternative)  
Existing PM With Retail and Residential Alternative

Intersection #4: Sunnyvale Saratoga Road / Remington Drive



Street Name:	Sunnyvale Saratoga Road						Remington Drive					
	North Bound			South Bound			East Bound			West Bound		
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:												
Base Vol:	173	862	299	116	1957	173	117	370	169	368	261	57
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	173	862	299	116	1957	173	117	370	169	368	261	57
Added Vol:	9	43	9	0	54	0	0	0	7	7	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	182	905	308	116	2011	173	117	370	176	375	261	57
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	182	905	308	116	2011	173	117	370	176	375	261	57
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	182	905	308	116	2011	173	117	370	176	375	261	57
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	182	905	308	116	2011	173	117	370	176	375	261	57

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	0.99	0.95	0.83	0.99	0.95	0.92	0.99	0.95	0.83	0.95	0.95
Lanes:	2.00	2.21	0.79	2.00	2.75	0.25	1.00	1.34	0.66	2.00	0.82	0.18
Final Sat.:	3150	4176	1421	3150	5156	444	1750	2506	1192	3150	1477	323

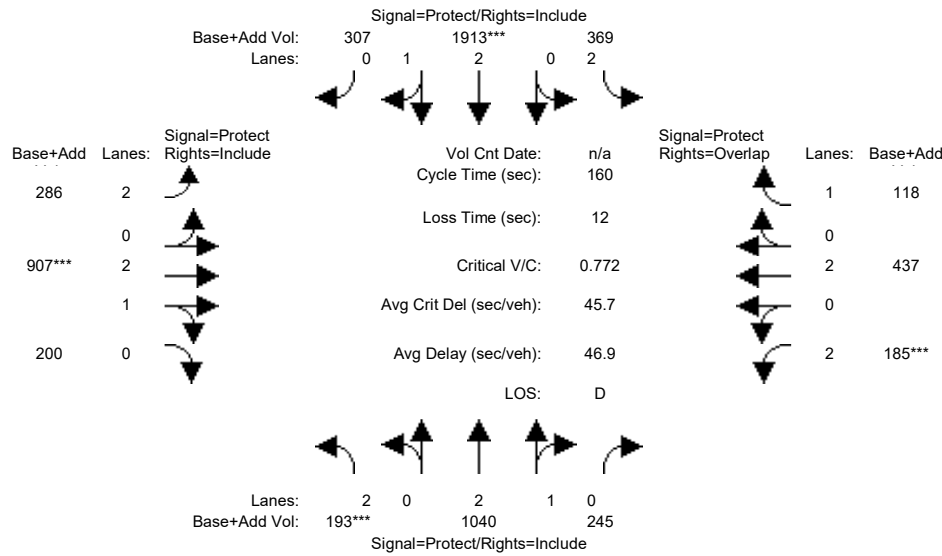
Capacity Analysis Module:												
Vol/Sat:	0.06	0.22	0.22	0.04	0.39	0.39	0.07	0.15	0.15	0.12	0.18	0.18
Crit Moves:	***			****			****			****		
Green Time:	12.0	77.2	77.2	15.6	80.8	80.8	15.2	30.6	30.6	24.7	40.1	40.1
Volume/Cap:	0.77	0.45	0.45	0.38	0.77	0.77	0.71	0.77	0.77	0.77	0.71	0.71
Delay/Veh:	87.2	27.5	27.5	68.5	33.5	33.5	83.2	66.7	66.7	72.5	59.6	59.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	87.2	27.5	27.5	68.5	33.5	33.5	83.2	66.7	66.7	72.5	59.6	59.6
LOS by Move:	F	C	C	E	C-	C-	F	E	E	E	E+	E+
HCM2k95thQ:	11	23	23	6	48	48	14	26	26	22	28	28

Note: Queue reported is the number of cars per lane.

Vallco Special Area Specific Plan  
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Level Of Service Computation Report  
2000 HCM Operations (Future Volume Alternative)  
Existing PM With Retail and Residential Alternative

Intersection #5: Sunnyvale Saratoga Road / Fremont Avenue



Street Name:	Sunnyvale Saratoga Road						Fremont Avenue					
	North Bound			South Bound			East Bound			West Bound		
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:												
Base Vol:	186	998	245	348	1867	307	286	907	195	185	437	99
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	186	998	245	348	1867	307	286	907	195	185	437	99
Added Vol:	7	42	0	21	46	0	0	0	5	0	0	19
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	193	1040	245	369	1913	307	286	907	200	185	437	118
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	193	1040	245	369	1913	307	286	907	200	185	437	118
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	193	1040	245	369	1913	307	286	907	200	185	437	118
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	193	1040	245	369	1913	307	286	907	200	185	437	118

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	0.99	0.95	0.83	0.99	0.95	0.83	0.99	0.95	0.83	1.00	0.92
Lanes:	2.00	2.41	0.59	2.00	2.57	0.43	2.00	2.44	0.56	2.00	2.00	1.00
Final Sat.:	3150	4531	1067	3150	4825	774	3150	4587	1011	3150	3800	1750

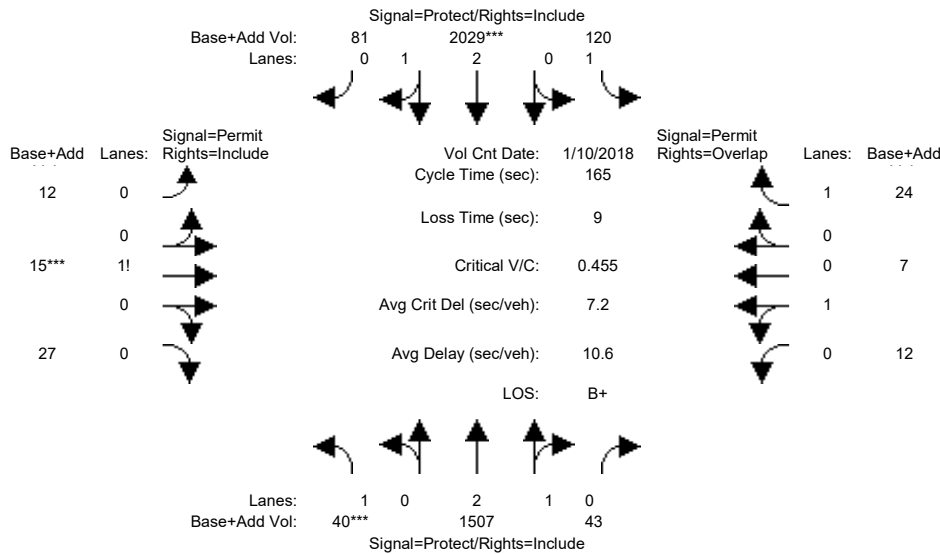
Capacity Analysis Module:												
Vol/Sat:	0.06	0.23	0.23	0.12	0.40	0.40	0.09	0.20	0.20	0.06	0.12	0.07
Crit Moves:	***			****			****			****		
Green Time:	12.7	62.8	62.8	32.1	82.2	82.2	23.4	41.0	41.0	12.2	29.7	61.7
Volume/Cap:	0.77	0.58	0.58	0.58	0.77	0.77	0.62	0.77	0.77	0.77	0.62	0.17
Delay/Veh:	86.0	38.7	38.7	59.4	32.7	32.7	66.7	57.8	57.8	86.9	61.6	32.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	86.0	38.7	38.7	59.4	32.7	32.7	66.7	57.8	57.8	86.9	61.6	32.5
LOS by Move:	F	D+	D+	E+	C-	C-	E	E+	E+	F	E	C-
HCM2k95thQ:	11	28	28	17	46	46	16	31	31	11	18	8

Note: Queue reported is the number of cars per lane.

Vallco Special Area Specific Plan  
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Level Of Service Computation Report  
2000 HCM Operations (Future Volume Alternative)  
Existing PM With Retail and Residential Alternative

Intersection #6: Sunnyvale Saratoga Road / Cheyenne Drive



Street Name:	Sunnyvale Saratoga Road						Cheyenne Drive					
	North Bound			South Bound			East Bound			West Bound		
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:	>>	Count	Date:	10 Jan 2018	<<	05:00:00 PM						
Base Vol:	40	1458	43	120	1977	81	12	15	27	12	7	24
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	40	1458	43	120	1977	81	12	15	27	12	7	24
Added Vol:	0	49	0	0	52	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	40	1507	43	120	2029	81	12	15	27	12	7	24
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	40	1507	43	120	2029	81	12	15	27	12	7	24
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	40	1507	43	120	2029	81	12	15	27	12	7	24
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	40	1507	43	120	2029	81	12	15	27	12	7	24

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	0.98	0.95	0.92	0.92	0.92	0.95	0.95	0.92
Lanes:	1.00	2.91	0.09	1.00	2.88	0.12	0.22	0.28	0.50	0.63	0.37	1.00
Final Sat.:	1750	5444	155	1750	5385	215	389	486	875	1137	663	1750

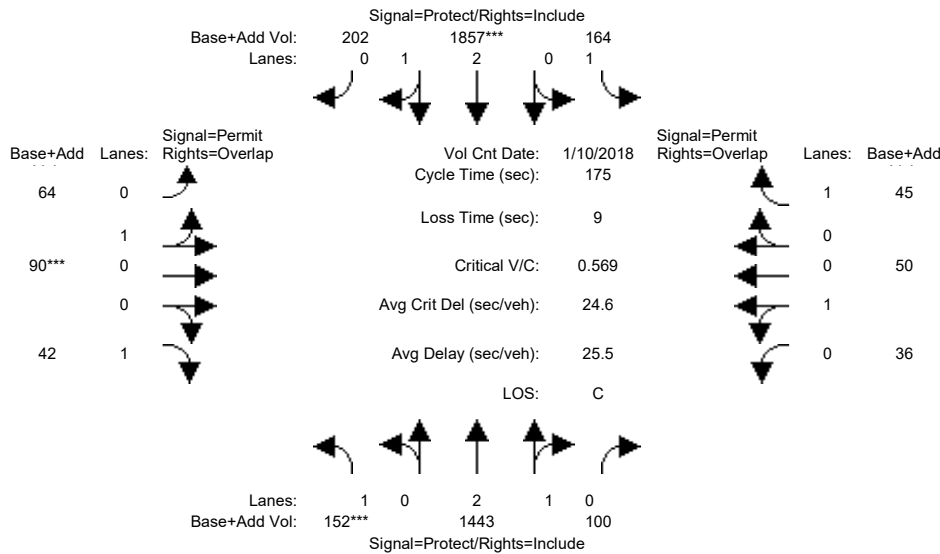
Capacity Analysis Module:												
Vol/Sat:	0.02	0.28	0.28	0.07	0.38	0.38	0.03	0.03	0.03	0.01	0.01	0.01
Crit Moves:	***			***			***			***		
Green Time:	8.3	116	116.1	28.8	137	136.5	11.2	11.2	11.2	11.2	11.2	39.9
Volume/Cap:	0.46	0.39	0.39	0.39	0.46	0.46	0.46	0.46	0.46	0.16	0.16	0.06
Delay/Veh:	79.9	10.1	10.1	61.2	4.0	4.0	76.7	76.7	76.7	73.1	73.1	48.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	79.9	10.1	10.1	61.2	4.0	4.0	76.7	76.7	76.7	73.1	73.1	48.1
LOS by Move:	E-	B+	B+	E	A	A	E-	E-	E-	E	E	D
HCM2k95thQ:	4	19	19	11	18	18	7	7	7	2	2	2

Note: Queue reported is the number of cars per lane.

Vallco Special Area Specific Plan  
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Level Of Service Computation Report  
2000 HCM Operations (Future Volume Alternative)  
Existing PM With Retail and Residential Alternative

Intersection #7: Sunnyvale Saratoga Road / Alberta Avenue



Street Name:	Sunnyvale Saratoga Road						Alberta Avenue					
	North Bound			South Bound			East Bound			West Bound		
Approach:												
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:	>>	Count	Date:	10 Jan 2018	<<	05:00:00	PM					
Base Vol:	152	1394	100	164	1805	202	64	90	42	36	50	45
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	152	1394	100	164	1805	202	64	90	42	36	50	45
Added Vol:	0	49	0	0	52	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	152	1443	100	164	1857	202	64	90	42	36	50	45
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	152	1443	100	164	1857	202	64	90	42	36	50	45
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	152	1443	100	164	1857	202	64	90	42	36	50	45
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	152	1443	100	164	1857	202	64	90	42	36	50	45

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	0.99	0.95	0.95	0.95	0.92	0.95	0.95	0.92
Lanes:	1.00	2.80	0.20	1.00	2.69	0.31	0.42	0.58	1.00	0.42	0.58	1.00
Final Sat.:	1750	5237	363	1750	5050	549	748	1052	1750	753	1047	1750

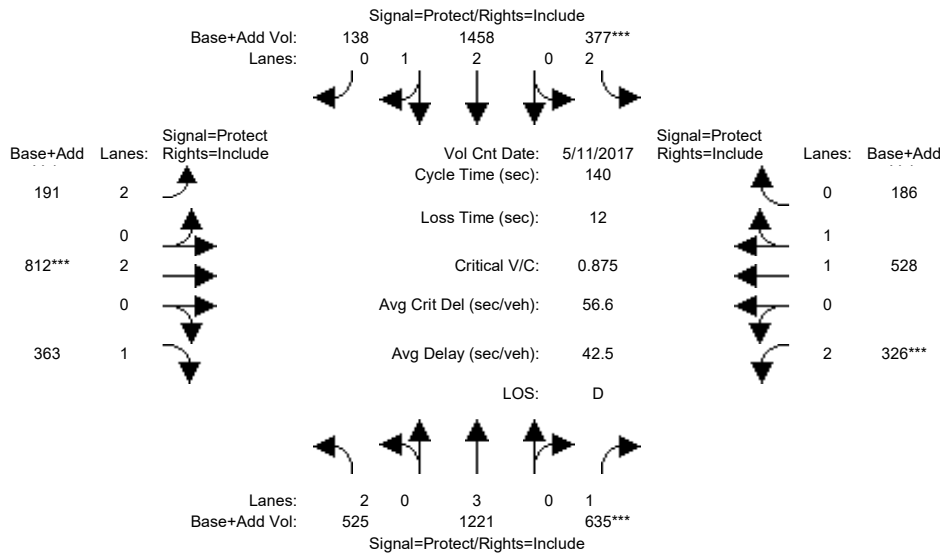
Capacity Analysis Module:												
Vol/Sat:	0.09	0.28	0.28	0.09	0.37	0.37	0.09	0.09	0.02	0.05	0.05	0.03
Crit Moves:	***			***			***					
Green Time:	26.7	104	104.3	35.5	113	113.0	26.3	26.3	53.0	26.3	26.3	61.7
Volume/Cap:	0.57	0.46	0.46	0.46	0.57	0.57	0.57	0.57	0.08	0.32	0.32	0.07
Delay/Veh:	71.7	19.8	19.8	62.3	17.6	17.6	72.0	72.0	43.6	67.0	67.0	37.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	71.7	19.8	19.8	62.3	17.6	17.6	72.0	72.0	43.6	67.0	67.0	37.7
LOS by Move:	E	B-	B-	E	B	B	E	E	D	E	E	D+
HCM2k95thQ:	15	26	26	15	34	34	16	16	3	9	9	3

Note: Queue reported is the number of cars per lane.

Vallco Special Area Specific Plan  
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Level Of Service Computation Report  
2000 HCM Operations (Future Volume Alternative)  
Existing PM With Retail and Residential Alternative

Intersection #8: De Anza Boulevard / Homestead Road



Street Name:	De Anza Boulevard						Homestead Road					
	North Bound			South Bound			East Bound			West Bound		
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:	>>	Count	Date:	11 May 2017	<<	05:00:00 PM						
Base Vol:	507	1193	635	349	1434	138	191	790	343	326	510	165
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	507	1193	635	349	1434	138	191	790	343	326	510	165
Added Vol:	18	28	0	28	24	0	0	22	20	0	18	21
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	525	1221	635	377	1458	138	191	812	363	326	528	186
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	525	1221	635	377	1458	138	191	812	363	326	528	186
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	525	1221	635	377	1458	138	191	812	363	326	528	186
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	525	1221	635	377	1458	138	191	812	363	326	528	186

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	0.99	0.95	0.83	1.00	0.92	0.83	0.98	0.95
Lanes:	2.00	3.00	1.00	2.00	2.73	0.27	2.00	2.00	1.00	2.00	1.46	0.54
Final Sat.:	3150	5700	1750	3150	5115	484	3150	3800	1750	3150	2735	964

Capacity Analysis Module:												
Vol/Sat:	0.17	0.21	0.36	0.12	0.29	0.29	0.06	0.21	0.21	0.10	0.19	0.19
Crit Moves:	****			****			****			****		
Green Time:	28.5	58.1	58.1	19.2	48.7	48.7	12.1	34.2	34.2	16.6	38.6	38.6
Volume/Cap:	0.82	0.52	0.87	0.87	0.82	0.82	0.70	0.87	0.85	0.87	0.70	0.70
Delay/Veh:	52.4	16.3	31.3	70.7	29.7	29.7	70.0	60.1	65.2	80.6	47.7	47.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	52.4	16.3	31.3	70.7	29.7	29.7	70.0	60.1	65.2	80.6	47.7	47.7
LOS by Move:	D-	B	C	E	C	C	E	E	E	F	D	D
HCM2k95thQ:	26	16	43	19	33	33	10	30	29	17	23	23

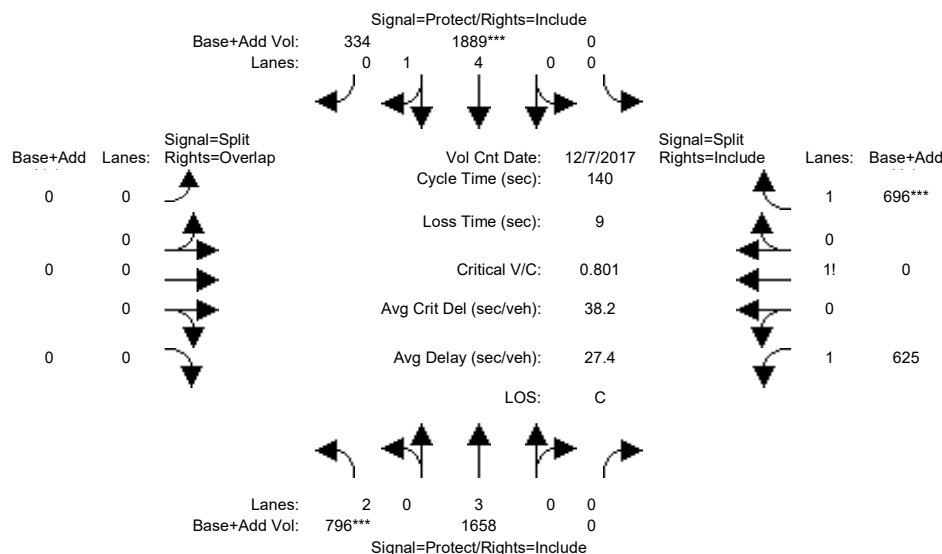
Note: Queue reported is the number of cars per lane.



Vallco Special Area Specific Plan  
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Level Of Service Computation Report  
2000 HCM Operations (Future Volume Alternative)  
Existing PM With Retail and Residential Alternative

Intersection #9: De Anza Boulevard / I-280 Ramps (North)



Street Name:	De Anza Boulevard						I-280 Ramps (North)					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	0	0	0	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	5.0	5.0	5.0	4.0	4.0	4.0

Volume Module:	>>	Count	Date:	7 Dec 2017	<<	05:00:00	PM					
Base Vol:	762	1616	0	0	1845	334	0	0	0	625	0	692
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	762	1616	0	0	1845	334	0	0	0	625	0	692
Added Vol:	34	42	0	0	44	0	0	0	0	0	0	4
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	796	1658	0	0	1889	334	0	0	0	625	0	696
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	796	1658	0	0	1889	334	0	0	0	625	0	696
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	796	1658	0	0	1889	334	0	0	0	625	0	696
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	796	1658	0	0	1889	334	0	0	0	625	0	696

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.92	1.00	0.95	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	2.00	3.00	0.00	0.00	4.22	0.78	0.00	0.00	0.00	1.47	0.00	1.53
Final Sat.:	3150	5700	0	0	7985	1412	0	0	0	2578	0	2672

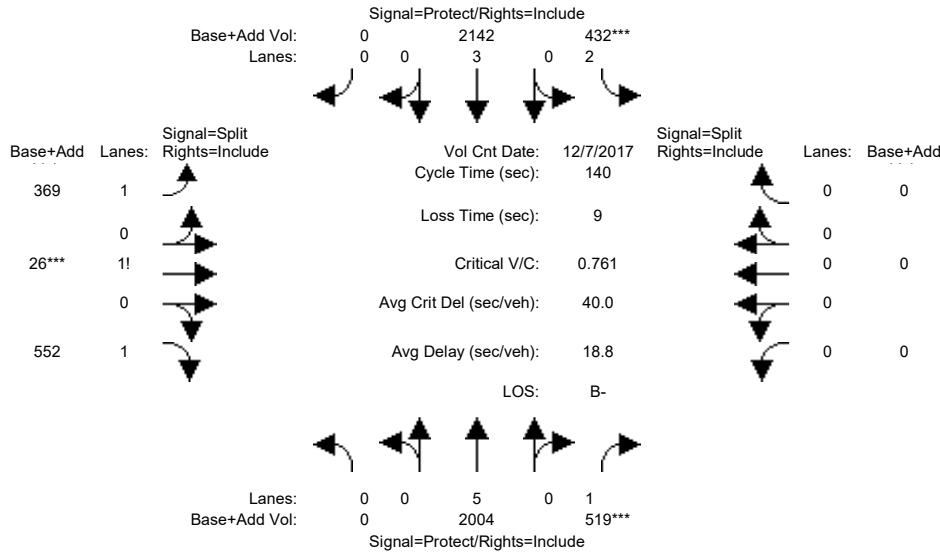
Capacity Analysis Module:												
Vol/Sat:	0.25	0.29	0.00	0.00	0.24	0.24	0.00	0.00	0.00	0.24	0.00	0.26
Crit Moves:	***			****								****
Green Time:	44.2	85.5	0.0	0.0	41.3	41.3	0.0	0.0	0.0	45.5	0.0	45.5
Volume/Cap:	0.80	0.48	0.00	0.00	0.80	0.80	0.00	0.00	0.00	0.75	0.00	0.80
Delay/Veh:	35.2	0.1	0.0	0.0	34.6	34.6	0.0	0.0	0.0	43.9	0.0	46.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	35.2	0.1	0.0	0.0	34.6	34.6	0.0	0.0	0.0	43.9	0.0	46.0
LOS by Move:	D+	A	A	A	C-	C-	A	A	A	D	A	D
HCM2k95thQ:	30	2	0	0	31	31	0	0	0	32	0	35

Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report  
2000 HCM Operations (Future Volume Alternative)  
Existing PM With Retail and Residential Alternative

Intersection #10: De Anza Boulevard / I-280 Ramps (South)



Street Name:	De Anza Boulevard						I-280 Ramps (South)					
	North Bound			South Bound			East Bound			West Bound		
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	5.0	5.0	5.0

Volume Module:	>>	Count	Date:	7 Dec 2017	<<	05:00:00	PM					
Base Vol:	0	1929	519	428	2102	0	369	26	507	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	1929	519	428	2102	0	369	26	507	0	0	0
Added Vol:	0	75	0	4	40	0	0	0	45	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	2004	519	432	2142	0	369	26	552	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	2004	519	432	2142	0	369	26	552	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	2004	519	432	2142	0	369	26	552	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	0	2004	519	432	2142	0	369	26	552	0	0	0

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.83	1.00	0.92	0.92	0.92	0.92	0.92	1.00	0.92
Lanes:	0.00	5.00	1.00	2.00	3.00	0.00	1.38	0.05	1.57	0.00	0.00	0.00
Final Sat.:	0	9500	1750	3150	5700	0	2414	94	2743	0	0	0

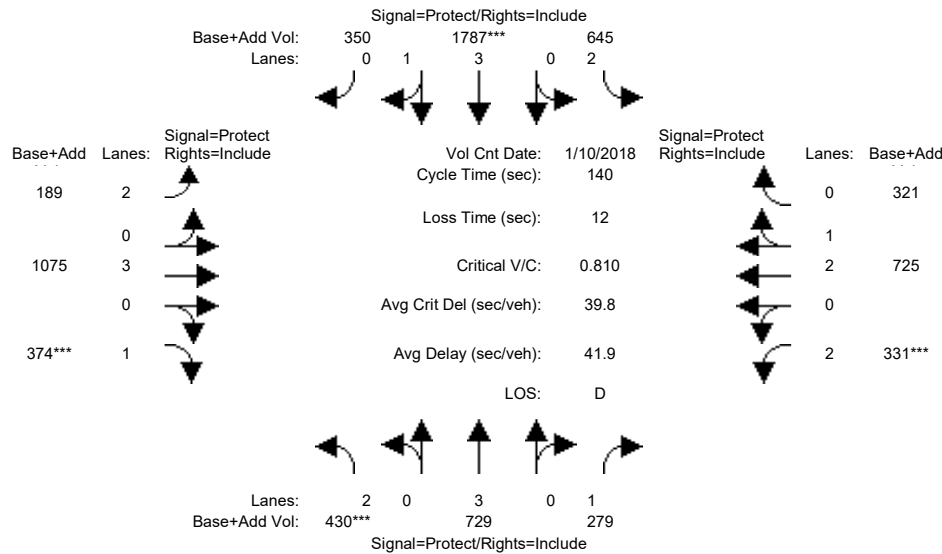
Capacity Analysis Module:												
Vol/Sat:	0.00	0.21	0.30	0.14	0.38	0.00	0.15	0.28	0.20	0.00	0.00	0.00
Crit Moves:			****	****				****				
Green Time:	0.0	54.6	54.6	25.2	79.8	0.0	51.2	51.2	51.2	0.0	0.0	0.0
Volume/Cap:	0.00	0.54	0.76	0.76	0.66	0.00	0.42	0.76	0.55	0.00	0.00	0.00
Delay/Veh:	0.0	19.1	26.3	52.5	2.9	0.0	33.4	41.8	35.7	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	19.1	26.3	52.5	2.9	0.0	33.4	41.8	35.7	0.0	0.0	0.0
LOS by Move:	A	B-	C	D-	A	A	C-	D	D+	A	A	A
HCM2k95thQ:	0	17	30	18	9	0	17	35	23	0	0	0

Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report  
2000 HCM Operations (Future Volume Alternative)  
Existing PM With Retail and Residential Alternative

Intersection #11: De Anza Boulevard / Stevens Creek Boulevard



Street Name:	De Anza Boulevard						Stevens Creek Boulevard					
	North Bound			South Bound			East Bound			West Bound		
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:	>>	Count	Date:	10 Jan 2018	<<	05:00:00	PM					
Base Vol:	430	729	218	560	1787	350	189	942	374	275	618	246
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	430	729	218	560	1787	350	189	942	374	275	618	246
Added Vol:	0	0	61	85	0	0	0	133	0	56	107	75
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	430	729	279	645	1787	350	189	1075	374	331	725	321
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	430	729	279	645	1787	350	189	1075	374	331	725	321
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	430	729	279	645	1787	350	189	1075	374	331	725	321
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	430	729	279	645	1787	350	189	1075	374	331	725	321

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	0.99	0.95	0.83	1.00	0.92	0.83	1.00	0.95
Lanes:	2.00	3.00	1.00	2.00	3.32	0.68	2.00	3.00	1.00	2.00	2.05	0.95
Final Sat.:	3150	5700	1750	3150	6270	1228	3150	5700	1750	3150	3879	1718

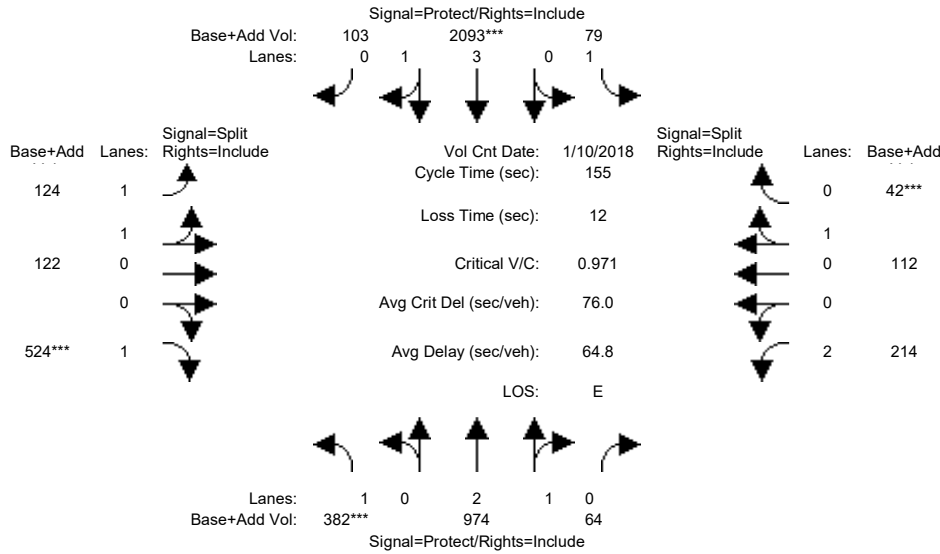
Capacity Analysis Module:												
Vol/Sat:	0.14	0.13	0.16	0.20	0.29	0.29	0.06	0.19	0.21	0.11	0.19	0.19
Crit Moves:	***			****			****			****		
Green Time:	23.6	31.9	31.9	41.0	49.3	49.3	13.4	37.0	37.0	18.2	41.7	41.7
Volume/Cap:	0.81	0.56	0.70	0.70	0.81	0.81	0.63	0.71	0.81	0.81	0.63	0.63
Delay/Veh:	57.5	39.0	45.3	34.3	28.2	28.2	65.0	48.4	58.5	70.7	43.2	43.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	57.5	39.0	45.3	34.3	28.2	28.2	65.0	48.4	58.5	70.7	43.2	43.2
LOS by Move:	E+	D+	D	C-	C	C	E	D	E+	E	D	D
HCM2k95thQ:	20	15	20	24	33	33	9	23	27	16	22	22

Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report  
2000 HCM Operations (Future Volume Alternative)  
Existing PM With Retail and Residential Alternative

Intersection #12: De Anza Boulevard / McClellan Road



Street Name:	De Anza Boulevard						McClellan Road					
	North Bound			South Bound			East Bound			West Bound		
Approach:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:	>>	Count	Date:	10 Jan 2018	<<	05:00:00 PM						
Base Vol:	382	913	64	79	2037	103	124	122	524	214	112	42
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	382	913	64	79	2037	103	124	122	524	214	112	42
Added Vol:	0	61	0	0	56	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	382	974	64	79	2093	103	124	122	524	214	112	42
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	382	974	64	79	2093	103	124	122	524	214	112	42
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	382	974	64	79	2093	103	124	122	524	214	112	42
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	382	974	64	79	2093	103	124	122	524	214	112	42

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	0.99	0.95	0.92	0.95	0.92	0.83	0.95	0.95
Lanes:	1.00	2.81	0.19	1.00	3.80	0.20	1.02	0.98	1.00	2.00	0.73	0.27
Final Sat.:	1750	5254	345	1750	7148	352	1789	1760	1750	3150	1309	491

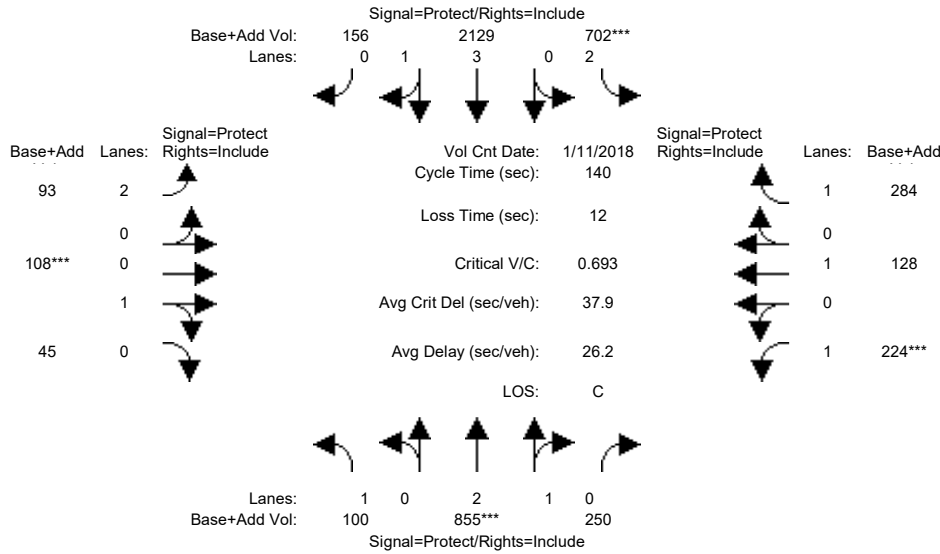
Capacity Analysis Module:												
Vol/Sat:	0.22	0.19	0.19	0.05	0.29	0.29	0.07	0.07	0.30	0.07	0.09	0.09
Crit Moves:	***			****			****			****		
Green Time:	34.8	65.6	65.6	16.0	46.7	46.7	47.8	47.8	47.8	13.7	13.7	13.7
Volume/Cap:	0.97	0.44	0.44	0.44	0.97	0.97	0.22	0.22	0.97	0.77	0.97	0.97
Delay/Veh:	97.3	31.8	31.8	67.0	66.3	66.3	39.9	39.9	84.3	81.6	133	133.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	97.3	31.8	31.8	67.0	66.3	66.3	39.9	39.9	84.3	81.6	133	133.1
LOS by Move:	F	C	C	E	E	E	D	D	F	F	F	F
HCM2k95thQ:	36	20	20	7	45	45	9	9	51	15	20	20

Note: Queue reported is the number of cars per lane.

Vallco Special Area Specific Plan  
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Level Of Service Computation Report  
2000 HCM Operations (Future Volume Alternative)  
Existing PM With Retail and Residential Alternative

Intersection #13: De Anza Boulevard / Bollinger Road



Street Name:	De Anza Boulevard						Bollinger road					
	North Bound			South Bound			East Bound			West Bound		
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	10	10	10	7	10	10	10	10	10
Y+R:	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0

Volume Module:	>>	Count	Date:	11 Jan 2018	<<	05:00:00 PM						
Base Vol:	100	796	249	702	2075	154	91	106	45	223	126	284
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	100	796	249	702	2075	154	91	106	45	223	126	284
Added Vol:	0	59	1	0	54	2	2	2	0	1	2	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	100	855	250	702	2129	156	93	108	45	224	128	284
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	100	855	250	702	2129	156	93	108	45	224	128	284
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	100	855	250	702	2129	156	93	108	45	224	128	284
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	100	855	250	702	2129	156	93	108	45	224	128	284

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.99	0.95	0.83	0.99	0.95	0.83	0.95	0.95	0.92	1.00	0.92
Lanes:	1.00	2.30	0.70	2.00	3.72	0.28	2.00	0.71	0.29	1.00	1.00	1.00
Final Sat.:	1750	4331	1266	3150	6987	512	3150	1271	529	1750	1900	1750

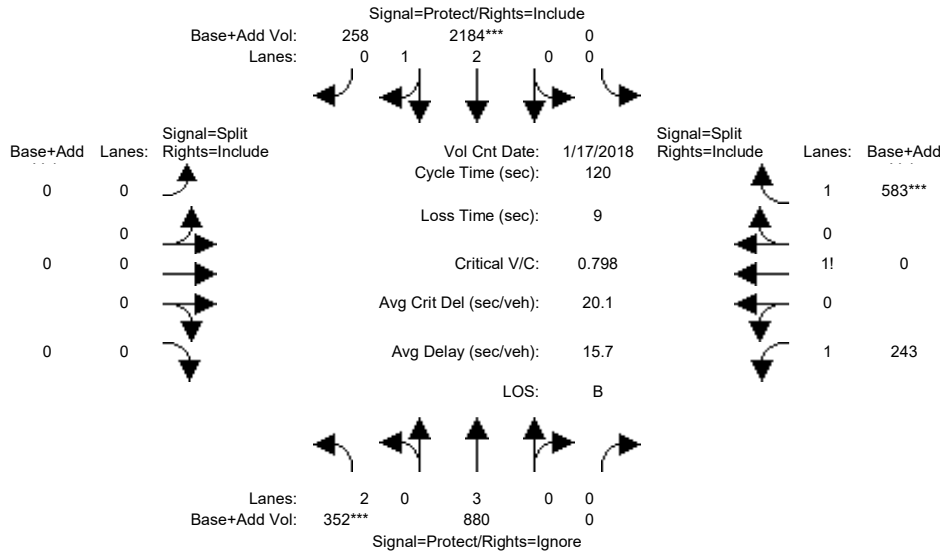
Capacity Analysis Module:												
Vol/Sat:	0.06	0.20	0.20	0.22	0.30	0.30	0.03	0.09	0.09	0.13	0.07	0.16
Crit Moves:	****			****			****			****		
Green Time:	13.4	39.9	39.9	45.0	71.5	71.5	10.1	17.2	17.2	25.9	32.9	32.9
Volume/Cap:	0.60	0.69	0.69	0.69	0.60	0.60	0.41	0.69	0.69	0.69	0.29	0.69
Delay/Veh:	62.2	34.1	34.1	30.4	7.6	7.6	63.2	68.0	68.0	59.7	44.3	53.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	62.2	34.1	34.1	30.4	7.6	7.6	63.2	68.0	68.0	59.7	44.3	53.8
LOS by Move:	E	C-	C-	C	A	A	E	E	E	E+	D	D-
HCM2k95thQ:	9	23	23	22	13	13	6	15	15	18	8	22

Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report  
2000 HCM Operations (Future Volume Alternative)  
Existing PM With Retail and Residential Alternative

Intersection #14: De Anza Boulevard / SR-85 Ramps (North)



Street Name:	De Anza Boulevard						SR-85 Ramps (North)					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	0	0	0	7	10	10
Y+R:	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0

Volume Module:	>>	Count	Date:	17 Jan 2018	<<	05:00:00 PM						
Base Vol:	352	863	0	0	2130	258	0	0	0	243	0	541
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	352	863	0	0	2130	258	0	0	0	243	0	541
Added Vol:	0	17	0	0	54	0	0	0	0	0	0	42
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	352	880	0	0	2184	258	0	0	0	243	0	583
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	352	880	0	0	2184	258	0	0	0	243	0	583
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	352	880	0	0	2184	258	0	0	0	243	0	583
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	352	880	0	0	2184	258	0	0	0	243	0	583

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.92	0.99	0.95	0.92	1.00	0.92	0.92	1.00	0.95
Lanes:	2.00	3.00	0.00	0.00	2.67	0.33	0.00	0.00	0.00	1.30	0.00	1.70
Final Sat.:	3150	5700	0	0	5008	592	0	0	0	2275	0	3060

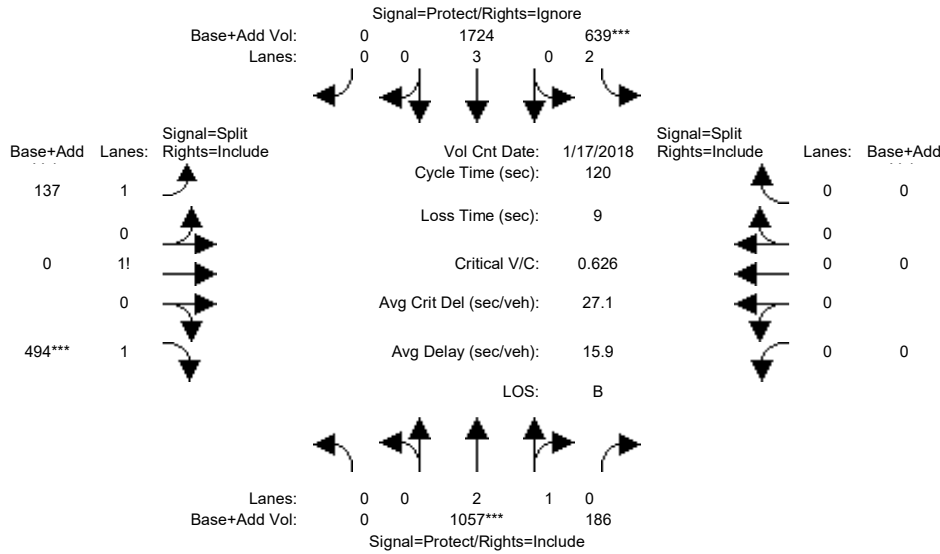
Capacity Analysis Module:												
Vol/Sat:	0.11	0.15	0.00	0.00	0.44	0.44	0.00	0.00	0.00	0.11	0.00	0.19
Crit Moves:	***				****							****
Green Time:	16.8	82.4	0.0	0.0	65.6	65.6	0.0	0.0	0.0	28.6	0.0	28.6
Volume/Cap:	0.80	0.22	0.00	0.00	0.80	0.80	0.00	0.00	0.00	0.45	0.00	0.80
Delay/Veh:	54.4	0.0	0.0	0.0	5.9	5.9	0.0	0.0	0.0	39.1	0.0	47.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	54.4	0.0	0.0	0.0	5.9	5.9	0.0	0.0	0.0	39.1	0.0	47.4
LOS by Move:	D-	A	A	A	A	A	A	A	A	D	A	D
HCM2k95thQ:	14	0	0	0	21	21	0	0	0	13	0	26

Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report  
2000 HCM Operations (Future Volume Alternative)  
Existing PM With Retail and Residential Alternative

Intersection #15: De Anza Boulevard / SR-85 Ramps (South)



Street Name: De Anza Boulevard SR-85 Ramps (South)  
 Approach: North Bound South Bound East Bound West Bound  
 Movement: L - T - R L - T - R L - T - R L - T - R

Min. Green:	7	10	10	7	10	10	10	10	10	0	0	0
Y+R:	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0

Volume Module: >> Count Date: 17 Jan 2018 << 05:00:00 PM

Base Vol:	0	1040	186	605	1704	0	137	0	494	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	1040	186	605	1704	0	137	0	494	0	0	0
Added Vol:	0	17	0	34	20	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	1057	186	639	1724	0	137	0	494	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	1057	186	639	1724	0	137	0	494	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1057	186	639	1724	0	137	0	494	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	0	1057	186	639	1724	0	137	0	494	0	0	0

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.99	0.95	0.83	1.00	0.92	0.92	1.00	0.95	0.92	1.00	0.92
Lanes:	0.00	2.53	0.47	2.00	3.00	0.00	1.22	0.00	1.78	0.00	0.00	0.00
Final Sat.:	0	4761	838	3150	5700	0	2138	0	3201	0	0	0

Capacity Analysis Module:

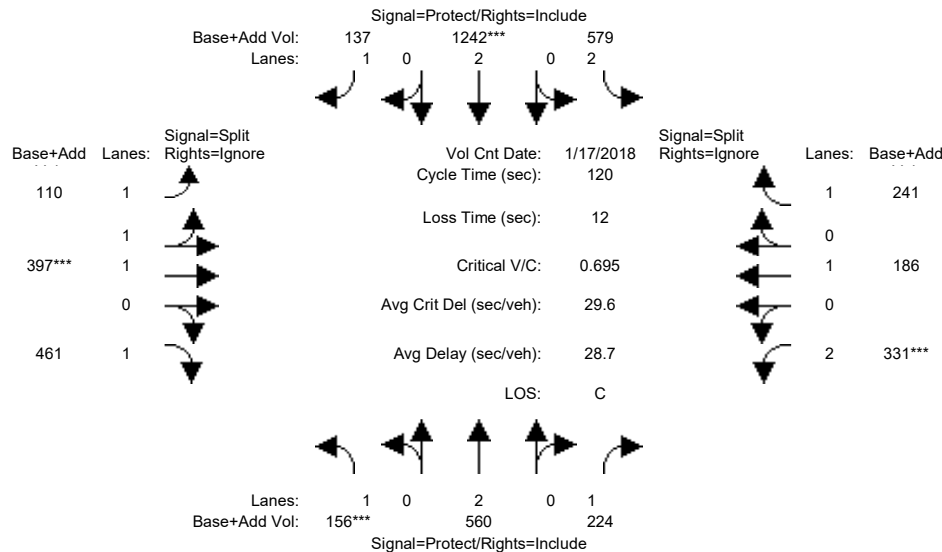
Vol/Sat:	0.00	0.22	0.22	0.20	0.30	0.00	0.06	0.00	0.15	0.00	0.00	0.00
Crit Moves:		****		****					****			
Green Time:	0.0	42.5	42.5	38.9	81.4	0.0	29.6	0.0	29.6	0.0	0.0	0.0
Volume/Cap:	0.00	0.63	0.63	0.63	0.45	0.00	0.26	0.00	0.63	0.00	0.00	0.00
Delay/Veh:	0.0	21.0	21.0	24.6	0.1	0.0	36.5	0.0	41.5	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	21.0	21.0	24.6	0.1	0.0	36.5	0.0	41.5	0.0	0.0	0.0
LOS by Move:	A	C+	C+	C	A	A	D+	A	D	A	A	A
HCM2k95thQ:	0	18	18	18	1	0	7	0	19	0	0	0

Note: Queue reported is the number of cars per lane.

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2000 HCM Operations (Future Volume Alternative)  
Existing PM With Retail and Residential Alternative

Intersection #16: De Anza Boulevard/Saratoga-Sunnyvale Road / Prospect Road



Street Name: De Anza Boulevard/Saratoga-Sunnyv	Prospect Road											
	North Bound		South Bound		East Bound		West Bound					
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0

Volume Module:	>>	Count	Date:	17 Jan 2018	<<	05:00:00 PM
Base Vol:	156	546	224	579	1226	133
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	156	546	224	579	1226	133
Added Vol:	0	14	0	0	16	4
PasserByVol:	0	0	0	0	0	0
Initial Fut:	156	560	224	579	1242	137
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	156	560	224	579	1242	137
Reduct Vol:	0	0	0	0	0	0
Reduced Vol:	156	560	224	579	1242	137
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	156	560	224	579	1242	137

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.92	0.83	1.00	0.92
Lanes:	1.00	2.00	1.00	2.00	2.00	1.00	1.00	2.00	1.00	2.00	1.00	1.00
Final Sat.:	1750	3800	1750	3150	3800	1750	1750	3800	1750	3150	1900	1750

Capacity Analysis Module:												
Vol/Sat:	0.09	0.15	0.13	0.18	0.33	0.08	0.06	0.10	0.00	0.11	0.10	0.00
Crit Moves:	***				****			****		****		
Green Time:	15.4	32.0	32.0	39.9	56.4	56.4	18.0	18.0	0.0	18.1	18.1	0.0
Volume/Cap:	0.70	0.55	0.48	0.55	0.70	0.17	0.42	0.70	0.00	0.70	0.65	0.00
Delay/Veh:	54.3	29.4	28.9	22.6	11.4	7.6	46.5	51.3	0.0	52.7	53.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	54.3	29.4	28.9	22.6	11.4	7.6	46.5	51.3	0.0	52.7	53.0	0.0
LOS by Move:	D-	C	C	C+	B+	A	D	D-	A	D-	D-	A
HCM2k95thQ:	14	15	13	15	21	3	8	15	0	14	12	0

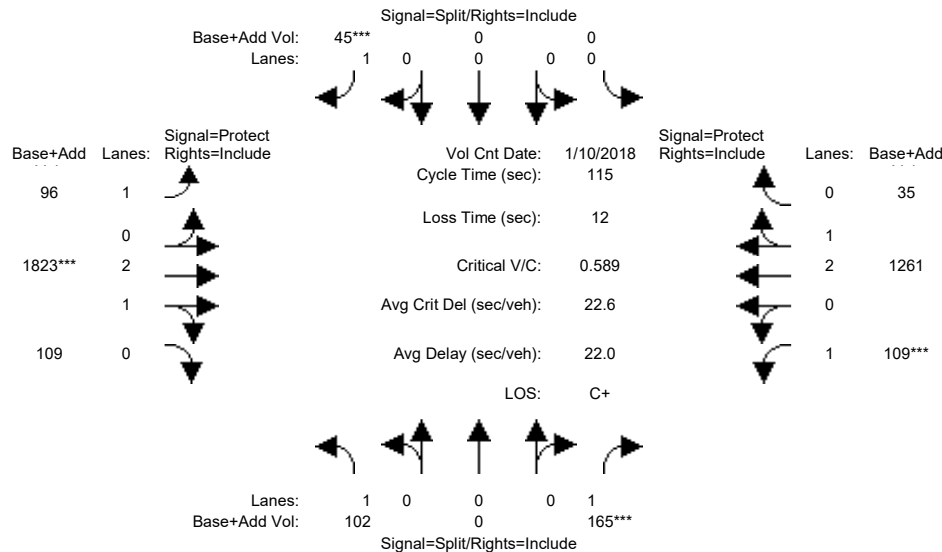
Note: Queue reported is the number of cars per lane.



Vallco Special Area Specific Plan  
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Level Of Service Computation Report  
2000 HCM Operations (Future Volume Alternative)  
Existing PM With Retail and Residential Alternative

Intersection #17: Torre Avenue-Vista Drive / Stevens Creek Boulevard



Street Name:	Torre Avenue-Vista Drive						Stevens Creek Boulevard					
	North Bound			South Bound			East Bound			West Bound		
Approach:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:	>>	Count	Date:	10 Jan 2018	<<	05:00:00 PM						
Base Vol:	102	0	165	0	0	45	96	1544	109	109	1023	35
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	102	0	165	0	0	45	96	1544	109	109	1023	35
Added Vol:	0	0	0	0	0	0	0	279	0	0	238	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	102	0	165	0	0	45	96	1823	109	109	1261	35
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	102	0	165	0	0	45	96	1823	109	109	1261	35
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	102	0	165	0	0	45	96	1823	109	109	1261	35
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	102	0	165	0	0	45	96	1823	109	109	1261	35

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	0.98	0.95	0.92	0.98	0.95
Lanes:	1.00	0.00	1.00	0.00	0.00	1.00	1.00	2.82	0.18	1.00	2.92	0.08
Final Sat.:	1750	0	1750	0	0	1750	1750	5284	316	1750	5449	151

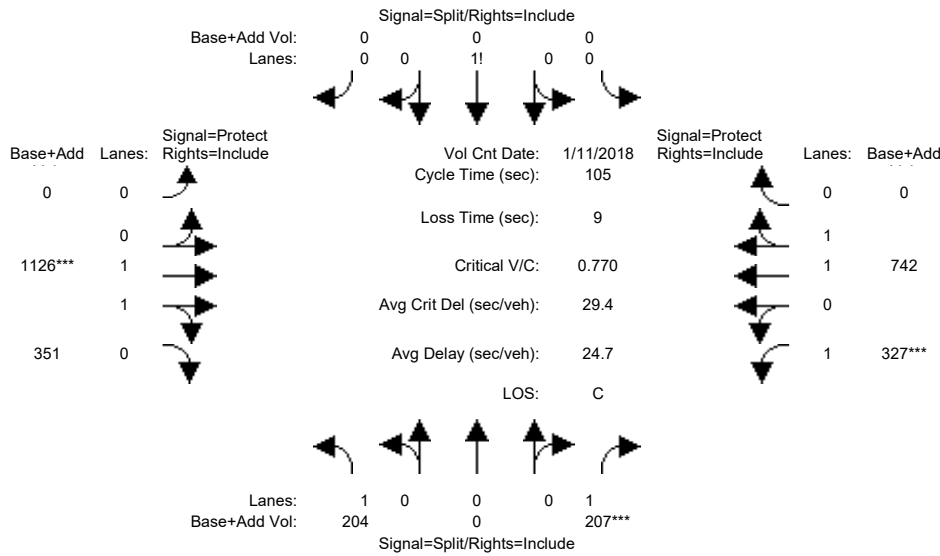
Capacity Analysis Module:												
Vol/Sat:	0.06	0.00	0.09	0.00	0.00	0.03	0.05	0.35	0.35	0.06	0.23	0.23
Crit Moves:			****			****		****		****		
Green Time:	17.5	0.0	17.5	0.0	0.0	10.0	15.7	64.0	64.0	11.5	59.8	59.8
Volume/Cap:	0.38	0.00	0.62	0.00	0.00	0.30	0.40	0.62	0.62	0.62	0.45	0.45
Delay/Veh:	44.8	0.0	50.1	0.0	0.0	50.3	46.4	17.7	17.7	56.3	17.4	17.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	44.8	0.0	50.1	0.0	0.0	50.3	46.4	17.7	17.7	56.3	17.4	17.4
LOS by Move:	D	A	D	A	A	D	D	B	B	E+	B	B
HCM2k95thQ:	8	0	13	0	0	4	6	26	26	8	17	17

Note: Queue reported is the number of cars per lane.

Vallco Special Area Specific Plan  
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Level Of Service Computation Report  
2000 HCM Operations (Future Volume Alternative)  
Existing PM With Retail and Residential Alternative

Intersection #18: Blaney Avenue / Homestead Road



Street Name:	Blaney Avenue						Homestead Road					
	North Bound			South Bound			East Bound			West Bound		
Approach:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:	>>	Count	Date:	11 Jan 2018	<<	05:00:00	PM					
Base Vol:	195	0	207	0	0	0	0	1089	339	327	713	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	195	0	207	0	0	0	0	1089	339	327	713	0
Added Vol:	9	0	0	0	0	0	0	37	12	0	29	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	204	0	207	0	0	0	0	1126	351	327	742	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	204	0	207	0	0	0	0	1126	351	327	742	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	204	0	207	0	0	0	0	1126	351	327	742	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	204	0	207	0	0	0	0	1126	351	327	742	0

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	0.92	0.92	0.92	0.98	0.95	0.92	0.97	0.92
Lanes:	1.00	0.00	1.00	0.00	1.00	0.00	0.00	1.51	0.49	1.00	2.00	0.00
Final Sat.:	1750	0	1750	0	1750	0	0	2820	879	1750	3700	0

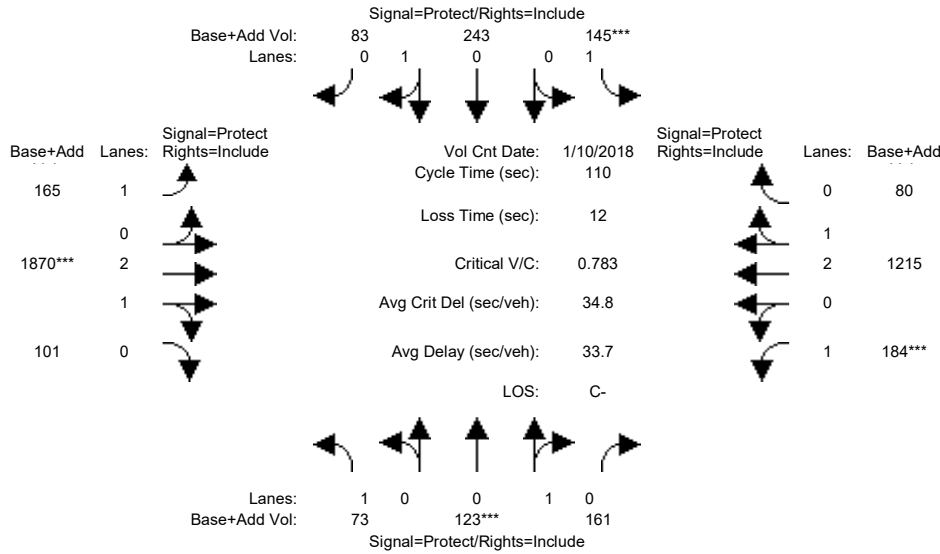
Capacity Analysis Module:												
Vol/Sat:	0.12	0.00	0.12	0.00	0.00	0.00	0.00	0.40	0.40	0.19	0.20	0.00
Crit Moves:	****						****			****		
Green Time:	16.1	0.0	16.1	0.0	0.0	0.0	0.0	54.4	54.4	25.5	79.9	0.0
Volume/Cap:	0.76	0.00	0.77	0.00	0.00	0.00	0.00	0.77	0.77	0.77	0.26	0.00
Delay/Veh:	54.4	0.0	55.4	0.0	0.0	0.0	0.0	22.3	22.3	45.5	3.8	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	54.4	0.0	55.4	0.0	0.0	0.0	0.0	22.3	22.3	45.5	3.8	0.0
LOS by Move:	D-	A	E+	A	A	A	A	C+	C+	D	A	A
HCM2k95thQ:	16	0	17	0	0	0	0	34	34	20	7	0

Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report  
2000 HCM Operations (Future Volume Alternative)  
Existing PM With Retail and Residential Alternative

Intersection #19: Blaney Avenue / Stevens Creek Boulevard



Street Name:	Blaney Avenue						Stevens Creek Boulevard					
	North Bound			South Bound			East Bound			West Bound		
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:	>>	Count	Date:	10 Jan 2018	<<	05:00:00 PM						
Base Vol:	73	123	159	133	243	83	165	1591	101	181	977	71
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	73	123	159	133	243	83	165	1591	101	181	977	71
Added Vol:	0	0	2	12	0	0	0	279	0	3	238	9
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	73	123	161	145	243	83	165	1870	101	184	1215	80
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	73	123	161	145	243	83	165	1870	101	184	1215	80
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	73	123	161	145	243	83	165	1870	101	184	1215	80
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	73	123	161	145	243	83	165	1870	101	184	1215	80

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.95	0.95	0.92	0.95	0.95	0.92	0.98	0.95	0.92	0.98	0.95
Lanes:	1.00	0.43	0.57	1.00	0.75	0.25	1.00	2.84	0.16	1.00	2.81	0.19
Final Sat.:	1750	780	1020	1750	1342	458	1750	5313	287	1750	5254	346

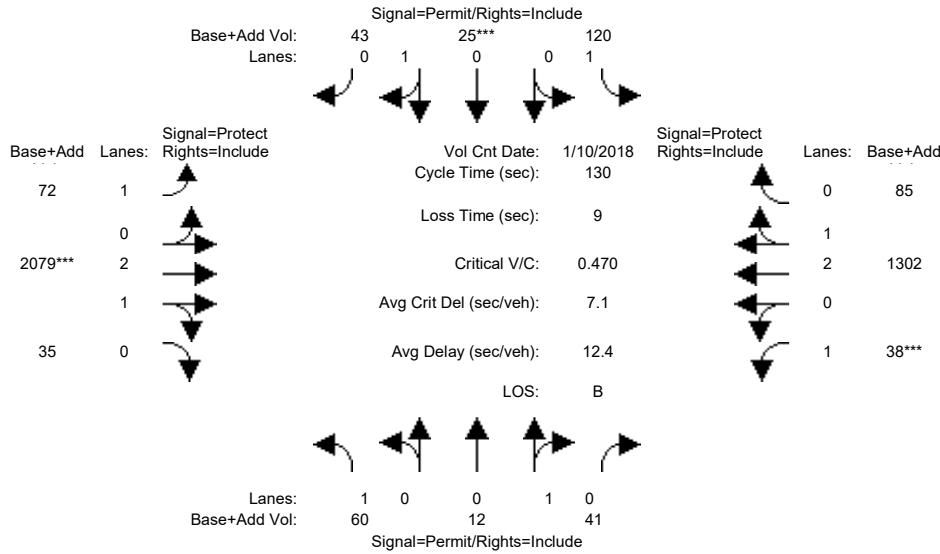
Capacity Analysis Module:												
Vol/Sat:	0.04	0.16	0.16	0.08	0.18	0.18	0.09	0.35	0.35	0.11	0.23	0.23
Crit Moves:	****			****			****			****		
Green Time:	8.8	22.2	22.2	11.6	25.0	25.0	18.6	49.4	49.4	14.8	45.6	45.6
Volume/Cap:	0.52	0.78	0.78	0.78	0.80	0.80	0.56	0.78	0.78	0.78	0.56	0.56
Delay/Veh:	52.1	52.3	52.3	67.2	50.5	50.5	44.3	27.4	27.4	61.7	24.8	24.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	52.1	52.3	52.3	67.2	50.5	50.5	44.3	27.4	27.4	61.7	24.8	24.8
LOS by Move:	D-	D-	D-	E	D	D	D	C	C	E	C	C
HCM2k95thQ:	5	19	19	14	23	23	10	33	33	13	20	20

Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report  
2000 HCM Operations (Future Volume Alternative)  
Existing PM With Retail and Residential Alternative

Intersection #20: Portal Avenue / Stevens Creek Boulevard



Street Name:	Portal Avenue						Stevens Creek Boulevard					
	North Bound			South Bound			East Bound			West Bound		
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:	>>	Count	Date:	10 Jan 2018	<<	05:00:00 PM						
Base Vol:	60	12	41	120	25	43	72	1785	35	38	1052	85
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	60	12	41	120	25	43	72	1785	35	38	1052	85
Added Vol:	0	0	0	0	0	0	0	294	0	0	250	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	60	12	41	120	25	43	72	2079	35	38	1302	85
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	60	12	41	120	25	43	72	2079	35	38	1302	85
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	60	12	41	120	25	43	72	2079	35	38	1302	85
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	60	12	41	120	25	43	72	2079	35	38	1302	85

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.95	0.95	0.92	0.95	0.95	0.92	0.98	0.95	0.92	0.98	0.95
Lanes:	1.00	0.23	0.77	1.00	0.37	0.63	1.00	2.95	0.05	1.00	2.81	0.19
Final Sat.:	1750	408	1392	1750	662	1138	1750	5507	93	1750	5256	343

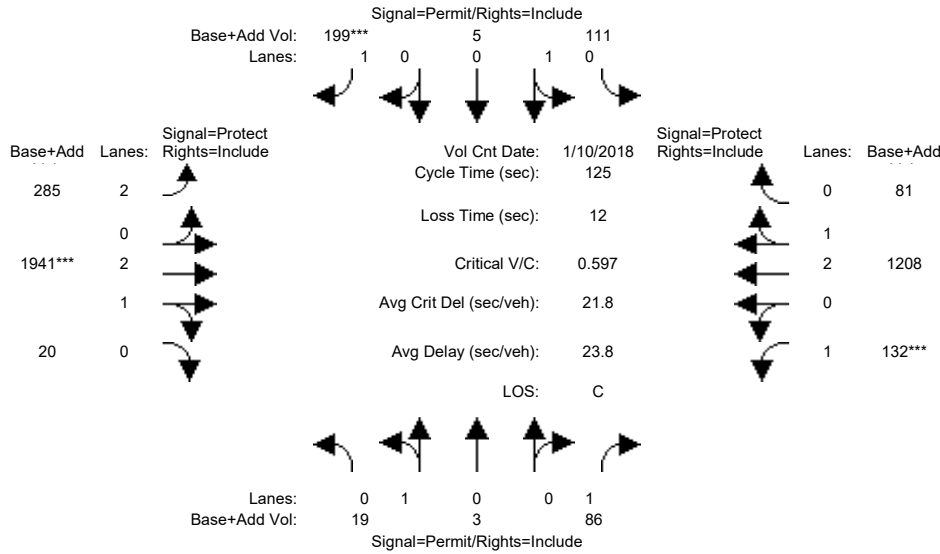
Capacity Analysis Module:												
Vol/Sat:	0.03	0.03	0.03	0.07	0.04	0.04	0.04	0.38	0.38	0.02	0.25	0.25
Crit Moves:					****			****			****	
Green Time:	10.4	10.4	10.4	10.4	10.4	10.4	19.8	104	103.6	7.0	90.9	90.9
Volume/Cap:	0.43	0.37	0.37	0.86	0.47	0.47	0.27	0.47	0.47	0.40	0.35	0.35
Delay/Veh:	59.1	58.3	58.3	97.3	59.7	59.7	49.3	4.4	4.4	62.3	7.9	7.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	59.1	58.3	58.3	97.3	59.7	59.7	49.3	4.4	4.4	62.3	7.9	7.9
LOS by Move:	E+	E+	E+	F	E+	E+	D	A	A	E	A	A
HCM2k95thQ:	6	5	5	14	7	7	5	17	17	3	14	14

Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report  
2000 HCM Operations (Future Volume Alternative)  
Existing PM With Retail and Residential Alternative

Intersection #21: Perimeter Road / Stevens Creek Boulevard



Street Name:	Perimeter Road						Stevens Creek Boulevard					
	North Bound			South Bound			East Bound			West Bound		
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:	>>	Count	Date:	10 Jan 2018	<<	05:00:00 PM						
Base Vol:	19	3	86	42	5	27	50	1881	20	132	1130	23
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	19	3	86	42	5	27	50	1881	20	132	1130	23
Added Vol:	0	0	0	69	0	172	235	60	0	0	78	58
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	19	3	86	111	5	199	285	1941	20	132	1208	81
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	19	3	86	111	5	199	285	1941	20	132	1208	81
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	19	3	86	111	5	199	285	1941	20	132	1208	81
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	19	3	86	111	5	199	285	1941	20	132	1208	81

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.92	0.95	0.95	0.92	0.83	0.98	0.95	0.92	0.98	0.95
Lanes:	0.86	0.14	1.00	0.96	0.04	1.00	2.00	2.97	0.03	1.00	2.80	0.20
Final Sat.:	1555	245	1750	1722	78	1750	3150	5543	57	1750	5248	352

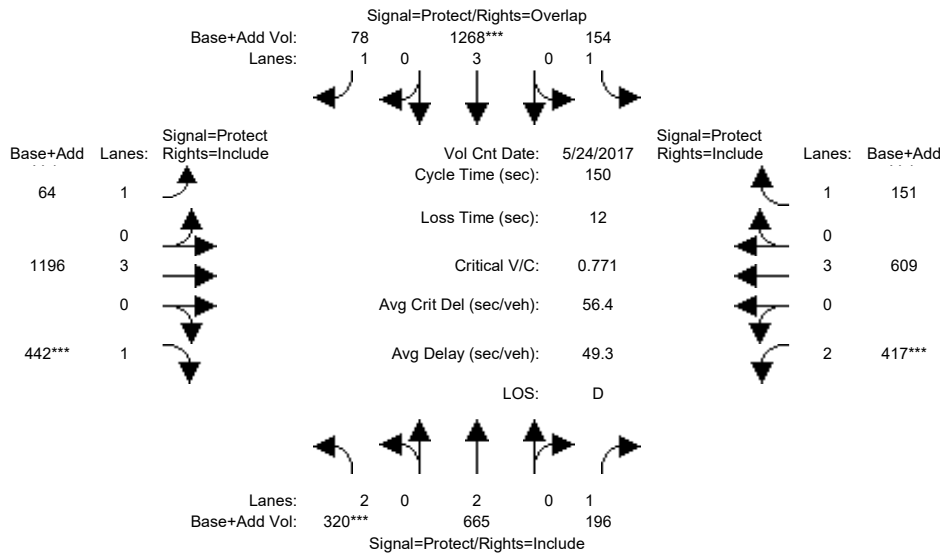
Capacity Analysis Module:												
Vol/Sat:	0.01	0.01	0.05	0.06	0.06	0.11	0.09	0.35	0.35	0.08	0.23	0.23
Crit Moves:						****		****		****		
Green Time:	23.8	23.8	23.8	23.8	23.8	23.8	25.2	73.4	73.4	15.8	64.0	64.0
Volume/Cap:	0.06	0.06	0.26	0.34	0.34	0.60	0.45	0.60	0.60	0.60	0.45	0.45
Delay/Veh:	41.5	41.5	43.5	44.4	44.4	49.1	44.3	16.7	16.7	56.0	19.4	19.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	41.5	41.5	43.5	44.4	44.4	49.1	44.3	16.7	16.7	56.0	19.4	19.4
LOS by Move:	D	D	D	D	D	D	D	B	B	E+	B-	B-
HCM2k95thQ:	2	2	6	8	8	15	11	28	28	10	18	18

Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report  
2000 HCM Operations (Future Volume Alternative)  
Existing PM With Retail and Residential Alternative

Intersection #22: Wolfe Road / El Camino Real



Street Name:	Wolfe Road						El Camino Real					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:	>>	Count	Date:	24 May 2017	<<	05:00:00 PM						
Base Vol:	306	593	174	154	1179	78	64	1196	427	389	609	151
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	306	593	174	154	1179	78	64	1196	427	389	609	151
Added Vol:	14	72	22	0	89	0	0	0	15	28	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	320	665	196	154	1268	78	64	1196	442	417	609	151
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	320	665	196	154	1268	78	64	1196	442	417	609	151
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	320	665	196	154	1268	78	64	1196	442	417	609	151
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	320	665	196	154	1268	78	64	1196	442	417	609	151

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.83	1.00	0.92
Lanes:	2.00	2.00	1.00	1.00	3.00	1.00	1.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	3150	3800	1750	1750	5700	1750	1750	5700	1750	3150	5700	1750

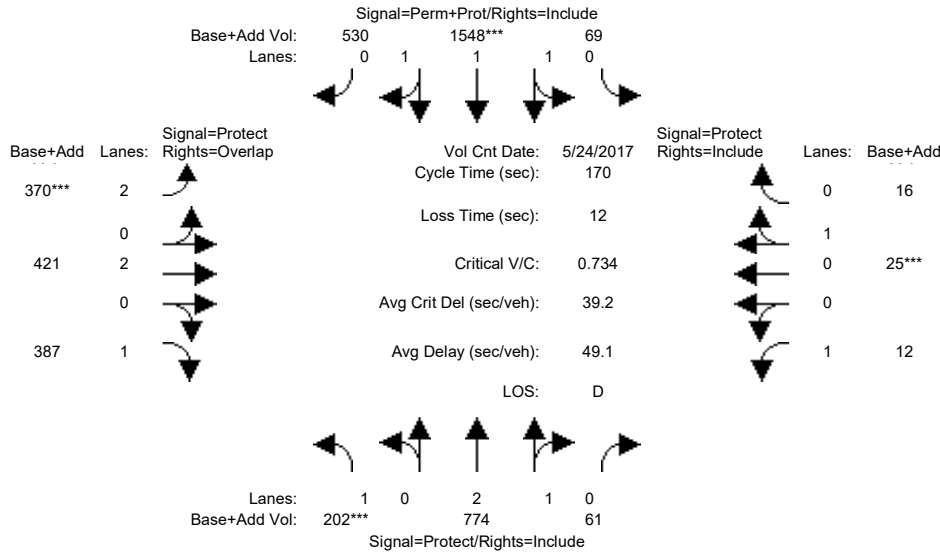
Capacity Analysis Module:												
Vol/Sat:	0.10	0.17	0.11	0.09	0.22	0.04	0.04	0.21	0.25	0.13	0.11	0.09
Crit Moves:	***			****			****		****	****		
Green Time:	19.8	42.0	42.0	21.1	43.3	66.1	22.8	49.2	49.2	25.8	52.1	52.1
Volume/Cap:	0.77	0.63	0.40	0.63	0.77	0.10	0.24	0.64	0.77	0.77	0.31	0.25
Delay/Veh:	71.5	48.3	44.3	65.7	51.1	24.6	56.5	43.7	51.7	66.0	35.8	35.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	71.5	48.3	44.3	65.7	51.1	24.6	56.5	43.7	51.7	66.0	35.8	35.1
LOS by Move:	E	D	D	E	D-	C	E+	D	D-	E	D+	D+
HCM2k95thQ:	16	23	14	15	32	4	6	28	35	20	12	10

Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report  
2000 HCM Operations (Future Volume Alternative)  
Existing PM With Retail and Residential Alternative

Intersection #23: Wolfe Road / Fremont Avenue



Street Name:	Wolfe Road						Fremont Avenue					
	North Bound			South Bound			East Bound			West Bound		
Approach:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:	>>	Count	Date:	24 May 2017	<<	05:00:00 PM						
Base Vol:	183	666	61	69	1416	530	370	421	366	12	25	16
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	183	666	61	69	1416	530	370	421	366	12	25	16
Added Vol:	19	108	0	0	132	0	0	0	21	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	202	774	61	69	1548	530	370	421	387	12	25	16
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	202	774	61	69	1548	530	370	421	387	12	25	16
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	202	774	61	69	1548	530	370	421	387	12	25	16
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	202	774	61	69	1548	530	370	421	387	12	25	16

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.99	0.95	0.95	0.97	0.95	0.83	1.00	0.92	0.92	0.95	0.95
Lanes:	1.00	2.77	0.23	0.10	2.15	0.75	2.00	2.00	1.00	1.00	0.61	0.39
Final Sat.:	1750	5190	409	177	3965	1358	3150	3800	1750	1750	1098	702

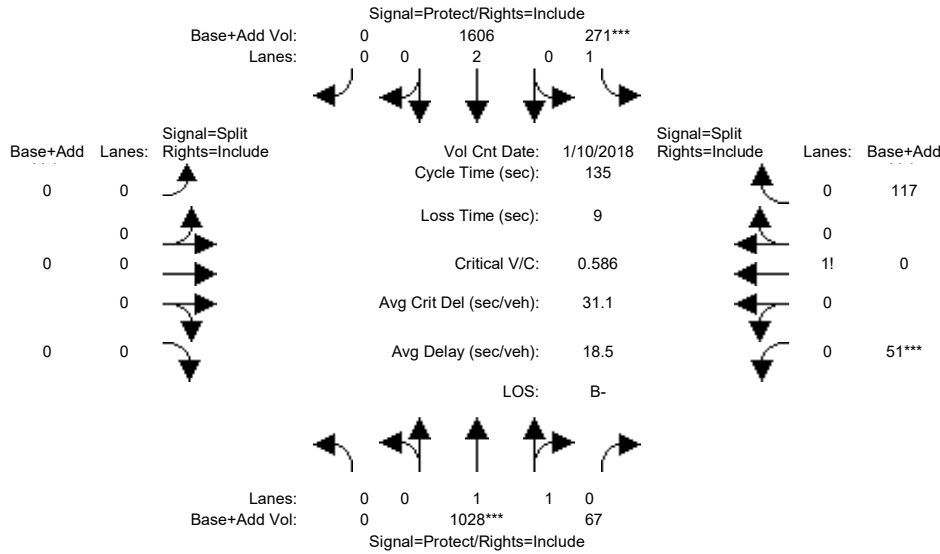
Capacity Analysis Module:												
Vol/Sat:	0.12	0.15	0.15	0.00	0.39	0.39	0.12	0.11	0.22	0.01	0.02	0.02
Crit Moves:	***			****			****			****		
Green Time:	27.7	33.6	33.6	90.9	93.8	93.8	26.5	26.6	54.3	9.9	10.0	10.0
Volume/Cap:	0.71	0.75	0.75	0.73	0.71	0.71	0.75	0.71	0.69	0.12	0.39	0.39
Delay/Veh:	75.2	67.3	67.3	31.1	28.8	28.8	75.2	72.0	54.3	76.4	79.4	79.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	75.2	67.3	67.3	31.1	28.8	28.8	75.2	72.0	54.3	76.4	79.4	79.4
LOS by Move:	E-	E	E	C	C	C	E-	E	D-	E-	E-	E-
HCM2k95thQ:	20	25	25	46	44	44	20	19	31	1	5	5

Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report  
2000 HCM Operations (Future Volume Alternative)  
Existing PM With Retail and Residential Alternative

Intersection #24: Wolfe Road / Marion Way



Street Name:	Wolfe Road						Marion Way					
	North Bound			South Bound			East Bound			West Bound		
Approach:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	0	0	0	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:	>>	Count	Date:	10 Jan 2018	<<	05:00:00 PM						
Base Vol:	0	901	63	271	1454	0	0	0	0	47	0	117
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	901	63	271	1454	0	0	0	0	47	0	117
Added Vol:	0	127	4	0	152	0	0	0	0	4	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	1028	67	271	1606	0	0	0	0	51	0	117
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	1028	67	271	1606	0	0	0	0	51	0	117
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1028	67	271	1606	0	0	0	0	51	0	117
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	0	1028	67	271	1606	0	0	0	0	51	0	117

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	1.00	0.92	0.92	1.00	0.92	0.92	0.92	0.92
Lanes:	0.00	1.87	0.13	1.00	2.00	0.00	0.00	0.00	0.00	0.30	0.00	0.70
Final Sat.:	0	3473	226	1750	3800	0	0	0	0	531	0	1219

Capacity Analysis Module:												
Vol/Sat:	0.00	0.30	0.30	0.15	0.42	0.00	0.00	0.00	0.00	0.10	0.00	0.10
Crit Moves:	****			****						****		
Green Time:	0.0	68.2	68.2	35.7	104	0.0	0.0	0.0	0.0	22.1	0.0	22.1
Volume/Cap:	0.00	0.59	0.59	0.59	0.55	0.00	0.00	0.00	0.00	0.59	0.00	0.59
Delay/Veh:	0.0	24.0	24.0	45.2	6.4	0.0	0.0	0.0	0.0	55.3	0.0	55.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	24.0	24.0	45.2	6.4	0.0	0.0	0.0	0.0	55.3	0.0	55.3
LOS by Move:	A	C	C	D	A	A	A	A	A	E+	A	E+
HCM2k95thQ:	0	28	28	19	23	0	0	0	0	14	0	14

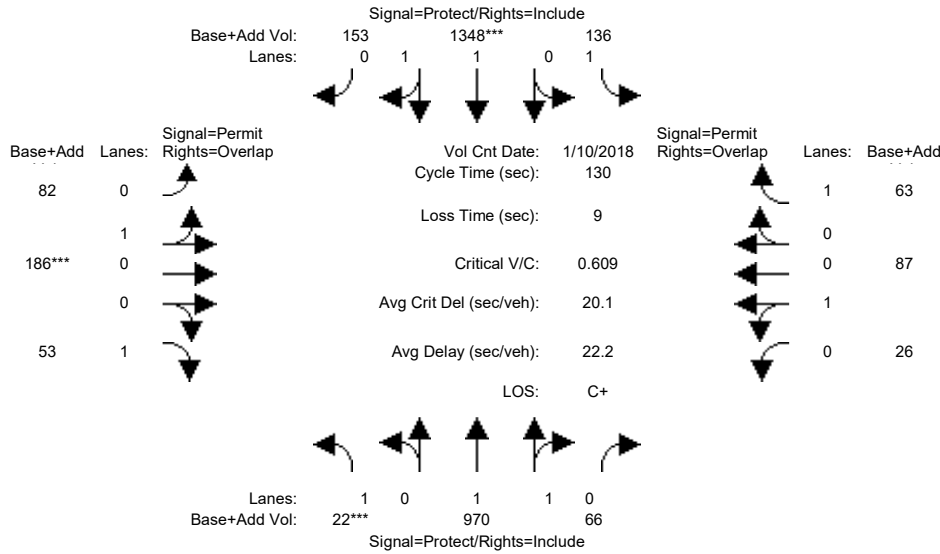
Note: Queue reported is the number of cars per lane.



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2000 HCM Operations (Future Volume Alternative)  
Existing PM With Retail and Residential Alternative

Intersection #25: Wolfe Road / Inverness Way



Street Name:	Wolfe Road						Inverness Way					
	North Bound			South Bound			East Bound			West Bound		
Approach:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:	>>	Count	Date:	10 Jan 2018	<<	05:00:00 PM						
Base Vol:	18	839	62	136	1192	153	82	186	49	22	87	63
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	18	839	62	136	1192	153	82	186	49	22	87	63
Added Vol:	4	131	4	0	156	0	0	0	4	4	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	22	970	66	136	1348	153	82	186	53	26	87	63
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	22	970	66	136	1348	153	82	186	53	26	87	63
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	22	970	66	136	1348	153	82	186	53	26	87	63
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	22	970	66	136	1348	153	82	186	53	26	87	63

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	0.98	0.95	0.95	0.95	0.92	0.95	0.95	0.92
Lanes:	1.00	1.87	0.13	1.00	1.79	0.21	0.31	0.69	1.00	0.23	0.77	1.00
Final Sat.:	1750	3464	236	1750	3323	377	551	1249	1750	414	1386	1750

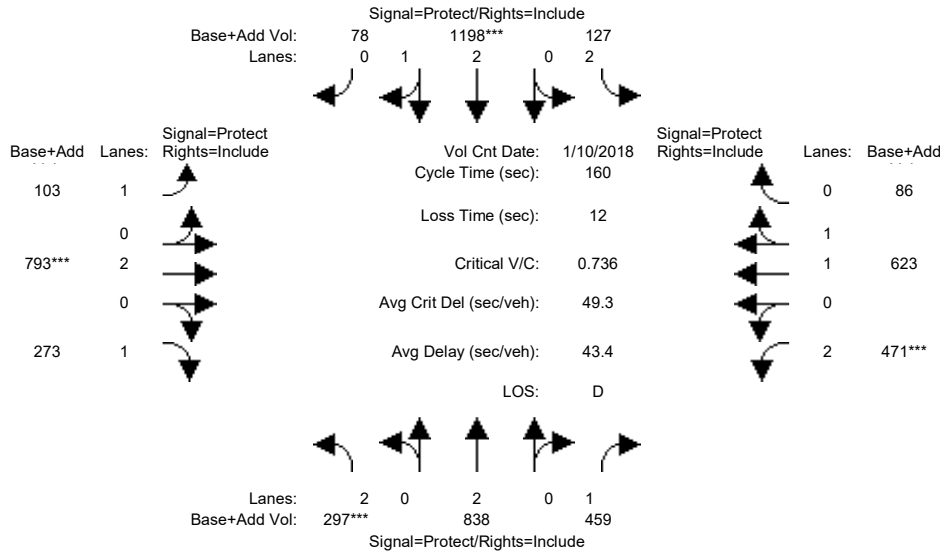
Capacity Analysis Module:												
Vol/Sat:	0.01	0.28	0.28	0.08	0.41	0.41	0.15	0.15	0.03	0.06	0.06	0.04
Crit Moves:	***			***			***			***		
Green Time:	7.0	70.8	70.8	19.6	83.4	83.4	30.6	30.6	37.6	30.6	30.6	50.2
Volume/Cap:	0.23	0.51	0.51	0.51	0.63	0.63	0.63	0.63	0.10	0.27	0.27	0.09
Delay/Veh:	60.2	19.0	19.0	52.5	14.6	14.6	47.7	47.7	34.0	40.9	40.9	25.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	60.2	19.0	19.0	52.5	14.6	14.6	47.7	47.7	34.0	40.9	40.9	25.4
LOS by Move:	E	B-	B-	D-	B	B	D	D	C-	D	D	C
HCM2k95thQ:	2	23	23	10	31	31	20	20	3	8	8	3

Note: Queue reported is the number of cars per lane.

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2000 HCM Operations (Future Volume Alternative)  
Existing PM With Retail and Residential Alternative

Intersection #26: Wolfe Road / Homestead Road



Street Name:	Wolfe Road						Homestead Road					
	North Bound			South Bound			East Bound			West Bound		
Approach:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:	>>	Count	Date:	10 Jan 2018	<<	05:00:00 PM						
Base Vol:	264	700	433	127	1035	78	103	793	232	441	623	86
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	264	700	433	127	1035	78	103	793	232	441	623	86
Added Vol:	33	138	26	0	163	0	0	0	41	30	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	297	838	459	127	1198	78	103	793	273	471	623	86
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	297	838	459	127	1198	78	103	793	273	471	623	86
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	297	838	459	127	1198	78	103	793	273	471	623	86
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	297	838	459	127	1198	78	103	793	273	471	623	86

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	0.98	0.95	0.92	1.00	0.92	0.83	0.98	0.95
Lanes:	2.00	2.00	1.00	2.00	2.81	0.19	1.00	2.00	1.00	2.00	1.75	0.25
Final Sat.:	3150	3800	1750	3150	5257	342	1750	3800	1750	3150	3251	449

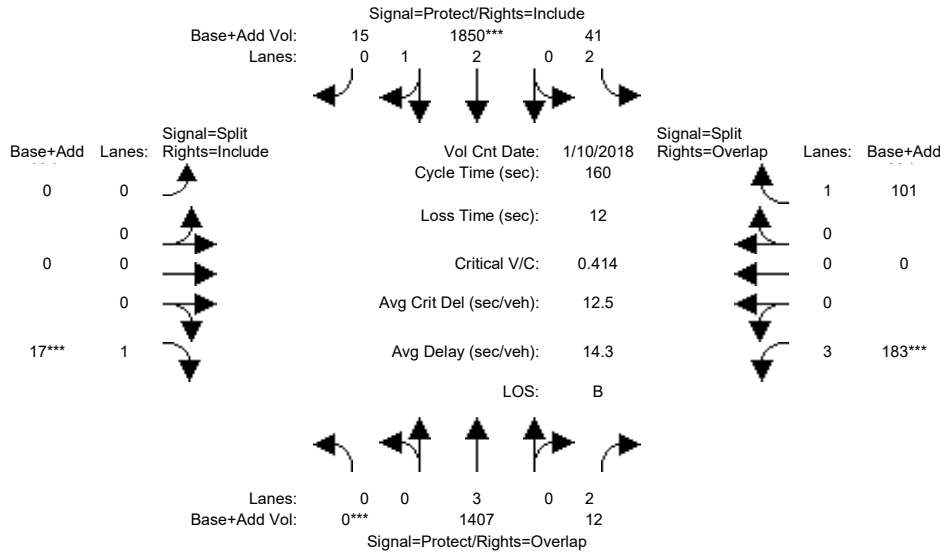
Capacity Analysis Module:												
Vol/Sat:	0.09	0.22	0.26	0.04	0.23	0.23	0.06	0.21	0.16	0.15	0.19	0.19
Crit Moves:	***			****			****			****		
Green Time:	20.5	60.1	60.1	10.0	49.6	49.6	18.3	45.4	45.4	32.5	59.6	59.6
Volume/Cap:	0.74	0.59	0.70	0.64	0.74	0.74	0.51	0.74	0.55	0.74	0.51	0.51
Delay/Veh:	67.5	24.6	28.7	77.1	36.3	36.3	69.0	54.5	50.0	64.2	39.3	39.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	67.5	24.6	28.7	77.1	36.3	36.3	69.0	54.5	50.0	64.2	39.3	39.3
LOS by Move:	E	C	C	E-	D+	D+	E	D-	D	E	D	D
HCM2k95thQ:	16	22	28	7	28	28	9	28	20	23	21	21

Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report  
2000 HCM Operations (Future Volume Alternative)  
Existing PM With Retail and Residential Alternative

Intersection #27: Wolfe Road / Apple Park



Street Name:	Wolfe Road						Apple Park					
	North Bound			South Bound			East Bound			West Bound		
Approach:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	0	0	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:	>>	Count	Date:	10 Jan 2018	<<	05:00:00 PM						
Base Vol:	0	1210	12	41	1616	15	0	0	17	183	0	101
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	1210	12	41	1616	15	0	0	17	183	0	101
Added Vol:	0	197	0	0	234	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	1407	12	41	1850	15	0	0	17	183	0	101
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	1407	12	41	1850	15	0	0	17	183	0	101
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1407	12	41	1850	15	0	0	17	183	0	101
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	0	1407	12	41	1850	15	0	0	17	183	0	101

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.83	0.83	0.98	0.95	0.92	1.00	0.92	0.80	1.00	0.92
Lanes:	0.00	3.00	2.00	2.00	2.97	0.03	0.00	0.00	1.00	3.00	0.00	1.00
Final Sat.:	0	5700	3150	3150	5555	45	0	0	1750	4551	0	1750

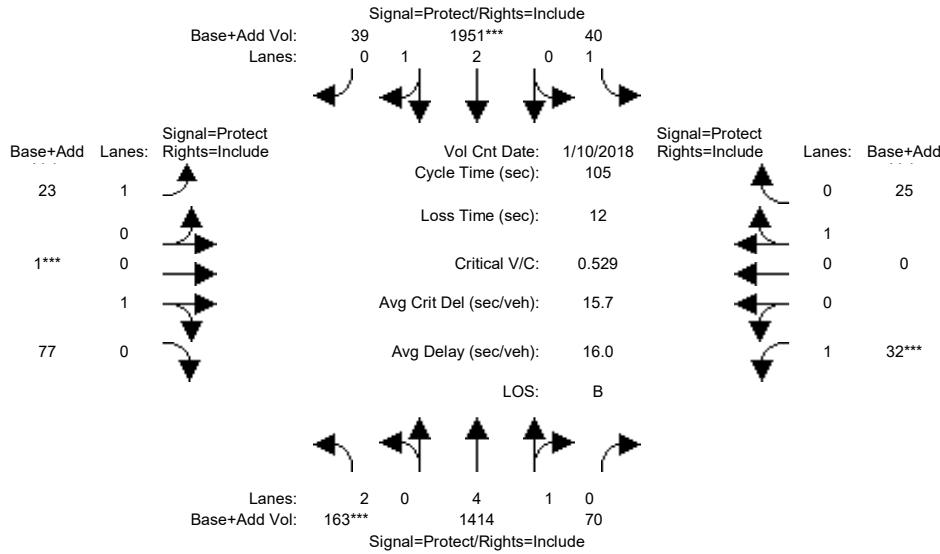
Capacity Analysis Module:												
Vol/Sat:	0.00	0.25	0.00	0.01	0.33	0.33	0.00	0.00	0.01	0.04	0.00	0.06
Crit Moves:	***			***			***		***	***		
Green Time:	0.0	105	119.5	18.5	123	123.1	0.0	0.0	10.0	14.9	0.0	33.4
Volume/Cap:	0.00	0.38	0.01	0.11	0.43	0.43	0.00	0.00	0.16	0.43	0.00	0.28
Delay/Veh:	0.0	12.8	5.2	63.5	6.4	6.4	0.0	0.0	71.7	69.3	0.0	53.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	12.8	5.2	63.5	6.4	6.4	0.0	0.0	71.7	69.3	0.0	53.6
LOS by Move:	A	B	A	E	A	A	A	A	E	E	A	D-
HCM2k95thQ:	0	19	0	2	19	19	0	0	2	8	0	9

Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report  
2000 HCM Operations (Future Volume Alternative)  
Existing PM With Retail and Residential Alternative

Intersection #28: Wolfe Road / Pruneridge Avenue



Street Name:	Wolfe Road						Pruneridge Avenue					
	North Bound			South Bound			East Bound			West Bound		
Approach:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:	>>	Count	Date:	10 Jan 2018	<<	05:00:00	PM					
Base Vol:	163	1217	70	40	1717	39	23	1	77	32	0	25
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	163	1217	70	40	1717	39	23	1	77	32	0	25
Added Vol:	0	197	0	0	234	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	163	1414	70	40	1951	39	23	1	77	32	0	25
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	163	1414	70	40	1951	39	23	1	77	32	0	25
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	163	1414	70	40	1951	39	23	1	77	32	0	25
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	163	1414	70	40	1951	39	23	1	77	32	0	25

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	0.99	0.95	0.92	0.98	0.95	0.92	0.95	0.95	0.92	1.00	0.95
Lanes:	2.00	4.75	0.25	1.00	2.94	0.06	1.00	0.01	0.99	1.00	0.00	1.00
Final Sat.:	3150	8956	443	1750	5490	110	1750	23	1777	1750	0	1800

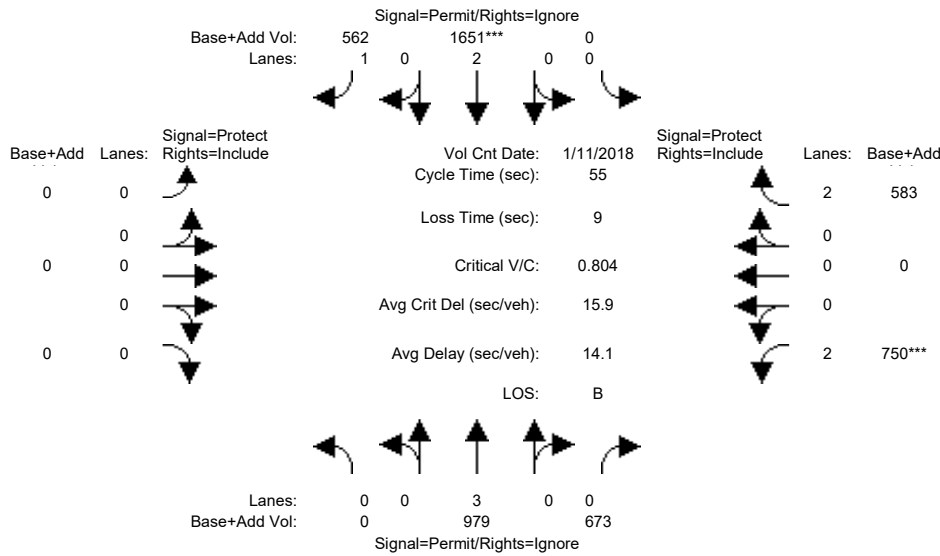
Capacity Analysis Module:												
Vol/Sat:	0.05	0.16	0.16	0.02	0.36	0.36	0.01	0.04	0.04	0.02	0.00	0.01
Crit Moves:	***			****			****			****		
Green Time:	9.7	53.4	53.4	22.6	66.3	66.3	7.0	10.0	10.0	7.0	0.0	10.0
Volume/Cap:	0.56	0.31	0.31	0.11	0.56	0.56	0.20	0.46	0.46	0.27	0.00	0.15
Delay/Veh:	48.2	15.1	15.1	33.2	11.2	11.2	47.2	46.8	46.8	47.9	0.0	44.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	48.2	15.1	15.1	33.2	11.2	11.2	47.2	46.8	46.8	47.9	0.0	44.0
LOS by Move:	D	B	B	C-	B+	B+	D	D	D	D	A	D
HCM2k95thQ:	6	11	11	2	22	22	2	6	6	3	0	2

Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report  
2000 HCM Operations (Future Volume Alternative)  
Existing PM With Retail and Residential Alternative

Intersection #29: Wolfe Road / I-280 Ramp (North)



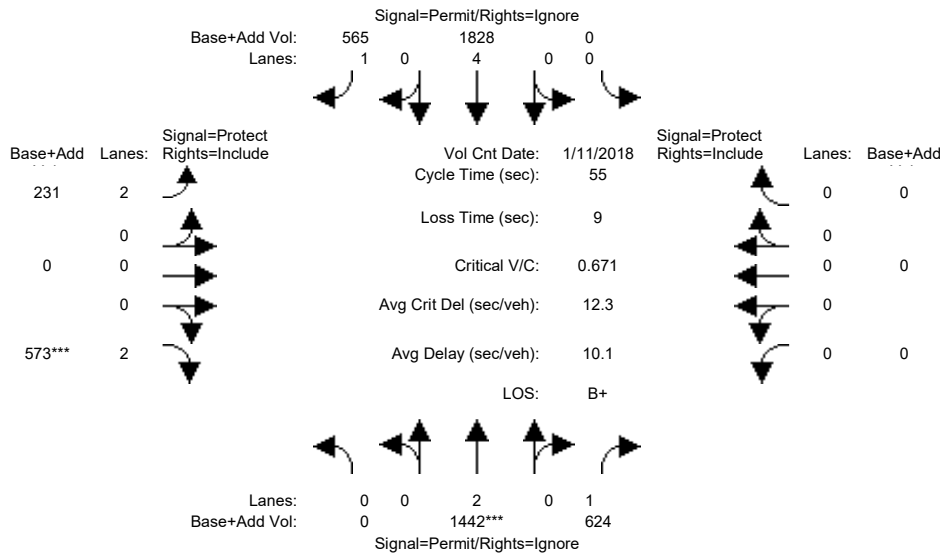
Street Name:	Wolfe Road						I-280 Ramp (North)						
Approach:	North Bound			South Bound			East Bound			West Bound			
Movement:	L	T	R	L	T	R	L	T	R	L	T	R	
Min. Green:	0	10	10	0	10	10	0	0	0	10	10	10	
Y+R:	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	
Volume Module: >> Count Date:	11 Jan 2018 << 05:00:00 PM												
Base Vol:	0	782	526	0	1417	562	0	0	0	557	0	583	
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
Initial Bse:	0	782	526	0	1417	562	0	0	0	557	0	583	
Added Vol:	0	197	147	0	234	0	0	0	0	193	0	0	
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0	
Initial Fut:	0	979	673	0	1651	562	0	0	0	750	0	583	
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	
PHF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	
PHF Volume:	0	979	0	0	1651	0	0	0	0	750	0	583	
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0	
Reduced Vol:	0	979	0	0	1651	0	0	0	0	750	0	583	
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	
Final Volume:	0	979	0	0	1651	0	0	0	0	750	0	583	
Saturation Flow Module:													
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	
Adjustment:	0.92	0.98	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.83	1.00	0.83	
Lanes:	0.00	3.00	0.00	0.00	2.00	1.00	0.00	0.00	0.00	2.00	0.00	2.00	
Final Sat.:	0	5600	0	0	3800	1750	0	0	0	3150	0	3150	
Capacity Analysis Module:													
Vol/Sat:	0.00	0.17	0.00	0.00	0.43	0.00	0.00	0.00	0.00	0.24	0.00	0.19	
Crit Moves:							****						
Green Time:	0.0	29.7	0.0	0.0	29.7	0.0	0.0	0.0	0.0	16.3	0.0	16.3	
Volume/Cap:	0.00	0.32	0.00	0.00	0.80	0.00	0.00	0.00	0.00	0.80	0.00	0.63	
Delay/Veh:	0.0	7.1	0.0	0.0	12.7	0.0	0.0	0.0	0.0	23.0	0.0	18.1	
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
AdjDel/Veh:	0.0	7.1	0.0	0.0	12.7	0.0	0.0	0.0	0.0	23.0	0.0	18.1	
LOS by Move:	A	A	A	A	B	A	A	A	A	C	A	B-	
HCM2k95thQ:	0	2	0	0	12	0	0	0	0	18	0	12	

Note: Queue reported is the number of cars per lane.

Vallco Special Area Specific Plan  
SJ17-1786

Level Of Service Computation Report  
2000 HCM Operations (Future Volume Alternative)  
Existing PM With Retail and Residential Alternative

Intersection #30: Wolfe Road / I-280 Ramp (South)



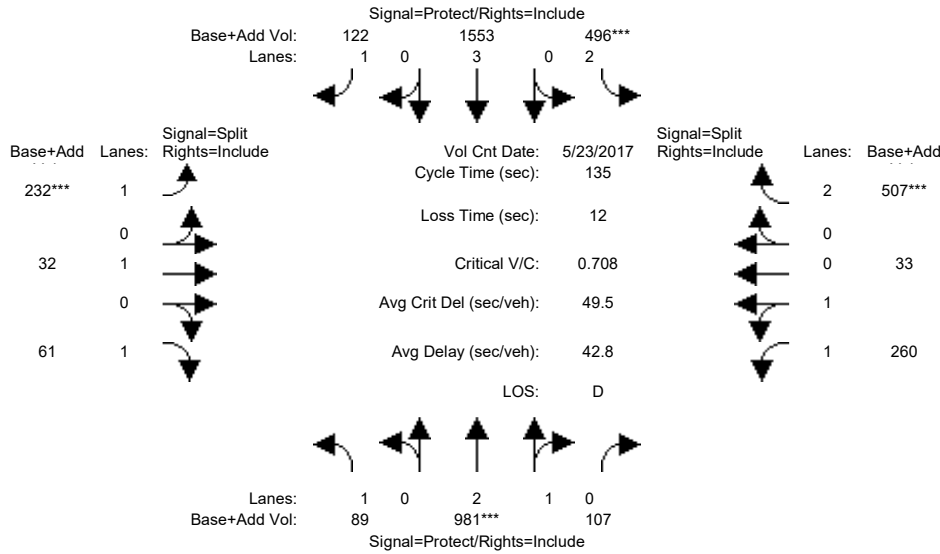
Street Name:	Wolfe Road						I-280 Ramp (South)					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	0	0	0
Y+R:	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Volume Module: >> Count Date:	11 Jan 2018 << 05:00:00 PM											
Base Vol:	0	1099	463	0	1401	565	231	0	375	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	1099	463	0	1401	565	231	0	375	0	0	0
Added Vol:	0	343	161	0	427	0	0	0	198	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	1442	624	0	1828	565	231	0	573	0	0	0
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	1442	0	0	1828	0	231	0	573	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1442	0	0	1828	0	231	0	573	0	0	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	0	1442	0	0	1828	0	231	0	573	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.83	1.00	0.83	0.92	1.00	0.92
Lanes:	0.00	2.00	1.00	0.00	4.00	1.00	2.00	0.00	2.00	0.00	0.00	0.00
Final Sat.:	0	3800	1750	0	7600	1750	3150	0	3150	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.38	0.00	0.00	0.24	0.00	0.07	0.00	0.18	0.00	0.00	0.00
Crit Moves:	****			****			****			****		
Green Time:	0.0	31.1	0.0	0.0	31.1	0.0	14.9	0.0	14.9	0.0	0.0	0.0
Volume/Cap:	0.00	0.67	0.00	0.00	0.43	0.00	0.27	0.00	0.67	0.00	0.00	0.00
Delay/Veh:	0.0	9.2	0.0	0.0	6.9	0.0	15.9	0.0	20.0	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	9.2	0.0	0.0	6.9	0.0	15.9	0.0	20.0	0.0	0.0	0.0
LOS by Move:	A	A	A	A	A	A	B	A	B-	A	A	A
HCM2k95thQ:	0	6	0	0	2	0	4	0	13	0	0	0

Note: Queue reported is the number of cars per lane.

Vallco Special Area Specific Plan  
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Level Of Service Computation Report  
2000 HCM Operations (Future Volume Alternative)  
Existing PM With Retail and Residential Alternative

Intersection #31: Wolfe Road / Vallco Parkway



Street Name:	Wolfe Road						Vallco Parkway					
	North Bound			South Bound			East Bound			West Bound		
Approach:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:	>>	Count	Date:	23 May 2017	<<	05:00:00	PM					
Base Vol:	43	874	68	252	1522	57	34	12	18	150	6	460
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	43	874	68	252	1522	57	34	12	18	150	6	460
Added Vol:	46	107	39	244	31	65	198	20	43	110	27	47
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	89	981	107	496	1553	122	232	32	61	260	33	507
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	89	981	107	496	1553	122	232	32	61	260	33	507
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	89	981	107	496	1553	122	232	32	61	260	33	507
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	89	981	107	496	1553	122	232	32	61	260	33	507

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.99	0.95	0.83	1.00	0.92	0.92	1.00	0.92	0.93	0.95	0.83
Lanes:	1.00	2.69	0.31	2.00	3.00	1.00	1.00	1.00	1.00	1.78	0.22	2.00
Final Sat.:	1750	5049	551	3150	5700	1750	1750	1900	1750	3150	400	3150

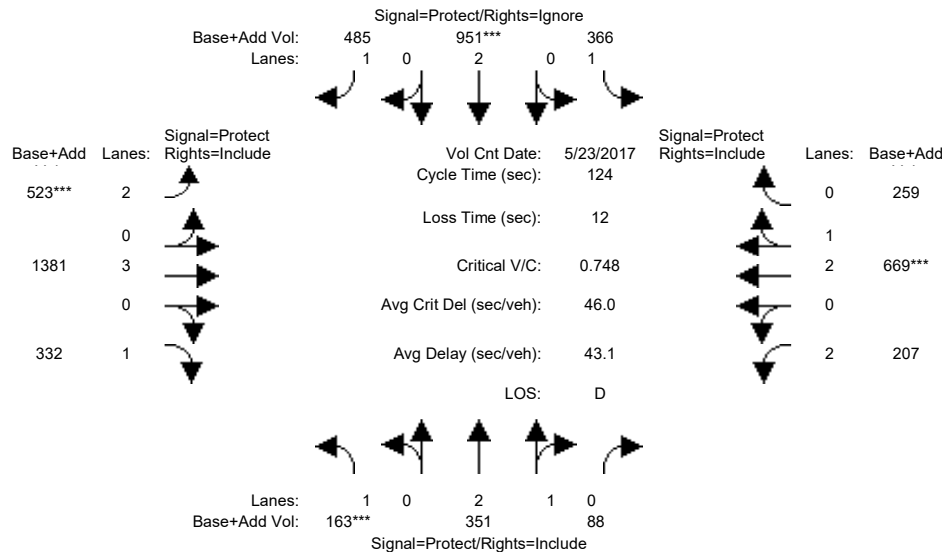
Capacity Analysis Module:												
Vol/Sat:	0.05	0.19	0.19	0.16	0.27	0.07	0.13	0.02	0.03	0.08	0.08	0.16
Crit Moves:	****			****			****			****		
Green Time:	10.7	37.0	37.0	30.0	56.3	56.3	25.3	25.3	25.3	30.7	30.7	30.7
Volume/Cap:	0.64	0.71	0.71	0.71	0.65	0.17	0.71	0.09	0.19	0.36	0.36	0.71
Delay/Veh:	69.9	45.7	45.7	51.8	32.2	24.7	58.4	45.5	46.5	44.2	44.2	51.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	69.9	45.7	45.7	51.8	32.2	24.7	58.4	45.5	46.5	44.2	44.2	51.3
LOS by Move:	E	D	D	D-	C-	C	E+	D	D	D	D	D-
HCM2k95thQ:	8	24	24	21	29	7	20	2	5	10	10	21

Note: Queue reported is the number of cars per lane.

Vallco Special Area Specific Plan  
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Level Of Service Computation Report  
2000 HCM Operations (Future Volume Alternative)  
Existing PM With Retail and Residential Alternative

Intersection #32: Wolfe Road-Miller Avenue / Stevens Creek Boulevard



Street Name:	Wolfe Road-Miller Avenue						Stevens Creek Boulevard					
	North Bound			South Bound			East Bound			West Bound		
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0

Volume Module:	>>	Count	Date:	23 May 2017	<<	05:00:00 PM						
Base Vol:	152	314	88	287	904	429	426	1348	327	207	613	201
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	152	314	88	287	904	429	426	1348	327	207	613	201
Added Vol:	11	37	0	79	47	56	97	33	5	0	56	58
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	163	351	88	366	951	485	523	1381	332	207	669	259
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	163	351	88	366	951	0	523	1381	332	207	669	259
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	163	351	88	366	951	0	523	1381	332	207	669	259
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	163	351	88	366	951	0	523	1381	332	207	669	259

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.99	0.95	0.92	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.95
Lanes:	1.00	2.38	0.62	1.00	2.00	1.00	2.00	3.00	1.00	2.00	2.13	0.87
Final Sat.:	1750	4476	1122	1750	3800	1750	3150	5700	1750	3150	4035	1562

Capacity Analysis Module:												
Vol/Sat:	0.09	0.08	0.08	0.21	0.25	0.00	0.17	0.24	0.19	0.07	0.17	0.17
Crit Moves:	***			****			****			****		
Green Time:	15.4	15.9	15.9	41.1	41.5	0.0	27.5	43.3	43.3	11.7	27.5	27.5
Volume/Cap:	0.75	0.61	0.61	0.63	0.75	0.00	0.75	0.69	0.54	0.69	0.75	0.75
Delay/Veh:	65.7	52.8	52.8	37.3	39.1	0.0	49.4	35.7	33.4	61.3	47.6	47.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	65.7	52.8	52.8	37.3	39.1	0.0	49.4	35.7	33.4	61.3	47.6	47.6
LOS by Move:	E	D-	D-	D+	D	A	D	D+	C-	E	D	D
HCM2k95thQ:	13	10	10	21	26	0	19	22	15	9	20	20

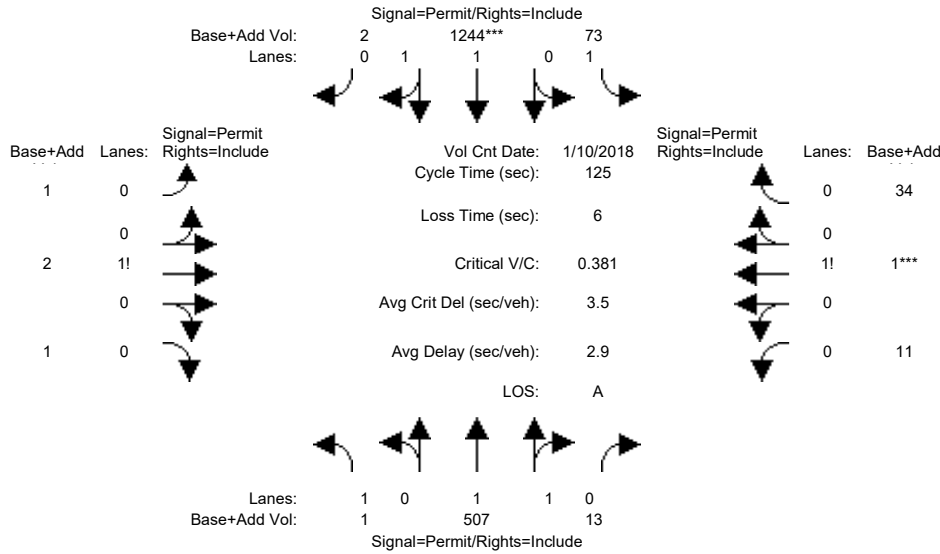
Note: Queue reported is the number of cars per lane.



Vallco Special Area Specific Plan  
SJ17-1786

Level Of Service Computation Report  
2000 HCM Operations (Future Volume Alternative)  
Existing PM With Retail and Residential Alternative

Intersection #33: Miller Avenue / Calle De Barcelona



Street Name:	Miller Avenue						Calle De Barcelona					
	North Bound			South Bound			East Bound			West Bound		
Approach:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:	>>	Count	Date:	10 Jan 2018	<<	05:00:00 PM						
Base Vol:	1	459	13	73	1192	2	1	2	1	11	1	34
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	1	459	13	73	1192	2	1	2	1	11	1	34
Added Vol:	0	48	0	0	52	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	1	507	13	73	1244	2	1	2	1	11	1	34
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	1	507	13	73	1244	2	1	2	1	11	1	34
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	1	507	13	73	1244	2	1	2	1	11	1	34
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	1	507	13	73	1244	2	1	2	1	11	1	34

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.97	0.95	0.92	0.97	0.95	0.92	0.92	0.92	0.92	0.92	0.92
Lanes:	1.00	1.95	0.05	1.00	1.99	0.01	0.25	0.50	0.25	0.24	0.02	0.74
Final Sat.:	1750	3607	92	1750	3694	6	438	875	438	418	38	1293

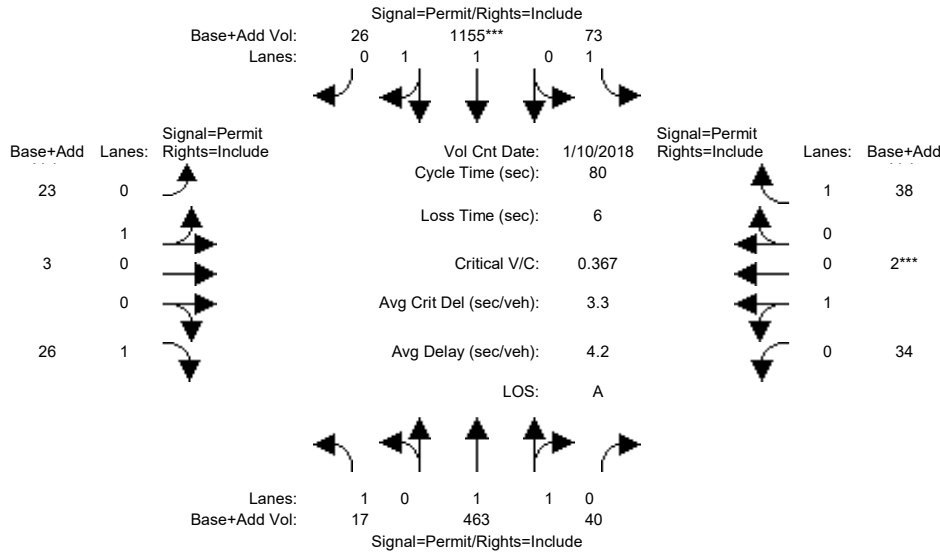
Capacity Analysis Module:													
Vol/Sat:	0.00	0.14	0.14	0.04	0.34	0.34	0.00	0.00	0.00	0.03	0.03	0.03	
Crit Moves:							****						
Green Time:	109.0	109	109.0	109.0	109	109.0	10.0	10.0	10.0	10.0	10.0	10.0	
Volume/Cap:	0.00	0.16	0.16	0.05	0.39	0.39	0.03	0.03	0.03	0.33	0.33	0.33	
Delay/Veh:	1.0	1.2	1.2	1.1	1.6	1.6	53.1	53.1	53.1	55.7	55.7	55.7	
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
AdjDel/Veh:	1.0	1.2	1.2	1.1	1.6	1.6	53.1	53.1	53.1	55.7	55.7	55.7	
LOS by Move:	A	A	A	A	A	A	D-	D-	D-	E+	E+	E+	
HCM2k95thQ:	0	3	3	1	9	9	0	0	0	4	4	4	

Note: Queue reported is the number of cars per lane.

Vallco Special Area Specific Plan  
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Level Of Service Computation Report  
2000 HCM Operations (Future Volume Alternative)  
Existing PM With Retail and Residential Alternative

Intersection #34: Miller Avenue / Phil Lane



Street Name:	Miller Avenue						Phil Lane					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:	>>	Count	Date:	10 Jan 2018	<<	05:00:00 PM											
Base Vol:	17	423	40	65	1111	26	23	3	26	34	2	30					
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00					
Initial Bse:	17	423	40	65	1111	26	23	3	26	34	2	30					
Added Vol:	0	40	0	8	44	0	0	0	0	0	0	8					
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0					
Initial Fut:	17	463	40	73	1155	26	23	3	26	34	2	38					
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00					
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00					
PHF Volume:	17	463	40	73	1155	26	23	3	26	34	2	38					
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0					
Reduced Vol:	17	463	40	73	1155	26	23	3	26	34	2	38					
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00					
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00					
Final Volume:	17	463	40	73	1155	26	23	3	26	34	2	38					

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	0.97	0.95	0.95	0.95	0.92	0.95	0.95	0.92
Lanes:	1.00	1.84	0.16	1.00	1.95	0.05	0.88	0.12	1.00	0.94	0.06	1.00
Final Sat.:	1750	3406	294	1750	3618	81	1592	208	1750	1700	100	1750

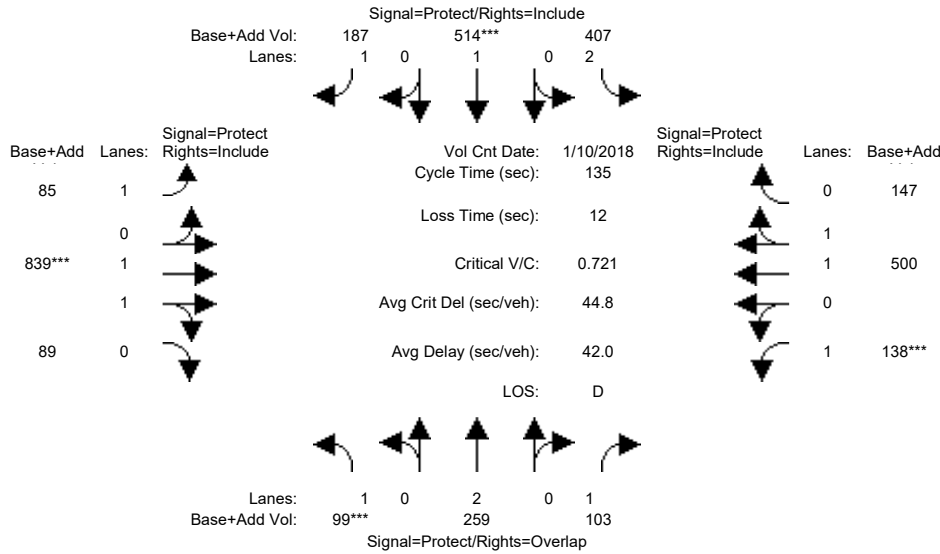
Capacity Analysis Module:													
Vol/Sat:	0.01	0.14	0.14	0.04	0.32	0.32	0.01	0.01	0.01	0.02	0.02	0.02	
Crit Moves:							****						
Green Time:	64.0	64.0	64.0	64.0	64.0	64.0	10.0	10.0	10.0	10.0	10.0	10.0	
Volume/Cap:	0.01	0.17	0.17	0.05	0.40	0.40	0.12	0.12	0.12	0.16	0.16	0.17	
Delay/Veh:	1.6	1.9	1.9	1.7	2.4	2.4	31.3	31.3	31.3	31.6	31.6	31.7	
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
AdjDel/Veh:	1.6	1.9	1.9	1.7	2.4	2.4	31.3	31.3	31.3	31.6	31.6	31.7	
LOS by Move:	A	A	A	A	A	A	C	C	C	C	C	C	
HCM2k95thQ:	0	3	3	1	9	9	1	1	1	2	2	2	

Note: Queue reported is the number of cars per lane.

Vallco Special Area Specific Plan  
SJ17-1786

Level Of Service Computation Report  
2000 HCM Operations (Future Volume Alternative)  
Existing PM With Retail and Residential Alternative

Intersection #35: Miller Avenue / Bollinger Road



Street Name:	Miller Avenue						Bollinger Road					
	North Bound			South Bound			East Bound			West Bound		
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:	>>	Count	Date:	10 Jan 2018	<<	05:00:00 PM						
Base Vol:	99	236	103	393	487	184	82	839	89	138	500	133
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	99	236	103	393	487	184	82	839	89	138	500	133
Added Vol:	0	23	0	14	27	3	3	0	0	0	0	14
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	99	259	103	407	514	187	85	839	89	138	500	147
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	99	259	103	407	514	187	85	839	89	138	500	147
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	99	259	103	407	514	187	85	839	89	138	500	147
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	99	259	103	407	514	187	85	839	89	138	500	147

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.83	1.00	0.92	0.92	0.98	0.95	0.92	0.98	0.95
Lanes:	1.00	2.00	1.00	2.00	1.00	1.00	1.00	1.80	0.20	1.00	1.53	0.47
Final Sat.:	1750	3800	1750	3150	1900	1750	1750	3345	355	1750	2859	840

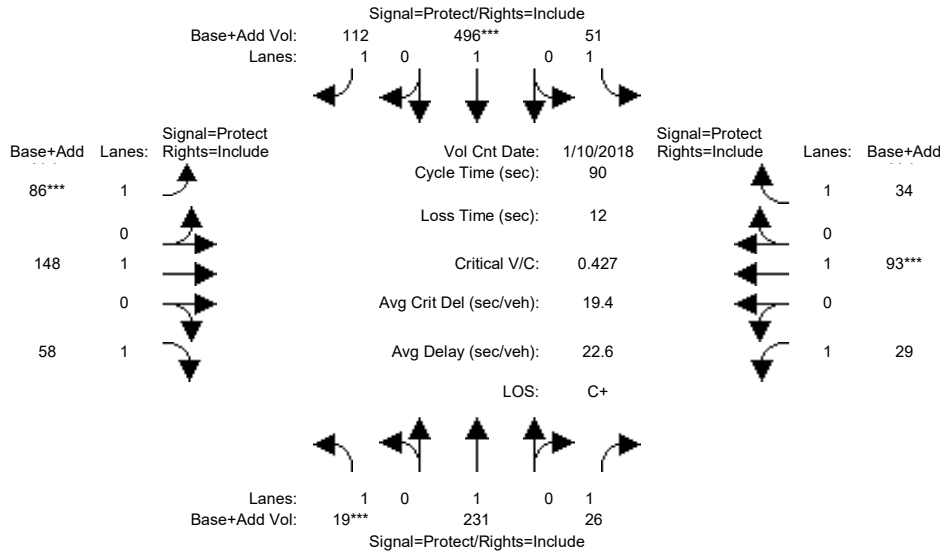
Capacity Analysis Module:												
Vol/Sat:	0.06	0.07	0.06	0.13	0.27	0.11	0.05	0.25	0.25	0.08	0.17	0.17
Crit Moves:	***			****			****			****		
Green Time:	10.6	22.3	37.1	38.9	50.7	50.7	14.1	47.0	47.0	14.8	47.6	47.6
Volume/Cap:	0.72	0.41	0.21	0.45	0.72	0.28	0.46	0.72	0.72	0.72	0.50	0.50
Delay/Veh:	77.7	50.9	38.0	39.6	39.7	29.7	58.7	40.3	40.3	70.7	34.6	34.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	77.7	50.9	38.0	39.6	39.7	29.7	58.7	40.3	40.3	70.7	34.6	34.6
LOS by Move:	E-	D	D+	D	D	C	E+	D	D	E	C-	C-
HCM2k95thQ:	9	9	7	15	31	11	7	30	30	12	19	19

Note: Queue reported is the number of cars per lane.

Vallco Special Area Specific Plan  
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Level Of Service Computation Report  
2000 HCM Operations (Future Volume Alternative)  
Existing PM With Retail and Residential Alternative

Intersection #36: Miller Avenue / Rainbow Drive



Street Name:	Miller Avenue						Rainbow Drive					
	North Bound			South Bound			East Bound			West Bound		
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:	>>	Count	Date:	10 Jan 2018	<<	05:00:00 PM											
Base Vol:	19	208	26	51	469	112	86	148	58	29	93	34					
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00					
Initial Bse:	19	208	26	51	469	112	86	148	58	29	93	34					
Added Vol:	0	23	0	0	27	0	0	0	0	0	0	0					
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0					
Initial Fut:	19	231	26	51	496	112	86	148	58	29	93	34					
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00					
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00					
PHF Volume:	19	231	26	51	496	112	86	148	58	29	93	34					
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0					
Reduced Vol:	19	231	26	51	496	112	86	148	58	29	93	34					
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00					
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00					
Final Volume:	19	231	26	51	496	112	86	148	58	29	93	34					

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1750	1900	1750	1750	1900	1750	1750	1900	1750	1750	1900	1750

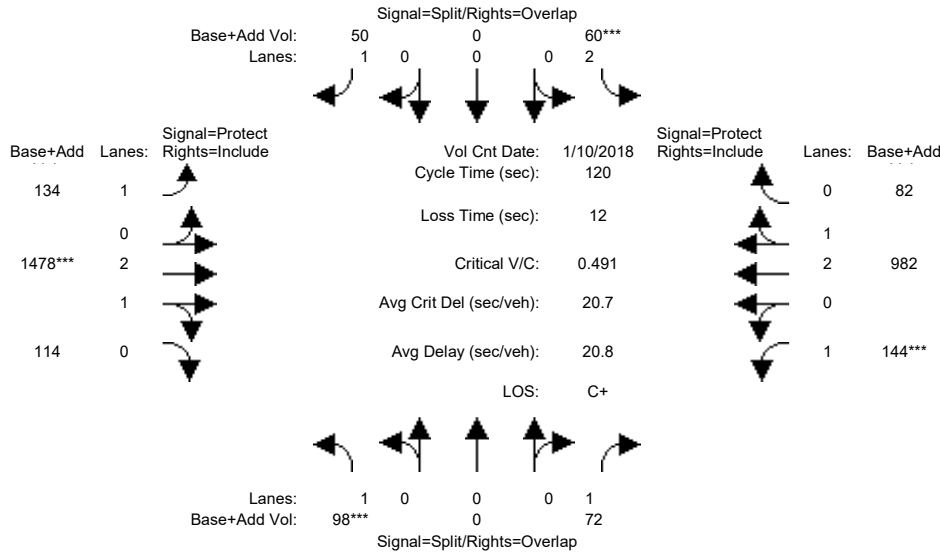
Capacity Analysis Module:												
Vol/Sat:	0.01	0.12	0.01	0.03	0.26	0.06	0.05	0.08	0.03	0.02	0.05	0.02
Crit Moves:	***			***			***			***		
Green Time:	7.0	35.6	35.6	22.8	51.3	51.3	9.7	11.6	11.6	8.1	10.0	10.0
Volume/Cap:	0.14	0.31	0.04	0.12	0.46	0.11	0.46	0.61	0.26	0.18	0.44	0.17
Delay/Veh:	39.2	19.0	16.7	26.0	11.5	8.9	39.5	41.4	36.0	38.5	38.9	36.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	39.2	19.0	16.7	26.0	11.5	8.9	39.5	41.4	36.0	38.5	38.9	36.7
LOS by Move:	D	B-	B	C	B+	A	D	D	D+	D+	D+	D+
HCM2k95thQ:	1	8	1	2	14	3	6	10	4	2	6	2

Note: Queue reported is the number of cars per lane.

Vallco Special Area Specific Plan  
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Level Of Service Computation Report  
2000 HCM Operations (Future Volume Alternative)  
Existing PM With Retail and Residential Alternative

Intersection #37: Finch Avenue / Stevens Creek Boulevard



Street Name:	Finch Avenue						Stevens Creek Boulevard					
	North Bound			South Bound			East Bound			West Bound		
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	0	0	0	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:	>>	Count	Date:	10 Jan 2018	<<	05:00:00 PM												
Base Vol:	98	0	72	60	0	50	134	1366	114	144	868	82						
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00						
Initial Bse:	98	0	72	60	0	50	134	1366	114	144	868	82						
Added Vol:	0	0	0	0	0	0	0	112	0	0	114	0						
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0						
Initial Fut:	98	0	72	60	0	50	134	1478	114	144	982	82						
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00						
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00						
PHF Volume:	98	0	72	60	0	50	134	1478	114	144	982	82						
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0						
Reduced Vol:	98	0	72	60	0	50	134	1478	114	144	982	82						
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00						
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00						
Final Volume:	98	0	72	60	0	50	134	1478	114	144	982	82						

Saturation Flow Module:													
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	
Adjustment:	0.92	1.00	0.92	0.83	1.00	0.92	0.92	0.99	0.95	0.92	0.99	0.95	
Lanes:	1.00	0.00	1.00	2.00	0.00	1.00	1.00	2.78	0.22	1.00	2.76	0.24	
Final Sat.:	1750	0	1750	3150	0	1750	1750	5198	401	1750	5168	432	

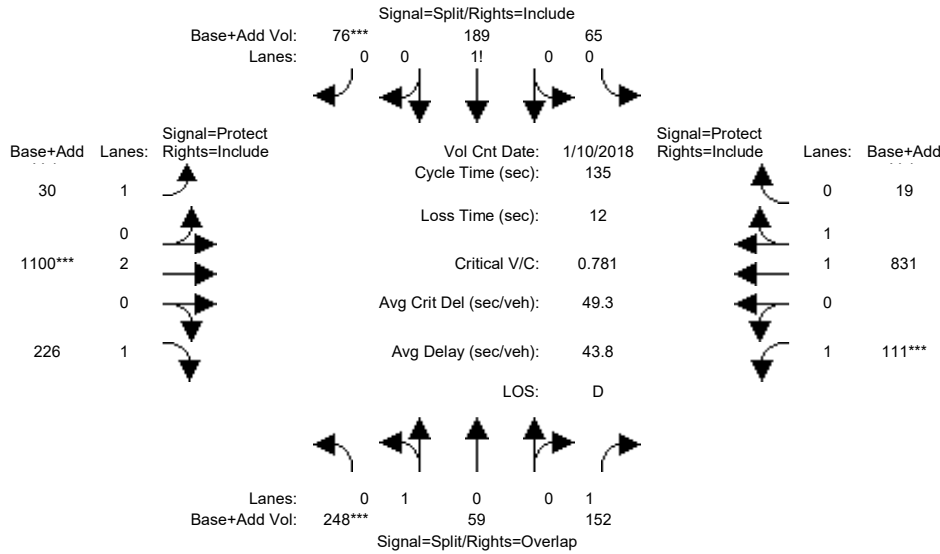
Capacity Analysis Module:													
Vol/Sat:	0.06	0.00	0.04	0.02	0.00	0.03	0.08	0.28	0.28	0.08	0.19	0.19	
Crit Moves:	***			***			***			***			
Green Time:	13.7	0.0	33.8	4.7	0.0	32.0	27.3	69.5	69.5	20.1	62.3	62.3	
Volume/Cap:	0.49	0.00	0.15	0.49	0.00	0.11	0.34	0.49	0.49	0.49	0.37	0.37	
Delay/Veh:	51.8	0.0	32.4	59.6	0.0	33.3	39.3	14.9	14.9	46.6	17.2	17.2	
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
AdjDel/Veh:	51.8	0.0	32.4	59.6	0.0	33.3	39.3	14.9	14.9	46.6	17.2	17.2	
LOS by Move:	D-	A	C-	E+	A	C-	D	B	B	D	B	B	
HCM2k95thQ:	8	0	4	4	0	3	8	20	20	10	14	14	

Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report  
2000 HCM Operations (Future Volume Alternative)  
Existing PM With Retail and Residential Alternative

Intersection #38: Tantau Avenue / Homestead Road



Street Name:	Tantau Avenue						Homestead Road					
	North Bound			South Bound			East Bound			West Bound		
Approach:												
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:	>>	Count	Date:	10 Jan 2018	<<	05:00:00 PM						
Base Vol:	248	59	135	65	189	76	30	1074	226	91	801	19
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	248	59	135	65	189	76	30	1074	226	91	801	19
Added Vol:	0	0	17	0	0	0	0	26	0	20	30	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	248	59	152	65	189	76	30	1100	226	111	831	19
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	248	59	152	65	189	76	30	1100	226	111	831	19
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	248	59	152	65	189	76	30	1100	226	111	831	19
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	248	59	152	65	189	76	30	1100	226	111	831	19

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.92	0.92	0.92	0.92	0.92	1.00	0.92	0.92	0.97	0.95
Lanes:	0.81	0.19	1.00	0.20	0.57	0.23	1.00	2.00	1.00	1.00	1.95	0.05
Final Sat.:	1454	346	1750	345	1002	403	1750	3800	1750	1750	3617	83

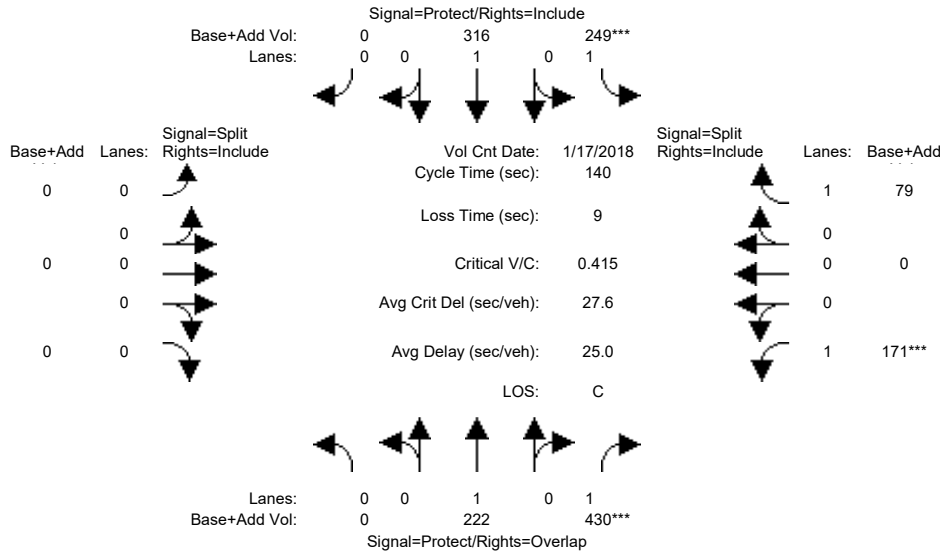
Capacity Analysis Module:												
Vol/Sat:	0.17	0.17	0.09	0.19	0.19	0.19	0.02	0.29	0.13	0.06	0.23	0.23
Crit Moves:	***					***		***		***		
Green Time:	29.5	29.5	40.4	32.6	32.6	32.6	11.2	50.0	50.0	11.0	49.7	49.7
Volume/Cap:	0.78	0.78	0.29	0.78	0.78	0.78	0.21	0.78	0.35	0.78	0.62	0.62
Delay/Veh:	59.5	59.5	36.6	57.0	57.0	57.0	58.4	40.6	31.1	84.7	35.9	35.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	59.5	59.5	36.6	57.0	57.0	57.0	58.4	40.6	31.1	84.7	35.9	35.9
LOS by Move:	E+	E+	D+	E+	E+	E+	E+	D	C	F	D+	D+
HCM2k95thQ:	23	23	10	27	27	27	2	34	13	10	25	25

Note: Queue reported is the number of cars per lane.

Vallco Special Area Specific Plan  
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Level Of Service Computation Report  
2000 HCM Operations (Future Volume Alternative)  
Existing PM With Retail and Residential Alternative

Intersection #39: Tantau Avenue / Pruneridge Avenue



Street Name:	Tantau Avenue						Pruneridge Avenue					
	North Bound			South Bound			East Bound			West Bound		
Approach:												
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	0	0	0	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:	>>	Count	Date:	17 Jan 2018	<<	05:00:00 PM						
Base Vol:	0	205	399	249	296	0	0	0	0	135	0	79
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	205	399	249	296	0	0	0	0	135	0	79
Added Vol:	0	17	31	0	20	0	0	0	0	36	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	222	430	249	316	0	0	0	0	171	0	79
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	222	430	249	316	0	0	0	0	171	0	79
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	222	430	249	316	0	0	0	0	171	0	79
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	0	222	430	249	316	0	0	0	0	171	0	79

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	1.00	1.00	1.00	1.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Final Sat.:	0	1900	1750	1750	1900	0	0	0	0	1750	0	1750

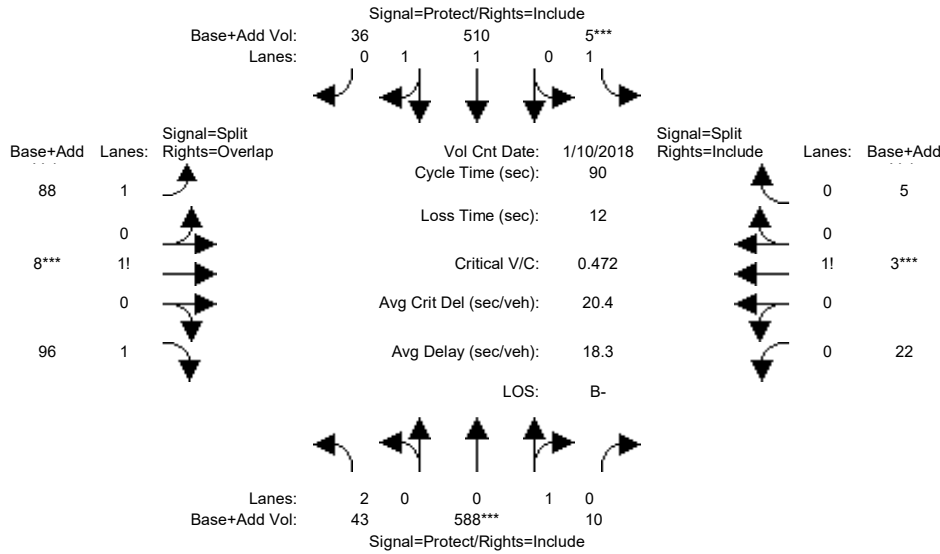
Capacity Analysis Module:												
Vol/Sat:	0.00	0.12	0.25	0.14	0.17	0.00	0.00	0.00	0.00	0.10	0.00	0.05
Crit Moves:			****	****						****		
Green Time:	0.0	50.0	83.0	48.0	98.0	0.0	0.0	0.0	0.0	33.0	0.0	33.0
Volume/Cap:	0.00	0.33	0.41	0.41	0.24	0.00	0.00	0.00	0.00	0.41	0.00	0.19
Delay/Veh:	0.0	33.1	15.7	35.7	7.6	0.0	0.0	0.0	0.0	46.0	0.0	43.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	33.1	15.7	35.7	7.6	0.0	0.0	0.0	0.0	46.0	0.0	43.1
LOS by Move:	A	C-	B	D+	A	A	A	A	A	D	A	D
HCM2k95thQ:	0	13	19	16	9	0	0	0	0	12	0	6

Note: Queue reported is the number of cars per lane.

Vallco Special Area Specific Plan  
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Level Of Service Computation Report  
2000 HCM Operations (Future Volume Alternative)  
Existing PM With Retail and Residential Alternative

Intersection #40: Tantau Avenue / Apple Parkway/Tantau 14 (private)



Street Name:	Tantau Avenue						Apple Parkway/Tantau 14 (private)					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:	>>	Count	Date:	10 Jan 2018	<<	05:00:00 PM						
Base Vol:	43	540	10	5	454	36	88	8	96	22	3	5
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	43	540	10	5	454	36	88	8	96	22	3	5
Added Vol:	0	48	0	0	56	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	43	588	10	5	510	36	88	8	96	22	3	5
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	43	588	10	5	510	36	88	8	96	22	3	5
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	43	588	10	5	510	36	88	8	96	22	3	5
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	43	588	10	5	510	36	88	8	96	22	3	5

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	0.95	0.95	0.92	0.98	0.95	0.92	0.92	0.92	0.92	0.92	0.92
Lanes:	2.00	0.98	0.02	1.00	1.86	0.14	1.44	0.08	1.48	0.73	0.10	0.17
Final Sat.:	3150	1770	30	1750	3456	244	2520	140	2590	1283	175	292

Capacity Analysis Module:												
Vol/Sat:	0.01	0.33	0.33	0.00	0.15	0.15	0.03	0.06	0.04	0.02	0.02	0.02
Crit Moves:	****			****			****			****		
Green Time:	20.0	51.0	51.0	7.0	38.0	38.0	10.0	10.0	30.0	10.0	10.0	10.0
Volume/Cap:	0.06	0.59	0.59	0.04	0.35	0.35	0.31	0.51	0.11	0.15	0.15	0.15
Delay/Veh:	27.6	13.5	13.5	38.5	17.8	17.8	37.1	38.9	20.8	36.5	36.5	36.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	27.6	13.5	13.5	38.5	17.8	17.8	37.1	38.9	20.8	36.5	36.5	36.5
LOS by Move:	C	B	B	D+	B	B	D+	D+	C+	D+	D+	D+
HCM2k95thQ:	1	20	20	0	10	10	4	7	3	2	2	2

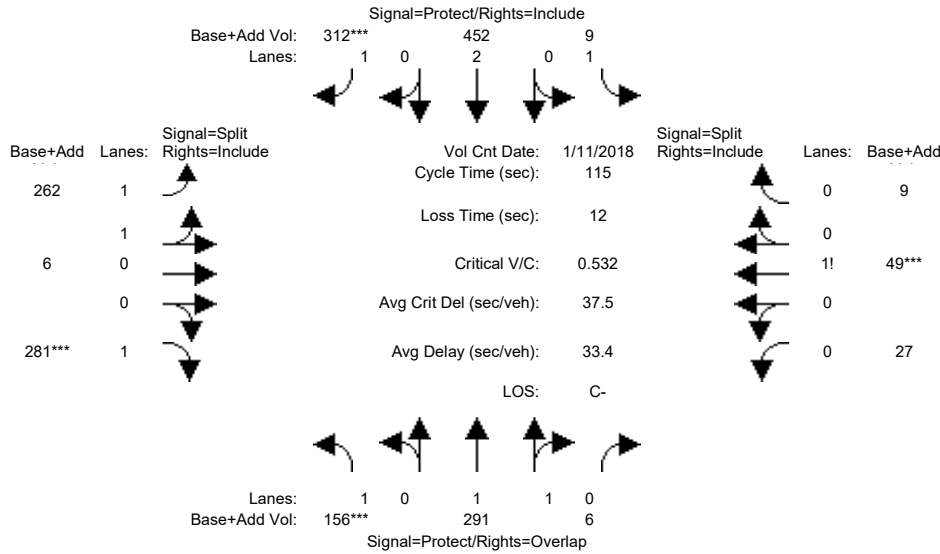
Note: Queue reported is the number of cars per lane.



Vallco Special Area Specific Plan  
SJ17-1786

Level Of Service Computation Report  
2000 HCM Operations (Future Volume Alternative)  
Existing PM With Retail and Residential Alternative

Intersection #41: Tantau Avenue / Vallco Parkway



Street Name:	Tantau Avenue						Vallco Parkway					
	North Bound			South Bound			East Bound			West Bound		
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:	>>	Count	Date:	11 Jan 2018	<<	05:00:00 PM						
Base Vol:	75	290	6	9	452	256	215	6	215	27	49	9
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	75	290	6	9	452	256	215	6	215	27	49	9
Added Vol:	81	1	0	0	0	56	47	0	66	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	156	291	6	9	452	312	262	6	281	27	49	9
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	156	291	6	9	452	312	262	6	281	27	49	9
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	156	291	6	9	452	312	262	6	281	27	49	9
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	156	291	6	9	452	312	262	6	281	27	49	9

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.97	0.95	0.92	1.00	0.92	0.93	0.95	0.92	0.92	0.92	0.92
Lanes:	1.00	1.96	0.04	1.00	2.00	1.00	1.96	0.04	1.00	0.32	0.58	0.10
Final Sat.:	1750	3625	75	1750	3800	1750	3471	79	1750	556	1009	185

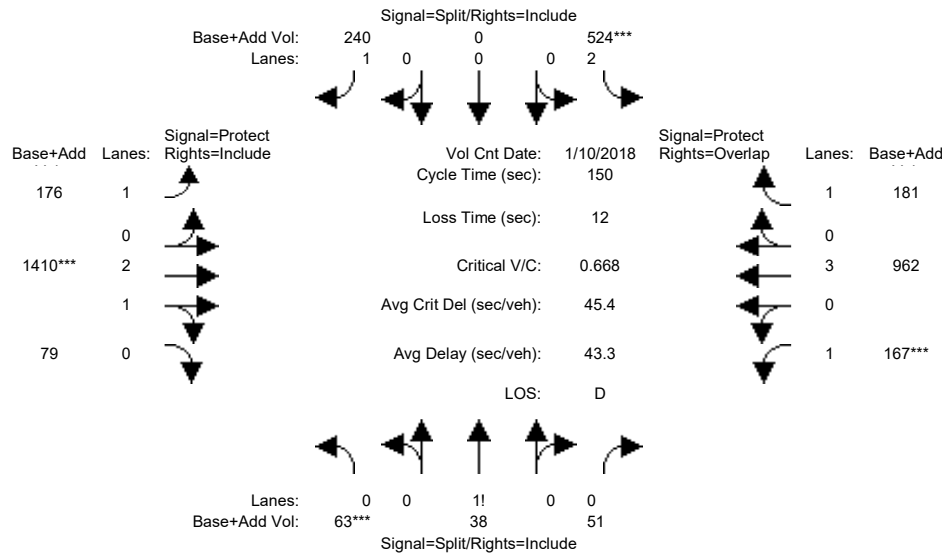
Capacity Analysis Module:												
Vol/Sat:	0.09	0.08	0.08	0.01	0.12	0.18	0.08	0.08	0.16	0.05	0.05	0.05
Crit Moves:	***					***			***			***
Green Time:	19.3	34.0	44.5	23.8	38.5	38.5	34.7	34.7	34.7	10.5	10.5	10.5
Volume/Cap:	0.53	0.27	0.21	0.02	0.35	0.53	0.25	0.25	0.53	0.53	0.53	0.53
Delay/Veh:	45.6	31.2	23.6	36.4	29.0	31.9	30.4	30.4	34.4	53.3	53.3	53.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	45.6	31.2	23.6	36.4	29.0	31.9	30.4	30.4	34.4	53.3	53.3	53.3
LOS by Move:	D	C	C	D+	C	C	C	C	C-	D-	D-	D-
HCM2k95thQ:	10	8	7	1	11	17	7	7	16	8	8	8

Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report  
2000 HCM Operations (Future Volume Alternative)  
Existing PM With Retail and Residential Alternative

Intersection #42: Tantau Avenue / Stevens Creek Boulevard



Street Name:	Tantau Avenue						Stevens Creek Boulevard					
	North Bound			South Bound			East Bound			West Bound		
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:	>>	Count	Date:	10 Jan 2018	<<	05:00:00 PM						
Base Vol:	56	29	51	458	0	240	175	1314	63	167	855	109
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	56	29	51	458	0	240	175	1314	63	167	855	109
Added Vol:	7	9	0	66	0	0	1	96	16	0	107	72
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	63	38	51	524	0	240	176	1410	79	167	962	181
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	63	38	51	524	0	240	176	1410	79	167	962	181
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	63	38	51	524	0	240	176	1410	79	167	962	181
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	63	38	51	524	0	240	176	1410	79	167	962	181

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.92	0.92	0.83	1.00	0.92	0.92	0.98	0.95	0.92	1.00	0.92
Lanes:	0.41	0.25	0.34	2.00	0.00	1.00	1.00	2.83	0.17	1.00	3.00	1.00
Final Sat.:	725	438	587	3150	0	1750	1750	5302	297	1750	5700	1750

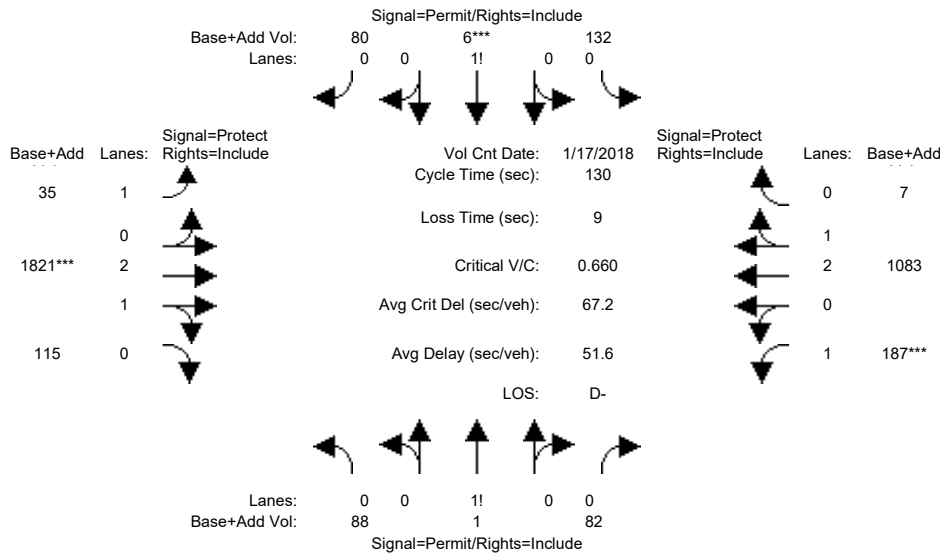
Capacity Analysis Module:												
Vol/Sat:	0.09	0.09	0.09	0.17	0.00	0.14	0.10	0.27	0.27	0.10	0.17	0.10
Crit Moves:	***			****			****			****		
Green Time:	19.5	19.5	19.5	37.4	0.0	37.4	30.3	59.7	59.7	21.4	50.8	88.2
Volume/Cap:	0.67	0.67	0.67	0.67	0.00	0.55	0.50	0.67	0.67	0.67	0.50	0.18
Delay/Veh:	69.6	69.6	69.6	53.0	0.0	50.5	54.2	37.8	37.8	67.7	39.6	14.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	69.6	69.6	69.6	53.0	0.0	50.5	54.2	37.8	37.8	67.7	39.6	14.3
LOS by Move:	E	E	E	D-	A	D	D-	D+	D+	E	D	B
HCM2k95thQ:	14	14	14	23	0	19	14	32	32	15	21	8

Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report  
2000 HCM Operations (Future Volume Alternative)  
Existing PM With Retail and Residential Alternative

Intersection #43: Stern Avenue / Steven Creek Boulevard



Street Name:	Stern Avenue						Steven Creek Boulevard					
	North Bound			South Bound			East Bound			West Bound		
Approach:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	45	45	45	45	45	45	11	39	39	30	58	58
Y+R:	4.6	4.6	4.6	4.6	4.6	4.6	4.9	5.6	5.6	4.9	5.9	5.9

Volume Module:	>>	Count	Date:	17 Jan 2018	<<	05:00:00 PM						
Base Vol:	88	1	82	132	6	80	35	1659	115	187	904	7
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	88	1	82	132	6	80	35	1659	115	187	904	7
Added Vol:	0	0	0	0	0	0	0	162	0	0	179	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	88	1	82	132	6	80	35	1821	115	187	1083	7
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
PHF Volume:	94	1	87	140	6	85	37	1937	122	199	1152	7
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	94	1	87	140	6	85	37	1937	122	199	1152	7
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	94	1	87	140	6	85	37	1937	122	199	1152	7

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.98	0.95	0.92	0.98	0.95
Lanes:	0.51	0.01	0.48	0.60	0.03	0.37	1.00	2.82	0.18	1.00	2.98	0.02
Final Sat.:	901	10	839	1060	48	642	1750	5267	333	1750	5564	36

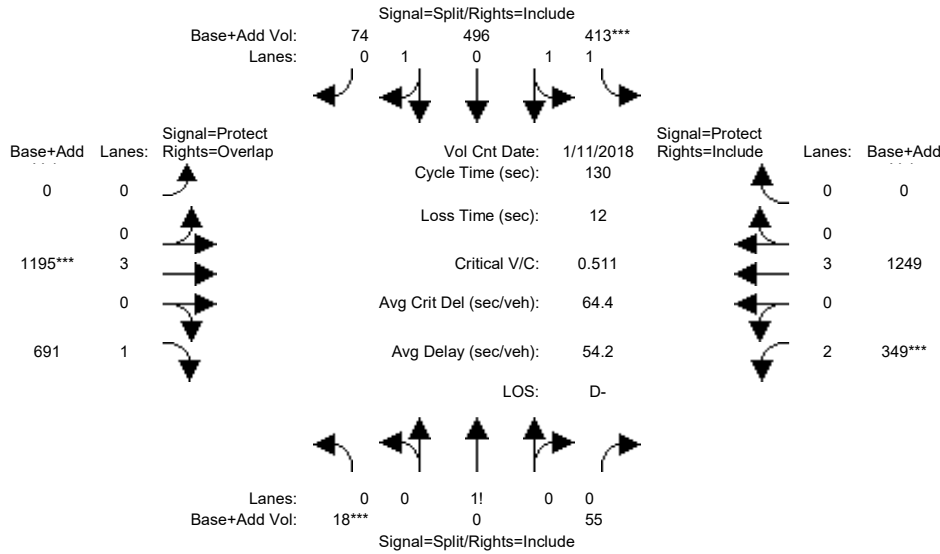
Capacity Analysis Module:												
Vol/Sat:	0.10	0.10	0.10	0.13	0.13	0.13	0.02	0.37	0.37	0.11	0.21	0.21
Crit Moves:					****			****			****	
Green Time:	45.0	45.0	45.0	45.0	45.0	45.0	12.1	46.0	46.0	30.0	63.9	63.9
Volume/Cap:	0.30	0.30	0.30	0.38	0.38	0.38	0.23	1.04	1.04	0.49	0.42	0.42
Delay/Veh:	31.3	31.3	31.3	32.4	32.4	32.4	55.3	73.3	73.3	44.3	21.3	21.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	31.3	31.3	31.3	32.4	32.4	32.4	55.3	73.3	73.3	44.3	21.3	21.3
LOS by Move:	C	C	C	C-	C-	C-	E+	E	E	D	C+	C+
HCM2k95thQ:	11	11	11	14	14	14	3	53	53	14	18	18

Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report  
2000 HCM Operations (Future Volume Alternative)  
Existing PM With Retail and Residential Alternative

Intersection #44: I-280 Ramps (West)-Calvert Drive / Stevens Creek Boulevard



Street Name:	I-280 Ramps (West)-Calvert Drive						Stevens Creek Boulevard					
	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	48	48	48	49	49	49	0	37	37	28	37	37
Y+R:	6.0	6.0	6.0	5.4	5.4	5.4	0.0	5.9	5.9	5.4	5.6	5.6

Volume Module:	>>	Count	Date:	11 Jan 2018	<<	05:00:00 PM						
Base Vol:	18	0	55	413	496	74	0	1096	628	349	1070	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	18	0	55	413	496	74	0	1096	628	349	1070	0
Added Vol:	0	0	0	0	0	0	0	99	63	0	179	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	18	0	55	413	496	74	0	1195	691	349	1249	0
User Adj:	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	16	0	48	360	433	65	0	1042	603	304	1089	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	16	0	48	360	433	65	0	1042	603	304	1089	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	16	0	48	360	433	65	0	1042	603	304	1089	0

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.92	0.92	0.93	0.95	0.95	0.92	1.00	0.92	0.83	1.00	0.92
Lanes:	0.25	0.00	0.75	1.28	1.50	0.22	0.00	3.00	1.00	2.00	3.00	0.00
Final Sat.:	432	0	1318	2247	2699	403	0	5700	1750	3150	5700	0

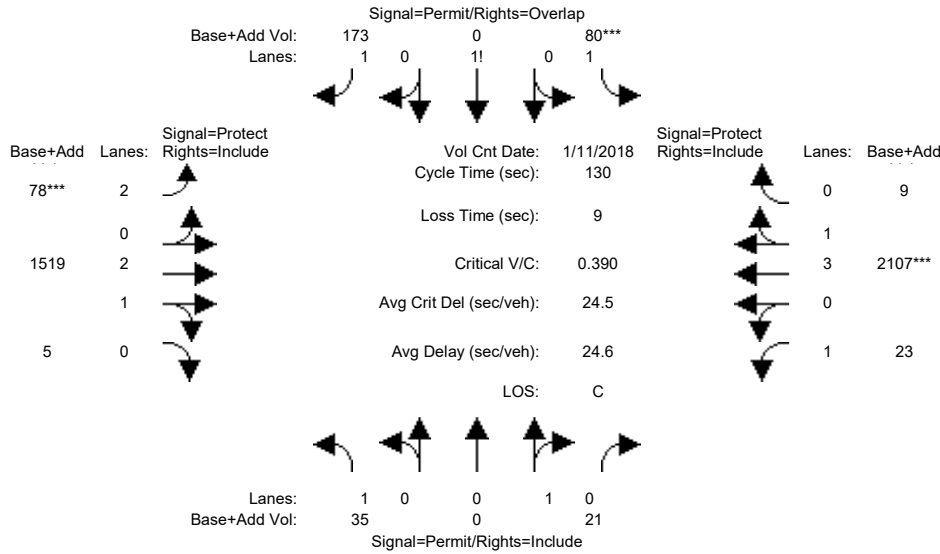
Capacity Analysis Module:												
Vol/Sat:	0.04	0.00	0.04	0.16	0.16	0.16	0.00	0.18	0.34	0.10	0.19	0.00
Crit Moves:	***			***			***			***		
Green Time:	35.9	0.0	35.9	36.6	36.6	36.6	0.0	27.6	63.5	20.9	48.6	0.0
Volume/Cap:	0.13	0.00	0.13	0.57	0.57	0.57	0.00	0.86	0.70	0.60	0.51	0.00
Delay/Veh:	47.5	0.0	47.5	54.0	54.0	54.0	0.0	72.4	37.4	69.8	42.4	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	47.5	0.0	47.5	54.0	54.0	54.0	0.0	72.4	37.4	69.8	42.4	0.0
LOS by Move:	D	A	D	D-	D-	D-	A	E	D+	E	D	A
HCM2k95thQ:	5	0	5	25	25	25	0	29	41	16	25	0

Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report  
2000 HCM Operations (Future Volume Alternative)  
Existing PM With Retail and Residential Alternative

Intersection #45: Agilent Driveway / Stevens Creek Boulevard



Street Name:	Agilent Driveway						Stevens Creek Boulevard					
	North Bound			South Bound			East Bound			West Bound		
Approach:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	47	47	47	45	45	45	10	57	57	12	60	60
Y+R:	3.0	3.0	3.0	4.6	4.6	4.6	5.0	5.6	5.6	5.0	4.6	4.6

Volume Module:	>>	Count	Date:	11 Jan 2018	<<	05:00:00 PM						
Base Vol:	35	0	21	80	0	173	78	1420	5	23	1928	9
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	35	0	21	80	0	173	78	1420	5	23	1928	9
Added Vol:	0	0	0	0	0	0	0	99	0	0	179	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	35	0	21	80	0	173	78	1519	5	23	2107	9
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
PHF Volume:	37	0	22	85	0	184	83	1616	5	24	2241	10
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	37	0	22	85	0	184	83	1616	5	24	2241	10
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	37	0	22	85	0	184	83	1616	5	24	2241	10

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.95	0.92	1.00	0.95	0.83	0.98	0.95	0.92	0.99	0.95
Lanes:	1.00	0.00	1.00	1.32	0.00	1.68	2.00	2.99	0.01	1.00	3.98	0.02
Final Sat.:	1750	0	1800	2314	0	3020	3150	5582	18	1750	7468	32

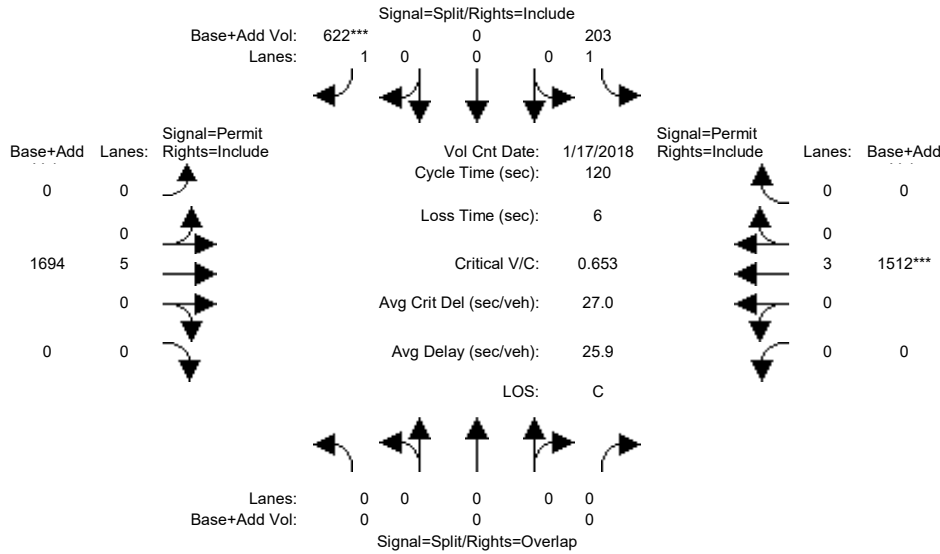
Capacity Analysis Module:												
Vol/Sat:	0.02	0.00	0.01	0.04	0.00	0.06	0.03	0.29	0.29	0.01	0.30	0.30
Crit Moves:	****											
Green Time:	45.0	0.0	45.0	45.0	0.0	55.0	10.0	62.8	62.8	13.2	66.0	66.0
Volume/Cap:	0.06	0.00	0.04	0.11	0.00	0.14	0.34	0.60	0.60	0.14	0.59	0.59
Delay/Veh:	28.4	0.0	28.2	28.9	0.0	23.1	57.7	24.8	24.8	53.6	22.8	22.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	28.4	0.0	28.2	28.9	0.0	23.1	57.7	24.8	24.8	53.6	22.8	22.8
LOS by Move:	C	A	C	C	A	C	E+	C	C	D-	C+	C+
HCM2k95thQ:	2	0	1	4	0	6	4	26	26	2	27	27

Note: Queue reported is the number of cars per lane.

Vallco Special Area Specific Plan  
SJ17-1786

Level Of Service Computation Report  
2000 HCM Operations (Future Volume Alternative)  
Existing PM With Retail and Residential Alternative

Intersection #46: Lawrence Expressway Ramp (West) / Stevens Creek Boulevard



Street Name:	Lawrence Expressway Ramp (West)						Stevens Creek Boulevard					
	North Bound			South Bound			East Bound			West Bound		
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	10	0	10	0	10	0	0	10	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:	>>	Count	Date:	17 Jan 2018	<<	05:00:00 PM						
Base Vol:	0	0	0	203	0	580	0	1595	0	0	1375	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	203	0	580	0	1595	0	0	1375	0
Added Vol:	0	0	0	0	0	42	0	99	0	0	137	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	203	0	622	0	1694	0	0	1512	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	203	0	622	0	1694	0	0	1512	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	203	0	622	0	1694	0	0	1512	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	0	0	0	203	0	622	0	1694	0	0	1512	0

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	0.00	0.00	1.00	0.00	1.00	0.00	5.00	0.00	0.00	3.00	0.00
Final Sat.:	0	0	0	1750	0	1750	0	9500	0	0	5700	0

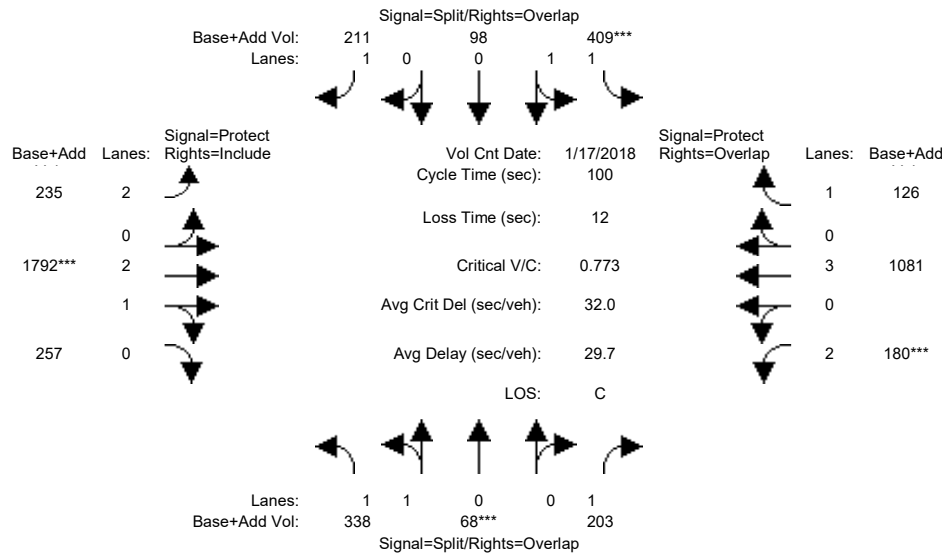
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.12	0.00	0.36	0.00	0.18	0.00	0.00	0.27	0.00
Crit Moves:						****						****
Green Time:	0.0	0.0	0.0	65.3	0.0	65.3	0.0	48.7	0.0	0.0	48.7	0.0
Volume/Cap:	0.00	0.00	0.00	0.21	0.00	0.65	0.00	0.44	0.00	0.00	0.65	0.00
Delay/Veh:	0.0	0.0	0.0	14.2	0.0	21.0	0.0	25.8	0.0	0.0	29.5	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	14.2	0.0	21.0	0.0	25.8	0.0	0.0	29.5	0.0
LOS by Move:	A	A	A	B	A	C+	A	C	A	A	C	A
HCM2k95thQ:	0	0	0	8	0	31	0	16	0	0	26	0

Note: Queue reported is the number of cars per lane.

Vallco Special Area Specific Plan  
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Level Of Service Computation Report  
2000 HCM Operations (Future Volume Alternative)  
Existing PM With Retail and Residential Alternative

Intersection #47: Lawrence Expressway / El Camino Real



Street Name:	Lawrence Expressway						El Camino Real					
	North Bound			South Bound			East Bound			West Bound		
Approach:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:	>>	Count	Date:	17 Jan 2018	<<	05:00:00 PM						
Base Vol:	338	10	189	409	21	187	217	1788	257	166	1077	126
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	338	10	189	409	21	187	217	1788	257	166	1077	126
Added Vol:	0	58	14	0	77	24	18	4	0	14	4	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	338	68	203	409	98	211	235	1792	257	180	1081	126
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	338	68	203	409	98	211	235	1792	257	180	1081	126
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	338	68	203	409	98	211	235	1792	257	180	1081	126
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	338	68	203	409	98	211	235	1792	257	180	1081	126

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.93	0.95	0.92	0.93	0.95	0.92	0.83	0.99	0.95	0.83	1.00	0.92
Lanes:	1.67	0.33	1.00	1.62	0.38	1.00	2.00	2.61	0.39	2.00	3.00	1.00
Final Sat.:	2955	595	1750	2864	686	1750	3150	4897	702	3150	5700	1750

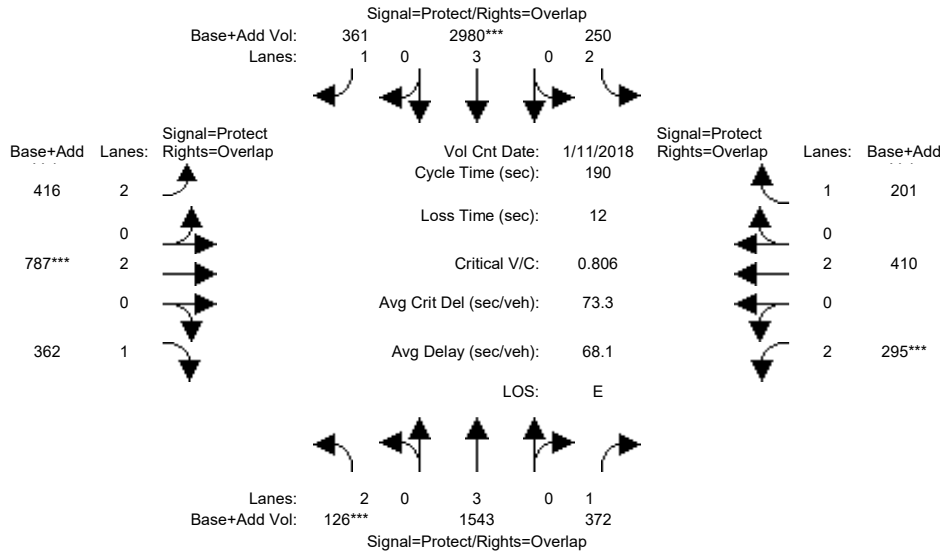
Capacity Analysis Module:												
Vol/Sat:	0.11	0.11	0.12	0.14	0.14	0.12	0.07	0.37	0.37	0.06	0.19	0.07
Crit Moves:	****			****			****			****		
Green Time:	14.8	14.8	22.2	18.5	18.5	33.9	15.5	47.3	47.3	7.4	39.3	57.8
Volume/Cap:	0.77	0.77	0.52	0.77	0.77	0.36	0.48	0.77	0.77	0.77	0.48	0.12
Delay/Veh:	48.0	48.0	35.5	44.5	44.5	25.2	39.4	23.3	23.3	60.3	22.9	9.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	48.0	48.0	35.5	44.5	44.5	25.2	39.4	23.3	23.3	60.3	22.9	9.7
LOS by Move:	D	D	D+	D	D	C	D	C	C	E	C+	A
HCM2k95thQ:	16	16	12	18	18	10	8	30	30	10	16	4

Note: Queue reported is the number of cars per lane.

Vallco Special Area Specific Plan  
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Level Of Service Computation Report  
2000 HCM Operations (Future Volume Alternative)  
Existing PM With Retail and Residential Alternative

Intersection #48: Lawrence Expressway / Homestead Road



Street Name:	Lawrence Expressway						Homestead Road					
	North Bound			South Bound			East Bound			West Bound		
Approach:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	16	86	86	23	93	93	24	44	44	21	41	41
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:	>>	Count	Date:	11 Jan 2018	<<	05:00:00 PM						
Base Vol:	126	1496	365	250	2921	329	390	769	362	288	391	201
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	126	1496	365	250	2921	329	390	769	362	288	391	201
Added Vol:	0	47	7	0	59	32	26	18	0	7	19	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	126	1543	372	250	2980	361	416	787	362	295	410	201
User Adj:	1.00	0.80	1.00	1.00	0.79	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	126	1234	372	250	2354	361	416	787	362	295	410	201
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	126	1234	372	250	2354	361	416	787	362	295	410	201
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	126	1234	372	250	2354	361	416	787	362	295	410	201

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	3150	5700	1750	3150	5700	1750	3150	3800	1750	3150	3800	1750

Capacity Analysis Module:												
Vol/Sat:	0.04	0.22	0.21	0.08	0.41	0.21	0.13	0.21	0.21	0.09	0.11	0.11
Crit Moves:	***			****			****			****		
Green Time:	16.3	87.8	109.3	23.5	95.0	119.5	24.5	44.9	61.3	21.5	41.9	65.4
Volume/Cap:	0.47	0.47	0.37	0.64	0.83	0.33	1.02	0.88	0.64	0.83	0.49	0.33
Delay/Veh:	87.3	54.1	40.8	88.5	68.1	34.5	131.8	78.0	56.3	95.7	63.8	45.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	87.3	54.1	40.8	88.5	68.1	34.5	131.8	78.0	56.3	95.7	63.8	45.5
LOS by Move:	F	D-	D	F	E	C-	F	E-	E+	F	E	D
HCM2k95thQ:	8	34	32	17	67	30	28	36	31	22	19	17

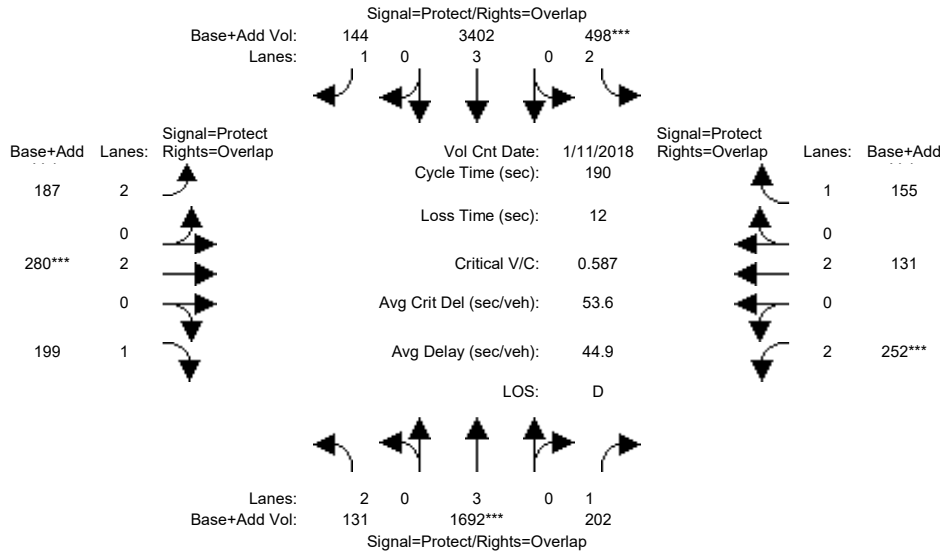
Note: Queue reported is the number of cars per lane.



Vallco Special Area Specific Plan  
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Level Of Service Computation Report  
2000 HCM Operations (Future Volume Alternative)  
Existing PM With Retail and Residential Alternative

Intersection #49: Lawrence Expressway / Pruneridge Avenue



Street Name:	Lawrence Expressway						Pruneridge Avenue					
	North Bound			South Bound			East Bound			West Bound		
Approach:	L - T - R			L - T - R			L - T - R			L - T - R		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	18	84	84	40	106	106	16	29	29	21	34	34
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:	>> Count	Date:	11 Jan 2018	<<	05:00:00 PM
Base Vol:	131 1657 201	498 3360 120	168 269 199	251 119 155	
Growth Adj:	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00
Initial Bse:	131 1657 201	498 3360 120	168 269 199	251 119 155	
Added Vol:	0 35 1	0 42 24	19 11 0	1 12 0	
PasserByVol:	0 0 0	0 0 0	0 0 0	0 0 0	
Initial Fut:	131 1692 202	498 3402 144	187 280 199	252 131 155	
User Adj:	1.00 0.80 1.00	1.00 0.79 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00
PHF Adj:	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00
PHF Volume:	131 1354 202	498 2688 144	187 280 199	252 131 155	
Reduct Vol:	0 0 0	0 0 0	0 0 0	0 0 0	
Reduced Vol:	131 1354 202	498 2688 144	187 280 199	252 131 155	
PCE Adj:	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00
MLF Adj:	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00
Final Volume:	131 1354 202	498 2688 144	187 280 199	252 131 155	

Saturation Flow Module:												
Sat/Lane:	1900 1900 1900	1900 1900 1900	1900 1900 1900	1900 1900 1900	1900 1900 1900							
Adjustment:	0.83 1.00 0.92	0.83 1.00 0.92	0.83 1.00 0.92	0.83 1.00 0.92	0.83 1.00 0.92							
Lanes:	2.00 3.00 1.00	2.00 3.00 1.00	2.00 2.00 1.00	2.00 2.00 1.00	2.00 2.00 1.00							
Final Sat.:	3150 5700 1750	3150 5700 1750	3150 3800 1750	3150 3800 1750	3150 3800 1750							

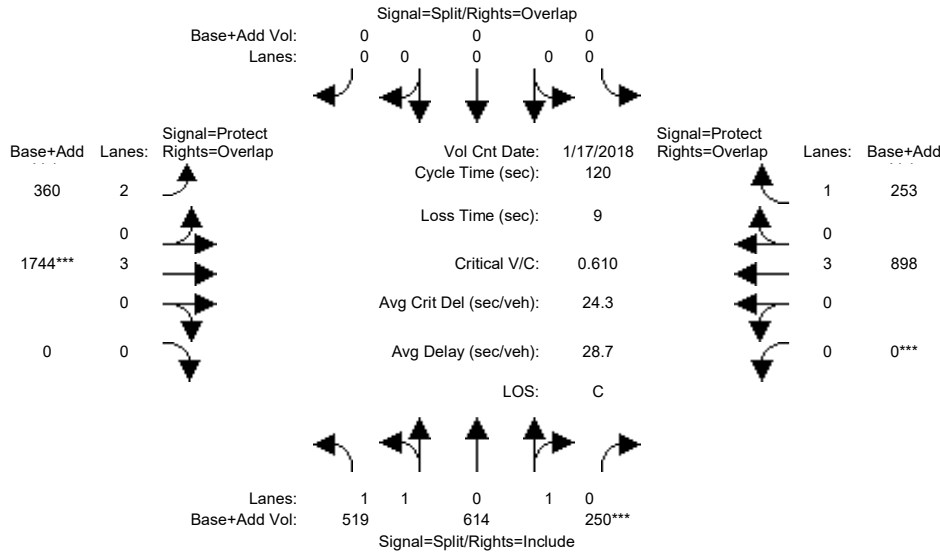
Capacity Analysis Module:												
Vol/Sat:	0.04 0.24 0.12	0.16 0.47 0.08	0.06 0.07 0.11	0.08 0.03 0.09								
Crit Moves:	****	****	****	****								
Green Time:	18.4 85.8 107.3	40.9 108 124.6	16.3 29.6 48.0	21.5 34.7 75.6								
Volume/Cap:	0.43 0.53 0.20	0.74 0.83 0.13	0.69 0.47 0.45	0.71 0.19 0.22								
Delay/Veh:	80.1 36.9 20.0	72.3 34.4 12.0	90.0 72.1 59.3	86.0 64.5 37.2								
User DelAdj:	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00								
AdjDel/Veh:	80.1 36.9 20.0	72.3 34.4 12.0	90.0 72.1 59.3	86.0 64.5 37.2								
LOS by Move:	F D+ C+	E C-	B F E E+	F E D+								
HCM2k95thQ:	9 31 11	27 62 6	12 13 18	18 6 12								

Note: Queue reported is the number of cars per lane.

Vallco Special Area Specific Plan  
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Level Of Service Computation Report  
2000 HCM Operations (Future Volume Alternative)  
Existing PM With Retail and Residential Alternative

Intersection #50: Lawrence Expressway Ramps (East) / Stevens Creek Boulevard



Street Name:	Lawrence Expressway Ramps (East)						Stevens Creek Boulevard					
	North Bound			South Bound			East Bound			West Bound		
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	0	0	0	7	10	0	0	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:	>>	Count	Date:	17 Jan 2018	<<	05:00:00 PM						
Base Vol:	454	614	250	0	0	0	325	1680	0	0	826	253
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	454	614	250	0	0	0	325	1680	0	0	826	253
Added Vol:	65	0	0	0	0	0	35	64	0	0	72	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	519	614	250	0	0	0	360	1744	0	0	898	253
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	519	614	250	0	0	0	360	1744	0	0	898	253
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	519	614	250	0	0	0	360	1744	0	0	898	253
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	519	614	250	0	0	0	360	1744	0	0	898	253

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.95	0.95	0.92	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.92
Lanes:	1.14	1.32	0.54	0.00	0.00	0.00	2.00	3.00	0.00	0.00	3.00	1.00
Final Sat.:	2007	2375	967	0	0	0	3150	5700	0	0	5700	1750

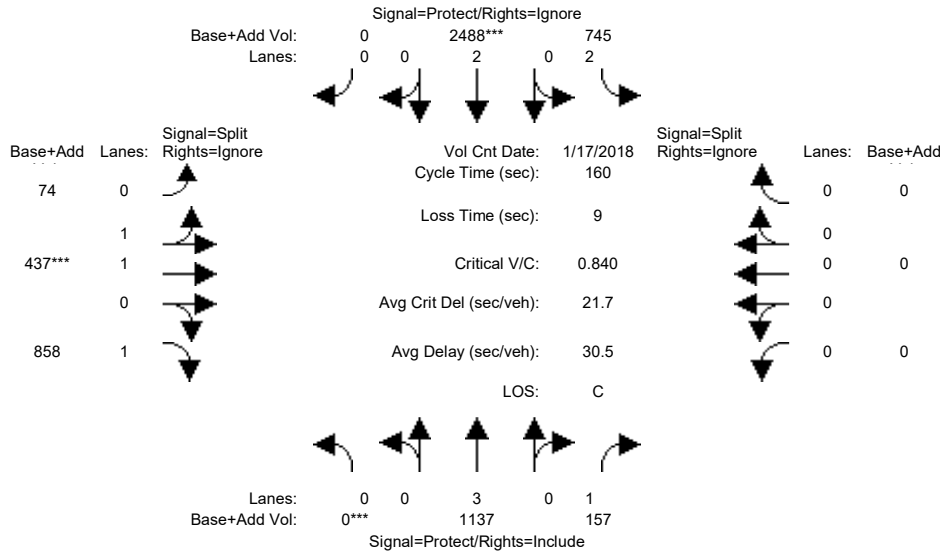
Capacity Analysis Module:												
Vol/Sat:	0.26	0.26	0.26	0.00	0.00	0.00	0.11	0.31	0.00	0.00	0.16	0.14
Crit Moves:	****						****			****		
Green Time:	50.8	50.8	50.8	0.0	0.0	0.0	25.3	60.2	0.0	0.0	34.9	34.9
Volume/Cap:	0.61	0.61	0.61	0.00	0.00	0.00	0.54	0.61	0.00	0.00	0.54	0.50
Delay/Veh:	27.4	27.4	27.4	0.0	0.0	0.0	43.1	21.9	0.0	0.0	36.2	36.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	27.4	27.4	27.4	0.0	0.0	0.0	43.1	21.9	0.0	0.0	36.2	36.1
LOS by Move:	C	C	C	A	A	A	D	C+	A	A	D+	D+
HCM2k95thQ:	25	25	25	0	0	0	13	26	0	0	17	15

Note: Queue reported is the number of cars per lane.

Vallco Special Area Specific Plan  
SJ17-1786

Level Of Service Computation Report  
2000 HCM Operations (Future Volume Alternative)  
Existing PM With Retail and Residential Alternative

Intersection #51: Lawrence Expressway / Calverty Drive-I-280 SB Ramp



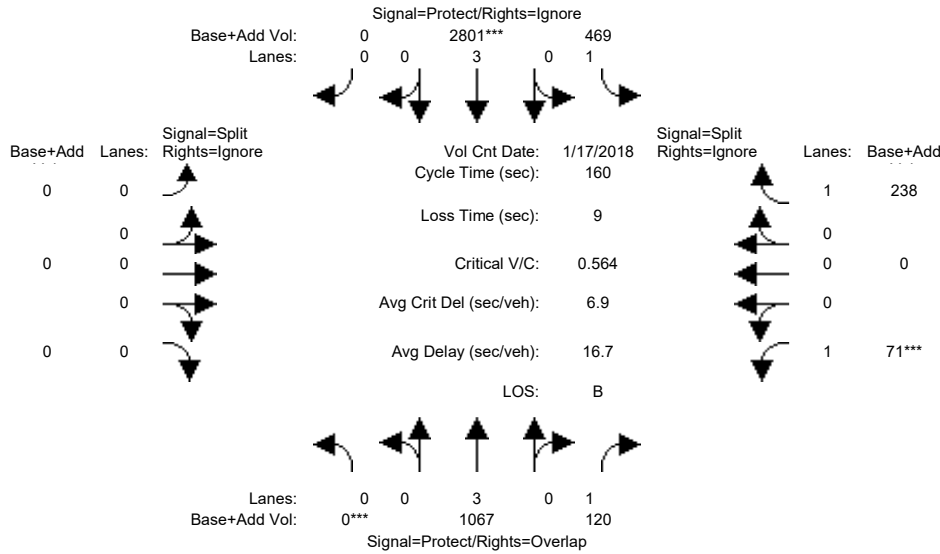
Street Name:	Lawrence Expressway						I-280 SB Ramp					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	66	66	41	111	0	41	41	41	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 17 Jan 2018 << 05:00:00 PM												
Base Vol:	0	1118	157	745	2488	0	74	399	834	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	1118	157	745	2488	0	74	399	834	0	0	0
Added Vol:	0	19	0	0	0	0	0	38	24	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	1137	157	745	2488	0	74	437	858	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Volume:	0	1137	157	745	2488	0	74	437	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1137	157	745	2488	0	74	437	0	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
Final Volume:	0	1137	157	745	2488	0	74	437	0	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.83	1.00	0.92	0.95	0.98	0.92	0.92	1.00	0.92
Lanes:	0.00	3.00	1.00	2.00	2.00	0.00	0.30	1.70	1.00	0.00	0.00	0.00
Final Sat.:	0	5700	1750	3150	3800	0	536	3164	1750	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.20	0.09	0.24	0.65	0.00	0.14	0.14	0.00	0.00	0.00	0.00
Crit Moves:	***			***			***					
Green Time:	0.0	68.0	68.0	42.3	110	0.0	40.7	40.7	0.0	0.0	0.0	0.0
Volume/Cap:	0.00	0.47	0.21	0.90	0.95	0.00	0.54	0.54	0.00	0.00	0.00	0.00
Delay/Veh:	0.0	28.9	25.5	69.3	15.4	0.0	52.5	52.5	0.0	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	28.9	25.5	69.3	15.4	0.0	52.5	52.5	0.0	0.0	0.0	0.0
LOS by Move:	A	C	C	E	B	A	D-	D-	A	A	A	A
HCM2k95thQ:	0	20	8	40	69	0	19	19	0	0	0	0

Note: Queue reported is the number of cars per lane.

Vallco Special Area Specific Plan  
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Level Of Service Computation Report  
2000 HCM Operations (Future Volume Alternative)  
Existing PM With Retail and Residential Alternative

Intersection #52: Lawrence Expressway / Mitty Way



Street Name:	Lawrence Expressway						Mitty Way					
	North Bound			South Bound			East Bound			West Bound		
Approach:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	72	72	56	131	131	0	0	0	20	20	20
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	0.0	0.0	0.0	4.0	4.0	4.0

Volume Module:	>>	Count	Date:	17 Jan 2018	<<	05:00:00 PM						
Base Vol:	0	1049	120	467	2778	0	0	0	0	70	0	237
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	1049	120	467	2778	0	0	0	0	70	0	237
Added Vol:	0	18	0	2	23	0	0	0	0	1	0	1
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	1067	120	469	2801	0	0	0	0	71	0	238
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Volume:	0	1067	120	469	2801	0	0	0	0	71	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1067	120	469	2801	0	0	0	0	71	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
Final Volume:	0	1067	120	469	2801	0	0	0	0	71	0	0

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	3.00	1.00	1.00	3.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Final Sat.:	0	5700	1750	1750	5700	0	0	0	0	1750	0	1750

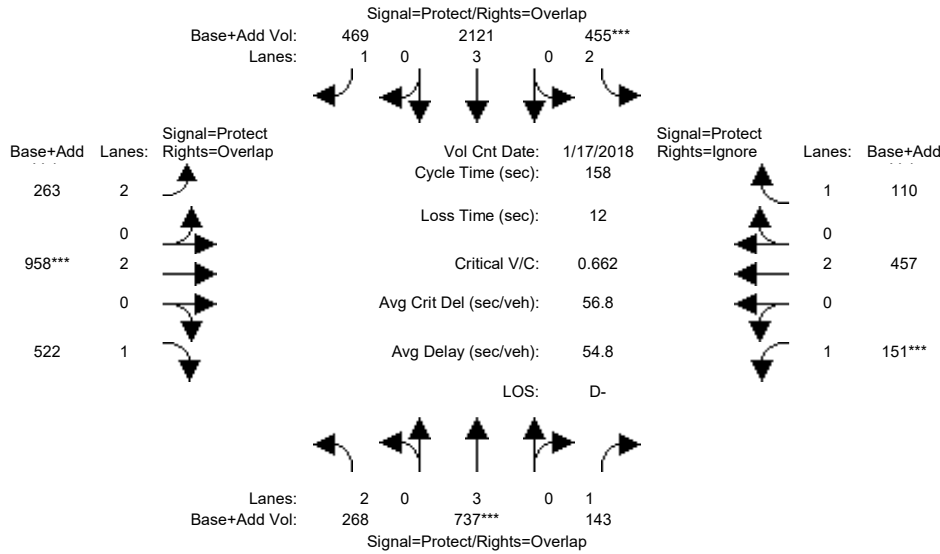
Capacity Analysis Module:												
Vol/Sat:	0.00	0.19	0.07	0.27	0.49	0.00	0.00	0.00	0.00	0.04	0.00	0.00
Crit Moves:	***				***					***		
Green Time:	0.0	73.7	93.7	57.3	131	0.0	0.0	0.0	0.0	20.0	0.0	0.0
Volume/Cap:	0.00	0.41	0.12	0.75	0.60	0.00	0.00	0.00	0.00	0.32	0.00	0.00
Delay/Veh:	0.0	28.7	14.8	50.0	5.4	0.0	0.0	0.0	0.0	64.7	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	28.7	14.8	50.0	5.4	0.0	0.0	0.0	0.0	64.7	0.0	0.0
LOS by Move:	A	C	B	D	A	A	A	A	A	E	A	A
HCM2k95thQ:	0	20	5	34	27	0	0	0	0	7	0	0

Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report  
2000 HCM Operations (Future Volume Alternative)  
Existing PM With Retail and Residential Alternative

Intersection #53: Lawrence Expressway / Bollinger Road



Street Name:	Lawrence Expressway						Bollinger Road					
	North Bound			South Bound			East Bound			West Bound		
Approach:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	19	55	55	26	61	61	18	45	45	17	43	43
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:	>>	Count	Date:	17 Jan 2018	<<	05:00:00 PM						
Base Vol:	248	720	143	453	2100	468	263	956	500	151	455	109
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	248	720	143	453	2100	468	263	956	500	151	455	109
Added Vol:	20	17	0	2	21	1	0	2	22	0	2	1
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	268	737	143	455	2121	469	263	958	522	151	457	110
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	268	737	143	455	2121	469	263	958	522	151	457	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	268	737	143	455	2121	469	263	958	522	151	457	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
Final Volume:	268	737	143	455	2121	469	263	958	522	151	457	0

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.92
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	2.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	3150	5700	1750	3150	5700	1750	3150	3800	1750	1750	3800	1750

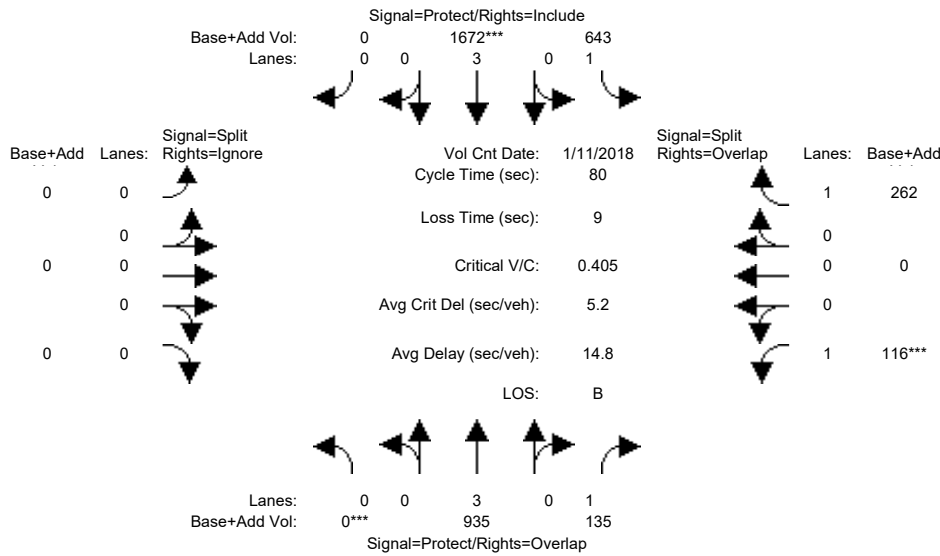
Capacity Analysis Module:												
Vol/Sat:	0.09	0.13	0.08	0.14	0.37	0.27	0.08	0.25	0.30	0.09	0.12	0.00
Crit Moves:	****			****			****			****		
Green Time:	19.5	55.0	72.0	27.0	62.5	81.4	18.9	47.0	66.5	17.0	45.1	0.0
Volume/Cap:	0.69	0.37	0.18	0.85	0.94	0.52	0.70	0.85	0.71	0.80	0.42	0.00
Delay/Veh:	71.6	36.6	21.2	75.4	60.8	32.5	72.5	58.2	41.0	90.2	46.1	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	71.6	36.6	21.2	75.4	60.8	32.5	72.5	58.2	41.0	90.2	46.1	0.0
LOS by Move:	E	D+	C+	E-	E	C-	E	E+	D	F	D	A
HCM2k95thQ:	14	14	6	24	56	32	14	38	38	18	17	0

Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report  
2000 HCM Operations (Future Volume Alternative)  
Existing PM With Retail and Residential Alternative

Intersection #54: Lawrence Expressway / Doyle Road



Street Name:	Lawrence Expressway						Doyle Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	28	28	31	62	62	0	0	0	9	9	9
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	0.0	0.0	0.0	4.0	4.0	4.0

Volume Module:	>>	Count	Date:	11 Jan 2018	<<	05:00:00 PM						
Base Vol:	0	900	135	641	1631	0	0	0	0	116	0	259
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	900	135	641	1631	0	0	0	0	116	0	259
Added Vol:	0	35	0	2	41	0	0	0	0	0	0	3
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	935	135	643	1672	0	0	0	0	116	0	262
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	0	935	135	643	1672	0	0	0	0	116	0	262
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	935	135	643	1672	0	0	0	0	116	0	262
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
Final Volume:	0	935	135	643	1672	0	0	0	0	116	0	262

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	3.00	1.00	1.00	3.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Final Sat.:	0	5700	1750	1750	5700	0	0	0	0	1750	0	1750

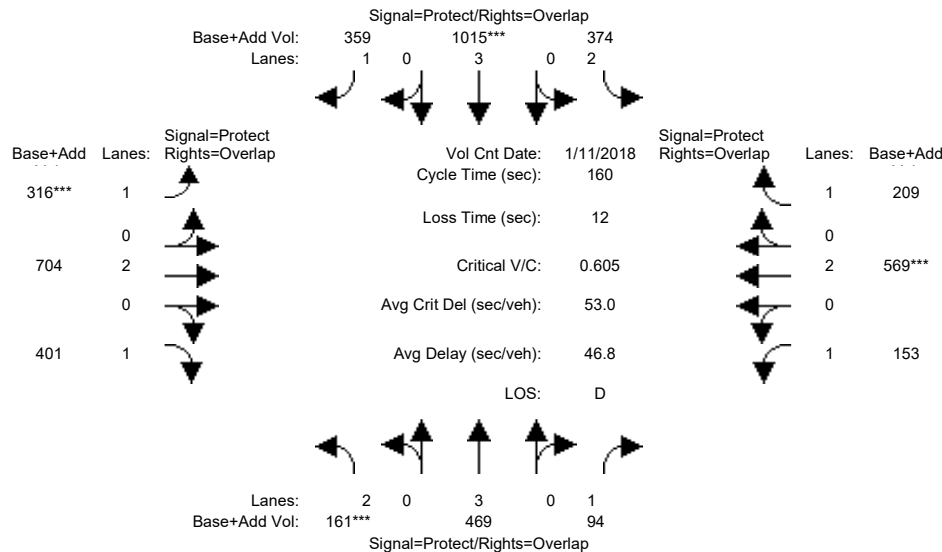
Capacity Analysis Module:												
Vol/Sat:	0.00	0.16	0.08	0.37	0.29	0.00	0.00	0.00	0.00	0.07	0.00	0.15
Crit Moves:	***				***					***		
Green Time:	0.0	29.4	38.4	32.6	62.0	0.0	0.0	0.0	0.0	9.0	0.0	41.6
Volume/Cap:	0.00	0.45	0.16	0.90	0.38	0.00	0.00	0.00	0.00	0.59	0.00	0.29
Delay/Veh:	0.0	19.3	11.8	37.0	2.9	0.0	0.0	0.0	0.0	38.4	0.0	11.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	19.3	11.8	37.0	2.9	0.0	0.0	0.0	0.0	38.4	0.0	11.0
LOS by Move:	A	B-	B+	D+	A	A	A	A	A	D+	A	B+
HCM2k95thQ:	0	11	4	27	8	0	0	0	0	8	0	8

Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report  
2000 HCM Operations (Future Volume Alternative)  
Existing PM With Retail and Residential Alternative

Intersection #55: Lawrence Expressway / Prospect Road



Street Name:	Lawrence Expressway						Prospect Road					
	North Bound			South Bound			East Bound			West Bound		
Approach:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	20	42	42	32	54	54	30	49	49	21	40	40
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:	>>	Count	Date:	11 Jan 2018	<<	05:00:00 PM						
Base Vol:	161	434	94	374	974	359	316	704	401	153	569	209
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	161	434	94	374	974	359	316	704	401	153	569	209
Added Vol:	0	35	0	0	41	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	161	469	94	374	1015	359	316	704	401	153	569	209
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	161	469	94	374	1015	359	316	704	401	153	569	209
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	161	469	94	374	1015	359	316	704	401	153	569	209
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	161	469	94	374	1015	359	316	704	401	153	569	209

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	3150	5700	1750	3150	5700	1750	1750	3800	1750	1750	3800	1750

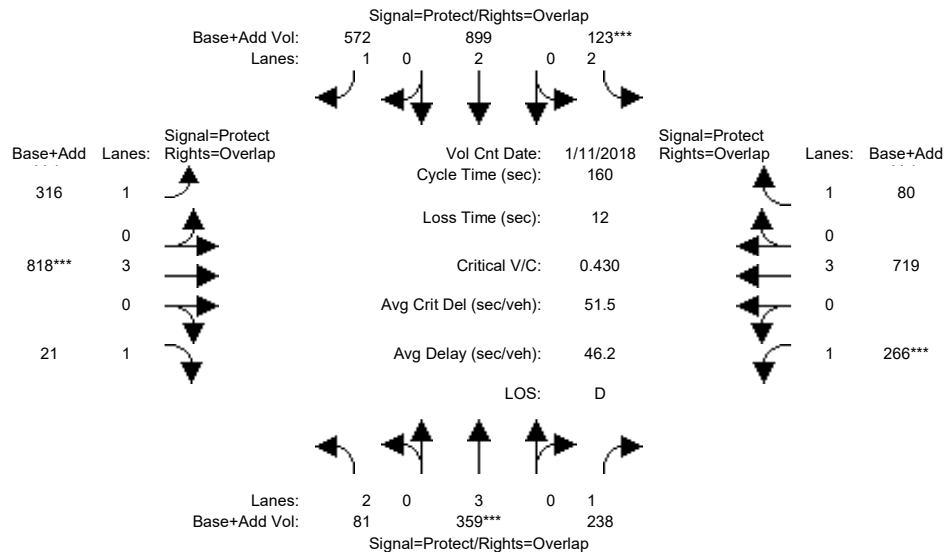
Capacity Analysis Module:												
Vol/Sat:	0.05	0.08	0.05	0.12	0.18	0.21	0.18	0.19	0.23	0.09	0.15	0.12
Crit Moves:	***			****			****			****		
Green Time:	20.0	42.0	64.2	32.0	54.0	88.0	34.0	51.8	71.8	22.2	40.0	72.0
Volume/Cap:	0.41	0.31	0.13	0.59	0.53	0.37	0.85	0.57	0.51	0.63	0.60	0.27
Delay/Veh:	65.2	47.5	30.4	59.6	43.0	20.6	77.2	45.6	32.1	70.3	54.0	27.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	65.2	47.5	30.4	59.6	43.0	20.6	77.2	45.6	32.1	70.3	54.0	27.7
LOS by Move:	E	D	C	E+	D	C+	E-	D	C-	E	D-	C
HCM2k95thQ:	9	12	6	18	23	19	30	25	26	16	23	13

Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report  
2000 HCM Operations (Future Volume Alternative)  
Existing PM With Retail and Residential Alternative

Intersection #56: Lawrence Expressway / Saratoga Avenue



Street Name:	Lawrence Expressway						Saratoga Avenue					
	North Bound			South Bound			East Bound			West Bound		
Approach:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	13	54	54	18	59	59	31	45	45	27	41	41
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:	>>	Count	Date:	11 Jan 2018	<<	05:00:00 PM												
Base Vol:	81	335	238	123	870	561	305	818	21	266	719	80						
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00						
Initial Bse:	81	335	238	123	870	561	305	818	21	266	719	80						
Added Vol:	0	24	0	0	29	11	11	0	0	0	0	0						
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0						
Initial Fut:	81	359	238	123	899	572	316	818	21	266	719	80						
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00						
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00						
PHF Volume:	81	359	238	123	899	572	316	818	21	266	719	80						
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0						
Reduced Vol:	81	359	238	123	899	572	316	818	21	266	719	80						
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00						
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00						
Final Volume:	81	359	238	123	899	572	316	818	21	266	719	80						

Saturation Flow Module:														
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900		
Adjustment:	0.83	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92		
Lanes:	2.00	3.00	1.00	2.00	2.00	1.00	1.00	3.00	1.00	1.00	3.00	1.00		
Final Sat.:	3150	5700	1750	3150	3800	1750	1750	5700	1750	1750	5700	1750		

Capacity Analysis Module:														
Vol/Sat:	0.03	0.06	0.14	0.04	0.24	0.33	0.18	0.14	0.01	0.15	0.13	0.05		
Crit Moves:	****			****			****			****				
Green Time:	13.0	54.0	85.0	18.0	59.0	91.7	32.7	45.0	58.0	31.0	43.3	61.3		
Volume/Cap:	0.32	0.19	0.26	0.35	0.64	0.57	0.88	0.51	0.03	0.78	0.47	0.12		
Delay/Veh:	70.0	37.5	20.5	66.2	42.8	22.4	83.6	48.5	32.9	72.7	48.9	32.0		
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		
AdjDel/Veh:	70.0	37.5	20.5	66.2	42.8	22.4	83.6	48.5	32.9	72.7	48.9	32.0		
LOS by Move:	E	D+	C+	E	D	C+	F	D	C-	E	D	C		
HCM2k95thQ:	5	8	13	7	31	32	28	19	1	26	18	5		

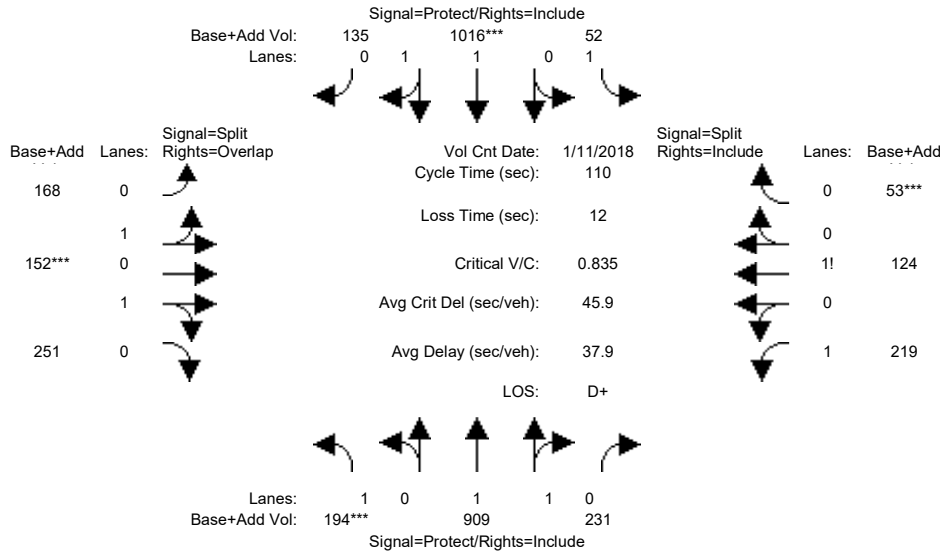
Note: Queue reported is the number of cars per lane.



Vallco Special Area Specific Plan  
SJ17-1786

Level Of Service Computation Report  
2000 HCM Operations (Future Volume Alternative)  
Existing PM With Retail and Residential Alternative

Intersection #57: Saratoga Avenue / Cox Avenue



Street Name:	Saratoga Avenue						Cox Avenue					
	North Bound			South Bound			East Bound			West Bound		
Approach:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:	>>	Count	Date:	11 Jan 2018	<<	05:00:00 PM						
Base Vol:	194	898	231	52	1005	135	168	152	251	219	124	53
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	194	898	231	52	1005	135	168	152	251	219	124	53
Added Vol:	0	11	0	0	11	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	194	909	231	52	1016	135	168	152	251	219	124	53
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	194	909	231	52	1016	135	168	152	251	219	124	53
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	194	909	231	52	1016	135	168	152	251	219	124	53
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	194	909	231	52	1016	135	168	152	251	219	124	53

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	0.98	0.95	0.95	0.95	0.95	0.92	0.92	0.92
Lanes:	1.00	1.58	0.42	1.00	1.76	0.24	0.59	0.53	0.88	1.39	0.43	0.18
Final Sat.:	1750	2950	750	1750	3266	434	1059	958	1582	2419	757	324

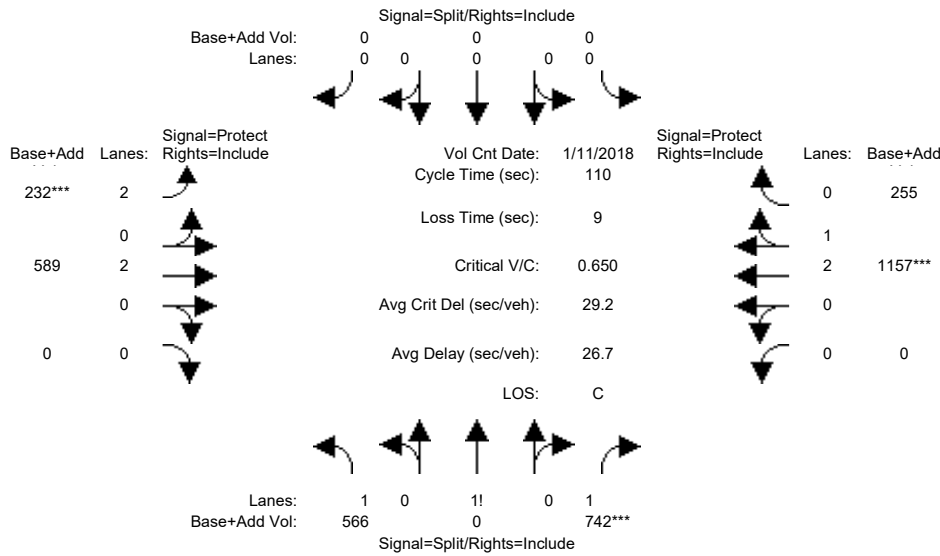
Capacity Analysis Module:												
Vol/Sat:	0.11	0.31	0.31	0.03	0.31	0.31	0.16	0.16	0.16	0.09	0.16	0.16
Crit Moves:	***			****			****					****
Green Time:	14.6	46.1	46.1	9.5	41.0	41.0	20.9	20.9	35.5	21.6	21.6	21.6
Volume/Cap:	0.84	0.74	0.74	0.34	0.84	0.84	0.84	0.84	0.49	0.46	0.84	0.84
Delay/Veh:	68.8	28.8	28.8	48.7	36.0	36.0	51.7	51.7	30.3	39.5	54.7	54.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	68.8	28.8	28.8	48.7	36.0	36.0	51.7	51.7	30.3	39.5	54.7	54.7
LOS by Move:	E	C	C	D	D+	D+	D-	D-	C	D	D-	D-
HCM2k95thQ:	14	29	29	4	32	32	22	22	16	11	23	23

Note: Queue reported is the number of cars per lane.

Vallco Special Area Specific Plan  
SJ17-1786

Level Of Service Computation Report  
2000 HCM Operations (Future Volume Alternative)  
Existing PM With Retail and Residential Alternative

Intersection #58: SR-85 (North) / Saratoga Avenue



Street Name:	SR-85 (North)						Saratoga Avenue					
	North Bound			South Bound			East Bound			West Bound		
Approach:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	0	0	0	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:	>>	Count	Date:	11 Jan 2018	<<	05:00:00 PM						
Base Vol:	566	0	742	0	0	0	232	578	0	0	1146	255
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	566	0	742	0	0	0	232	578	0	0	1146	255
Added Vol:	0	0	0	0	0	0	0	11	0	0	11	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	566	0	742	0	0	0	232	589	0	0	1157	255
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	566	0	742	0	0	0	232	589	0	0	1157	255
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	566	0	742	0	0	0	232	589	0	0	1157	255
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	566	0	742	0	0	0	232	589	0	0	1157	255

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.83	1.00	0.92	0.92	0.99	0.95
Lanes:	1.43	0.00	1.57	0.00	0.00	0.00	2.00	2.00	0.00	0.00	2.44	0.56
Final Sat.:	2507	0	2743	0	0	0	3150	3800	0	0	4587	1011

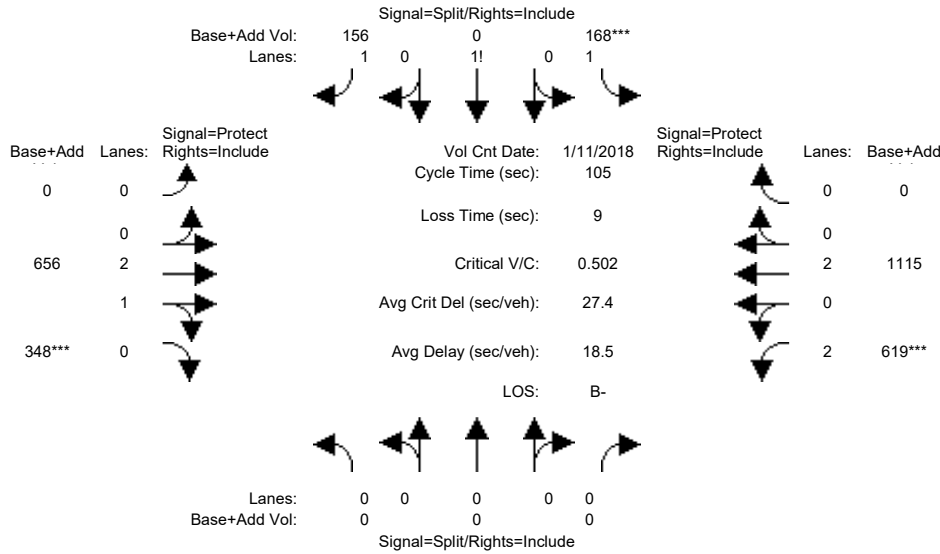
Capacity Analysis Module:												
Vol/Sat:	0.23	0.00	0.27	0.00	0.00	0.00	0.07	0.16	0.00	0.00	0.25	0.25
Crit Moves:	****						****			****		
Green Time:	45.8	0.0	45.8	0.0	0.0	0.0	12.5	55.2	0.0	0.0	42.7	42.7
Volume/Cap:	0.54	0.00	0.65	0.00	0.00	0.00	0.65	0.31	0.00	0.00	0.65	0.65
Delay/Veh:	24.4	0.0	26.4	0.0	0.0	0.0	50.9	16.3	0.0	0.0	28.2	28.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	24.4	0.0	26.4	0.0	0.0	0.0	50.9	16.3	0.0	0.0	28.2	28.2
LOS by Move:	C	A	C	A	A	A	D	B	A	A	C	C
HCM2k95thQ:	20	0	25	0	0	0	9	11	0	0	22	22

Note: Queue reported is the number of cars per lane.

Vallco Special Area Specific Plan  
SJ17-1786

Level Of Service Computation Report  
2000 HCM Operations (Future Volume Alternative)  
Existing PM With Retail and Residential Alternative

Intersection #59: SR-85 (South) / Saratoga Avenue



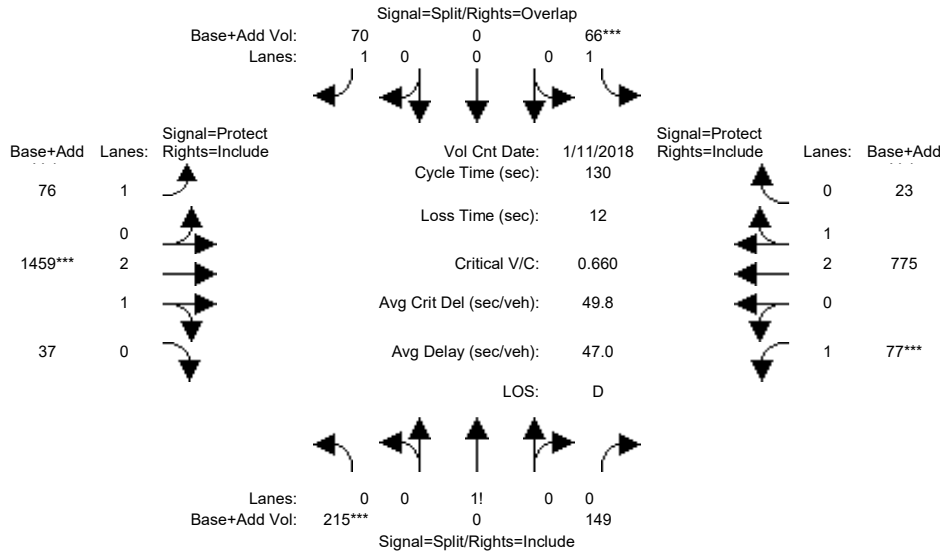
Street Name:	SR-85 (South)						Saratoga Avenue						
Approach:	North Bound			South Bound			East Bound			West Bound			
Movement:	L	T	R	L	T	R	L	T	R	L	T	R	
Min. Green:	0	0	0	10	10	10	7	10	10	7	10	10	
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	
Volume Module: >> Count Date:	11 Jan 2018 << 05:00:00 PM												
Base Vol:	0	0	0	168	0	156	0	645	348	619	1104	0	
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
Initial Bse:	0	0	0	168	0	156	0	645	348	619	1104	0	
Added Vol:	0	0	0	0	0	0	0	11	0	0	11	0	
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0	
Initial Fut:	0	0	0	168	0	156	0	656	348	619	1115	0	
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
PHF Volume:	0	0	0	168	0	156	0	656	348	619	1115	0	
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0	
Reduced Vol:	0	0	0	168	0	156	0	656	348	619	1115	0	
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
Final Volume:	0	0	0	168	0	156	0	656	348	619	1115	0	
Saturation Flow Module:													
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.83	1.00	0.92	
Lanes:	0.00	0.00	0.00	1.52	0.00	1.48	0.00	2.00	1.00	2.00	2.00	0.00	
Final Sat.:	0	0	0	2657	0	2593	0	3800	1750	3150	3800	0	
Capacity Analysis Module:													
Vol/Sat:	0.00	0.00	0.00	0.06	0.00	0.06	0.00	0.17	0.20	0.20	0.29	0.00	
Crit Moves:				****							****		
Green Time:	0.0	0.0	0.0	13.2	0.0	13.2	0.0	41.6	41.6	41.1	82.8	0.0	
Volume/Cap:	0.00	0.00	0.00	0.50	0.00	0.48	0.00	0.44	0.50	0.50	0.37	0.00	
Delay/Veh:	0.0	0.0	0.0	43.4	0.0	43.2	0.0	23.2	24.1	24.5	3.4	0.0	
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
AdjDel/Veh:	0.0	0.0	0.0	43.4	0.0	43.2	0.0	23.2	24.1	24.5	3.4	0.0	
LOS by Move:	A	A	A	D	A	D	A	C	C	C	A	A	
HCM2k95thQ:	0	0	0	8	0	8	0	15	17	16	10	0	

Note: Queue reported is the number of cars per lane.

Vallco Special Area Specific Plan  
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Level Of Service Computation Report  
2000 HCM Operations (Future Volume Alternative)  
Existing PM With Retail and Residential Alternative

Intersection #60: Cabot Avenue-Loma Linda Drive / Stevens Creek Boulevard



Street Name:	Cabot Avenue-Loma Linda Drive						Stevens Creek Boulevard					
	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R

Min. Green:	32	32	32	32	32	32	15	35	35	10	30	30
Y+R:	5.1	5.1	5.1	5.1	5.1	5.1	4.5	6.4	6.4	4.5	6.4	6.4

Volume Module:	>>	Count	Date:	11 Jan 2018	<<	05:00:00 PM						
Base Vol:	215	0	149	66	0	67	73	1398	37	77	707	23
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	215	0	149	66	0	67	73	1398	37	77	707	23
Added Vol:	0	0	0	0	0	3	3	61	0	0	68	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	215	0	149	66	0	70	76	1459	37	77	775	23
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
PHF Volume:	231	0	160	71	0	75	82	1569	40	83	833	25
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	231	0	160	71	0	75	82	1569	40	83	833	25
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	231	0	160	71	0	75	82	1569	40	83	833	25

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.92	0.92	0.92	1.00	0.92	0.92	0.98	0.95	0.92	0.98	0.95
Lanes:	0.59	0.00	0.41	1.00	0.00	1.00	1.00	2.92	0.08	1.00	2.91	0.09
Final Sat.:	1034	0	716	1750	0	1750	1750	5461	138	1750	5438	161

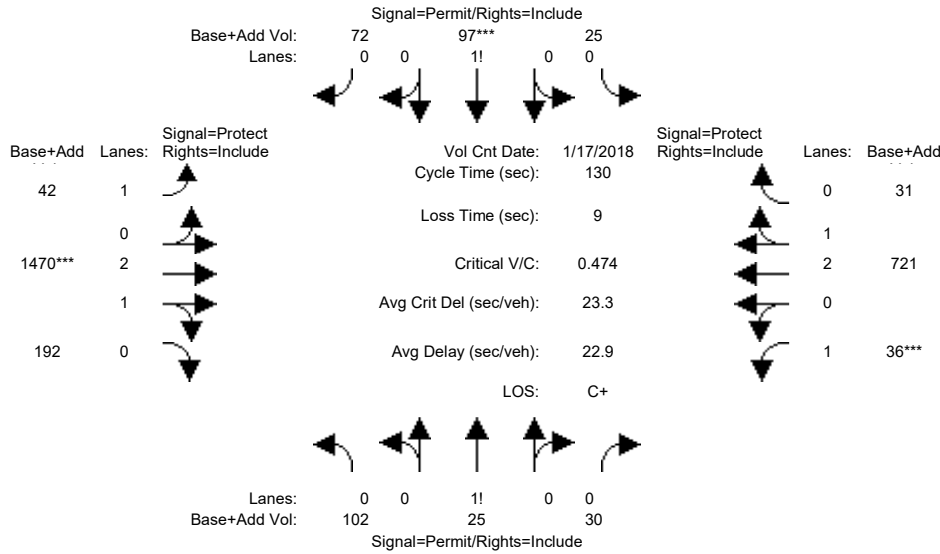
Capacity Analysis Module:												
Vol/Sat:	0.22	0.00	0.22	0.04	0.00	0.04	0.05	0.29	0.29	0.05	0.15	0.15
Crit Moves:	***			***			***			***		
Green Time:	33.3	0.0	33.3	32.0	0.0	49.6	17.6	42.7	42.7	10.0	35.2	35.2
Volume/Cap:	0.87	0.00	0.87	0.16	0.00	0.11	0.35	0.87	0.87	0.62	0.57	0.57
Delay/Veh:	63.4	0.0	63.4	38.7	0.0	26.1	51.9	46.1	46.1	66.4	41.4	41.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	63.4	0.0	63.4	38.7	0.0	26.1	51.9	46.1	46.1	66.4	41.4	41.4
LOS by Move:	E	A	E	D+	A	C	D-	D	D	E	D	D
HCM2k95thQ:	33	0	33	5	0	4	6	36	36	7	18	18

Note: Queue reported is the number of cars per lane.

Vallco Special Area Specific Plan  
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Level Of Service Computation Report  
2000 HCM Operations (Future Volume Alternative)  
Existing PM With Retail and Residential Alternative

Intersection #61: Cronin Drive/Albany Drive / Stevens Creek Boulevard



Street Name:	Cronin Drive/Albany Drive						Stevens Creek Boulevard					
	North Bound			South Bound			East Bound			West Bound		
Approach:												
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	37	37	37	37	37	37	15	62	62	15	62	62
Y+R:	5.1	5.1	5.1	5.1	5.1	5.1	5.0	5.9	5.9	5.0	5.9	5.9

Volume Module:	>>	Count	Date:	17 Jan 2018	<<	05:00:00 PM											
Base Vol:	99	25	30	25	97	67	40	1415	187	36	661	31					
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00					
Initial Bse:	99	25	30	25	97	67	40	1415	187	36	661	31					
Added Vol:	3	0	0	0	0	5	2	55	5	0	60	0					
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0					
Initial Fut:	102	25	30	25	97	72	42	1470	192	36	721	31					
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00					
PHF Adj:	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97					
PHF Volume:	105	26	31	26	100	74	43	1515	198	37	743	32					
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0					
Reduced Vol:	105	26	31	26	100	74	43	1515	198	37	743	32					
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00					
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00					
Final Volume:	105	26	31	26	100	74	43	1515	198	37	743	32					

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.99	0.95	0.92	0.98	0.95
Lanes:	0.65	0.16	0.19	0.13	0.50	0.37	1.00	2.64	0.36	1.00	2.87	0.13
Final Sat.:	1137	279	334	226	875	649	1750	4952	647	1750	5369	231

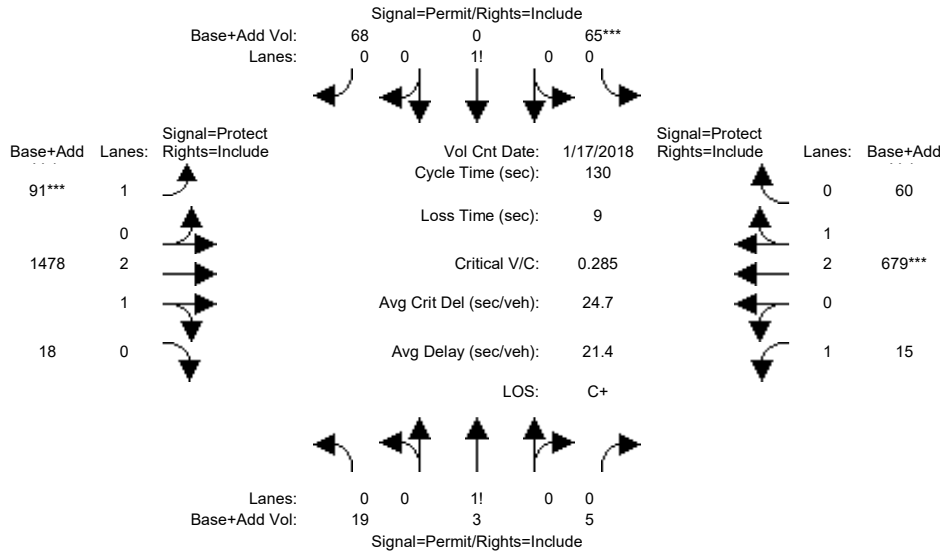
Capacity Analysis Module:												
Vol/Sat:	0.09	0.09	0.09	0.11	0.11	0.11	0.02	0.31	0.31	0.02	0.14	0.14
Crit Moves:					****			****			****	
Green Time:	37.0	37.0	37.0	37.0	37.0	37.0	16.4	69.0	69.0	15.0	67.6	67.6
Volume/Cap:	0.32	0.32	0.32	0.40	0.40	0.40	0.20	0.58	0.58	0.18	0.27	0.27
Delay/Veh:	37.0	37.0	37.0	38.1	38.1	38.1	51.4	20.9	20.9	52.4	17.4	17.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	37.0	37.0	37.0	38.1	38.1	38.1	51.4	20.9	20.9	52.4	17.4	17.4
LOS by Move:	D+	D+	D+	D+	D+	D+	D-	C+	C+	D-	B	B
HCM2k95thQ:	11	11	11	13	13	13	3	26	26	3	11	11

Note: Queue reported is the number of cars per lane.

Vallco Special Area Specific Plan  
SJ17-1786

Level Of Service Computation Report  
2000 HCM Operations (Future Volume Alternative)  
Existing PM With Retail and Residential Alternative

Intersection #62: Woodhams Road / Stevens Creek Boulevard



Street Name:	Woodhams Road						Stevens Creek Boulevard					
	North Bound			South Bound			East Bound			West Bound		
Approach:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	35	35	35	35	35	35	15	64	64	14	64	64
Y+R:	5.1	5.1	5.1	5.1	5.1	5.1	5.5	5.9	5.9	5.5	5.9	5.9

Volume Module:	>>	Count	Date:	17 Jan 2018	<<	05:00:00 PM						
Base Vol:	7	3	5	65	0	58	82	1441	9	15	642	60
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	7	3	5	65	0	58	82	1441	9	15	642	60
Added Vol:	12	0	0	0	0	10	9	37	9	0	37	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	19	3	5	65	0	68	91	1478	18	15	679	60
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
PHF Volume:	19	3	5	66	0	69	93	1508	18	15	693	61
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	19	3	5	66	0	69	93	1508	18	15	693	61
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	19	3	5	66	0	69	93	1508	18	15	693	61

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.98	0.95	0.92	0.99	0.95
Lanes:	0.70	0.11	0.19	0.49	0.00	0.51	1.00	2.96	0.04	1.00	2.75	0.25
Final Sat.:	1231	194	324	855	0	895	1750	5533	67	1750	5145	455

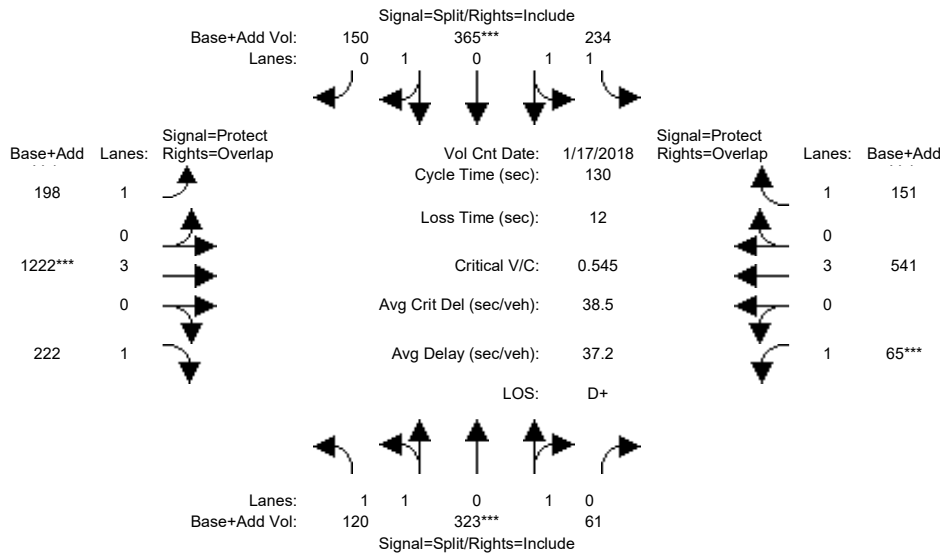
Capacity Analysis Module:													
Vol/Sat:	0.02	0.02	0.02	0.08	0.00	0.08	0.05	0.27	0.27	0.01	0.13	0.13	
Crit Moves:				****				****					
Green Time:	35.0	35.0	35.0	35.0	0.0	35.0	22.0	70.6	70.6	15.4	64.0	64.0	
Volume/Cap:	0.06	0.06	0.06	0.29	0.00	0.29	0.31	0.50	0.50	0.07	0.27	0.27	
Delay/Veh:	35.3	35.3	35.3	38.0	0.0	38.0	48.0	18.8	18.8	51.1	19.4	19.4	
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
AdjDel/Veh:	35.3	35.3	35.3	38.0	0.0	38.0	48.0	18.8	18.8	51.1	19.4	19.4	
LOS by Move:	D+	D+	D+	D+	A	D+	D	B-	B-	D-	B-	B-	
HCM2k95thQ:	2	2	2	9	0	9	7	22	22	1	11	11	

Note: Queue reported is the number of cars per lane.

Vallco Special Area Specific Plan  
SJ17-1786

Level Of Service Computation Report  
2000 HCM Operations (Future Volume Alternative)  
Existing PM With Retail and Residential Alternative

Intersection #63: Kiely Boulevard / Stevens Creek Boulevard



Street Name:	Kiely Boulevard						Stevens Creek Boulevard					
	North Bound			South Bound			East Bound			West Bound		
Approach:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	7	10	0	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:	>>	Count	Date:	17 Jan 2018	<<	05:00:00 PM						
Base Vol:	111	323	61	234	365	141	190	1200	214	65	521	151
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	111	323	61	234	365	141	190	1200	214	65	521	151
Added Vol:	9	0	0	0	0	9	8	22	8	0	20	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	120	323	61	234	365	150	198	1222	222	65	541	151
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	120	323	61	234	365	150	198	1222	222	65	541	151
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	120	323	61	234	365	150	198	1222	222	65	541	151
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	120	323	61	234	365	150	198	1222	222	65	541	151

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	0.98	0.95	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	1.67	0.33	1.00	1.40	0.60	1.00	3.00	1.00	1.00	3.00	1.00
Final Sat.:	1750	3112	588	1750	2622	1077	1750	5700	1750	1750	5700	1750

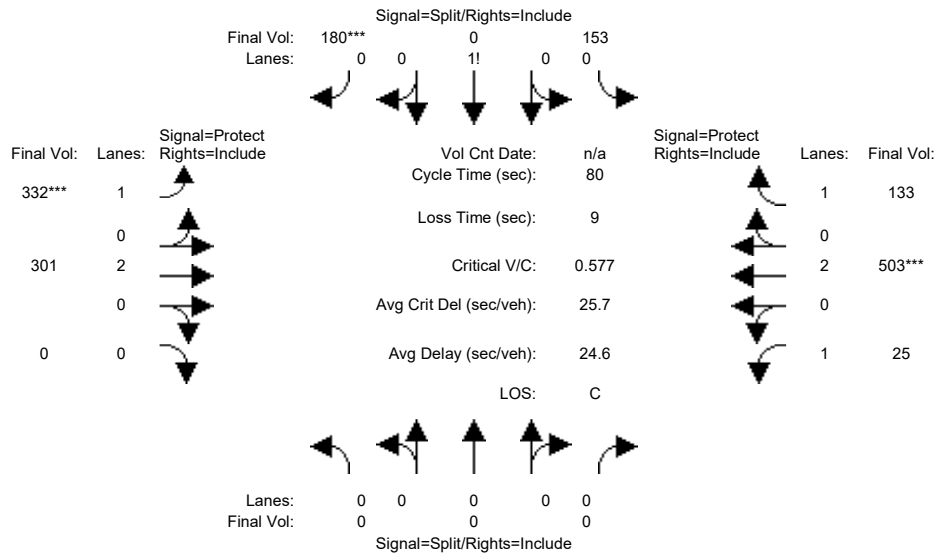
Capacity Analysis Module:												
Vol/Sat:	0.07	0.10	0.10	0.13	0.14	0.14	0.11	0.21	0.13	0.04	0.09	0.09
Crit Moves:	****			****			****			****		
Green Time:	24.8	24.8	24.8	33.2	33.2	33.2	32.6	51.2	75.9	8.9	27.4	60.6
Volume/Cap:	0.36	0.54	0.54	0.52	0.54	0.54	0.45	0.54	0.22	0.54	0.45	0.19
Delay/Veh:	45.9	48.2	48.2	41.9	42.3	42.3	41.8	30.7	13.0	63.8	45.0	20.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	45.9	48.2	48.2	41.9	42.3	42.3	41.8	30.7	13.0	63.8	45.0	20.4
LOS by Move:	D	D	D	D	D	D	D	C	B	E	D	C+
HCM2k95thQ:	9	14	14	17	17	17	13	22	9	7	12	7

Note: Queue reported is the number of cars per lane.

Vallco Special Area Specific Plan  
SJ17-1776

Level Of Service Computation Report  
2000 HCM Operations (Future Volume Alternative)  
Existing PM Retail and Residential

Intersection #64: Perimeter Road / Vallco Parkway



Street Name:	Perimeter Road						Vallco Parkway					
	North Bound			South Bound			East Bound			West Bound		
Approach:	L	T	R	L	T	R	L	T	R	L	T	R
Movement:												
Min. Green:	0	0	0	10	10	10	7	10	0	7	10	10
Y+R:	0.0	0.0	0.0	4.0	4.0	4.0	4.0	4.0	0.0	4.0	4.0	4.0

Volume Module: 5:45:00 PM

Base Vol:	0	0	0	61	0	83	50	280	0	25	469	30
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	61	0	83	50	280	0	25	469	30
Added Vol:	0	0	0	92	0	97	282	21	0	0	34	103
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	153	0	180	332	301	0	25	503	133
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	153	0	180	332	301	0	25	503	133
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	153	0	180	332	301	0	25	503	133
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	0	0	0	153	0	180	332	301	0	25	503	133

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	0.92	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	0.00	0.00	0.46	0.00	0.54	1.00	2.00	0.00	1.00	2.00	1.00
Final Sat.:	0	0	0	804	0	946	1750	3800	0	1750	3800	1750

Capacity Analysis Module:

Vol/Sat:	0.00	0.00	0.00	0.19	0.00	0.19	0.19	0.08	0.00	0.01	0.13	0.08
Crit Moves:				****		****	****			****		****
Green Time:	0.0	0.0	0.0	26.4	0.0	26.4	26.3	26.3	0.0	18.4	18.3	18.3
Volume/Cap:	0.00	0.00	0.00	0.58	0.00	0.58	0.58	0.24	0.00	0.06	0.58	0.33
Delay/Veh:	0.0	0.0	0.0	23.7	0.0	23.7	23.7	19.7	0.0	24.1	28.4	26.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	23.7	0.0	23.7	23.7	19.7	0.0	24.1	28.4	26.2
LOS by Move:	A	A	A	C	A	C	C	B-	A	C	C	C
HCM2kAvgQ:	0	0	0	8	0	8	7	3	0	0	5	3

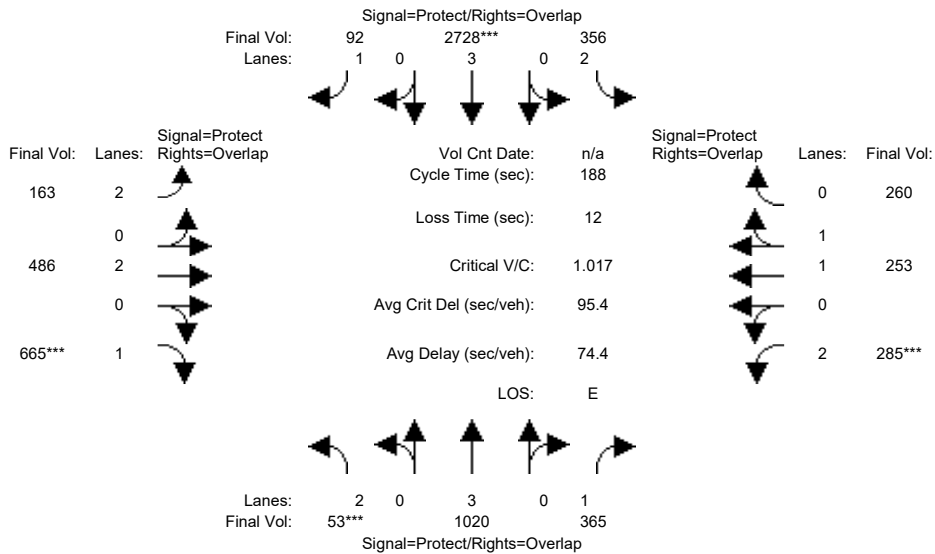
Note: Queue reported is the number of cars per lane.



Vallco Special Area Specific Plan  
SJ17-1776

Level Of Service Computation Report  
2000 HCM Operations (Future Volume Alternative)  
Existing PM Retail and Residential

Intersection #65: Lawrence Expressway / Kifer Road



Street Name:	Lawrence Expressway						Kifer Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	12	85	85	26	100	100	14	28	28	25	40	40
Y+R:	5.9	6.2	6.2	6.1	6.2	6.2	5.8	5.5	5.5	5.9	45.1	45.1

Volume Module:	North Bound			South Bound			East Bound			West Bound		
Base Vol:	46	1220	358	356	3429	92	163	486	643	262	253	260
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	46	1220	358	356	3429	92	163	486	643	262	253	260
Added Vol:	7	55	7	0	24	0	0	0	22	23	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	53	1275	365	356	3453	92	163	486	665	285	253	260
User Adj:	1.00	0.80	1.00	1.00	0.79	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	53	1020	365	356	2728	92	163	486	665	285	253	260
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	53	1020	365	356	2728	92	163	486	665	285	253	260
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	53	1020	365	356	2728	92	163	486	665	285	253	260

Saturation Flow Module:	North Bound			South Bound			East Bound			West Bound		
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	2.00	2.00	1.00	2.00	1.00	1.00
Final Sat.:	3150	5700	1750	3150	5700	1750	3150	3800	1750	3150	1900	1750

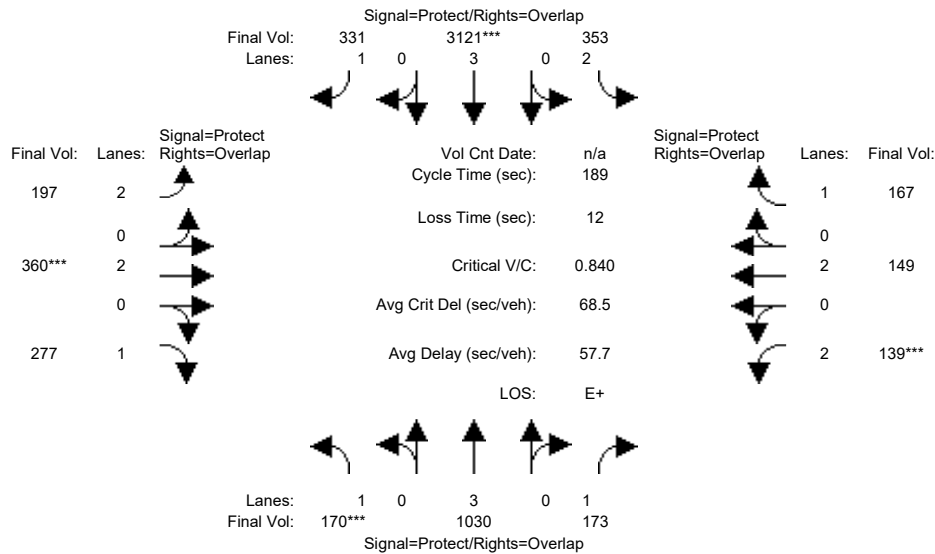
Capacity Analysis Module:	North Bound			South Bound			East Bound			West Bound		
Vol/Sat:	0.02	0.18	0.21	0.11	0.48	0.05	0.05	0.13	0.38	0.09	0.13	0.15
Crit Moves:	***			****			****			****		
Green Time:	12.5	89.6	115.7	27.4	104	119.6	15.2	32.4	44.9	26.1	43.3	70.7
Volume/Cap:	0.25	0.38	0.34	0.78	0.86	0.08	0.64	0.74	1.59	0.65	0.58	0.39
Delay/Veh:	80.4	30.1	17.0	82.1	36.7	12.6	85.7	75.3	345.4	76.9	62.4	41.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	80.4	30.1	17.0	82.1	36.7	12.6	85.7	75.3	345.4	76.9	62.4	41.3
LOS by Move:	F	C	B	F	D+	B	F	E-	F	E-	E	D
HCM2kAvgQ:	2	11	10	13	44	2	6	14	72	10	13	11

Note: Queue reported is the number of cars per lane.

Vallco Special Area Specific Plan  
SJ17-1776

Level Of Service Computation Report  
2000 HCM Operations (Future Volume Alternative)  
Existing PM Retail and Residential

Intersection #66: Lawrence Expressway / Reed Avenue/Monroe Street



Street Name:	Lawrence Expressway						Reed Avenue/Monroe Street					
	North Bound			South Bound			East Bound			West Bound		
Approach:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	19	87	87	25	93	93	17	37	37	16	36	36
Y+R:	6.0	6.2	6.2	6.1	6.2	6.2	5.7	5.6	5.6	5.6	5.7	5.7

Volume Module:												
Base Vol:	167	1218	172	353	3882	331	197	360	263	125	149	167
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	167	1218	172	353	3882	331	197	360	263	125	149	167
Added Vol:	3	69	1	0	69	0	0	0	14	14	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	170	1287	173	353	3951	331	197	360	277	139	149	167
User Adj:	1.00	0.80	1.00	1.00	0.79	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	170	1030	173	353	3121	331	197	360	277	139	149	167
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	170	1030	173	353	3121	331	197	360	277	139	149	167
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	170	1030	173	353	3121	331	197	360	277	139	149	167

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92
Lanes:	1.00	3.00	1.00	2.00	3.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	1750	5700	1750	3150	5700	1750	3150	3800	1750	3150	3800	1750

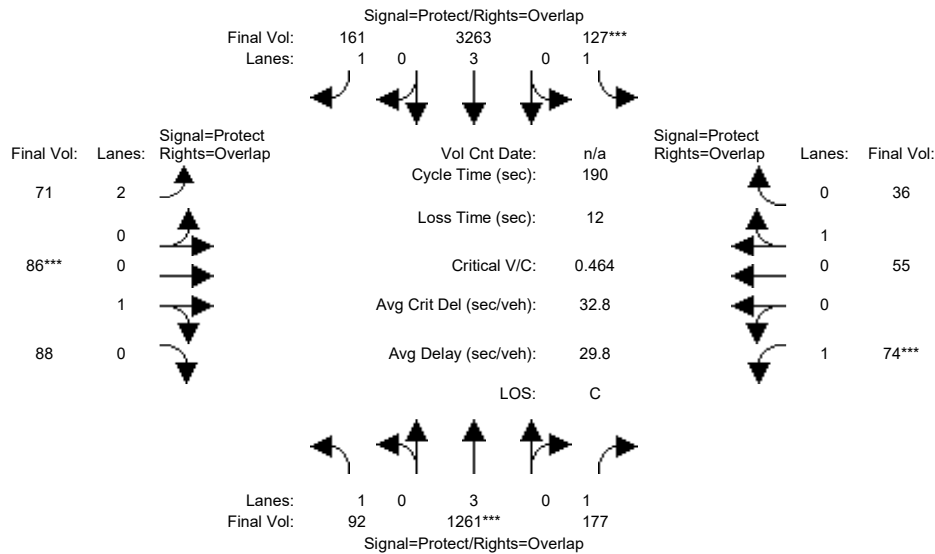
Capacity Analysis Module:												
Vol/Sat:	0.10	0.18	0.10	0.11	0.55	0.19	0.06	0.09	0.16	0.04	0.04	0.10
Crit Moves:	***			****			****			****		
Green Time:	20.0	93.8	110.6	27.0	101	118.6	17.8	38.9	58.8	16.8	37.8	64.8
Volume/Cap:	0.92	0.36	0.17	0.79	1.03	0.30	0.66	0.46	0.51	0.50	0.20	0.28
Delay/Veh:	123.8	28.0	17.3	83.4	65.6	15.5	84.2	63.2	51.5	79.5	60.1	43.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	123.8	28.0	17.3	83.4	65.6	15.5	84.2	63.2	51.5	79.5	60.1	43.3
LOS by Move:	F	C	B	F	E	B	F	E	D-	E-	E	D
HCM2kAvgQ:	11	11	5	11	61	8	7	9	13	5	3	7

Note: Queue reported is the number of cars per lane.

Vallco Special Area Specific Plan  
SJ17-1776

Level Of Service Computation Report  
2000 HCM Operations (Future Volume Alternative)  
Existing PM Retail and Residential

Intersection #67: Lawrence Expressway / Poinciana Drive/Cabrillo Avenue



Street Name:	Lawrence Expressway						Poinciana Drive/Cabrillo Avenue					
	North Bound			South Bound			East Bound			West Bound		
Approach:												
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	15	112	112	21	118	118	13	23	23	12	21	21
Y+R:	5.1	6.2	6.2	4.9	6.2	6.2	5.9	5.8	5.8	5.4	5.8	5.8

Volume Module:												
Base Vol:	91	1503	176	127	4032	161	71	86	85	74	55	36
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	91	1503	176	127	4032	161	71	86	85	74	55	36
Added Vol:	1	73	1	0	98	0	0	0	3	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	92	1576	177	127	4130	161	71	86	88	74	55	36
User Adj:	1.00	0.80	1.00	1.00	0.79	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	92	1261	177	127	3263	161	71	86	88	74	55	36
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	92	1261	177	127	3263	161	71	86	88	74	55	36
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	92	1261	177	127	3263	161	71	86	88	74	55	36

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.83	0.95	0.95	0.92	0.95	0.95
Lanes:	1.00	3.00	1.00	1.00	3.00	1.00	2.00	0.49	0.51	1.00	0.60	0.40
Final Sat.:	1750	5700	1750	1750	5700	1750	3150	890	910	1750	1088	712

Capacity Analysis Module:												
Vol/Sat:	0.05	0.22	0.10	0.07	0.57	0.09	0.02	0.10	0.10	0.04	0.05	0.05
Crit Moves:	****			****			****			****		
Green Time:	15.8	118	130.9	22.2	125	138.7	14.1	24.3	40.1	12.7	22.8	45.0
Volume/Cap:	0.63	0.36	0.15	0.62	0.87	0.13	0.30	0.76	0.46	0.63	0.42	0.21
Delay/Veh:	88.4	16.6	9.7	81.5	27.5	7.3	79.6	89.2	62.9	92.8	74.7	55.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	88.4	16.6	9.7	81.5	27.5	7.3	79.6	89.2	62.9	92.8	74.7	55.5
LOS by Move:	F	B	A	F	C	A	E-	F	E	F	E	E+
HCM2kAvgQ:	5	11	3	7	45	3	2	11	9	5	5	4

Note: Queue reported is the number of cars per lane.

Vallco Special Area Specific Plan  
SJ17-1786

Summary Scenario Comparison Report (With Average Critical Delay)  
Future Volume Alternative

Intersection	???				Existing PM				Existing Occupied/Re-tenanted Mall Alternative						???			
	LOS	Avg Del (sec)	Crit V/C	Avg Crit Del (sec)	LOS	Avg Del (sec)	Crit V/C	Avg Crit Del (sec)	LOS	Avg Del (sec)	Crit V/C	Crit V/C Change	Avg Crit Del (sec)	Avg Crit Del Change	LOS	Avg Del (sec)	Crit V/C	Avg Crit Del (sec)
#1	?	xx.x	x.xxx	xx.x	C	31.7	0.555	37.5	C	31.7	0.563	+ 0.008	37.3	- 0.2	?	xx.x	x.xxx	xx.x
#2	?	xx.x	x.xxx	xx.x	C	27.1	0.594	22.3	C	26.6	0.607	+ 0.014	21.7	- 0.6	?	xx.x	x.xxx	xx.x
#3	?	xx.x	x.xxx	xx.x	D	46.7	0.795	51.4	D	47.7	0.828	+ 0.033	53.0	+ 1.6	?	xx.x	x.xxx	xx.x
#4	?	xx.x	x.xxx	xx.x	D	43.7	0.754	45.7	D	45.0	0.785	+ 0.031	47.9	+ 2.3	?	xx.x	x.xxx	xx.x
#5	?	xx.x	x.xxx	xx.x	D	46.6	0.760	45.3	D	47.3	0.781	+ 0.021	46.3	+ 1.0	?	xx.x	x.xxx	xx.x
#6	?	xx.x	x.xxx	xx.x	B+	10.7	0.446	7.3	B+	10.5	0.460	+ 0.014	7.1	- 0.2	?	xx.x	x.xxx	xx.x
#7	?	xx.x	x.xxx	xx.x	C	25.9	0.560	24.9	C	25.3	0.574	+ 0.014	24.5	- 0.4	?	xx.x	x.xxx	xx.x
#8	?	xx.x	x.xxx	xx.x	D	41.0	0.859	54.6	D	42.9	0.878	+ 0.019	57.0	+ 2.4	?	xx.x	x.xxx	xx.x
#9	?	xx.x	x.xxx	xx.x	C	27.1	0.783	37.6	C	27.1	0.797	+ 0.013	37.8	+ 0.3	?	xx.x	x.xxx	xx.x
#10	?	xx.x	x.xxx	xx.x	B	18.0	0.746	39.4	B-	18.2	0.751	+ 0.006	39.6	+ 0.3	?	xx.x	x.xxx	xx.x
#11	?	xx.x	x.xxx	xx.x	D	39.9	0.790	37.8	D	42.3	0.820	+ 0.030	41.0	+ 3.2	?	xx.x	x.xxx	xx.x
#12	?	xx.x	x.xxx	xx.x	E	64.2	0.963	74.7	E	65.2	0.976	+ 0.013	76.8	+ 2.0	?	xx.x	x.xxx	xx.x
#13	?	xx.x	x.xxx	xx.x	C	26.4	0.679	37.9	C	26.2	0.698	+ 0.019	38.0	+ 0.1	?	xx.x	x.xxx	xx.x
#14	?	xx.x	x.xxx	xx.x	B	15.0	0.775	19.2	B	15.4	0.801	+ 0.027	19.8	+ 0.6	?	xx.x	x.xxx	xx.x
#15	?	xx.x	x.xxx	xx.x	B	15.7	0.611	26.8	B	15.9	0.632	+ 0.021	27.0	+ 0.2	?	xx.x	x.xxx	xx.x
#16	?	xx.x	x.xxx	xx.x	C	28.8	0.690	29.6	C	28.6	0.701	+ 0.011	29.5	- 0.1	?	xx.x	x.xxx	xx.x
#17	?	xx.x	x.xxx	xx.x	C	23.1	0.533	23.3	C+	22.0	0.582	+ 0.049	22.6	- 0.7	?	xx.x	x.xxx	xx.x
#18	?	xx.x	x.xxx	xx.x	C	24.4	0.756	29.2	C	24.9	0.776	+ 0.020	29.7	+ 0.4	?	xx.x	x.xxx	xx.x
#19	?	xx.x	x.xxx	xx.x	C-	33.5	0.716	33.7	C-	34.1	0.787	+ 0.070	35.6	+ 1.8	?	xx.x	x.xxx	xx.x
#20	?	xx.x	x.xxx	xx.x	B	13.0	0.413	7.5	B	12.3	0.465	+ 0.052	7.1	- 0.4	?	xx.x	x.xxx	xx.x
#21	?	xx.x	x.xxx	xx.x	B	15.2	0.513	15.3	C	25.6	0.625	+ 0.111	24.3	+ 9.0	?	xx.x	x.xxx	xx.x
#22	?	xx.x	x.xxx	xx.x	D	48.1	0.730	54.8	D	49.2	0.772	+ 0.042	56.7	+ 1.9	?	xx.x	x.xxx	xx.x
#23	?	xx.x	x.xxx	xx.x	D	47.9	0.696	38.2	D	49.5	0.738	+ 0.041	40.1	+ 2.0	?	xx.x	x.xxx	xx.x
#24	?	xx.x	x.xxx	xx.x	B-	18.8	0.545	31.8	B-	18.6	0.594	+ 0.049	31.0	- 0.8	?	xx.x	x.xxx	xx.x
#25	?	xx.x	x.xxx	xx.x	C+	22.8	0.562	20.3	C+	22.3	0.607	+ 0.046	20.2	- 0.1	?	xx.x	x.xxx	xx.x
#26	?	xx.x	x.xxx	xx.x	D	43.0	0.688	50.9	D	43.6	0.739	+ 0.051	49.7	- 1.2	?	xx.x	x.xxx	xx.x

Vallco Special Area Specific Plan  
SJ17-1786

Summary Scenario Comparison Report (With Average Critical Delay)  
Future Volume Alternative

Intersection	???				Existing PM				Existing Occupied/Re-tenanted Mall Alternative						???			
	LOS	Avg Del (sec)	Crit V/C	Avg Crit Del (sec)	LOS	Avg Del (sec)	Crit V/C	Avg Crit Del (sec)	LOS	Avg Del (sec)	Crit V/C	Crit V/C Change	Avg Crit Del (sec)	Avg Crit Del Change	LOS	Avg Del (sec)	Crit V/C	Avg Crit Del (sec)
#27	?	xx.x	x.xxx	xx.x	B	15.4	0.369	13.3	B	14.3	0.414	+ 0.046	12.5	- 0.8	?	xx.x	x.xxx	xx.x
#28	?	xx.x	x.xxx	xx.x	B	16.5	0.482	15.8	B	15.9	0.530	+ 0.048	15.7	- 0.2	?	xx.x	x.xxx	xx.x
#29	?	xx.x	x.xxx	xx.x	B	12.0	0.667	12.3	B	13.7	0.796	+ 0.129	15.5	+ 3.2	?	xx.x	x.xxx	xx.x
#30	?	xx.x	x.xxx	xx.x	A	8.4	0.488	9.6	A	8.7	0.623	+ 0.135	10.6	+ 1.0	?	xx.x	x.xxx	xx.x
#31	?	xx.x	x.xxx	xx.x	C	31.2	0.502	28.4	D	43.4	0.701	+ 0.199	48.9	+ 20.6	?	xx.x	x.xxx	xx.x
#32	?	xx.x	x.xxx	xx.x	D	41.4	0.694	40.0	D	44.3	0.773	+ 0.079	47.0	+ 7.0	?	xx.x	x.xxx	xx.x
#33	?	xx.x	x.xxx	xx.x	A	3.0	0.367	3.6	A	2.9	0.399	+ 0.032	3.5	- 0.1	?	xx.x	x.xxx	xx.x
#34	?	xx.x	x.xxx	xx.x	A	4.1	0.354	3.3	A	4.2	0.383	+ 0.029	3.3	+ 0.0	?	xx.x	x.xxx	xx.x
#35	?	xx.x	x.xxx	xx.x	D	41.5	0.705	44.1	D	42.6	0.741	+ 0.036	45.8	+ 1.7	?	xx.x	x.xxx	xx.x
#36	?	xx.x	x.xxx	xx.x	C+	22.8	0.411	19.7	C+	22.2	0.448	+ 0.038	19.1	- 0.6	?	xx.x	x.xxx	xx.x
#37	?	xx.x	x.xxx	xx.x	C+	21.6	0.468	21.4	C+	20.5	0.502	+ 0.033	20.3	- 1.1	?	xx.x	x.xxx	xx.x
#38	?	xx.x	x.xxx	xx.x	D	43.2	0.761	47.8	D	43.8	0.784	+ 0.023	49.4	+ 1.6	?	xx.x	x.xxx	xx.x
#39	?	xx.x	x.xxx	xx.x	C	24.5	0.396	27.8	C	24.9	0.417	+ 0.021	27.6	- 0.2	?	xx.x	x.xxx	xx.x
#40	?	xx.x	x.xxx	xx.x	B-	18.3	0.442	20.3	B-	18.3	0.479	+ 0.037	20.5	+ 0.2	?	xx.x	x.xxx	xx.x
#41	?	xx.x	x.xxx	xx.x	C	31.3	0.403	34.5	C-	34.3	0.562	+ 0.160	38.5	+ 4.0	?	xx.x	x.xxx	xx.x
#42	?	xx.x	x.xxx	xx.x	D	42.8	0.614	43.8	D	44.1	0.698	+ 0.085	46.7	+ 2.9	?	xx.x	x.xxx	xx.x
#43	?	xx.x	x.xxx	xx.x	D	40.5	0.627	49.4	E+	58.2	0.673	+ 0.046	77.2	+ 27.8	?	xx.x	x.xxx	xx.x
#44	?	xx.x	x.xxx	xx.x	D-	52.7	0.495	62.3	D-	54.9	0.516	+ 0.021	65.2	+ 2.9	?	xx.x	x.xxx	xx.x
#45	?	xx.x	x.xxx	xx.x	C	24.0	0.363	23.9	C	24.7	0.394	+ 0.031	24.6	+ 0.7	?	xx.x	x.xxx	xx.x
#46	?	xx.x	x.xxx	xx.x	C	25.4	0.603	26.1	C	25.6	0.655	+ 0.052	26.9	+ 0.8	?	xx.x	x.xxx	xx.x
#47	?	xx.x	x.xxx	xx.x	C	27.1	0.724	28.8	C	28.9	0.760	+ 0.036	31.1	+ 2.4	?	xx.x	x.xxx	xx.x
#48	?	xx.x	x.xxx	xx.x	E	66.3	0.790	71.9	E	68.2	0.807	+ 0.018	73.5	+ 1.6	?	xx.x	x.xxx	xx.x
#49	?	xx.x	x.xxx	xx.x	D	44.5	0.578	53.5	D	45.0	0.590	+ 0.011	53.7	+ 0.2	?	xx.x	x.xxx	xx.x
#50	?	xx.x	x.xxx	xx.x	C	28.0	0.585	23.8	C	28.8	0.619	+ 0.034	24.5	+ 0.7	?	xx.x	x.xxx	xx.x
#51	?	xx.x	x.xxx	xx.x	C	30.2	0.829	21.2	C	30.6	0.842	+ 0.013	21.8	+ 0.6	?	xx.x	x.xxx	xx.x
#52	?	xx.x	x.xxx	xx.x	B	16.6	0.559	6.8	B	16.8	0.569	+ 0.010	6.9	+ 0.1	?	xx.x	x.xxx	xx.x

Vallco Special Area Specific Plan  
SJ17-1786

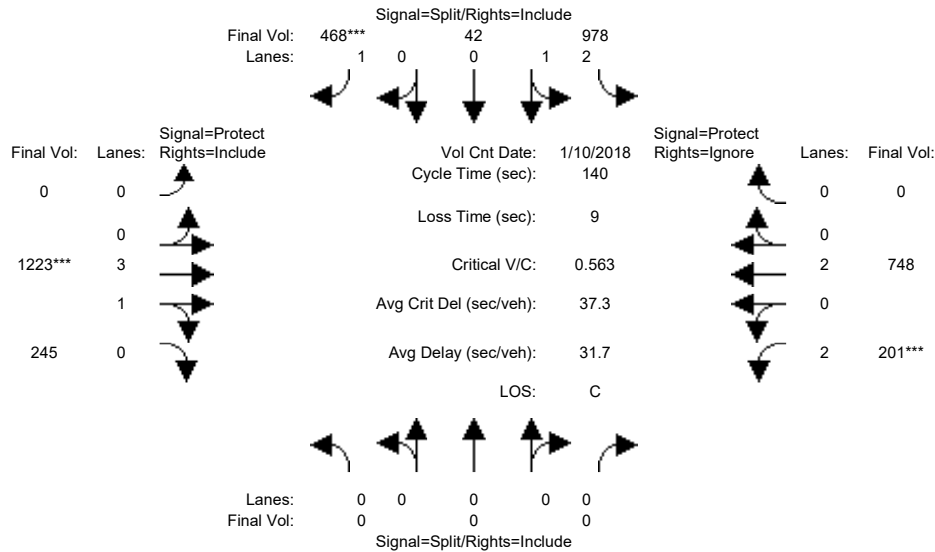
Summary Scenario Comparison Report (With Average Critical Delay)  
Future Volume Alternative

Intersection	???				Existing PM				Existing Occupied/Re-tenanted Mall Alternative					???				
	LOS	Avg Del (sec)	Crit V/C	Avg Crit Del (sec)	LOS	Avg Del (sec)	Crit V/C	Avg Crit Del (sec)	LOS	Avg Del (sec)	Crit V/C	Crit V/C Change	Avg Crit Del (sec)	Avg Crit Del Change	LOS	Avg Del (sec)	Crit V/C	Avg Crit Del (sec)
#53	?	xx.x	x.xxx	xx.x	D-	54.2	0.658	56.7	E+	55.8	0.668	+ 0.010	56.7	- 0.1	?	xx.x	x.xxx	xx.x
#54	?	xx.x	x.xxx	xx.x	B	14.7	0.397	5.2	B	14.8	0.416	+ 0.019	5.2	- 0.1	?	xx.x	x.xxx	xx.x
#55	?	xx.x	x.xxx	xx.x	D	46.7	0.597	53.0	D	46.9	0.615	+ 0.018	53.1	+ 0.0	?	xx.x	x.xxx	xx.x
#56	?	xx.x	x.xxx	xx.x	D	45.7	0.425	51.7	D	46.7	0.438	+ 0.013	51.2	- 0.5	?	xx.x	x.xxx	xx.x
#57	?	xx.x	x.xxx	xx.x	D+	37.8	0.832	45.7	D+	37.9	0.839	+ 0.007	46.1	+ 0.4	?	xx.x	x.xxx	xx.x
#58	?	xx.x	x.xxx	xx.x	C	26.7	0.647	29.2	C	26.7	0.652	+ 0.005	29.2	+ 0.1	?	xx.x	x.xxx	xx.x
#59	?	xx.x	x.xxx	xx.x	B-	18.5	0.502	27.4	B-	18.5	0.502	+ 0.000	27.4	- 0.0	?	xx.x	x.xxx	xx.x
#60	?	xx.x	x.xxx	xx.x	D	46.3	0.647	48.7	D	47.3	0.665	+ 0.018	50.2	+ 1.5	?	xx.x	x.xxx	xx.x
#61	?	xx.x	x.xxx	xx.x	C+	22.7	0.459	23.0	C+	23.0	0.479	+ 0.020	23.4	+ 0.4	?	xx.x	x.xxx	xx.x
#62	?	xx.x	x.xxx	xx.x	C+	21.1	0.266	24.3	C+	21.6	0.290	+ 0.024	24.8	+ 0.5	?	xx.x	x.xxx	xx.x
#63	?	xx.x	x.xxx	xx.x	D+	37.1	0.538	38.4	D+	37.2	0.547	+ 0.009	38.4	+ 0.0	?	xx.x	x.xxx	xx.x
#64	?	xx.x	x.xxx	xx.x	B	17.1	0.264	16.3	C	25.3	0.607	+ 0.343	26.2	9.9	?	xx.x	x.xxx	xx.x
#65	?	xx.x	x.xxx	xx.x	E	71.5	0.992	89.9	E	72.2	1.003	+ 0.011	91.4	1.5	?	xx.x	x.xxx	xx.x
#66	?	xx.x	x.xxx	xx.x	E+	55.1	0.823	64	E+	56.4	0.83	+ 0.007	66.4	2.4	?	xx.x	x.xxx	xx.x
#67	?	xx.x	x.xxx	xx.x	C	29.2	0.451	33	C	29.5	0.46	+ 0.009	32.8	-0.2	?	xx.x	x.xxx	xx.x

Vallco Special Area Specific Plan  
SJ17-1786

Level Of Service Computation Report  
2000 HCM Operations (Future Volume Alternative)  
Existing PM With Occupied/Re-tenanted Mall Alternative

Intersection #1: Stevens Creek Boulevard / SR 85 Ramps (West)



Street Name: SR-85 (West) Stevens Creek Boulevard  
 Approach: North Bound South Bound East Bound West Bound  
 Movement: L - T - R L - T - R L - T - R L - T - R

Min. Green:	0	0	0	7	10	10	0	10	10	7	10	0
Y+R:	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0

Volume Module: >> Count Date: 10 Jan 2018 << 05:00:00 PM

Base Vol:	0	0	0	960	42	468	0	1167	245	201	687	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	960	42	468	0	1167	245	201	687	0
Added Vol:	0	0	0	18	0	0	0	56	0	0	61	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	978	42	468	0	1223	245	201	748	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	0	0	0	978	42	468	0	1223	245	201	748	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	978	42	468	0	1223	245	201	748	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
Final Volume:	0	0	0	978	42	468	0	1223	245	201	748	0

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.87	0.95	0.92	0.92	0.99	0.95	0.83	1.00	0.92
Lanes:	0.00	0.00	0.00	2.89	0.11	1.00	0.00	3.30	0.70	2.00	2.00	0.00
Final Sat.:	0	0	0	4745	204	1750	0	6246	1251	3150	3800	0

Capacity Analysis Module:

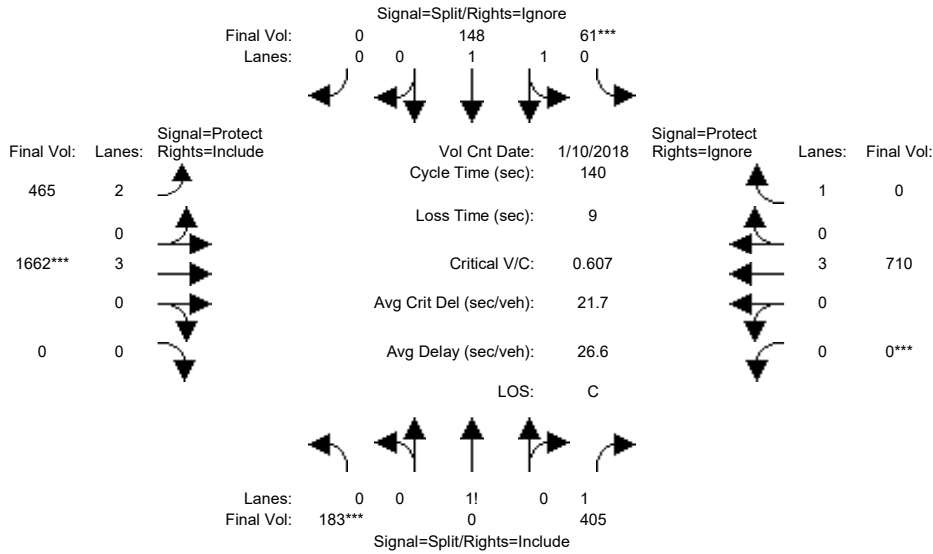
Vol/Sat:	0.00	0.00	0.00	0.21	0.21	0.27	0.00	0.20	0.20	0.06	0.20	0.00
Crit Moves:						****		****		****		
Green Time:	0.0	0.0	0.0	66.5	66.5	66.5	0.0	48.7	48.7	15.9	64.5	0.0
Volume/Cap:	0.00	0.00	0.00	0.43	0.43	0.56	0.00	0.56	0.56	0.56	0.43	0.00
Delay/Veh:	0.0	0.0	0.0	24.5	24.5	27.3	0.0	37.3	37.3	60.9	25.5	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	24.5	24.5	27.3	0.0	37.3	37.3	60.9	25.5	0.0
LOS by Move:	A	A	A	C	C	C	A	D+	D+	E	C	A
HCM2k95thQ:	0	0	0	20	20	27	0	19	19	9	11	0

Note: Queue reported is the number of cars per lane.

Vallco Special Area Specific Plan  
SJ17-1786

Level Of Service Computation Report  
2000 HCM Operations (Future Volume Alternative)  
Existing PM With Occupied/Re-tenanted Mall Alternative

Intersection #2: Stevens Creek Boulevard / SR-85 Ramps (East)



Street Name:	SR-85 Ramps (East)						Stevens Creek Boulevard					
	North Bound			South Bound			East Bound			West Bound		
Approach:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0

Volume Module:	>>	Count	Date:	10 Jan 2018	<<	05:00:00 PM						
Base Vol:	183	0	405	61	148	0	465	1588	0	0	649	572
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	183	0	405	61	148	0	465	1588	0	0	649	572
Added Vol:	0	0	0	0	0	0	0	74	0	0	61	19
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	183	0	405	61	148	0	465	1662	0	0	710	591
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	183	0	405	61	148	0	465	1662	0	0	710	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	183	0	405	61	148	0	465	1662	0	0	710	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
Final Volume:	183	0	405	61	148	0	465	1662	0	0	710	0

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.95	0.98	0.92	0.83	1.00	0.92	0.92	1.00	0.92
Lanes:	0.47	0.00	1.53	0.60	1.40	0.00	2.00	3.00	0.00	0.00	3.00	1.00
Final Sat.:	831	0	2669	1080	2619	0	3150	5700	0	0	5700	1750

Capacity Analysis Module:												
Vol/Sat:	0.22	0.00	0.15	0.06	0.06	0.00	0.15	0.29	0.00	0.00	0.12	0.00
Crit Moves:	***			***			***			***		
Green Time:	50.8	0.0	50.8	13.0	13.0	0.0	36.4	67.2	0.0	0.0	30.8	0.0
Volume/Cap:	0.61	0.00	0.42	0.61	0.61	0.00	0.57	0.61	0.00	0.00	0.57	0.00
Delay/Veh:	37.6	0.0	33.7	64.1	64.1	0.0	35.3	10.7	0.0	0.0	40.2	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	37.6	0.0	33.7	64.1	64.1	0.0	35.3	10.7	0.0	0.0	40.2	0.0
LOS by Move:	D+	A	C-	E	E	A	D+	B+	A	A	D	A
HCM2k95thQ:	26	0	17	10	10	0	16	17	0	0	15	0

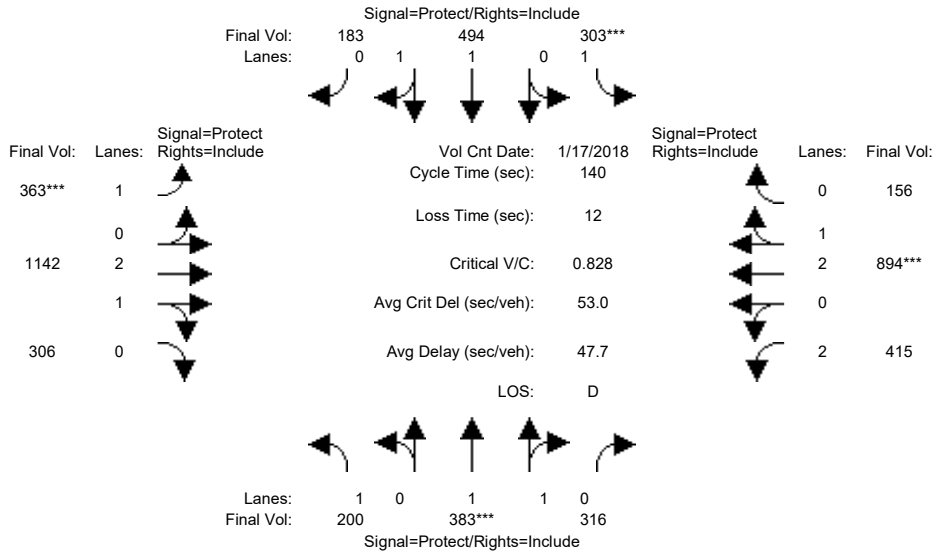
Note: Queue reported is the number of cars per lane.



Vallco Special Area Specific Plan  
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2000 HCM Operations (Future Volume Alternative)  
Existing PM With Occupied/Re-tenanted Mall Alternative

Intersection #3: Stelling Road / Stevens Creek Boulevard



Street Name:	Stelling Road						Stevens Creek Boulevard					
	North Bound			South Bound			East Bound			West Bound		
Approach:												
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:	>>	Count	Date:	17 Jan 2018	<<	05:00:00 PM						
Base Vol:	200	383	310	285	494	183	363	1068	306	409	814	134
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	200	383	310	285	494	183	363	1068	306	409	814	134
Added Vol:	0	0	6	18	0	0	0	74	0	6	80	22
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	200	383	316	303	494	183	363	1142	306	415	894	156
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	200	383	316	303	494	183	363	1142	306	415	894	156
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	200	383	316	303	494	183	363	1142	306	415	894	156
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	200	383	316	303	494	183	363	1142	306	415	894	156

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.95	0.92	0.98	0.95	0.92	0.99	0.95	0.83	0.99	0.95
Lanes:	1.00	1.07	0.93	1.00	1.44	0.56	1.00	2.34	0.66	2.00	2.54	0.46
Final Sat.:	1750	2026	1672	1750	2699	1000	1750	4415	1183	3150	4767	832

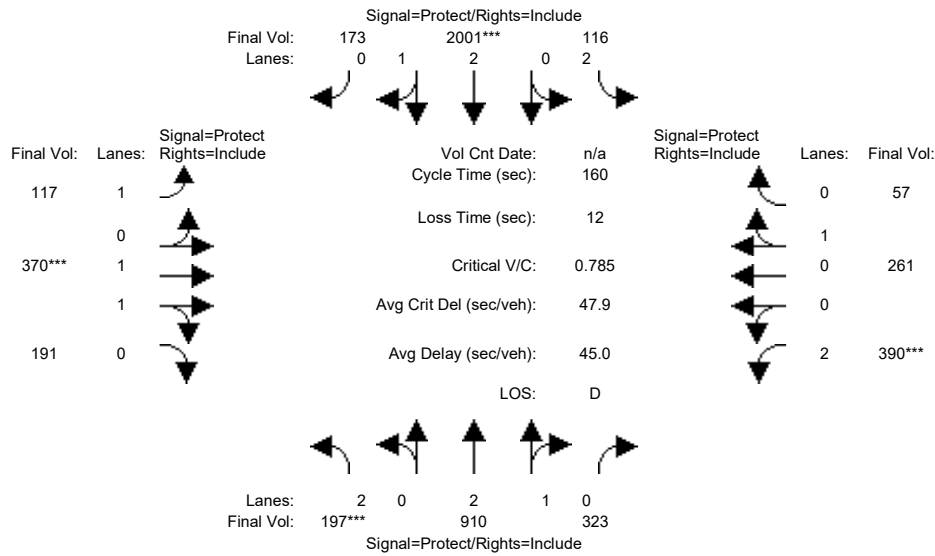
Capacity Analysis Module:												
Vol/Sat:	0.11	0.19	0.19	0.17	0.18	0.18	0.21	0.26	0.26	0.13	0.19	0.19
Crit Moves:	****			****			****			****		
Green Time:	23.5	32.0	32.0	29.3	37.7	37.7	35.1	44.2	44.2	22.5	31.7	31.7
Volume/Cap:	0.68	0.83	0.83	0.83	0.68	0.68	0.83	0.82	0.82	0.82	0.83	0.83
Delay/Veh:	61.0	58.3	58.3	67.4	47.7	47.7	50.9	33.7	33.7	59.6	46.2	46.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	61.0	58.3	58.3	67.4	47.7	47.7	50.9	33.7	33.7	59.6	46.2	46.2
LOS by Move:	E	E+	E+	E	D	D	D	C-	C-	E+	D	D
HCM2k95thQ:	18	29	29	27	25	25	27	31	31	19	25	25

Note: Queue reported is the number of cars per lane.

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2000 HCM Operations (Future Volume Alternative)  
Existing PM With Occupied/Re-tenanted Mall Alternative

Intersection #4: Sunnyvale Saratoga Road / Remington Drive



Street Name:	Sunnyvale Saratoga Road						Remington Drive					
	North Bound			South Bound			East Bound			West Bound		
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:												
Base Vol:	173	862	299	116	1957	173	117	370	169	368	261	57
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	173	862	299	116	1957	173	117	370	169	368	261	57
Added Vol:	24	48	24	0	44	0	0	0	22	22	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	197	910	323	116	2001	173	117	370	191	390	261	57
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	197	910	323	116	2001	173	117	370	191	390	261	57
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	197	910	323	116	2001	173	117	370	191	390	261	57
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	197	910	323	116	2001	173	117	370	191	390	261	57

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	0.99	0.95	0.83	0.99	0.95	0.92	0.99	0.95	0.83	0.95	0.95
Lanes:	2.00	2.19	0.81	2.00	2.75	0.25	1.00	1.30	0.70	2.00	0.82	0.18
Final Sat.:	3150	4131	1466	3150	5154	446	1750	2439	1259	3150	1477	323

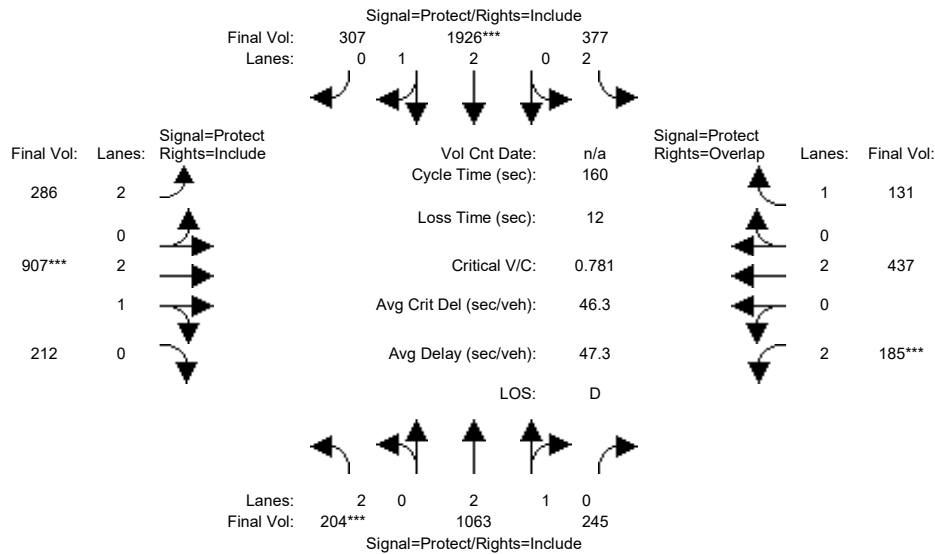
Capacity Analysis Module:												
Vol/Sat:	0.06	0.22	0.22	0.04	0.39	0.39	0.07	0.15	0.15	0.12	0.18	0.18
Crit Moves:	***			****			****			****		
Green Time:	12.7	76.6	76.6	15.2	79.1	79.1	15.4	30.9	30.9	25.2	40.7	40.7
Volume/Cap:	0.79	0.46	0.46	0.39	0.79	0.79	0.69	0.79	0.79	0.79	0.69	0.69
Delay/Veh:	87.3	28.0	28.0	68.8	35.0	35.0	81.8	67.1	67.1	72.8	58.6	58.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	87.3	28.0	28.0	68.8	35.0	35.0	81.8	67.1	67.1	72.8	58.6	58.6
LOS by Move:	F	C	C	E	C-	C-	F	E	E	E	E+	E+
HCM2k95thQ:	11	23	23	6	49	49	14	26	26	23	27	27

Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report  
2000 HCM Operations (Future Volume Alternative)  
Existing PM With Occupied/Re-tenanted Mall Alternative

Intersection #5: Sunnyvale Saratoga Road / Fremont Avenue



Street Name:	Sunnyvale Saratoga Road						Fremont Avenue					
	North Bound			South Bound			East Bound			West Bound		
Approach:												
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:												
Base Vol:	186	998	245	348	1867	307	286	907	195	185	437	99
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	186	998	245	348	1867	307	286	907	195	185	437	99
Added Vol:	18	65	0	29	59	0	0	0	17	0	0	32
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	204	1063	245	377	1926	307	286	907	212	185	437	131
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	204	1063	245	377	1926	307	286	907	212	185	437	131
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	204	1063	245	377	1926	307	286	907	212	185	437	131
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	204	1063	245	377	1926	307	286	907	212	185	437	131

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	0.99	0.95	0.83	0.99	0.95	0.83	0.99	0.95	0.83	1.00	0.92
Lanes:	2.00	2.42	0.58	2.00	2.57	0.43	2.00	2.41	0.59	2.00	2.00	1.00
Final Sat.:	3150	4550	1049	3150	4829	770	3150	4538	1061	3150	3800	1750

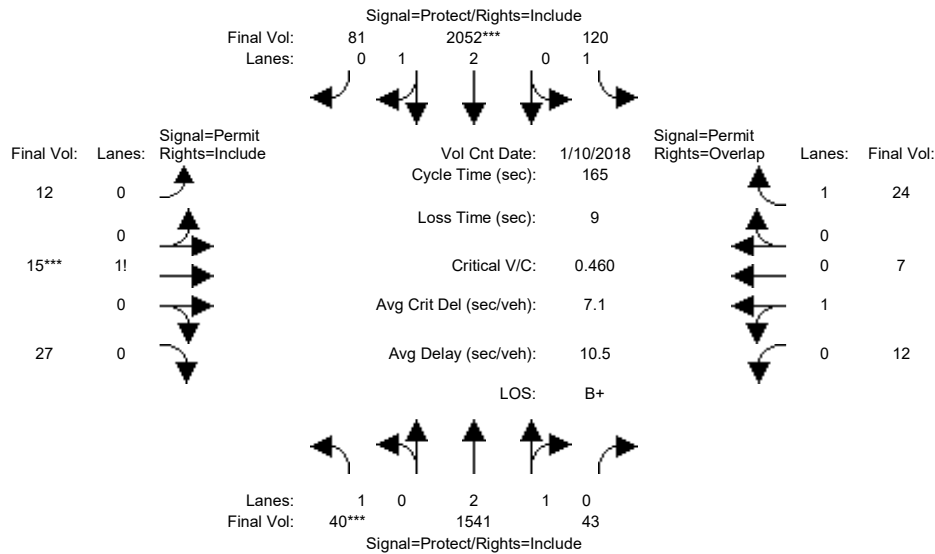
Capacity Analysis Module:												
Vol/Sat:	0.06	0.23	0.23	0.12	0.40	0.40	0.09	0.20	0.20	0.06	0.12	0.07
Crit Moves:	***			****			****			****		
Green Time:	13.3	62.8	62.8	32.2	81.7	81.7	23.4	41.0	41.0	12.0	29.6	61.8
Volume/Cap:	0.78	0.60	0.60	0.60	0.78	0.78	0.62	0.78	0.78	0.78	0.62	0.19
Delay/Veh:	86.0	39.0	39.0	59.5	33.3	33.3	66.8	58.2	58.2	88.0	61.8	32.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	86.0	39.0	39.0	59.5	33.3	33.3	66.8	58.2	58.2	88.0	61.8	32.7
LOS by Move:	F	D+	D+	E+	C-	C-	E	E+	E+	F	E	C-
HCM2k95thQ:	12	29	29	18	47	47	16	32	32	11	18	9

Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report  
2000 HCM Operations (Future Volume Alternative)  
Existing PM With Occupied/Re-tenanted Mall Alternative

Intersection #6: Sunnyvale Saratoga Road / Cheyenne Drive



Street Name:	Sunnyvale Saratoga Road						Cheyenne Drive					
	North Bound			South Bound			East Bound			West Bound		
Approach:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:	>>	Count	Date:	10 Jan 2018	<<	05:00:00	PM					
Base Vol:	40	1458	43	120	1977	81	12	15	27	12	7	24
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	40	1458	43	120	1977	81	12	15	27	12	7	24
Added Vol:	0	83	0	0	75	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	40	1541	43	120	2052	81	12	15	27	12	7	24
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	40	1541	43	120	2052	81	12	15	27	12	7	24
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	40	1541	43	120	2052	81	12	15	27	12	7	24
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	40	1541	43	120	2052	81	12	15	27	12	7	24

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	0.98	0.95	0.92	0.92	0.92	0.95	0.95	0.92
Lanes:	1.00	2.92	0.08	1.00	2.88	0.12	0.22	0.28	0.50	0.63	0.37	1.00
Final Sat.:	1750	5448	152	1750	5387	213	389	486	875	1137	663	1750

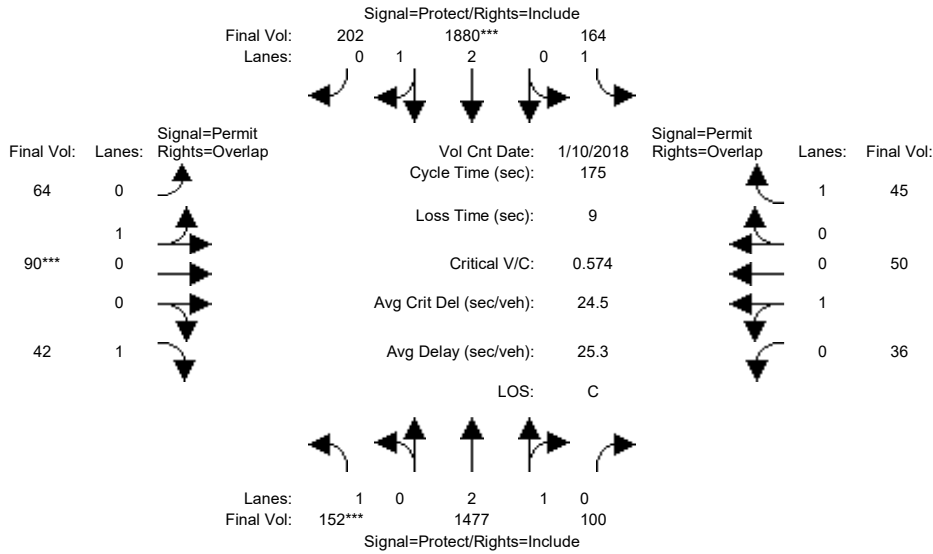
Capacity Analysis Module:												
Vol/Sat:	0.02	0.28	0.28	0.07	0.38	0.38	0.03	0.03	0.03	0.01	0.01	0.01
Crit Moves:	***			***			***			***		
Green Time:	8.2	117	116.6	28.3	137	136.7	11.1	11.1	11.1	11.1	11.1	39.4
Volume/Cap:	0.46	0.40	0.40	0.40	0.46	0.46	0.46	0.46	0.46	0.16	0.16	0.06
Delay/Veh:	80.1	9.9	9.9	61.7	4.0	4.0	76.9	76.9	76.9	73.2	73.2	48.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	80.1	9.9	9.9	61.7	4.0	4.0	76.9	76.9	76.9	73.2	73.2	48.6
LOS by Move:	F	A	A	E	A	A	E-	E-	E-	E	E	D
HCM2k95thQ:	4	20	20	11	18	18	7	7	7	2	2	2

Note: Queue reported is the number of cars per lane.

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2000 HCM Operations (Future Volume Alternative)  
Existing PM With Occupied/Re-tenanted Mall Alternative

Intersection #7: Sunnyvale Saratoga Road / Alberta Avenue



Street Name:	Sunnyvale Saratoga Road						Alberta Avenue					
	North Bound			South Bound			East Bound			West Bound		
Approach:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:	>>	Count	Date:	10 Jan 2018	<<	05:00:00 PM						
Base Vol:	152	1394	100	164	1805	202	64	90	42	36	50	45
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	152	1394	100	164	1805	202	64	90	42	36	50	45
Added Vol:	0	83	0	0	75	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	152	1477	100	164	1880	202	64	90	42	36	50	45
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	152	1477	100	164	1880	202	64	90	42	36	50	45
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	152	1477	100	164	1880	202	64	90	42	36	50	45
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	152	1477	100	164	1880	202	64	90	42	36	50	45

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	0.99	0.95	0.95	0.95	0.92	0.95	0.95	0.92
Lanes:	1.00	2.80	0.20	1.00	2.70	0.30	0.42	0.58	1.00	0.42	0.58	1.00
Final Sat.:	1750	5244	355	1750	5056	543	748	1052	1750	753	1047	1750

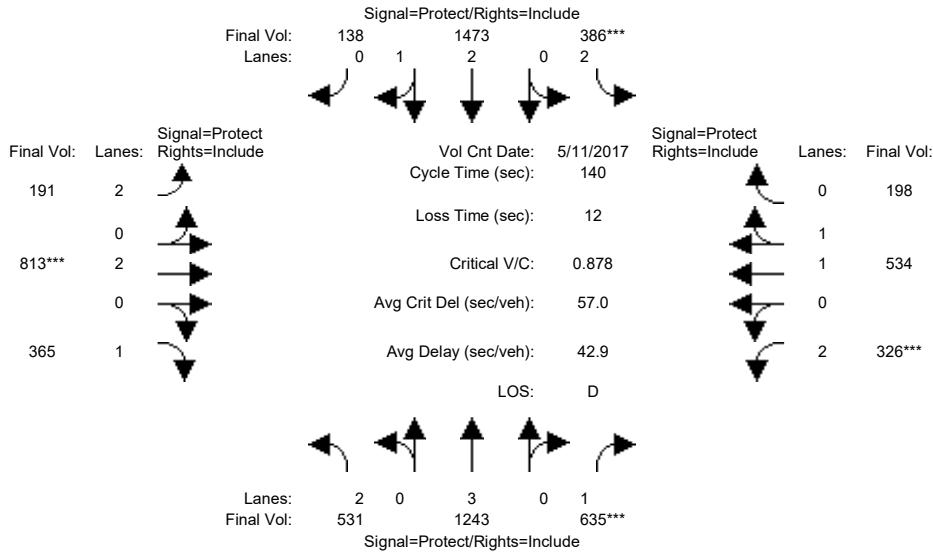
Capacity Analysis Module:												
Vol/Sat:	0.09	0.28	0.28	0.09	0.37	0.37	0.09	0.09	0.02	0.05	0.05	0.03
Crit Moves:	***			****			****					
Green Time:	26.5	105	105.0	34.9	113	113.4	26.1	26.1	52.6	26.1	26.1	61.0
Volume/Cap:	0.57	0.47	0.47	0.47	0.57	0.57	0.57	0.57	0.08	0.32	0.32	0.07
Delay/Veh:	72.1	19.6	19.6	62.9	17.5	17.5	72.3	72.3	43.9	67.2	67.2	38.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	72.1	19.6	19.6	62.9	17.5	17.5	72.3	72.3	43.9	67.2	67.2	38.1
LOS by Move:	E	B-	B-	E	B	B	E	E	D	E	E	D+
HCM2k95thQ:	15	27	27	15	35	35	16	16	3	9	9	3

Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report  
2000 HCM Operations (Future Volume Alternative)  
Existing PM With Occupied/Re-tenanted Mall Alternative

Intersection #8: De Anza Boulevard / Homestead Road



Street Name:	De Anza Boulevard						Homestead Road					
	North Bound			South Bound			East Bound			West Bound		
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:	>>	Count	Date:	11 May 2017	<<	05:00:00	PM					
Base Vol:	507	1193	635	349	1434	138	191	790	343	326	510	165
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	507	1193	635	349	1434	138	191	790	343	326	510	165
Added Vol:	24	50	0	37	39	0	0	23	22	0	24	33
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	531	1243	635	386	1473	138	191	813	365	326	534	198
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	531	1243	635	386	1473	138	191	813	365	326	534	198
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	531	1243	635	386	1473	138	191	813	365	326	534	198
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	531	1243	635	386	1473	138	191	813	365	326	534	198

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	0.99	0.95	0.83	1.00	0.92	0.83	0.98	0.95
Lanes:	2.00	3.00	1.00	2.00	2.73	0.27	2.00	2.00	1.00	2.00	1.44	0.56
Final Sat.:	3150	5700	1750	3150	5120	480	3150	3800	1750	3150	2698	1001

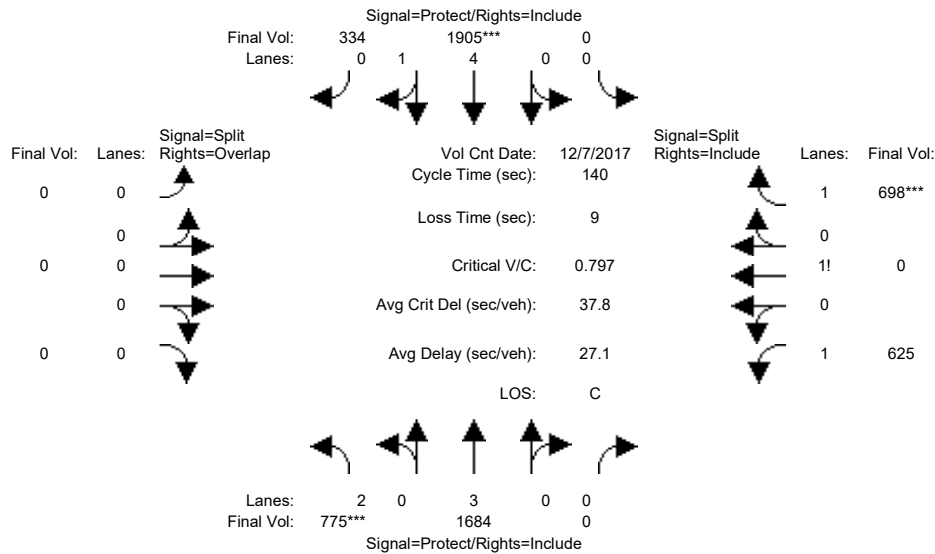
Capacity Analysis Module:												
Vol/Sat:	0.17	0.22	0.36	0.12	0.29	0.29	0.06	0.21	0.21	0.10	0.20	0.20
Crit Moves:			****	****			****			****		
Green Time:	28.6	57.9	57.9	19.5	48.8	48.8	11.9	34.1	34.1	16.5	38.7	38.7
Volume/Cap:	0.83	0.53	0.88	0.88	0.83	0.83	0.72	0.88	0.86	0.88	0.72	0.72
Delay/Veh:	52.8	16.6	31.9	70.6	29.9	29.9	71.3	60.5	66.2	81.2	48.1	48.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	52.8	16.6	31.9	70.6	29.9	29.9	71.3	60.5	66.2	81.2	48.1	48.1
LOS by Move:	D-	B	C	E	C	C	E	E	E	F	D	D
HCM2k95thQ:	26	17	43	19	33	33	10	30	29	17	24	24

Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report  
2000 HCM Operations (Future Volume Alternative)  
Existing PM With Occupied/Re-tenanted Mall Alternative

Intersection #9: De Anza Boulevard / I-280 Ramps (North)



Street Name:	De Anza Boulevard						I-280 Ramps (North)					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	0	0	0	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	5.0	5.0	5.0	4.0	4.0	4.0

Volume Module:	>>	Count	Date:	7 Dec 2017	<<	05:00:00 PM						
Base Vol:	762	1616	0	0	1845	334	0	0	0	625	0	692
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	762	1616	0	0	1845	334	0	0	0	625	0	692
Added Vol:	13	68	0	0	60	0	0	0	0	0	0	6
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	775	1684	0	0	1905	334	0	0	0	625	0	698
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	775	1684	0	0	1905	334	0	0	0	625	0	698
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	775	1684	0	0	1905	334	0	0	0	625	0	698
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	775	1684	0	0	1905	334	0	0	0	625	0	698

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.92	1.00	0.95	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	2.00	3.00	0.00	0.00	4.22	0.78	0.00	0.00	0.00	1.47	0.00	1.53
Final Sat.:	3150	5700	0	0	7995	1402	0	0	0	2577	0	2673

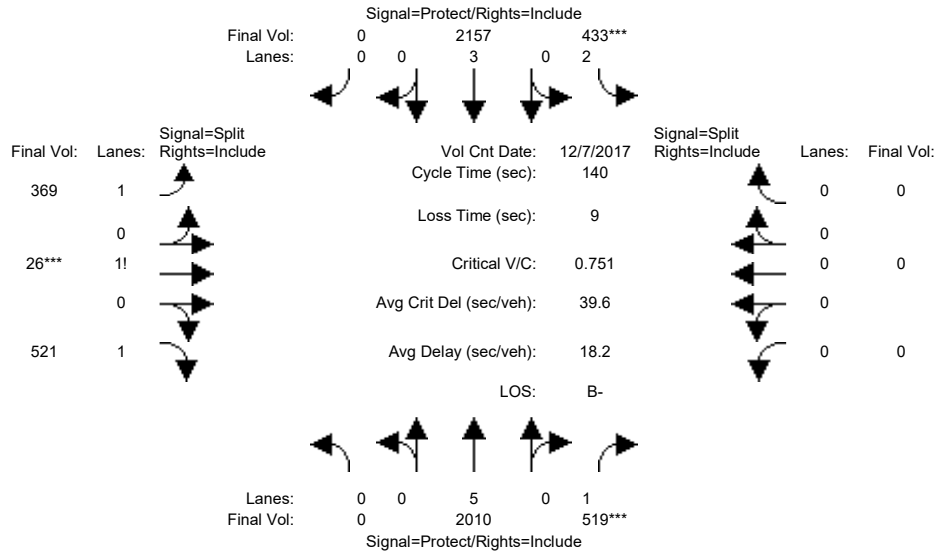
Capacity Analysis Module:												
Vol/Sat:	0.25	0.30	0.00	0.00	0.24	0.24	0.00	0.00	0.00	0.24	0.00	0.26
Crit Moves:	***			****								****
Green Time:	43.2	85.1	0.0	0.0	41.9	41.9	0.0	0.0	0.0	45.9	0.0	45.9
Volume/Cap:	0.80	0.49	0.00	0.00	0.80	0.80	0.00	0.00	0.00	0.74	0.00	0.80
Delay/Veh:	35.8	0.1	0.0	0.0	34.0	34.0	0.0	0.0	0.0	43.4	0.0	45.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	35.8	0.1	0.0	0.0	34.0	34.0	0.0	0.0	0.0	43.4	0.0	45.6
LOS by Move:	D+	A	A	A	C-	C-	A	A	A	D	A	D
HCM2k95thQ:	29	2	0	0	31	31	0	0	0	32	0	35

Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report  
2000 HCM Operations (Future Volume Alternative)  
Existing PM With Occupied/Re-tenanted Mall Alternative

Intersection #10: De Anza Boulevard / I-280 Ramps (South)



Street Name:	De Anza Boulevard						I-280 Ramps (South)					
	North Bound			South Bound			East Bound			West Bound		
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	5.0	5.0	5.0

Volume Module:	>>	Count	Date:	7 Dec 2017	<<	05:00:00 PM						
Base Vol:	0	1929	519	428	2102	0	369	26	507	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	1929	519	428	2102	0	369	26	507	0	0	0
Added Vol:	0	81	0	5	55	0	0	0	14	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	2010	519	433	2157	0	369	26	521	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	2010	519	433	2157	0	369	26	521	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	2010	519	433	2157	0	369	26	521	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	0	2010	519	433	2157	0	369	26	521	0	0	0

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.83	1.00	0.92	0.92	0.92	0.92	0.92	1.00	0.92
Lanes:	0.00	5.00	1.00	2.00	3.00	0.00	1.39	0.06	1.55	0.00	0.00	0.00
Final Sat.:	0	9500	1750	3150	5700	0	2436	97	2718	0	0	0

Capacity Analysis Module:												
Vol/Sat:	0.00	0.21	0.30	0.14	0.38	0.00	0.15	0.27	0.19	0.00	0.00	0.00
Crit Moves:			****	****			****					
Green Time:	0.0	55.3	55.3	25.6	80.9	0.0	50.1	50.1	50.1	0.0	0.0	0.0
Volume/Cap:	0.00	0.54	0.75	0.75	0.66	0.00	0.42	0.75	0.54	0.00	0.00	0.00
Delay/Veh:	0.0	18.5	25.2	51.6	2.3	0.0	34.1	42.1	36.0	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	18.5	25.2	51.6	2.3	0.0	34.1	42.1	36.0	0.0	0.0	0.0
LOS by Move:	A	B-	C	D-	A	A	C-	D	D+	A	A	A
HCM2k95thQ:	0	17	29	18	7	0	17	34	22	0	0	0

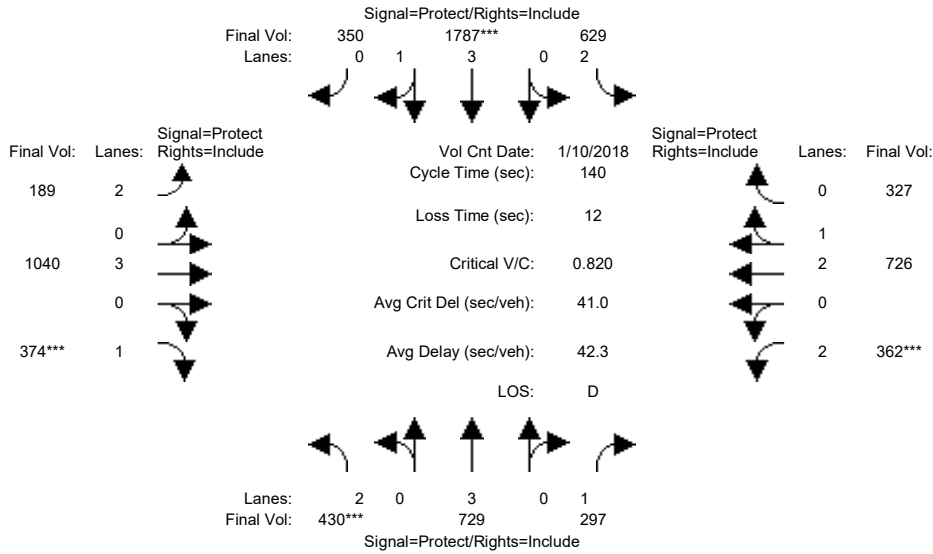
Note: Queue reported is the number of cars per lane.



Vallco Special Area Specific Plan  
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Level Of Service Computation Report  
2000 HCM Operations (Future Volume Alternative)  
Existing PM With Occupied/Re-tenanted Mall Alternative

Intersection #11: De Anza Boulevard / Stevens Creek Boulevard



Street Name:	De Anza Boulevard						Stevens Creek Boulevard					
	North Bound			South Bound			East Bound			West Bound		
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:	>>	Count	Date:	10 Jan 2018	<<	05:00:00	PM					
Base Vol:	430	729	218	560	1787	350	189	942	374	275	618	246
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	430	729	218	560	1787	350	189	942	374	275	618	246
Added Vol:	0	0	79	69	0	0	0	98	0	87	108	81
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	430	729	297	629	1787	350	189	1040	374	362	726	327
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	430	729	297	629	1787	350	189	1040	374	362	726	327
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	430	729	297	629	1787	350	189	1040	374	362	726	327
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	430	729	297	629	1787	350	189	1040	374	362	726	327

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	0.99	0.95	0.83	1.00	0.92	0.83	1.00	0.95
Lanes:	2.00	3.00	1.00	2.00	3.32	0.68	2.00	3.00	1.00	2.00	2.03	0.97
Final Sat.:	3150	5700	1750	3150	6270	1228	3150	5700	1750	3150	3859	1738

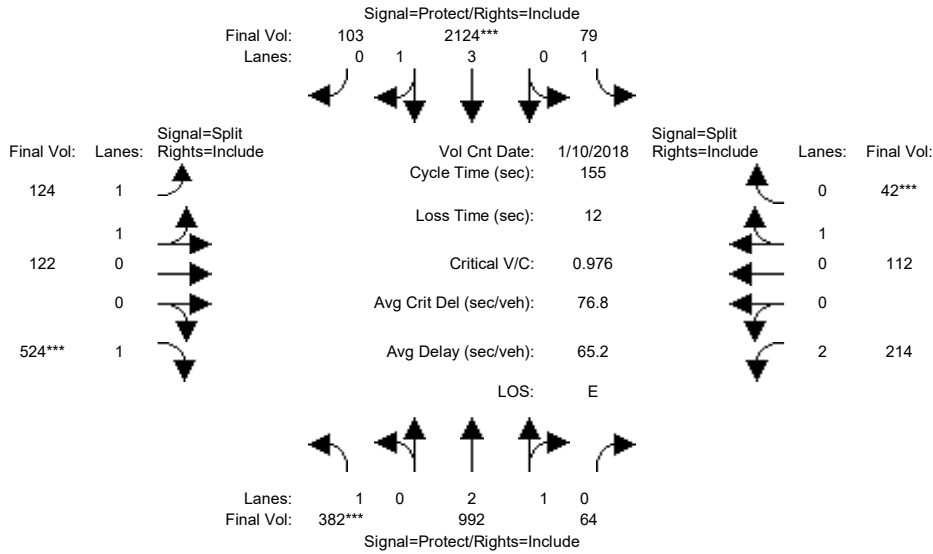
Capacity Analysis Module:												
Vol/Sat:	0.14	0.13	0.17	0.20	0.29	0.29	0.06	0.18	0.21	0.11	0.19	0.19
Crit Moves:	***				****				****	****		
Green Time:	23.3	33.0	33.0	38.9	48.6	48.6	13.6	36.5	36.5	19.6	42.5	42.5
Volume/Cap:	0.82	0.54	0.72	0.72	0.82	0.82	0.62	0.70	0.82	0.82	0.62	0.62
Delay/Veh:	58.8	37.6	45.1	36.8	29.1	29.1	64.6	48.3	60.0	70.1	42.5	42.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	58.8	37.6	45.1	36.8	29.1	29.1	64.6	48.3	60.0	70.1	42.5	42.5
LOS by Move:	E+	D+	D	D+	C	C	E	D	E+	E	D	D
HCM2k95thQ:	20	15	21	24	33	33	9	22	27	18	22	22

Note: Queue reported is the number of cars per lane.

Vallco Special Area Specific Plan  
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Level Of Service Computation Report  
2000 HCM Operations (Future Volume Alternative)  
Existing PM With Occupied/Re-tenanted Mall Alternative

Intersection #12: De Anza Boulevard / McClellan Road



Street Name:	De Anza Boulevard						McClellan Road					
	North Bound			South Bound			East Bound			West Bound		
Approach:												
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:	>>	Count	Date:	10 Jan 2018	<<	05:00:00 PM											
Base Vol:	382	913	64	79	2037	103	124	122	524	214	112	42					
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00					
Initial Bse:	382	913	64	79	2037	103	124	122	524	214	112	42					
Added Vol:	0	79	0	0	87	0	0	0	0	0	0	0					
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0					
Initial Fut:	382	992	64	79	2124	103	124	122	524	214	112	42					
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00					
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00					
PHF Volume:	382	992	64	79	2124	103	124	122	524	214	112	42					
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0					
Reduced Vol:	382	992	64	79	2124	103	124	122	524	214	112	42					
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00					
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00					
Final Volume:	382	992	64	79	2124	103	124	122	524	214	112	42					

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	0.99	0.95	0.92	0.95	0.92	0.83	0.95	0.95
Lanes:	1.00	2.81	0.19	1.00	3.81	0.19	1.02	0.98	1.00	2.00	0.73	0.27
Final Sat.:	1750	5260	339	1750	7153	347	1789	1760	1750	3150	1309	491

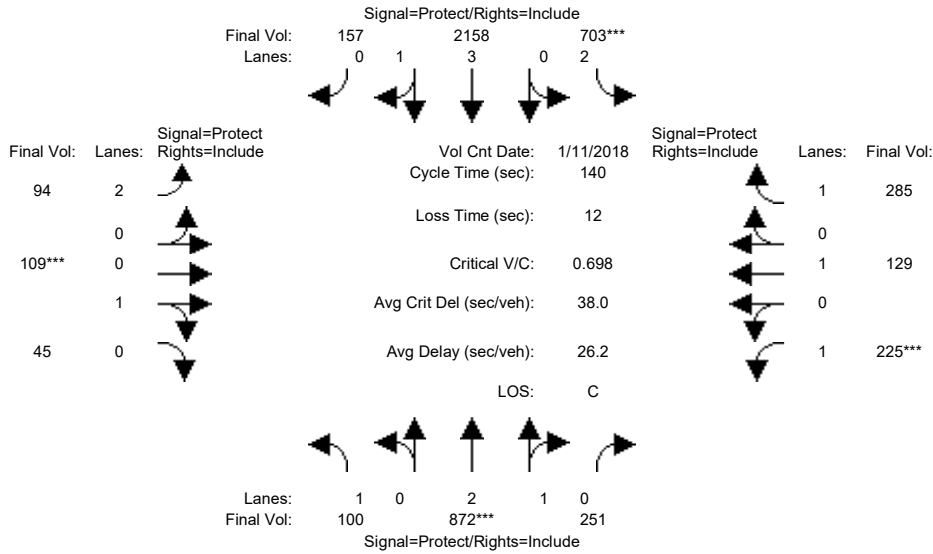
Capacity Analysis Module:												
Vol/Sat:	0.22	0.19	0.19	0.05	0.30	0.30	0.07	0.07	0.30	0.07	0.09	0.09
Crit Moves:	***			****			****			****		
Green Time:	34.7	66.0	66.0	15.8	47.2	47.2	47.6	47.6	47.6	13.6	13.6	13.6
Volume/Cap:	0.98	0.44	0.44	0.44	0.98	0.98	0.23	0.23	0.98	0.77	0.98	0.98
Delay/Veh:	98.7	31.6	31.6	67.2	66.9	66.9	40.1	40.1	85.7	82.0	135	134.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	98.7	31.6	31.6	67.2	66.9	66.9	40.1	40.1	85.7	82.0	135	134.7
LOS by Move:	F	C	C	E	E	E	D	D	F	F	F	F
HCM2k95thQ:	36	21	21	7	46	46	9	9	51	15	20	20

Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report  
2000 HCM Operations (Future Volume Alternative)  
Existing PM With Occupied/Re-tenanted Mall Alternative

Intersection #13: De Anza Boulevard / Bollinger Road



Street Name:	De Anza Boulevard						Bollinger road					
	North Bound			South Bound			East Bound			West Bound		
Approach:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	10	10	10	7	10	10	10	10	10
Y+R:	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0

Volume Module:	>>	Count	Date:	11 Jan 2018	<<	05:00:00 PM						
Base Vol:	100	796	249	702	2075	154	91	106	45	223	126	284
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	100	796	249	702	2075	154	91	106	45	223	126	284
Added Vol:	0	76	2	1	83	3	3	3	0	2	3	1
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	100	872	251	703	2158	157	94	109	45	225	129	285
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	100	872	251	703	2158	157	94	109	45	225	129	285
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	100	872	251	703	2158	157	94	109	45	225	129	285
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	100	872	251	703	2158	157	94	109	45	225	129	285

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.99	0.95	0.83	0.99	0.95	0.83	0.95	0.95	0.92	1.00	0.92
Lanes:	1.00	2.30	0.70	2.00	3.72	0.28	2.00	0.71	0.29	1.00	1.00	1.00
Final Sat.:	1750	4347	1251	3150	6991	509	3150	1274	526	1750	1900	1750

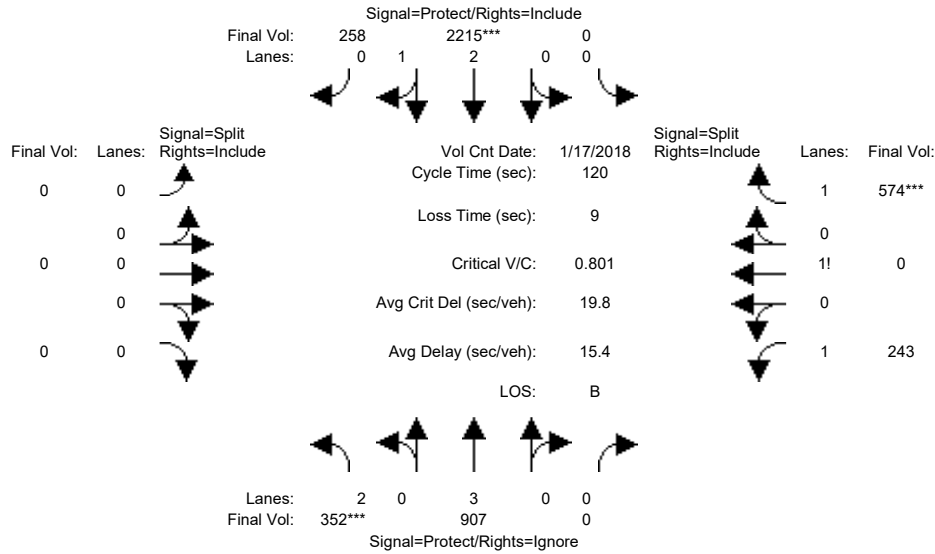
Capacity Analysis Module:												
Vol/Sat:	0.06	0.20	0.20	0.22	0.31	0.31	0.03	0.09	0.09	0.13	0.07	0.16
Crit Moves:	****			****			****			****		
Green Time:	13.3	40.3	40.3	44.8	71.8	71.8	10.1	17.2	17.2	25.8	32.9	32.9
Volume/Cap:	0.60	0.70	0.70	0.70	0.60	0.60	0.41	0.70	0.70	0.70	0.29	0.69
Delay/Veh:	62.7	33.9	33.9	30.8	7.5	7.5	63.4	68.4	68.4	60.0	44.3	54.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	62.7	33.9	33.9	30.8	7.5	7.5	63.4	68.4	68.4	60.0	44.3	54.0
LOS by Move:	E	C-	C-	C	A	A	E	E	E	E	D	D-
HCM2k95thQ:	9	23	23	22	13	13	6	15	15	18	9	22

Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report  
2000 HCM Operations (Future Volume Alternative)  
Existing PM With Occupied/Re-tenanted Mall Alternative

Intersection #14: De Anza Boulevard / SR-85 Ramps (North)



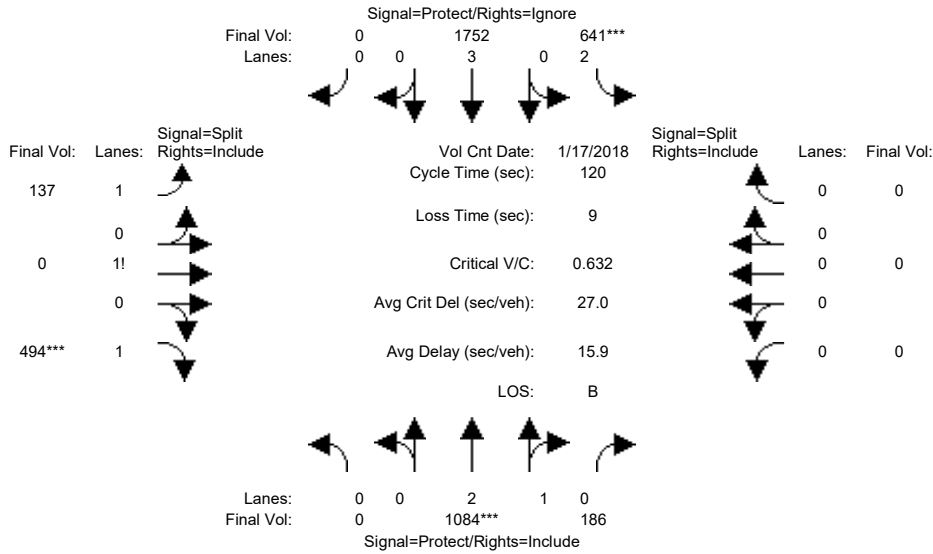
Street Name:	De Anza Boulevard						SR-85 Ramps (North)					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	0	0	0	7	10	10
Y+R:	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Volume Module: >> Count Date:	17 Jan 2018 << 05:00:00 PM											
Base Vol:	352	863	0	0	2130	258	0	0	0	243	0	541
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	352	863	0	0	2130	258	0	0	0	243	0	541
Added Vol:	0	44	0	0	85	0	0	0	0	0	0	33
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	352	907	0	0	2215	258	0	0	0	243	0	574
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	352	907	0	0	2215	258	0	0	0	243	0	574
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	352	907	0	0	2215	258	0	0	0	243	0	574
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	352	907	0	0	2215	258	0	0	0	243	0	574
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.92	0.99	0.95	0.92	1.00	0.92	0.92	1.00	0.95
Lanes:	2.00	3.00	0.00	0.00	2.68	0.32	0.00	0.00	0.00	1.30	0.00	1.70
Final Sat.:	3150	5700	0	0	5015	584	0	0	0	2281	0	3054
Capacity Analysis Module:												
Vol/Sat:	0.11	0.16	0.00	0.00	0.44	0.44	0.00	0.00	0.00	0.11	0.00	0.19
Crit Moves:	***			****								****
Green Time:	16.7	82.9	0.0	0.0	66.1	66.1	0.0	0.0	0.0	28.1	0.0	28.1
Volume/Cap:	0.80	0.23	0.00	0.00	0.80	0.80	0.00	0.00	0.00	0.45	0.00	0.80
Delay/Veh:	54.8	0.0	0.0	0.0	5.5	5.5	0.0	0.0	0.0	39.5	0.0	47.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	54.8	0.0	0.0	0.0	5.5	5.5	0.0	0.0	0.0	39.5	0.0	47.9
LOS by Move:	D-	A	A	A	A	A	A	A	A	D	A	D
HCM2k95thQ:	14	0	0	0	20	20	0	0	0	13	0	25

Note: Queue reported is the number of cars per lane.

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2000 HCM Operations (Future Volume Alternative)  
Existing PM With Occupied/Re-tenanted Mall Alternative

Intersection #15: De Anza Boulevard / SR-85 Ramps (South)



Street Name: De Anza Boulevard SR-85 Ramps (South)  
Approach: North Bound South Bound East Bound West Bound  
Movement: L - T - R L - T - R L - T - R L - T - R

Min. Green: 7 10 10 7 10 10 10 10 10 0 0 0  
Y+R: 5.0 5.0 5.0 5.0 5.0 5.0 5.0 5.0 5.0 5.0 5.0 5.0

Volume Module: >> Count Date: 17 Jan 2018 << 05:00:00 PM

Base Vol:	0	1040	186	605	1704	0	137	0	494	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	1040	186	605	1704	0	137	0	494	0	0	0
Added Vol:	0	44	0	36	48	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	1084	186	641	1752	0	137	0	494	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	1084	186	641	1752	0	137	0	494	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1084	186	641	1752	0	137	0	494	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	0	1084	186	641	1752	0	137	0	494	0	0	0

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.99	0.95	0.83	1.00	0.92	0.92	1.00	0.95	0.92	1.00	0.92
Lanes:	0.00	2.54	0.46	2.00	3.00	0.00	1.22	0.00	1.78	0.00	0.00	0.00
Final Sat.:	0	4779	820	3150	5700	0	2138	0	3201	0	0	0

Capacity Analysis Module:

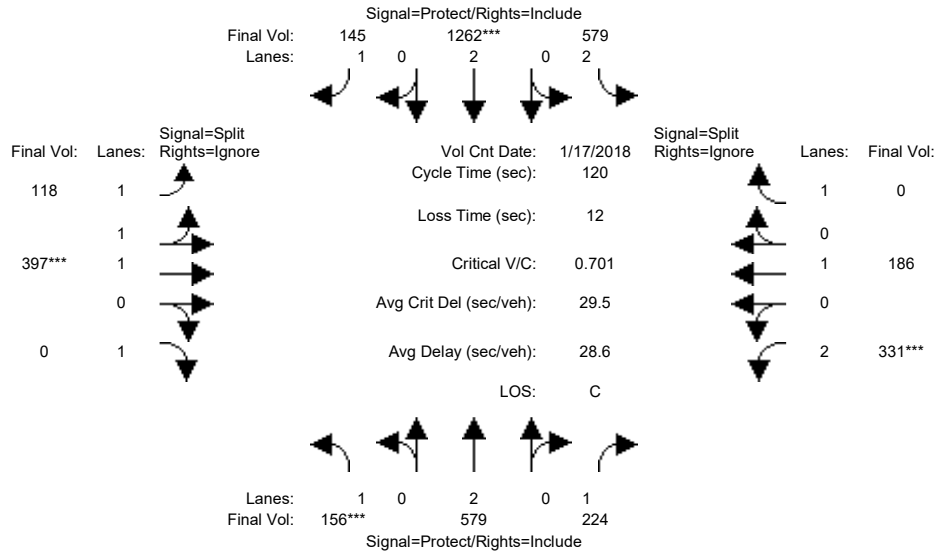
Vol/Sat:	0.00	0.23	0.23	0.20	0.31	0.00	0.06	0.00	0.15	0.00	0.00	0.00
Crit Moves:		****		****					****			
Green Time:	0.0	43.1	43.1	38.6	81.7	0.0	29.3	0.0	29.3	0.0	0.0	0.0
Volume/Cap:	0.00	0.63	0.63	0.63	0.45	0.00	0.26	0.00	0.63	0.00	0.00	0.00
Delay/Veh:	0.0	20.7	20.7	25.0	0.1	0.0	36.7	0.0	41.9	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	20.7	20.7	25.0	0.1	0.0	36.7	0.0	41.9	0.0	0.0	0.0
LOS by Move:	A	C+	C+	C	A	A	D+	A	D	A	A	A
HCM2k95thQ:	0	19	19	18	1	0	7	0	19	0	0	0

Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report  
2000 HCM Operations (Future Volume Alternative)  
Existing PM With Occupied/Re-tenanted Mall Alternative

Intersection #16: De Anza Boulevard/Saratoga-Sunnyvale Road / Prospect Road



Street Name: De Anza Boulevard/Saratoga-Sunnyv	Prospect Road											
	North Bound			South Bound			East Bound			West Bound		
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0

Volume Module:	>>	Count	Date:	17 Jan 2018	<<	05:00:00 PM						
Base Vol:	156	546	224	579	1226	133	107	397	461	331	186	241
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	156	546	224	579	1226	133	107	397	461	331	186	241
Added Vol:	0	33	0	0	36	12	11	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	156	579	224	579	1262	145	118	397	461	331	186	241
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Volume:	156	579	224	579	1262	145	118	397	0	331	186	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	156	579	224	579	1262	145	118	397	0	331	186	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
Final Volume:	156	579	224	579	1262	145	118	397	0	331	186	0

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.92	0.83	1.00	0.92
Lanes:	1.00	2.00	1.00	2.00	2.00	1.00	1.00	2.00	1.00	2.00	1.00	1.00
Final Sat.:	1750	3800	1750	3150	3800	1750	1750	3800	1750	3150	1900	1750

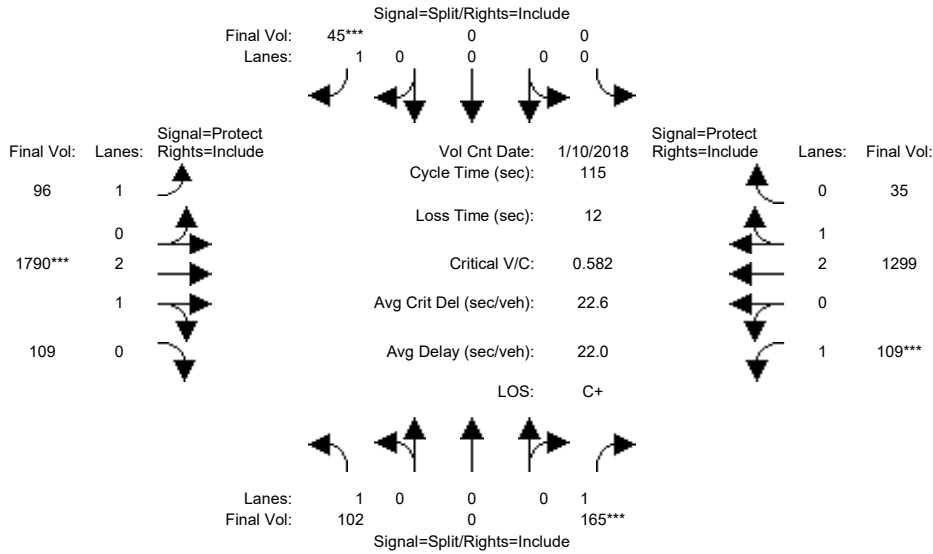
Capacity Analysis Module:												
Vol/Sat:	0.09	0.15	0.13	0.18	0.33	0.08	0.07	0.10	0.00	0.11	0.10	0.00
Crit Moves:	***			****			****			****		
Green Time:	15.3	32.7	32.7	39.4	56.9	56.9	17.9	17.9	0.0	18.0	18.0	0.0
Volume/Cap:	0.70	0.56	0.47	0.56	0.70	0.17	0.45	0.70	0.00	0.70	0.65	0.00
Delay/Veh:	54.9	28.8	28.1	23.0	11.2	7.3	46.9	51.6	0.0	53.1	53.4	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	54.9	28.8	28.1	23.0	11.2	7.3	46.9	51.6	0.0	53.1	53.4	0.0
LOS by Move:	D-	C	C	C	B+	A	D	D-	A	D-	D-	A
HCM2k95thQ:	14	16	12	16	21	3	9	16	0	14	13	0

Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report  
2000 HCM Operations (Future Volume Alternative)  
Existing PM With Occupied/Re-tenanted Mall Alternative

Intersection #17: Torre Avenue-Vista Drive / Stevens Creek Boulevard



Street Name:	Torre Avenue-Vista Drive						Stevens Creek Boulevard					
	North Bound			South Bound			East Bound			West Bound		
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:	>>	Count	Date:	10 Jan 2018	<<	05:00:00 PM												
Base Vol:	102	0	165	0	0	45	96	1544	109	109	1023	35						
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00						
Initial Bse:	102	0	165	0	0	45	96	1544	109	109	1023	35						
Added Vol:	0	0	0	0	0	0	0	246	0	0	276	0						
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0						
Initial Fut:	102	0	165	0	0	45	96	1790	109	109	1299	35						
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00						
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00						
PHF Volume:	102	0	165	0	0	45	96	1790	109	109	1299	35						
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0						
Reduced Vol:	102	0	165	0	0	45	96	1790	109	109	1299	35						
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00						
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00						
Final Volume:	102	0	165	0	0	45	96	1790	109	109	1299	35						

Saturation Flow Module:														
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900		
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	0.98	0.95	0.92	0.98	0.95		
Lanes:	1.00	0.00	1.00	0.00	0.00	1.00	1.00	2.82	0.18	1.00	2.92	0.08		
Final Sat.:	1750	0	1750	0	0	1750	1750	5278	321	1750	5453	147		

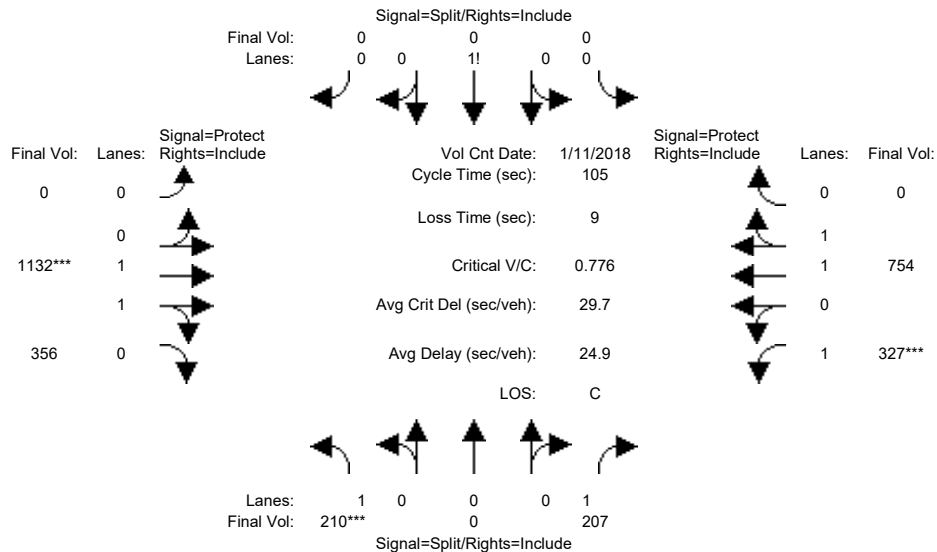
Capacity Analysis Module:														
Vol/Sat:	0.06	0.00	0.09	0.00	0.00	0.03	0.05	0.34	0.34	0.06	0.24	0.24		
Crit Moves:	****			****			****			****				
Green Time:	17.7	0.0	17.7	0.0	0.0	10.0	15.3	63.6	63.6	11.7	60.0	60.0		
Volume/Cap:	0.38	0.00	0.61	0.00	0.00	0.30	0.41	0.61	0.61	0.61	0.46	0.46		
Delay/Veh:	44.6	0.0	49.6	0.0	0.0	50.3	46.9	17.7	17.7	55.7	17.4	17.4		
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		
AdjDel/Veh:	44.6	0.0	49.6	0.0	0.0	50.3	46.9	17.7	17.7	55.7	17.4	17.4		
LOS by Move:	D	A	D	A	A	D	D	B	B	E+	B	B		
HCM2k95thQ:	7	0	13	0	0	4	6	26	26	8	18	18		

Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report  
2000 HCM Operations (Future Volume Alternative)  
Existing PM With Occupied/Re-tenanted Mall Alternative

Intersection #18: Blaney Avenue / Homestead Road



Street Name:	Blaney Avenue						Homestead Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:	>>	Count	Date:	11 Jan 2018	<<	05:00:00 PM						
Base Vol:	195	0	207	0	0	0	0	1089	339	327	713	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	195	0	207	0	0	0	0	1089	339	327	713	0
Added Vol:	15	0	0	0	0	0	0	43	17	0	41	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	210	0	207	0	0	0	0	1132	356	327	754	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	210	0	207	0	0	0	0	1132	356	327	754	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	210	0	207	0	0	0	0	1132	356	327	754	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	210	0	207	0	0	0	0	1132	356	327	754	0

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	0.92	0.92	0.92	0.98	0.95	0.92	0.97	0.92
Lanes:	1.00	0.00	1.00	0.00	1.00	0.00	0.00	1.51	0.49	1.00	2.00	0.00
Final Sat.:	1750	0	1750	0	1750	0	0	2814	885	1750	3700	0

Capacity Analysis Module:												
Vol/Sat:	0.12	0.00	0.12	0.00	0.00	0.00	0.00	0.40	0.40	0.19	0.20	0.00
Crit Moves:	***						***			***		
Green Time:	16.2	0.0	16.2	0.0	0.0	0.0	0.0	54.5	54.5	25.3	79.8	0.0
Volume/Cap:	0.78	0.00	0.76	0.00	0.00	0.00	0.00	0.78	0.78	0.78	0.27	0.00
Delay/Veh:	55.8	0.0	54.7	0.0	0.0	0.0	0.0	22.4	22.4	46.0	3.9	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	55.8	0.0	54.7	0.0	0.0	0.0	0.0	22.4	22.4	46.0	3.9	0.0
LOS by Move:	E+	A	D-	A	A	A	A	C+	C+	D	A	A
HCM2k95thQ:	17	0	16	0	0	0	0	34	34	20	7	0

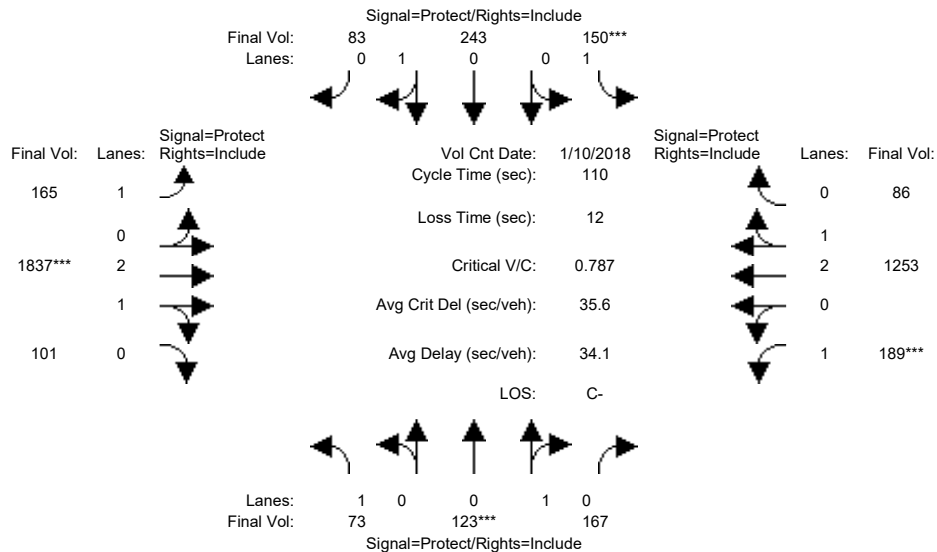
Note: Queue reported is the number of cars per lane.



Vallco Special Area Specific Plan  
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Level Of Service Computation Report  
2000 HCM Operations (Future Volume Alternative)  
Existing PM With Occupied/Re-tenanted Mall Alternative

Intersection #19: Blaney Avenue / Stevens Creek Boulevard



Street Name:	Blaney Avenue						Stevens Creek Boulevard					
	North Bound			South Bound			East Bound			West Bound		
Approach:												
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:	>>	Count	Date:	10 Jan 2018	<<	05:00:00 PM						
Base Vol:	73	123	159	133	243	83	165	1591	101	181	977	71
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	73	123	159	133	243	83	165	1591	101	181	977	71
Added Vol:	0	0	8	17	0	0	0	246	0	8	276	15
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	73	123	167	150	243	83	165	1837	101	189	1253	86
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	73	123	167	150	243	83	165	1837	101	189	1253	86
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	73	123	167	150	243	83	165	1837	101	189	1253	86
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	73	123	167	150	243	83	165	1837	101	189	1253	86

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.95	0.95	0.92	0.95	0.95	0.92	0.98	0.95	0.92	0.98	0.95
Lanes:	1.00	0.42	0.58	1.00	0.75	0.25	1.00	2.84	0.16	1.00	2.80	0.20
Final Sat.:	1750	763	1037	1750	1342	458	1750	5308	292	1750	5240	360

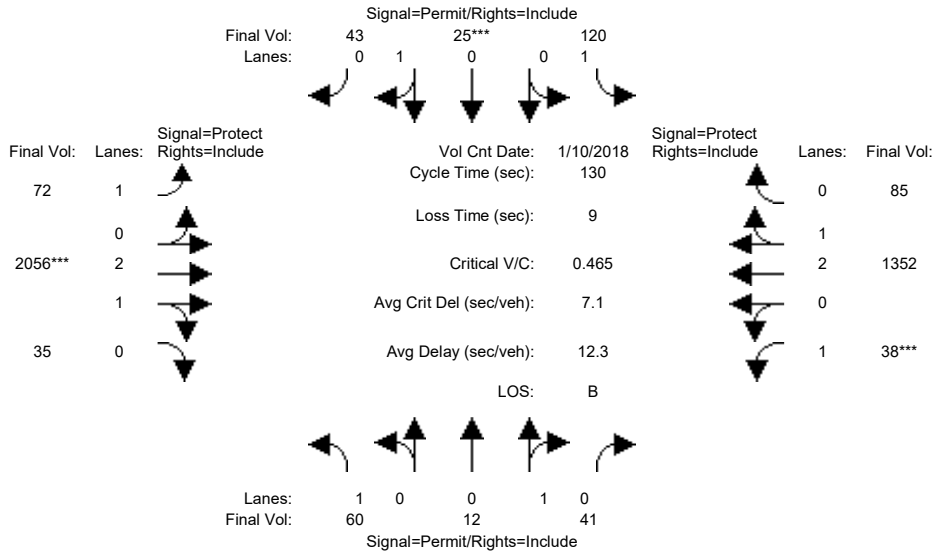
Capacity Analysis Module:												
Vol/Sat:	0.04	0.16	0.16	0.09	0.18	0.18	0.09	0.35	0.35	0.11	0.24	0.24
Crit Moves:	****			****			****			****		
Green Time:	9.0	22.5	22.5	12.0	25.5	25.5	18.0	48.4	48.4	15.1	45.5	45.5
Volume/Cap:	0.51	0.79	0.79	0.79	0.78	0.78	0.58	0.79	0.79	0.79	0.58	0.58
Delay/Veh:	51.5	52.2	52.2	67.0	48.7	48.7	45.4	28.1	28.1	61.6	25.2	25.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	51.5	52.2	52.2	67.0	48.7	48.7	45.4	28.1	28.1	61.6	25.2	25.2
LOS by Move:	D-	D-	D-	E	D	D	D	C	C	E	C	C
HCM2k95thQ:	5	19	19	14	23	23	11	32	32	14	21	21

Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report  
2000 HCM Operations (Future Volume Alternative)  
Existing PM With Occupied/Re-tenanted Mall Alternative

Intersection #20: Portal Avenue / Stevens Creek Boulevard



Street Name:	Portal Avenue						Stevens Creek Boulevard					
	North Bound			South Bound			East Bound			West Bound		
Approach:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:	>>	Count	Date:	10 Jan 2018	<<	05:00:00 PM						
Base Vol:	60	12	41	120	25	43	72	1785	35	38	1052	85
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	60	12	41	120	25	43	72	1785	35	38	1052	85
Added Vol:	0	0	0	0	0	0	0	271	0	0	300	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	60	12	41	120	25	43	72	2056	35	38	1352	85
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	60	12	41	120	25	43	72	2056	35	38	1352	85
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	60	12	41	120	25	43	72	2056	35	38	1352	85
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	60	12	41	120	25	43	72	2056	35	38	1352	85

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.95	0.95	0.92	0.95	0.95	0.92	0.98	0.95	0.92	0.98	0.95
Lanes:	1.00	0.23	0.77	1.00	0.37	0.63	1.00	2.95	0.05	1.00	2.82	0.18
Final Sat.:	1750	408	1392	1750	662	1138	1750	5506	94	1750	5268	331

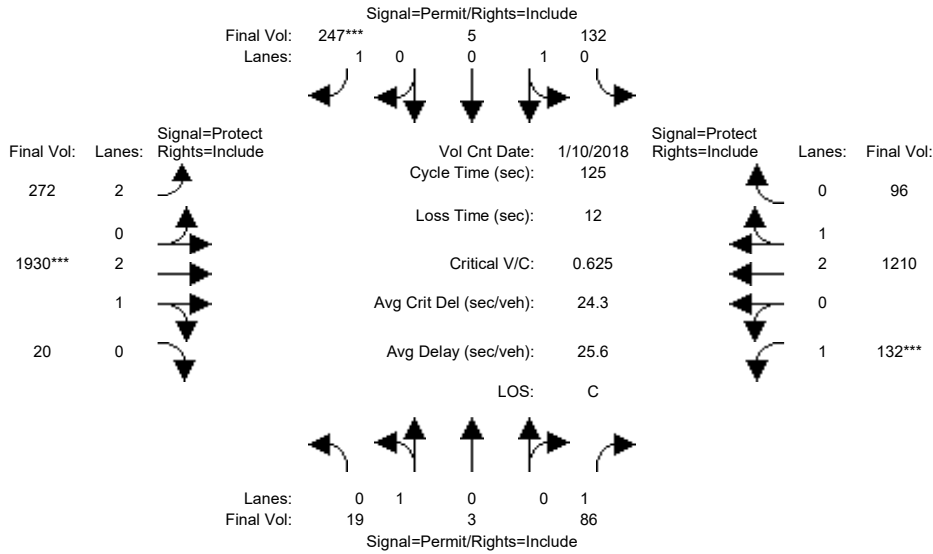
Capacity Analysis Module:												
Vol/Sat:	0.03	0.03	0.03	0.07	0.04	0.04	0.04	0.37	0.37	0.02	0.26	0.26
Crit Moves:					****			****			****	
Green Time:	10.5	10.5	10.5	10.5	10.5	10.5	19.2	104	103.5	7.0	91.4	91.4
Volume/Cap:	0.43	0.37	0.37	0.85	0.47	0.47	0.28	0.47	0.47	0.40	0.37	0.37
Delay/Veh:	59.0	58.2	58.2	95.1	59.5	59.5	49.9	4.4	4.4	62.3	7.8	7.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	59.0	58.2	58.2	95.1	59.5	59.5	49.9	4.4	4.4	62.3	7.8	7.8
LOS by Move:	E+	E+	E+	F	E+	E+	D	A	A	E	A	A
HCM2k95thQ:	6	5	5	14	7	7	5	16	16	3	14	14

Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report  
2000 HCM Operations (Future Volume Alternative)  
Existing PM With Occupied/Re-tenanted Mall Alternative

Intersection #21: Perimeter Road / Stevens Creek Boulevard



Street Name:	Perimeter Road						Stevens Creek Boulevard					
	North Bound			South Bound			East Bound			West Bound		
Approach:												
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:	>>	Count	Date:	10 Jan 2018	<<	05:00:00 PM						
Base Vol:	19	3	86	42	5	27	50	1881	20	132	1130	23
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	19	3	86	42	5	27	50	1881	20	132	1130	23
Added Vol:	0	0	0	90	0	220	222	49	0	0	80	73
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	19	3	86	132	5	247	272	1930	20	132	1210	96
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	19	3	86	132	5	247	272	1930	20	132	1210	96
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	19	3	86	132	5	247	272	1930	20	132	1210	96
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	19	3	86	132	5	247	272	1930	20	132	1210	96

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.92	0.95	0.95	0.92	0.83	0.98	0.95	0.92	0.99	0.95
Lanes:	0.86	0.14	1.00	0.96	0.04	1.00	2.00	2.97	0.03	1.00	2.77	0.23
Final Sat.:	1555	245	1750	1734	66	1750	3150	5542	57	1750	5188	412

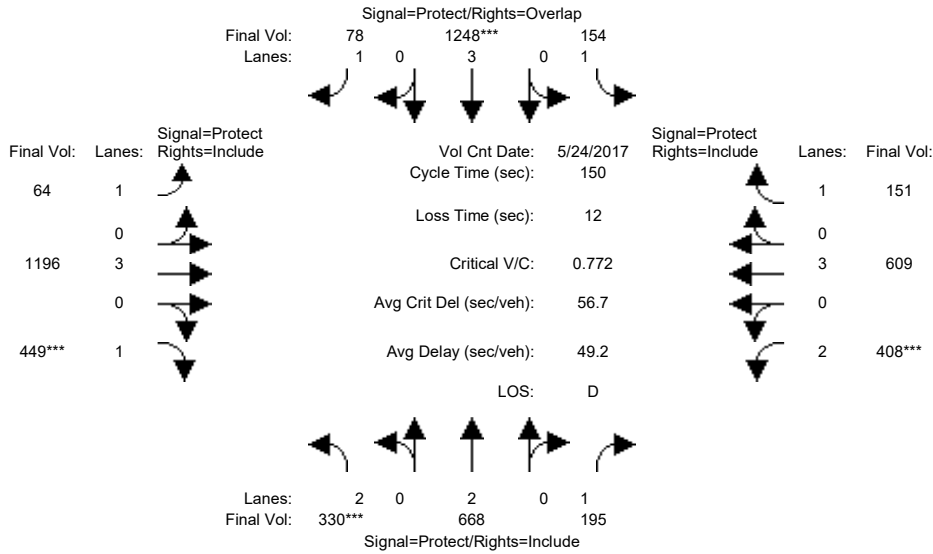
Capacity Analysis Module:												
Vol/Sat:	0.01	0.01	0.05	0.08	0.08	0.14	0.09	0.35	0.35	0.08	0.23	0.23
Crit Moves:						****		****		****		
Green Time:	28.2	28.2	28.2	28.2	28.2	28.2	22.9	69.7	69.7	15.1	61.9	61.9
Volume/Cap:	0.05	0.05	0.22	0.34	0.34	0.62	0.47	0.62	0.62	0.62	0.47	0.47
Delay/Veh:	38.0	38.0	39.7	41.0	41.0	46.7	46.2	19.2	19.2	58.0	20.9	20.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	38.0	38.0	39.7	41.0	41.0	46.7	46.2	19.2	19.2	58.0	20.9	20.9
LOS by Move:	D+	D+	D	D	D	D	D	B-	B-	E+	C+	C+
HCM2k95thQ:	1	1	6	9	9	18	11	29	29	10	19	19

Note: Queue reported is the number of cars per lane.

Vallco Special Area Specific Plan  
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Level Of Service Computation Report  
2000 HCM Operations (Future Volume Alternative)  
Existing PM With Occupied/Re-tenanted Mall Alternative

Intersection #22: Wolfe Road / El Camino Real



Street Name:	Wolfe Road						El Camino Real					
	North Bound			South Bound			East Bound			West Bound		
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:	>>	Count	Date:	24 May 2017	<<	05:00:00 PM						
Base Vol:	306	593	174	154	1179	78	64	1196	427	389	609	151
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	306	593	174	154	1179	78	64	1196	427	389	609	151
Added Vol:	24	75	21	0	69	0	0	0	22	19	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	330	668	195	154	1248	78	64	1196	449	408	609	151
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	330	668	195	154	1248	78	64	1196	449	408	609	151
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	330	668	195	154	1248	78	64	1196	449	408	609	151
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	330	668	195	154	1248	78	64	1196	449	408	609	151

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.83	1.00	0.92
Lanes:	2.00	2.00	1.00	1.00	3.00	1.00	1.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	3150	3800	1750	1750	5700	1750	1750	5700	1750	3150	5700	1750

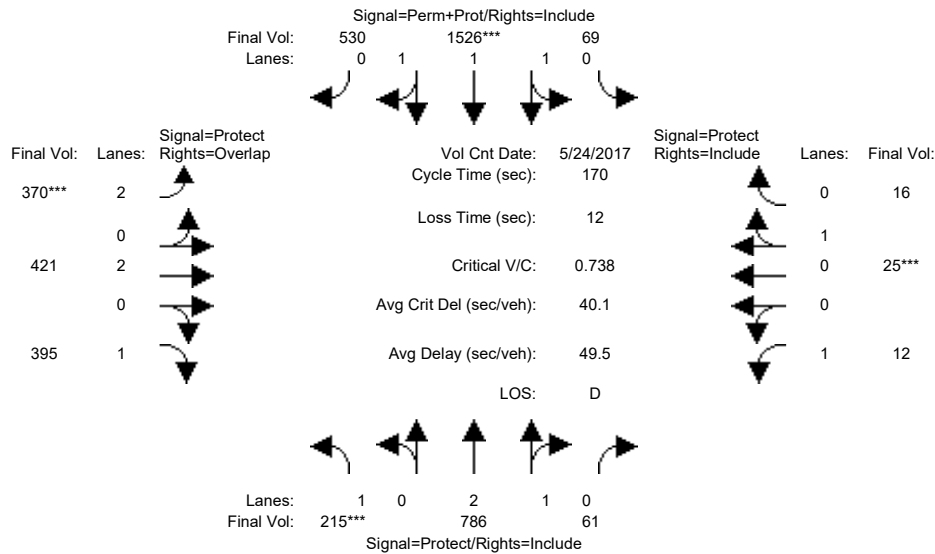
Capacity Analysis Module:												
Vol/Sat:	0.10	0.18	0.11	0.09	0.22	0.04	0.04	0.21	0.26	0.13	0.11	0.09
Crit Moves:	***			****			****		****	****		
Green Time:	20.4	41.9	41.9	21.0	42.6	65.4	22.8	49.9	49.9	25.2	52.2	52.2
Volume/Cap:	0.77	0.63	0.40	0.63	0.77	0.10	0.24	0.63	0.77	0.77	0.31	0.25
Delay/Veh:	71.0	48.4	44.3	66.0	51.6	25.0	56.4	43.0	51.2	66.6	35.8	35.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	71.0	48.4	44.3	66.0	51.6	25.0	56.4	43.0	51.2	66.6	35.8	35.1
LOS by Move:	E	D	D	E	D-	C	E+	D	D-	E	D+	D+
HCM2k95thQ:	16	23	14	15	32	4	6	27	36	20	12	10

Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report  
2000 HCM Operations (Future Volume Alternative)  
Existing PM With Occupied/Re-tenanted Mall Alternative

Intersection #23: Wolfe Road / Fremont Avenue



Street Name:	Wolfe Road						Fremont Avenue					
	North Bound			South Bound			East Bound			West Bound		
Approach:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:	>>	Count	Date:	24 May 2017	<<	05:00:00 PM						
Base Vol:	183	666	61	69	1416	530	370	421	366	12	25	16
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	183	666	61	69	1416	530	370	421	366	12	25	16
Added Vol:	32	120	0	0	110	0	0	0	29	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	215	786	61	69	1526	530	370	421	395	12	25	16
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	215	786	61	69	1526	530	370	421	395	12	25	16
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	215	786	61	69	1526	530	370	421	395	12	25	16
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	215	786	61	69	1526	530	370	421	395	12	25	16

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.99	0.95	0.95	0.97	0.95	0.83	1.00	0.92	0.92	0.95	0.95
Lanes:	1.00	2.78	0.22	0.10	2.14	0.76	2.00	2.00	1.00	1.00	0.61	0.39
Final Sat.:	1750	5196	403	179	3949	1372	3150	3800	1750	1750	1098	702

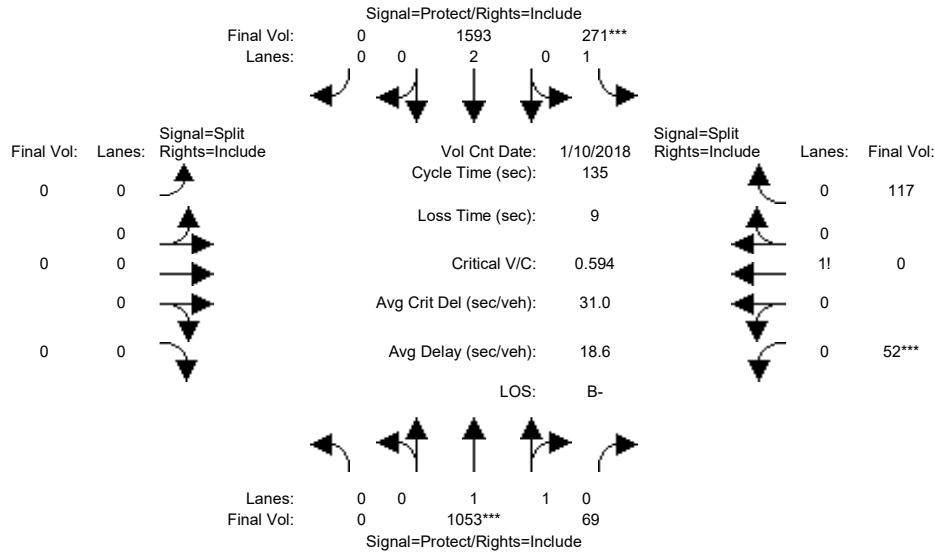
Capacity Analysis Module:												
Vol/Sat:	0.12	0.15	0.15	0.00	0.39	0.39	0.12	0.11	0.23	0.01	0.02	0.02
Crit Moves:	***				***		***				***	
Green Time:	29.3	34.2	34.2	90.3	92.2	92.2	26.5	26.6	55.9	9.9	10.0	10.0
Volume/Cap:	0.71	0.75	0.75	0.73	0.71	0.71	0.75	0.71	0.69	0.12	0.39	0.39
Delay/Veh:	74.2	66.8	66.8	31.4	29.9	29.9	75.0	71.9	52.9	76.4	79.4	79.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	74.2	66.8	66.8	31.4	29.9	29.9	75.0	71.9	52.9	76.4	79.4	79.4
LOS by Move:	E	E	E	C	C	C	E-	E	D-	E-	E-	E-
HCM2k95thQ:	21	25	25	45	44	44	20	18	32	1	5	5

Note: Queue reported is the number of cars per lane.

Vallco Special Area Specific Plan  
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Level Of Service Computation Report  
2000 HCM Operations (Future Volume Alternative)  
Existing PM With Occupied/Re-tenanted Mall Alternative

Intersection #24: Wolfe Road / Marion Way



Street Name:	Wolfe Road						Marion Way					
	North Bound			South Bound			East Bound			West Bound		
Approach:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	0	0	0	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:	>>	Count	Date:	10 Jan 2018	<<	05:00:00 PM						
Base Vol:	0	901	63	271	1454	0	0	0	0	47	0	117
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	901	63	271	1454	0	0	0	0	47	0	117
Added Vol:	0	152	6	0	139	0	0	0	0	5	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	1053	69	271	1593	0	0	0	0	52	0	117
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	1053	69	271	1593	0	0	0	0	52	0	117
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1053	69	271	1593	0	0	0	0	52	0	117
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	0	1053	69	271	1593	0	0	0	0	52	0	117

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	1.00	0.92	0.92	1.00	0.92	0.92	0.92	0.92
Lanes:	0.00	1.87	0.13	1.00	2.00	0.00	0.00	0.00	0.00	0.31	0.00	0.69
Final Sat.:	0	3472	228	1750	3800	0	0	0	0	538	0	1212

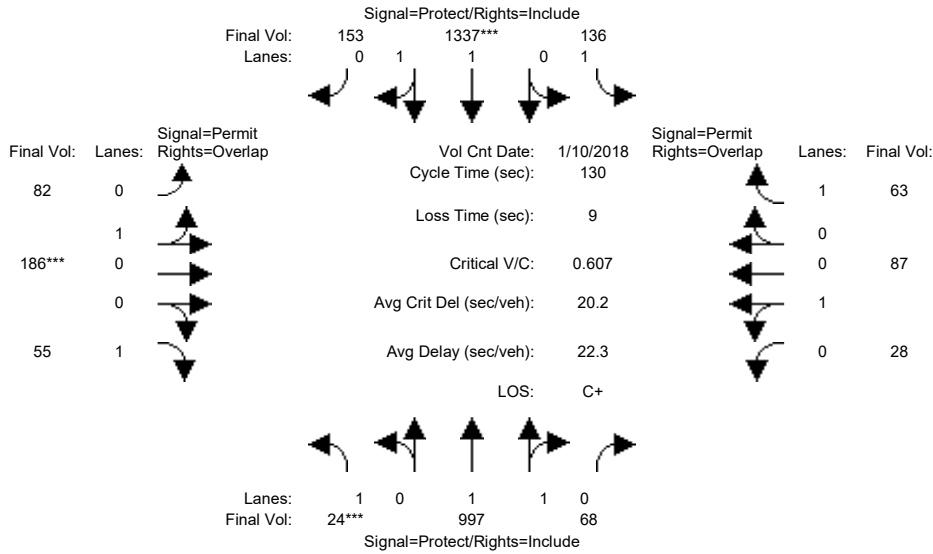
Capacity Analysis Module:												
Vol/Sat:	0.00	0.30	0.30	0.15	0.42	0.00	0.00	0.00	0.00	0.10	0.00	0.10
Crit Moves:	****			****						****		
Green Time:	0.0	68.9	68.9	35.2	104	0.0	0.0	0.0	0.0	21.9	0.0	21.9
Volume/Cap:	0.00	0.59	0.59	0.59	0.54	0.00	0.00	0.00	0.00	0.59	0.00	0.59
Delay/Veh:	0.0	23.8	23.8	45.8	6.3	0.0	0.0	0.0	0.0	55.8	0.0	55.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	23.8	23.8	45.8	6.3	0.0	0.0	0.0	0.0	55.8	0.0	55.8
LOS by Move:	A	C	C	D	A	A	A	A	A	E+	A	E+
HCM2k95thQ:	0	28	28	19	23	0	0	0	0	15	0	15

Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report  
2000 HCM Operations (Future Volume Alternative)  
Existing PM With Occupied/Re-tenanted Mall Alternative

Intersection #25: Wolfe Road / Inverness Way



Street Name:	Wolfe Road						Inverness Way					
	North Bound			South Bound			East Bound			West Bound		
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:	>>	Count	Date:	10 Jan 2018	<<	05:00:00 PM						
Base Vol:	18	839	62	136	1192	153	82	186	49	22	87	63
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	18	839	62	136	1192	153	82	186	49	22	87	63
Added Vol:	6	158	6	0	145	0	0	0	6	6	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	24	997	68	136	1337	153	82	186	55	28	87	63
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	24	997	68	136	1337	153	82	186	55	28	87	63
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	24	997	68	136	1337	153	82	186	55	28	87	63
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	24	997	68	136	1337	153	82	186	55	28	87	63

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	0.98	0.95	0.95	0.95	0.92	0.95	0.95	0.92
Lanes:	1.00	1.87	0.13	1.00	1.79	0.21	0.31	0.69	1.00	0.24	0.76	1.00
Final Sat.:	1750	3464	236	1750	3320	380	551	1249	1750	438	1362	1750

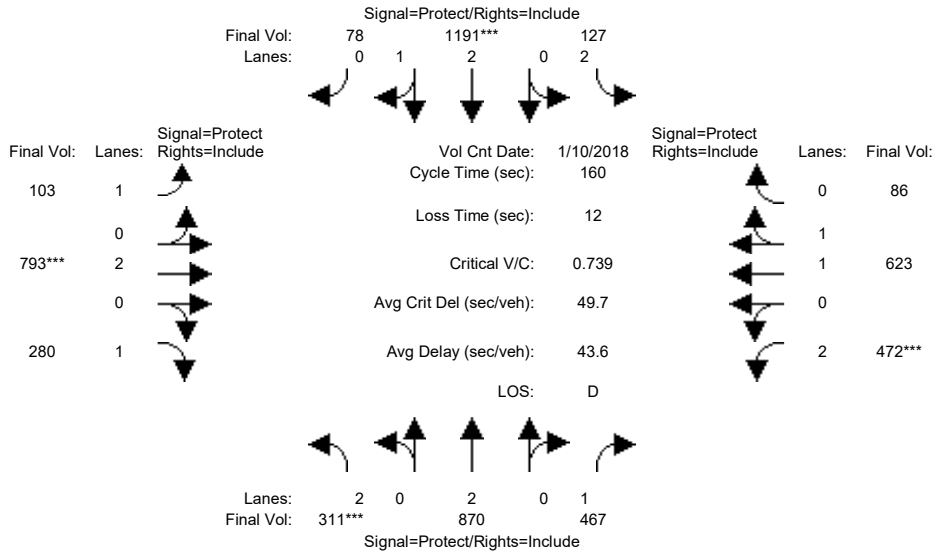
Capacity Analysis Module:												
Vol/Sat:	0.01	0.29	0.29	0.08	0.40	0.40	0.15	0.15	0.03	0.06	0.06	0.04
Crit Moves:	***			***			***			***		
Green Time:	7.0	71.0	71.0	19.2	83.2	83.2	30.8	30.8	37.8	30.8	30.8	50.0
Volume/Cap:	0.25	0.53	0.53	0.53	0.63	0.63	0.63	0.63	0.11	0.27	0.27	0.09
Delay/Veh:	60.4	19.0	19.0	53.2	14.6	14.6	47.5	47.5	33.9	40.8	40.8	25.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	60.4	19.0	19.0	53.2	14.6	14.6	47.5	47.5	33.9	40.8	40.8	25.6
LOS by Move:	E	B-	B-	D-	B	B	D	D	C-	D	D	C
HCM2k95thQ:	2	24	24	10	31	31	20	20	3	8	8	3

Note: Queue reported is the number of cars per lane.

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2000 HCM Operations (Future Volume Alternative)  
Existing PM With Occupied/Re-tenanted Mall Alternative

Intersection #26: Wolfe Road / Homestead Road



Street Name:	Wolfe Road						Homestead Road					
	North Bound			South Bound			East Bound			West Bound		
Approach:												
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:	>>	Count	Date:	10 Jan 2018	<<	05:00:00 PM						
Base Vol:	264	700	433	127	1035	78	103	793	232	441	623	86
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	264	700	433	127	1035	78	103	793	232	441	623	86
Added Vol:	47	170	34	0	156	0	0	0	48	31	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	311	870	467	127	1191	78	103	793	280	472	623	86
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	311	870	467	127	1191	78	103	793	280	472	623	86
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	311	870	467	127	1191	78	103	793	280	472	623	86
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	311	870	467	127	1191	78	103	793	280	472	623	86

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	0.98	0.95	0.92	1.00	0.92	0.83	0.98	0.95
Lanes:	2.00	2.00	1.00	2.00	2.81	0.19	1.00	2.00	1.00	2.00	1.75	0.25
Final Sat.:	3150	3800	1750	3150	5255	344	1750	3800	1750	3150	3251	449

Capacity Analysis Module:												
Vol/Sat:	0.10	0.23	0.27	0.04	0.23	0.23	0.06	0.21	0.16	0.15	0.19	0.19
Crit Moves:	***			****			****			****		
Green Time:	21.4	60.5	60.5	9.9	49.0	49.0	18.2	45.2	45.2	32.4	59.4	59.4
Volume/Cap:	0.74	0.61	0.71	0.65	0.74	0.74	0.52	0.74	0.57	0.74	0.52	0.52
Delay/Veh:	66.6	24.6	28.6	77.7	36.8	36.8	69.1	54.8	50.6	64.4	39.5	39.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	66.6	24.6	28.6	77.7	36.8	36.8	69.1	54.8	50.6	64.4	39.5	39.5
LOS by Move:	E	C	C	E-	D+	D+	E	D-	D	E	D	D
HCM2k95thQ:	16	23	29	7	29	29	9	28	20	23	21	21

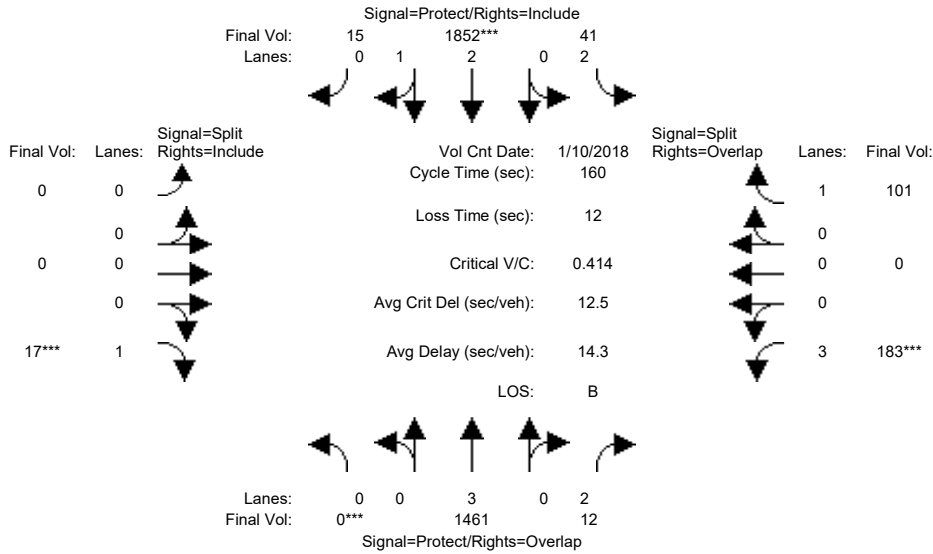
Note: Queue reported is the number of cars per lane.



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Level Of Service Computation Report  
2000 HCM Operations (Future Volume Alternative)  
Existing PM With Occupied/Re-tenanted Mall Alternative

Intersection #27: Wolfe Road / Apple Park



Street Name:	Wolfe Road						Apple Park					
	North Bound			South Bound			East Bound			West Bound		
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	0	0	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:	>>	Count	Date:	10 Jan 2018	<<	05:00:00 PM						
Base Vol:	0	1210	12	41	1616	15	0	0	17	183	0	101
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	1210	12	41	1616	15	0	0	17	183	0	101
Added Vol:	0	251	0	0	236	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	1461	12	41	1852	15	0	0	17	183	0	101
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	1461	12	41	1852	15	0	0	17	183	0	101
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1461	12	41	1852	15	0	0	17	183	0	101
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	0	1461	12	41	1852	15	0	0	17	183	0	101

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.83	0.83	0.98	0.95	0.92	1.00	0.92	0.80	1.00	0.92
Lanes:	0.00	3.00	2.00	2.00	2.98	0.02	0.00	0.00	1.00	3.00	0.00	1.00
Final Sat.:	0	5700	3150	3150	5555	45	0	0	1750	4551	0	1750

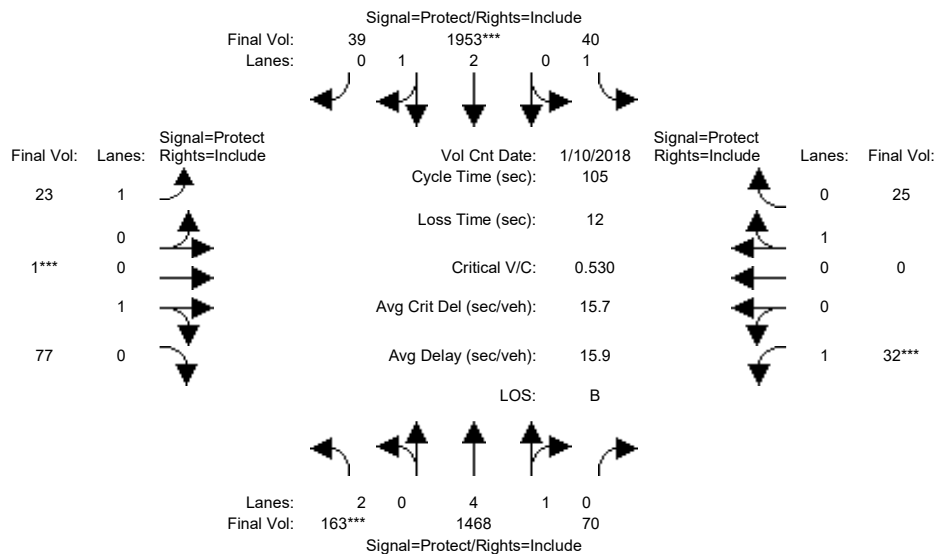
Capacity Analysis Module:												
Vol/Sat:	0.00	0.26	0.00	0.01	0.33	0.33	0.00	0.00	0.01	0.04	0.00	0.06
Crit Moves:	***				***				***	***		
Green Time:	0.0	105	120.0	18.0	123	123.1	0.0	0.0	10.0	14.9	0.0	32.8
Volume/Cap:	0.00	0.39	0.01	0.12	0.43	0.43	0.00	0.00	0.16	0.43	0.00	0.28
Delay/Veh:	0.0	12.7	5.0	64.0	6.4	6.4	0.0	0.0	71.7	69.3	0.0	54.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	12.7	5.0	64.0	6.4	6.4	0.0	0.0	71.7	69.3	0.0	54.1
LOS by Move:	A	B	A	E	A	A	A	A	E	E	A	D-
HCM2k95thQ:	0	20	0	2	19	19	0	0	2	8	0	9

Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report  
2000 HCM Operations (Future Volume Alternative)  
Existing PM With Occupied/Re-tenanted Mall Alternative

Intersection #28: Wolfe Road / Pruneridge Avenue



Street Name:	Wolfe Road						Pruneridge Avenue					
	North Bound			South Bound			East Bound			West Bound		
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:	>>	Count	Date:	10 Jan 2018	<<	05:00:00	PM					
Base Vol:	163	1217	70	40	1717	39	23	1	77	32	0	25
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	163	1217	70	40	1717	39	23	1	77	32	0	25
Added Vol:	0	251	0	0	236	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	163	1468	70	40	1953	39	23	1	77	32	0	25
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	163	1468	70	40	1953	39	23	1	77	32	0	25
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	163	1468	70	40	1953	39	23	1	77	32	0	25
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	163	1468	70	40	1953	39	23	1	77	32	0	25

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	0.99	0.95	0.92	0.98	0.95	0.92	0.95	0.95	0.92	1.00	0.95
Lanes:	2.00	4.76	0.24	1.00	2.94	0.06	1.00	0.01	0.99	1.00	0.00	1.00
Final Sat.:	3150	8971	428	1750	5490	110	1750	23	1777	1750	0	1800

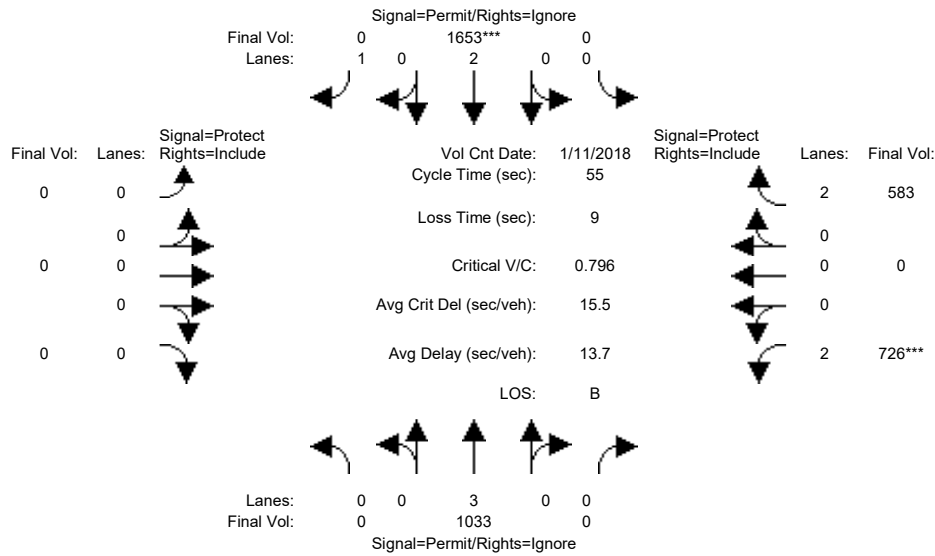
Capacity Analysis Module:												
Vol/Sat:	0.05	0.16	0.16	0.02	0.36	0.36	0.01	0.04	0.04	0.02	0.00	0.01
Crit Moves:	***			****			****			****		
Green Time:	9.7	54.0	54.0	22.0	66.3	66.3	7.0	10.0	10.0	7.0	0.0	10.0
Volume/Cap:	0.56	0.32	0.32	0.11	0.56	0.56	0.20	0.46	0.46	0.27	0.00	0.15
Delay/Veh:	48.2	14.8	14.8	33.7	11.3	11.3	47.2	46.8	46.8	47.9	0.0	44.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	48.2	14.8	14.8	33.7	11.3	11.3	47.2	46.8	46.8	47.9	0.0	44.0
LOS by Move:	D	B	B	C-	B+	B+	D	D	D	D	A	D
HCM2k95thQ:	6	11	11	2	22	22	2	6	6	3	0	2

Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report  
2000 HCM Operations (Future Volume Alternative)  
Existing PM With Occupied/Re-tenanted Mall Alternative

Intersection #29: Wolfe Road / I-280 Ramp (North)



Street Name:	Wolfe Road						I-280 Ramp (North)					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	10	10	0	10	10	0	0	0	10	10	10
Y+R:	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0

Volume Module:	>>	Count	Date:	11 Jan 2018	<<	05:00:00 PM						
Base Vol:	0	782	526	0	1417	562	0	0	0	557	0	583
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	782	526	0	1417	562	0	0	0	557	0	583
Added Vol:	0	251	86	0	236	0	0	0	0	169	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	1033	612	0	1653	562	0	0	0	726	0	583
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	1033	0	0	1653	0	0	0	0	726	0	583
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1033	0	0	1653	0	0	0	0	726	0	583
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	0	1033	0	0	1653	0	0	0	0	726	0	583

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.83	1.00	0.83
Lanes:	0.00	3.00	0.00	0.00	2.00	1.00	0.00	0.00	0.00	2.00	0.00	2.00
Final Sat.:	0	5600	0	0	3800	1750	0	0	0	3150	0	3150

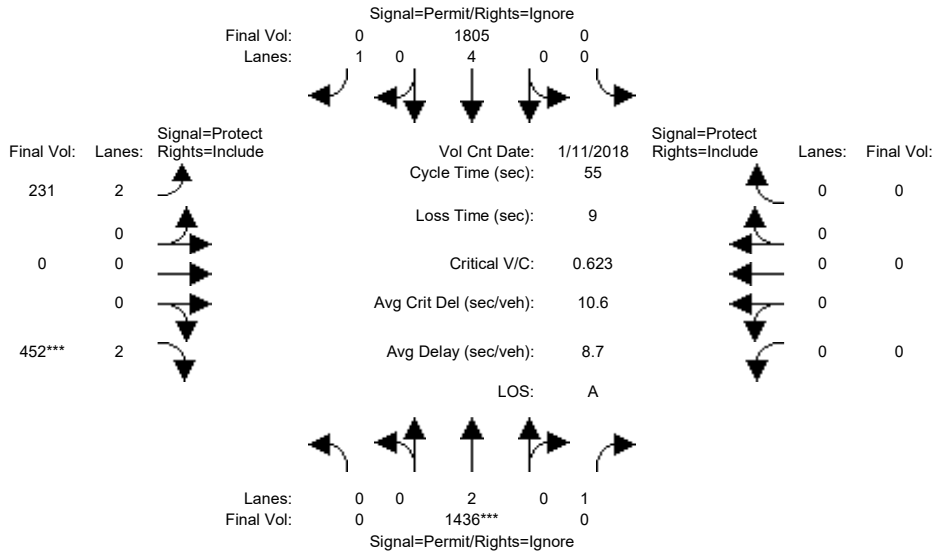
Capacity Analysis Module:												
Vol/Sat:	0.00	0.18	0.00	0.00	0.44	0.00	0.00	0.00	0.00	0.23	0.00	0.19
Crit Moves:					****						****	
Green Time:	0.0	30.1	0.0	0.0	30.1	0.0	0.0	0.0	0.0	15.9	0.0	15.9
Volume/Cap:	0.00	0.34	0.00	0.00	0.80	0.00	0.00	0.00	0.00	0.80	0.00	0.64
Delay/Veh:	0.0	7.0	0.0	0.0	12.2	0.0	0.0	0.0	0.0	22.9	0.0	18.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	7.0	0.0	0.0	12.2	0.0	0.0	0.0	0.0	22.9	0.0	18.6
LOS by Move:	A	A	A	A	B	A	A	A	A	C+	A	B-
HCM2k95thQ:	0	2	0	0	11	0	0	0	0	17	0	12

Note: Queue reported is the number of cars per lane.

Vallco Special Area Specific Plan  
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Level Of Service Computation Report  
2000 HCM Operations (Future Volume Alternative)  
Existing PM With Occupied/Re-tenanted Mall Alternative

Intersection #30: Wolfe Road / I-280 Ramp (South)



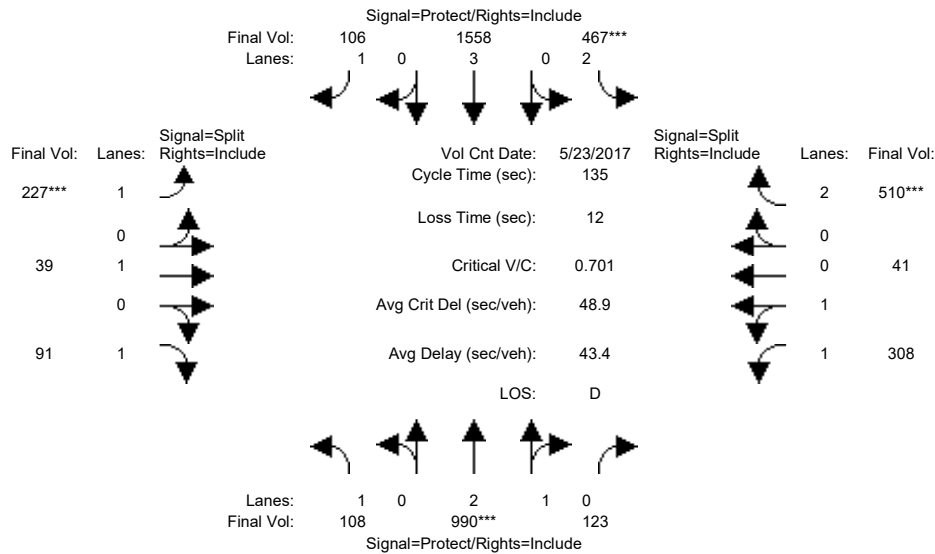
Street Name:	Wolfe Road						I-280 Ramp (South)					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	0	0	0
Y+R:	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Volume Module: >> Count Date:	11 Jan 2018 << 05:00:00 PM											
Base Vol:	0	1099	463	0	1401	565	231	0	375	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	1099	463	0	1401	565	231	0	375	0	0	0
Added Vol:	0	337	184	0	404	0	0	0	77	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	1436	647	0	1805	565	231	0	452	0	0	0
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	1436	0	0	1805	0	231	0	452	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1436	0	0	1805	0	231	0	452	0	0	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	0	1436	0	0	1805	0	231	0	452	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.83	1.00	0.83	0.92	1.00	0.92
Lanes:	0.00	2.00	1.00	0.00	4.00	1.00	2.00	0.00	2.00	0.00	0.00	0.00
Final Sat.:	0	3800	1750	0	7600	1750	3150	0	3150	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.38	0.00	0.00	0.24	0.00	0.07	0.00	0.14	0.00	0.00	0.00
Crit Moves:	****			****			****			****		
Green Time:	0.0	33.3	0.0	0.0	33.3	0.0	12.7	0.0	12.7	0.0	0.0	0.0
Volume/Cap:	0.00	0.62	0.00	0.00	0.39	0.00	0.32	0.00	0.62	0.00	0.00	0.00
Delay/Veh:	0.0	7.4	0.0	0.0	5.6	0.0	17.8	0.0	20.7	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	7.4	0.0	0.0	5.6	0.0	17.8	0.0	20.7	0.0	0.0	0.0
LOS by Move:	A	A	A	A	A	A	B	A	C+	A	A	A
HCM2k95thQ:	0	2	0	0	0	0	5	0	10	0	0	0

Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report  
2000 HCM Operations (Future Volume Alternative)  
Existing PM With Occupied/Re-tenanted Mall Alternative

Intersection #31: Wolfe Road / Vallco Parkway



Street Name:	Wolfe Road						Vallco Parkway					
	North Bound			South Bound			East Bound			West Bound		
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:	>>	Count	Date:	23 May 2017	<<	05:00:00	PM					
Base Vol:	43	874	68	252	1522	57	34	12	18	150	6	460
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	43	874	68	252	1522	57	34	12	18	150	6	460
Added Vol:	65	116	55	215	36	49	193	27	73	158	35	50
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	108	990	123	467	1558	106	227	39	91	308	41	510
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	108	990	123	467	1558	106	227	39	91	308	41	510
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	108	990	123	467	1558	106	227	39	91	308	41	510
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	108	990	123	467	1558	106	227	39	91	308	41	510

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.99	0.95	0.83	1.00	0.92	0.92	1.00	0.92	0.93	0.95	0.83
Lanes:	1.00	2.66	0.34	2.00	3.00	1.00	1.00	1.00	1.00	1.77	0.23	2.00
Final Sat.:	1750	4980	619	3150	5700	1750	1750	1900	1750	3133	417	3150

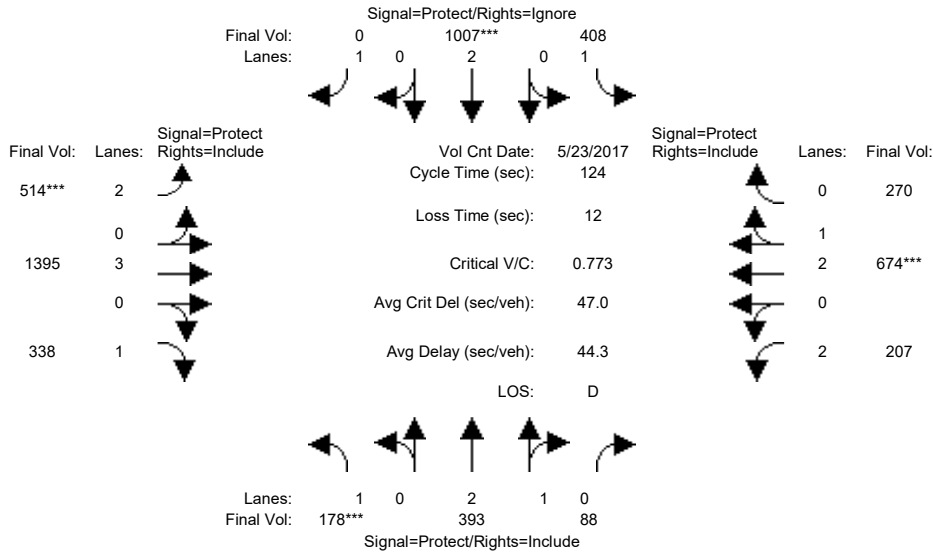
Capacity Analysis Module:												
Vol/Sat:	0.06	0.20	0.20	0.15	0.27	0.06	0.13	0.02	0.05	0.10	0.10	0.16
Crit Moves:	****			****			****			****		
Green Time:	12.3	38.3	38.3	28.6	54.5	54.5	25.0	25.0	25.0	31.2	31.2	31.2
Volume/Cap:	0.68	0.70	0.70	0.70	0.68	0.15	0.70	0.11	0.28	0.43	0.43	0.70
Delay/Veh:	70.5	44.7	44.7	52.6	33.8	25.6	58.2	45.9	47.8	44.6	44.6	50.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	70.5	44.7	44.7	52.6	33.8	25.6	58.2	45.9	47.8	44.6	44.6	50.7
LOS by Move:	E	D	D	D-	C-	C	E+	D	D	D	D	D
HCM2k95thQ:	9	24	24	20	30	6	20	3	7	12	12	21

Note: Queue reported is the number of cars per lane.

Vallco Special Area Specific Plan  
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Level Of Service Computation Report  
2000 HCM Operations (Future Volume Alternative)  
Existing PM With Occupied/Re-tenanted Mall Alternative

Intersection #32: Wolfe Road-Miller Avenue / Stevens Creek Boulevard



Street Name:	Wolfe Road-Miller Avenue						Stevens Creek Boulevard					
	North Bound			South Bound			East Bound			West Bound		
Approach:												
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0

Volume Module:	>>	Count	Date:	23 May 2017	<<	05:00:00 PM						
Base Vol:	152	314	88	287	904	429	426	1348	327	207	613	201
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	152	314	88	287	904	429	426	1348	327	207	613	201
Added Vol:	26	79	0	121	103	54	88	47	11	0	61	69
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	178	393	88	408	1007	483	514	1395	338	207	674	270
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	178	393	88	408	1007	0	514	1395	338	207	674	270
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	178	393	88	408	1007	0	514	1395	338	207	674	270
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	178	393	88	408	1007	0	514	1395	338	207	674	270

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.99	0.95	0.92	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.95
Lanes:	1.00	2.43	0.57	1.00	2.00	1.00	2.00	3.00	1.00	2.00	2.11	0.89
Final Sat.:	1750	4574	1024	1750	3800	1750	3150	5700	1750	3150	3996	1601

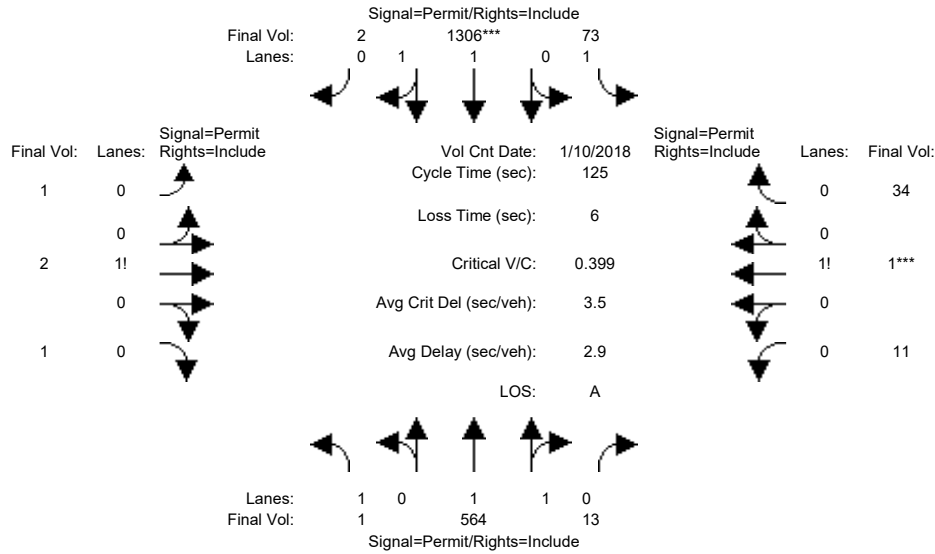
Capacity Analysis Module:												
Vol/Sat:	0.10	0.09	0.09	0.23	0.27	0.00	0.16	0.24	0.19	0.07	0.17	0.17
Crit Moves:	***			****			****			****		
Green Time:	16.3	15.8	15.8	43.0	42.5	0.0	26.2	41.9	41.9	11.3	27.0	27.0
Volume/Cap:	0.77	0.67	0.67	0.67	0.77	0.00	0.77	0.72	0.57	0.72	0.77	0.77
Delay/Veh:	67.0	54.1	54.1	37.5	39.4	0.0	51.8	37.3	35.0	63.7	48.7	48.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	67.0	54.1	54.1	37.5	39.4	0.0	51.8	37.3	35.0	63.7	48.7	48.7
LOS by Move:	E	D-	D-	D+	D	A	D-	D+	C-	E	D	D
HCM2k95thQ:	14	11	11	23	28	0	19	23	16	9	20	20

Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report  
2000 HCM Operations (Future Volume Alternative)  
Existing PM With Occupied/Re-tenanted Mall Alternative

Intersection #33: Miller Avenue / Calle De Barcelona



Street Name:	Miller Avenue						Calle De Barcelona					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:	>>	Count	Date:	10 Jan 2018	<<	05:00:00 PM						
Base Vol:	1	459	13	73	1192	2	1	2	1	11	1	34
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	1	459	13	73	1192	2	1	2	1	11	1	34
Added Vol:	0	105	0	0	114	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	1	564	13	73	1306	2	1	2	1	11	1	34
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	1	564	13	73	1306	2	1	2	1	11	1	34
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	1	564	13	73	1306	2	1	2	1	11	1	34
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	1	564	13	73	1306	2	1	2	1	11	1	34

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.97	0.95	0.92	0.97	0.95	0.92	0.92	0.92	0.92	0.92	0.92
Lanes:	1.00	1.95	0.05	1.00	1.99	0.01	0.25	0.50	0.25	0.24	0.02	0.74
Final Sat.:	1750	3617	83	1750	3694	6	438	875	438	418	38	1293

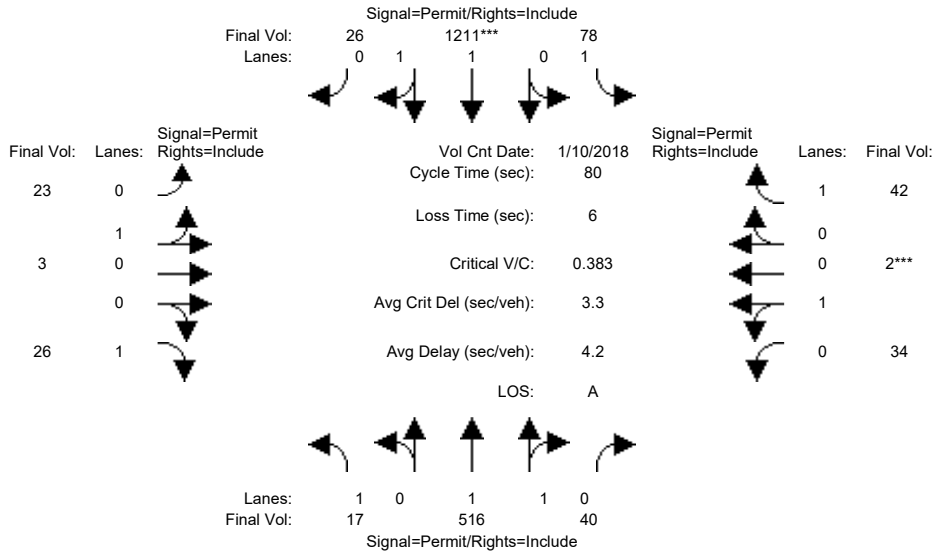
Capacity Analysis Module:												
Vol/Sat:	0.00	0.16	0.16	0.04	0.35	0.35	0.00	0.00	0.00	0.03	0.03	0.03
Crit Moves:					****						****	
Green Time:	109.0	109	109.0	109.0	109	109.0	10.0	10.0	10.0	10.0	10.0	10.0
Volume/Cap:	0.00	0.18	0.18	0.05	0.41	0.41	0.03	0.03	0.03	0.33	0.33	0.33
Delay/Veh:	1.0	1.2	1.2	1.1	1.7	1.7	53.1	53.1	53.1	55.7	55.7	55.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	1.0	1.2	1.2	1.1	1.7	1.7	53.1	53.1	53.1	55.7	55.7	55.7
LOS by Move:	A	A	A	A	A	A	D-	D-	D-	E+	E+	E+
HCM2k95thQ:	0	4	4	1	10	10	0	0	0	4	4	4

Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report  
2000 HCM Operations (Future Volume Alternative)  
Existing PM With Occupied/Re-tenanted Mall Alternative

Intersection #34: Miller Avenue / Phil Lane



Street Name:	Miller Avenue						Phil Lane					
	North Bound			South Bound			East Bound			West Bound		
Approach:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:	>>	Count	Date:	10 Jan 2018	<<	05:00:00 PM						
Base Vol:	17	423	40	65	1111	26	23	3	26	34	2	30
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	17	423	40	65	1111	26	23	3	26	34	2	30
Added Vol:	0	93	0	13	100	0	0	0	0	0	0	12
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	17	516	40	78	1211	26	23	3	26	34	2	42
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	17	516	40	78	1211	26	23	3	26	34	2	42
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	17	516	40	78	1211	26	23	3	26	34	2	42
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	17	516	40	78	1211	26	23	3	26	34	2	42

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	0.97	0.95	0.95	0.95	0.92	0.95	0.95	0.92
Lanes:	1.00	1.85	0.15	1.00	1.96	0.04	0.88	0.12	1.00	0.94	0.06	1.00
Final Sat.:	1750	3434	266	1750	3622	78	1592	208	1750	1700	100	1750

Capacity Analysis Module:													
Vol/Sat:	0.01	0.15	0.15	0.04	0.33	0.33	0.01	0.01	0.01	0.02	0.02	0.02	
Crit Moves:							****						
Green Time:	64.0	64.0	64.0	64.0	64.0	64.0	10.0	10.0	10.0	10.0	10.0	10.0	
Volume/Cap:	0.01	0.19	0.19	0.06	0.42	0.42	0.12	0.12	0.12	0.16	0.16	0.19	
Delay/Veh:	1.6	1.9	1.9	1.7	2.5	2.5	31.3	31.3	31.3	31.6	31.6	31.8	
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
AdjDel/Veh:	1.6	1.9	1.9	1.7	2.5	2.5	31.3	31.3	31.3	31.6	31.6	31.8	
LOS by Move:	A	A	A	A	A	A	C	C	C	C	C	C	
HCM2k95thQ:	0	3	3	1	9	9	1	1	1	2	2	2	

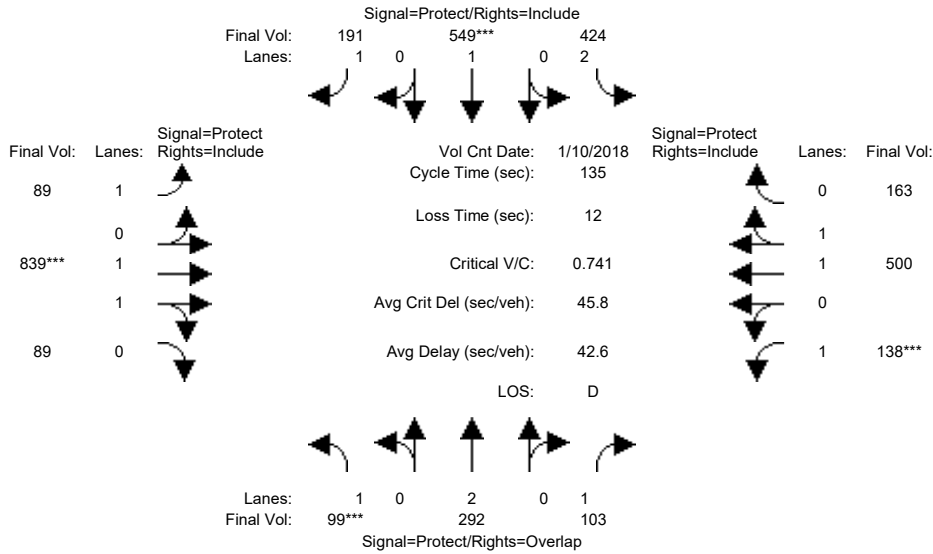
Note: Queue reported is the number of cars per lane.



Vallco Special Area Specific Plan  
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Level Of Service Computation Report  
2000 HCM Operations (Future Volume Alternative)  
Existing PM With Occupied/Re-tenanted Mall Alternative

Intersection #35: Miller Avenue / Bollinger Road



Street Name:	Miller Avenue						Bollinger Road					
	North Bound			South Bound			East Bound			West Bound		
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:	>>	Count	Date:	10 Jan 2018	<<	05:00:00 PM						
Base Vol:	99	236	103	393	487	184	82	839	89	138	500	133
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	99	236	103	393	487	184	82	839	89	138	500	133
Added Vol:	0	56	0	31	62	7	7	0	0	0	0	30
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	99	292	103	424	549	191	89	839	89	138	500	163
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	99	292	103	424	549	191	89	839	89	138	500	163
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	99	292	103	424	549	191	89	839	89	138	500	163
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	99	292	103	424	549	191	89	839	89	138	500	163

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.83	1.00	0.92	0.92	0.98	0.95	0.92	0.98	0.95
Lanes:	1.00	2.00	1.00	2.00	1.00	1.00	1.00	1.80	0.20	1.00	1.49	0.51
Final Sat.:	1750	3800	1750	3150	1900	1750	1750	3345	355	1750	2790	909

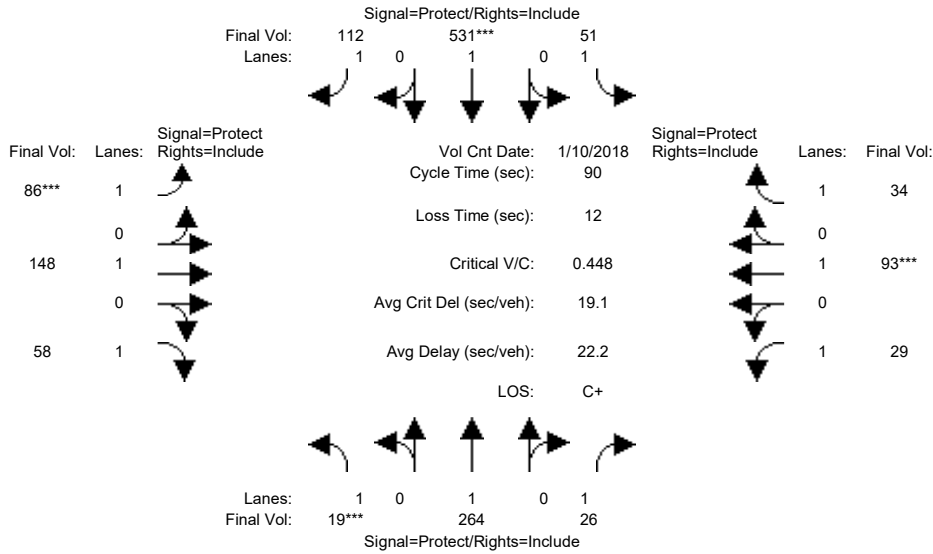
Capacity Analysis Module:												
Vol/Sat:	0.06	0.08	0.06	0.13	0.29	0.11	0.05	0.25	0.25	0.08	0.18	0.18
Crit Moves:	***			****			****			****		
Green Time:	10.3	22.9	37.2	40.1	52.6	52.6	13.5	45.7	45.7	14.4	46.6	46.6
Volume/Cap:	0.74	0.45	0.21	0.45	0.74	0.28	0.51	0.74	0.74	0.74	0.52	0.52
Delay/Veh:	80.8	50.9	37.8	38.9	39.4	28.4	60.1	41.8	41.8	73.2	35.7	35.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	80.8	50.9	37.8	38.9	39.4	28.4	60.1	41.8	41.8	73.2	35.7	35.7
LOS by Move:	F	D	D+	D+	D	C	E	D	D	E	D+	D+
HCM2k95thQ:	9	10	7	16	33	11	7	30	30	12	20	20

Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report  
2000 HCM Operations (Future Volume Alternative)  
Existing PM With Occupied/Re-tenanted Mall Alternative

Intersection #36: Miller Avenue / Rainbow Drive



Street Name:	Miller Avenue						Rainbow Drive					
	North Bound			South Bound			East Bound			West Bound		
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:	>>	Count	Date:	10 Jan 2018	<<	05:00:00 PM						
Base Vol:	19	208	26	51	469	112	86	148	58	29	93	34
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	19	208	26	51	469	112	86	148	58	29	93	34
Added Vol:	0	56	0	0	62	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	19	264	26	51	531	112	86	148	58	29	93	34
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	19	264	26	51	531	112	86	148	58	29	93	34
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	19	264	26	51	531	112	86	148	58	29	93	34
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	19	264	26	51	531	112	86	148	58	29	93	34

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1750	1900	1750	1750	1900	1750	1750	1900	1750	1750	1900	1750

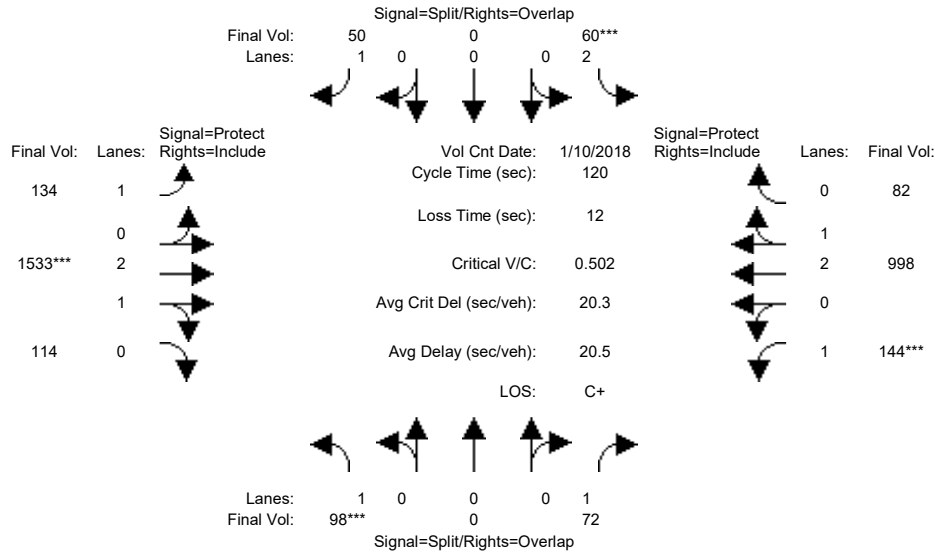
Capacity Analysis Module:												
Vol/Sat:	0.01	0.14	0.01	0.03	0.28	0.06	0.05	0.08	0.03	0.02	0.05	0.02
Crit Moves:	***			***			***			***		
Green Time:	7.0	37.7	37.7	21.1	51.9	51.9	9.1	11.2	11.2	7.9	10.0	10.0
Volume/Cap:	0.14	0.33	0.04	0.12	0.48	0.11	0.48	0.62	0.27	0.19	0.44	0.17
Delay/Veh:	39.2	17.9	15.4	27.3	11.5	8.7	40.3	42.4	36.3	38.7	38.9	36.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	39.2	17.9	15.4	27.3	11.5	8.7	40.3	42.4	36.3	38.7	38.9	36.7
LOS by Move:	D	B	B	C	B+	A	D	D	D+	D+	D+	D+
HCM2k95thQ:	1	9	1	2	15	3	6	10	4	2	6	2

Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report  
2000 HCM Operations (Future Volume Alternative)  
Existing PM With Occupied/Re-tenanted Mall Alternative

Intersection #37: Finch Avenue / Stevens Creek Boulevard



Street Name:	Finch Avenue						Stevens Creek Boulevard					
	North Bound			South Bound			East Bound			West Bound		
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	0	0	0	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:	>>	Count	Date:	10 Jan 2018	<<	05:00:00 PM											
Base Vol:	98	0	72	60	0	50	134	1366	114	144	868	82					
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00					
Initial Bse:	98	0	72	60	0	50	134	1366	114	144	868	82					
Added Vol:	0	0	0	0	0	0	0	167	0	0	130	0					
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0					
Initial Fut:	98	0	72	60	0	50	134	1533	114	144	998	82					
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00					
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00					
PHF Volume:	98	0	72	60	0	50	134	1533	114	144	998	82					
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0					
Reduced Vol:	98	0	72	60	0	50	134	1533	114	144	998	82					
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00					
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00					
Final Volume:	98	0	72	60	0	50	134	1533	114	144	998	82					

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.83	1.00	0.92	0.92	0.99	0.95	0.92	0.99	0.95
Lanes:	1.00	0.00	1.00	2.00	0.00	1.00	1.00	2.78	0.22	1.00	2.76	0.24
Final Sat.:	1750	0	1750	3150	0	1750	1750	5212	388	1750	5174	425

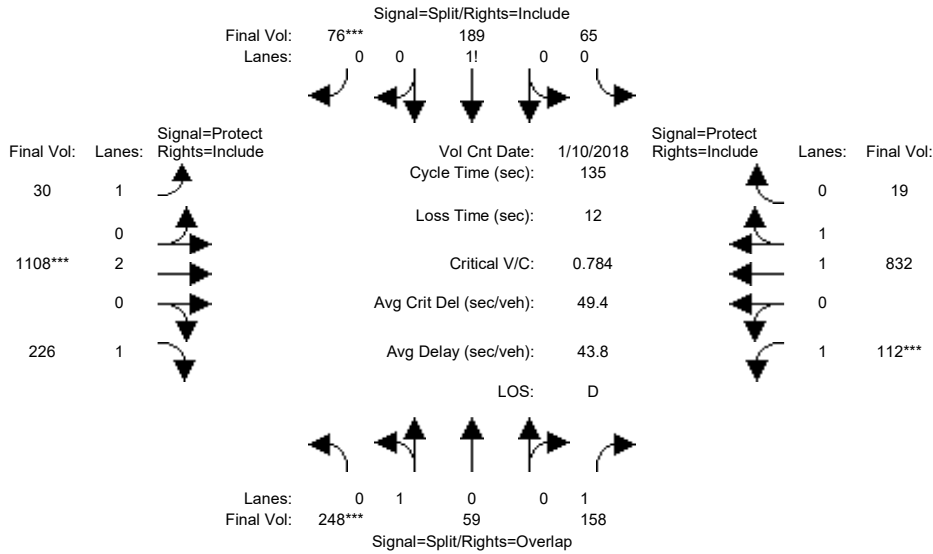
Capacity Analysis Module:												
Vol/Sat:	0.06	0.00	0.04	0.02	0.00	0.03	0.08	0.29	0.29	0.08	0.19	0.19
Crit Moves:	***			****			****			****		
Green Time:	13.4	0.0	33.1	4.6	0.0	31.7	27.2	70.4	70.4	19.7	62.9	62.9
Volume/Cap:	0.50	0.00	0.15	0.50	0.00	0.11	0.34	0.50	0.50	0.50	0.37	0.37
Delay/Veh:	52.2	0.0	33.0	59.9	0.0	33.5	39.4	14.7	14.7	47.1	16.9	16.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	52.2	0.0	33.0	59.9	0.0	33.5	39.4	14.7	14.7	47.1	16.9	16.9
LOS by Move:	D-	A	C-	E+	A	C-	D	B	B	D	B	B
HCM2k95thQ:	8	0	4	4	0	3	8	21	21	10	14	14

Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report  
2000 HCM Operations (Future Volume Alternative)  
Existing PM With Occupied/Re-tenanted Mall Alternative

Intersection #38: Tantau Avenue / Homestead Road



Street Name:	Tantau Avenue						Homestead Road					
	North Bound			South Bound			East Bound			West Bound		
Approach:												
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:	>>	Count	Date:	10 Jan 2018	<<	05:00:00 PM						
Base Vol:	248	59	135	65	189	76	30	1074	226	91	801	19
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	248	59	135	65	189	76	30	1074	226	91	801	19
Added Vol:	0	0	23	0	0	0	0	34	0	21	31	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	248	59	158	65	189	76	30	1108	226	112	832	19
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	248	59	158	65	189	76	30	1108	226	112	832	19
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	248	59	158	65	189	76	30	1108	226	112	832	19
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	248	59	158	65	189	76	30	1108	226	112	832	19

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.92	0.92	0.92	0.92	0.92	1.00	0.92	0.92	0.97	0.95
Lanes:	0.81	0.19	1.00	0.20	0.57	0.23	1.00	2.00	1.00	1.00	1.95	0.05
Final Sat.:	1454	346	1750	345	1002	403	1750	3800	1750	1750	3617	83

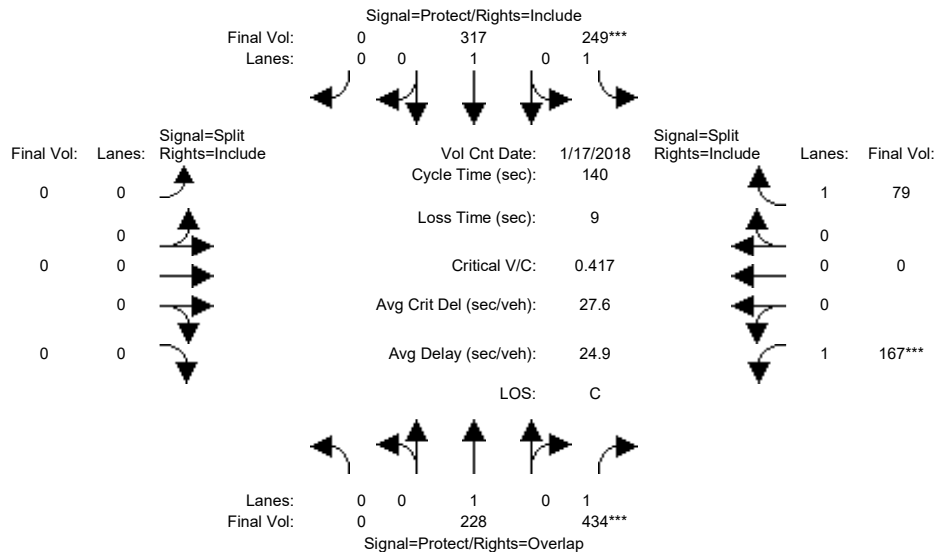
Capacity Analysis Module:												
Vol/Sat:	0.17	0.17	0.09	0.19	0.19	0.19	0.02	0.29	0.13	0.06	0.23	0.23
Crit Moves:	***					***		***		***		
Green Time:	29.4	29.4	40.4	32.5	32.5	32.5	11.3	50.2	50.2	11.0	49.9	49.9
Volume/Cap:	0.78	0.78	0.30	0.78	0.78	0.78	0.21	0.78	0.35	0.78	0.62	0.62
Delay/Veh:	59.8	59.8	36.8	57.3	57.3	57.3	58.4	40.6	30.9	85.0	35.7	35.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	59.8	59.8	36.8	57.3	57.3	57.3	58.4	40.6	30.9	85.0	35.7	35.7
LOS by Move:	E+	E+	D+	E+	E+	E+	E+	D	C	F	D+	D+
HCM2k95thQ:	23	23	10	27	27	27	2	34	13	10	25	25

Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report  
2000 HCM Operations (Future Volume Alternative)  
Existing PM With Occupied/Re-tenanted Mall Alternative

Intersection #39: Tantau Avenue / Pruneridge Avenue



Street Name:	Tantau Avenue						Pruneridge Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	0	0	0	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:	>>	Count	Date:	17 Jan 2018	<<	05:00:00 PM						
Base Vol:	0	205	399	249	296	0	0	0	0	135	0	79
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	205	399	249	296	0	0	0	0	135	0	79
Added Vol:	0	23	35	0	21	0	0	0	0	32	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	228	434	249	317	0	0	0	0	167	0	79
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	228	434	249	317	0	0	0	0	167	0	79
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	228	434	249	317	0	0	0	0	167	0	79
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	0	228	434	249	317	0	0	0	0	167	0	79

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	1.00	1.00	1.00	1.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Final Sat.:	0	1900	1750	1750	1900	0	0	0	0	1750	0	1750

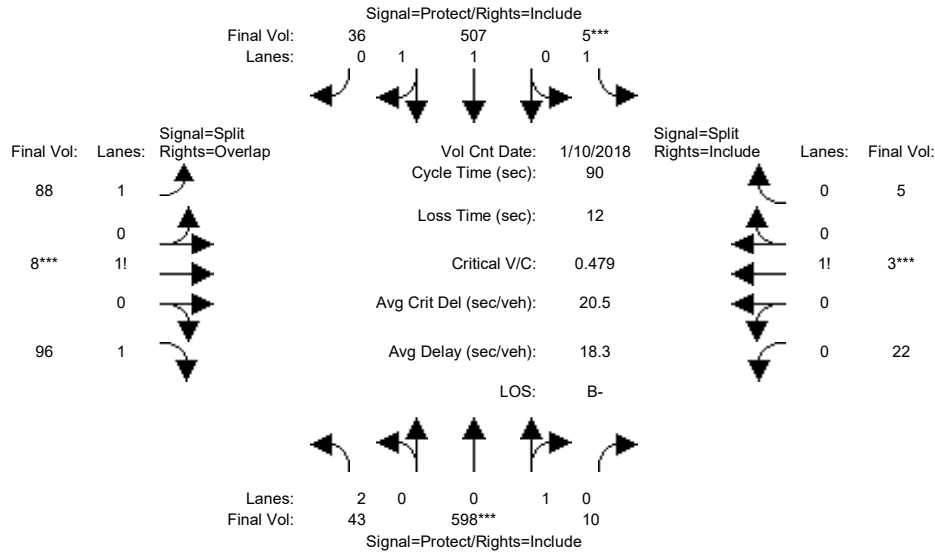
Capacity Analysis Module:												
Vol/Sat:	0.00	0.12	0.25	0.14	0.17	0.00	0.00	0.00	0.00	0.10	0.00	0.05
Crit Moves:			****	****						****		
Green Time:	0.0	51.2	83.2	47.8	99.0	0.0	0.0	0.0	0.0	32.0	0.0	32.0
Volume/Cap:	0.00	0.33	0.42	0.42	0.24	0.00	0.00	0.00	0.00	0.42	0.00	0.20
Delay/Veh:	0.0	32.3	15.6	35.9	7.3	0.0	0.0	0.0	0.0	46.7	0.0	43.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	32.3	15.6	35.9	7.3	0.0	0.0	0.0	0.0	46.7	0.0	43.8
LOS by Move:	A	C-	B	D+	A	A	A	A	A	D	A	D
HCM2k95thQ:	0	13	19	16	9	0	0	0	0	12	0	6

Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report  
2000 HCM Operations (Future Volume Alternative)  
Existing PM With Occupied/Re-tenanted Mall Alternative

Intersection #40: Tantau Avenue / Apple Parkway/Tantau 14 (private)



Street Name:	Tantau Avenue						Apple Parkway/Tantau 14 (private)					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:	>>	Count	Date:	10 Jan 2018	<<	05:00:00 PM						
Base Vol:	43	540	10	5	454	36	88	8	96	22	3	5
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	43	540	10	5	454	36	88	8	96	22	3	5
Added Vol:	0	58	0	0	53	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	43	598	10	5	507	36	88	8	96	22	3	5
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	43	598	10	5	507	36	88	8	96	22	3	5
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	43	598	10	5	507	36	88	8	96	22	3	5
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	43	598	10	5	507	36	88	8	96	22	3	5

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	0.95	0.95	0.92	0.98	0.95	0.92	0.92	0.92	0.92	0.92	0.92
Lanes:	2.00	0.98	0.02	1.00	1.86	0.14	1.44	0.08	1.48	0.73	0.10	0.17
Final Sat.:	3150	1770	30	1750	3455	245	2520	140	2590	1283	175	292

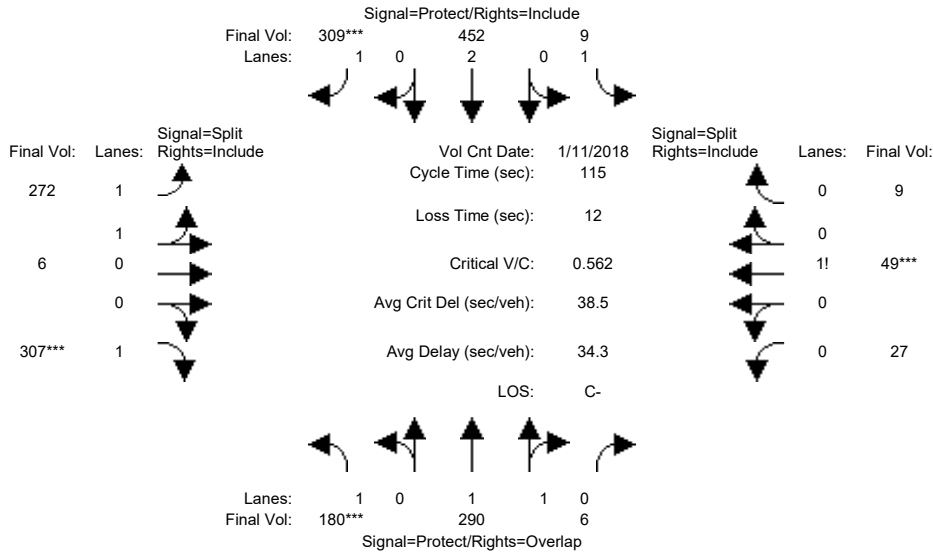
Capacity Analysis Module:												
Vol/Sat:	0.01	0.34	0.34	0.00	0.15	0.15	0.03	0.06	0.04	0.02	0.02	0.02
Crit Moves:	****			****			****			****		
Green Time:	20.1	51.0	51.0	7.0	37.9	37.9	10.0	10.0	30.1	10.0	10.0	10.0
Volume/Cap:	0.06	0.60	0.60	0.04	0.35	0.35	0.31	0.51	0.11	0.15	0.15	0.15
Delay/Veh:	27.6	13.7	13.7	38.5	17.8	17.8	37.1	38.9	20.7	36.5	36.5	36.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	27.6	13.7	13.7	38.5	17.8	17.8	37.1	38.9	20.7	36.5	36.5	36.5
LOS by Move:	C	B	B	D+	B	B	D+	D+	C+	D+	D+	D+
HCM2k95thQ:	1	21	21	0	10	10	4	7	3	2	2	2

Note: Queue reported is the number of cars per lane.

Vallco Special Area Specific Plan  
SJ17-1786

Level Of Service Computation Report  
2000 HCM Operations (Future Volume Alternative)  
Existing PM With Occupied/Re-tenanted Mall Alternative

Intersection #41: Tantau Avenue / Vallco Parkway



Street Name:	Tantau Avenue						Vallco Parkway					
	North Bound			South Bound			East Bound			West Bound		
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:	>>	Count	Date:	11 Jan 2018	<<	05:00:00 PM						
Base Vol:	75	290	6	9	452	256	215	6	215	27	49	9
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	75	290	6	9	452	256	215	6	215	27	49	9
Added Vol:	105	0	0	0	0	53	57	0	92	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	180	290	6	9	452	309	272	6	307	27	49	9
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	180	290	6	9	452	309	272	6	307	27	49	9
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	180	290	6	9	452	309	272	6	307	27	49	9
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	180	290	6	9	452	309	272	6	307	27	49	9

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.97	0.95	0.92	1.00	0.92	0.93	0.95	0.92	0.92	0.92	0.92
Lanes:	1.00	1.96	0.04	1.00	2.00	1.00	1.96	0.04	1.00	0.32	0.58	0.10
Final Sat.:	1750	3625	75	1750	3800	1750	3473	77	1750	556	1009	185

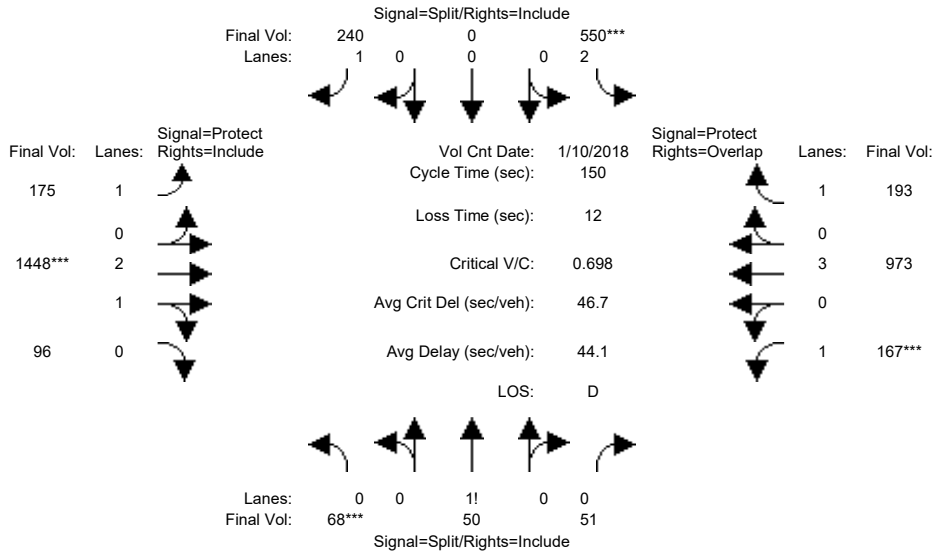
Capacity Analysis Module:												
Vol/Sat:	0.10	0.08	0.08	0.01	0.12	0.18	0.08	0.08	0.18	0.05	0.05	0.05
Crit Moves:	***					***			***			***
Green Time:	21.0	33.6	43.6	23.5	36.1	36.1	35.9	35.9	35.9	10.0	10.0	10.0
Volume/Cap:	0.56	0.27	0.21	0.03	0.38	0.56	0.25	0.25	0.56	0.56	0.56	0.56
Delay/Veh:	45.1	31.4	24.2	36.6	30.9	34.2	29.7	29.7	34.4	55.0	55.0	55.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	45.1	31.4	24.2	36.6	30.9	34.2	29.7	29.7	34.4	55.0	55.0	55.0
LOS by Move:	D	C	C	D+	C	C-	C	C	C-	D-	D-	D-
HCM2k95thQ:	12	8	7	1	12	18	7	7	18	8	8	8

Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report  
2000 HCM Operations (Future Volume Alternative)  
Existing PM With Occupied/Re-tenanted Mall Alternative

Intersection #42: Tantau Avenue / Stevens Creek Boulevard



Street Name:	Tantau Avenue						Stevens Creek Boulevard					
	North Bound			South Bound			East Bound			West Bound		
Approach:												
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:	>>	Count	Date:	10 Jan 2018	<<	05:00:00 PM											
Base Vol:	56	29	51	458	0	240	175	1314	63	167	855	109					
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00					
Initial Bse:	56	29	51	458	0	240	175	1314	63	167	855	109					
Added Vol:	12	21	0	92	0	0	0	134	33	0	118	84					
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0					
Initial Fut:	68	50	51	550	0	240	175	1448	96	167	973	193					
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00					
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00					
PHF Volume:	68	50	51	550	0	240	175	1448	96	167	973	193					
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0					
Reduced Vol:	68	50	51	550	0	240	175	1448	96	167	973	193					
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00					
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00					
Final Volume:	68	50	51	550	0	240	175	1448	96	167	973	193					

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.92	0.92	0.83	1.00	0.92	0.92	0.98	0.95	0.92	1.00	0.92
Lanes:	0.40	0.30	0.30	2.00	0.00	1.00	1.00	2.81	0.19	1.00	3.00	1.00
Final Sat.:	704	518	528	3150	0	1750	1750	5251	348	1750	5700	1750

Capacity Analysis Module:												
Vol/Sat:	0.10	0.10	0.10	0.17	0.00	0.14	0.10	0.28	0.28	0.10	0.17	0.11
Crit Moves:	***			****			****			****		
Green Time:	20.7	20.7	20.7	37.5	0.0	37.5	29.5	59.2	59.2	20.5	50.3	87.8
Volume/Cap:	0.70	0.70	0.70	0.70	0.00	0.55	0.51	0.70	0.70	0.70	0.51	0.19
Delay/Veh:	70.3	70.3	70.3	53.9	0.0	50.4	55.1	38.9	38.9	70.6	40.2	14.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	70.3	70.3	70.3	53.9	0.0	50.4	55.1	38.9	38.9	70.6	40.2	14.6
LOS by Move:	E	E	E	D-	A	D	E+	D+	D+	E	D	B
HCM2k95thQ:	15	15	15	25	0	19	14	34	34	15	21	8

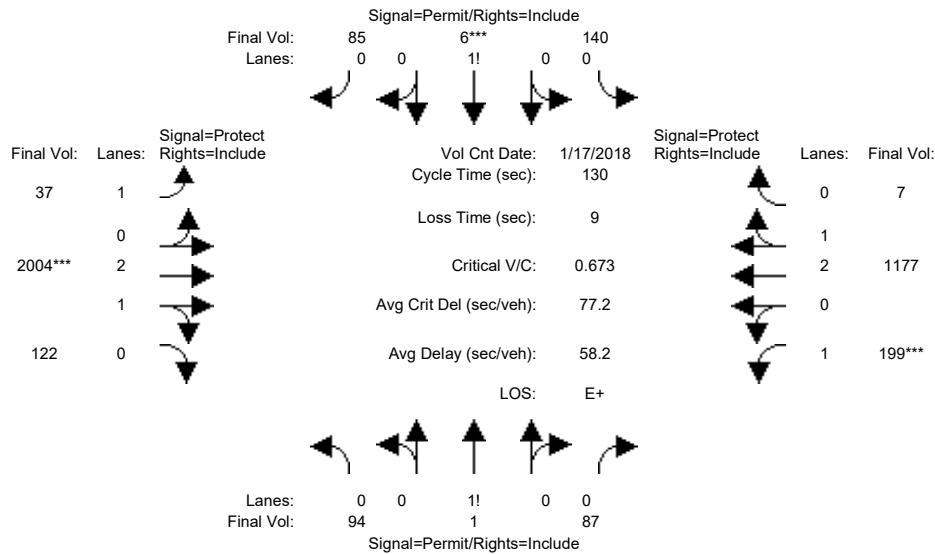
Note: Queue reported is the number of cars per lane.



Vallco Special Area Specific Plan  
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Level Of Service Computation Report  
2000 HCM Operations (Future Volume Alternative)  
Existing PM With Occupied/Re-tenanted Mall Alternative

Intersection #43: Stern Avenue / Steven Creek Boulevard



Street Name:	Stern Avenue						Steven Creek Boulevard					
	North Bound			South Bound			East Bound			West Bound		
Approach:												
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	45	45	45	45	45	45	11	39	39	30	58	58
Y+R:	4.6	4.6	4.6	4.6	4.6	4.6	4.9	5.6	5.6	4.9	5.9	5.9

Volume Module:	>>	Count	Date:	17 Jan 2018	<<	05:00:00 PM						
Base Vol:	88	1	82	132	6	80	35	1659	115	187	904	7
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	88	1	82	132	6	80	35	1659	115	187	904	7
Added Vol:	0	0	0	0	0	0	0	225	0	0	202	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	88	1	82	132	6	80	35	1884	115	187	1106	7
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
PHF Volume:	94	1	87	140	6	85	37	2004	122	199	1177	7
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	94	1	87	140	6	85	37	2004	122	199	1177	7
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	94	1	87	140	6	85	37	2004	122	199	1177	7

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.98	0.95	0.92	0.98	0.95
Lanes:	0.51	0.01	0.48	0.60	0.03	0.37	1.00	2.82	0.18	1.00	2.98	0.02
Final Sat.:	901	10	839	1060	48	642	1750	5277	322	1750	5565	35

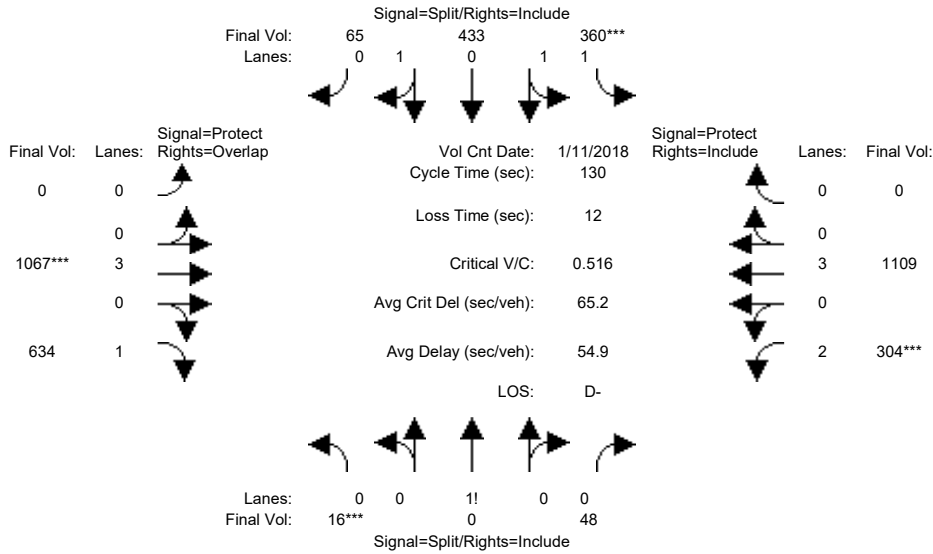
Capacity Analysis Module:												
Vol/Sat:	0.10	0.10	0.10	0.13	0.13	0.13	0.02	0.38	0.38	0.11	0.21	0.21
Crit Moves:					****			****			****	
Green Time:	45.0	45.0	45.0	45.0	45.0	45.0	12.1	46.0	46.0	30.0	63.9	63.9
Volume/Cap:	0.30	0.30	0.30	0.38	0.38	0.38	0.23	1.07	1.07	0.49	0.43	0.43
Delay/Veh:	31.3	31.3	31.3	32.4	32.4	32.4	55.3	85.1	85.1	44.3	21.4	21.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	31.3	31.3	31.3	32.4	32.4	32.4	55.3	85.1	85.1	44.3	21.4	21.4
LOS by Move:	C	C	C	C-	C-	C-	E+	F	F	D	C+	C+
HCM2k95thQ:	11	11	11	14	14	14	3	57	57	14	18	18

Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report  
2000 HCM Operations (Future Volume Alternative)  
Existing PM With Occupied/Re-tenanted Mall Alternative

Intersection #44: I-280 Ramps (West)-Calvert Drive / Stevens Creek Boulevard



Street Name:	I-280 Ramps (West)-Calvert Drive						Stevens Creek Boulevard					
	North Bound			South Bound			East Bound			West Bound		
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	48	48	48	49	49	49	0	37	37	28	37	37
Y+R:	6.0	6.0	6.0	5.4	5.4	5.4	0.0	5.9	5.9	5.4	5.6	5.6

Volume Module:	>>	Count	Date:	11 Jan 2018	<<	05:00:00 PM						
Base Vol:	18	0	55	413	496	74	0	1096	628	349	1070	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	18	0	55	413	496	74	0	1096	628	349	1070	0
Added Vol:	0	0	0	0	0	0	0	127	99	0	202	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	18	0	55	413	496	74	0	1223	727	349	1272	0
User Adj:	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	16	0	48	360	433	65	0	1067	634	304	1109	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	16	0	48	360	433	65	0	1067	634	304	1109	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	16	0	48	360	433	65	0	1067	634	304	1109	0

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.92	0.92	0.93	0.95	0.95	0.92	1.00	0.92	0.83	1.00	0.92
Lanes:	0.25	0.00	0.75	1.28	1.50	0.22	0.00	3.00	1.00	2.00	3.00	0.00
Final Sat.:	432	0	1318	2247	2699	403	0	5700	1750	3150	5700	0

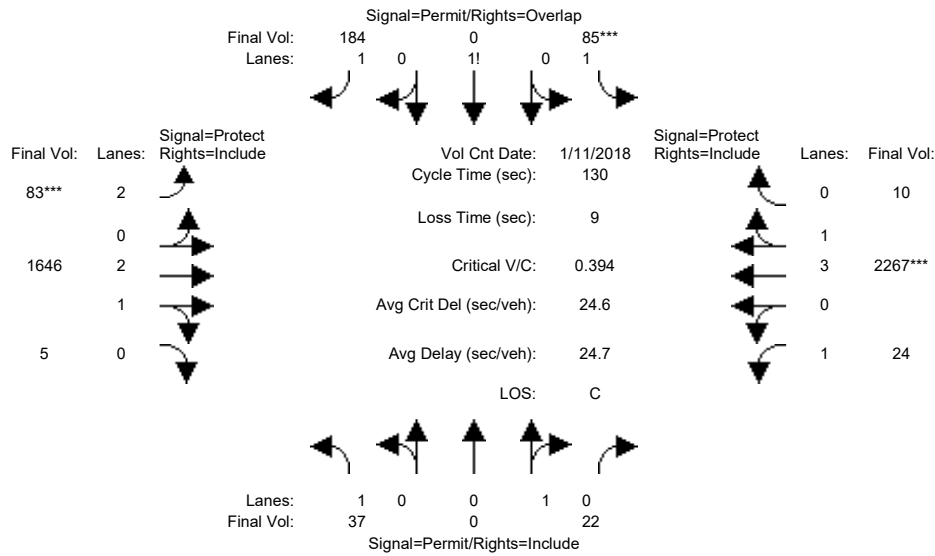
Capacity Analysis Module:												
Vol/Sat:	0.04	0.00	0.04	0.16	0.16	0.16	0.00	0.19	0.36	0.10	0.19	0.00
Crit Moves:	***			***			***			***		
Green Time:	35.9	0.0	35.9	36.6	36.6	36.6	0.0	27.6	63.5	20.9	48.6	0.0
Volume/Cap:	0.13	0.00	0.13	0.57	0.57	0.57	0.00	0.88	0.74	0.60	0.52	0.00
Delay/Veh:	47.5	0.0	47.5	54.0	54.0	54.0	0.0	74.0	39.2	69.8	42.6	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	47.5	0.0	47.5	54.0	54.0	54.0	0.0	74.0	39.2	69.8	42.6	0.0
LOS by Move:	D	A	D	D-	D-	D-	A	E	D	E	D	A
HCM2k95thQ:	5	0	5	25	25	25	0	29	44	16	26	0

Note: Queue reported is the number of cars per lane.

Vallco Special Area Specific Plan  
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Level Of Service Computation Report  
2000 HCM Operations (Future Volume Alternative)  
Existing PM With Occupied/Re-tenanted Mall Alternative

Intersection #45: Agilent Driveway / Stevens Creek Boulevard



Street Name:	Agilent Driveway						Stevens Creek Boulevard					
	North Bound			South Bound			East Bound			West Bound		
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	47	47	47	45	45	45	10	57	57	12	60	60
Y+R:	3.0	3.0	3.0	4.6	4.6	4.6	5.0	5.6	5.6	5.0	4.6	4.6

Volume Module:	>>	Count	Date:	11 Jan 2018	<<	05:00:00 PM						
Base Vol:	35	0	21	80	0	173	78	1420	5	23	1928	9
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	35	0	21	80	0	173	78	1420	5	23	1928	9
Added Vol:	0	0	0	0	0	0	0	127	0	0	203	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	35	0	21	80	0	173	78	1547	5	23	2131	9
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
PHF Volume:	37	0	22	85	0	184	83	1646	5	24	2267	10
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	37	0	22	85	0	184	83	1646	5	24	2267	10
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	37	0	22	85	0	184	83	1646	5	24	2267	10

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.95	0.92	1.00	0.95	0.83	0.98	0.95	0.92	0.99	0.95
Lanes:	1.00	0.00	1.00	1.32	0.00	1.68	2.00	2.99	0.01	1.00	3.98	0.02
Final Sat.:	1750	0	1800	2314	0	3020	3150	5582	18	1750	7468	32

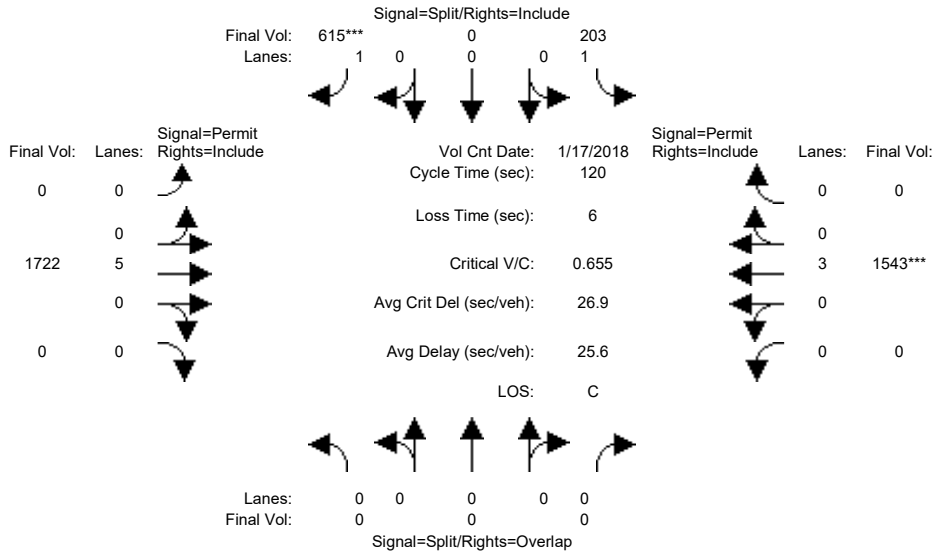
Capacity Analysis Module:												
Vol/Sat:	0.02	0.00	0.01	0.04	0.00	0.06	0.03	0.29	0.29	0.01	0.30	0.30
Crit Moves:				****			****			****		
Green Time:	45.0	0.0	45.0	45.0	0.0	55.0	10.0	62.8	62.8	13.2	66.0	66.0
Volume/Cap:	0.06	0.00	0.04	0.11	0.00	0.14	0.34	0.61	0.61	0.14	0.60	0.60
Delay/Veh:	28.4	0.0	28.2	28.9	0.0	23.1	57.7	25.1	25.1	53.6	22.9	22.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	28.4	0.0	28.2	28.9	0.0	23.1	57.7	25.1	25.1	53.6	22.9	22.9
LOS by Move:	C	A	C	C	A	C	E+	C	C	D-	C+	C+
HCM2k95thQ:	2	0	1	4	0	6	4	27	27	2	27	27

Note: Queue reported is the number of cars per lane.

Vallco Special Area Specific Plan  
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Level Of Service Computation Report  
2000 HCM Operations (Future Volume Alternative)  
Existing PM With Occupied/Re-tenanted Mall Alternative

Intersection #46: Lawrence Expressway Ramp (West) / Stevens Creek Boulevard



Street Name:	Lawrence Expressway Ramp (West)						Stevens Creek Boulevard					
	North Bound			South Bound			East Bound			West Bound		
Approach:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	10	0	10	0	10	0	0	10	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:	>>	Count	Date:	17 Jan 2018	<<	05:00:00 PM						
Base Vol:	0	0	0	203	0	580	0	1595	0	0	1375	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	203	0	580	0	1595	0	0	1375	0
Added Vol:	0	0	0	0	0	35	0	127	0	0	168	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	203	0	615	0	1722	0	0	1543	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	203	0	615	0	1722	0	0	1543	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	203	0	615	0	1722	0	0	1543	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	0	0	0	203	0	615	0	1722	0	0	1543	0

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	0.00	0.00	1.00	0.00	1.00	0.00	5.00	0.00	0.00	3.00	0.00
Final Sat.:	0	0	0	1750	0	1750	0	9500	0	0	5700	0

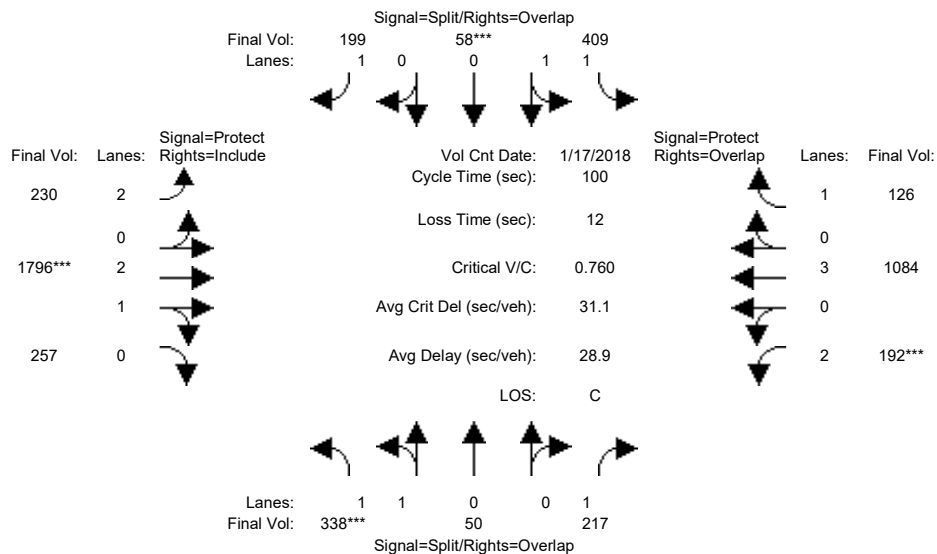
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.12	0.00	0.35	0.00	0.18	0.00	0.00	0.27	0.00
Crit Moves:						****						****
Green Time:	0.0	0.0	0.0	64.4	0.0	64.4	0.0	49.6	0.0	0.0	49.6	0.0
Volume/Cap:	0.00	0.00	0.00	0.22	0.00	0.65	0.00	0.44	0.00	0.00	0.65	0.00
Delay/Veh:	0.0	0.0	0.0	14.7	0.0	21.5	0.0	25.3	0.0	0.0	29.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	14.7	0.0	21.5	0.0	25.3	0.0	0.0	29.0	0.0
LOS by Move:	A	A	A	B	A	C+	A	C	A	A	C	A
HCM2k95thQ:	0	0	0	8	0	31	0	16	0	0	26	0

Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report  
2000 HCM Operations (Future Volume Alternative)  
Existing PM With Occupied/Re-tenanted Mall Alternative

Intersection #47: Lawrence Expressway / El Camino Real



Street Name:	Lawrence Expressway						El Camino Real					
	North Bound			South Bound			East Bound			West Bound		
Approach:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:	>>	Count	Date:	17 Jan 2018	<<	05:00:00 PM						
Base Vol:	338	10	189	409	21	187	217	1788	257	166	1077	126
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	338	10	189	409	21	187	217	1788	257	166	1077	126
Added Vol:	0	40	28	0	37	12	13	8	0	26	7	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	338	50	217	409	58	199	230	1796	257	192	1084	126
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	338	50	217	409	58	199	230	1796	257	192	1084	126
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	338	50	217	409	58	199	230	1796	257	192	1084	126
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	338	50	217	409	58	199	230	1796	257	192	1084	126

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.93	0.95	0.92	0.93	0.95	0.92	0.83	0.99	0.95	0.83	1.00	0.92
Lanes:	1.75	0.25	1.00	1.76	0.24	1.00	2.00	2.61	0.39	2.00	3.00	1.00
Final Sat.:	3092	457	1750	3109	441	1750	3150	4898	701	3150	5700	1750

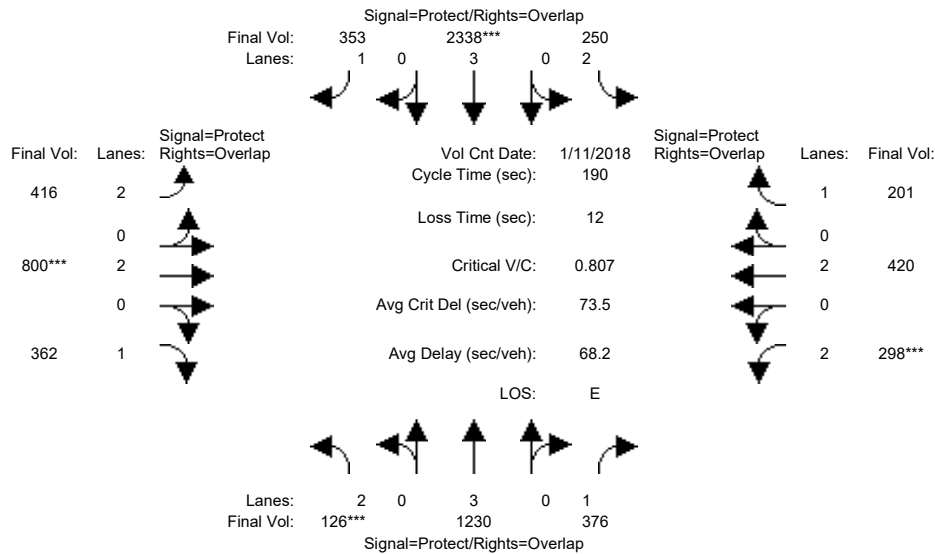
Capacity Analysis Module:												
Vol/Sat:	0.11	0.11	0.12	0.13	0.13	0.11	0.07	0.37	0.37	0.06	0.19	0.07
Crit Moves:	***			****			****			****		
Green Time:	14.4	14.4	22.4	17.3	17.3	32.9	15.6	48.3	48.3	8.0	40.7	58.0
Volume/Cap:	0.76	0.76	0.55	0.76	0.76	0.35	0.47	0.76	0.76	0.76	0.47	0.12
Delay/Veh:	47.7	47.7	36.1	44.9	44.9	25.7	39.1	22.4	22.4	57.6	21.9	9.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	47.7	47.7	36.1	44.9	44.9	25.7	39.1	22.4	22.4	57.6	21.9	9.6
LOS by Move:	D	D	D+	D	D	C	D	C+	C+	E+	C+	A
HCM2k95thQ:	15	15	13	17	17	10	7	30	30	10	15	4

Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report  
2000 HCM Operations (Future Volume Alternative)  
Existing PM With Occupied/Re-tenanted Mall Alternative

Intersection #48: Lawrence Expressway / Homestead Road



Street Name:	Lawrence Expressway						Homestead Road					
	North Bound			South Bound			East Bound			West Bound		
Approach:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	16	86	86	23	93	93	24	44	44	21	41	41
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:	>>	Count	Date:	11 Jan 2018	<<	05:00:00	PM					
Base Vol:	126	1496	365	250	2921	329	390	769	362	288	391	201
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	126	1496	365	250	2921	329	390	769	362	288	391	201
Added Vol:	0	42	11	0	38	24	26	31	0	10	29	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	126	1538	376	250	2959	353	416	800	362	298	420	201
User Adj:	1.00	0.80	1.00	1.00	0.79	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	126	1230	376	250	2338	353	416	800	362	298	420	201
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	126	1230	376	250	2338	353	416	800	362	298	420	201
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	126	1230	376	250	2338	353	416	800	362	298	420	201

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	3150	5700	1750	3150	5700	1750	3150	3800	1750	3150	3800	1750

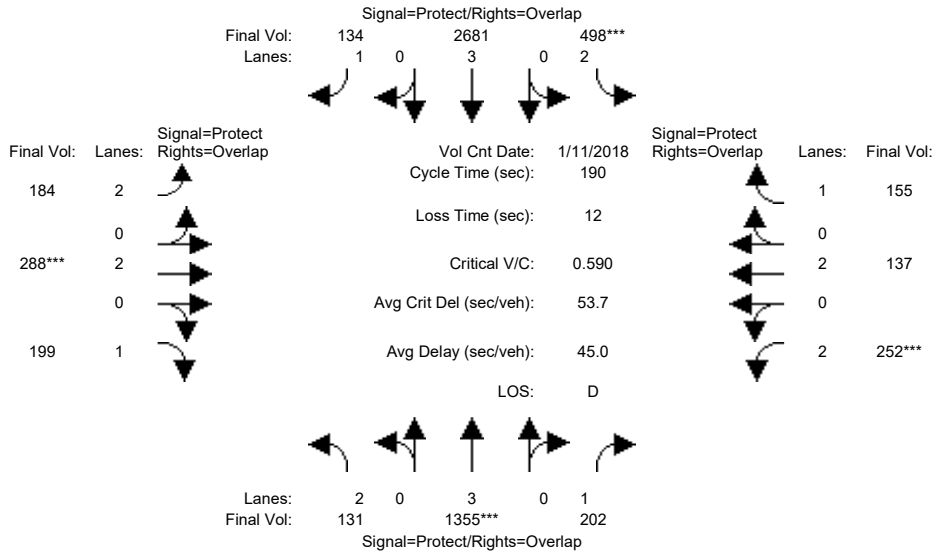
Capacity Analysis Module:												
Vol/Sat:	0.04	0.22	0.21	0.08	0.41	0.20	0.13	0.21	0.21	0.09	0.11	0.11
Crit Moves:	***			****			****			****		
Green Time:	16.3	87.8	109.3	23.5	95.0	119.5	24.5	44.9	61.3	21.5	41.9	65.4
Volume/Cap:	0.47	0.47	0.37	0.64	0.82	0.32	1.02	0.89	0.64	0.84	0.50	0.33
Delay/Veh:	87.3	54.1	40.9	88.5	67.7	34.3	131.8	79.6	56.3	96.7	64.0	45.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	87.3	54.1	40.9	88.5	67.7	34.3	131.8	79.6	56.3	96.7	64.0	45.5
LOS by Move:	F	D-	D	F	E	C-	F	E-	E+	F	E	D
HCM2k95thQ:	8	34	32	17	66	30	28	37	31	22	19	17

Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report  
2000 HCM Operations (Future Volume Alternative)  
Existing PM With Occupied/Re-tenanted Mall Alternative

Intersection #49: Lawrence Expressway / Pruneridge Avenue



Street Name:	Lawrence Expressway						Pruneridge Avenue					
	North Bound			South Bound			East Bound			West Bound		
Approach:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	18	84	84	40	106	106	16	29	29	21	34	34
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:	>>	Count	Date:	11 Jan 2018	<<	05:00:00 PM						
Base Vol:	131	1657	201	498	3360	120	168	269	199	251	119	155
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	131	1657	201	498	3360	120	168	269	199	251	119	155
Added Vol:	0	37	1	0	34	14	16	19	0	1	18	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	131	1694	202	498	3394	134	184	288	199	252	137	155
User Adj:	1.00	0.80	1.00	1.00	0.79	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	131	1355	202	498	2681	134	184	288	199	252	137	155
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	131	1355	202	498	2681	134	184	288	199	252	137	155
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	131	1355	202	498	2681	134	184	288	199	252	137	155

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	3150	5700	1750	3150	5700	1750	3150	3800	1750	3150	3800	1750

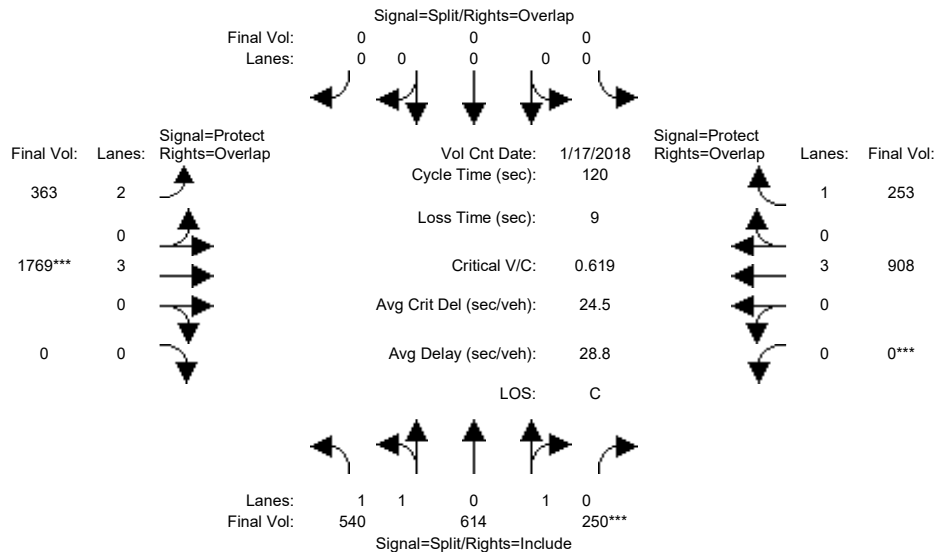
Capacity Analysis Module:												
Vol/Sat:	0.04	0.24	0.12	0.16	0.47	0.08	0.06	0.08	0.11	0.08	0.04	0.09
Crit Moves:	****			****			****			****		
Green Time:	18.4	85.8	107.3	40.9	108	124.6	16.3	29.6	48.0	21.5	34.7	75.6
Volume/Cap:	0.43	0.53	0.20	0.74	0.83	0.12	0.68	0.49	0.45	0.71	0.20	0.22
Delay/Veh:	80.1	36.9	20.0	72.3	34.3	12.0	89.3	72.3	59.3	86.0	64.6	37.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	80.1	36.9	20.0	72.3	34.3	12.0	89.3	72.3	59.3	86.0	64.6	37.2
LOS by Move:	F	D+	C+	E	C-	B+	F	E	E+	F	E	D+
HCM2k95thQ:	9	31	11	27	62	6	12	14	18	18	6	12

Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report  
2000 HCM Operations (Future Volume Alternative)  
Existing PM With Occupied/Re-tenanted Mall Alternative

Intersection #50: Lawrence Expressway Ramps (East) / Stevens Creek Boulevard



Street Name:	Lawrence Expressway Ramps (East)						Stevens Creek Boulevard					
	North Bound			South Bound			East Bound			West Bound		
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	0	0	0	7	10	0	0	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:	>>	Count	Date:	17 Jan 2018	<<	05:00:00 PM						
Base Vol:	454	614	250	0	0	0	325	1680	0	0	826	253
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	454	614	250	0	0	0	325	1680	0	0	826	253
Added Vol:	86	0	0	0	0	0	38	89	0	0	82	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	540	614	250	0	0	0	363	1769	0	0	908	253
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	540	614	250	0	0	0	363	1769	0	0	908	253
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	540	614	250	0	0	0	363	1769	0	0	908	253
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	540	614	250	0	0	0	363	1769	0	0	908	253

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.95	0.95	0.92	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.92
Lanes:	1.17	1.30	0.53	0.00	0.00	0.00	2.00	3.00	0.00	0.00	3.00	1.00
Final Sat.:	2057	2339	953	0	0	0	3150	5700	0	0	5700	1750

Capacity Analysis Module:												
Vol/Sat:	0.26	0.26	0.26	0.00	0.00	0.00	0.12	0.31	0.00	0.00	0.16	0.14
Crit Moves:	****						****			****		
Green Time:	50.9	50.9	50.9	0.0	0.0	0.0	25.2	60.1	0.0	0.0	34.9	34.9
Volume/Cap:	0.62	0.62	0.62	0.00	0.00	0.00	0.55	0.62	0.00	0.00	0.55	0.50
Delay/Veh:	27.5	27.5	27.5	0.0	0.0	0.0	43.3	22.1	0.0	0.0	36.3	36.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	27.5	27.5	27.5	0.0	0.0	0.0	43.3	22.1	0.0	0.0	36.3	36.0
LOS by Move:	C	C	C	A	A	A	D	C+	A	A	D+	D+
HCM2k95thQ:	26	26	26	0	0	0	13	27	0	0	17	15

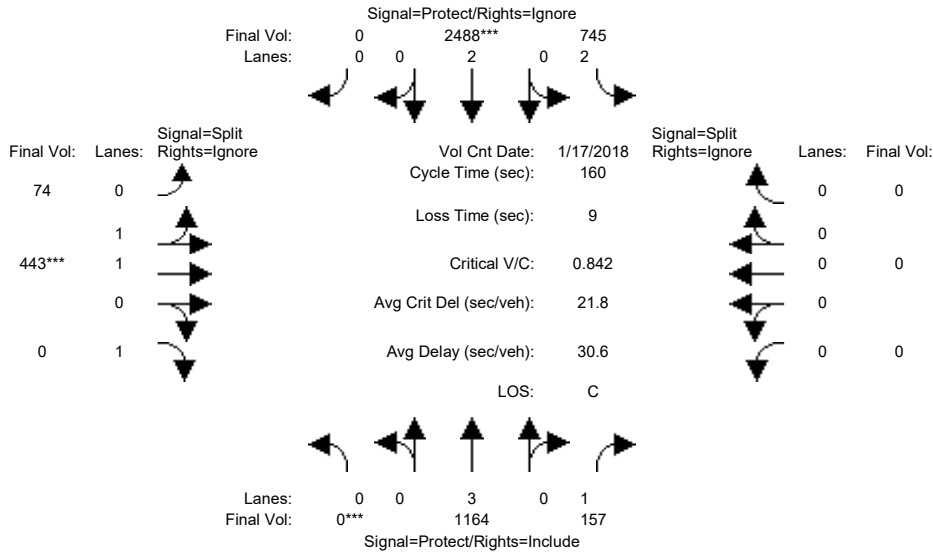
Note: Queue reported is the number of cars per lane.



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Level Of Service Computation Report  
2000 HCM Operations (Future Volume Alternative)  
Existing PM With Occupied/Re-tenanted Mall Alternative

Intersection #51: Lawrence Expressway / Calverty Drive-I-280 SB Ramp



Street Name:	Lawrence Expressway						I-280 SB Ramp					
	North Bound			South Bound			East Bound			West Bound		
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	66	66	41	111	0	41	41	41	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:	>>	Count	Date:	17 Jan 2018	<<	05:00:00 PM						
Base Vol:	0	1118	157	745	2488	0	74	399	834	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	1118	157	745	2488	0	74	399	834	0	0	0
Added Vol:	0	46	0	0	0	0	0	44	55	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	1164	157	745	2488	0	74	443	889	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Volume:	0	1164	157	745	2488	0	74	443	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1164	157	745	2488	0	74	443	0	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
Final Volume:	0	1164	157	745	2488	0	74	443	0	0	0	0

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.83	1.00	0.92	0.95	0.98	0.92	0.92	1.00	0.92
Lanes:	0.00	3.00	1.00	2.00	2.00	0.00	0.29	1.71	1.00	0.00	0.00	0.00
Final Sat.:	0	5700	1750	3150	3800	0	530	3170	1750	0	0	0

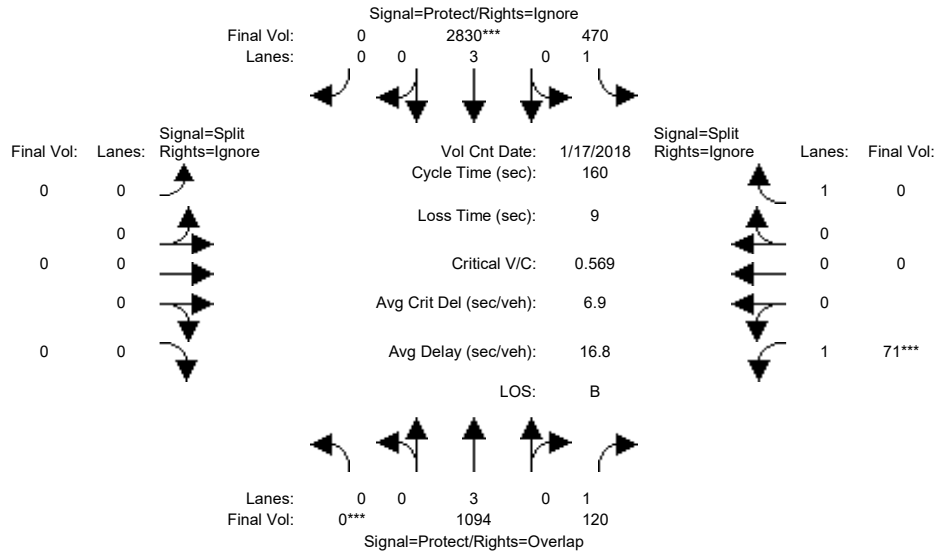
Capacity Analysis Module:												
Vol/Sat:	0.00	0.20	0.09	0.24	0.65	0.00	0.14	0.14	0.00	0.00	0.00	0.00
Crit Moves:	***			***			***					
Green Time:	0.0	68.0	68.0	42.3	110	0.0	40.7	40.7	0.0	0.0	0.0	0.0
Volume/Cap:	0.00	0.48	0.21	0.90	0.95	0.00	0.55	0.55	0.00	0.00	0.00	0.00
Delay/Veh:	0.0	29.1	25.5	69.3	15.4	0.0	52.7	52.7	0.0	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	29.1	25.5	69.3	15.4	0.0	52.7	52.7	0.0	0.0	0.0	0.0
LOS by Move:	A	C	C	E	B	A	D-	D-	A	A	A	A
HCM2k95thQ:	0	20	8	40	69	0	19	19	0	0	0	0

Note: Queue reported is the number of cars per lane.

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2000 HCM Operations (Future Volume Alternative)  
Existing PM With Occupied/Re-tenanted Mall Alternative

Intersection #52: Lawrence Expressway / Mitty Way



Street Name:	Lawrence Expressway						Mitty Way					
	North Bound			South Bound			East Bound			West Bound		
Approach:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	72	72	56	131	131	0	0	0	20	20	20
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	0.0	0.0	0.0	4.0	4.0	4.0

Volume Module:	>>	Count	Date:	17 Jan 2018	<<	05:00:00 PM						
Base Vol:	0	1049	120	467	2778	0	0	0	0	70	0	237
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	1049	120	467	2778	0	0	0	0	70	0	237
Added Vol:	0	45	0	3	52	0	0	0	0	1	0	1
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	1094	120	470	2830	0	0	0	0	71	0	238
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Volume:	0	1094	120	470	2830	0	0	0	0	71	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1094	120	470	2830	0	0	0	0	71	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
Final Volume:	0	1094	120	470	2830	0	0	0	0	71	0	0

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	3.00	1.00	1.00	3.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Final Sat.:	0	5700	1750	1750	5700	0	0	0	0	1750	0	1750

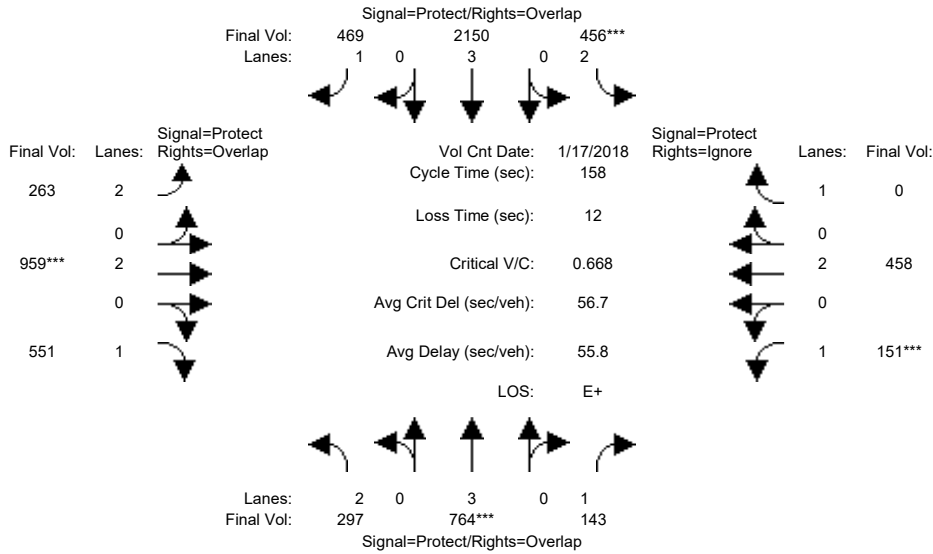
Capacity Analysis Module:												
Vol/Sat:	0.00	0.19	0.07	0.27	0.50	0.00	0.00	0.00	0.00	0.04	0.00	0.00
Crit Moves:	***				***					***		
Green Time:	0.0	73.7	93.7	57.3	131	0.0	0.0	0.0	0.0	20.0	0.0	0.0
Volume/Cap:	0.00	0.42	0.12	0.75	0.61	0.00	0.00	0.00	0.00	0.32	0.00	0.00
Delay/Veh:	0.0	28.9	14.8	50.1	5.5	0.0	0.0	0.0	0.0	64.7	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	28.9	14.8	50.1	5.5	0.0	0.0	0.0	0.0	64.7	0.0	0.0
LOS by Move:	A	C	B	D	A	A	A	A	A	E	A	A
HCM2k95thQ:	0	21	5	34	27	0	0	0	0	7	0	0

Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report  
2000 HCM Operations (Future Volume Alternative)  
Existing PM With Occupied/Re-tenanted Mall Alternative

Intersection #53: Lawrence Expressway / Bollinger Road



Street Name:	Lawrence Expressway						Bollinger Road					
	North Bound			South Bound			East Bound			West Bound		
Approach:												
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	19	55	55	26	61	61	18	45	45	17	43	43
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:	>>	Count	Date:	17 Jan 2018	<<	05:00:00 PM						
Base Vol:	248	720	143	453	2100	468	263	956	500	151	455	109
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	248	720	143	453	2100	468	263	956	500	151	455	109
Added Vol:	49	44	0	3	50	1	0	3	51	0	3	1
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	297	764	143	456	2150	469	263	959	551	151	458	110
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	297	764	143	456	2150	469	263	959	551	151	458	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	297	764	143	456	2150	469	263	959	551	151	458	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
Final Volume:	297	764	143	456	2150	469	263	959	551	151	458	0

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.92
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	2.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	3150	5700	1750	3150	5700	1750	3150	3800	1750	1750	3800	1750

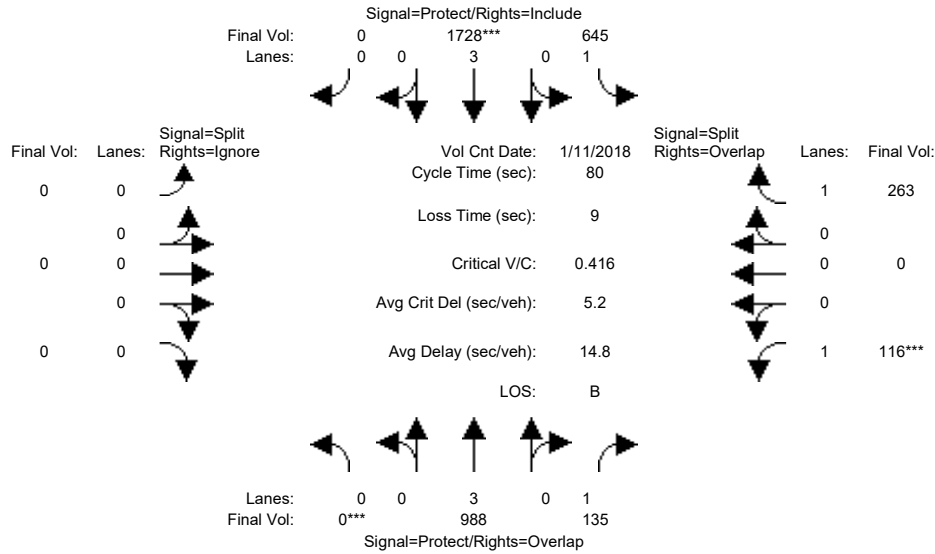
Capacity Analysis Module:												
Vol/Sat:	0.09	0.13	0.08	0.14	0.38	0.27	0.08	0.25	0.31	0.09	0.12	0.00
Crit Moves:	****			****			****			****		
Green Time:	19.5	55.0	72.0	27.0	62.5	81.4	18.9	47.0	66.5	17.0	45.1	0.0
Volume/Cap:	0.77	0.39	0.18	0.85	0.95	0.52	0.70	0.85	0.75	0.80	0.42	0.00
Delay/Veh:	75.9	36.8	21.2	75.5	62.7	32.5	72.5	58.3	42.9	90.2	46.1	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	75.9	36.8	21.2	75.5	62.7	32.5	72.5	58.3	42.9	90.2	46.1	0.0
LOS by Move:	E-	D+	C+	E-	E	C-	E	E+	D	F	D	A
HCM2k95thQ:	16	15	6	24	58	32	14	38	41	18	17	0

Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report  
2000 HCM Operations (Future Volume Alternative)  
Existing PM With Occupied/Re-tenanted Mall Alternative

Intersection #54: Lawrence Expressway / Doyle Road



Street Name:	Lawrence Expressway						Doyle Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	28	28	31	62	62	0	0	0	9	9	9
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	0.0	0.0	0.0	4.0	4.0	4.0

Volume Module:	>>	Count	Date:	11 Jan 2018	<<	05:00:00 PM						
Base Vol:	0	900	135	641	1631	0	0	0	0	116	0	259
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	900	135	641	1631	0	0	0	0	116	0	259
Added Vol:	0	88	0	4	97	0	0	0	0	0	0	4
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	988	135	645	1728	0	0	0	0	116	0	263
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	0	988	135	645	1728	0	0	0	0	116	0	263
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	988	135	645	1728	0	0	0	0	116	0	263
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
Final Volume:	0	988	135	645	1728	0	0	0	0	116	0	263

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	3.00	1.00	1.00	3.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Final Sat.:	0	5700	1750	1750	5700	0	0	0	0	1750	0	1750

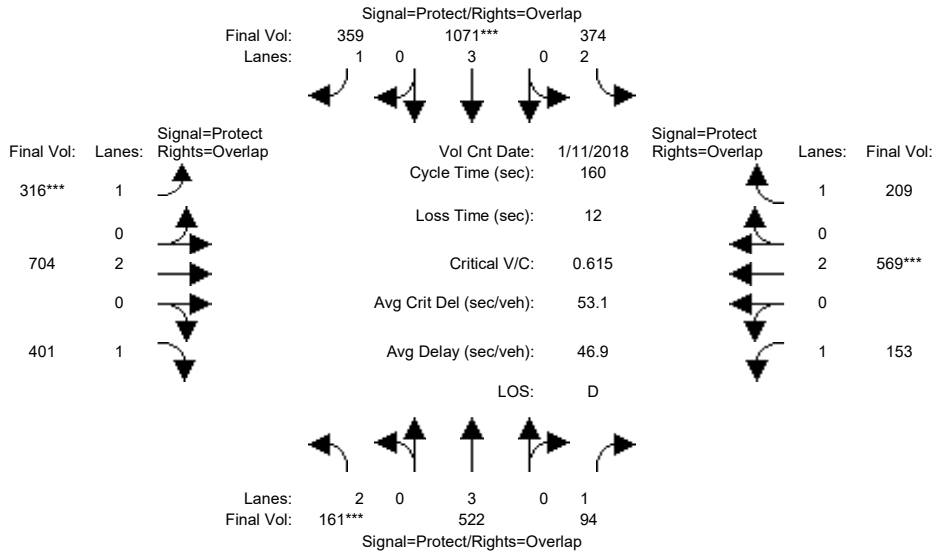
Capacity Analysis Module:												
Vol/Sat:	0.00	0.17	0.08	0.37	0.30	0.00	0.00	0.00	0.00	0.07	0.00	0.15
Crit Moves:	***				***					***		
Green Time:	0.0	29.4	38.4	32.6	62.0	0.0	0.0	0.0	0.0	9.0	0.0	41.6
Volume/Cap:	0.00	0.47	0.16	0.91	0.39	0.00	0.00	0.00	0.00	0.59	0.00	0.29
Delay/Veh:	0.0	19.5	11.8	37.4	3.0	0.0	0.0	0.0	0.0	38.4	0.0	11.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	19.5	11.8	37.4	3.0	0.0	0.0	0.0	0.0	38.4	0.0	11.0
LOS by Move:	A	B-	B+	D+	A	A	A	A	A	D+	A	B+
HCM2k95thQ:	0	12	4	27	8	0	0	0	0	8	0	8

Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report  
2000 HCM Operations (Future Volume Alternative)  
Existing PM With Occupied/Re-tenanted Mall Alternative

Intersection #55: Lawrence Expressway / Prospect Road



Street Name:	Lawrence Expressway						Prospect Road					
	North Bound			South Bound			East Bound			West Bound		
Approach:												
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	20	42	42	32	54	54	30	49	49	21	40	40
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:	>>	Count	Date:	11 Jan 2018	<<	05:00:00 PM						
Base Vol:	161	434	94	374	974	359	316	704	401	153	569	209
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	161	434	94	374	974	359	316	704	401	153	569	209
Added Vol:	0	88	0	0	97	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	161	522	94	374	1071	359	316	704	401	153	569	209
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	161	522	94	374	1071	359	316	704	401	153	569	209
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	161	522	94	374	1071	359	316	704	401	153	569	209
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	161	522	94	374	1071	359	316	704	401	153	569	209

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	3150	5700	1750	3150	5700	1750	1750	3800	1750	1750	3800	1750

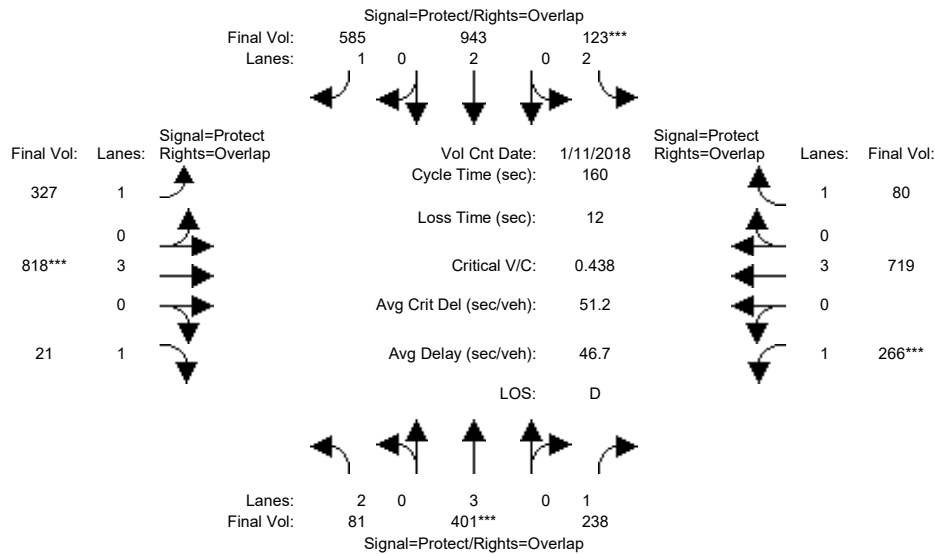
Capacity Analysis Module:												
Vol/Sat:	0.05	0.09	0.05	0.12	0.19	0.21	0.18	0.19	0.23	0.09	0.15	0.12
Crit Moves:	***				***		***				***	
Green Time:	20.0	42.0	64.2	32.0	54.0	88.0	34.0	51.8	71.8	22.2	40.0	72.0
Volume/Cap:	0.41	0.35	0.13	0.59	0.56	0.37	0.85	0.57	0.51	0.63	0.60	0.27
Delay/Veh:	65.2	48.0	30.4	59.6	43.6	20.6	77.2	45.6	32.1	70.3	54.0	27.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	65.2	48.0	30.4	59.6	43.6	20.6	77.2	45.6	32.1	70.3	54.0	27.7
LOS by Move:	E	D	C	E+	D	C+	E-	D	C-	E	D-	C
HCM2k95thQ:	9	13	6	18	25	19	30	25	26	16	23	13

Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report  
2000 HCM Operations (Future Volume Alternative)  
Existing PM With Occupied/Re-tenanted Mall Alternative

Intersection #56: Lawrence Expressway / Saratoga Avenue



Street Name:	Lawrence Expressway						Saratoga Avenue					
	North Bound			South Bound			East Bound			West Bound		
Approach:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	13	54	54	18	59	59	31	45	45	27	41	41
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:	>>	Count	Date:	11 Jan 2018	<<	05:00:00 PM						
Base Vol:	81	335	238	123	870	561	305	818	21	266	719	80
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	81	335	238	123	870	561	305	818	21	266	719	80
Added Vol:	0	66	0	0	73	24	22	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	81	401	238	123	943	585	327	818	21	266	719	80
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	81	401	238	123	943	585	327	818	21	266	719	80
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	81	401	238	123	943	585	327	818	21	266	719	80
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	81	401	238	123	943	585	327	818	21	266	719	80

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	2.00	3.00	1.00	2.00	2.00	1.00	1.00	3.00	1.00	1.00	3.00	1.00
Final Sat.:	3150	5700	1750	3150	3800	1750	1750	5700	1750	1750	5700	1750

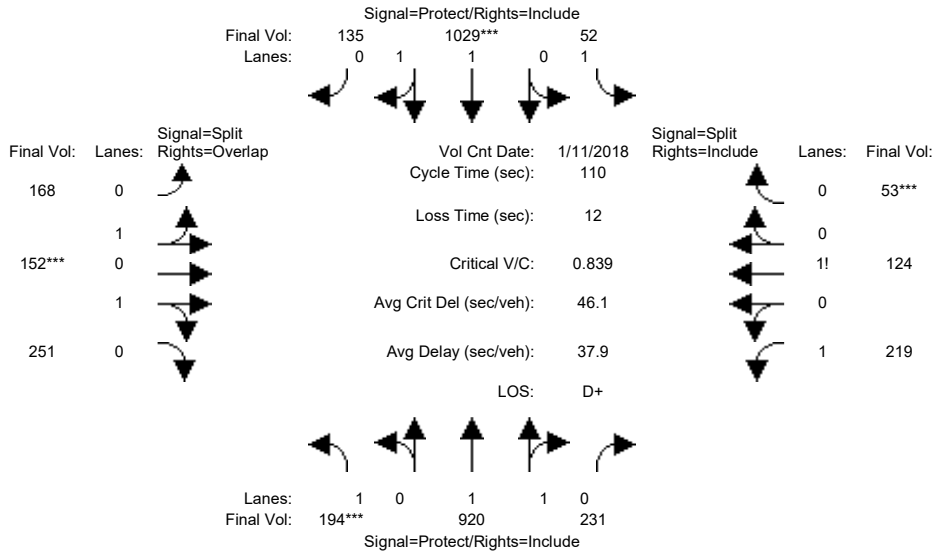
Capacity Analysis Module:												
Vol/Sat:	0.03	0.07	0.14	0.04	0.25	0.33	0.19	0.14	0.01	0.15	0.13	0.05
Crit Moves:	****			****			****			****		
Green Time:	13.0	54.0	85.0	18.0	59.0	91.7	32.7	45.0	58.0	31.0	43.3	61.3
Volume/Cap:	0.32	0.21	0.26	0.35	0.67	0.58	0.91	0.51	0.03	0.78	0.47	0.12
Delay/Veh:	70.0	37.8	20.5	66.2	43.7	22.8	89.3	48.5	32.9	72.7	48.9	32.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	70.0	37.8	20.5	66.2	43.7	22.8	89.3	48.5	32.9	72.7	48.9	32.0
LOS by Move:	E	D+	C+	E	D	C+	F	D	C-	E	D	C
HCM2k95thQ:	5	9	13	7	33	33	30	19	1	26	18	5

Note: Queue reported is the number of cars per lane.

Vallco Special Area Specific Plan  
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Level Of Service Computation Report  
2000 HCM Operations (Future Volume Alternative)  
Existing PM With Occupied/Re-tenanted Mall Alternative

Intersection #57: Saratoga Avenue / Cox Avenue



Street Name:	Saratoga Avenue						Cox Avenue					
	North Bound			South Bound			East Bound			West Bound		
Approach:												
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:	>>	Count	Date:	11 Jan 2018	<<	05:00:00 PM						
Base Vol:	194	898	231	52	1005	135	168	152	251	219	124	53
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	194	898	231	52	1005	135	168	152	251	219	124	53
Added Vol:	0	22	0	0	24	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	194	920	231	52	1029	135	168	152	251	219	124	53
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	194	920	231	52	1029	135	168	152	251	219	124	53
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	194	920	231	52	1029	135	168	152	251	219	124	53
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	194	920	231	52	1029	135	168	152	251	219	124	53

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	0.98	0.95	0.95	0.95	0.95	0.92	0.92	0.92
Lanes:	1.00	1.59	0.41	1.00	1.76	0.24	0.59	0.53	0.88	1.39	0.43	0.18
Final Sat.:	1750	2957	742	1750	3271	429	1059	958	1582	2419	757	324

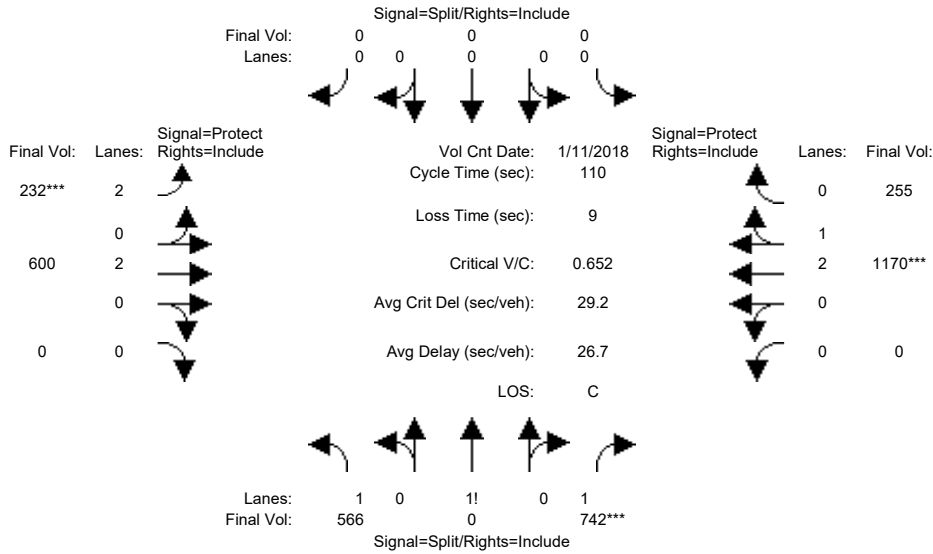
Capacity Analysis Module:												
Vol/Sat:	0.11	0.31	0.31	0.03	0.31	0.31	0.16	0.16	0.16	0.09	0.16	0.16
Crit Moves:	***			***			***			***		
Green Time:	14.5	46.3	46.3	9.5	41.2	41.2	20.8	20.8	35.3	21.5	21.5	21.5
Volume/Cap:	0.84	0.74	0.74	0.35	0.84	0.84	0.84	0.84	0.49	0.46	0.84	0.84
Delay/Veh:	69.5	28.7	28.7	48.7	36.1	36.1	52.1	52.1	30.5	39.6	55.2	55.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	69.5	28.7	28.7	48.7	36.1	36.1	52.1	52.1	30.5	39.6	55.2	55.2
LOS by Move:	E	C	C	D	D+	D+	D-	D-	C	D	E+	E+
HCM2k95thQ:	15	29	29	4	32	32	22	22	16	11	23	23

Note: Queue reported is the number of cars per lane.

Vallco Special Area Specific Plan  
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Level Of Service Computation Report  
2000 HCM Operations (Future Volume Alternative)  
Existing PM With Occupied/Re-tenanted Mall Alternative

Intersection #58: SR-85 (North) / Saratoga Avenue



Street Name:	SR-85 (North)						Saratoga Avenue					
	North Bound			South Bound			East Bound			West Bound		
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	0	0	0	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:	>>	Count	Date:	11 Jan 2018	<<	05:00:00 PM						
Base Vol:	566	0	742	0	0	0	232	578	0	0	1146	255
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	566	0	742	0	0	0	232	578	0	0	1146	255
Added Vol:	0	0	0	0	0	0	0	22	0	0	24	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	566	0	742	0	0	0	232	600	0	0	1170	255
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	566	0	742	0	0	0	232	600	0	0	1170	255
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	566	0	742	0	0	0	232	600	0	0	1170	255
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	566	0	742	0	0	0	232	600	0	0	1170	255

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.83	1.00	0.92	0.92	0.99	0.95
Lanes:	1.43	0.00	1.57	0.00	0.00	0.00	2.00	2.00	0.00	0.00	2.44	0.56
Final Sat.:	2507	0	2743	0	0	0	3150	3800	0	0	4597	1002

Capacity Analysis Module:												
Vol/Sat:	0.23	0.00	0.27	0.00	0.00	0.00	0.07	0.16	0.00	0.00	0.25	0.25
Crit Moves:	****			****			****			****		
Green Time:	45.6	0.0	45.6	0.0	0.0	0.0	12.4	55.4	0.0	0.0	42.9	42.9
Volume/Cap:	0.54	0.00	0.65	0.00	0.00	0.00	0.65	0.31	0.00	0.00	0.65	0.65
Delay/Veh:	24.6	0.0	26.6	0.0	0.0	0.0	51.0	16.2	0.0	0.0	28.1	28.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	24.6	0.0	26.6	0.0	0.0	0.0	51.0	16.2	0.0	0.0	28.1	28.1
LOS by Move:	C	A	C	A	A	A	D	B	A	A	C	C
HCM2k95thQ:	20	0	25	0	0	0	9	11	0	0	23	23

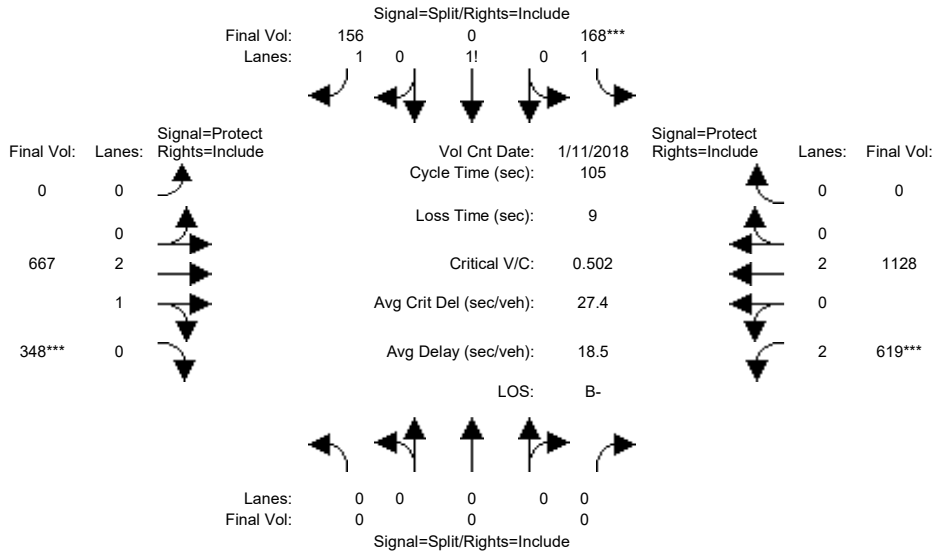
Note: Queue reported is the number of cars per lane.



Vallco Special Area Specific Plan  
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Level Of Service Computation Report  
2000 HCM Operations (Future Volume Alternative)  
Existing PM With Occupied/Re-tenanted Mall Alternative

Intersection #59: SR-85 (South) / Saratoga Avenue



Street Name:	SR-85 (South)						Saratoga Avenue					
	North Bound			South Bound			East Bound			West Bound		
Approach:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:	>>	Count	Date:	11 Jan 2018	<<	05:00:00 PM						
Base Vol:	0	0	0	168	0	156	0	645	348	619	1104	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	168	0	156	0	645	348	619	1104	0
Added Vol:	0	0	0	0	0	0	0	22	0	0	24	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	168	0	156	0	667	348	619	1128	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	168	0	156	0	667	348	619	1128	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	168	0	156	0	667	348	619	1128	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	0	0	0	168	0	156	0	667	348	619	1128	0

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.83	1.00	0.92
Lanes:	0.00	0.00	0.00	1.52	0.00	1.48	0.00	2.00	1.00	2.00	2.00	0.00
Final Sat.:	0	0	0	2657	0	2593	0	3800	1750	3150	3800	0

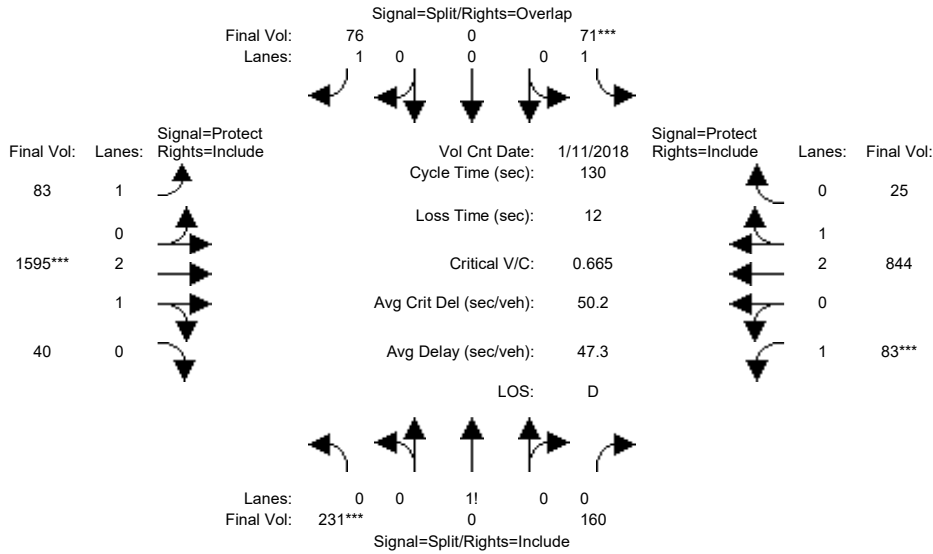
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.06	0.00	0.06	0.00	0.18	0.20	0.20	0.30	0.00
Crit Moves:				****					****	****		
Green Time:	0.0	0.0	0.0	13.2	0.0	13.2	0.0	41.6	41.6	41.1	82.8	0.0
Volume/Cap:	0.00	0.00	0.00	0.50	0.00	0.48	0.00	0.44	0.50	0.50	0.38	0.00
Delay/Veh:	0.0	0.0	0.0	43.4	0.0	43.2	0.0	23.3	24.1	24.5	3.4	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	43.4	0.0	43.2	0.0	23.3	24.1	24.5	3.4	0.0
LOS by Move:	A	A	A	D	A	D	A	C	C	C	A	A
HCM2k95thQ:	0	0	0	8	0	8	0	15	17	16	10	0

Note: Queue reported is the number of cars per lane.

Vallco Special Area Specific Plan  
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Level Of Service Computation Report  
2000 HCM Operations (Future Volume Alternative)  
Existing PM With Occupied/Re-tenanted Mall Alternative

Intersection #60: Cabot Avenue-Loma Linda Drive / Stevens Creek Boulevard



Street Name:	Cabot Avenue-Loma Linda Drive						Stevens Creek Boulevard					
	North Bound			South Bound			East Bound			West Bound		
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	32	32	32	32	32	32	15	35	35	10	30	30
Y+R:	5.1	5.1	5.1	5.1	5.1	5.1	4.5	6.4	6.4	4.5	6.4	6.4

Volume Module:	>>	Count	Date:	11 Jan 2018	<<	05:00:00 PM						
Base Vol:	215	0	149	66	0	67	73	1398	37	77	707	23
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	215	0	149	66	0	67	73	1398	37	77	707	23
Added Vol:	0	0	0	0	0	4	4	85	0	0	78	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	215	0	149	66	0	71	77	1483	37	77	785	23
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
PHF Volume:	231	0	160	71	0	76	83	1595	40	83	844	25
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	231	0	160	71	0	76	83	1595	40	83	844	25
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	231	0	160	71	0	76	83	1595	40	83	844	25

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.92	0.92	0.92	1.00	0.92	0.92	0.98	0.95	0.92	0.98	0.95
Lanes:	0.59	0.00	0.41	1.00	0.00	1.00	1.00	2.92	0.08	1.00	2.91	0.09
Final Sat.:	1034	0	716	1750	0	1750	1750	5464	136	1750	5440	159

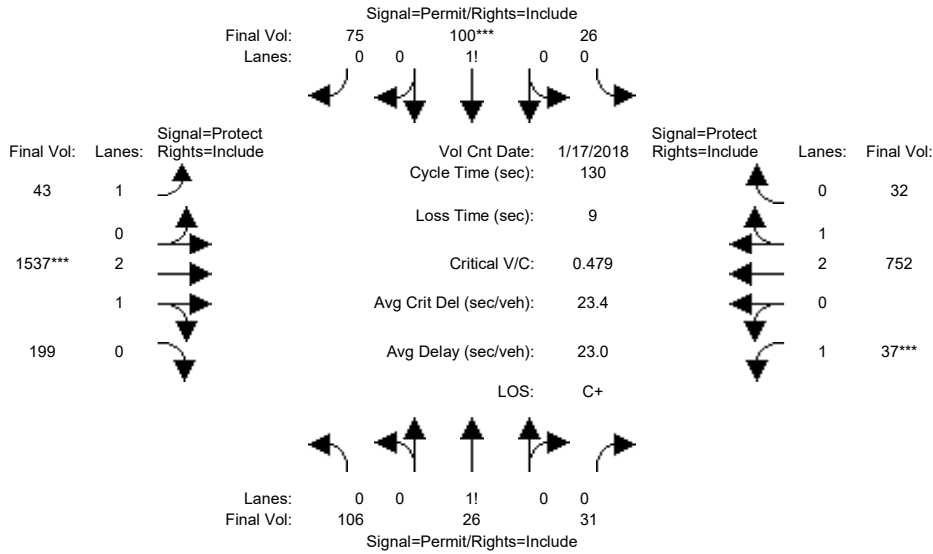
Capacity Analysis Module:												
Vol/Sat:	0.22	0.00	0.22	0.04	0.00	0.04	0.05	0.29	0.29	0.05	0.16	0.16
Crit Moves:	***			***			***			***		
Green Time:	33.0	0.0	33.0	32.0	0.0	49.7	17.7	43.0	43.0	10.0	35.4	35.4
Volume/Cap:	0.88	0.00	0.88	0.16	0.00	0.11	0.35	0.88	0.88	0.62	0.57	0.57
Delay/Veh:	64.9	0.0	64.9	38.7	0.0	26.0	51.8	46.4	46.4	66.4	41.3	41.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	64.9	0.0	64.9	38.7	0.0	26.0	51.8	46.4	46.4	66.4	41.3	41.3
LOS by Move:	E	A	E	D+	A	C	D-	D	D	E	D	D
HCM2k95thQ:	33	0	33	5	0	4	6	36	36	7	18	18

Note: Queue reported is the number of cars per lane.

Vallco Special Area Specific Plan  
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Level Of Service Computation Report  
2000 HCM Operations (Future Volume Alternative)  
Existing PM With Occupied/Re-tenanted Mall Alternative

Intersection #61: Cronin Drive/Albany Drive / Stevens Creek Boulevard



Street Name:	Cronin Drive/Albany Drive						Stevens Creek Boulevard					
	North Bound			South Bound			East Bound			West Bound		
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	37	37	37	37	37	37	15	62	62	15	62	62
Y+R:	5.1	5.1	5.1	5.1	5.1	5.1	5.0	5.9	5.9	5.0	5.9	5.9

Volume Module:	>>	Count	Date:	17 Jan 2018	<<	05:00:00 PM						
Base Vol:	99	25	30	25	97	67	40	1415	187	36	661	31
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	99	25	30	25	97	67	40	1415	187	36	661	31
Added Vol:	4	0	0	0	0	6	2	76	6	0	68	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	103	25	30	25	97	73	42	1491	193	36	729	31
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
PHF Volume:	106	26	31	26	100	75	43	1537	199	37	752	32
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	106	26	31	26	100	75	43	1537	199	37	752	32
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	106	26	31	26	100	75	43	1537	199	37	752	32

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.99	0.95	0.92	0.98	0.95
Lanes:	0.65	0.16	0.19	0.13	0.50	0.37	1.00	2.64	0.36	1.00	2.87	0.13
Final Sat.:	1141	277	332	224	871	655	1750	4957	642	1750	5371	228

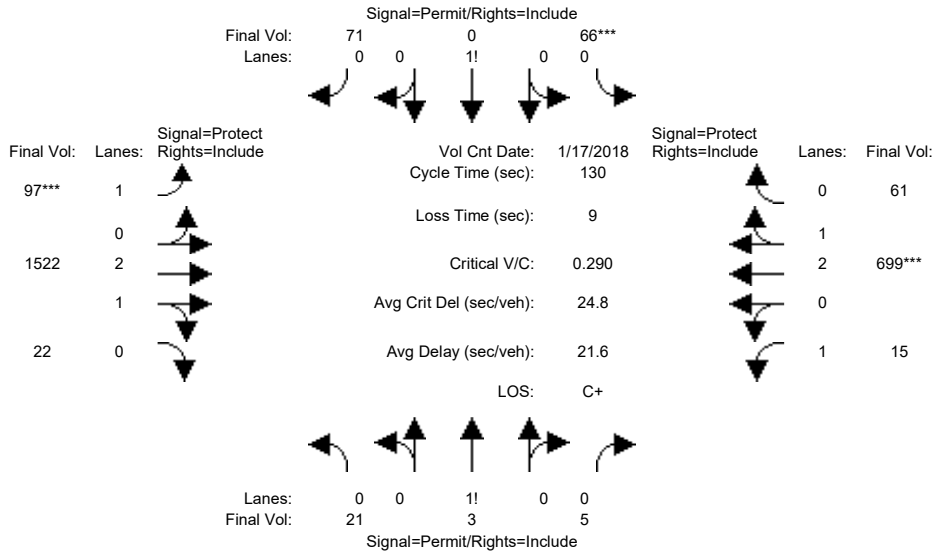
Capacity Analysis Module:												
Vol/Sat:	0.09	0.09	0.09	0.11	0.11	0.11	0.02	0.31	0.31	0.02	0.14	0.14
Crit Moves:					****			****			****	
Green Time:	37.0	37.0	37.0	37.0	37.0	37.0	16.4	69.0	69.0	15.0	67.6	67.6
Volume/Cap:	0.33	0.33	0.33	0.40	0.40	0.40	0.20	0.58	0.58	0.18	0.27	0.27
Delay/Veh:	37.1	37.1	37.1	38.1	38.1	38.1	51.4	21.0	21.0	52.4	17.4	17.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	37.1	37.1	37.1	38.1	38.1	38.1	51.4	21.0	21.0	52.4	17.4	17.4
LOS by Move:	D+	D+	D+	D+	D+	D+	D-	C+	C+	D-	B	B
HCM2k95thQ:	11	11	11	13	13	13	3	26	26	3	11	11

Note: Queue reported is the number of cars per lane.

Vallco Special Area Specific Plan  
SJ17-1786

Level Of Service Computation Report  
2000 HCM Operations (Future Volume Alternative)  
Existing PM With Occupied/Re-tenanted Mall Alternative

Intersection #62: Woodhams Road / Stevens Creek Boulevard



Street Name:	Woodhams Road						Stevens Creek Boulevard					
	North Bound			South Bound			East Bound			West Bound		
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	35	35	35	35	35	35	15	64	64	14	64	64
Y+R:	5.1	5.1	5.1	5.1	5.1	5.1	5.5	5.9	5.9	5.5	5.9	5.9

Volume Module:	>>	Count	Date:	17 Jan 2018	<<	05:00:00 PM						
Base Vol:	7	3	5	65	0	58	82	1441	9	15	642	60
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	7	3	5	65	0	58	82	1441	9	15	642	60
Added Vol:	14	0	0	0	0	12	13	51	13	0	43	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	21	3	5	65	0	70	95	1492	22	15	685	60
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
PHF Volume:	21	3	5	66	0	71	97	1522	22	15	699	61
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	21	3	5	66	0	71	97	1522	22	15	699	61
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	21	3	5	66	0	71	97	1522	22	15	699	61

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.98	0.95	0.92	0.99	0.95
Lanes:	0.73	0.10	0.17	0.48	0.00	0.52	1.00	2.95	0.05	1.00	2.75	0.25
Final Sat.:	1267	181	302	843	0	907	1750	5519	81	1750	5148	451

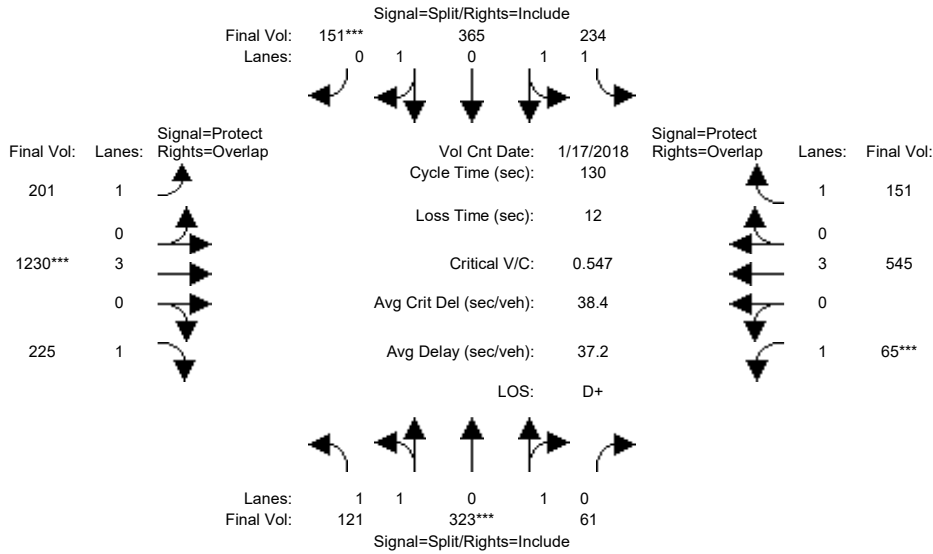
Capacity Analysis Module:												
Vol/Sat:	0.02	0.02	0.02	0.08	0.00	0.08	0.06	0.28	0.28	0.01	0.14	0.14
Crit Moves:				****			****			****		
Green Time:	35.0	35.0	35.0	35.0	0.0	35.0	22.0	70.6	70.6	15.4	64.0	64.0
Volume/Cap:	0.06	0.06	0.06	0.29	0.00	0.29	0.33	0.51	0.51	0.07	0.28	0.28
Delay/Veh:	35.4	35.4	35.4	38.0	0.0	38.0	48.1	18.9	18.9	51.1	19.4	19.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	35.4	35.4	35.4	38.0	0.0	38.0	48.1	18.9	18.9	51.1	19.4	19.4
LOS by Move:	D+	D+	D+	D+	A	D+	D	B-	B-	D-	B-	B-
HCM2k95thQ:	2	2	2	9	0	9	7	23	23	1	11	11

Note: Queue reported is the number of cars per lane.

Vallco Special Area Specific Plan  
SJ17-1786

Level Of Service Computation Report  
2000 HCM Operations (Future Volume Alternative)  
Existing PM With Occupied/Re-tenanted Mall Alternative

Intersection #63: Kiely Boulevard / Stevens Creek Boulevard



Street Name:	Kiely Boulevard						Stevens Creek Boulevard					
	North Bound			South Bound			East Bound			West Bound		
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	7	10	0	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:	>>	Count	Date:	17 Jan 2018	<<	05:00:00 PM						
Base Vol:	111	323	61	234	365	141	190	1200	214	65	521	151
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	111	323	61	234	365	141	190	1200	214	65	521	151
Added Vol:	10	0	0	0	0	10	11	30	11	0	24	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	121	323	61	234	365	151	201	1230	225	65	545	151
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	121	323	61	234	365	151	201	1230	225	65	545	151
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	121	323	61	234	365	151	201	1230	225	65	545	151
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	121	323	61	234	365	151	201	1230	225	65	545	151

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	0.98	0.95	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	1.67	0.33	1.00	1.40	0.60	1.00	3.00	1.00	1.00	3.00	1.00
Final Sat.:	1750	3112	588	1750	2616	1082	1750	5700	1750	1750	5700	1750

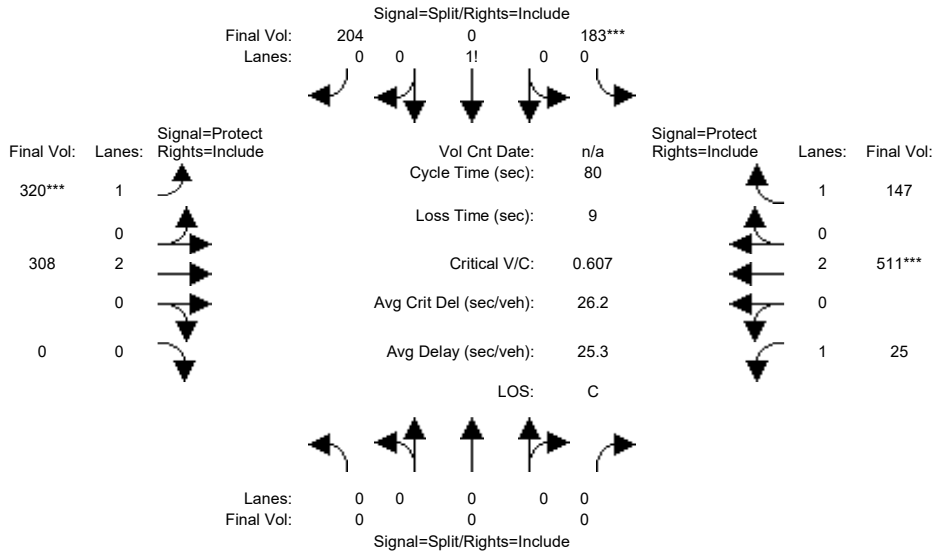
Capacity Analysis Module:												
Vol/Sat:	0.07	0.10	0.10	0.13	0.14	0.14	0.11	0.22	0.13	0.04	0.10	0.09
Crit Moves:	****			****			****			****		
Green Time:	24.7	24.7	24.7	33.2	33.2	33.2	32.8	51.3	76.0	8.8	27.3	60.5
Volume/Cap:	0.36	0.55	0.55	0.52	0.55	0.55	0.45	0.55	0.22	0.55	0.45	0.19
Delay/Veh:	46.0	48.3	48.3	42.0	42.4	42.4	41.8	30.7	13.0	63.9	45.1	20.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	46.0	48.3	48.3	42.0	42.4	42.4	41.8	30.7	13.0	63.9	45.1	20.4
LOS by Move:	D	D	D	D	D	D	D	C	B	E	D	C+
HCM2k95thQ:	9	14	14	17	18	18	13	22	9	7	13	7

Note: Queue reported is the number of cars per lane.

Vallco Special Area Specific Plan  
SJ17-1786

Level Of Service Computation Report  
2000 HCM Operations (Future Volume Alternative)  
Existing PM Occupied/Re-Tenanted Mall Alternative

Intersection #64: Perimeter Road / Vallco Parkway



Street Name:	Perimeter Road						Vallco Parkway					
	North Bound			South Bound			East Bound			West Bound		
Approach:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	10	10	10	7	10	0	7	10	10
Y+R:	0.0	0.0	0.0	4.0	4.0	4.0	4.0	4.0	0.0	4.0	4.0	4.0

Volume Module: 5:45:00 PM												
Base Vol:	0	0	0	61	0	83	50	280	0	25	469	30
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	61	0	83	50	280	0	25	469	30
Added Vol:	0	0	0	122	0	121	270	28	0	0	42	117
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	183	0	204	320	308	0	25	511	147
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	183	0	204	320	308	0	25	511	147
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	183	0	204	320	308	0	25	511	147
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	0	0	0	183	0	204	320	308	0	25	511	147

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	0.92	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	0.00	0.00	0.47	0.00	0.53	1.00	2.00	0.00	1.00	2.00	1.00
Final Sat.:	0	0	0	828	0	922	1750	3800	0	1750	3800	1750

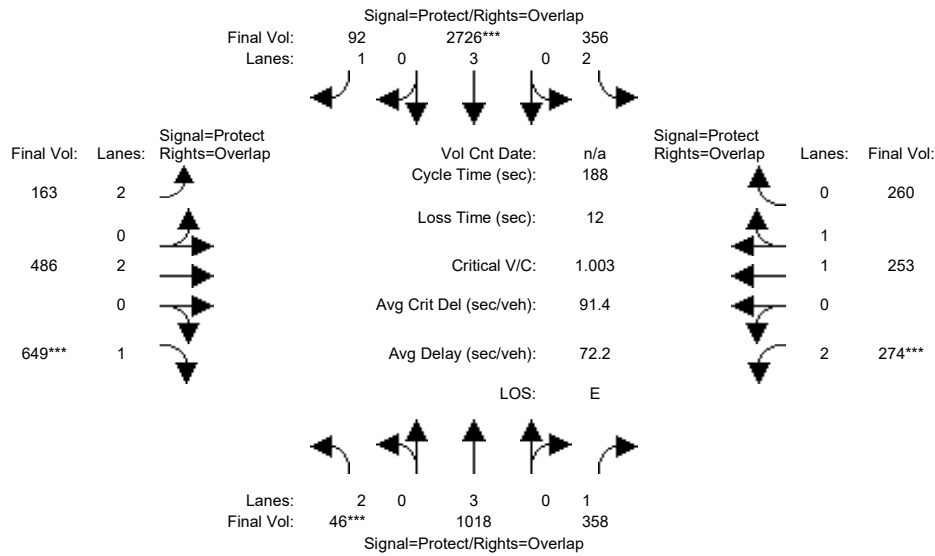
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.22	0.00	0.22	0.18	0.08	0.00	0.01	0.13	0.08
Crit Moves:				****			****			****		
Green Time:	0.0	0.0	0.0	29.2	0.0	29.2	24.1	24.6	0.0	17.2	17.7	17.7
Volume/Cap:	0.00	0.00	0.00	0.61	0.00	0.61	0.61	0.26	0.00	0.07	0.61	0.38
Delay/Veh:	0.0	0.0	0.0	22.4	0.0	22.4	25.9	21.0	0.0	25.1	29.3	27.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	22.4	0.0	22.4	25.9	21.0	0.0	25.1	29.3	27.1
LOS by Move:	A	A	A	C+	A	C+	C	C+	A	C	C	C
HCM2kAvgQ:	0	0	0	9	0	9	7	3	0	1	6	3

Note: Queue reported is the number of cars per lane.

Vallco Special Area Specific Plan  
SJ17-1786

Level Of Service Computation Report  
2000 HCM Operations (Future Volume Alternative)  
Existing PM Occupied/Re-Tenanted Mall Alternative

Intersection #65: Lawrence Expressway / Kifer Road



Street Name:	Lawrence Expressway						Kifer Road					
	North Bound			South Bound			East Bound			West Bound		
Approach:												
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	12	85	85	26	100	100	14	28	28	25	40	40
Y+R:	5.9	6.2	6.2	6.1	6.2	6.2	5.8	5.5	5.5	5.9	45.1	45.1

Volume Module:												
Base Vol:	46	1220	358	356	3429	92	163	486	643	262	253	260
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	46	1220	358	356	3429	92	163	486	643	262	253	260
Added Vol:	0	52	0	0	21	0	0	0	6	12	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	46	1272	358	356	3450	92	163	486	649	274	253	260
User Adj:	1.00	0.80	1.00	1.00	0.79	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	46	1018	358	356	2726	92	163	486	649	274	253	260
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	46	1018	358	356	2726	92	163	486	649	274	253	260
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	46	1018	358	356	2726	92	163	486	649	274	253	260

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	2.00	2.00	1.00	2.00	1.00	1.00
Final Sat.:	3150	5700	1750	3150	5700	1750	3150	3800	1750	3150	1900	1750

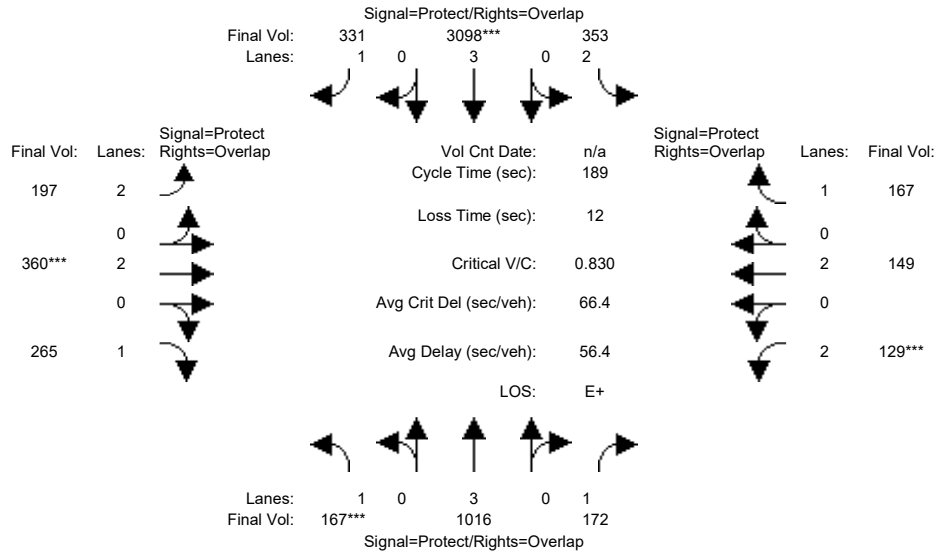
Capacity Analysis Module:												
Vol/Sat:	0.01	0.18	0.20	0.11	0.48	0.05	0.05	0.13	0.37	0.09	0.13	0.15
Crit Moves:	***			****					****	****		
Green Time:	12.5	89.6	115.7	27.4	104	119.6	15.2	32.4	44.9	26.1	43.3	70.7
Volume/Cap:	0.22	0.37	0.33	0.78	0.86	0.08	0.64	0.74	1.55	0.63	0.58	0.39
Delay/Veh:	80.1	30.1	16.9	82.1	36.7	12.6	85.7	75.3	328.7	76.0	62.4	41.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	80.1	30.1	16.9	82.1	36.7	12.6	85.7	75.3	328.7	76.0	62.4	41.3
LOS by Move:	F	C	B	F	D+	B	F	E-	F	E-	E	D
HCM2kAvgQ:	1	11	10	13	44	2	6	14	69	9	13	11

Note: Queue reported is the number of cars per lane.

Vallco Special Area Specific Plan  
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Level Of Service Computation Report  
2000 HCM Operations (Future Volume Alternative)  
Existing PM Occupied/Re-Tenanted Mall Alternative

Intersection #66: Lawrence Expressway / Reed Avenue/Monroe Street



Street Name:	Lawrence Expressway						Reed Avenue/Monroe Street					
	North Bound			South Bound			East Bound			West Bound		
Approach:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	19	87	87	25	93	93	17	37	37	16	36	36
Y+R:	6.0	6.2	6.2	6.1	6.2	6.2	5.7	5.6	5.6	5.6	5.7	5.7

Volume Module:												
Base Vol:	167	1218	172	353	3882	331	197	360	263	125	149	167
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	167	1218	172	353	3882	331	197	360	263	125	149	167
Added Vol:	0	52	0	0	40	0	0	0	2	4	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	167	1270	172	353	3922	331	197	360	265	129	149	167
User Adj:	1.00	0.80	1.00	1.00	0.79	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	167	1016	172	353	3098	331	197	360	265	129	149	167
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	167	1016	172	353	3098	331	197	360	265	129	149	167
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	167	1016	172	353	3098	331	197	360	265	129	149	167

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92
Lanes:	1.00	3.00	1.00	2.00	3.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	1750	5700	1750	3150	5700	1750	3150	3800	1750	3150	3800	1750

Capacity Analysis Module:												
Vol/Sat:	0.10	0.18	0.10	0.11	0.54	0.19	0.06	0.09	0.15	0.04	0.04	0.10
Crit Moves:	***			****			****			****		
Green Time:	20.0	93.8	110.6	27.0	101	118.6	17.8	38.9	58.8	16.8	37.8	64.8
Volume/Cap:	0.90	0.36	0.17	0.79	1.02	0.30	0.66	0.46	0.49	0.46	0.20	0.28
Delay/Veh:	119.8	27.9	17.3	83.4	63.4	15.5	84.2	63.2	51.0	79.1	60.1	43.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	119.8	27.9	17.3	83.4	63.4	15.5	84.2	63.2	51.0	79.1	60.1	43.3
LOS by Move:	F	C	B	F	E	B	F	E	D-	E-	E	D
HCM2kAvgQ:	11	11	5	11	60	8	7	9	13	4	3	7

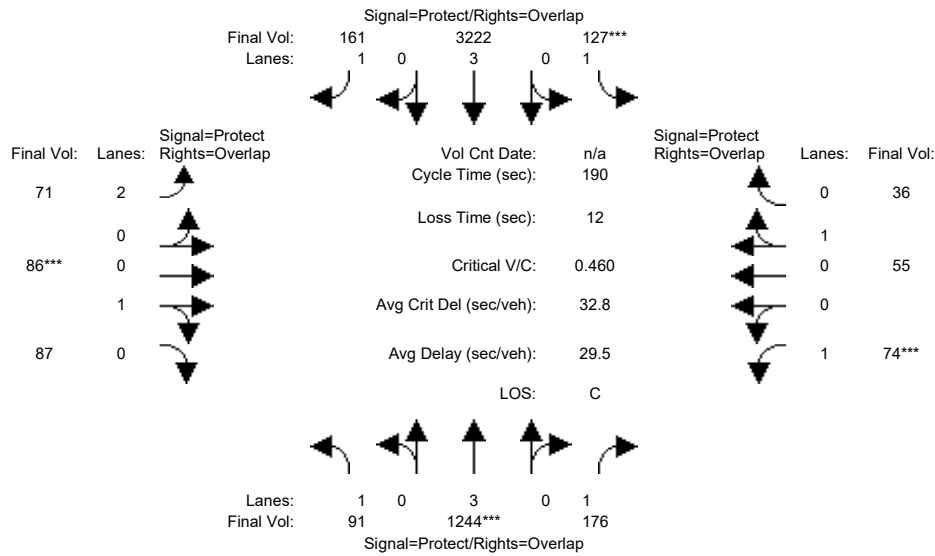
Note: Queue reported is the number of cars per lane.



Vallco Special Area Specific Plan  
SJ17-1786

Level Of Service Computation Report  
2000 HCM Operations (Future Volume Alternative)  
Existing PM Occupied/Re-Tenanted Mall Alternative

Intersection #67: Lawrence Expressway / Poinciana Drive/Cabrillo Avenue



Street Name:	Lawrence Expressway						Poinciana Drive/Cabrillo Avenue					
	North Bound			South Bound			East Bound			West Bound		
Approach:												
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	15	112	112	21	118	118	13	23	23	12	21	21
Y+R:	5.1	6.2	6.2	4.9	6.2	6.2	5.9	5.8	5.8	5.4	5.8	5.8

Volume Module:												
Base Vol:	91	1503	176	127	4032	161	71	86	85	74	55	36
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	91	1503	176	127	4032	161	71	86	85	74	55	36
Added Vol:	0	52	0	0	46	0	0	0	2	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	91	1555	176	127	4078	161	71	86	87	74	55	36
User Adj:	1.00	0.80	1.00	1.00	0.79	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	91	1244	176	127	3222	161	71	86	87	74	55	36
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	91	1244	176	127	3222	161	71	86	87	74	55	36
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	91	1244	176	127	3222	161	71	86	87	74	55	36

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.83	0.95	0.95	0.92	0.95	0.95
Lanes:	1.00	3.00	1.00	1.00	3.00	1.00	2.00	0.50	0.50	1.00	0.60	0.40
Final Sat.:	1750	5700	1750	1750	5700	1750	3150	895	905	1750	1088	712

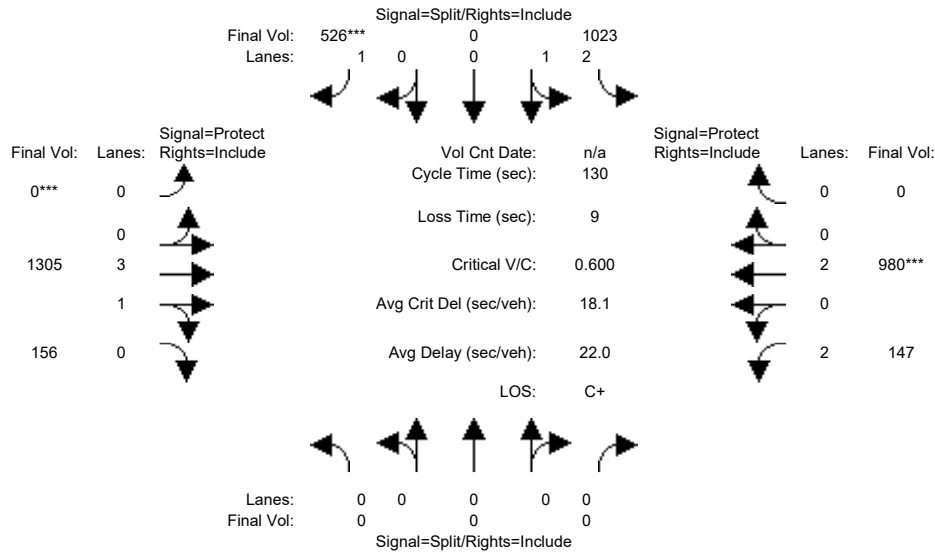
Capacity Analysis Module:												
Vol/Sat:	0.05	0.22	0.10	0.07	0.57	0.09	0.02	0.10	0.10	0.04	0.05	0.05
Crit Moves:	****			****			****			****		
Green Time:	15.8	118	130.9	22.2	125	138.7	14.1	24.3	40.1	12.7	22.8	45.0
Volume/Cap:	0.62	0.35	0.15	0.62	0.86	0.13	0.30	0.75	0.46	0.63	0.42	0.21
Delay/Veh:	87.9	16.5	9.7	81.5	26.8	7.3	79.6	88.8	62.8	92.8	74.7	55.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	87.9	16.5	9.7	81.5	26.8	7.3	79.6	88.8	62.8	92.8	74.7	55.5
LOS by Move:	F	B	A	F	C	A	E-	F	E	F	E	E+
HCM2kAvgQ:	5	10	3	7	43	3	2	11	9	5	5	4

Note: Queue reported is the number of cars per lane.

Vallco Special Area Specific Plan  
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Level Of Service Computation Report  
2000 HCM Operations (Future Volume Alternative)  
Background AM

Intersection #1: Stevens Creek Boulevard / SR 85 Ramps (West)



Street Name:	SR-85 (West)						Stevens Creek Boulevard					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	7	10	10	0	10	10	7	10	0
Y+R:	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0

Volume Module:	North Bound			South Bound			East Bound			West Bound		
Base Vol:	0	0	0	1013	0	524	0	1220	156	145	916	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	1013	0	524	0	1220	156	145	916	0
Added Vol:	0	0	0	9	0	0	0	47	0	2	59	0
PasserByVol:	0	0	0	1	0	2	0	38	0	0	5	0
Initial Fut:	0	0	0	1023	0	526	0	1305	156	147	980	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	1023	0	526	0	1305	156	147	980	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	1023	0	526	0	1305	156	147	980	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	1023	0	526	0	1305	156	147	980	0

Saturation Flow Module:	North Bound			South Bound			East Bound			West Bound		
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.87	1.00	0.92	0.92	0.99	0.95	0.83	1.00	0.92
Lanes:	0.00	0.00	0.00	3.00	0.00	1.00	0.00	3.56	0.44	2.00	2.00	0.00
Final Sat.:	0	0	0	4950	0	1750	0	6698	801	3150	3800	0

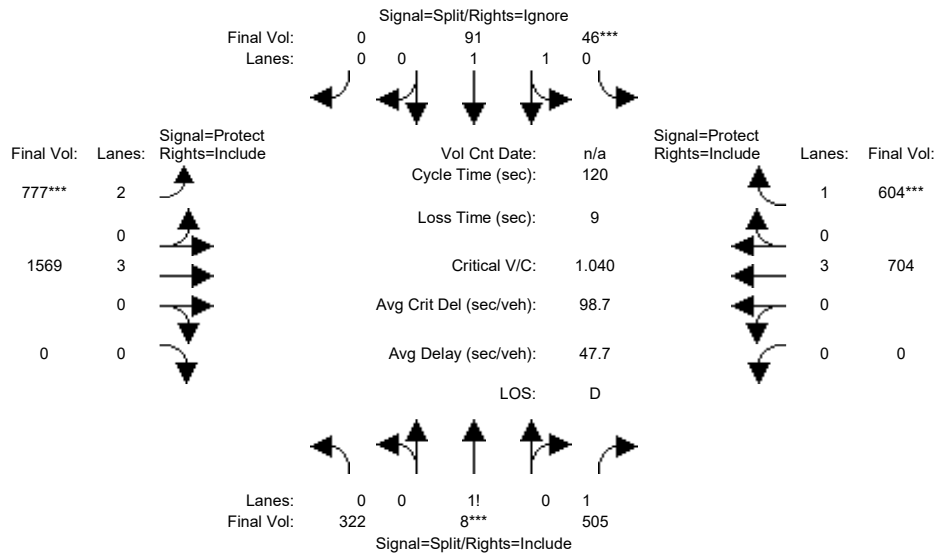
Capacity Analysis Module:	North Bound			South Bound			East Bound			West Bound		
Vol/Sat:	0.00	0.00	0.00	0.21	0.00	0.30	0.00	0.19	0.19	0.05	0.26	0.00
Crit Moves:						****	****				****	
Green Time:	0.0	0.0	0.0	65.1	0.0	65.1	0.0	43.8	43.8	12.1	55.9	0.0
Volume/Cap:	0.00	0.00	0.00	0.41	0.00	0.60	0.00	0.58	0.58	0.50	0.60	0.00
Delay/Veh:	0.0	0.0	0.0	20.5	0.0	24.3	0.0	23.8	23.8	53.6	14.8	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	20.5	0.0	24.3	0.0	23.8	23.8	53.6	14.8	0.0
LOS by Move:	A	A	A	C+	A	C	A	C	C	D-	B	A
HCM2kAvgQ:	0	0	0	10	0	16	0	10	10	3	10	0

Note: Queue reported is the number of cars per lane.

Vallco Special Area Specific Plan  
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Level Of Service Computation Report  
2000 HCM Operations (Future Volume Alternative)  
Background AM

Intersection #2: Stevens Creek Boulevard / SR-85 Ramps (East)



Street Name:	SR-85 Ramps (East)						Stevens Creek Boulevard					
	North Bound			South Bound			East Bound			West Bound		
Approach:												
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	4.0	5.0	5.0

Volume Module:

Base Vol:	322	8	490	46	91	0	758	1493	0	0	638	576
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	322	8	490	46	91	0	758	1493	0	0	638	576
Added Vol:	0	0	15	0	0	0	0	56	0	0	61	23
PasserByVol:	0	0	0	0	0	0	19	20	0	0	5	5
Initial Fut:	322	8	505	46	91	0	777	1569	0	0	704	604
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	322	8	505	46	91	0	777	1569	0	0	704	604
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	322	8	505	46	91	0	777	1569	0	0	704	604
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	322	8	505	46	91	0	777	1569	0	0	704	604

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.92	0.92	0.95	0.99	0.92	0.83	1.00	0.92	0.92	1.00	0.92
Lanes:	0.55	0.01	1.44	0.69	1.31	0.00	2.00	3.00	0.00	0.00	3.00	1.00
Final Sat.:	967	24	2509	1242	2457	0	3150	5700	0	0	5700	1750

Capacity Analysis Module:

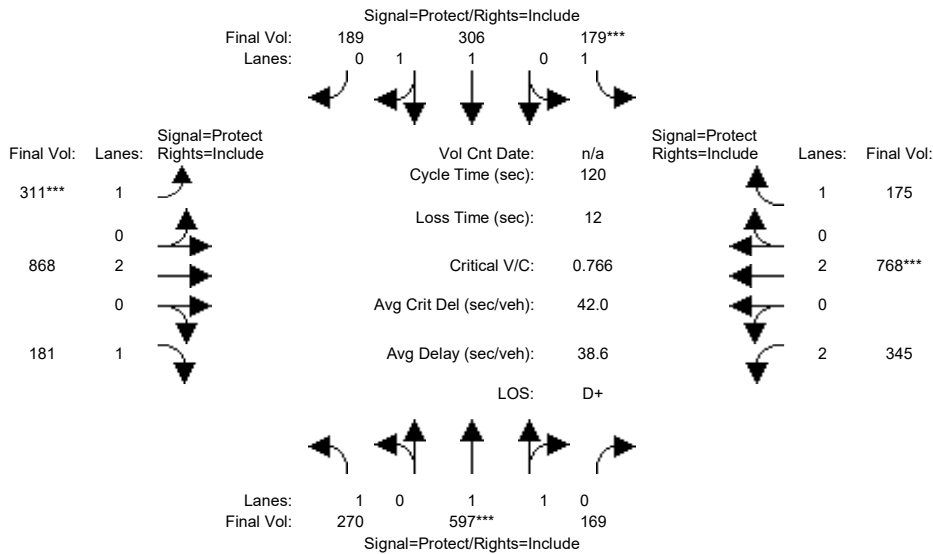
Vol/Sat:	0.33	0.33	0.20	0.04	0.04	0.00	0.25	0.28	0.00	0.00	0.12	0.35
Crit Moves:	****			****			****			****		
Green Time:	36.4	36.4	36.4	10.0	10.0	0.0	26.9	64.6	0.0	0.0	37.7	37.7
Volume/Cap:	1.10	1.10	0.66	0.44	0.44	0.00	1.10	0.51	0.00	0.00	0.39	1.10
Delay/Veh:	104.8	105	37.9	53.4	53.4	0.0	101.6	4.0	0.0	0.0	22.5	96.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	104.8	105	37.9	53.4	53.4	0.0	101.6	4.0	0.0	0.0	22.5	96.7
LOS by Move:	F	F	D+	D-	D-	A	F	A	A	A	C+	F
HCM2kAvgQ:	34	34	13	3	3	0	24	4	0	0	5	32

Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report  
2000 HCM Operations (Future Volume Alternative)  
Background AM

Intersection #3: Stelling Road / Stevens Creek Boulevard



Street Name:	Stelling Road						Stevens Creek Boulevard					
	North Bound			South Bound			East Bound			West Bound		
Approach:												
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:												
Base Vol:	270	586	162	177	304	184	310	776	181	337	678	171
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	270	586	162	177	304	184	310	776	181	337	678	171
Added Vol:	0	0	3	2	0	0	0	71	0	8	84	4
PasserByVol:	0	11	4	0	2	5	1	21	0	0	6	0
Initial Fut:	270	597	169	179	306	189	311	868	181	345	768	175
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	270	597	169	179	306	189	311	868	181	345	768	175
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	270	597	169	179	306	189	311	868	181	345	768	175
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	270	597	169	179	306	189	311	868	181	345	768	175

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	0.99	0.95	0.92	1.00	0.92	0.83	1.00	0.92
Lanes:	1.00	1.55	0.45	1.00	1.22	0.78	1.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	1750	2883	816	1750	2286	1412	1750	3800	1750	3150	3800	1750

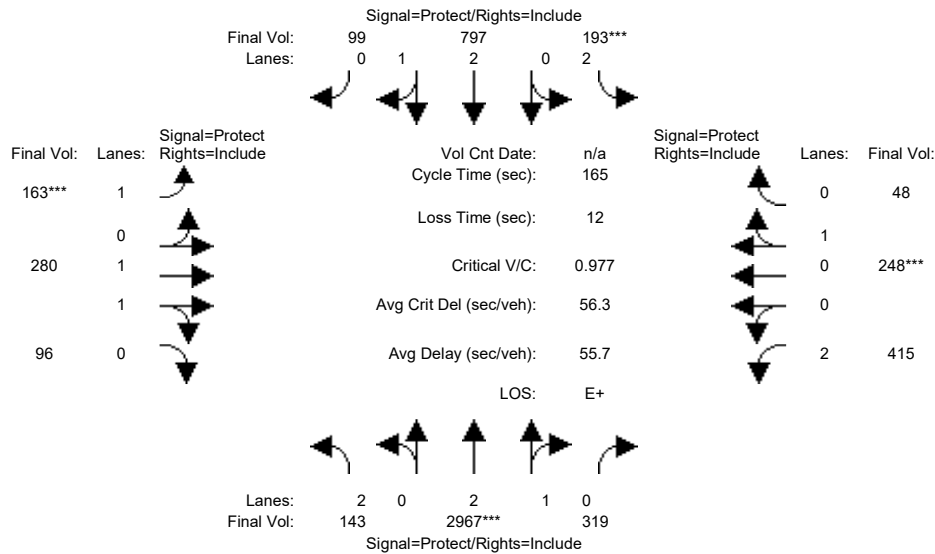
Capacity Analysis Module:												
Vol/Sat:	0.15	0.21	0.21	0.10	0.13	0.13	0.18	0.23	0.10	0.11	0.20	0.10
Crit Moves:	****			****			****			****		
Green Time:	26.0	32.4	32.4	16.0	22.5	22.5	27.8	40.2	40.2	19.3	31.7	31.7
Volume/Cap:	0.71	0.77	0.77	0.77	0.71	0.71	0.77	0.68	0.31	0.68	0.77	0.38
Delay/Veh:	49.9	43.9	43.9	64.2	49.2	49.2	42.8	24.3	19.9	45.2	34.6	28.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	49.9	43.9	43.9	64.2	49.2	49.2	42.8	24.3	19.9	45.2	34.6	28.0
LOS by Move:	D	D	D	E	D	D	D	C	B-	D	C-	C
HCM2kAvgQ:	11	15	15	9	10	10	11	11	4	7	12	4

Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report  
2000 HCM Operations (Future Volume Alternative)  
Background AM

Intersection #4: Sunnyvale Saratoga Road / Remington Drive



Street Name:	Sunnyvale Saratoga Road						Remington Drive					
	North Bound			South Bound			East Bound			West Bound		
Approach:	L	T	R	L	T	R	L	T	R	L	T	R
Movement:												
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:												
Base Vol:	143	2339	315	148	599	99	150	280	96	366	237	48
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	143	2339	315	148	599	99	150	280	96	366	237	48
Added Vol:	0	576	4	0	158	0	0	0	0	1	0	0
PasserByVol:	0	52	0	45	40	0	13	0	0	48	11	0
Initial Fut:	143	2967	319	193	797	99	163	280	96	415	248	48
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	143	2967	319	193	797	99	163	280	96	415	248	48
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	143	2967	319	193	797	99	163	280	96	415	248	48
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	143	2967	319	193	797	99	163	280	96	415	248	48

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	0.99	0.95	0.83	0.99	0.95	0.92	0.98	0.95	0.83	0.95	0.95
Lanes:	2.00	2.70	0.30	2.00	2.66	0.34	1.00	1.48	0.52	2.00	0.84	0.16
Final Sat.:	3150	5056	544	3150	4980	619	1750	2755	944	3150	1508	292

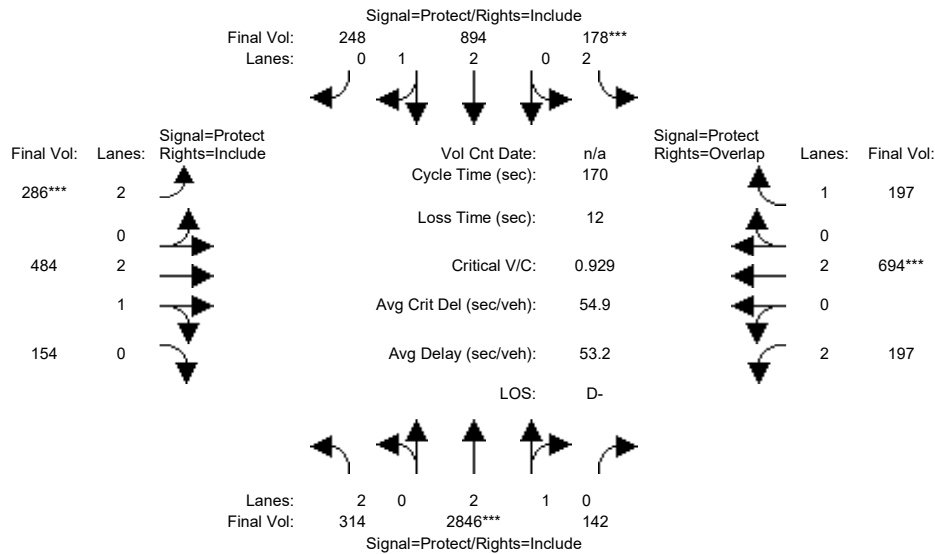
Capacity Analysis Module:												
Vol/Sat:	0.05	0.59	0.59	0.06	0.16	0.16	0.09	0.10	0.10	0.13	0.16	0.16
Crit Moves:	****			****			****			****		
Green Time:	24.2	99.1	99.1	10.4	85.3	85.3	15.7	19.0	19.0	24.6	27.8	27.8
Volume/Cap:	0.31	0.98	0.98	0.98	0.31	0.31	0.98	0.89	0.89	0.89	0.98	0.98
Delay/Veh:	63.3	42.5	42.5	134.3	23.0	23.0	137.0	91.3	91.3	86.7	113	113.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	63.3	42.5	42.5	134.3	23.0	23.0	137.0	91.3	91.3	86.7	113	113.5
LOS by Move:	E	D	D	F	C+	C+	F	F	F	F	F	F
HCM2kAvgQ:	4	54	54	7	8	8	13	12	12	15	20	20

Note: Queue reported is the number of cars per lane.

Vallco Special Area Specific Plan  
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Level Of Service Computation Report  
2000 HCM Operations (Future Volume Alternative)  
Background AM

Intersection #5: Sunnyvale Saratoga Road / Fremont Avenue



Street Name:	Sunnyvale Saratoga Road						Fremont Avenue					
	North Bound			South Bound			East Bound			West Bound		
Approach:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:												
Base Vol:	312	2251	121	148	682	242	280	433	140	186	659	166
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	312	2251	121	148	682	242	280	433	140	186	659	166
Added Vol:	0	562	21	7	153	0	0	42	0	11	34	18
PasserByVol:	2	33	0	23	59	6	6	9	14	0	1	13
Initial Fut:	314	2846	142	178	894	248	286	484	154	197	694	197
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	314	2846	142	178	894	248	286	484	154	197	694	197
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	314	2846	142	178	894	248	286	484	154	197	694	197
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	314	2846	142	178	894	248	286	484	154	197	694	197

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	0.98	0.95	0.83	0.99	0.95	0.83	0.99	0.95	0.83	1.00	0.92
Lanes:	2.00	2.85	0.15	2.00	2.32	0.68	2.00	2.25	0.75	2.00	2.00	1.00
Final Sat.:	3150	5334	266	3150	4382	1216	3150	4247	1351	3150	3800	1750

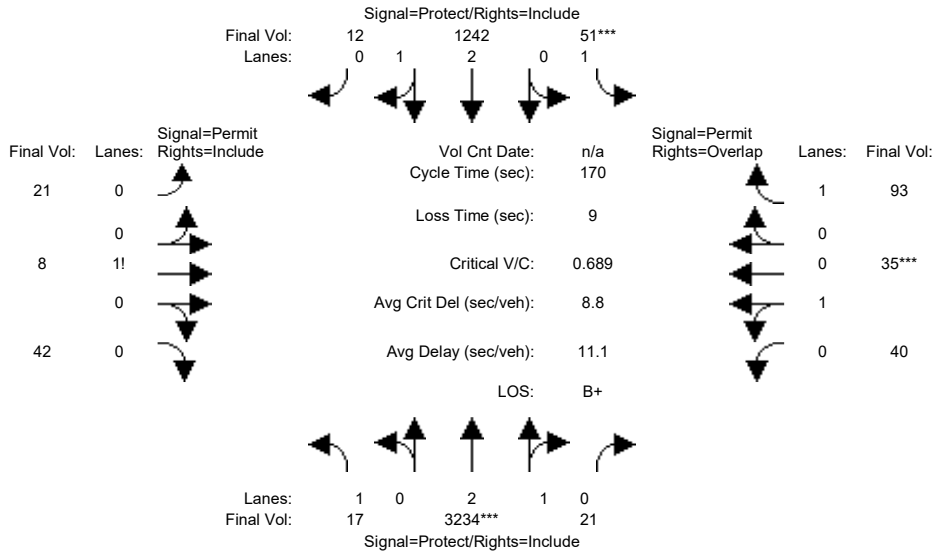
Capacity Analysis Module:												
Vol/Sat:	0.10	0.53	0.53	0.06	0.20	0.20	0.09	0.11	0.11	0.06	0.18	0.11
Crit Moves:	****			****			****			****		
Green Time:	35.4	97.6	97.6	10.3	72.5	72.5	16.6	32.3	32.3	17.7	33.4	43.8
Volume/Cap:	0.48	0.93	0.93	0.93	0.48	0.48	0.93	0.60	0.60	0.60	0.93	0.44
Delay/Veh:	59.7	38.6	38.6	124.7	35.3	35.3	109.4	63.9	63.9	75.8	85.1	53.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	59.7	38.6	38.6	124.7	35.3	35.3	109.4	63.9	63.9	75.8	85.1	53.5
LOS by Move:	E+	D+	D+	F	D+	D+	F	E	E	E-	F	D-
HCM2kAvgQ:	8	50	50	6	14	14	12	11	11	6	19	9

Note: Queue reported is the number of cars per lane.

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2000 HCM Operations (Future Volume Alternative)  
Background AM

Intersection #6: Sunnyvale Saratoga Road / Cheyenne Drive



Street Name:	Sunnyvale Saratoga Road						Cheyenne Drive					
	North Bound			South Bound			East Bound			West Bound		
Approach:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:												
Base Vol:	17	2615	21	51	1005	12	21	8	42	40	35	93
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	17	2615	21	51	1005	12	21	8	42	40	35	93
Added Vol:	0	584	0	0	164	0	0	0	0	0	0	0
PasserByVol:	0	35	0	0	73	0	0	0	0	0	0	0
Initial Fut:	17	3234	21	51	1242	12	21	8	42	40	35	93
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	17	3234	21	51	1242	12	21	8	42	40	35	93
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	17	3234	21	51	1242	12	21	8	42	40	35	93
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	17	3234	21	51	1242	12	21	8	42	40	35	93

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	0.98	0.95	0.92	0.92	0.92	0.95	0.95	0.92
Lanes:	1.00	2.98	0.02	1.00	2.97	0.03	0.30	0.11	0.59	0.53	0.47	1.00
Final Sat.:	1750	5564	36	1750	5546	54	518	197	1035	960	840	1750

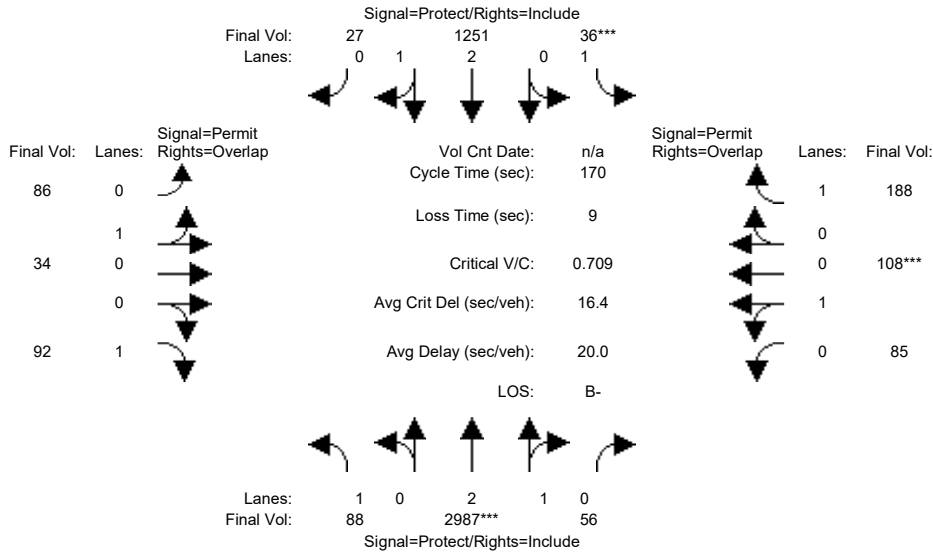
Capacity Analysis Module:												
Vol/Sat:	0.01	0.58	0.58	0.03	0.22	0.22	0.04	0.04	0.04	0.04	0.04	0.05
Crit Moves:	****			****						****		
Green Time:	23.4	144	143.5	7.2	127	127.3	10.3	10.3	10.3	10.3	10.3	17.5
Volume/Cap:	0.07	0.69	0.69	0.69	0.30	0.30	0.67	0.67	0.67	0.69	0.69	0.52
Delay/Veh:	63.9	5.4	5.4	104.2	6.9	6.9	93.6	93.6	93.6	95.3	95.3	74.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	63.9	5.4	5.4	104.2	6.9	6.9	93.6	93.6	93.6	95.3	95.3	74.9
LOS by Move:	E	A	A	F	A	A	F	F	F	F	F	E
HCM2kAvgQ:	1	21	21	3	7	7	5	5	5	5	5	6

Note: Queue reported is the number of cars per lane.

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Intersection #7: Sunnyvale Saratoga Road / Alberta Avenue



Street Name:	Sunnyvale Saratoga Road						Alberta Avenue					
	North Bound			South Bound			East Bound			West Bound		
Approach:	L	T	R	L	T	R	L	T	R	L	T	R
Movement:												
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:												
Base Vol:	88	2367	56	36	1013	27	86	34	92	85	108	188
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	88	2367	56	36	1013	27	86	34	92	85	108	188
Added Vol:	0	584	0	0	164	0	0	0	0	0	0	0
PasserByVol:	0	36	0	0	74	0	0	0	0	0	0	0
Initial Fut:	88	2987	56	36	1251	27	86	34	92	85	108	188
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	88	2987	56	36	1251	27	86	34	92	85	108	188
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	88	2987	56	36	1251	27	86	34	92	85	108	188
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	88	2987	56	36	1251	27	86	34	92	85	108	188

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	0.98	0.95	0.95	0.95	0.92	0.95	0.95	0.92
Lanes:	1.00	2.94	0.06	1.00	2.93	0.07	0.72	0.28	1.00	0.44	0.56	1.00
Final Sat.:	1750	5497	103	1750	5482	118	1290	510	1750	793	1007	1750

Capacity Analysis Module:												
Vol/Sat:	0.05	0.54	0.54	0.02	0.23	0.23	0.07	0.07	0.05	0.11	0.11	0.11
Crit Moves:	****			****						****		
Green Time:	24.5	129	128.6	7.0	111	111.1	25.4	25.4	49.9	25.4	25.4	32.4
Volume/Cap:	0.35	0.72	0.72	0.50	0.35	0.35	0.45	0.45	0.18	0.72	0.72	0.56
Delay/Veh:	66.4	11.6	11.6	85.1	13.3	13.3	67.1	67.1	45.0	77.9	77.9	64.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	66.4	11.6	11.6	85.1	13.3	13.3	67.1	67.1	45.0	77.9	77.9	64.6
LOS by Move:	E	B+	B+	F	B	B	E	E	D	E-	E-	E
HCM2kAvgQ:	4	27	27	2	10	10	6	6	4	11	11	10

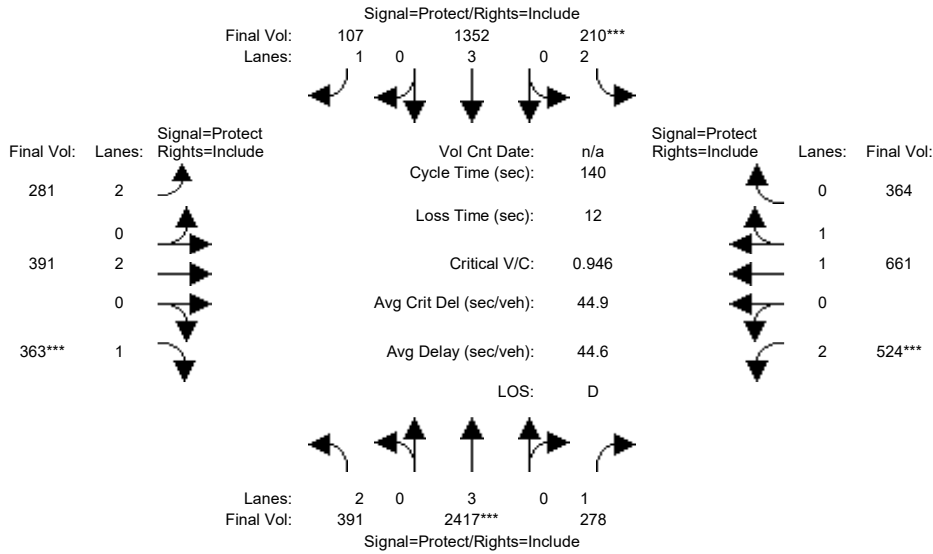
Note: Queue reported is the number of cars per lane.



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Intersection #8: De Anza Boulevard / Homestead Road



Street Name:	De Anza Boulevard						Homestead Road					
	North Bound			South Bound			East Bound			West Bound		
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:												
Base Vol:	390	1844	171	153	1179	99	265	292	362	506	608	333
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	390	1844	171	153	1179	99	265	292	362	506	608	333
Added Vol:	1	542	41	12	144	8	16	32	1	13	40	26
PasserByVol:	0	31	66	45	29	0	0	67	0	5	13	5
Initial Fut:	391	2417	278	210	1352	107	281	391	363	524	661	364
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	391	2417	278	210	1352	107	281	391	363	524	661	364
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	391	2417	278	210	1352	107	281	391	363	524	661	364
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	391	2417	278	210	1352	107	281	391	363	524	661	364

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92	0.83	0.99	0.95
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	2.00	2.00	1.00	2.00	1.27	0.73
Final Sat.:	3150	5700	1750	3150	5700	1750	3150	3800	1750	3150	2385	1313

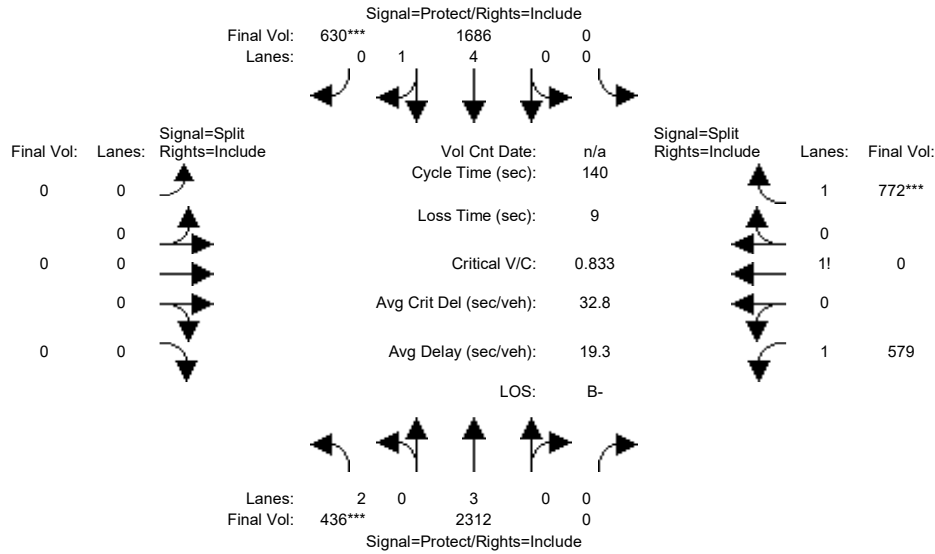
Capacity Analysis Module:												
Vol/Sat:	0.12	0.42	0.16	0.07	0.24	0.06	0.09	0.10	0.21	0.17	0.28	0.28
Crit Moves:	****			****			****			****		
Green Time:	25.0	62.8	62.8	9.9	47.7	47.7	13.5	30.7	30.7	24.6	41.9	41.9
Volume/Cap:	0.70	0.95	0.35	0.95	0.70	0.18	0.93	0.47	0.95	0.95	0.93	0.93
Delay/Veh:	50.0	25.3	11.9	106.7	27.3	21.4	95.9	48.0	86.0	82.3	60.6	60.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	50.0	25.3	11.9	106.7	27.3	21.4	95.9	48.0	86.0	82.3	60.6	60.6
LOS by Move:	D	C	B+	F	C	C+	F	D	F	F	E	E
HCM2kAvgQ:	10	35	5	6	14	2	8	6	19	15	23	23

Note: Queue reported is the number of cars per lane.

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Intersection #9: De Anza Boulevard / I-280 Ramps (North)



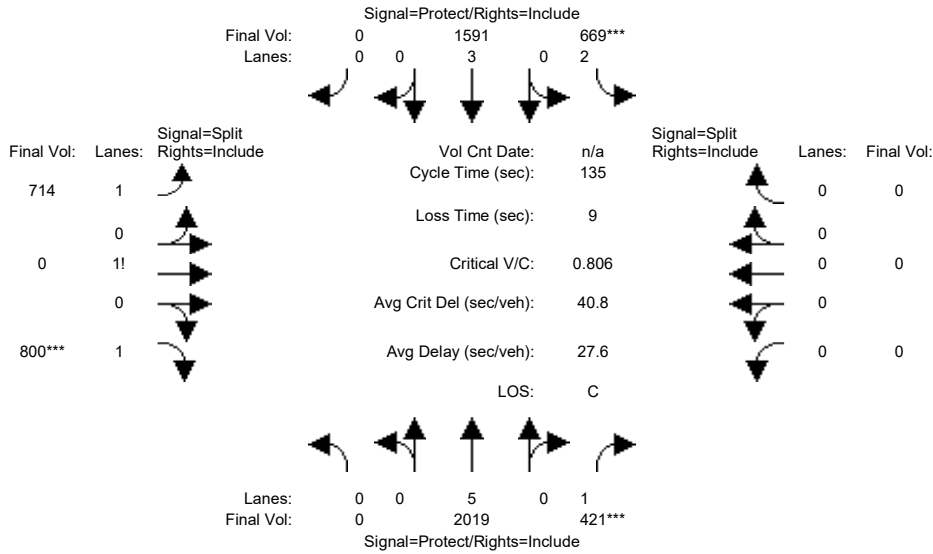
Street Name:	De Anza Boulevard						I-280 Ramps (North)					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	0	0	0	10	10	10
Y+R:	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Volume Module:												
Base Vol:	418	1803	0	0	1516	610	0	0	0	575	0	600
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	418	1803	0	0	1516	610	0	0	0	575	0	600
Added Vol:	0	424	0	0	151	6	0	0	0	3	0	160
PasserByVol:	18	85	0	0	19	14	0	0	0	1	0	12
Initial Fut:	436	2312	0	0	1686	630	0	0	0	579	0	772
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	436	2312	0	0	1686	630	0	0	0	579	0	772
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	436	2312	0	0	1686	630	0	0	0	579	0	772
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	436	2312	0	0	1686	630	0	0	0	579	0	772
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	2.00	3.00	0.00	0.00	4.00	1.00	0.00	0.00	0.00	1.43	0.00	1.57
Final Sat.:	3150	5700	0	0	7600	1750	0	0	0	2500	0	2750
Capacity Analysis Module:												
Vol/Sat:	0.14	0.41	0.00	0.00	0.22	0.36	0.00	0.00	0.00	0.23	0.00	0.28
Crit Moves:	***	***			***	***						***
Green Time:	23.3	83.8	0.0	0.0	60.5	60.5	0.0	0.0	0.0	47.2	0.0	47.2
Volume/Cap:	0.83	0.68	0.00	0.00	0.51	0.83	0.00	0.00	0.00	0.69	0.00	0.83
Delay/Veh:	59.9	0.7	0.0	0.0	14.4	19.6	0.0	0.0	0.0	41.1	0.0	46.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	59.9	0.7	0.0	0.0	14.4	19.6	0.0	0.0	0.0	41.1	0.0	46.6
LOS by Move:	E+	A	A	A	B	B-	A	A	A	D	A	D
HCM2kAvgQ:	11	1	0	0	8	23	0	0	0	17	0	23

Note: Queue reported is the number of cars per lane.

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Background AM

Intersection #10: De Anza Boulevard / I-280 Ramps (South)



Street Name:	De Anza Boulevard						I-280 Ramps (South)					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	0	0	0
Y+R:	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0

Volume Module:												
Base Vol:	0	1571	407	594	1492	0	636	0	782	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	1571	407	594	1492	0	636	0	782	0	0	0
Added Vol:	0	419	8	63	91	0	5	0	0	0	0	0
PasserByVol:	0	29	6	12	8	0	73	0	18	0	0	0
Initial Fut:	0	2019	421	669	1591	0	714	0	800	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	2019	421	669	1591	0	714	0	800	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	2019	421	669	1591	0	714	0	800	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	0	2019	421	669	1591	0	714	0	800	0	0	0

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	5.00	1.00	2.00	3.00	0.00	1.47	0.00	1.53	0.00	0.00	0.00
Final Sat.:	0	9500	1750	3150	5700	0	2575	0	2675	0	0	0

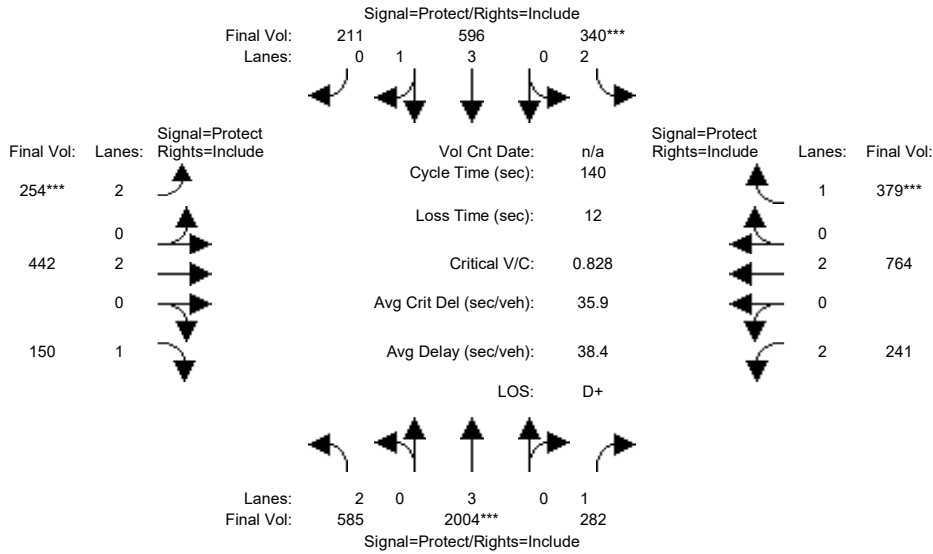
Capacity Analysis Module:												
Vol/Sat:	0.00	0.21	0.24	0.21	0.28	0.00	0.28	0.00	0.30	0.00	0.00	0.00
Crit Moves:			****	****					****			
Green Time:	0.0	40.3	40.3	35.6	75.9	0.0	50.1	0.0	50.1	0.0	0.0	0.0
Volume/Cap:	0.00	0.71	0.81	0.81	0.50	0.00	0.75	0.00	0.81	0.00	0.00	0.00
Delay/Veh:	0.0	31.1	40.3	41.2	2.7	0.0	38.5	0.0	40.7	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	31.1	40.3	41.2	2.7	0.0	38.5	0.0	40.7	0.0	0.0	0.0
LOS by Move:	A	C	D	D	A	A	D+	A	D	A	A	A
HCM2kAvgQ:	0	13	17	15	3	0	20	0	23	0	0	0

Note: Queue reported is the number of cars per lane.

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Background AM

Intersection #11: De Anza Boulevard / Stevens Creek Boulevard



Street Name:	De Anza Boulevard						Stevens Creek Boulevard					
	North Bound			South Bound			East Bound			West Bound		
Approach:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:												
Base Vol:	578	1664	193	304	527	200	213	373	131	225	697	298
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	578	1664	193	304	527	200	213	373	131	225	697	298
Added Vol:	7	329	14	14	65	11	41	45	19	4	59	57
PasserByVol:	0	11	75	22	4	0	0	24	0	12	8	24
Initial Fut:	585	2004	282	340	596	211	254	442	150	241	764	379
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	585	2004	282	340	596	211	254	442	150	241	764	379
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	585	2004	282	340	596	211	254	442	150	241	764	379
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	585	2004	282	340	596	211	254	442	150	241	764	379

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	3150	5700	1750	3150	5700	1750	3150	3800	1750	3150	3800	1750

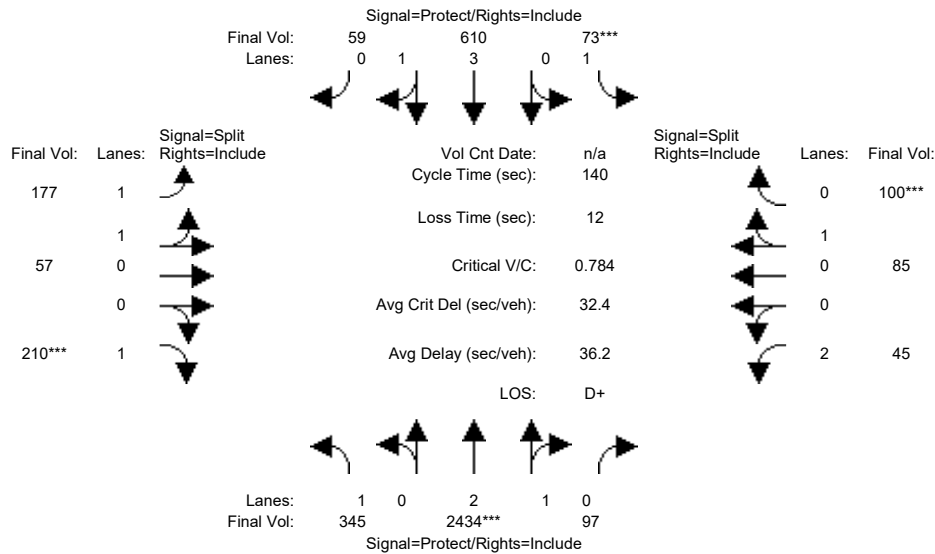
Capacity Analysis Module:												
Vol/Sat:	0.19	0.35	0.16	0.11	0.10	0.12	0.08	0.12	0.09	0.08	0.20	0.22
Crit Moves:	****			****			****			****		
Green Time:	47.1	59.5	59.5	18.3	30.6	30.6	13.6	30.3	30.3	19.9	36.6	36.6
Volume/Cap:	0.55	0.83	0.38	0.83	0.48	0.55	0.83	0.54	0.40	0.54	0.77	0.83
Delay/Veh:	25.7	20.6	14.3	66.5	39.1	40.0	78.8	49.3	47.7	57.0	51.4	60.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	25.7	20.6	14.3	66.5	39.1	40.0	78.8	49.3	47.7	57.0	51.4	60.6
LOS by Move:	C	C+	B	E	D	D	E-	D	D	E+	D-	E
HCM2kAvgQ:	9	20	5	9	6	8	7	8	5	6	15	17

Note: Queue reported is the number of cars per lane.

Vallco Special Area Specific Plan  
SJ17-1786

Level Of Service Computation Report  
2000 HCM Operations (Future Volume Alternative)  
Background AM

Intersection #12: De Anza Boulevard / McClellan Road



Street Name:	De Anza Boulevard						McClellan Road					
	North Bound			South Bound			East Bound			West Bound		
Approach:												
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:												
Base Vol:	345	2009	97	73	506	58	170	57	210	45	85	96
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	345	2009	97	73	506	58	170	57	210	45	85	96
Added Vol:	0	350	0	0	89	0	0	0	0	0	0	0
PasserByVol:	0	75	0	0	15	1	7	0	0	0	0	4
Initial Fut:	345	2434	97	73	610	59	177	57	210	45	85	100
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	345	2434	97	73	610	59	177	57	210	45	85	100
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	345	2434	97	73	610	59	177	57	210	45	85	100
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	345	2434	97	73	610	59	177	57	210	45	85	100

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	0.99	0.95	0.93	0.95	0.92	0.83	0.95	0.95
Lanes:	1.00	2.88	0.12	1.00	3.63	0.37	1.52	0.48	1.00	2.00	0.46	0.54
Final Sat.:	1750	5385	215	1750	6837	661	2685	865	1750	3150	827	973

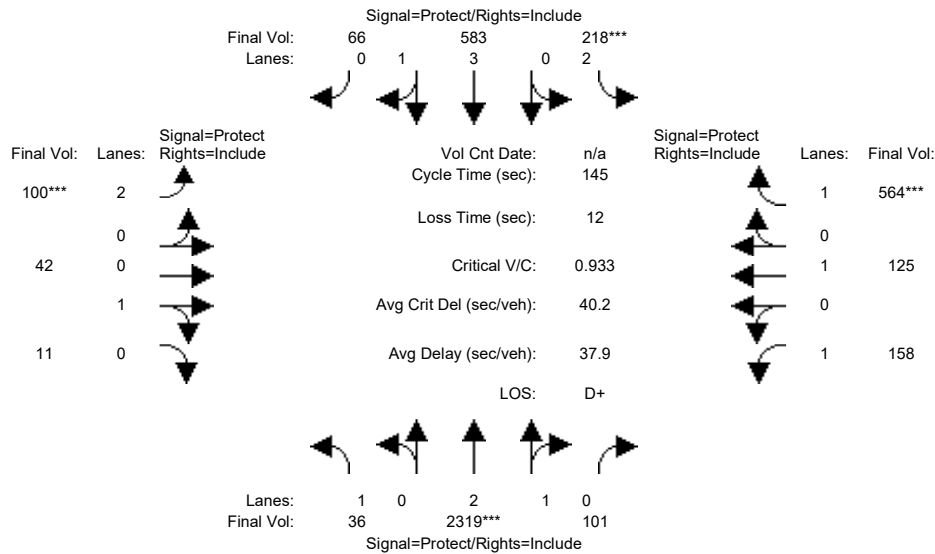
Capacity Analysis Module:												
Vol/Sat:	0.20	0.45	0.45	0.04	0.09	0.09	0.07	0.07	0.12	0.01	0.10	0.10
Crit Moves:	****			****			****			****		
Green Time:	60.7	80.7	80.7	7.5	27.5	27.5	21.4	21.4	21.4	18.4	18.4	18.4
Volume/Cap:	0.45	0.78	0.78	0.78	0.45	0.45	0.43	0.43	0.78	0.11	0.78	0.78
Delay/Veh:	28.4	24.2	24.2	99.5	49.9	49.9	54.3	54.3	71.0	53.7	74.5	74.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	28.4	24.2	24.2	99.5	49.9	49.9	54.3	54.3	71.0	53.7	74.5	74.5
LOS by Move:	C	C	C	F	D	D	D-	D-	E	D-	E	E
HCM2kAvgQ:	10	27	27	4	6	6	5	5	11	1	10	10

Note: Queue reported is the number of cars per lane.

Vallco Special Area Specific Plan  
SJ17-1786

Level Of Service Computation Report  
2000 HCM Operations (Future Volume Alternative)  
Background AM

Intersection #13: De Anza Boulevard / Bollinger Road



Street Name:	De Anza Boulevard						Bollinger road					
	North Bound			South Bound			East Bound			West Bound		
Approach:												
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	10	10	10	7	10	10	10	10	10
Y+R:	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0

Volume Module:												
Base Vol:	36	1928	99	213	484	66	100	42	11	157	125	529
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	36	1928	99	213	484	66	100	42	11	157	125	529
Added Vol:	0	320	0	4	85	0	0	0	0	0	0	30
PasserByVol:	0	71	2	1	14	0	0	0	0	1	0	5
Initial Fut:	36	2319	101	218	583	66	100	42	11	158	125	564
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	36	2319	101	218	583	66	100	42	11	158	125	564
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	36	2319	101	218	583	66	100	42	11	158	125	564
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	36	2319	101	218	583	66	100	42	11	158	125	564

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.83	0.99	0.95	0.83	0.95	0.95	0.92	1.00	0.92
Lanes:	1.00	2.87	0.13	2.00	3.58	0.42	2.00	0.79	0.21	1.00	1.00	1.00
Final Sat.:	1750	5366	234	3150	6736	763	3150	1426	374	1750	1900	1750

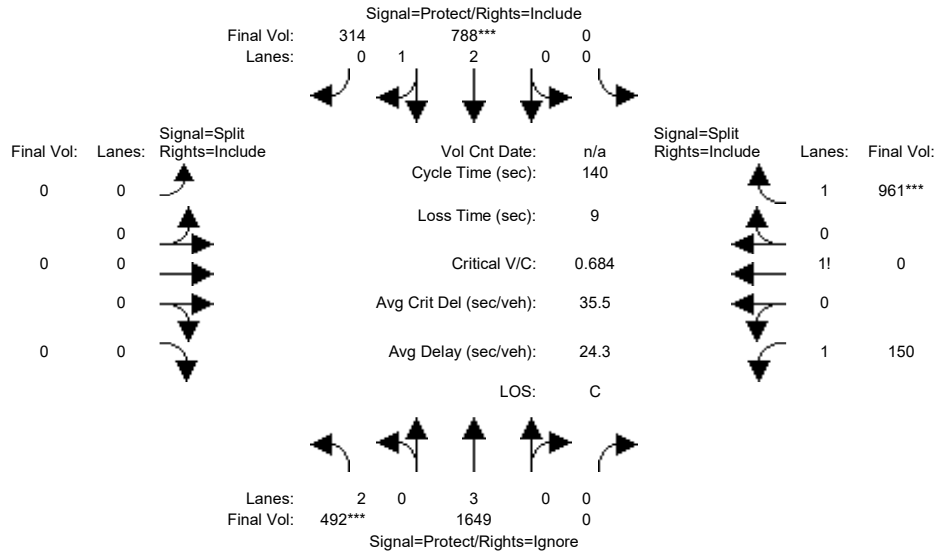
Capacity Analysis Module:												
Vol/Sat:	0.02	0.43	0.43	0.07	0.09	0.09	0.03	0.03	0.03	0.09	0.07	0.32
Crit Moves:	****			****			****			****		
Green Time:	27.5	66.1	66.1	10.6	49.2	49.2	7.0	24.4	24.4	31.9	49.3	49.3
Volume/Cap:	0.11	0.95	0.95	0.95	0.25	0.25	0.66	0.18	0.18	0.41	0.19	0.95
Delay/Veh:	41.2	25.3	25.3	108.2	22.8	22.8	77.9	52.0	52.0	49.2	34.0	71.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	41.2	25.3	25.3	108.2	22.8	22.8	77.9	52.0	52.0	49.2	34.0	71.2
LOS by Move:	D	C	C	F	C+	C+	E-	D-	D-	D	C-	E
HCM2kAvgQ:	1	34	34	7	4	4	4	2	2	6	4	30

Note: Queue reported is the number of cars per lane.

Vallco Special Area Specific Plan  
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Level Of Service Computation Report  
2000 HCM Operations (Future Volume Alternative)  
Background AM

Intersection #14: De Anza Boulevard / SR-85 Ramps (North)



Street Name:	De Anza Boulevard						SR-85 Ramps (North)					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	0	0	0	7	10	10
Y+R:	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0

Volume Module:	North Bound			South Bound			East Bound			West Bound		
Base Vol:	492	1444	0	0	712	294	0	0	0	150	0	776
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	492	1444	0	0	712	294	0	0	0	150	0	776
Added Vol:	0	180	0	0	65	20	0	0	0	0	0	140
PasserByVol:	0	25	0	0	11	0	0	0	0	0	0	45
Initial Fut:	492	1649	0	0	788	314	0	0	0	150	0	961
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	492	1649	0	0	788	314	0	0	0	150	0	961
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	492	1649	0	0	788	314	0	0	0	150	0	961
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	492	1649	0	0	788	314	0	0	0	150	0	961

Saturation Flow Module:	North Bound			South Bound			East Bound			West Bound		
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.92	1.00	0.95	0.92	1.00	0.92	0.92	1.00	0.95
Lanes:	2.00	3.00	0.00	0.00	2.11	0.89	0.00	0.00	0.00	1.14	0.00	1.86
Final Sat.:	3150	5700	0	0	4002	1595	0	0	0	1992	0	3351

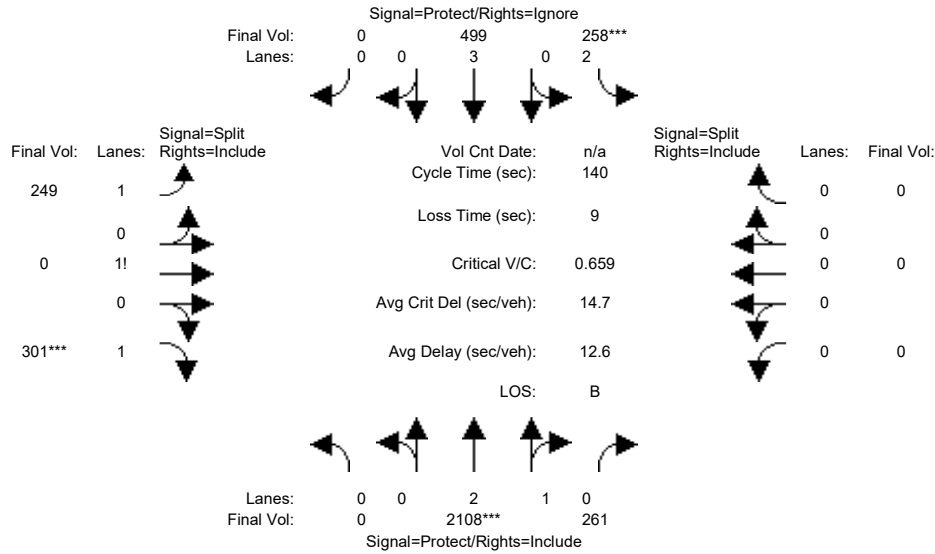
Capacity Analysis Module:	North Bound			South Bound			East Bound			West Bound		
Vol/Sat:	0.16	0.29	0.00	0.00	0.20	0.20	0.00	0.00	0.00	0.08	0.00	0.29
Crit Moves:	***			****								****
Green Time:	32.0	72.3	0.0	0.0	40.3	40.3	0.0	0.0	0.0	58.7	0.0	58.7
Volume/Cap:	0.68	0.56	0.00	0.00	0.68	0.68	0.00	0.00	0.00	0.18	0.00	0.68
Delay/Veh:	42.4	6.9	0.0	0.0	33.5	33.5	0.0	0.0	0.0	25.5	0.0	34.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	42.4	6.9	0.0	0.0	33.5	33.5	0.0	0.0	0.0	25.5	0.0	34.3
LOS by Move:	D	A	A	A	C-	C-	A	A	A	C	A	C-
HCM2kAvgQ:	10	7	0	0	13	13	0	0	0	4	0	19

Note: Queue reported is the number of cars per lane.

Vallco Special Area Specific Plan  
SJ17-1786

Level Of Service Computation Report  
2000 HCM Operations (Future Volume Alternative)  
Background AM

Intersection #15: De Anza Boulevard / SR-85 Ramps (South)



Street Name:	De Anza Boulevard						SR-85 Ramps (South)					
	North Bound			South Bound			East Bound			West Bound		
Approach:												
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	0	0	0
Y+R:	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0

Volume Module:												
Base Vol:	0	1903	261	241	441	0	249	0	301	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	1903	261	241	441	0	249	0	301	0	0	0
Added Vol:	0	180	0	12	53	0	0	0	0	0	0	0
PasserByVol:	0	25	0	5	5	0	0	0	0	0	0	0
Initial Fut:	0	2108	261	258	499	0	249	0	301	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	2108	261	258	499	0	249	0	301	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	2108	261	258	499	0	249	0	301	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	0	2108	261	258	499	0	249	0	301	0	0	0

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.99	0.95	0.83	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	2.66	0.34	2.00	3.00	0.00	1.45	0.00	1.55	0.00	0.00	0.00
Final Sat.:	0	4982	617	3150	5700	0	2542	0	2708	0	0	0

Capacity Analysis Module:												
Vol/Sat:	0.00	0.42	0.42	0.08	0.09	0.00	0.10	0.00	0.11	0.00	0.00	0.00
Crit Moves:	****			****			****			****		
Green Time:	0.0	90.0	90.0	17.4	107	0.0	23.6	0.0	23.6	0.0	0.0	0.0
Volume/Cap:	0.00	0.66	0.66	0.66	0.11	0.00	0.58	0.00	0.66	0.00	0.00	0.00
Delay/Veh:	0.0	0.5	0.5	57.0	0.0	0.0	54.5	0.0	56.4	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.5	0.5	57.0	0.0	0.0	54.5	0.0	56.4	0.0	0.0	0.0
LOS by Move:	A	A	A	E+	A	A	D-	A	E+	A	A	A
HCM2kAvgQ:	0	1	1	6	0	0	8	0	9	0	0	0

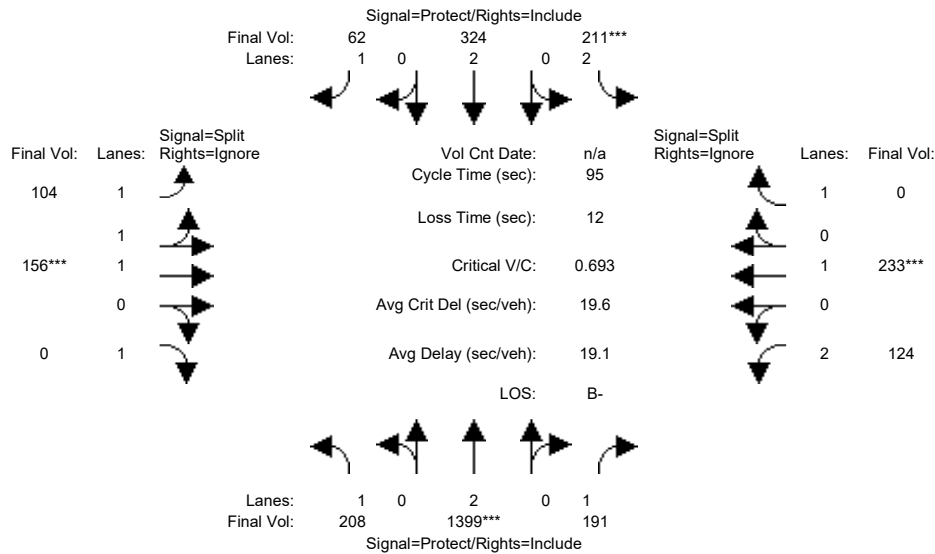
Note: Queue reported is the number of cars per lane.



Vallco Special Area Specific Plan  
SJ17-1786

Level Of Service Computation Report  
2000 HCM Operations (Future Volume Alternative)  
Background AM

Intersection #16: De Anza Boulevard/Saratoga-Sunnyvale Road / Prospect Road



Street Name: De Anza Boulevard/Saratoga-Sunnyvale	Prospect Road											
	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0

Volume Module:												
Base Vol:	208	1194	191	211	266	62	104	156	88	124	233	541
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	208	1194	191	211	266	62	104	156	88	124	233	541
Added Vol:	0	180	0	0	53	0	0	0	0	0	0	0
PasserByVol:	0	25	0	0	5	0	0	0	0	0	0	0
Initial Fut:	208	1399	191	211	324	62	104	156	88	124	233	541
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Volume:	208	1399	191	211	324	62	104	156	0	124	233	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	208	1399	191	211	324	62	104	156	0	124	233	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
Final Volume:	208	1399	191	211	324	62	104	156	0	124	233	0

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.83	1.00	0.92	0.93	0.98	0.92	0.83	1.00	0.92
Lanes:	1.00	2.00	1.00	2.00	2.00	1.00	1.24	1.76	1.00	2.00	1.00	1.00
Final Sat.:	1750	3800	1750	3150	3800	1750	2178	3268	1750	3150	1900	1750

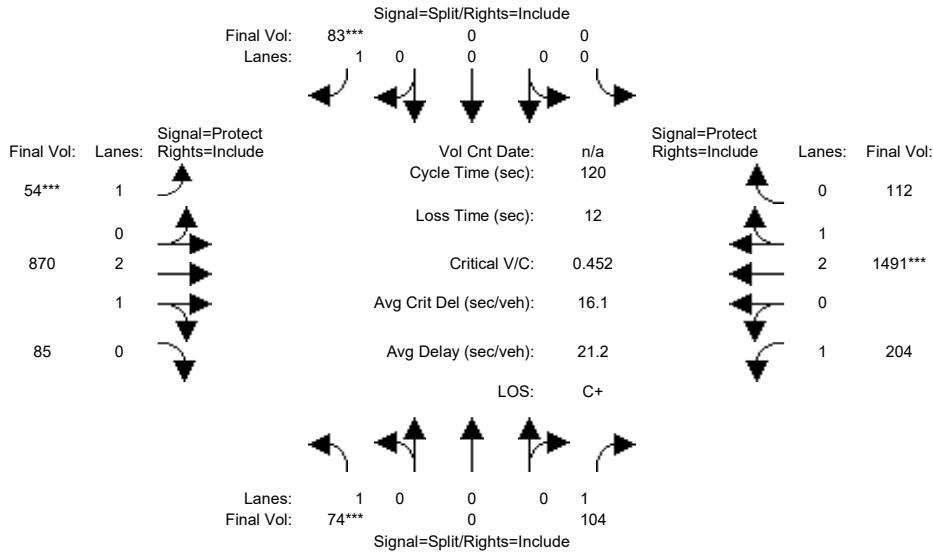
Capacity Analysis Module:												
Vol/Sat:	0.12	0.37	0.11	0.07	0.09	0.04	0.05	0.05	0.00	0.04	0.12	0.00
Crit Moves:	****			****			****			****		
Green Time:	30.2	48.2	48.2	8.8	26.7	26.7	10.0	10.0	0.0	16.0	16.0	0.0
Volume/Cap:	0.37	0.73	0.22	0.73	0.30	0.13	0.45	0.45	0.00	0.23	0.73	0.00
Delay/Veh:	17.7	7.1	4.2	47.9	20.0	18.9	40.5	40.5	0.0	34.4	45.4	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	17.7	7.1	4.2	47.9	20.0	18.9	40.5	40.5	0.0	34.4	45.4	0.0
LOS by Move:	B	A	A	D	B-	B-	D	D	A	C-	D	A
HCM2kAvgQ:	4	10	1	4	3	1	3	3	0	2	7	0

Note: Queue reported is the number of cars per lane.

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Intersection #17: Torre Avenue-Vista Drive / Stevens Creek Boulevard



Street Name:	Torre Avenue-Vista Drive						Stevens Creek Boulevard					
	North Bound			South Bound			East Bound			West Bound		
Approach:												
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:												
Base Vol:	74	0	104	0	0	83	54	655	85	204	1326	112
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	74	0	104	0	0	83	54	655	85	204	1326	112
Added Vol:	0	0	0	0	0	0	0	74	0	0	121	0
PasserByVol:	0	0	0	0	0	0	0	141	0	0	44	0
Initial Fut:	74	0	104	0	0	83	54	870	85	204	1491	112
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	74	0	104	0	0	83	54	870	85	204	1491	112
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	74	0	104	0	0	83	54	870	85	204	1491	112
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	74	0	104	0	0	83	54	870	85	204	1491	112

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	0.99	0.95	0.92	0.99	0.95
Lanes:	1.00	0.00	1.00	0.00	0.00	1.00	1.00	2.72	0.28	1.00	2.78	0.22
Final Sat.:	1750	0	1750	0	0	1750	1750	5101	498	1750	5208	391

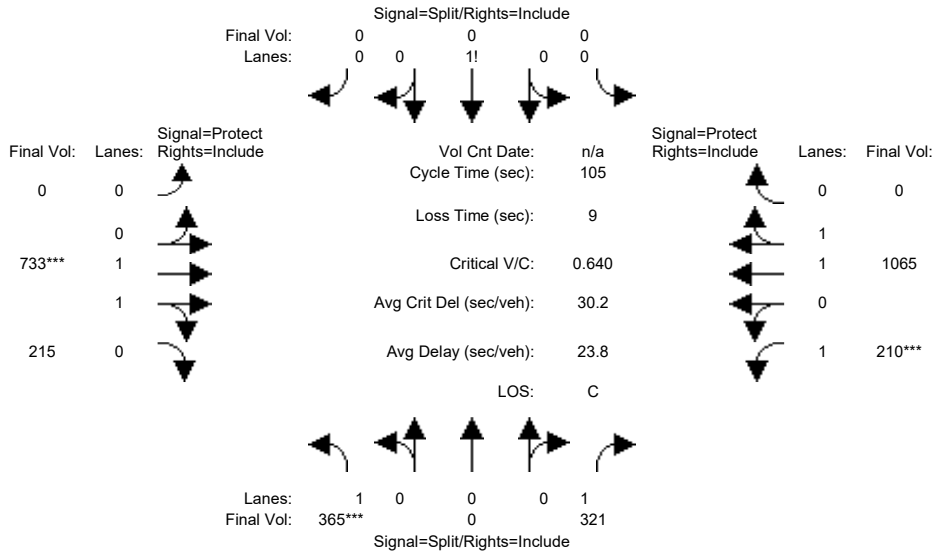
Capacity Analysis Module:												
Vol/Sat:	0.04	0.00	0.06	0.00	0.00	0.05	0.03	0.17	0.17	0.12	0.29	0.29
Crit Moves:	***					***	***				***	
Green Time:	15.8	0.0	15.8	0.0	0.0	12.6	8.2	50.0	50.0	34.2	76.0	76.0
Volume/Cap:	0.32	0.00	0.45	0.00	0.00	0.45	0.45	0.41	0.41	0.41	0.45	0.45
Delay/Veh:	48.1	0.0	49.5	0.0	0.0	52.2	56.5	24.7	24.7	35.3	11.4	11.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	48.1	0.0	49.5	0.0	0.0	52.2	56.5	24.7	24.7	35.3	11.4	11.4
LOS by Move:	D	A	D	A	A	D-	E+	C	C	D+	B+	B+
HCM2kAvgQ:	3	0	4	0	0	4	2	8	8	6	10	10

Note: Queue reported is the number of cars per lane.

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Intersection #18: Blaney Avenue / Homestead Road



Street Name:	Blaney Avenue						Homestead Road					
	North Bound			South Bound			East Bound			West Bound		
Approach:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:												
Base Vol:	365	0	279	0	0	0	0	462	214	205	960	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	365	0	279	0	0	0	0	462	214	205	960	0
Added Vol:	0	0	0	0	0	0	0	85	1	0	79	0
PasserByVol:	0	0	42	0	0	0	0	186	0	5	26	0
Initial Fut:	365	0	321	0	0	0	0	733	215	210	1065	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	365	0	321	0	0	0	0	733	215	210	1065	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	365	0	321	0	0	0	0	733	215	210	1065	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	365	0	321	0	0	0	0	733	215	210	1065	0

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	0.92	0.92	0.92	0.98	0.95	0.92	0.97	0.92
Lanes:	1.00	0.00	1.00	0.00	1.00	0.00	0.00	1.53	0.47	1.00	2.00	0.00
Final Sat.:	1750	0	1750	0	1750	0	0	2860	839	1750	3700	0

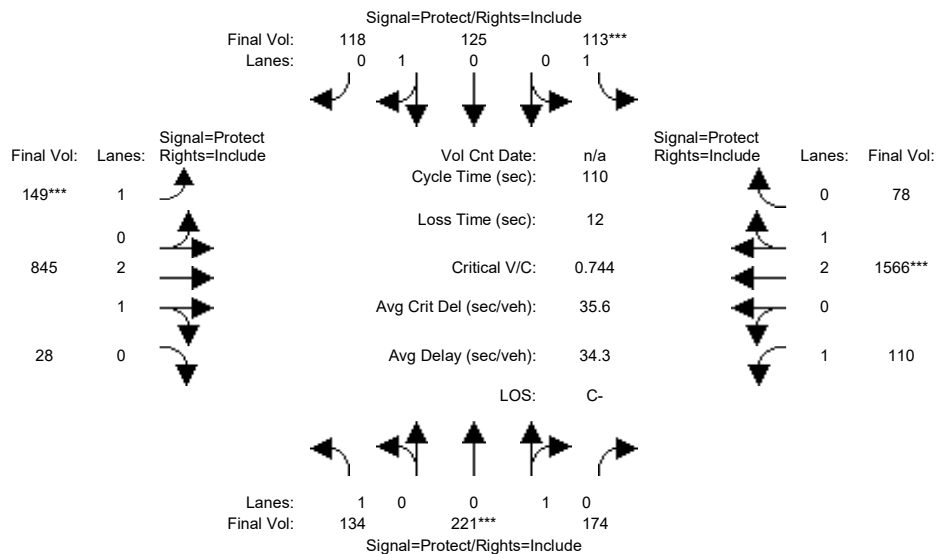
Capacity Analysis Module:												
Vol/Sat:	0.21	0.00	0.18	0.00	0.00	0.00	0.00	0.26	0.26	0.12	0.29	0.00
Crit Moves:	***						***			***		
Green Time:	34.2	0.0	34.2	0.0	0.0	0.0	0.0	42.1	42.1	19.7	61.8	0.0
Volume/Cap:	0.64	0.00	0.56	0.00	0.00	0.00	0.00	0.64	0.64	0.64	0.49	0.00
Delay/Veh:	32.6	0.0	30.5	0.0	0.0	0.0	0.0	26.3	26.3	43.6	12.7	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	32.6	0.0	30.5	0.0	0.0	0.0	0.0	26.3	26.3	43.6	12.7	0.0
LOS by Move:	C-	A	C	A	A	A	A	C	C	D	B	A
HCM2kAvgQ:	12	0	10	0	0	0	0	13	13	7	10	0

Note: Queue reported is the number of cars per lane.

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Intersection #19: Blaney Avenue / Stevens Creek Boulevard



Street Name:	Blaney Avenue						Stevens Creek Boulevard					
	North Bound			South Bound			East Bound			West Bound		
Approach:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:												
Base Vol:	134	221	174	112	125	118	149	631	28	110	1402	78
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	134	221	174	112	125	118	149	631	28	110	1402	78
Added Vol:	0	0	0	1	0	0	0	74	0	0	121	0
PasserByVol:	0	0	0	0	0	0	0	140	0	0	43	0
Initial Fut:	134	221	174	113	125	118	149	845	28	110	1566	78
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	134	221	174	113	125	118	149	845	28	110	1566	78
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	134	221	174	113	125	118	149	845	28	110	1566	78
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	134	221	174	113	125	118	149	845	28	110	1566	78

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.95	0.95	0.92	0.95	0.95	0.92	0.98	0.95	0.92	0.98	0.95
Lanes:	1.00	0.56	0.44	1.00	0.51	0.49	1.00	2.90	0.10	1.00	2.85	0.15
Final Sat.:	1750	1007	793	1750	926	874	1750	5420	180	1750	5334	266

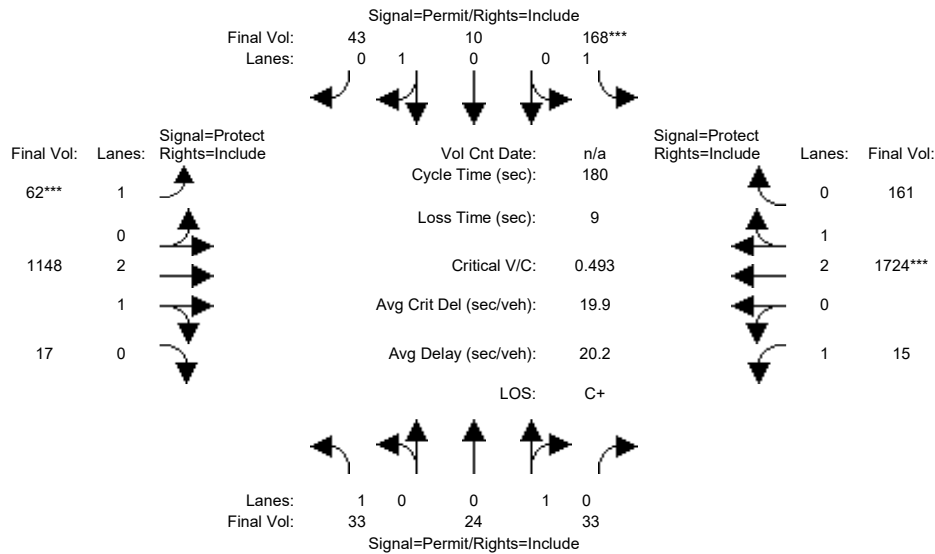
Capacity Analysis Module:												
Vol/Sat:	0.08	0.22	0.22	0.06	0.14	0.14	0.09	0.16	0.16	0.06	0.29	0.29
Crit Moves:	****			****			****			****		
Green Time:	15.2	32.4	32.4	9.5	26.8	26.8	12.6	39.8	39.8	16.2	43.4	43.4
Volume/Cap:	0.55	0.74	0.74	0.74	0.55	0.55	0.74	0.43	0.43	0.43	0.74	0.74
Delay/Veh:	47.0	40.7	40.7	66.9	37.9	37.9	61.1	26.7	26.7	43.8	29.9	29.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	47.0	40.7	40.7	66.9	37.9	37.9	61.1	26.7	26.7	43.8	29.9	29.9
LOS by Move:	D	D	D	E	D+	D+	E	C	C	D	C	C
HCM2kAvgQ:	5	13	13	6	8	8	6	7	7	4	16	16

Note: Queue reported is the number of cars per lane.

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Intersection #20: Portal Avenue / Stevens Creek Boulevard



Street Name:	Portal Avenue						Stevens Creek Boulevard					
	North Bound			South Bound			East Bound			West Bound		
Approach:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:												
Base Vol:	33	24	33	168	10	43	62	888	17	15	1577	161
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	33	24	33	168	10	43	62	888	17	15	1577	161
Added Vol:	0	0	0	0	0	0	0	74	0	0	121	0
PasserByVol:	0	0	0	0	0	0	0	186	0	0	26	0
Initial Fut:	33	24	33	168	10	43	62	1148	17	15	1724	161
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	33	24	33	168	10	43	62	1148	17	15	1724	161
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	33	24	33	168	10	43	62	1148	17	15	1724	161
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	33	24	33	168	10	43	62	1148	17	15	1724	161

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.95	0.95	0.92	0.95	0.95	0.92	0.98	0.95	0.92	0.99	0.95
Lanes:	1.00	0.42	0.58	1.00	0.19	0.81	1.00	2.95	0.05	1.00	2.73	0.27
Final Sat.:	1750	758	1042	1750	340	1460	1750	5518	82	1750	5121	478

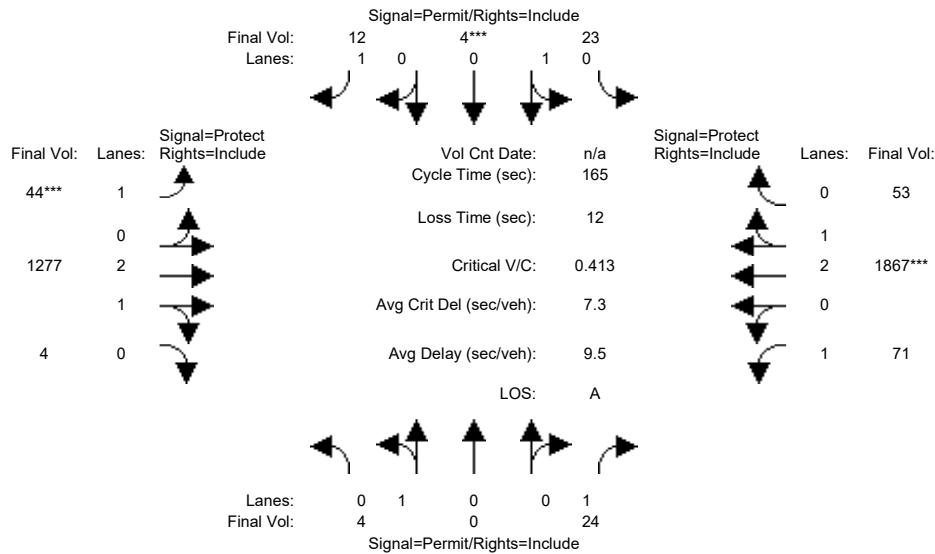
Capacity Analysis Module:												
Vol/Sat:	0.02	0.03	0.03	0.10	0.03	0.03	0.04	0.21	0.21	0.01	0.34	0.34
Crit Moves:				****			****			****		
Green Time:	35.1	35.1	35.1	35.1	35.1	35.1	12.9	115	114.5	21.4	123	123.0
Volume/Cap:	0.10	0.16	0.16	0.49	0.15	0.15	0.49	0.33	0.33	0.07	0.49	0.49
Delay/Veh:	59.6	60.5	60.5	65.7	60.3	60.3	83.4	15.1	15.1	70.6	13.7	13.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	59.6	60.5	60.5	65.7	60.3	60.3	83.4	15.1	15.1	70.6	13.7	13.7
LOS by Move:	E+	E	E	E	E	E	F	B	B	E	B	B
HCM2kAvgQ:	2	3	3	9	2	2	4	10	10	1	16	16

Note: Queue reported is the number of cars per lane.

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Intersection #21: Perimeter Road / Stevens Creek Boulevard



Street Name:	Perimeter Road						Stevens Creek Boulevard					
	North Bound			South Bound			East Bound			West Bound		
Approach:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:												
Base Vol:	4	0	24	23	4	11	42	1067	4	71	1706	53
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	4	0	24	23	4	11	42	1067	4	71	1706	53
Added Vol:	0	0	0	0	0	1	2	72	0	0	120	0
PasserByVol:	0	0	0	0	0	0	0	138	0	0	41	0
Initial Fut:	4	0	24	23	4	12	44	1277	4	71	1867	53
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	4	0	24	23	4	12	44	1277	4	71	1867	53
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	4	0	24	23	4	12	44	1277	4	71	1867	53
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	4	0	24	23	4	12	44	1277	4	71	1867	53

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.92	0.95	0.95	0.92	0.92	0.98	0.95	0.92	0.98	0.95
Lanes:	1.00	0.00	1.00	0.85	0.15	1.00	1.00	2.99	0.01	1.00	2.91	0.09
Final Sat.:	1800	0	1750	1533	267	1750	1750	5582	17	1750	5445	155

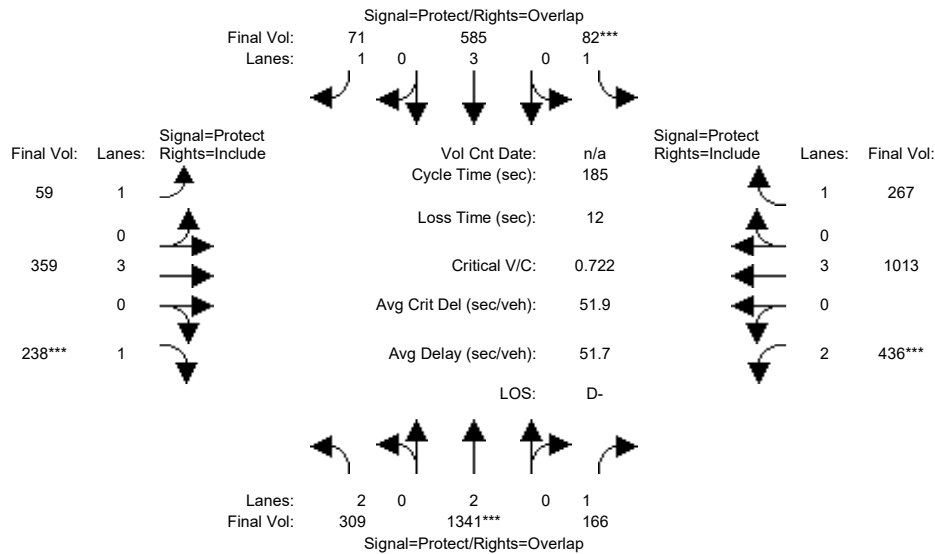
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.01	0.02	0.02	0.01	0.03	0.23	0.23	0.04	0.34	0.34
Crit Moves:					****		****				****	
Green Time:	10.0	0.0	10.0	10.0	10.0	10.0	9.8	121	120.6	22.4	133	133.2
Volume/Cap:	0.04	0.00	0.23	0.25	0.25	0.11	0.42	0.31	0.31	0.30	0.42	0.42
Delay/Veh:	73.1	0.0	74.9	75.1	75.1	73.8	77.7	7.8	7.8	65.0	4.7	4.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	73.1	0.0	74.9	75.1	75.1	73.8	77.7	7.8	7.8	65.0	4.7	4.7
LOS by Move:	E	A	E	E-	E-	E	E-	A	A	E	A	A
HCM2kAvgQ:	0	0	1	2	2	1	2	7	7	3	9	9

Note: Queue reported is the number of cars per lane.

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Intersection #22: Wolfe Road / El Camino Real



Street Name:	Wolfe Road						El Camino Real					
	North Bound			South Bound			East Bound			West Bound		
Approach:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:												
Base Vol:	277	1285	28	78	544	71	59	308	206	348	913	257
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	277	1285	28	78	544	71	59	308	206	348	913	257
Added Vol:	26	53	138	4	14	0	0	51	5	78	91	10
PasserByVol:	6	3	0	0	27	0	0	0	27	10	9	0
Initial Fut:	309	1341	166	82	585	71	59	359	238	436	1013	267
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	309	1341	166	82	585	71	59	359	238	436	1013	267
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	309	1341	166	82	585	71	59	359	238	436	1013	267
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	309	1341	166	82	585	71	59	359	238	436	1013	267

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.83	1.00	0.92
Lanes:	2.00	2.00	1.00	1.00	3.00	1.00	1.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	3150	3800	1750	1750	5700	1750	1750	5700	1750	3150	5700	1750

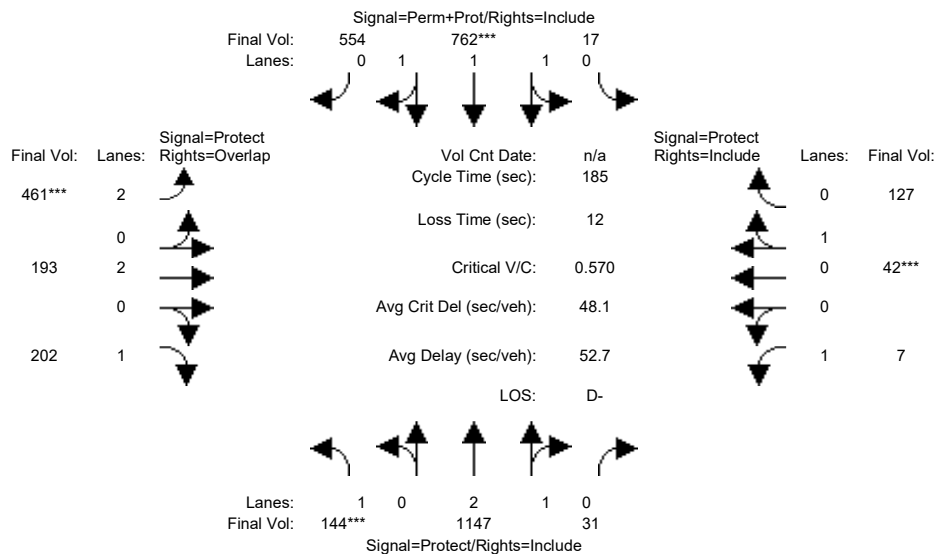
Capacity Analysis Module:												
Vol/Sat:	0.10	0.35	0.09	0.05	0.10	0.04	0.03	0.06	0.14	0.14	0.18	0.15
Crit Moves:	****			****			****			****		
Green Time:	50.0	90.4	125.8	12.0	52.3	65.0	12.6	34.8	34.8	35.5	57.7	57.7
Volume/Cap:	0.36	0.72	0.14	0.72	0.36	0.12	0.49	0.33	0.72	0.72	0.57	0.49
Delay/Veh:	53.4	37.8	10.2	102.8	51.7	39.6	84.1	63.5	76.3	72.5	52.3	51.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	53.4	37.8	10.2	102.8	51.7	39.6	84.1	63.5	76.3	72.5	52.3	51.0
LOS by Move:	D-	D+	B+	F	D-	D	F	E	E-	E	D-	D-
HCM2kAvgQ:	8	28	3	6	8	3	4	6	14	13	15	12

Note: Queue reported is the number of cars per lane.

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Intersection #23: Wolfe Road / Fremont Avenue



Street Name:	Wolfe Road						Fremont Avenue					
	North Bound			South Bound			East Bound			West Bound		
Approach:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:												
Base Vol:	114	1026	30	17	664	492	354	183	148	6	42	127
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	114	1026	30	17	664	492	354	183	148	6	42	127
Added Vol:	15	111	0	0	36	60	107	0	17	0	0	0
PasserByVol:	15	10	1	0	62	2	0	10	37	1	0	0
Initial Fut:	144	1147	31	17	762	554	461	193	202	7	42	127
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	144	1147	31	17	762	554	461	193	202	7	42	127
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	144	1147	31	17	762	554	461	193	202	7	42	127
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	144	1147	31	17	762	554	461	193	202	7	42	127

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.95	0.98	0.95	0.83	1.00	0.92	0.92	0.95	0.95
Lanes:	1.00	2.92	0.08	0.05	1.95	1.00	2.00	2.00	1.00	1.00	0.25	0.75
Final Sat.:	1750	5452	147	81	3633	1800	3150	3800	1750	1750	447	1353

Capacity Analysis Module:												
Vol/Sat:	0.08	0.21	0.21	0.00	0.21	0.31	0.15	0.05	0.12	0.00	0.09	0.09
Crit Moves:	***				***		***			***		
Green Time:	23.2	55.0	55.0	57.9	86.7	86.7	38.3	37.0	60.1	25.9	24.5	24.5
Volume/Cap:	0.66	0.71	0.71	0.67	0.45	0.66	0.71	0.25	0.36	0.03	0.71	0.71
Delay/Veh:	82.1	57.7	57.7	54.6	32.3	37.5	69.9	60.9	46.7	66.9	84.1	84.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	82.1	57.7	57.7	54.6	32.3	37.5	69.9	60.9	46.7	66.9	84.1	84.1
LOS by Move:	F	E+	E+	D-	C-	D+	E	E	D	E	F	F
HCM2kAvgQ:	8	19	19	19	14	24	14	4	9	0	11	11

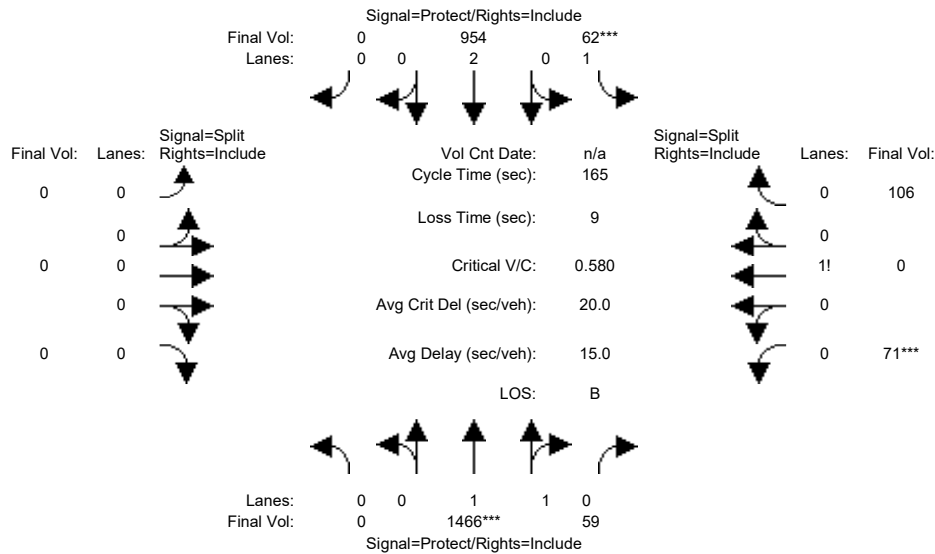
Note: Queue reported is the number of cars per lane.



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Intersection #24: Wolfe Road / Marion Way



Street Name:	Wolfe Road						Marion Way					
	North Bound			South Bound			East Bound			West Bound		
Approach:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	0	0	0	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:												
Base Vol:	0	1316	59	62	801	0	0	0	0	71	0	106
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	1316	59	62	801	0	0	0	0	71	0	106
Added Vol:	0	126	0	0	53	0	0	0	0	0	0	0
PasserByVol:	0	24	0	0	100	0	0	0	0	0	0	0
Initial Fut:	0	1466	59	62	954	0	0	0	0	71	0	106
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	1466	59	62	954	0	0	0	0	71	0	106
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1466	59	62	954	0	0	0	0	71	0	106
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	0	1466	59	62	954	0	0	0	0	71	0	106

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.97	0.95	0.92	1.00	0.92	0.92	1.00	0.92	0.92	0.92	0.92
Lanes:	0.00	1.92	0.08	1.00	2.00	0.00	0.00	0.00	0.00	0.40	0.00	0.60
Final Sat.:	0	3557	143	1750	3800	0	0	0	0	702	0	1048

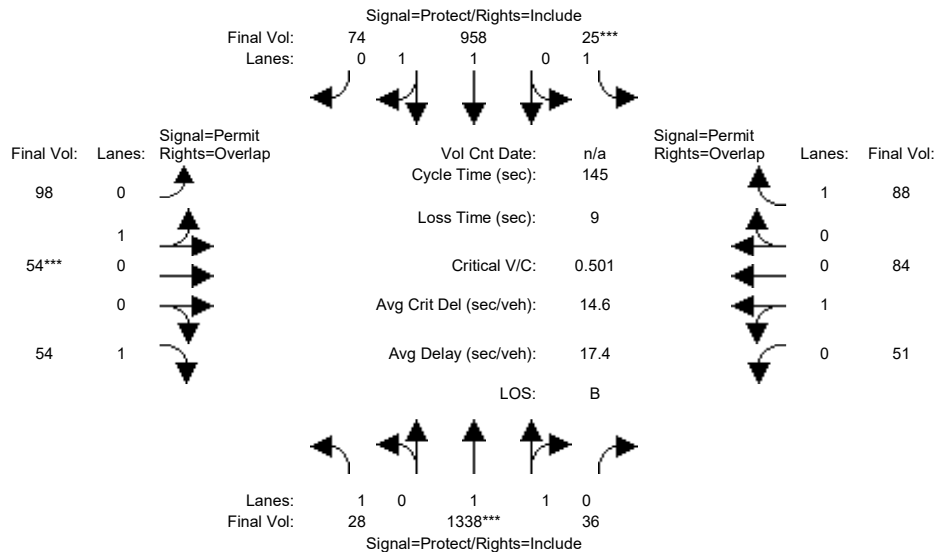
Capacity Analysis Module:												
Vol/Sat:	0.00	0.41	0.41	0.04	0.25	0.00	0.00	0.00	0.00	0.10	0.00	0.10
Crit Moves:	****			****						****		
Green Time:	0.0	117	117.2	10.1	127	0.0	0.0	0.0	0.0	28.8	0.0	28.8
Volume/Cap:	0.00	0.58	0.58	0.58	0.33	0.00	0.00	0.00	0.00	0.58	0.00	0.58
Delay/Veh:	0.0	12.1	12.1	83.2	5.8	0.0	0.0	0.0	0.0	65.4	0.0	65.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	12.1	12.1	83.2	5.8	0.0	0.0	0.0	0.0	65.4	0.0	65.4
LOS by Move:	A	B	B	F	A	A	A	A	A	E	A	E
HCM2kAvgQ:	0	19	19	3	7	0	0	0	0	9	0	9

Note: Queue reported is the number of cars per lane.

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Intersection #25: Wolfe Road / Inverness Way



Street Name:	Wolfe Road						Inverness Way					
	North Bound			South Bound			East Bound			West Bound		
Approach:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:												
Base Vol:	26	1188	36	25	805	74	98	54	39	49	84	88
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	26	1188	36	25	805	74	98	54	39	49	84	88
Added Vol:	0	126	0	0	53	0	0	0	0	0	0	0
PasserByVol:	2	24	0	0	100	0	0	0	15	2	0	0
Initial Fut:	28	1338	36	25	958	74	98	54	54	51	84	88
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	28	1338	36	25	958	74	98	54	54	51	84	88
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	28	1338	36	25	958	74	98	54	54	51	84	88
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	28	1338	36	25	958	74	98	54	54	51	84	88

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.97	0.95	0.92	0.98	0.95	0.95	0.95	0.92	0.95	0.95	0.92
Lanes:	1.00	1.95	0.05	1.00	1.85	0.15	0.64	0.36	1.00	0.38	0.62	1.00
Final Sat.:	1750	3603	97	1750	3434	265	1161	639	1750	680	1120	1750

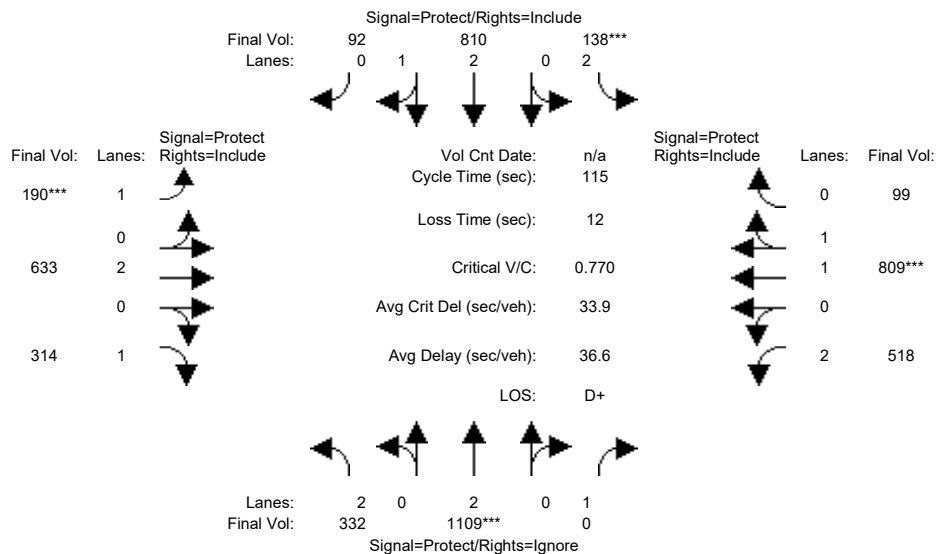
Capacity Analysis Module:												
Vol/Sat:	0.02	0.37	0.37	0.01	0.28	0.28	0.08	0.08	0.03	0.08	0.08	0.05
Crit Moves:	****			****			****			****		
Green Time:	16.5	105	105.1	7.0	95.6	95.6	23.9	23.9	40.4	23.9	23.9	30.9
Volume/Cap:	0.14	0.51	0.51	0.30	0.42	0.42	0.51	0.51	0.11	0.46	0.46	0.24
Delay/Veh:	58.2	8.9	8.9	68.6	11.8	11.8	56.8	56.8	39.0	55.8	55.8	47.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	58.2	8.9	8.9	68.6	11.8	11.8	56.8	56.8	39.0	55.8	55.8	47.6
LOS by Move:	E+	A	A	E	B+	B+	E+	E+	D	E+	E+	D
HCM2kAvgQ:	1	13	13	1	11	11	7	7	2	6	6	3

Note: Queue reported is the number of cars per lane.

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Intersection #26: Wolfe Road / Homestead Road



Street Name:	Wolfe Road						Homestead Road					
	North Bound			South Bound			East Bound			West Bound		
Approach:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:												
Base Vol:	282	980	418	95	686	88	176	441	185	374	742	84
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	282	980	418	95	686	88	176	441	185	374	742	84
Added Vol:	34	107	36	3	45	4	14	63	8	11	40	5
PasserByVol:	16	22	32	40	79	0	0	129	121	133	27	10
Initial Fut:	332	1109	486	138	810	92	190	633	314	518	809	99
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	332	1109	0	138	810	92	190	633	314	518	809	99
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	332	1109	0	138	810	92	190	633	314	518	809	99
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	332	1109	0	138	810	92	190	633	314	518	809	99

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	0.99	0.95	0.92	1.00	0.92	0.83	0.98	0.95
Lanes:	2.00	2.00	1.00	2.00	2.68	0.32	1.00	2.00	1.00	2.00	1.78	0.22
Final Sat.:	3150	3800	1750	3150	5028	571	1750	3800	1750	3150	3296	403

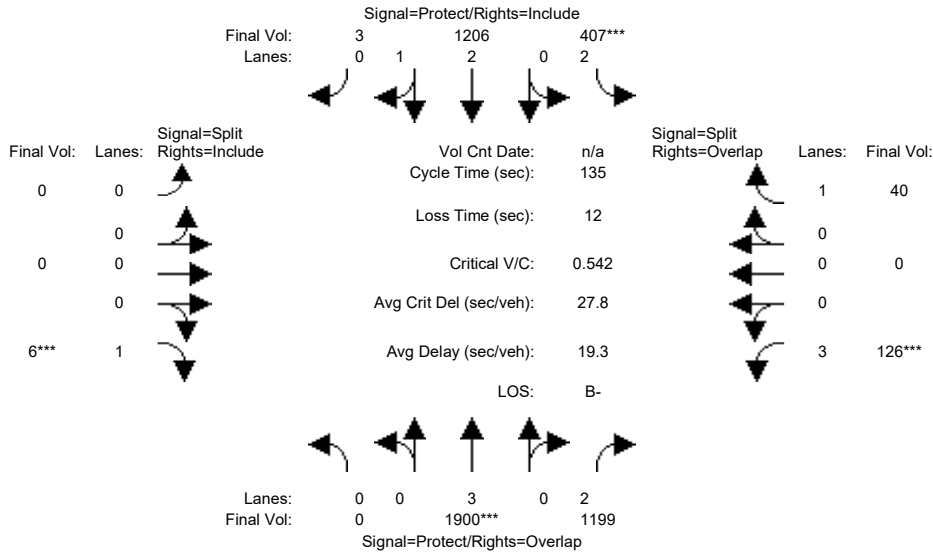
Capacity Analysis Module:												
Vol/Sat:	0.11	0.29	0.00	0.04	0.16	0.16	0.11	0.17	0.18	0.16	0.25	0.25
Crit Moves:	****			****			****			****		
Green Time:	19.9	43.4	0.0	7.0	30.5	30.5	16.1	27.5	27.5	25.2	36.5	36.5
Volume/Cap:	0.61	0.77	0.00	0.72	0.61	0.61	0.77	0.70	0.75	0.75	0.77	0.77
Delay/Veh:	39.8	21.5	0.0	63.2	28.9	28.9	61.8	42.4	48.1	46.6	38.8	38.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	39.8	21.5	0.0	63.2	28.9	28.9	61.8	42.4	48.1	46.6	38.8	38.8
LOS by Move:	D	C+	A	E	C	C	E	D	D	D	D+	D+
HCM2kAvgQ:	6	14	0	3	8	8	7	10	11	10	14	14

Note: Queue reported is the number of cars per lane.

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Intersection #27: Wolfe Road / Apple Park



Street Name:	Wolfe Road						Apple Park					
	North Bound			South Bound			East Bound			West Bound		
Approach:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	0	0	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:												
Base Vol:	0	1684	258	113	1106	3	0	0	6	10	0	10
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	1684	258	113	1106	3	0	0	6	10	0	10
Added Vol:	0	177	0	0	65	0	0	0	0	0	0	0
PasserByVol:	0	39	941	294	35	0	0	0	0	116	0	30
Initial Fut:	0	1900	1199	407	1206	3	0	0	6	126	0	40
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	1900	1199	407	1206	3	0	0	6	126	0	40
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1900	1199	407	1206	3	0	0	6	126	0	40
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	0	1900	1199	407	1206	3	0	0	6	126	0	40

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.83	0.83	0.98	0.95	0.92	1.00	0.92	0.80	1.00	0.92
Lanes:	0.00	3.00	2.00	2.00	2.99	0.01	0.00	0.00	1.00	3.00	0.00	1.00
Final Sat.:	0	5700	3150	3150	5586	14	0	0	1750	4551	0	1750

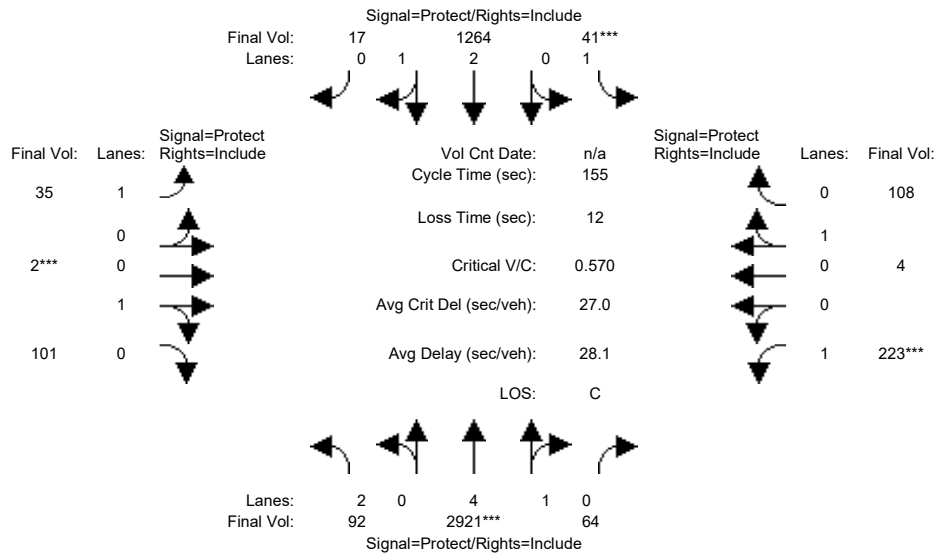
Capacity Analysis Module:												
Vol/Sat:	0.00	0.33	0.38	0.13	0.22	0.22	0.00	0.00	0.00	0.03	0.00	0.02
Crit Moves:	****			****			****			****		
Green Time:	0.0	74.2	84.2	28.8	103	103.0	0.0	0.0	10.0	10.0	0.0	38.8
Volume/Cap:	0.00	0.61	0.61	0.61	0.28	0.28	0.00	0.00	0.05	0.37	0.00	0.08
Delay/Veh:	0.0	20.9	16.0	49.6	4.9	4.9	0.0	0.0	58.2	60.2	0.0	35.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	20.9	16.0	49.6	4.9	4.9	0.0	0.0	58.2	60.2	0.0	35.2
LOS by Move:	A	C+	B	D	A	A	A	A	E+	E	A	D+
HCM2kAvgQ:	0	17	18	9	5	5	0	0	0	2	0	1

Note: Queue reported is the number of cars per lane.

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2000 HCM Operations (Future Volume Alternative)  
Background AM

Intersection #28: Wolfe Road / Pruneridge Avenue



Street Name:	Wolfe Road						Pruneridge Avenue					
	North Bound			South Bound			East Bound			West Bound		
Approach:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:												
Base Vol:	92	1838	32	25	1063	17	35	2	101	72	4	35
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	92	1838	32	25	1063	17	35	2	101	72	4	35
Added Vol:	0	104	32	16	49	0	0	0	0	151	0	73
PasserByVol:	0	979	0	0	152	0	0	0	0	0	0	0
Initial Fut:	92	2921	64	41	1264	17	35	2	101	223	4	108
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	92	2921	64	41	1264	17	35	2	101	223	4	108
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	92	2921	64	41	1264	17	35	2	101	223	4	108
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	92	2921	64	41	1264	17	35	2	101	223	4	108

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	0.99	0.95	0.92	0.98	0.95	0.92	0.95	0.95	0.92	0.95	0.95
Lanes:	2.00	4.89	0.11	1.00	2.96	0.04	1.00	0.02	0.98	1.00	0.04	0.96
Final Sat.:	3150	9198	202	1750	5526	74	1750	35	1765	1750	64	1736

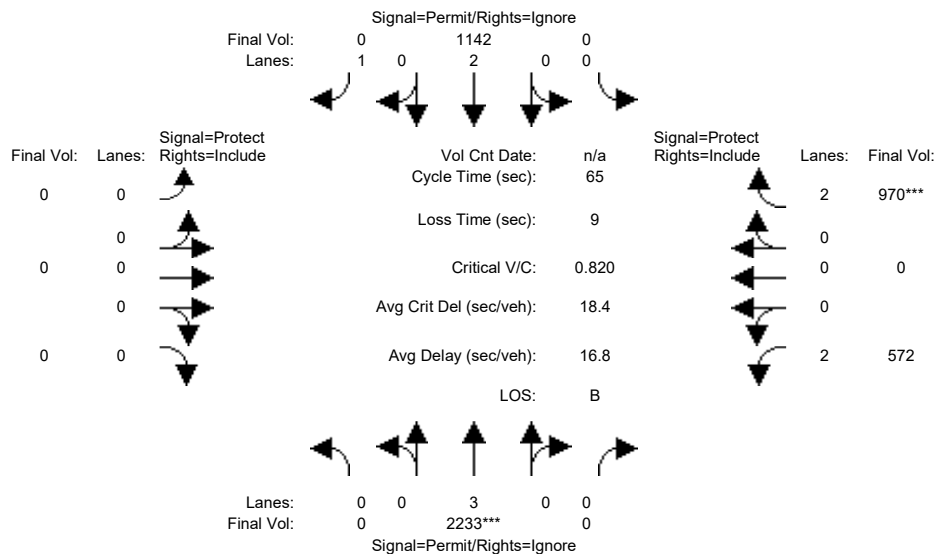
Capacity Analysis Module:												
Vol/Sat:	0.03	0.32	0.32	0.02	0.23	0.23	0.02	0.06	0.06	0.13	0.06	0.06
Crit Moves:	****			****			****			****		
Green Time:	15.3	86.0	86.0	7.0	77.7	77.7	20.6	15.5	15.5	34.5	29.4	29.4
Volume/Cap:	0.30	0.57	0.57	0.52	0.46	0.46	0.15	0.57	0.57	0.57	0.33	0.33
Delay/Veh:	65.4	22.7	22.7	78.3	25.1	25.1	59.8	71.0	71.0	55.7	54.8	54.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	65.4	22.7	22.7	78.3	25.1	25.1	59.8	71.0	71.0	55.7	54.8	54.8
LOS by Move:	E	C+	C+	E-	C	C	E+	E	E	E+	D-	D-
HCM2kAvgQ:	2	18	18	2	13	13	2	6	6	11	5	5

Note: Queue reported is the number of cars per lane.

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Intersection #29: Wolfe Road / I-280 Ramp (North)



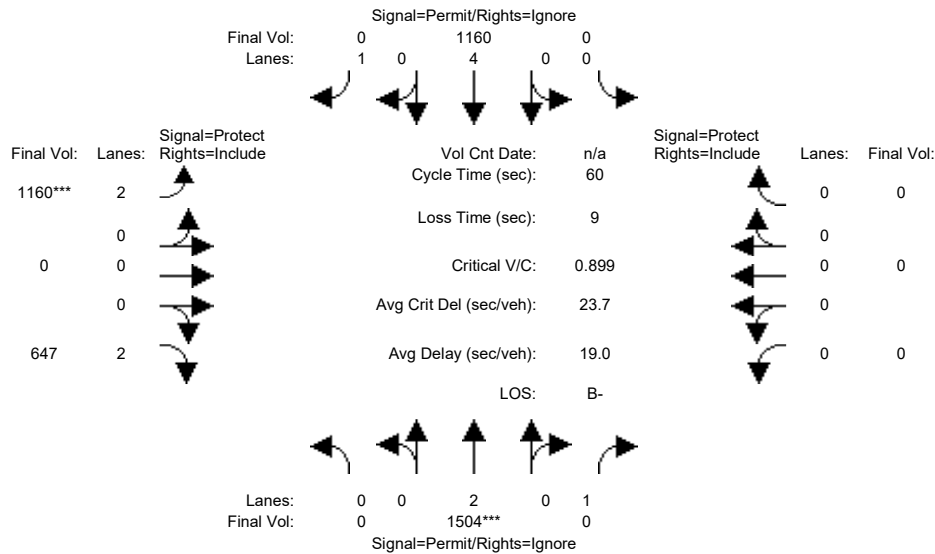
Street Name:	Wolfe Road						I-280 Ramp (North)					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	10	10	0	10	10	0	0	0	10	10	10
Y+R:	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Volume Module:												
Base Vol:	0	1444	406	0	907	429	0	0	0	555	0	643
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	1444	406	0	907	429	0	0	0	555	0	643
Added Vol:	0	118	12	0	155	45	0	0	0	11	0	19
PasserByVol:	0	671	41	0	80	72	0	0	0	6	0	308
Initial Fut:	0	2233	459	0	1142	546	0	0	0	572	0	970
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	2233	0	0	1142	0	0	0	0	572	0	970
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	2233	0	0	1142	0	0	0	0	572	0	970
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	0	2233	0	0	1142	0	0	0	0	572	0	970
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.83	1.00	0.83
Lanes:	0.00	3.00	0.00	0.00	2.00	1.00	0.00	0.00	0.00	2.00	0.00	2.00
Final Sat.:	0	5600	0	0	3800	1750	0	0	0	3150	0	3150
Capacity Analysis Module:												
Vol/Sat:	0.00	0.40	0.00	0.00	0.30	0.00	0.00	0.00	0.00	0.18	0.00	0.31
Crit Moves:	****											
Green Time:	0.0	31.6	0.0	0.0	31.6	0.0	0.0	0.0	0.0	24.4	0.0	24.4
Volume/Cap:	0.00	0.82	0.00	0.00	0.62	0.00	0.00	0.00	0.00	0.48	0.00	0.82
Delay/Veh:	0.0	16.4	0.0	0.0	12.9	0.0	0.0	0.0	0.0	15.8	0.0	23.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	16.4	0.0	0.0	12.9	0.0	0.0	0.0	0.0	15.8	0.0	23.0
LOS by Move:	A	B	A	A	B	A	A	A	A	B	A	C+
HCM2kAvgQ:	0	8	0	0	5	0	0	0	0	6	0	13

Note: Queue reported is the number of cars per lane.

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Intersection #30: Wolfe Road / I-280 Ramp (South)



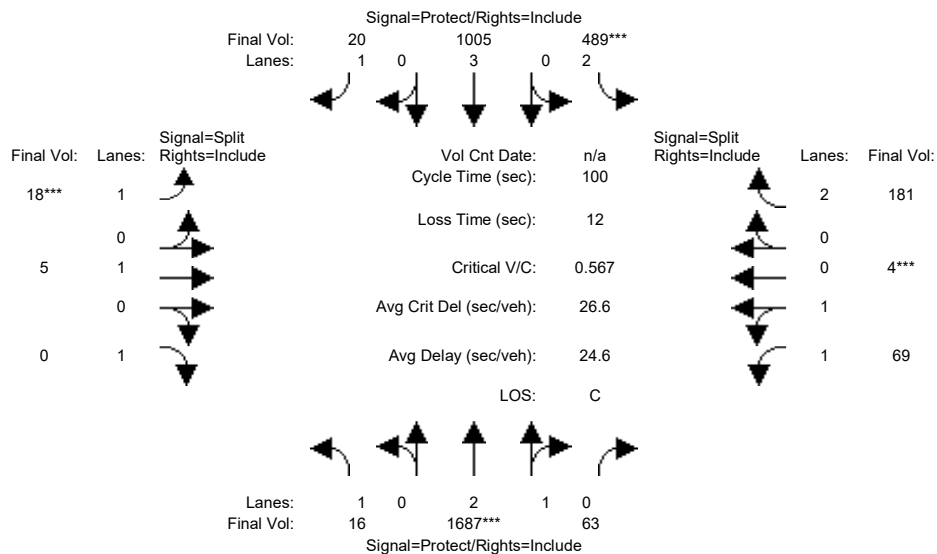
Street Name:	Wolfe Road						I-280 Ramp (South)					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	0	0	0
Y+R:	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Volume Module:												
Base Vol:	0	1141	475	0	1027	394	673	0	409	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	1141	475	0	1027	394	673	0	409	0	0	0
Added Vol:	0	120	7	0	97	69	10	0	17	0	0	0
PasserByVol:	0	243	6	0	36	52	477	0	221	0	0	0
Initial Fut:	0	1504	488	0	1160	515	1160	0	647	0	0	0
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	1504	0	0	1160	0	1160	0	647	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1504	0	0	1160	0	1160	0	647	0	0	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	0	1504	0	0	1160	0	1160	0	647	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.83	1.00	0.83	0.92	1.00	0.92
Lanes:	0.00	2.00	1.00	0.00	4.00	1.00	2.00	0.00	2.00	0.00	0.00	0.00
Final Sat.:	0	3800	1750	0	7600	1750	3150	0	3150	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.40	0.00	0.00	0.15	0.00	0.37	0.00	0.21	0.00	0.00	0.00
Crit Moves:	****			****			****			****		
Green Time:	0.0	26.4	0.0	0.0	26.4	0.0	24.6	0.0	24.6	0.0	0.0	0.0
Volume/Cap:	0.00	0.90	0.00	0.00	0.35	0.00	0.90	0.00	0.50	0.00	0.00	0.00
Delay/Veh:	0.0	22.5	0.0	0.0	11.2	0.0	25.3	0.0	13.5	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	22.5	0.0	0.0	11.2	0.0	25.3	0.0	13.5	0.0	0.0	0.0
LOS by Move:	A	C+	A	A	B+	A	C	A	B	A	A	A
HCM2kAvgQ:	0	16	0	0	2	0	17	0	6	0	0	0

Note: Queue reported is the number of cars per lane.

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Background AM

Intersection #31: Wolfe Road / Vallco Parkway



Street Name:	Wolfe Road						Vallco Parkway					
	North Bound			South Bound			East Bound			West Bound		
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:												
Base Vol:	16	1389	61	226	897	20	18	5	0	65	4	122
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	16	1389	61	226	897	20	18	5	0	65	4	122
Added Vol:	0	106	1	33	81	0	0	0	0	2	0	0
PasserByVol:	0	192	1	230	27	0	0	0	0	2	0	59
Initial Fut:	16	1687	63	489	1005	20	18	5	0	69	4	181
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	16	1687	63	489	1005	20	18	5	0	69	4	181
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	16	1687	63	489	1005	20	18	5	0	69	4	181
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	16	1687	63	489	1005	20	18	5	0	69	4	181

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.83	1.00	0.92	0.92	1.00	0.92	0.93	0.95	0.83
Lanes:	1.00	2.89	0.11	2.00	3.00	1.00	1.00	1.00	1.00	1.89	0.11	2.00
Final Sat.:	1750	5398	202	3150	5700	1750	1750	1900	1750	3355	195	3150

Capacity Analysis Module:												
Vol/Sat:	0.01	0.31	0.31	0.16	0.18	0.01	0.01	0.00	0.00	0.02	0.02	0.06
Crit Moves:	****			****			****			****		
Green Time:	19.3	45.3	45.3	22.5	48.6	48.6	10.0	10.0	0.0	10.1	10.1	10.1
Volume/Cap:	0.05	0.69	0.69	0.69	0.36	0.02	0.10	0.03	0.00	0.20	0.20	0.57
Delay/Veh:	32.9	22.5	22.5	38.4	16.1	13.4	41.2	40.7	0.0	41.5	41.5	45.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	32.9	22.5	22.5	38.4	16.1	13.4	41.2	40.7	0.0	41.5	41.5	45.2
LOS by Move:	C-	C+	C+	D+	B	B	D	D	A	D	D	D
HCM2kAvgQ:	0	15	15	8	6	0	1	0	0	1	1	3

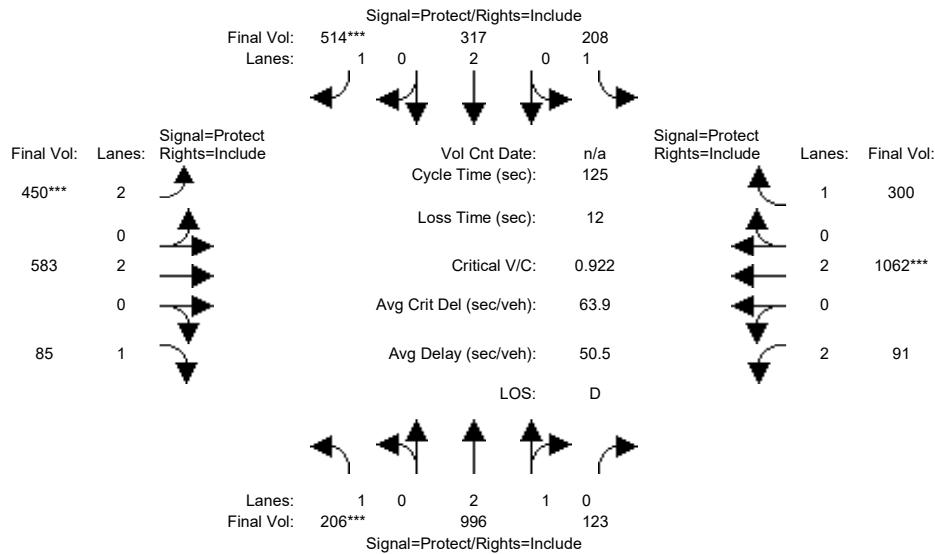
Note: Queue reported is the number of cars per lane.



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Intersection #32: Wolfe Road-Miller Avenue / Stevens Creek Boulevard



Street Name:	Wolfe Road-Miller Avenue						Stevens Creek Boulevard					
	North Bound			South Bound			East Bound			West Bound		
Approach:												
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0

Volume Module:												
Base Vol:	189	894	83	179	272	475	376	450	82	73	947	173
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	189	894	83	179	272	475	376	450	82	73	947	173
Added Vol:	17	73	30	14	38	30	29	40	3	9	73	5
PasserByVol:	0	29	10	15	7	9	45	93	0	9	42	122
Initial Fut:	206	996	123	208	317	514	450	583	85	91	1062	300
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	206	996	123	208	317	514	450	583	85	91	1062	300
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	206	996	123	208	317	514	450	583	85	91	1062	300
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	206	996	123	208	317	514	450	583	85	91	1062	300

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.99	0.95	0.92	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92
Lanes:	1.00	2.66	0.34	1.00	2.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	1750	4984	615	1750	3800	1750	3150	3800	1750	3150	3800	1750

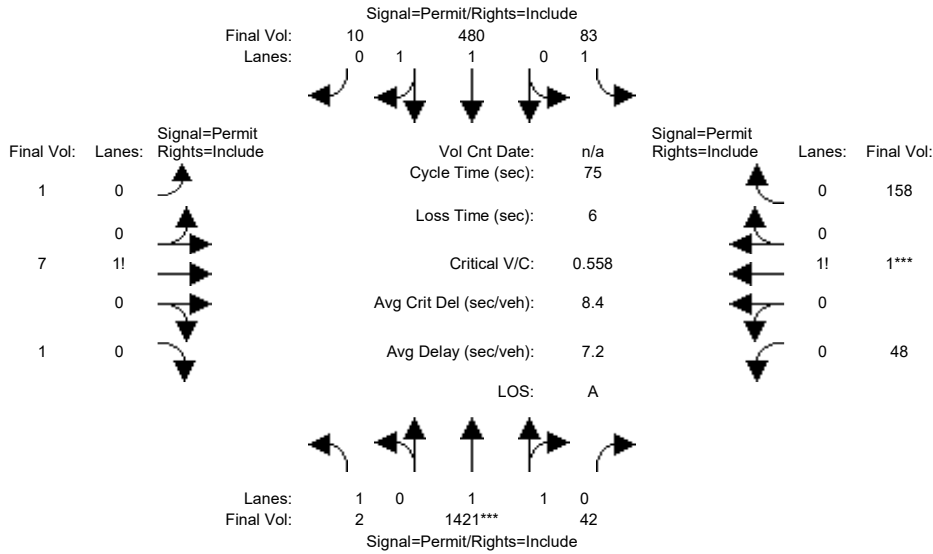
Capacity Analysis Module:												
Vol/Sat:	0.12	0.20	0.20	0.12	0.08	0.29	0.14	0.15	0.05	0.03	0.28	0.17
Crit Moves:	***					***	***				***	
Green Time:	16.0	35.0	35.0	20.8	39.8	39.8	19.4	41.9	41.9	15.3	37.9	37.9
Volume/Cap:	0.92	0.71	0.71	0.71	0.26	0.92	0.92	0.46	0.14	0.24	0.92	0.57
Delay/Veh:	93.3	42.1	42.1	57.4	31.8	62.1	75.2	32.9	29.1	49.9	54.2	38.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	93.3	42.1	42.1	57.4	31.8	62.1	75.2	32.9	29.1	49.9	54.2	38.1
LOS by Move:	F	D	D	E+	C	E	E-	C-	C	D	D-	D+
HCM2kAvgQ:	10	12	12	9	4	24	12	7	2	2	21	8

Note: Queue reported is the number of cars per lane.

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Background AM

Intersection #33: Miller Avenue / Calle De Barcelona



Street Name:	Miller Avenue						Calle De Barcelona					
	North Bound			South Bound			East Bound			West Bound		
Approach:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:												
Base Vol:	2	1263	42	83	414	10	1	7	1	48	1	158
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	2	1263	42	83	414	10	1	7	1	48	1	158
Added Vol:	0	119	0	0	50	0	0	0	0	0	0	0
PasserByVol:	0	39	0	0	16	0	0	0	0	0	0	0
Initial Fut:	2	1421	42	83	480	10	1	7	1	48	1	158
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	2	1421	42	83	480	10	1	7	1	48	1	158
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	2	1421	42	83	480	10	1	7	1	48	1	158
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	2	1421	42	83	480	10	1	7	1	48	1	158

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.97	0.95	0.92	0.97	0.95	0.92	0.92	0.92	0.92	0.92	0.92
Lanes:	1.00	1.94	0.06	1.00	1.96	0.04	0.11	0.78	0.11	0.23	0.01	0.76
Final Sat.:	1750	3594	106	1750	3624	76	194	1361	194	406	8	1336

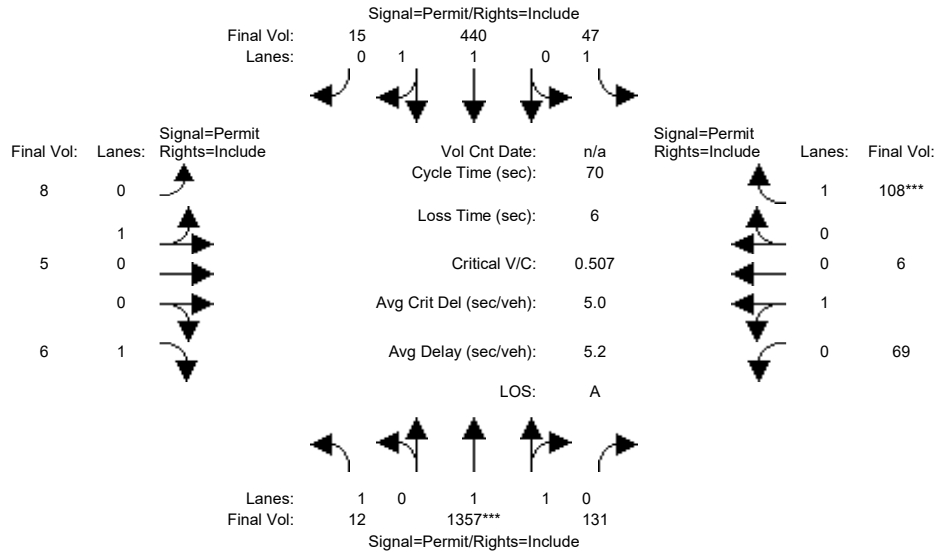
Capacity Analysis Module:												
Vol/Sat:	0.00	0.40	0.40	0.05	0.13	0.13	0.01	0.01	0.01	0.12	0.12	0.12
Crit Moves:	****									****		
Green Time:	53.1	53.1	53.1	53.1	53.1	53.1	15.9	15.9	15.9	15.9	15.9	15.9
Volume/Cap:	0.00	0.56	0.56	0.07	0.19	0.19	0.02	0.02	0.02	0.56	0.56	0.56
Delay/Veh:	3.2	5.6	5.6	3.4	3.7	3.7	23.4	23.4	23.4	28.3	28.3	28.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	3.2	5.6	5.6	3.4	3.7	3.7	23.4	23.4	23.4	28.3	28.3	28.3
LOS by Move:	A	A	A	A	A	A	C	C	C	C	C	C
HCM2kAvgQ:	0	8	8	1	2	2	0	0	0	5	5	5

Note: Queue reported is the number of cars per lane.

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Intersection #34: Miller Avenue / Phil Lane



Street Name:	Miller Avenue						Phil Lane					
	North Bound			South Bound			East Bound			West Bound		
Approach:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:												
Base Vol:	12	1213	131	47	379	15	8	5	6	69	6	108
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	12	1213	131	47	379	15	8	5	6	69	6	108
Added Vol:	0	119	0	0	50	0	0	0	0	0	0	0
PasserByVol:	0	25	0	0	11	0	0	0	0	0	0	0
Initial Fut:	12	1357	131	47	440	15	8	5	6	69	6	108
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	12	1357	131	47	440	15	8	5	6	69	6	108
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	12	1357	131	47	440	15	8	5	6	69	6	108
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	12	1357	131	47	440	15	8	5	6	69	6	108

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	0.97	0.95	0.95	0.95	0.92	0.95	0.95	0.92
Lanes:	1.00	1.82	0.18	1.00	1.93	0.07	0.62	0.38	1.00	0.92	0.08	1.00
Final Sat.:	1750	3374	326	1750	3578	122	1108	692	1750	1656	144	1750

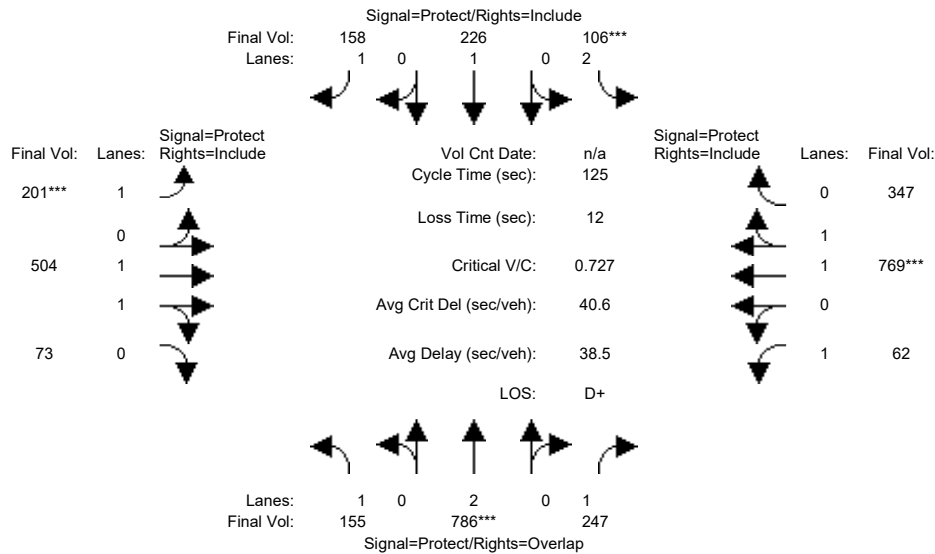
Capacity Analysis Module:												
Vol/Sat:	0.01	0.40	0.40	0.03	0.12	0.12	0.01	0.01	0.00	0.04	0.04	0.06
Crit Moves:	****											
Green Time:	54.0	54.0	54.0	54.0	54.0	54.0	10.0	10.0	10.0	10.0	10.0	10.0
Volume/Cap:	0.01	0.52	0.52	0.03	0.16	0.16	0.05	0.05	0.02	0.29	0.29	0.43
Delay/Veh:	1.8	3.2	3.2	1.9	2.1	2.1	26.0	26.0	25.8	27.5	27.5	28.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	1.8	3.2	3.2	1.9	2.1	2.1	26.0	26.0	25.8	27.5	27.5	28.6
LOS by Move:	A	A	A	A	A	A	C	C	C	C	C	C
HCM2kAvgQ:	0	6	6	0	1	1	0	0	0	2	2	3

Note: Queue reported is the number of cars per lane.

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Intersection #35: Miller Avenue / Bollinger Road



Street Name:	Miller Avenue						Bollinger Road					
	North Bound			South Bound			East Bound			West Bound		
Approach:	L	T	R	L	T	R	L	T	R	L	T	R
Movement:												
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:												
Base Vol:	155	652	222	103	169	157	193	500	73	54	739	345
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	155	652	222	103	169	157	193	500	73	54	739	345
Added Vol:	0	119	25	0	50	0	0	4	0	8	30	0
PasserByVol:	0	15	0	3	7	1	8	0	0	0	0	2
Initial Fut:	155	786	247	106	226	158	201	504	73	62	769	347
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	155	786	247	106	226	158	201	504	73	62	769	347
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	155	786	247	106	226	158	201	504	73	62	769	347
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	155	786	247	106	226	158	201	504	73	62	769	347

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.83	1.00	0.92	0.92	0.98	0.95	0.92	0.99	0.95
Lanes:	1.00	2.00	1.00	2.00	1.00	1.00	1.00	1.74	0.26	1.00	1.36	0.64
Final Sat.:	1750	3800	1750	3150	1900	1750	1750	3232	468	1750	2549	1150

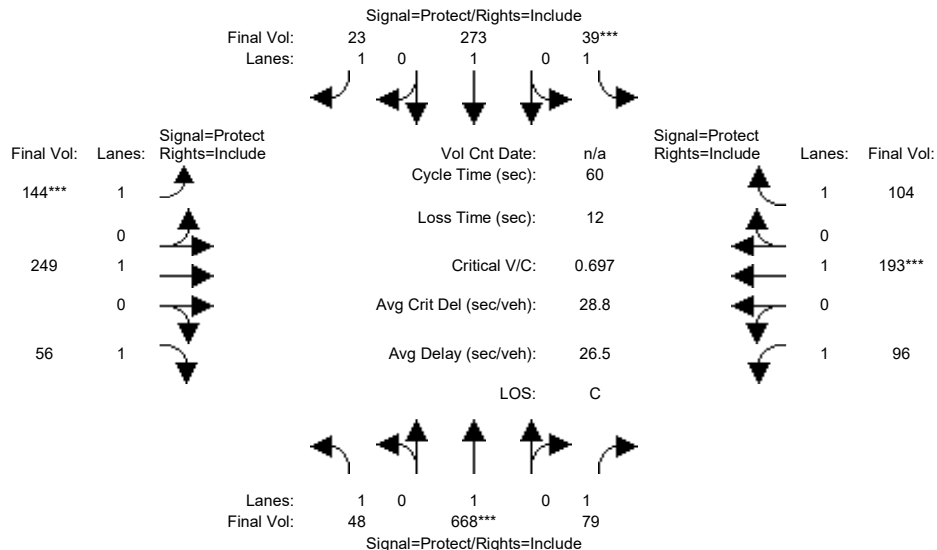
Capacity Analysis Module:												
Vol/Sat:	0.09	0.21	0.14	0.03	0.12	0.09	0.11	0.16	0.16	0.04	0.30	0.30
Crit Moves:	****			****			****			****		
Green Time:	18.0	35.2	53.9	7.0	24.2	24.2	19.5	52.1	52.1	18.7	51.3	51.3
Volume/Cap:	0.62	0.74	0.33	0.60	0.62	0.47	0.74	0.37	0.37	0.24	0.74	0.74
Delay/Veh:	54.7	43.4	23.8	63.3	49.3	45.7	60.2	25.3	25.3	47.3	33.0	33.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	54.7	43.4	23.8	63.3	49.3	45.7	60.2	25.3	25.3	47.3	33.0	33.0
LOS by Move:	D-	D	C	E	D	D	E	C	C	D	C-	C-
HCM2kAvgQ:	6	13	6	2	8	6	8	8	8	2	19	19

Note: Queue reported is the number of cars per lane.

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Intersection #36: Miller Avenue / Rainbow Drive



Street Name:	Miller Avenue						Rainbow Drive					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:	48	510	79	39	210	23	144	249	56	96	193	104
Base Vol:	48	510	79	39	210	23	144	249	56	96	193	104
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	48	510	79	39	210	23	144	249	56	96	193	104
Added Vol:	0	145	0	0	58	0	0	0	0	0	0	0
PasserByVol:	0	13	0	0	5	0	0	0	0	0	0	0
Initial Fut:	48	668	79	39	273	23	144	249	56	96	193	104
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	48	668	79	39	273	23	144	249	56	96	193	104
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	48	668	79	39	273	23	144	249	56	96	193	104
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	48	668	79	39	273	23	144	249	56	96	193	104

Saturation Flow Module:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1750	1900	1750	1750	1900	1750	1750	1900	1750	1750	1900	1750

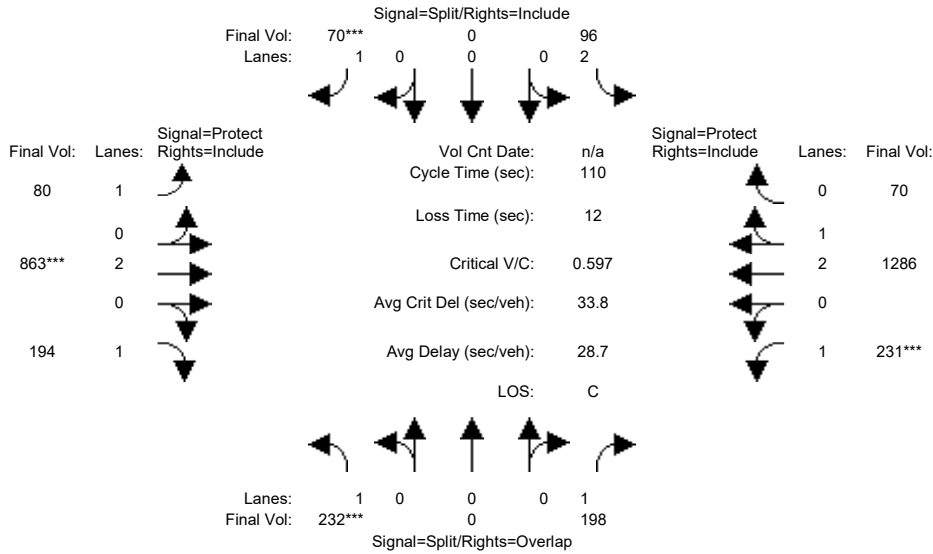
Capacity Analysis Module:	0.03	0.35	0.05	0.02	0.14	0.01	0.08	0.13	0.03	0.05	0.10	0.06
Vol/Sat:	0.03	0.35	0.05	0.02	0.14	0.01	0.08	0.13	0.03	0.05	0.10	0.06
Crit Moves:	****			****			****			****		
Green Time:	12.8	24.0	24.0	7.0	18.2	18.2	7.0	10.0	10.0	7.0	10.0	10.0
Volume/Cap:	0.13	0.88	0.11	0.19	0.47	0.04	0.71	0.79	0.19	0.47	0.61	0.36
Delay/Veh:	19.3	28.1	11.4	24.4	17.6	14.8	36.2	36.2	21.8	26.5	26.6	22.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	19.3	28.1	11.4	24.4	17.6	14.8	36.2	36.2	21.8	26.5	26.6	22.9
LOS by Move:	B-	C	B+	C	B	B	D+	D+	C+	C	C	C+
HCM2kAvgQ:	1	13	1	1	4	0	4	7	1	2	4	2

Note: Queue reported is the number of cars per lane.

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Intersection #37: Finch Avenue / Stevens Creek Boulevard



Street Name:	Finch Avenue						Stevens Creek Boulevard					
	North Bound			South Bound			East Bound			West Bound		
Approach:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	0	0	0	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:												
Base Vol:	232	0	198	86	0	65	78	664	194	229	1029	67
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	232	0	198	86	0	65	78	664	194	229	1029	67
Added Vol:	0	0	0	0	0	0	0	84	0	0	87	0
PasserByVol:	0	0	0	10	0	5	2	115	0	2	170	3
Initial Fut:	232	0	198	96	0	70	80	863	194	231	1286	70
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	232	0	198	96	0	70	80	863	194	231	1286	70
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	232	0	198	96	0	70	80	863	194	231	1286	70
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	232	0	198	96	0	70	80	863	194	231	1286	70

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.92	0.92	0.98	0.95
Lanes:	1.00	0.00	1.00	2.00	0.00	1.00	1.00	2.00	1.00	1.00	2.84	0.16
Final Sat.:	1750	0	1750	3150	0	1750	1750	3800	1750	1750	5311	289

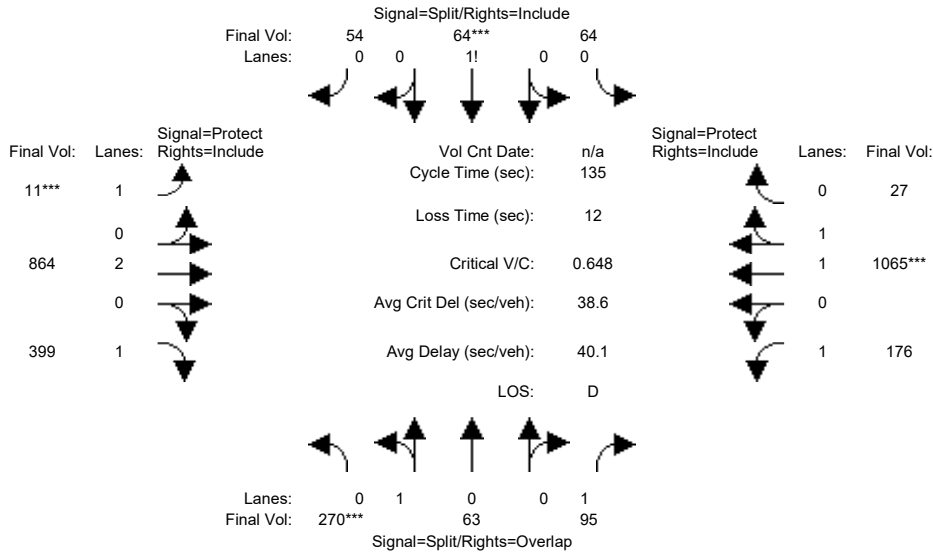
Capacity Analysis Module:												
Vol/Sat:	0.13	0.00	0.11	0.03	0.00	0.04	0.05	0.23	0.11	0.13	0.24	0.24
Crit Moves:	***					***		***		***		
Green Time:	24.4	0.0	48.8	7.4	0.0	7.4	18.1	41.9	41.9	24.3	48.1	48.1
Volume/Cap:	0.60	0.00	0.26	0.45	0.00	0.60	0.28	0.60	0.29	0.60	0.55	0.55
Delay/Veh:	40.9	0.0	19.4	50.9	0.0	58.0	40.8	28.0	24.0	41.0	23.2	23.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	40.9	0.0	19.4	50.9	0.0	58.0	40.8	28.0	24.0	41.0	23.2	23.2
LOS by Move:	D	A	B-	D	A	E+	D	C	C	D	C	C
HCM2kAvgQ:	8	0	4	2	0	3	2	11	5	7	11	11

Note: Queue reported is the number of cars per lane.

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Intersection #38: Tantau Avenue / Homestead Road



Street Name:	Tantau Avenue						Homestead Road					
	North Bound			South Bound			East Bound			West Bound		
Approach:												
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:												
Base Vol:	170	58	84	63	54	50	10	712	239	131	942	25
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	170	58	84	63	54	50	10	712	239	131	942	25
Added Vol:	0	0	1	0	0	0	0	102	0	1	57	0
PasserByVol:	100	5	10	1	10	4	1	50	160	44	66	2
Initial Fut:	270	63	95	64	64	54	11	864	399	176	1065	27
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	270	63	95	64	64	54	11	864	399	176	1065	27
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	270	63	95	64	64	54	11	864	399	176	1065	27
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	270	63	95	64	64	54	11	864	399	176	1065	27

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.92	0.92	0.92	0.92	0.92	1.00	0.92	0.92	0.97	0.95
Lanes:	0.81	0.19	1.00	0.35	0.35	0.30	1.00	2.00	1.00	1.00	1.95	0.05
Final Sat.:	1459	341	1750	615	615	519	1750	3800	1750	1750	3608	91

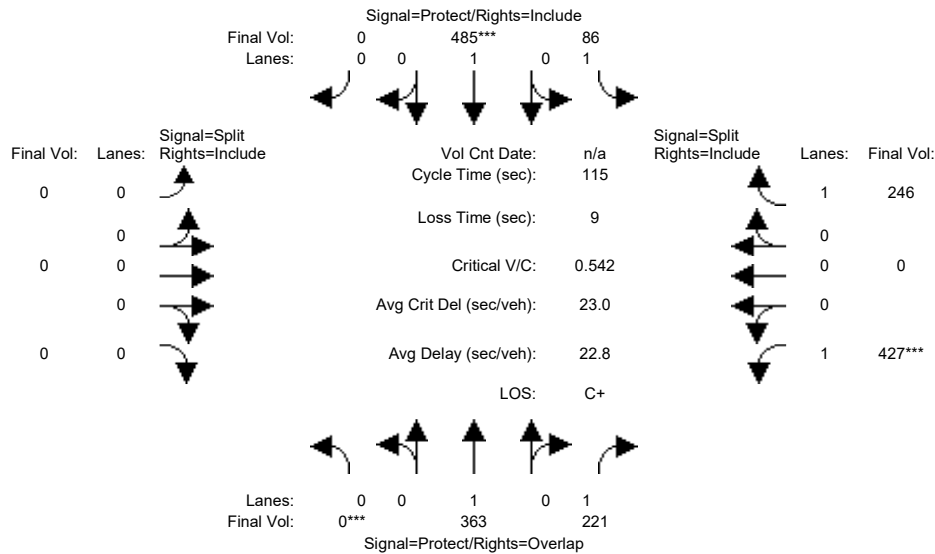
Capacity Analysis Module:												
Vol/Sat:	0.19	0.19	0.05	0.10	0.10	0.10	0.01	0.23	0.23	0.10	0.30	0.30
Crit Moves:	***				***		***				***	
Green Time:	36.7	36.7	56.8	20.7	20.7	20.7	7.0	45.5	45.5	20.1	58.6	58.6
Volume/Cap:	0.68	0.68	0.13	0.68	0.68	0.68	0.12	0.67	0.68	0.68	0.68	0.68
Delay/Veh:	47.7	47.7	24.0	61.0	61.0	61.0	61.7	39.8	41.5	61.3	31.9	31.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	47.7	47.7	24.0	61.0	61.0	61.0	61.7	39.8	41.5	61.3	31.9	31.9
LOS by Move:	D	D	C	E	E	E	E	D	D	E	C	C
HCM2kAvgQ:	13	13	2	9	9	9	0	15	15	7	17	17

Note: Queue reported is the number of cars per lane.

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Intersection #39: Tantau Avenue / Pruneridge Avenue



Street Name:	Tantau Avenue						Pruneridge Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	0	0	0	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:												
Base Vol:	0	212	186	85	273	0	0	0	0	302	0	184
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	212	186	85	273	0	0	0	0	302	0	184
Added Vol:	0	1	2	0	1	0	0	0	0	2	0	0
PasserByVol:	0	150	33	1	211	0	0	0	0	123	0	62
Initial Fut:	0	363	221	86	485	0	0	0	0	427	0	246
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	363	221	86	485	0	0	0	0	427	0	246
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	363	221	86	485	0	0	0	0	427	0	246
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	0	363	221	86	485	0	0	0	0	427	0	246

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	1.00	1.00	1.00	1.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Final Sat.:	0	1900	1750	1750	1900	0	0	0	0	1750	0	1750

Capacity Analysis Module:												
Vol/Sat:	0.00	0.19	0.13	0.05	0.26	0.00	0.00	0.00	0.00	0.24	0.00	0.14
Crit Moves:	***			***						***		
Green Time:	0.0	41.1	92.9	13.1	54.2	0.0	0.0	0.0	0.0	51.8	0.0	51.8
Volume/Cap:	0.00	0.53	0.16	0.43	0.54	0.00	0.00	0.00	0.00	0.54	0.00	0.31
Delay/Veh:	0.0	30.2	2.5	49.0	22.3	0.0	0.0	0.0	0.0	23.7	0.0	20.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	30.2	2.5	49.0	22.3	0.0	0.0	0.0	0.0	23.7	0.0	20.4
LOS by Move:	A	C	A	D	C+	A	A	A	A	C	A	C+
HCM2kAvgQ:	0	10	2	3	12	0	0	0	0	12	0	6

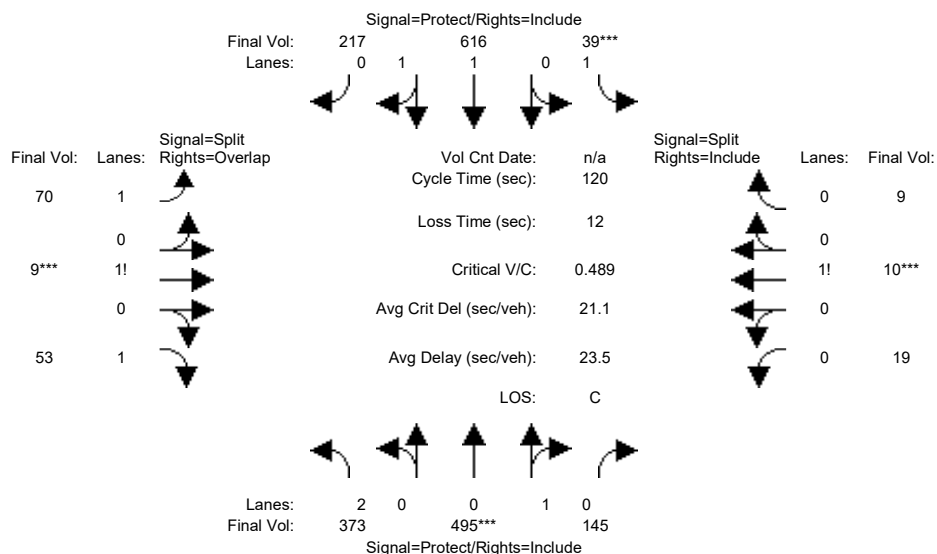
Note: Queue reported is the number of cars per lane.



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Intersection #40: Tantau Avenue / Apple Parkway/Tantau 14 (private)



Street Name:	Tantau Avenue						Apple Parkway/Tantau 14 (private)					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:												
Base Vol:	33	345	14	6	468	62	42	9	40	5	10	5
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	33	345	14	6	468	62	42	9	40	5	10	5
Added Vol:	0	2	0	0	4	0	0	0	0	0	0	0
PasserByVol:	340	148	131	33	144	155	28	0	13	14	0	4
Initial Fut:	373	495	145	39	616	217	70	9	53	19	10	9
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	373	495	145	39	616	217	70	9	53	19	10	9
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	373	495	145	39	616	217	70	9	53	19	10	9
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	373	495	145	39	616	217	70	9	53	19	10	9

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	0.95	0.95	0.92	0.98	0.95	0.92	0.92	0.92	0.92	0.92	0.92
Lanes:	2.00	0.77	0.23	1.00	1.46	0.54	1.50	0.13	1.37	0.50	0.26	0.24
Final Sat.:	3150	1392	408	1750	2735	964	2619	223	2408	875	461	414

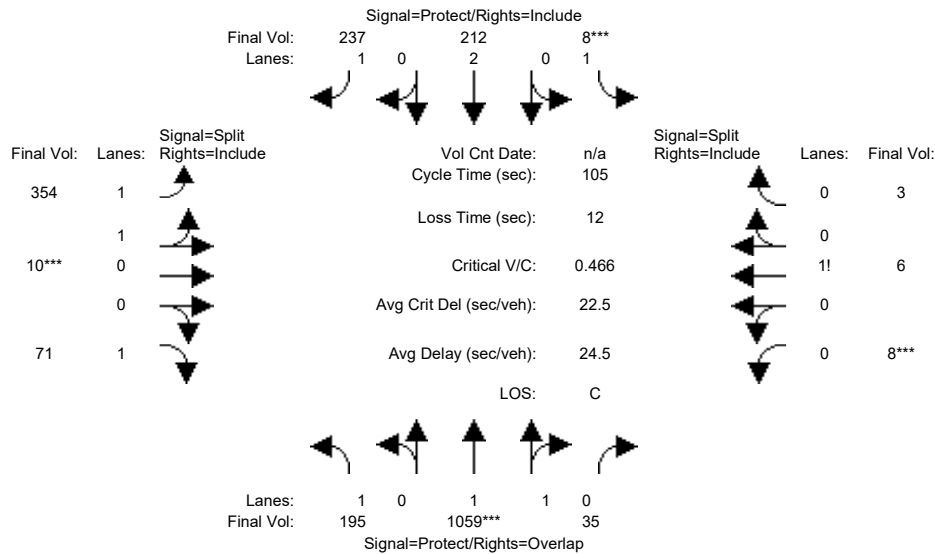
Capacity Analysis Module:												
Vol/Sat:	0.12	0.36	0.36	0.02	0.23	0.23	0.03	0.04	0.02	0.02	0.02	0.02
Crit Moves:	****			****			****			****		
Green Time:	30.3	81.0	81.0	7.0	57.7	57.7	10.0	10.0	40.3	10.0	10.0	10.0
Volume/Cap:	0.47	0.53	0.53	0.38	0.47	0.47	0.32	0.48	0.07	0.26	0.26	0.26
Delay/Veh:	38.4	10.3	10.3	56.8	21.1	21.1	52.3	53.9	27.1	52.5	52.5	52.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	38.4	10.3	10.3	56.8	21.1	21.1	52.3	53.9	27.1	52.5	52.5	52.5
LOS by Move:	D+	B+	B+	E+	C+	C+	D-	D-	C	D-	D-	D-
HCM2kAvgQ:	7	12	12	1	10	10	2	3	1	2	2	2

Note: Queue reported is the number of cars per lane.

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Intersection #41: Tantau Avenue / Vallco Parkway



Street Name:	Tantau Avenue						Vallco Parkway					
	North Bound			South Bound			East Bound			West Bound		
Approach:												
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:												
Base Vol:	187	489	35	8	142	187	122	10	50	8	6	3
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	187	489	35	8	142	187	122	10	50	8	6	3
Added Vol:	5	0	0	0	0	4	2	0	3	0	0	0
PasserByVol:	3	570	0	0	70	46	230	0	18	0	0	0
Initial Fut:	195	1059	35	8	212	237	354	10	71	8	6	3
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	195	1059	35	8	212	237	354	10	71	8	6	3
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	195	1059	35	8	212	237	354	10	71	8	6	3
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	195	1059	35	8	212	237	354	10	71	8	6	3

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.97	0.95	0.92	1.00	0.92	0.93	0.95	0.92	0.92	0.92	0.92
Lanes:	1.00	1.93	0.07	1.00	2.00	1.00	1.95	0.05	1.00	0.47	0.35	0.18
Final Sat.:	1750	3582	118	1750	3800	1750	3452	98	1750	824	618	309

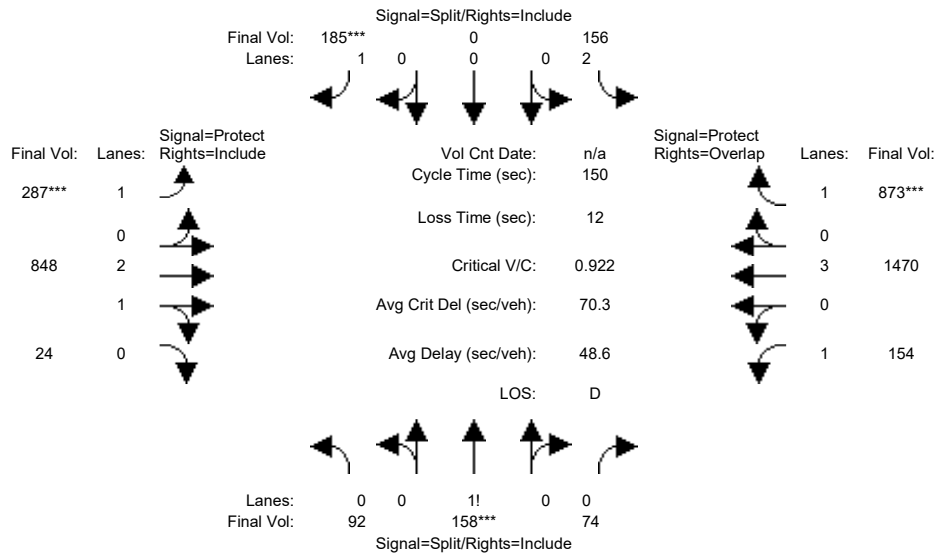
Capacity Analysis Module:												
Vol/Sat:	0.11	0.30	0.30	0.00	0.06	0.14	0.10	0.10	0.04	0.01	0.01	0.01
Crit Moves:	****			****			****			****		
Green Time:	28.6	56.4	66.4	7.0	34.8	34.8	19.6	19.6	19.6	10.0	10.0	10.0
Volume/Cap:	0.41	0.55	0.47	0.07	0.17	0.41	0.55	0.55	0.22	0.10	0.10	0.10
Delay/Veh:	31.8	16.3	10.2	46.2	24.9	27.6	39.7	39.7	36.6	43.7	43.7	43.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	31.8	16.3	10.2	46.2	24.9	27.6	39.7	39.7	36.6	43.7	43.7	43.7
LOS by Move:	C	B	B+	D	C	C	D	D	D+	D	D	D
HCM2kAvgQ:	5	11	9	0	2	6	6	6	2	1	1	1

Note: Queue reported is the number of cars per lane.

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Background AM

Intersection #42: Tantau Avenue / Stevens Creek Boulevard



Street Name:	Tantau Avenue						Stevens Creek Boulevard					
	North Bound			South Bound			East Bound			West Bound		
Approach:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:												
Base Vol:	92	132	70	92	0	158	210	717	23	154	1242	398
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	92	132	70	92	0	158	210	717	23	154	1242	398
Added Vol:	0	0	0	3	0	0	0	84	0	0	87	5
PasserByVol:	0	26	4	61	0	27	77	47	1	0	141	470
Initial Fut:	92	158	74	156	0	185	287	848	24	154	1470	873
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	92	158	74	156	0	185	287	848	24	154	1470	873
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	92	158	74	156	0	185	287	848	24	154	1470	873
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	92	158	74	156	0	185	287	848	24	154	1470	873

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.92	0.92	0.83	1.00	0.92	0.92	0.98	0.95	0.92	1.00	0.92
Lanes:	0.28	0.49	0.23	2.00	0.00	1.00	1.00	2.91	0.09	1.00	3.00	1.00
Final Sat.:	497	853	400	3150	0	1750	1750	5446	154	1750	5700	1750

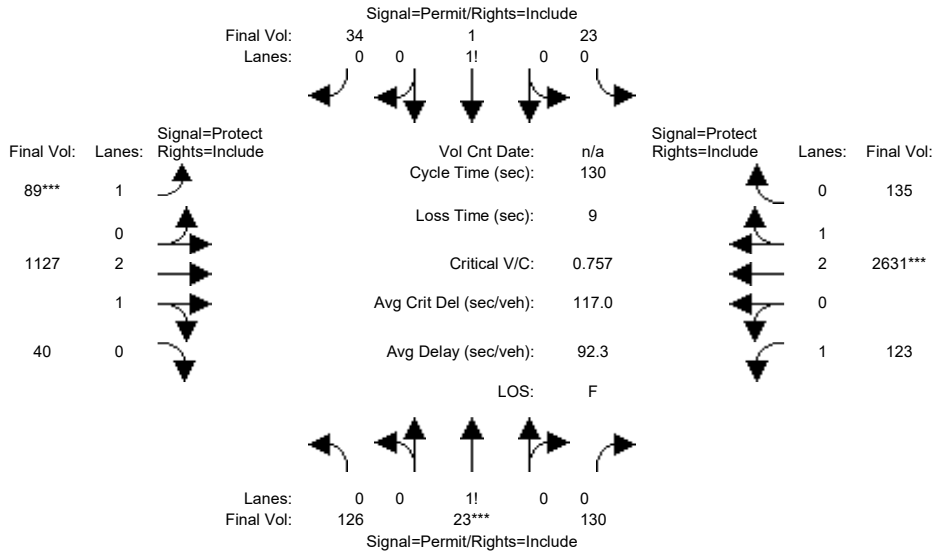
Capacity Analysis Module:												
Vol/Sat:	0.19	0.19	0.19	0.05	0.00	0.11	0.16	0.16	0.16	0.09	0.26	0.50
Crit Moves:	****			****			****			****		
Green Time:	28.6	28.6	28.6	17.2	0.0	17.2	25.4	58.9	58.9	33.3	66.8	84.0
Volume/Cap:	0.97	0.97	0.97	0.43	0.00	0.92	0.97	0.40	0.40	0.40	0.58	0.89
Delay/Veh:	101.4	101	101.4	62.7	0.0	107.8	106.0	32.9	32.9	50.5	31.4	39.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	101.4	101	101.4	62.7	0.0	107.8	106.0	32.9	32.9	50.5	31.4	39.2
LOS by Move:	F	F	F	E	A	F	F	C-	C-	D	C	D
HCM2kAvgQ:	21	21	21	4	0	10	16	9	9	6	15	35

Note: Queue reported is the number of cars per lane.

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Intersection #43: Stern Avenue / Steven Creek Boulevard



Street Name:	Stern Avenue						Steven Creek Boulevard					
	North Bound			South Bound			East Bound			West Bound		
Approach:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	47	47	47	47	47	47	20	42	42	25	47	47
Y+R:	4.6	4.6	4.6	4.6	4.6	4.6	4.9	5.6	5.6	4.9	5.9	5.9

Volume Module:												
Base Vol:	115	12	118	16	1	29	47	849	36	100	1691	120
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	115	12	118	16	1	29	47	849	36	100	1691	120
Added Vol:	0	0	0	0	0	0	0	87	0	0	92	0
PasserByVol:	0	9	0	5	0	2	34	90	0	12	611	3
Initial Fut:	115	21	118	21	1	31	81	1026	36	112	2394	123
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
PHF Volume:	126	23	130	23	1	34	89	1127	40	123	2631	135
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	126	23	130	23	1	34	89	1127	40	123	2631	135
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	126	23	130	23	1	34	89	1127	40	123	2631	135

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.98	0.95	0.92	0.98	0.95
Lanes:	0.45	0.08	0.47	0.40	0.02	0.58	1.00	2.89	0.11	1.00	2.85	0.15
Final Sat.:	792	145	813	693	33	1024	1750	5410	190	1750	5326	274

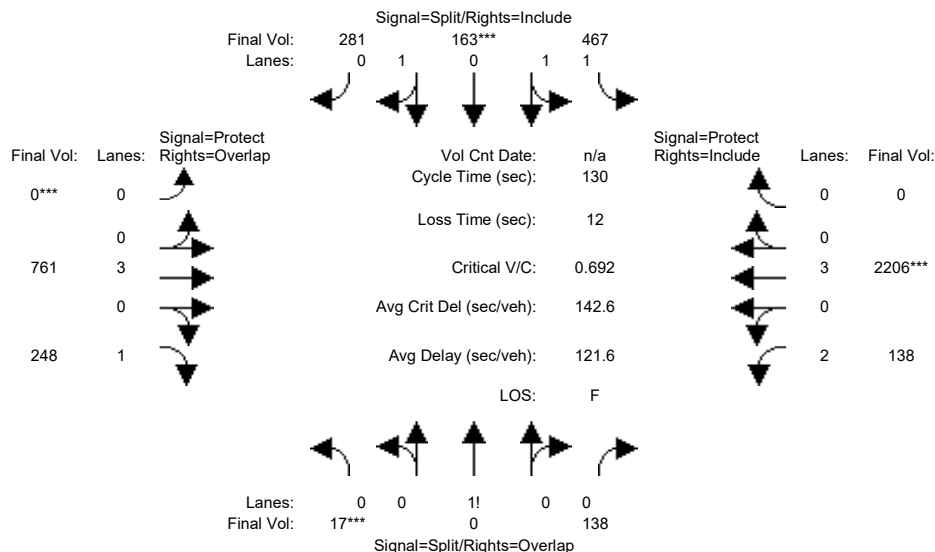
Capacity Analysis Module:												
Vol/Sat:	0.16	0.16	0.16	0.03	0.03	0.03	0.05	0.21	0.21	0.07	0.49	0.49
Crit Moves:	****						****			****		
Green Time:	47.0	47.0	47.0	47.0	47.0	47.0	20.0	46.4	46.4	27.6	54.0	54.0
Volume/Cap:	0.44	0.44	0.44	0.09	0.09	0.09	0.33	0.58	0.58	0.33	1.19	1.19
Delay/Veh:	32.0	32.0	32.0	27.5	27.5	27.5	49.8	34.4	34.4	43.9	128	127.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	32.0	32.0	32.0	27.5	27.5	27.5	49.8	34.4	34.4	43.9	128	127.7
LOS by Move:	C-	C-	C-	C	C	C	D	C-	C-	D	F	F
HCM2kAvgQ:	9	9	9	2	2	2	3	12	12	4	53	53

Note: Queue reported is the number of cars per lane.

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Intersection #44: I-280 Ramps (West)-Calvert Drive / Stevens Creek Boulevard



Street Name:	I-280 Ramps (West)-Calvert Drive						Stevens Creek Boulevard					
	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	56	56	56	57	57	57	0	32	32	23	36	36
Y+R:	6.0	6.0	6.0	5.4	5.4	5.4	0.0	5.9	5.9	5.4	5.6	5.6

Volume Module:

Base Vol:	17	0	138	467	144	254	0	636	180	111	1395	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	17	0	138	467	144	254	0	636	180	111	1395	0
Added Vol:	0	0	0	0	17	0	0	81	6	27	92	0
PasserByVol:	0	0	0	0	2	27	0	44	62	0	719	0
Initial Fut:	17	0	138	467	163	281	0	761	248	138	2206	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	17	0	138	467	163	281	0	761	248	138	2206	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	17	0	138	467	163	281	0	761	248	138	2206	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	17	0	138	467	163	281	0	761	248	138	2206	0

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.92	0.92	0.93	0.95	0.95	0.92	1.00	0.92	0.83	1.00	0.92
Lanes:	0.11	0.00	0.89	1.55	0.53	0.92	0.00	3.00	1.00	2.00	3.00	0.00
Final Sat.:	192	0	1558	2742	957	1650	0	5700	1750	3150	5700	0

Capacity Analysis Module:

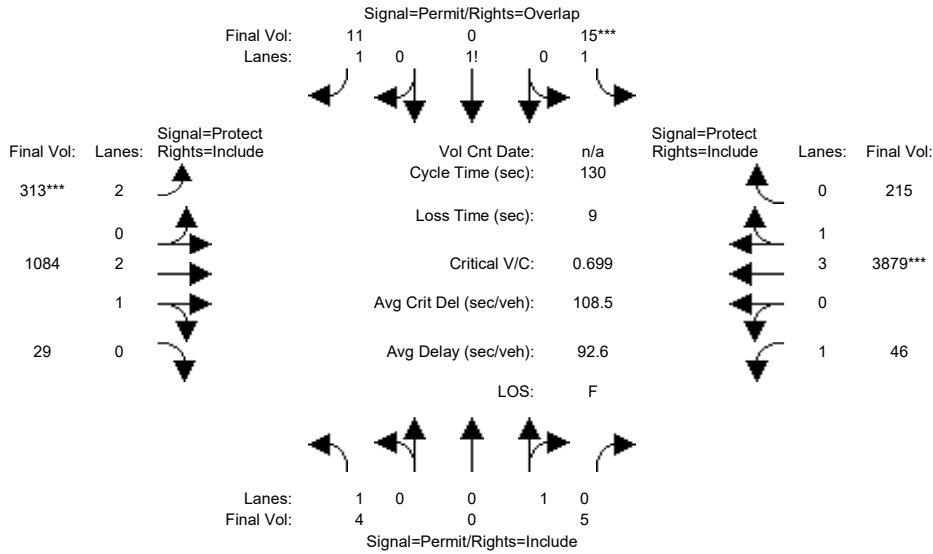
Vol/Sat:	0.09	0.00	0.09	0.17	0.17	0.17	0.00	0.13	0.14	0.04	0.39	0.00
Crit Moves:	***			***	***	***	***			***	***	
Green Time:	40.4	0.0	57.1	41.2	41.2	41.2	0.0	23.1	63.6	16.6	39.7	0.0
Volume/Cap:	0.28	0.00	0.20	0.54	0.54	0.54	0.00	0.75	0.29	0.34	1.27	0.00
Delay/Veh:	47.2	0.0	31.2	51.0	51.0	51.0	0.0	73.4	27.6	72.1	187	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	47.2	0.0	31.2	51.0	51.0	51.0	0.0	73.4	27.6	72.1	187	0.0
LOS by Move:	D	A	C	D	D	D	A	E	C	E	F	A
HCM2kAvgQ:	7	0	5	14	14	14	0	13	8	4	56	0

Note: Queue reported is the number of cars per lane.

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Intersection #45: Agilent Driveway / Stevens Creek Boulevard



Street Name:	Agilent Driveway						Stevens Creek Boulevard					
	North Bound			South Bound			East Bound			West Bound		
Approach:												
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	47	47	47	45	45	45	15	44	44	25	54	54
Y+R:	3.0	3.0	3.0	4.6	4.6	4.6	5.0	5.6	5.6	5.0	5.6	5.6

Volume Module:												
Base Vol:	4	0	5	14	0	10	285	875	27	42	2695	198
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	4	0	5	14	0	10	285	875	27	42	2695	198
Added Vol:	0	0	0	0	0	0	0	82	0	0	129	0
PasserByVol:	0	0	0	0	0	0	3	40	0	0	745	0
Initial Fut:	4	0	5	14	0	10	288	997	27	42	3569	198
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
PHF Volume:	4	0	5	15	0	11	313	1084	29	46	3879	215
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	4	0	5	15	0	11	313	1084	29	46	3879	215
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	4	0	5	15	0	11	313	1084	29	46	3879	215

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.95	0.92	1.00	0.92	0.83	0.98	0.95	0.92	0.99	0.95
Lanes:	1.00	0.00	1.00	1.58	0.00	1.42	2.00	2.92	0.08	1.00	3.78	0.22
Final Sat.:	1750	0	1800	2771	0	2479	3150	5452	148	1750	7105	394

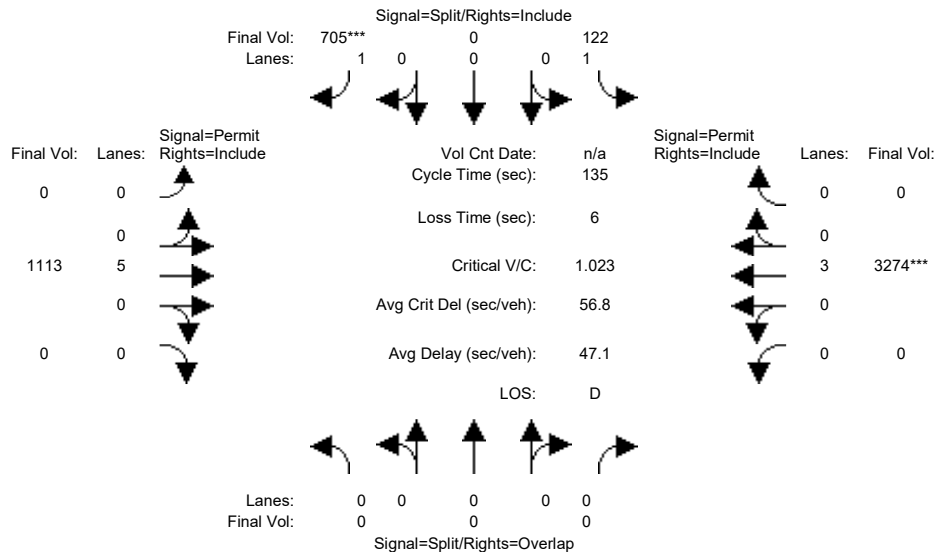
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.01	0.00	0.00	0.10	0.20	0.20	0.03	0.55	0.55
Crit Moves:				****			****			****		
Green Time:	45.0	0.0	45.0	45.0	0.0	60.0	15.0	48.5	48.5	27.5	61.0	61.0
Volume/Cap:	0.01	0.00	0.01	0.02	0.00	0.01	0.86	0.53	0.53	0.12	1.16	1.16
Delay/Veh:	27.9	0.0	27.9	27.9	0.0	18.9	74.9	32.2	32.2	41.6	112	111.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	27.9	0.0	27.9	27.9	0.0	18.9	74.9	32.2	32.2	41.6	112	111.6
LOS by Move:	C	A	C	C	A	B-	E	C-	C-	D	F	F
HCM2kAvgQ:	0	0	0	0	0	0	8	11	11	1	56	56

Note: Queue reported is the number of cars per lane.

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Intersection #46: Lawrence Expressway Ramp (West) / Stevens Creek Boulevard



Street Name:	Lawrence Expressway Ramp (West)						Stevens Creek Boulevard					
	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	10	0	10	0	10	0	0	10	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:												
Base Vol:	0	0	0	108	0	647	0	990	0	0	2456	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	108	0	647	0	990	0	0	2456	0
Added Vol:	0	0	0	14	0	24	0	82	0	0	106	0
PasserByVol:	0	0	0	0	0	34	0	41	0	0	712	0
Initial Fut:	0	0	0	122	0	705	0	1113	0	0	3274	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	122	0	705	0	1113	0	0	3274	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	122	0	705	0	1113	0	0	3274	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	0	0	0	122	0	705	0	1113	0	0	3274	0

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	0.00	0.00	1.00	0.00	1.00	0.00	5.00	0.00	0.00	3.00	0.00
Final Sat.:	0	0	0	1750	0	1750	0	9500	0	0	5700	0

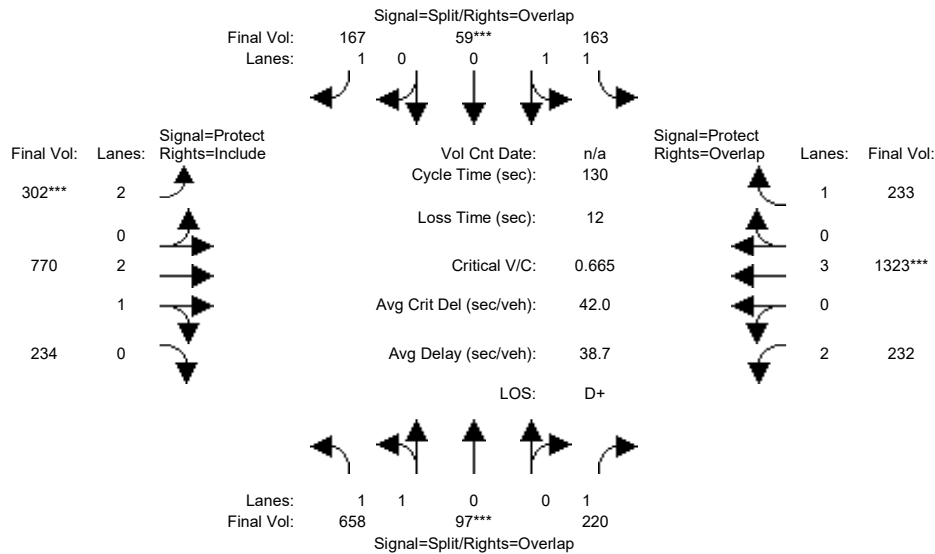
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.07	0.00	0.40	0.00	0.12	0.00	0.00	0.57	0.00
Crit Moves:						****					****	
Green Time:	0.0	0.0	0.0	53.2	0.0	53.2	0.0	75.8	0.0	0.0	75.8	0.0
Volume/Cap:	0.00	0.00	0.00	0.18	0.00	1.02	0.00	0.21	0.00	0.00	1.02	0.00
Delay/Veh:	0.0	0.0	0.0	26.8	0.0	81.1	0.0	14.7	0.0	0.0	51.6	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	26.8	0.0	81.1	0.0	14.7	0.0	0.0	51.6	0.0
LOS by Move:	A	A	A	C	A	F	A	B	A	A	D-	A
HCM2kAvgQ:	0	0	0	3	0	4	0	4	0	0	51	0

Note: Queue reported is the number of cars per lane.

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Intersection #47: Lawrence Expressway / El Camino Real



Street Name:	Lawrence Expressway						El Camino Real					
	North Bound			South Bound			East Bound			West Bound		
Approach:												
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:												
Base Vol:	537	48	219	163	25	119	156	704	170	223	1260	233
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	537	48	219	163	25	119	156	704	170	223	1260	233
Added Vol:	108	49	0	0	34	48	146	63	50	0	51	0
PasserByVol:	13	0	1	0	0	0	0	3	14	9	12	0
Initial Fut:	658	97	220	163	59	167	302	770	234	232	1323	233
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	658	97	220	163	59	167	302	770	234	232	1323	233
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	658	97	220	163	59	167	302	770	234	232	1323	233
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	658	97	220	163	59	167	302	770	234	232	1323	233

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.93	0.95	0.92	0.93	0.95	0.92	0.83	0.99	0.95	0.83	1.00	0.92
Lanes:	1.75	0.25	1.00	1.48	0.52	1.00	2.00	2.28	0.72	2.00	3.00	1.00
Final Sat.:	3094	456	1750	2606	943	1750	3150	4293	1305	3150	5700	1750

Capacity Analysis Module:												
Vol/Sat:	0.21	0.21	0.13	0.06	0.06	0.10	0.10	0.18	0.18	0.07	0.23	0.13
Crit Moves:	****			****			****			****		
Green Time:	41.6	41.6	60.3	12.2	12.2	31.0	18.8	45.5	45.5	18.7	45.4	57.6
Volume/Cap:	0.66	0.66	0.27	0.66	0.66	0.40	0.66	0.51	0.51	0.51	0.66	0.30
Delay/Veh:	39.7	39.7	21.6	61.9	61.9	42.3	56.3	33.7	33.7	52.5	36.7	23.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	39.7	39.7	21.6	61.9	61.9	42.3	56.3	33.7	33.7	52.5	36.7	23.5
LOS by Move:	D	D	C+	E	E	D	E+	C-	C-	D-	D+	C
HCM2kAvgQ:	14	14	6	6	6	6	7	10	10	6	15	6

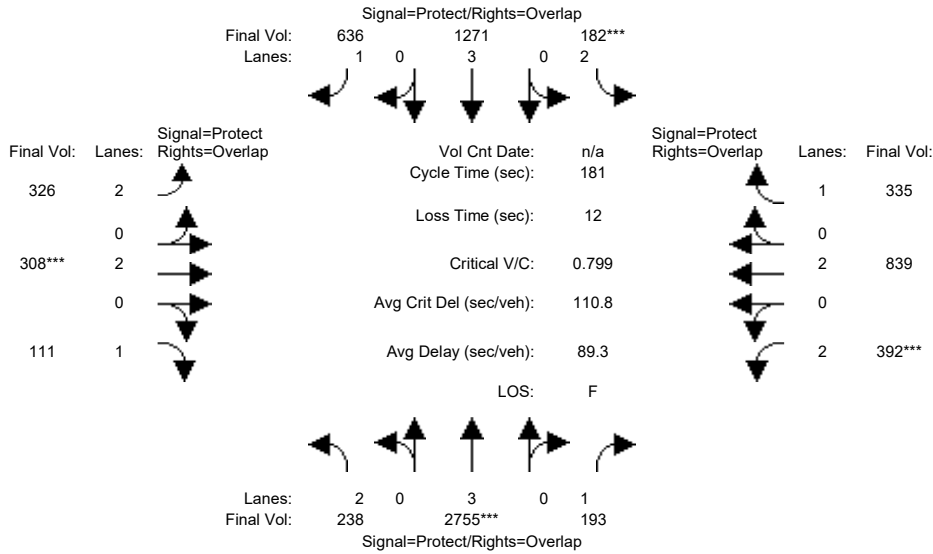
Note: Queue reported is the number of cars per lane.



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Intersection #48: Lawrence Expressway / Homestead Road



Street Name:	Lawrence Expressway						Homestead Road					
	North Bound			South Bound			East Bound			West Bound		
Approach:												
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	16	86	86	23	93	93	24	44	44	18	35	35
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	7.0	10.0	10.0

Volume Module:												
Base Vol:	225	2936	176	141	1354	565	235	275	107	344	759	243
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	225	2936	176	141	1354	565	235	275	107	344	759	243
Added Vol:	0	523	5	35	204	36	83	19	0	9	22	66
PasserByVol:	13	28	12	6	31	35	8	14	4	39	58	26
Initial Fut:	238	3487	193	182	1589	636	326	308	111	392	839	335
User Adj:	1.00	0.79	1.00	1.00	0.80	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	238	2755	193	182	1271	636	326	308	111	392	839	335
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	238	2755	193	182	1271	636	326	308	111	392	839	335
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	238	2755	193	182	1271	636	326	308	111	392	839	335

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	3150	5700	1750	3150	5700	1750	3150	3800	1750	3150	3800	1750

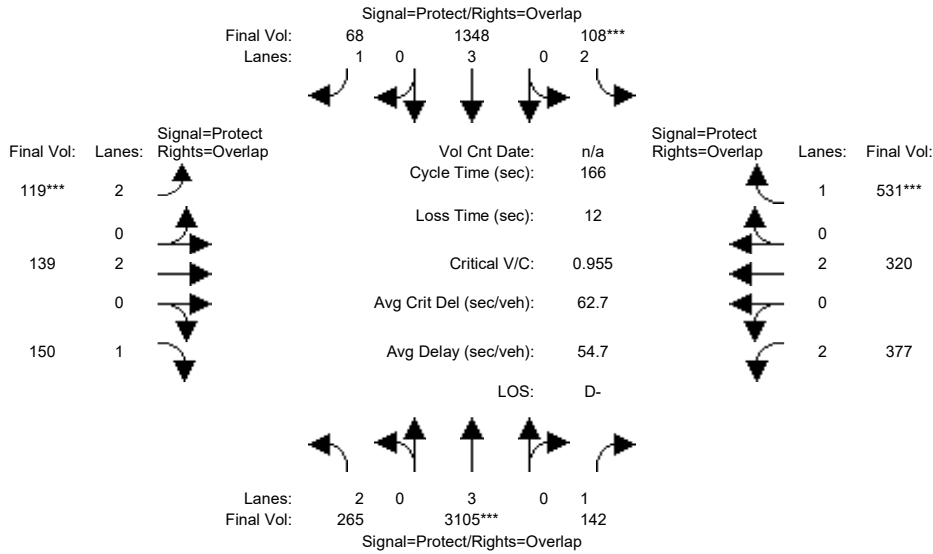
Capacity Analysis Module:												
Vol/Sat:	0.08	0.48	0.11	0.06	0.22	0.36	0.10	0.08	0.06	0.12	0.22	0.19
Crit Moves:	****			****			****			****		
Green Time:	15.8	85.1	102.9	22.7	92.0	115.7	23.7	43.5	59.3	17.8	37.6	60.3
Volume/Cap:	0.86	1.03	0.19	0.46	0.44	0.57	0.79	0.34	0.19	1.27	1.06	0.57
Delay/Veh:	111.2	102	36.1	82.2	48.2	41.5	86.9	57.7	44.3	225.0	123	51.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	111.2	102	36.1	82.2	48.2	41.5	86.9	57.7	44.3	225.0	123	51.7
LOS by Move:	F	F	D+	F	D	D	F	E+	D	F	F	D-
HCM2kAvgQ:	7	52	9	6	20	33	11	7	5	21	30	17

Note: Queue reported is the number of cars per lane.

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Intersection #49: Lawrence Expressway / Pruneridge Avenue



Street Name:	Lawrence Expressway						Pruneridge Avenue					
	North Bound			South Bound			East Bound			West Bound		
Approach:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	16	89	89	13	87	87	14	22	22	25	34	34
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:												
Base Vol:	110	3361	139	100	1427	52	111	130	117	367	295	527
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	110	3361	139	100	1427	52	111	130	117	367	295	527
Added Vol:	0	527	0	0	212	1	1	1	0	0	1	0
PasserByVol:	155	43	3	8	46	15	7	8	33	10	24	4
Initial Fut:	265	3931	142	108	1685	68	119	139	150	377	320	531
User Adj:	1.00	0.79	1.00	1.00	0.80	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	265	3105	142	108	1348	68	119	139	150	377	320	531
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	265	3105	142	108	1348	68	119	139	150	377	320	531
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	265	3105	142	108	1348	68	119	139	150	377	320	531

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	3150	5700	1750	3150	5700	1750	3150	3800	1750	3150	3800	1750

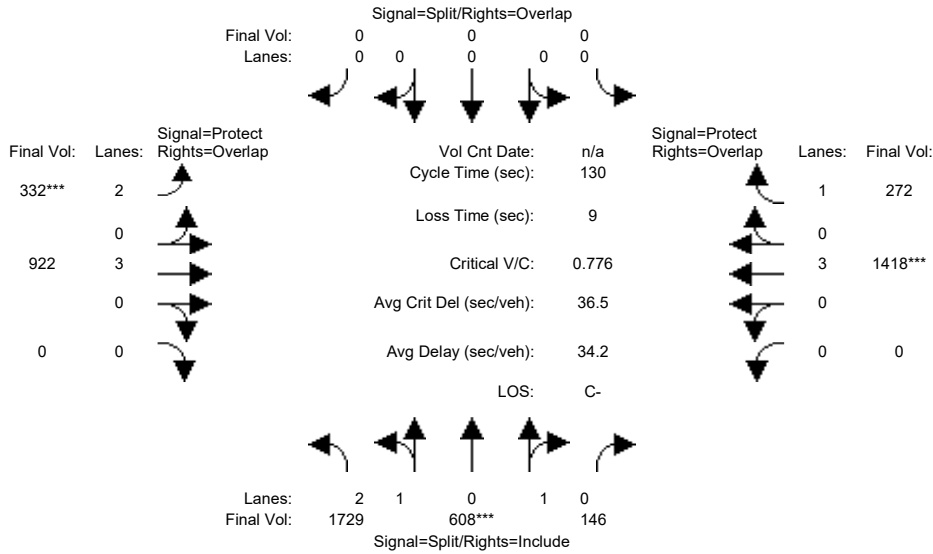
Capacity Analysis Module:												
Vol/Sat:	0.08	0.54	0.08	0.03	0.24	0.04	0.04	0.04	0.09	0.12	0.08	0.30
Crit Moves:	****			****			****			****		
Green Time:	16.0	89.9	117.1	13.0	86.9	100.9	14.0	23.9	39.9	27.2	37.1	50.1
Volume/Cap:	0.87	1.01	0.12	0.44	0.45	0.06	0.45	0.25	0.36	0.73	0.38	1.00
Delay/Veh:	97.3	55.8	7.9	74.3	24.8	13.3	73.5	63.3	52.9	71.2	54.9	98.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	97.3	55.8	7.9	74.3	24.8	13.3	73.5	63.3	52.9	71.2	54.9	98.3
LOS by Move:	F	E+	A	E	C	B	E	E	D-	E	D-	F
HCM2kAvgQ:	11	60	2	3	14	1	3	3	7	12	7	35

Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report  
2000 HCM Operations (Future Volume Alternative)  
Background AM

Intersection #50: Lawrence Expressway Ramps (East) / Stevens Creek Boulevard



Street Name:	Lawrence Expressway Ramps (East)						Stevens Creek Boulevard					
	North Bound			South Bound			East Bound			West Bound		
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	0	0	0	7	10	0	0	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:

Base Vol:	1029	384	133	0	0	0	284	832	0	0	1299	232
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	1029	384	133	0	0	0	284	832	0	0	1299	232
Added Vol:	31	169	13	0	0	0	41	55	0	0	75	40
PasserByVol:	669	55	0	0	0	0	7	35	0	0	44	0
Initial Fut:	1729	608	146	0	0	0	332	922	0	0	1418	272
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	1729	608	146	0	0	0	332	922	0	0	1418	272
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	1729	608	146	0	0	0	332	922	0	0	1418	272
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	1729	608	146	0	0	0	332	922	0	0	1418	272

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.86	0.95	0.95	0.92	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.92
Lanes:	2.86	0.92	0.22	0.00	0.00	0.00	2.00	3.00	0.00	0.00	3.00	1.00
Final Sat.:	4691	1650	396	0	0	0	3150	5700	0	0	5700	1750

Capacity Analysis Module:

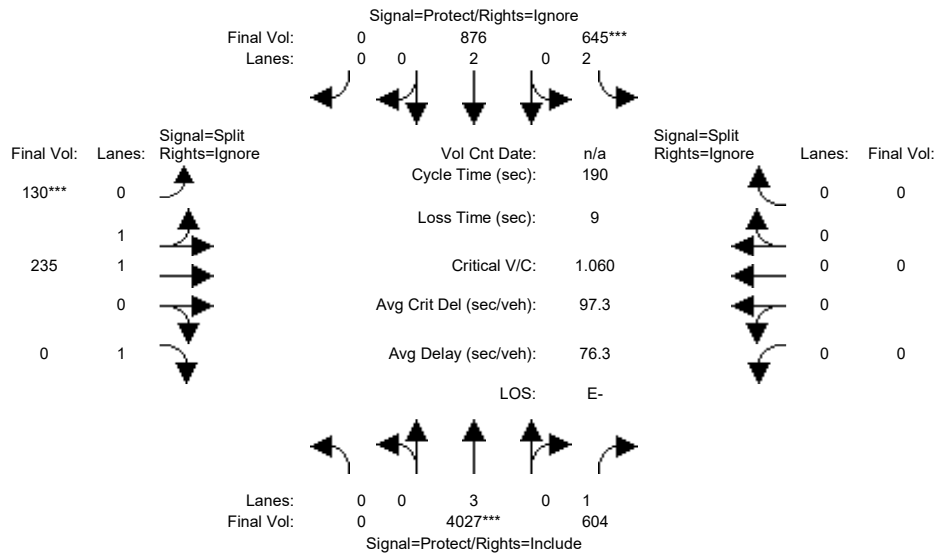
Vol/Sat:	0.37	0.37	0.37	0.00	0.00	0.00	0.11	0.16	0.00	0.00	0.25	0.16
Crit Moves:	****						****			****		
Green Time:	61.7	61.7	61.7	0.0	0.0	0.0	17.6	59.3	0.0	0.0	41.7	41.7
Volume/Cap:	0.78	0.78	0.78	0.00	0.00	0.00	0.78	0.35	0.00	0.00	0.78	0.49
Delay/Veh:	29.7	29.7	29.7	0.0	0.0	0.0	63.0	23.0	0.0	0.0	42.1	36.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	29.7	29.7	29.7	0.0	0.0	0.0	63.0	23.0	0.0	0.0	42.1	36.2
LOS by Move:	C	C	C	A	A	A	E	C	A	A	D	D+
HCM2kAvgQ:	24	24	24	0	0	0	8	8	0	0	16	9

Note: Queue reported is the number of cars per lane.

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2000 HCM Operations (Future Volume Alternative)  
Background AM

Intersection #51: Lawrence Expressway / Calverty Drive-I-280 SB Ramp



Street Name:	Lawrence Expressway						I-280 SB Ramp					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	116	116	32	152	0	30	30	30	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:												
Base Vol:	0	3346	517	562	738	0	130	197	235	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	3346	517	562	738	0	130	197	235	0	0	0
Added Vol:	0	322	82	67	107	0	0	0	51	0	0	0
PasserByVol:	0	359	5	16	31	0	0	38	28	0	0	0
Initial Fut:	0	4027	604	645	876	0	130	235	314	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Volume:	0	4027	604	645	876	0	130	235	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	4027	604	645	876	0	130	235	0	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
Final Volume:	0	4027	604	645	876	0	130	235	0	0	0	0

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.83	1.00	0.92	0.95	0.99	0.92	0.92	1.00	0.92
Lanes:	0.00	3.00	1.00	2.00	2.00	0.00	0.73	1.27	1.00	0.00	0.00	0.00
Final Sat.:	0	5700	1750	3150	3800	0	1317	2381	1750	0	0	0

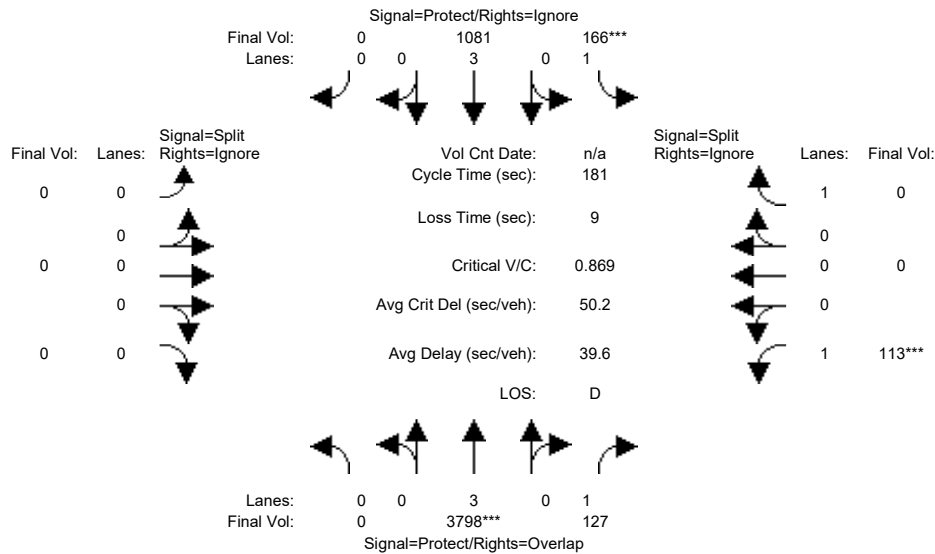
Capacity Analysis Module:												
Vol/Sat:	0.00	0.71	0.35	0.20	0.23	0.00	0.10	0.10	0.00	0.00	0.00	0.00
Crit Moves:	****			****			****					
Green Time:	0.0	117	117.2	34.0	151	0.0	29.8	29.8	0.0	0.0	0.0	0.0
Volume/Cap:	0.00	1.15	0.56	1.15	0.29	0.00	0.63	0.63	0.00	0.00	0.00	0.00
Delay/Veh:	0.0	88.6	12.1	163.1	0.1	0.0	77.5	77.5	0.0	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	88.6	12.1	163.1	0.1	0.0	77.5	77.5	0.0	0.0	0.0	0.0
LOS by Move:	A	F	B	F	A	A	E-	E-	A	A	A	A
HCM2kAvgQ:	0	93	12	31	0	0	10	10	0	0	0	0

Note: Queue reported is the number of cars per lane.

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2000 HCM Operations (Future Volume Alternative)  
Background AM

Intersection #52: Lawrence Expressway / Mitty Way



Street Name:	Lawrence Expressway						Mitty Way					
	North Bound			South Bound			East Bound			West Bound		
Approach:												
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	116	116	28	148	148	0	0	0	25	25	25
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	0.0	0.0	0.0	4.0	4.0	4.0

Volume Module:												
Base Vol:	0	3041	127	164	866	0	0	0	0	113	0	741
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	3041	127	164	866	0	0	0	0	113	0	741
Added Vol:	0	404	0	0	158	0	0	0	0	0	0	0
PasserByVol:	0	353	0	2	57	1	0	0	0	0	0	12
Initial Fut:	0	3798	127	166	1081	1	0	0	0	113	0	753
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Volume:	0	3798	127	166	1081	0	0	0	0	113	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	3798	127	166	1081	0	0	0	0	113	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
FinalVolume:	0	3798	127	166	1081	0	0	0	0	113	0	0

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	0.98	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	3.00	1.00	1.00	3.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Final Sat.:	0	5700	1750	1750	5600	0	0	0	0	1750	0	1750

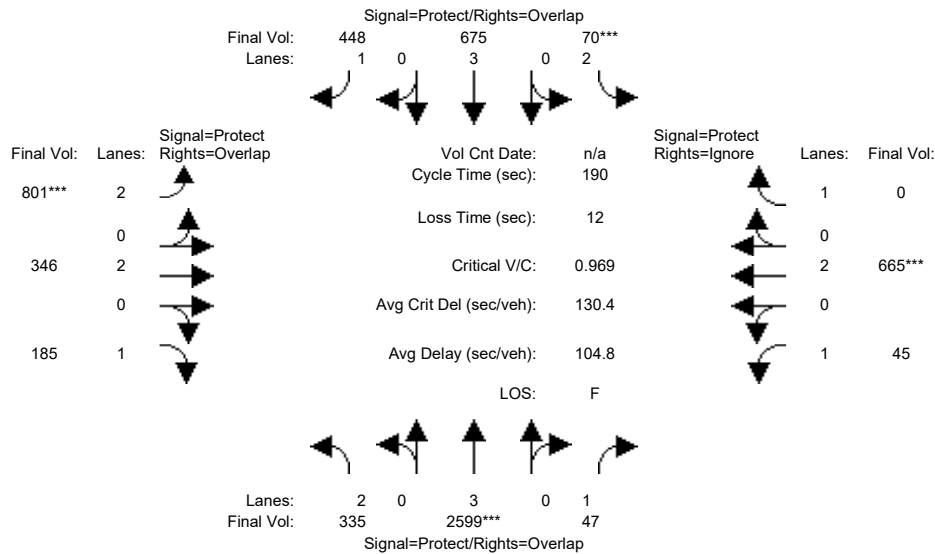
Capacity Analysis Module:												
Vol/Sat:	0.00	0.67	0.07	0.09	0.19	0.00	0.00	0.00	0.00	0.06	0.00	0.00
Crit Moves:	****			****						****		
Green Time:	0.0	119	144.2	27.8	147	0.0	0.0	0.0	0.0	24.9	0.0	0.0
Volume/Cap:	0.00	1.01	0.09	0.62	0.24	0.00	0.00	0.00	0.00	0.47	0.00	0.00
Delay/Veh:	0.0	48.3	4.1	76.2	4.0	0.0	0.0	0.0	0.0	73.8	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	48.3	4.1	76.2	4.0	0.0	0.0	0.0	0.0	73.8	0.0	0.0
LOS by Move:	A	D	A	E-	A	A	A	A	A	E	A	A
HCM2kAvgQ:	0	69	2	9	5	0	0	0	0	7	0	0

Note: Queue reported is the number of cars per lane.

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Background AM

Intersection #53: Lawrence Expressway / Bollinger Road



Street Name:	Lawrence Expressway						Bollinger Road					
	North Bound			South Bound			East Bound			West Bound		
Approach:												
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	19	70	70	14	64	64	51	80	80	11	41	41
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:												
Base Vol:	304	1940	46	61	481	437	764	340	173	45	662	255
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	304	1940	46	61	481	437	764	340	173	45	662	255
Added Vol:	30	379	0	0	150	8	25	0	4	0	0	0
PasserByVol:	1	280	1	9	44	3	12	6	8	0	3	49
Initial Fut:	335	2599	47	70	675	448	801	346	185	45	665	304
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	335	2599	47	70	675	448	801	346	185	45	665	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	335	2599	47	70	675	448	801	346	185	45	665	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
Final Volume:	335	2599	47	70	675	448	801	346	185	45	665	0

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.92
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	2.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	3150	5700	1750	3150	5700	1750	3150	3800	1750	1750	3800	1750

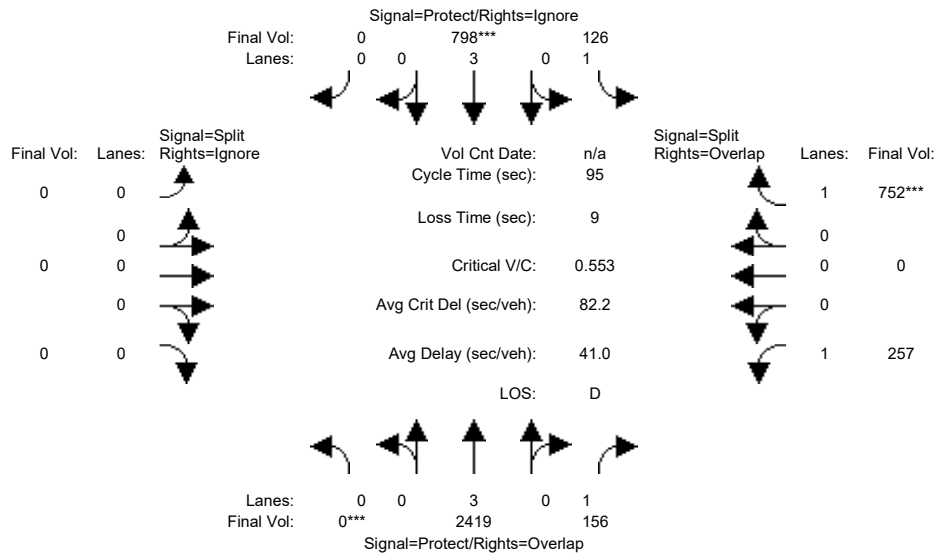
Capacity Analysis Module:												
Vol/Sat:	0.11	0.46	0.03	0.02	0.12	0.26	0.25	0.09	0.11	0.03	0.17	0.00
Crit Moves:	****		****		****		****		****		****	
Green Time:	20.2	70.7	82.0	14.1	64.7	116.2	51.5	81.7	101.9	11.2	41.4	0.0
Volume/Cap:	1.00	1.22	0.06	0.30	0.35	0.42	0.94	0.21	0.20	0.43	0.80	0.00
Delay/Veh:	133.2	160	26.9	83.1	50.7	27.3	84.4	33.6	22.7	88.3	75.3	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	133.2	160	26.9	83.1	50.7	27.3	84.4	33.6	22.7	88.3	75.3	0.0
LOS by Move:	F	F	C	F	D	C	F	C-	C+	F	E-	A
HCM2kAvgQ:	13	68	1	2	10	19	30	6	6	3	20	0

Note: Queue reported is the number of cars per lane.

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Intersection #54: Lawrence Expressway / Doyle Road



Street Name:	Lawrence Expressway						Doyle Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	53	53	14	68	68	0	0	0	18	18	18
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	0.0	0.0	0.0	4.0	4.0	4.0

Volume Module:	North Bound			South Bound			East Bound			West Bound		
Base Vol:	0	1738	156	120	608	0	0	0	0	257	0	737
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	1738	156	120	608	0	0	0	0	257	0	737
Added Vol:	0	409	0	0	154	0	0	0	0	0	0	0
PasserByVol:	0	272	0	6	36	4	0	0	0	0	0	15
Initial Fut:	0	2419	156	126	798	4	0	0	0	257	0	752
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	0	2419	156	126	798	0	0	0	0	257	0	752
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	2419	156	126	798	0	0	0	0	257	0	752
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	0	2419	156	126	798	0	0	0	0	257	0	752

Saturation Flow Module:	North Bound			South Bound			East Bound			West Bound		
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	0.98	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	3.00	1.00	1.00	3.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Final Sat.:	0	5700	1750	1750	5600	0	0	0	0	1750	0	1750

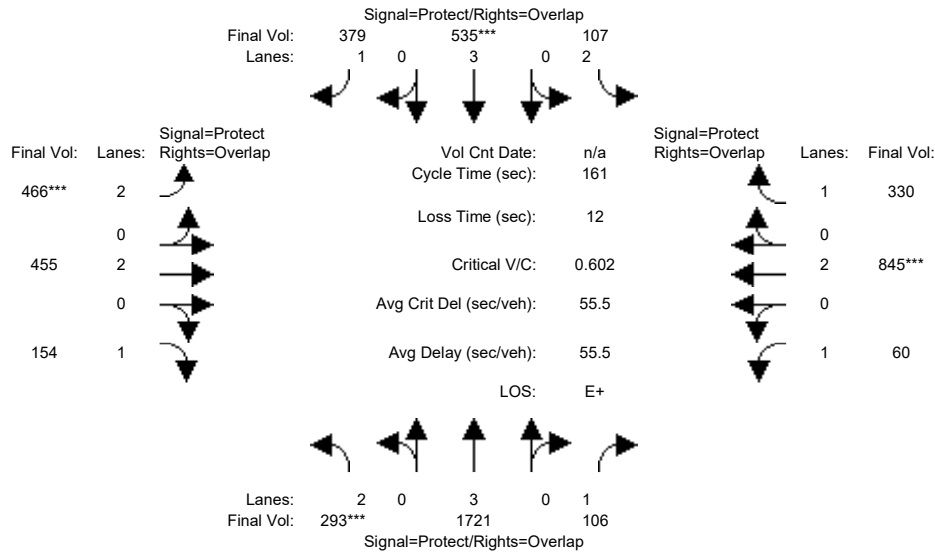
Capacity Analysis Module:	North Bound			South Bound			East Bound			West Bound		
Vol/Sat:	0.00	0.42	0.09	0.07	0.14	0.00	0.00	0.00	0.00	0.15	0.00	0.43
Crit Moves:	***			***								***
Green Time:	0.0	53.8	71.8	14.2	68.0	0.0	0.0	0.0	0.0	18.0	0.0	32.2
Volume/Cap:	0.00	0.75	0.12	0.48	0.20	0.00	0.00	0.00	0.00	0.78	0.00	1.27
Delay/Veh:	0.0	16.5	3.2	38.4	4.5	0.0	0.0	0.0	0.0	47.5	0.0	164.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	16.5	3.2	38.4	4.5	0.0	0.0	0.0	0.0	47.5	0.0	164.7
LOS by Move:	A	B	A	D+	A	A	A	A	A	D	A	F
HCM2kAvgQ:	0	16	1	4	3	0	0	0	0	10	0	47

Note: Queue reported is the number of cars per lane.

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Background AM

Intersection #55: Lawrence Expressway / Prospect Road



Street Name:	Lawrence Expressway						Prospect Road					
	North Bound			South Bound			East Bound			West Bound		
Approach:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	26	49	49	17	40	40	31	65	65	14	48	48
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:	Lawrence Expressway NB			Lawrence Expressway SB			Prospect Road EB			Prospect Road WB		
Base Vol:	288	1051	106	105	351	376	458	452	153	60	845	326
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	288	1051	106	105	351	376	458	452	153	60	845	326
Added Vol:	0	409	0	0	154	0	0	0	0	0	0	0
PasserByVol:	5	261	0	2	30	3	8	3	1	0	0	4
Initial Fut:	293	1721	106	107	535	379	466	455	154	60	845	330
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	293	1721	106	107	535	379	466	455	154	60	845	330
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	293	1721	106	107	535	379	466	455	154	60	845	330
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	293	1721	106	107	535	379	466	455	154	60	845	330

Saturation Flow Module:	Lawrence Expressway NB			Lawrence Expressway SB			Prospect Road EB			Prospect Road WB		
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.92
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	2.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	3150	5700	1750	3150	5700	1750	3150	3800	1750	1750	3800	1750

Capacity Analysis Module:	Lawrence Expressway NB			Lawrence Expressway SB			Prospect Road EB			Prospect Road WB		
Vol/Sat:	0.09	0.30	0.06	0.03	0.09	0.22	0.15	0.12	0.09	0.03	0.22	0.19
Crit Moves:	****				****		****				****	
Green Time:	26.0	49.0	63.7	17.0	40.0	73.2	33.2	68.3	94.3	14.7	49.8	66.8
Volume/Cap:	0.58	0.99	0.15	0.32	0.38	0.48	0.72	0.28	0.15	0.38	0.72	0.45
Delay/Veh:	64.0	75.5	31.4	67.2	50.3	31.0	63.5	30.4	15.2	70.3	51.5	34.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	64.0	75.5	31.4	67.2	50.3	31.0	63.5	30.4	15.2	70.3	51.5	34.4
LOS by Move:	E	E-	C	E	D	C	E	C	B	E	D-	C-
HCM2k95thQ:	16	54	7	6	13	24	23	13	7	7	33	22

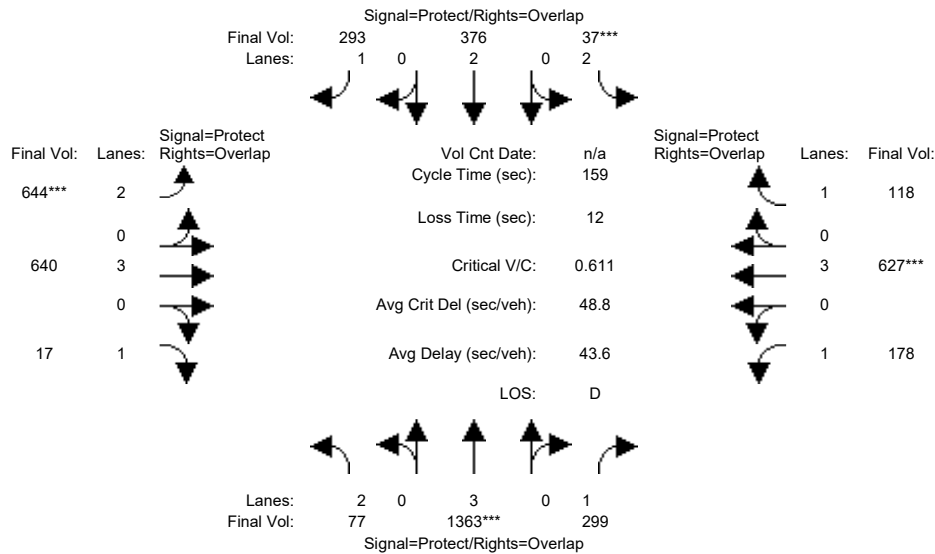
Note: Queue reported is the number of cars per lane.



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Intersection #56: Lawrence Expressway / Saratoga Avenue



Street Name:	Lawrence Expressway						Saratoga Avenue					
	North Bound			South Bound			East Bound			West Bound		
Approach:												
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	12	59	59	9	56	56	39	53	53	22	36	36
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:												
Base Vol:	67	913	298	37	208	263	422	619	17	171	624	118
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	67	913	298	37	208	263	422	619	17	171	624	118
Added Vol:	0	409	0	0	154	0	0	0	0	0	0	0
PasserByVol:	10	41	1	0	14	30	222	21	0	7	3	0
Initial Fut:	77	1363	299	37	376	293	644	640	17	178	627	118
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	77	1363	299	37	376	293	644	640	17	178	627	118
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	77	1363	299	37	376	293	644	640	17	178	627	118
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	77	1363	299	37	376	293	644	640	17	178	627	118

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.92
Lanes:	2.00	3.00	1.00	2.00	2.00	1.00	2.00	3.00	1.00	1.00	3.00	1.00
Final Sat.:	3150	5700	1750	3150	3800	1750	3150	5700	1750	1750	5700	1750

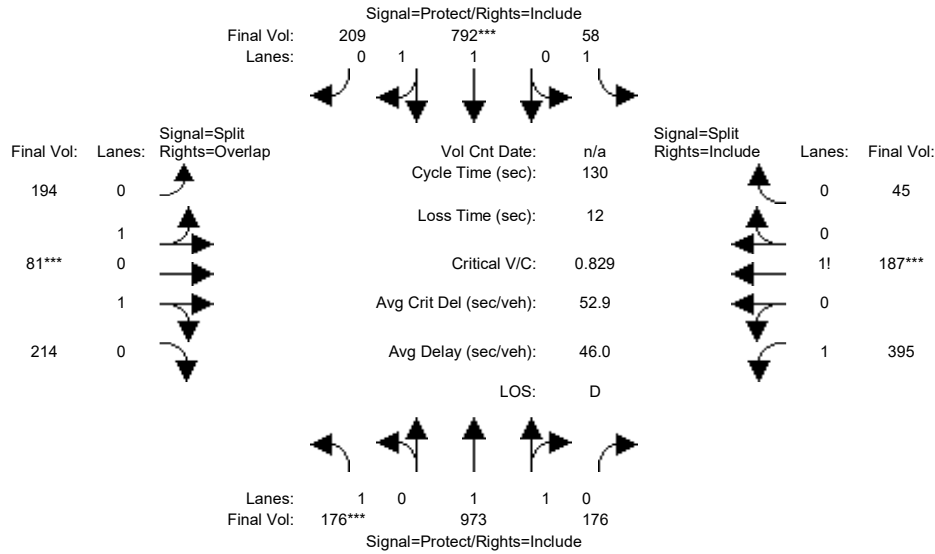
Capacity Analysis Module:												
Vol/Sat:	0.02	0.24	0.17	0.01	0.10	0.17	0.20	0.11	0.01	0.10	0.11	0.07
Crit Moves:	****			****			****			****		
Green Time:	12.0	59.0	82.2	9.0	56.0	99.0	43.0	55.8	67.8	23.2	36.0	45.0
Volume/Cap:	0.32	0.64	0.33	0.21	0.28	0.27	0.76	0.32	0.02	0.70	0.49	0.24
Delay/Veh:	70.5	42.0	22.6	72.2	37.1	13.7	57.1	37.8	26.4	72.8	53.7	44.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	70.5	42.0	22.6	72.2	37.1	13.7	57.1	37.8	26.4	72.8	53.7	44.1
LOS by Move:	E	D	C+	E	D+	B	E+	D+	C	E	D-	D
HCM2kAvgQ:	2	18	9	1	6	7	17	7	0	10	9	5

Note: Queue reported is the number of cars per lane.

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Intersection #57: Saratoga Avenue / Cox Avenue



Street Name:	Saratoga Avenue						Cox Avenue					
	North Bound			South Bound			East Bound			West Bound		
Approach:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:												
Base Vol:	176	735	176	58	753	209	194	81	214	395	187	45
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	176	735	176	58	753	209	194	81	214	395	187	45
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	238	0	0	39	0	0	0	0	0	0	0
Initial Fut:	176	973	176	58	792	209	194	81	214	395	187	45
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	176	973	176	58	792	209	194	81	214	395	187	45
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	176	973	176	58	792	209	194	81	214	395	187	45
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	176	973	176	58	792	209	194	81	214	395	187	45

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	0.98	0.95	0.95	0.95	0.95	0.92	0.92	0.92
Lanes:	1.00	1.69	0.31	1.00	1.57	0.43	0.79	0.33	0.88	1.46	0.44	0.10
Final Sat.:	1750	3133	567	1750	2927	772	1428	596	1575	2555	762	183

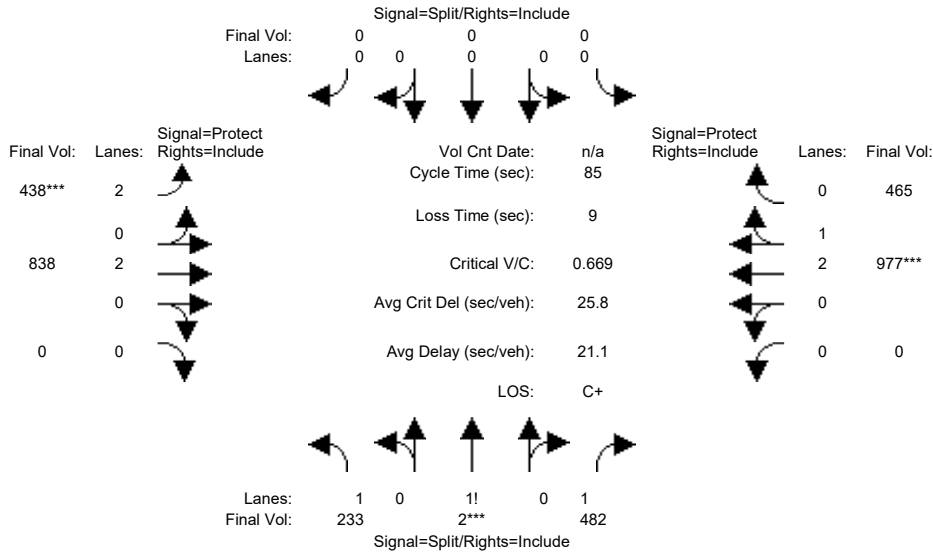
Capacity Analysis Module:												
Vol/Sat:	0.10	0.31	0.31	0.03	0.27	0.27	0.14	0.14	0.14	0.15	0.25	0.25
Crit Moves:	***			***			***			***		
Green Time:	15.8	49.6	49.6	8.6	42.4	42.4	21.3	21.3	37.1	38.5	38.5	38.5
Volume/Cap:	0.83	0.81	0.81	0.50	0.83	0.83	0.83	0.83	0.48	0.52	0.83	0.83
Delay/Veh:	78.8	39.8	39.8	62.0	45.4	45.4	62.1	62.1	38.8	38.5	50.3	50.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	78.8	39.8	39.8	62.0	45.4	45.4	62.1	62.1	38.8	38.5	50.3	50.3
LOS by Move:	E-	D	D	E	D	D	E	E	D+	D+	D	D
HCM2kAvgQ:	8	21	21	2	20	20	12	12	9	10	19	19

Note: Queue reported is the number of cars per lane.

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2000 HCM Operations (Future Volume Alternative)  
Background AM

Intersection #58: SR-85 (North) / Saratoga Avenue



Street Name:	SR-85 (North)						Saratoga Avenue					
	North Bound			South Bound			East Bound			West Bound		
Approach:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	0	0	0	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:												
Base Vol:	233	2	288	0	0	0	438	794	0	0	946	462
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	233	2	288	0	0	0	438	794	0	0	946	462
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	194	0	0	0	0	44	0	0	31	3
Initial Fut:	233	2	482	0	0	0	438	838	0	0	977	465
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	233	2	482	0	0	0	438	838	0	0	977	465
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	233	2	482	0	0	0	438	838	0	0	977	465
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	233	2	482	0	0	0	438	838	0	0	977	465

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.95	0.95	0.92	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.95
Lanes:	1.33	0.01	1.66	0.00	0.00	0.00	2.00	2.00	0.00	0.00	2.00	1.00
Final Sat.:	2328	10	2996	0	0	0	3150	3800	0	0	3797	1800

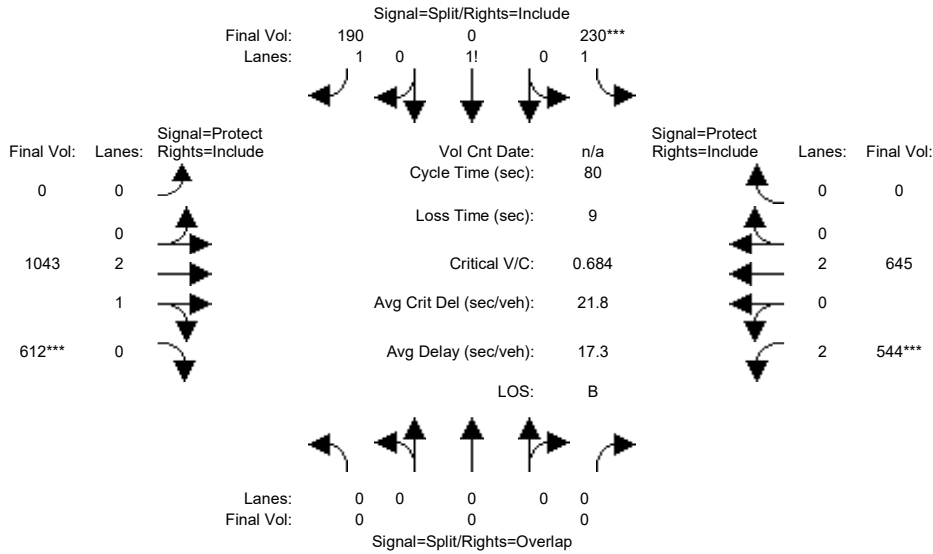
Capacity Analysis Module:												
Vol/Sat:	0.10	0.20	0.16	0.00	0.00	0.00	0.14	0.22	0.00	0.00	0.26	0.26
Crit Moves:	****						****			****		
Green Time:	25.6	25.6	25.6	0.0	0.0	0.0	17.7	50.4	0.0	0.0	32.7	32.7
Volume/Cap:	0.33	0.67	0.53	0.00	0.00	0.00	0.67	0.37	0.00	0.00	0.67	0.67
Delay/Veh:	23.1	27.6	25.1	0.0	0.0	0.0	33.6	9.1	0.0	0.0	22.5	22.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	23.1	27.6	25.1	0.0	0.0	0.0	33.6	9.1	0.0	0.0	22.5	22.5
LOS by Move:	C	C	C	A	A	A	C-	A	A	A	C+	C+
HCM2kAvgQ:	4	10	7	0	0	0	6	6	0	0	10	10

Note: Queue reported is the number of cars per lane.

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Intersection #59: SR-85 (South) / Saratoga Avenue



Street Name:	SR-85 (South)						Saratoga Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:	SR-85 (South)						Saratoga Avenue					
Base Vol:	0	0	0	219	0	190	0	1010	612	517	637	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	219	0	190	0	1010	612	517	637	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	11	0	0	0	33	0	27	8	0
Initial Fut:	0	0	0	230	0	190	0	1043	612	544	645	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	230	0	190	0	1043	612	544	645	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	230	0	190	0	1043	612	544	645	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	0	0	0	230	0	190	0	1043	612	544	645	0

Saturation Flow Module:	SR-85 (South)						Saratoga Avenue					
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.83	1.00	0.92
Lanes:	0.00	0.00	0.00	1.55	0.00	1.45	0.00	2.00	1.00	2.00	2.00	0.00
Final Sat.:	0	0	0	2708	0	2542	0	3800	1750	3150	3800	0

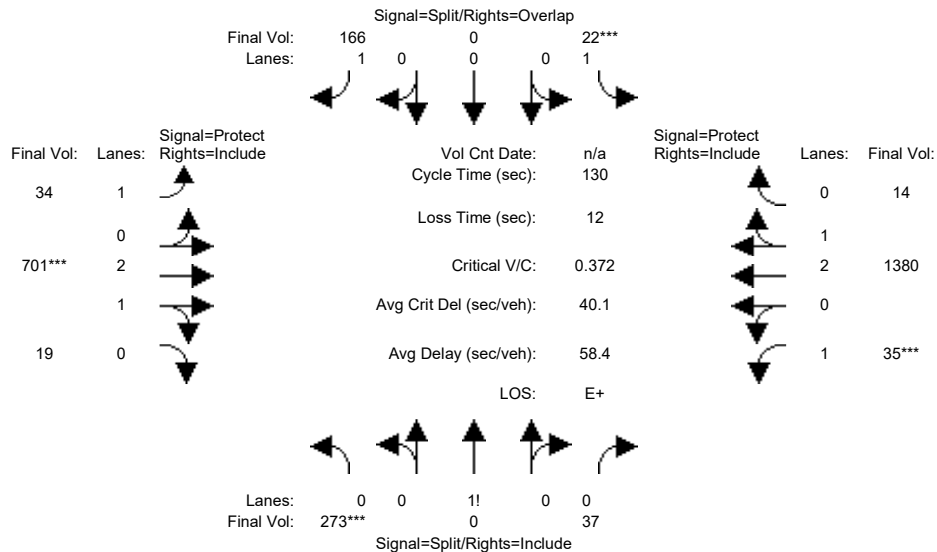
Capacity Analysis Module:	SR-85 (South)						Saratoga Avenue					
Vol/Sat:	0.00	0.00	0.00	0.08	0.00	0.07	0.00	0.27	0.35	0.17	0.17	0.00
Crit Moves:				****					****	****		
Green Time:	0.0	0.0	0.0	10.0	0.0	10.0	0.0	40.8	40.8	20.2	61.0	0.0
Volume/Cap:	0.00	0.00	0.00	0.68	0.00	0.60	0.00	0.54	0.69	0.69	0.22	0.00
Delay/Veh:	0.0	0.0	0.0	36.5	0.0	34.5	0.0	13.4	15.6	29.5	2.8	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	36.5	0.0	34.5	0.0	13.4	15.6	29.5	2.8	0.0
LOS by Move:	A	A	A	D+	A	C-	A	B	B	C	A	A
HCM2kAvgQ:	0	0	0	5	0	4	0	9	13	7	2	0

Note: Queue reported is the number of cars per lane.

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Intersection #60: Cabot Avenue-Loma Linda Drive / Stevens Creek Boulevard



Street Name:	Cabot Avenue-Loma Linda Drive						Stevens Creek Boulevard					
	North Bound			South Bound			East Bound			West Bound		
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	32	32	32	32	32	32	13	35	35	10	32	32
Y+R:	5.1	5.1	5.1	5.1	5.1	5.1	4.5	6.4	6.4	4.5	6.4	6.4

Volume Module:												
Base Vol:	259	0	35	12	0	156	32	562	18	33	1155	11
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	259	0	35	12	0	156	32	562	18	33	1155	11
Added Vol:	0	0	0	0	0	0	0	69	0	0	115	0
PasserByVol:	0	0	0	9	0	2	0	35	0	0	41	2
Initial Fut:	259	0	35	21	0	158	32	666	18	33	1311	13
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	273	0	37	22	0	166	34	701	19	35	1380	14
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	273	0	37	22	0	166	34	701	19	35	1380	14
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	273	0	37	22	0	166	34	701	19	35	1380	14

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.92	0.92	0.92	1.00	0.92	0.92	0.98	0.95	0.92	0.98	0.95
Lanes:	0.88	0.00	0.12	1.00	0.00	1.00	1.00	2.92	0.08	1.00	2.97	0.03
Final Sat.:	1542	0	208	1750	0	1750	1750	5452	147	1750	5545	55

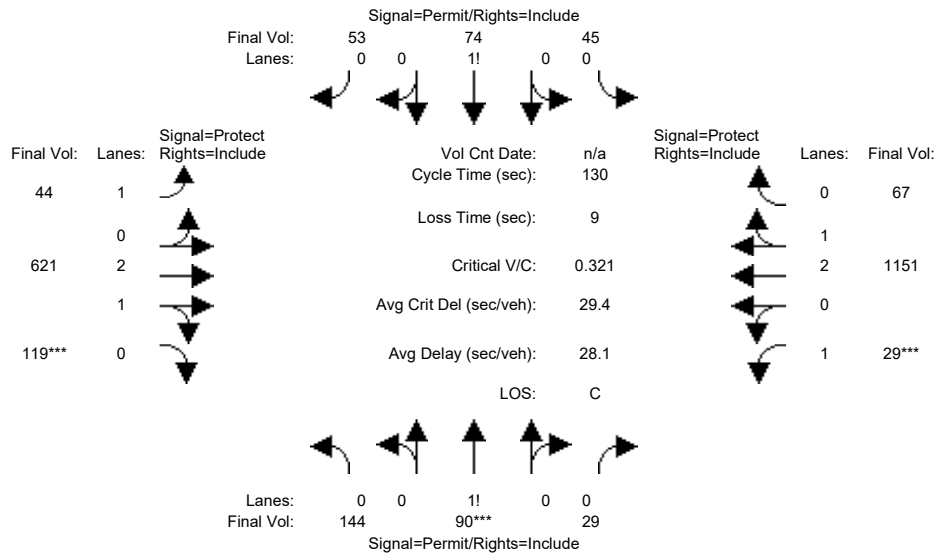
Capacity Analysis Module:												
Vol/Sat:	0.18	0.00	0.18	0.01	0.00	0.10	0.02	0.13	0.13	0.02	0.25	0.25
Crit Moves:	***			***			***			***		
Green Time:	41.0	0.0	41.0	32.0	0.0	45.0	13.0	35.0	35.0	10.0	32.0	32.0
Volume/Cap:	0.56	0.00	0.56	0.05	0.00	0.27	0.19	0.48	0.48	0.26	1.01	1.01
Delay/Veh:	38.3	0.0	38.3	37.5	0.0	31.0	54.2	40.1	40.1	57.5	76.0	76.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	38.3	0.0	38.3	37.5	0.0	31.0	54.2	40.1	40.1	57.5	76.0	76.0
LOS by Move:	D+	A	D+	D+	A	C	D-	D	D	E+	E-	E-
HCM2kAvgQ:	11	0	11	1	0	5	1	8	8	1	23	23

Note: Queue reported is the number of cars per lane.

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2000 HCM Operations (Future Volume Alternative)  
Background AM

Intersection #61: Cronin Drive/Albany Drive / Stevens Creek Boulevard



Street Name:	Cronin Drive/Albany Drive						Stevens Creek Boulevard					
	North Bound			South Bound			East Bound			West Bound		
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	45	45	45	45	45	45	12	49	49	20	57	57
Y+R:	5.1	5.1	5.1	5.1	5.1	5.1	5.0	5.9	5.9	5.0	5.9	5.9

Volume Module:												
Base Vol:	127	86	22	37	71	41	37	493	110	27	969	63
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	127	86	22	37	71	41	37	493	110	27	969	63
Added Vol:	5	0	0	0	0	5	3	62	3	0	105	0
PasserByVol:	6	0	6	6	0	5	2	41	1	1	31	1
Initial Fut:	138	86	28	43	71	51	42	596	114	28	1105	64
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
PHF Volume:	144	90	29	45	74	53	44	621	119	29	1151	67
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	144	90	29	45	74	53	44	621	119	29	1151	67
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	144	90	29	45	74	53	44	621	119	29	1151	67

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.99	0.95	0.92	0.98	0.95
Lanes:	0.55	0.34	0.11	0.26	0.43	0.31	1.00	2.50	0.50	1.00	2.83	0.17
Final Sat.:	958	597	194	456	753	541	1750	4700	899	1750	5293	307

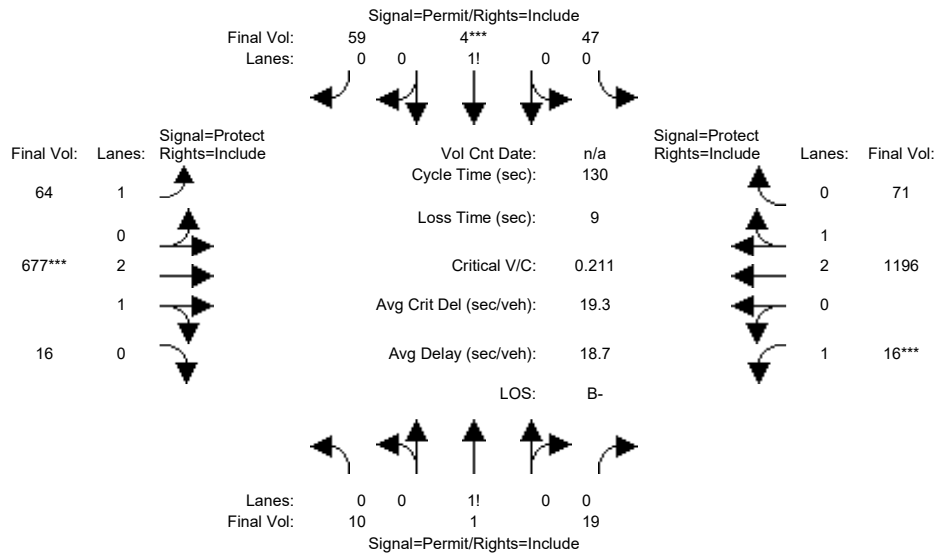
Capacity Analysis Module:												
Vol/Sat:	0.15	0.15	0.15	0.10	0.10	0.10	0.02	0.13	0.13	0.02	0.22	0.22
Crit Moves:	****						****			****		
Green Time:	52.0	52.0	52.0	52.0	52.0	52.0	12.0	49.0	49.0	20.0	57.0	57.0
Volume/Cap:	0.37	0.37	0.37	0.25	0.25	0.25	0.27	0.35	0.35	0.11	0.50	0.50
Delay/Veh:	27.9	27.9	27.9	26.1	26.1	26.1	55.8	29.2	29.2	47.5	26.4	26.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	27.9	27.9	27.9	26.1	26.1	26.1	55.8	29.2	29.2	47.5	26.4	26.4
LOS by Move:	C	C	C	C	C	C	E+	C	C	D	C	C
HCM2kAvgQ:	8	8	8	5	5	5	2	7	7	1	11	11

Note: Queue reported is the number of cars per lane.

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Background AM

Intersection #62: Woodhams Road / Stevens Creek Boulevard



Street Name:	Woodhams Road						Stevens Creek Boulevard					
	North Bound			South Bound			East Bound			West Bound		
Approach:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	35	35	35	35	35	35	11	64	64	15	68	68
Y+R:	5.1	5.1	5.1	5.1	5.1	5.1	5.5	5.9	5.9	5.5	5.9	5.9

Volume Module:												
Base Vol:	8	1	10	38	4	51	61	543	16	15	1030	67
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	8	1	10	38	4	51	61	543	16	15	1030	67
Added Vol:	0	0	0	0	0	0	0	62	0	0	105	0
PasserByVol:	2	0	8	8	0	6	1	52	0	1	25	2
Initial Fut:	10	1	18	46	4	57	62	657	16	16	1160	69
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
PHF Volume:	10	1	19	47	4	59	64	677	16	16	1196	71
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	10	1	19	47	4	59	64	677	16	16	1196	71
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	10	1	19	47	4	59	64	677	16	16	1196	71

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.98	0.95	0.92	0.98	0.95
Lanes:	0.34	0.03	0.63	0.43	0.04	0.53	1.00	2.93	0.07	1.00	2.83	0.17
Final Sat.:	603	60	1086	752	65	932	1750	5467	133	1750	5285	314

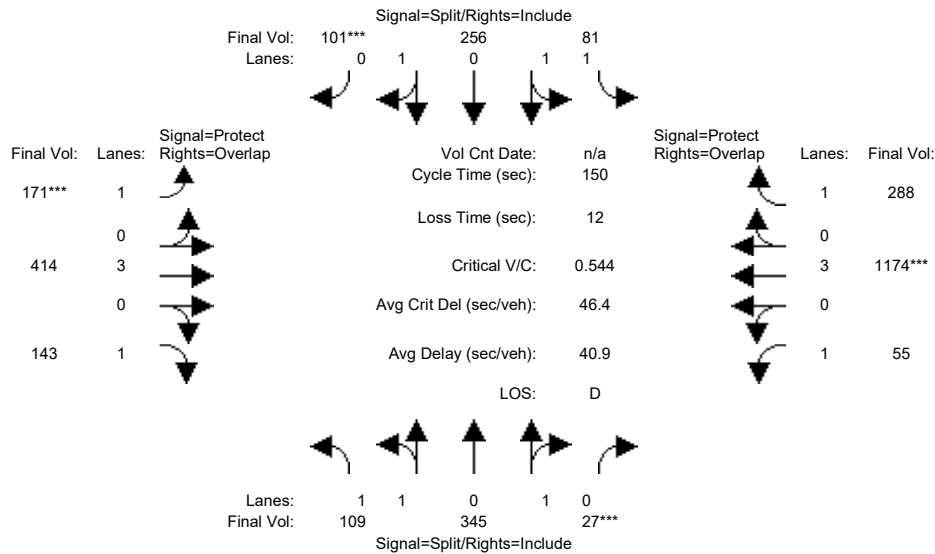
Capacity Analysis Module:												
Vol/Sat:	0.02	0.02	0.02	0.06	0.06	0.06	0.04	0.12	0.12	0.01	0.23	0.23
Crit Moves:					****			****			****	
Green Time:	35.7	35.7	35.7	35.7	35.7	35.7	11.9	70.3	70.3	15.0	73.4	73.4
Volume/Cap:	0.06	0.06	0.06	0.23	0.23	0.23	0.40	0.23	0.23	0.08	0.40	0.40
Delay/Veh:	34.8	34.8	34.8	36.7	36.7	36.7	57.3	15.7	15.7	51.5	16.0	16.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	34.8	34.8	34.8	36.7	36.7	36.7	57.3	15.7	15.7	51.5	16.0	16.0
LOS by Move:	C-	C-	C-	D+	D+	D+	E+	B	B	D-	B	B
HCM2kAvgQ:	1	1	1	4	4	4	3	5	5	1	9	9

Note: Queue reported is the number of cars per lane.

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Background AM

Intersection #63: Kiely Boulevard / Stevens Creek Boulevard



Street Name:	Kiely Boulevard						Stevens Creek Boulevard					
	North Bound			South Bound			East Bound			West Bound		
Approach:												
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:												
Base Vol:	107	345	27	60	256	100	165	295	138	55	1045	285
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	107	345	27	60	256	100	165	295	138	55	1045	285
Added Vol:	0	0	0	0	0	0	0	62	0	0	105	0
PasserByVol:	2	0	0	21	0	1	6	57	5	0	24	3
Initial Fut:	109	345	27	81	256	101	171	414	143	55	1174	288
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	109	345	27	81	256	101	171	414	143	55	1174	288
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	109	345	27	81	256	101	171	414	143	55	1174	288
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	109	345	27	81	256	101	171	414	143	55	1174	288

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	0.98	0.95	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	1.85	0.15	1.00	1.42	0.58	1.00	3.00	1.00	1.00	3.00	1.00
Final Sat.:	1750	3431	269	1750	2652	1046	1750	5700	1750	1750	5700	1750

Capacity Analysis Module:												
Vol/Sat:	0.06	0.10	0.10	0.05	0.10	0.10	0.10	0.07	0.08	0.03	0.21	0.16
Crit Moves:	***			***			***			***		
Green Time:	27.7	27.7	27.7	26.6	26.6	26.6	26.9	51.0	78.7	32.7	56.8	83.4
Volume/Cap:	0.34	0.54	0.54	0.26	0.54	0.54	0.54	0.21	0.16	0.14	0.54	0.30
Delay/Veh:	53.3	56.1	56.1	53.3	57.0	57.0	57.9	35.3	18.6	47.5	36.8	17.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	53.3	56.1	56.1	53.3	57.0	57.0	57.9	35.3	18.6	47.5	36.8	17.9
LOS by Move:	D-	E+	E+	D-	E+	E+	E+	D+	B-	D	D+	B
HCM2kAvgQ:	5	8	8	4	8	8	8	4	4	2	14	7

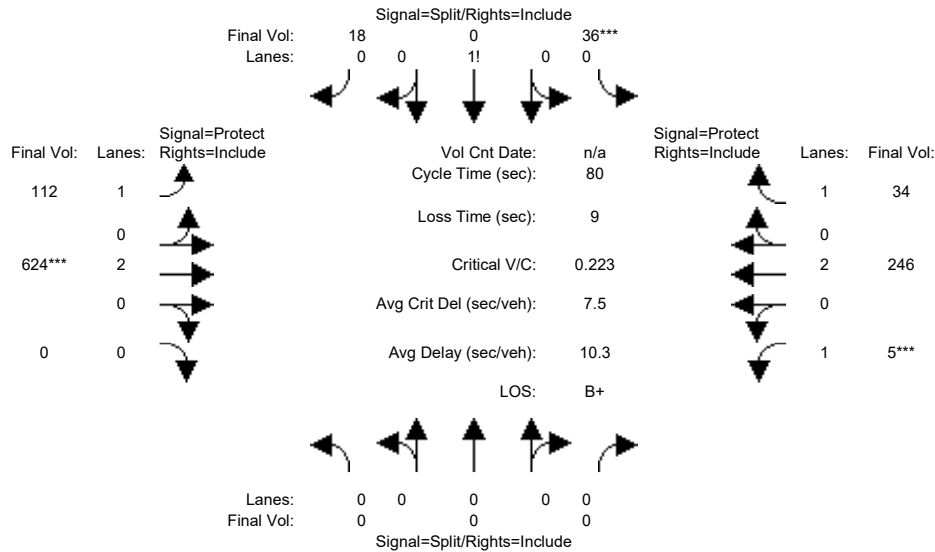
Note: Queue reported is the number of cars per lane.



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Intersection #64: Perimeter Road / Vallco Parkway



Street Name:	Perimeter Road						Vallco Parkway					
	North Bound			South Bound			East Bound			West Bound		
Approach:												
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	10	10	10	7	10	0	7	10	10
Y+R:	0.0	0.0	0.0	4.0	4.0	4.0	4.0	4.0	0.0	4.0	4.0	4.0

Volume Module:												
Base Vol:	0	0	0	30	0	18	78	393	0	5	185	26
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	30	0	18	78	393	0	5	185	26
Added Vol:	0	0	0	6	0	0	34	0	0	0	0	8
PasserByVol:	0	0	0	0	0	0	0	231	0	0	61	0
Initial Fut:	0	0	0	36	0	18	112	624	0	5	246	34
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	36	0	18	112	624	0	5	246	34
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	36	0	18	112	624	0	5	246	34
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	0	0	0	36	0	18	112	624	0	5	246	34

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	0.92	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	0.00	0.00	0.67	0.00	0.33	1.00	2.00	0.00	1.00	2.00	1.00
Final Sat.:	0	0	0	1167	0	583	1750	3800	0	1750	3800	1750

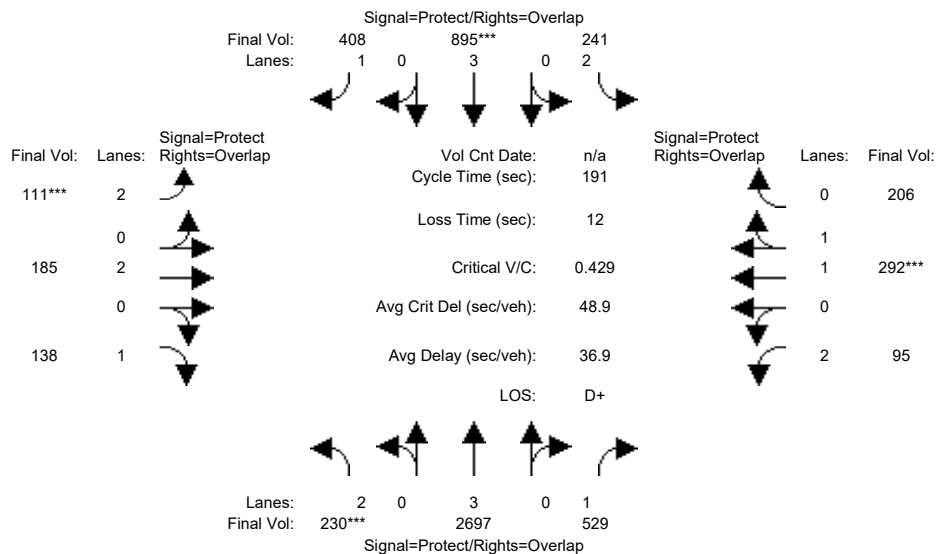
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.03	0.00	0.03	0.06	0.16	0.00	0.00	0.06	0.02
Crit Moves:				****			****			****		
Green Time:	0.0	0.0	0.0	10.1	0.0	10.1	25.1	53.9	0.0	7.0	35.8	35.8
Volume/Cap:	0.00	0.00	0.00	0.24	0.00	0.24	0.20	0.24	0.00	0.03	0.14	0.04
Delay/Veh:	0.0	0.0	0.0	32.1	0.0	32.1	20.3	5.2	0.0	33.5	13.1	12.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	32.1	0.0	32.1	20.3	5.2	0.0	33.5	13.1	12.5
LOS by Move:	A	A	A	C-	A	C-	C+	A	A	C-	B	B
HCM2kAvgQ:	0	0	0	1	0	1	2	3	0	0	2	0

Note: Queue reported is the number of cars per lane.

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Intersection #65: Lawrence Expressway / Kifer Road



Street Name:	Lawrence Expressway						Kifer Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	24	108	108	16	100	100	14	30	30	14	30	30
Y+R:	5.9	6.2	6.2	6.1	6.2	6.2	5.8	5.5	5.5	5.9	5.5	5.5

Volume Module:	North Bound			South Bound			East Bound			West Bound		
Base Vol:	229	3160	527	240	1010	401	111	185	130	86	283	203
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	229	3160	527	240	1010	401	111	185	130	86	283	203
Added Vol:	0	195	0	0	82	0	0	0	0	0	0	0
PasserByVol:	1	59	2	1	27	7	0	0	8	9	9	3
Initial Fut:	230	3414	529	241	1119	408	111	185	138	95	292	206
User Adj:	1.00	0.79	1.00	1.00	0.80	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	230	2697	529	241	895	408	111	185	138	95	292	206
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	230	2697	529	241	895	408	111	185	138	95	292	206
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	230	2697	529	241	895	408	111	185	138	95	292	206

Saturation Flow Module:	North Bound			South Bound			East Bound			West Bound		
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92	0.83	0.99	0.95
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	2.00	2.00	1.00	2.00	1.15	0.85
Final Sat.:	3150	5700	1750	3150	5700	1750	3150	3800	1750	3150	2168	1530

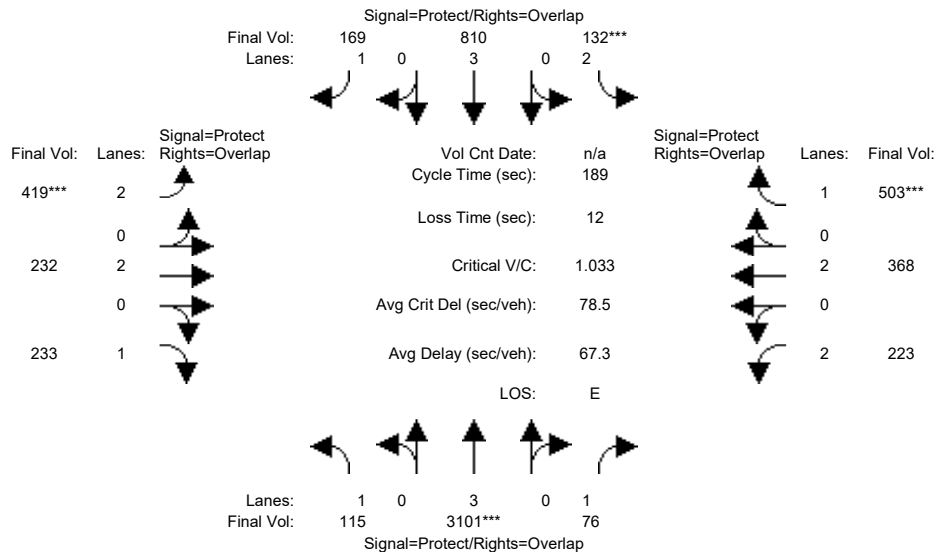
Capacity Analysis Module:	North Bound			South Bound			East Bound			West Bound		
Vol/Sat:	0.07	0.47	0.30	0.08	0.16	0.23	0.04	0.05	0.08	0.03	0.13	0.13
Crit Moves:	***			****			****			****		
Green Time:	25.5	115	129.5	17.0	106	121.0	14.9	31.8	57.3	14.9	31.8	48.8
Volume/Cap:	0.55	0.79	0.45	0.86	0.28	0.37	0.45	0.29	0.26	0.39	0.81	0.53
Delay/Veh:	74.4	28.6	13.7	103.6	21.1	16.0	80.7	66.0	48.1	79.9	80.0	58.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	74.4	28.6	13.7	103.6	21.1	16.0	80.7	66.0	48.1	79.9	80.0	58.2
LOS by Move:	E	C	B	F	C+	B	F	E	D	E-	F	E+
HCM2kAvgQ:	7	35	13	10	8	11	4	4	6	3	15	12

Note: Queue reported is the number of cars per lane.

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2000 HCM Operations (Future Volume Alternative)  
Background AM

Intersection #66: Lawrence Expressway / Reed Avenue/Monroe Street



Street Name:	Lawrence Expressway						Reed Avenue/Monroe Street					
	North Bound			South Bound			East Bound			West Bound		
Approach:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	17	96	96	13	91	91	23	42	42	15	33	33
Y+R:	6.0	6.2	6.2	6.1	6.2	6.2	5.7	5.6	5.6	5.6	5.7	5.7

Volume Module:												
Base Vol:	113	3529	67	123	901	169	390	226	228	218	364	492
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	113	3529	67	123	901	169	390	226	228	218	364	492
Added Vol:	0	195	0	0	82	0	0	0	0	0	0	0
PasserByVol:	2	201	9	9	30	0	29	6	5	5	4	11
Initial Fut:	115	3925	76	132	1013	169	419	232	233	223	368	503
User Adj:	1.00	0.79	1.00	1.00	0.80	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	115	3101	76	132	810	169	419	232	233	223	368	503
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	115	3101	76	132	810	169	419	232	233	223	368	503
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	115	3101	76	132	810	169	419	232	233	223	368	503

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92
Lanes:	1.00	3.00	1.00	2.00	3.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	1750	5700	1750	3150	5700	1750	3150	3800	1750	3150	3800	1750

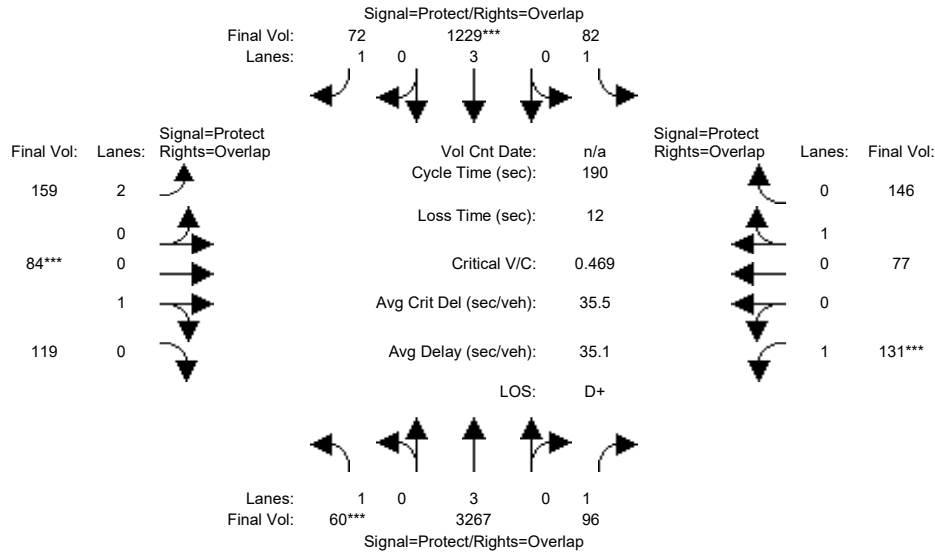
Capacity Analysis Module:												
Vol/Sat:	0.07	0.54	0.04	0.04	0.14	0.10	0.13	0.06	0.13	0.07	0.10	0.29
Crit Moves:	****			****			****			****		
Green Time:	18.0	101	117.1	13.6	96.4	120.6	24.2	45.6	63.7	16.3	37.8	51.5
Volume/Cap:	0.69	1.02	0.07	0.58	0.28	0.15	1.04	0.25	0.40	0.82	0.48	1.06
Delay/Veh:	90.4	63.6	13.6	84.6	25.2	13.1	134.4	55.3	46.1	98.6	64.3	122.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	90.4	63.6	13.6	84.6	25.2	13.1	134.4	55.3	46.1	98.6	64.3	122.3
LOS by Move:	F	E	B	F	C	B	F	E+	D	F	E	F
HCM2kAvgQ:	6	60	2	4	8	4	19	5	10	9	9	38

Note: Queue reported is the number of cars per lane.

Vallco Special Area Specific Plan  
SJ17-1776

Level Of Service Computation Report  
2000 HCM Operations (Future Volume Alternative)  
Background AM

Intersection #67: Lawrence Expressway / Poinciana Drive/Cabrillo Avenue



Street Name:	Lawrence Expressway						Poinciana Drive/Cabrillo Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	116	116	11	117	117	16	26	26	15	24	24
Y+R:	5.1	6.2	6.2	4.9	6.2	6.2	5.9	5.8	5.8	5.4	5.8	5.8

Volume Module:												
Base Vol:	54	3859	92	77	1428	66	146	83	118	131	69	138
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	54	3859	92	77	1428	66	146	83	118	131	69	138
Added Vol:	0	195	0	0	82	0	0	0	0	0	0	0
PasserByVol:	6	82	4	5	26	6	13	1	1	0	8	8
Initial Fut:	60	4136	96	82	1536	72	159	84	119	131	77	146
User Adj:	1.00	0.79	1.00	1.00	0.80	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	60	3267	96	82	1229	72	159	84	119	131	77	146
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	60	3267	96	82	1229	72	159	84	119	131	77	146
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	60	3267	96	82	1229	72	159	84	119	131	77	146

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.83	0.95	0.95	0.92	0.95	0.95
Lanes:	1.00	3.00	1.00	1.00	3.00	1.00	2.00	0.41	0.59	1.00	0.35	0.65
Final Sat.:	1750	5700	1750	1750	5700	1750	3150	745	1055	1750	622	1178

Capacity Analysis Module:												
Vol/Sat:	0.03	0.57	0.05	0.05	0.22	0.04	0.05	0.11	0.11	0.07	0.12	0.12
Crit Moves:	***			****			****			****		
Green Time:	10.6	122	138.3	11.6	124	140.8	17.3	27.4	38.0	15.8	26.0	37.6
Volume/Cap:	0.62	0.89	0.08	0.77	0.33	0.06	0.55	0.78	0.56	0.90	0.91	0.63
Delay/Veh:	94.5	29.7	7.1	111.0	14.1	6.3	80.7	88.3	67.0	127.4	110	69.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	94.5	29.7	7.1	111.0	14.1	6.3	80.7	88.3	67.0	127.4	110	69.6
LOS by Move:	F	C	A	F	B	A	F	F	E	F	F	E
HCM2kAvgQ:	3	50	2	5	10	1	6	13	11	10	16	12

Note: Queue reported is the number of cars per lane.

Vallco Special Area Specific Plan  
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Summary Scenario Comparison Report (With Average Critical Delay)  
Future Volume Alternative

Intersection	???				Background AM				Background AM PP					???				
	LOS	Avg Del (sec)	Crit V/C	Avg Crit Del (sec)	LOS	Avg Del (sec)	Crit V/C	Avg Crit Del (sec)	LOS	Avg Del (sec)	Crit V/C	Crit V/C Change	Avg Crit Del (sec)	Avg Crit Del Change	LOS	Avg Del (sec)	Crit V/C	Avg Crit Del (sec)
#1	?	xx.x	x.xxx	xx.x	C+	22.0	0.600	18.1	C+	22.0	0.605	+ 0.005	18.0	- 0.1	?	xx.x	x.xxx	xx.x
#2	?	xx.x	x.xxx	xx.x	D	47.7	1.040	98.7	D	48.9	1.057	+ 0.017	105.2	+ 6.5	?	xx.x	x.xxx	xx.x
#3	?	xx.x	x.xxx	xx.x	D+	38.6	0.766	42.0	D	39.2	0.792	+ 0.026	43.3	+ 1.3	?	xx.x	x.xxx	xx.x
#4	?	xx.x	x.xxx	xx.x	E+	55.7	0.977	56.3	E+	56.2	0.980	+ 0.004	57.0	+ 0.7	?	xx.x	x.xxx	xx.x
#5	?	xx.x	x.xxx	xx.x	D-	53.2	0.929	54.9	D-	54.0	0.937	+ 0.007	56.3	+ 1.3	?	xx.x	x.xxx	xx.x
#6	?	xx.x	x.xxx	xx.x	B+	11.1	0.689	8.8	B+	11.0	0.692	+ 0.003	8.9	+ 0.0	?	xx.x	x.xxx	xx.x
#7	?	xx.x	x.xxx	xx.x	B-	20.0	0.709	16.4	B-	19.9	0.712	+ 0.003	16.4	+ 0.0	?	xx.x	x.xxx	xx.x
#8	?	xx.x	x.xxx	xx.x	D	44.6	0.946	44.9	D	47.6	0.969	+ 0.023	50.4	+ 5.5	?	xx.x	x.xxx	xx.x
#9	?	xx.x	x.xxx	xx.x	B-	19.3	0.833	32.8	B-	19.7	0.841	+ 0.008	33.5	+ 0.7	?	xx.x	x.xxx	xx.x
#10	?	xx.x	x.xxx	xx.x	C	27.6	0.806	40.8	C	28.7	0.828	+ 0.022	41.8	+ 1.0	?	xx.x	x.xxx	xx.x
#11	?	xx.x	x.xxx	xx.x	D+	38.4	0.828	35.9	D	42.6	0.885	+ 0.058	42.9	+ 7.0	?	xx.x	x.xxx	xx.x
#12	?	xx.x	x.xxx	xx.x	D+	36.2	0.784	32.4	D+	36.6	0.832	+ 0.048	33.3	+ 0.9	?	xx.x	x.xxx	xx.x
#13	?	xx.x	x.xxx	xx.x	D+	37.9	0.933	40.2	D	43.7	0.983	+ 0.051	48.1	+ 7.9	?	xx.x	x.xxx	xx.x
#14	?	xx.x	x.xxx	xx.x	C	24.3	0.684	35.5	C	27.0	0.749	+ 0.065	37.2	+ 1.7	?	xx.x	x.xxx	xx.x
#15	?	xx.x	x.xxx	xx.x	B	12.6	0.659	14.7	B	13.0	0.683	+ 0.024	15.1	+ 0.4	?	xx.x	x.xxx	xx.x
#16	?	xx.x	x.xxx	xx.x	B-	19.1	0.693	19.6	B-	19.2	0.709	+ 0.016	19.7	+ 0.2	?	xx.x	x.xxx	xx.x
#17	?	xx.x	x.xxx	xx.x	C+	21.2	0.452	16.1	C+	22.4	0.520	+ 0.068	27.0	+ 10.9	?	xx.x	x.xxx	xx.x
#18	?	xx.x	x.xxx	xx.x	C	23.8	0.640	30.2	C	23.9	0.657	+ 0.017	30.3	+ 0.1	?	xx.x	x.xxx	xx.x
#19	?	xx.x	x.xxx	xx.x	C-	34.3	0.744	35.6	C-	34.5	0.791	+ 0.047	37.2	+ 1.6	?	xx.x	x.xxx	xx.x
#20	?	xx.x	x.xxx	xx.x	C+	20.2	0.493	19.9	B-	18.4	0.521	+ 0.029	19.1	- 0.8	?	xx.x	x.xxx	xx.x
#21	?	xx.x	x.xxx	xx.x	A	9.5	0.413	7.3	C	31.4	0.757	+ 0.344	41.0	+ 33.7	?	xx.x	x.xxx	xx.x
#22	?	xx.x	x.xxx	xx.x	D-	51.7	0.722	51.9	D-	52.3	0.752	+ 0.030	54.3	+ 2.4	?	xx.x	x.xxx	xx.x
#23	?	xx.x	x.xxx	xx.x	D-	52.7	0.570	48.1	D-	53.1	0.599	+ 0.029	48.3	+ 0.2	?	xx.x	x.xxx	xx.x
#24	?	xx.x	x.xxx	xx.x	B	15.0	0.580	20.0	B	15.3	0.600	+ 0.019	20.5	+ 0.6	?	xx.x	x.xxx	xx.x
#25	?	xx.x	x.xxx	xx.x	B	17.4	0.501	14.6	B	17.2	0.515	+ 0.014	14.4	- 0.2	?	xx.x	x.xxx	xx.x
#26	?	xx.x	x.xxx	xx.x	D+	36.6	0.770	33.9	D+	37.8	0.816	+ 0.046	37.9	+ 4.0	?	xx.x	x.xxx	xx.x

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Summary Scenario Comparison Report (With Average Critical Delay)  
Future Volume Alternative

Intersection	???				Background AM				Background AM PP					???				
	LOS	Avg Del (sec)	Crit V/C	Avg Crit Del (sec)	LOS	Avg Del (sec)	Crit V/C	Avg Crit Del (sec)	LOS	Avg Del (sec)	Crit V/C	Crit V/C Change	Avg Crit Del (sec)	Avg Crit Del Change	LOS	Avg Del (sec)	Crit V/C	Avg Crit Del (sec)
#27	?	xx.x	x.xxx	xx.x	B-	19.3	0.542	27.8	B-	18.7	0.557	+ 0.015	27.7	- 0.1	?	xx.x	x.xxx	xx.x
#28	?	xx.x	x.xxx	xx.x	C	28.1	0.570	27.0	C	27.8	0.579	+ 0.009	26.8	- 0.2	?	xx.x	x.xxx	xx.x
#29	?	xx.x	x.xxx	xx.x	B	16.8	0.820	18.4	B-	18.6	0.834	+ 0.013	18.7	+ 0.3	?	xx.x	x.xxx	xx.x
#30	?	xx.x	x.xxx	xx.x	B-	19.0	0.899	23.7	C+	22.3	0.951	+ 0.052	29.8	+ 6.1	?	xx.x	x.xxx	xx.x
#31	?	xx.x	x.xxx	xx.x	C	24.6	0.567	26.6	C	31.5	0.814	+ 0.248	36.1	+ 9.5	?	xx.x	x.xxx	xx.x
#32	?	xx.x	x.xxx	xx.x	D	50.5	0.922	63.9	E	65.7	1.034	+ 0.111	90.8	+ 26.9	?	xx.x	x.xxx	xx.x
#33	?	xx.x	x.xxx	xx.x	A	7.2	0.558	8.4	A	7.1	0.588	+ 0.029	8.3	- 0.1	?	xx.x	x.xxx	xx.x
#34	?	xx.x	x.xxx	xx.x	A	5.2	0.507	5.0	A	5.4	0.541	+ 0.033	5.2	+ 0.3	?	xx.x	x.xxx	xx.x
#35	?	xx.x	x.xxx	xx.x	D+	38.5	0.727	40.6	D	39.6	0.761	+ 0.034	42.1	+ 1.5	?	xx.x	x.xxx	xx.x
#36	?	xx.x	x.xxx	xx.x	C	26.5	0.697	28.8	C	27.9	0.714	+ 0.016	31.5	+ 2.6	?	xx.x	x.xxx	xx.x
#37	?	xx.x	x.xxx	xx.x	C	28.7	0.597	33.8	C	28.2	0.615	+ 0.019	33.6	- 0.2	?	xx.x	x.xxx	xx.x
#38	?	xx.x	x.xxx	xx.x	D	40.1	0.648	38.6	D	40.8	0.659	+ 0.011	38.6	- 0.0	?	xx.x	x.xxx	xx.x
#39	?	xx.x	x.xxx	xx.x	C+	22.8	0.542	23.0	C	23.2	0.582	+ 0.040	23.9	+ 0.9	?	xx.x	x.xxx	xx.x
#40	?	xx.x	x.xxx	xx.x	C	23.5	0.489	21.1	C	23.4	0.503	+ 0.014	21.0	- 0.1	?	xx.x	x.xxx	xx.x
#41	?	xx.x	x.xxx	xx.x	C	24.5	0.466	22.5	C	28.1	0.557	+ 0.091	36.3	+ 13.8	?	xx.x	x.xxx	xx.x
#42	?	xx.x	x.xxx	xx.x	D	48.6	0.922	70.3	E+	58.1	1.030	+ 0.108	95.7	+ 25.4	?	xx.x	x.xxx	xx.x
#43	?	xx.x	x.xxx	xx.x	F	92.3	0.757	117.0	F	135.5	0.824	+ 0.067	176.9	+ 59.9	?	xx.x	x.xxx	xx.x
#44	?	xx.x	x.xxx	xx.x	F	121.6	0.692	142.6	F	167.0	0.752	+ 0.060	203.1	+ 60.5	?	xx.x	x.xxx	xx.x
#45	?	xx.x	x.xxx	xx.x	F	92.6	0.699	108.5	F	125.3	0.749	+ 0.050	148.8	+ 40.3	?	xx.x	x.xxx	xx.x
#46	?	xx.x	x.xxx	xx.x	D	47.1	1.023	56.8	E	69.6	1.102	+ 0.080	85.5	+ 28.8	?	xx.x	x.xxx	xx.x
#47	?	xx.x	x.xxx	xx.x	D+	38.7	0.665	42.0	D	40.7	0.703	+ 0.039	44.2	+ 2.2	?	xx.x	x.xxx	xx.x
#48	?	xx.x	x.xxx	xx.x	F	89.3	0.799	110.8	F	91.8	0.807	+ 0.008	113.6	+ 2.9	?	xx.x	x.xxx	xx.x
#49	?	xx.x	x.xxx	xx.x	D-	54.7	0.955	62.7	D-	54.8	0.961	+ 0.005	63.4	+ 0.7	?	xx.x	x.xxx	xx.x
#50	?	xx.x	x.xxx	xx.x	C-	34.2	0.776	36.5	D+	35.8	0.827	+ 0.050	38.3	+ 1.9	?	xx.x	x.xxx	xx.x
#51	?	xx.x	x.xxx	xx.x	E-	76.3	1.060	97.3	F	81.8	1.082	+ 0.022	103.9	+ 6.6	?	xx.x	x.xxx	xx.x
#52	?	xx.x	x.xxx	xx.x	D	39.6	0.869	50.2	D	44.2	0.885	+ 0.016	56.0	+ 5.9	?	xx.x	x.xxx	xx.x

Vallco Special Area Specific Plan  
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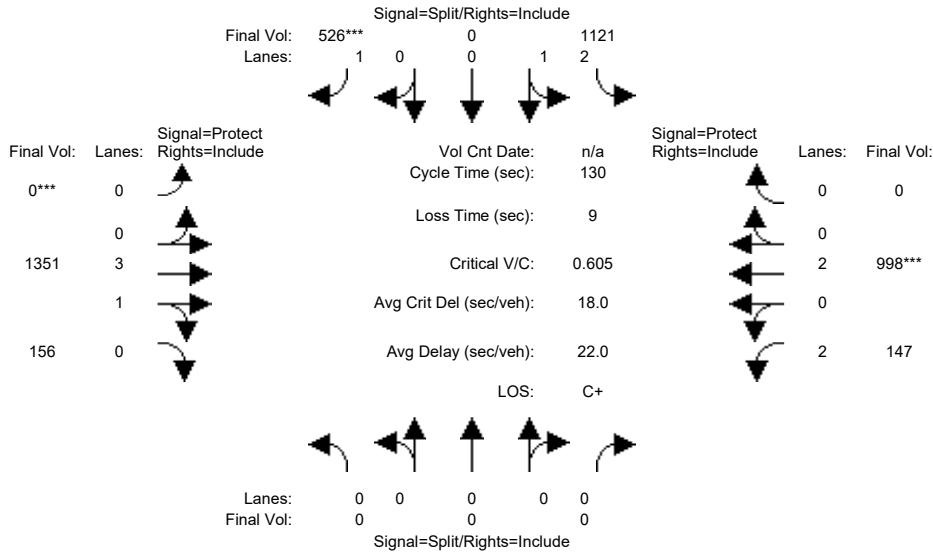
Summary Scenario Comparison Report (With Average Critical Delay)  
Future Volume Alternative

Intersection	???				Background AM				Background AM PP					???				
	LOS	Avg Del (sec)	Crit V/C	Avg Crit Del (sec)	LOS	Avg Del (sec)	Crit V/C	Avg Crit Del (sec)	LOS	Avg Del (sec)	Crit V/C	Crit V/C Change	Avg Crit Del (sec)	Avg Crit Del Change	LOS	Avg Del (sec)	Crit V/C	Avg Crit Del (sec)
#53	?	xx.x	x.xxx	xx.x	F	104.8	0.969	130.4	F	117.7	0.986	+ 0.016	140.8	+ 10.4	?	xx.x	x.xxx	xx.x
#54	?	xx.x	x.xxx	xx.x	D	41.0	0.553	82.2	D	41.8	0.563	+ 0.011	83.8	+ 1.6	?	xx.x	x.xxx	xx.x
#55	?	xx.x	x.xxx	xx.x	E+	55.5	0.602	55.5	E+	56.3	0.792	+ 0.190	67.9	12.4	?	xx.x	x.xxx	xx.x
#56	?	xx.x	x.xxx	xx.x	D	43.6	0.611	48.8	D	45.4	0.657	+ 0.046	51.8	+ 3.0	?	xx.x	x.xxx	xx.x
#57	?	xx.x	x.xxx	xx.x	D	46.0	0.829	52.9	D	46.0	0.831	+ 0.003	48.6	- 4.2	?	xx.x	x.xxx	xx.x
#58	?	xx.x	x.xxx	xx.x	C+	21.1	0.669	25.8	C+	21.9	0.701	+ 0.033	26.6	+ 0.8	?	xx.x	x.xxx	xx.x
#59	?	xx.x	x.xxx	xx.x	B	17.3	0.684	21.8	B	17.4	0.690	+ 0.005	22.0	+ 0.2	?	xx.x	x.xxx	xx.x
#60	?	xx.x	x.xxx	xx.x	E+	58.4	0.372	40.1	D	42.2	0.522	+ 0.150	46.1	+ 6.1	?	xx.x	x.xxx	xx.x
#61	?	xx.x	x.xxx	xx.x	C	28.1	0.321	29.4	C	28.4	0.329	+ 0.008	29.5	+ 0.1	?	xx.x	x.xxx	xx.x
#62	?	xx.x	x.xxx	xx.x	B-	18.7	0.211	19.3	B-	19.9	0.223	+ 0.012	20.2	+ 1.0	?	xx.x	x.xxx	xx.x
#63	?	xx.x	x.xxx	xx.x	D	40.9	0.544	46.4	D	41.1	0.554	+ 0.010	46.6	+ 0.2	?	xx.x	x.xxx	xx.x
#64	?	xx.x	x.xxx	xx.x	B+	10.3	0.223	7.5	B-	19.5	0.517	+ 0.294	21.5	14	?	xx.x	x.xxx	xx.x
#65	?	xx.x	x.xxx	xx.x	D+	36.9	0.429	48.9	D+	37.2	0.436	+ 0.007	48.7	-0.2	?	xx.x	x.xxx	xx.x
#66	?	xx.x	x.xxx	xx.x	E	67.3	1.033	78.5	E	68.3	1.037	+ 0.004	80.1	1.6	?	xx.x	x.xxx	xx.x
#67	?	xx.x	x.xxx	xx.x	D+	35.1	0.469	35.5	D+	35.7	0.491	+ 0.022	36.5	1	?	xx.x	x.xxx	xx.x

Vallco Special Area Specific Plan  
SJ17-1786

Level Of Service Computation Report  
2000 HCM Operations (Future Volume Alternative)  
Background AM PP

Intersection #1: Stevens Creek Boulevard / SR 85 Ramps (West)



Street Name:	SR-85 (West)						Stevens Creek Boulevard					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	7	10	10	0	10	10	7	10	0
Y+R:	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Volume Module:												
Base Vol:	0	0	0	1013	0	524	0	1220	156	145	916	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	1013	0	524	0	1220	156	145	916	0
Added Vol:	0	0	0	107	0	0	0	93	0	2	77	0
PasserByVol:	0	0	0	1	0	2	0	38	0	0	5	0
Initial Fut:	0	0	0	1121	0	526	0	1351	156	147	998	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	1121	0	526	0	1351	156	147	998	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	1121	0	526	0	1351	156	147	998	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	0	0	0	1121	0	526	0	1351	156	147	998	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.87	1.00	0.92	0.92	0.99	0.95	0.83	1.00	0.92
Lanes:	0.00	0.00	0.00	3.00	0.00	1.00	0.00	3.57	0.43	2.00	2.00	0.00
Final Sat.:	0	0	0	4950	0	1750	0	6722	776	3150	3800	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.23	0.00	0.30	0.00	0.20	0.20	0.05	0.26	0.00
Crit Moves:				****		****	****			****		
Green Time:	0.0	0.0	0.0	64.6	0.0	64.6	0.0	44.5	44.5	11.9	56.4	0.0
Volume/Cap:	0.00	0.00	0.00	0.46	0.00	0.61	0.00	0.59	0.59	0.51	0.61	0.00
Delay/Veh:	0.0	0.0	0.0	21.4	0.0	24.8	0.0	23.3	23.3	54.0	14.4	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	21.4	0.0	24.8	0.0	23.3	23.3	54.0	14.4	0.0
LOS by Move:	A	A	A	C+	A	C	A	C	C	D-	B	A
HCM2kAvgQ:	0	0	0	11	0	16	0	10	10	3	10	0

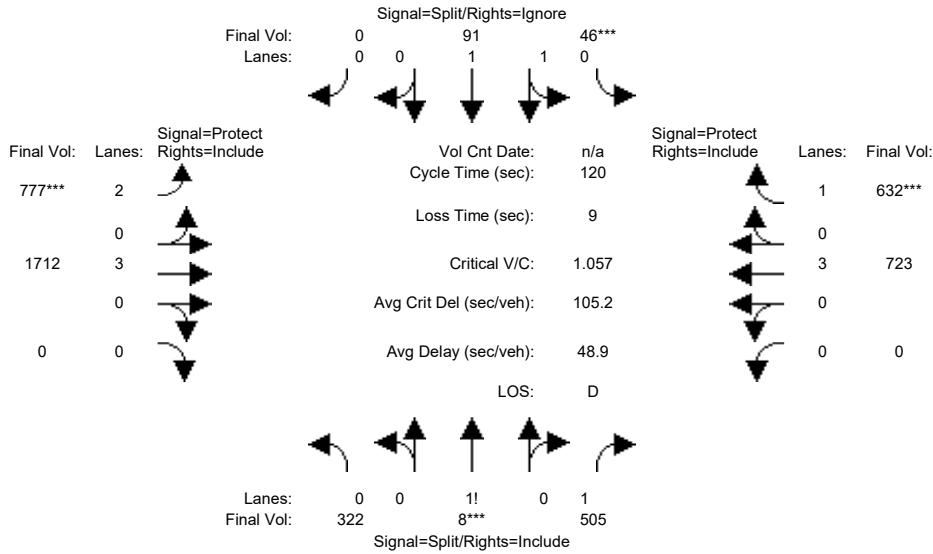
Note: Queue reported is the number of cars per lane.



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Intersection #2: Stevens Creek Boulevard / SR-85 Ramps (East)



Street Name:	SR-85 Ramps (East)						Stevens Creek Boulevard					
	North Bound			South Bound			East Bound			West Bound		
Approach:												
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	4.0	5.0	5.0

Volume Module:												
Base Vol:	322	8	490	46	91	0	758	1493	0	0	638	576
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	322	8	490	46	91	0	758	1493	0	0	638	576
Added Vol:	0	0	15	0	0	0	0	199	0	0	80	51
PasserByVol:	0	0	0	0	0	0	19	20	0	0	5	5
Initial Fut:	322	8	505	46	91	0	777	1712	0	0	723	632
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	322	8	505	46	91	0	777	1712	0	0	723	632
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	322	8	505	46	91	0	777	1712	0	0	723	632
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	322	8	505	46	91	0	777	1712	0	0	723	632

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.92	0.92	0.95	0.99	0.92	0.83	1.00	0.92	0.92	1.00	0.92
Lanes:	0.55	0.01	1.44	0.69	1.31	0.00	2.00	3.00	0.00	0.00	3.00	1.00
Final Sat.:	967	24	2509	1242	2457	0	3150	5700	0	0	5700	1750

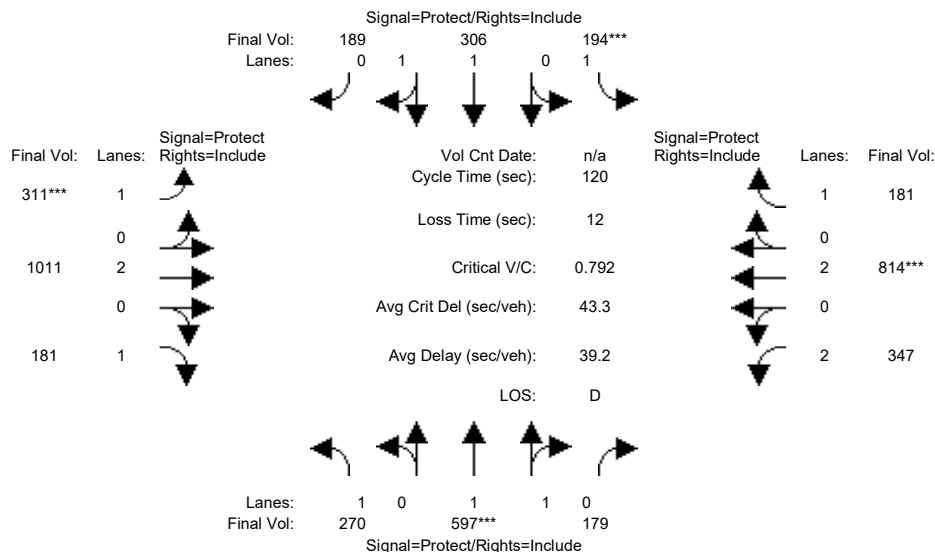
Capacity Analysis Module:												
Vol/Sat:	0.33	0.33	0.20	0.04	0.04	0.00	0.25	0.30	0.00	0.00	0.13	0.36
Crit Moves:	****			****			****			****		
Green Time:	35.7	35.7	35.7	10.0	10.0	0.0	26.5	65.3	0.0	0.0	38.8	38.8
Volume/Cap:	1.12	1.12	0.68	0.44	0.44	0.00	1.12	0.55	0.00	0.00	0.39	1.12
Delay/Veh:	112.3	112	38.5	53.4	53.4	0.0	109.1	3.9	0.0	0.0	21.6	102.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	112.3	112	38.5	53.4	53.4	0.0	109.1	3.9	0.0	0.0	21.6	102.1
LOS by Move:	F	F	D+	D-	D-	A	F	A	A	A	C+	F
HCM2kAvgQ:	35	35	13	3	3	0	24	4	0	0	5	34

Note: Queue reported is the number of cars per lane.

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Intersection #3: Stelling Road / Stevens Creek Boulevard



Street Name:	Stelling Road						Stevens Creek Boulevard					
	North Bound			South Bound			East Bound			West Bound		
Approach:	L	T	R	L	T	R	L	T	R	L	T	R
Movement:												
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:												
Base Vol:	270	586	162	177	304	184	310	776	181	337	678	171
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	270	586	162	177	304	184	310	776	181	337	678	171
Added Vol:	0	0	13	17	0	0	0	214	0	10	130	10
PasserByVol:	0	11	4	0	2	5	1	21	0	0	6	0
Initial Fut:	270	597	179	194	306	189	311	1011	181	347	814	181
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	270	597	179	194	306	189	311	1011	181	347	814	181
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	270	597	179	194	306	189	311	1011	181	347	814	181
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	270	597	179	194	306	189	311	1011	181	347	814	181

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	0.99	0.95	0.92	1.00	0.92	0.83	1.00	0.92
Lanes:	1.00	1.53	0.47	1.00	1.22	0.78	1.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	1750	2846	853	1750	2286	1412	1750	3800	1750	3150	3800	1750

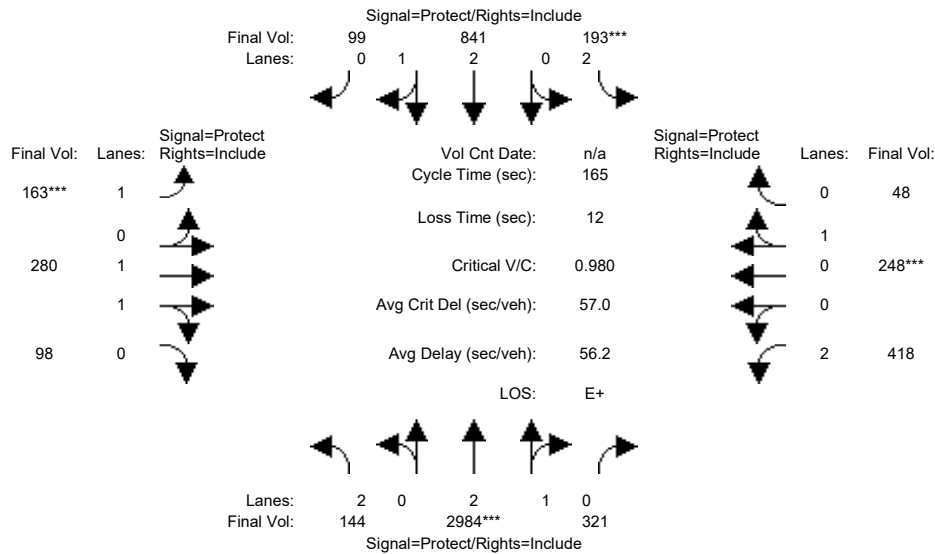
Capacity Analysis Module:												
Vol/Sat:	0.15	0.21	0.21	0.11	0.13	0.13	0.18	0.27	0.10	0.11	0.21	0.10
Crit Moves:	****			****			****			****		
Green Time:	26.0	31.8	31.8	16.8	22.6	22.6	26.9	42.0	42.0	17.4	32.5	32.5
Volume/Cap:	0.71	0.79	0.79	0.79	0.71	0.71	0.79	0.76	0.30	0.76	0.79	0.38
Delay/Veh:	49.7	45.5	45.5	65.9	49.1	49.1	45.9	24.7	18.4	51.0	34.8	27.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	49.7	45.5	45.5	65.9	49.1	49.1	45.9	24.7	18.4	51.0	34.8	27.3
LOS by Move:	D	D	D	E	D	D	D	C	B-	D-	C-	C
HCM2kAvgQ:	11	15	15	10	10	10	11	14	4	7	13	5

Note: Queue reported is the number of cars per lane.

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Intersection #4: Sunnyvale Saratoga Road / Remington Drive



Street Name:	Sunnyvale Saratoga Road						Remington Drive					
	North Bound			South Bound			East Bound			West Bound		
Approach:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:												
Base Vol:	143	2339	315	148	599	99	150	280	96	366	237	48
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	143	2339	315	148	599	99	150	280	96	366	237	48
Added Vol:	1	593	6	0	202	0	0	0	2	4	0	0
PasserByVol:	0	52	0	45	40	0	13	0	0	48	11	0
Initial Fut:	144	2984	321	193	841	99	163	280	98	418	248	48
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	144	2984	321	193	841	99	163	280	98	418	248	48
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	144	2984	321	193	841	99	163	280	98	418	248	48
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	144	2984	321	193	841	99	163	280	98	418	248	48

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	0.99	0.95	0.83	0.99	0.95	0.92	0.98	0.95	0.83	0.95	0.95
Lanes:	2.00	2.70	0.30	2.00	2.67	0.33	1.00	1.47	0.53	2.00	0.84	0.16
Final Sat.:	3150	5055	544	3150	5009	590	1750	2740	959	3150	1508	292

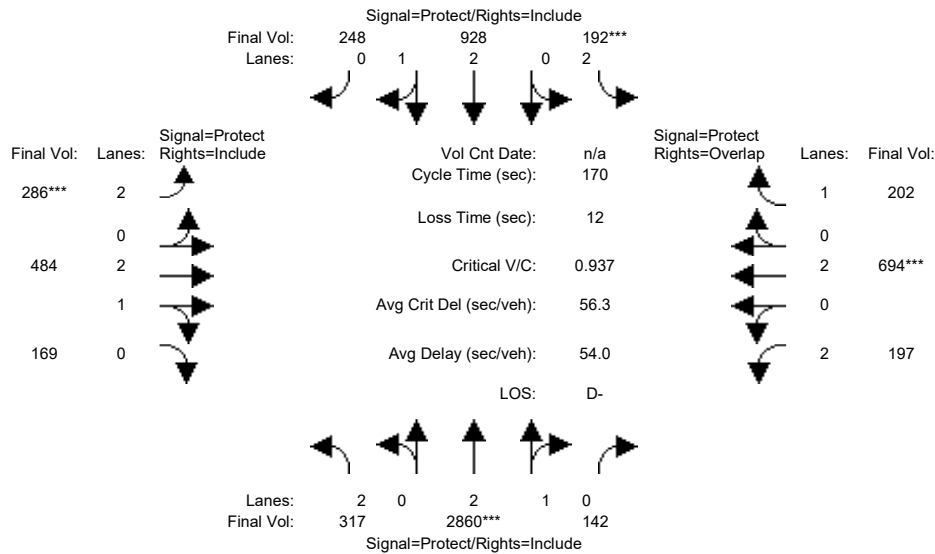
Capacity Analysis Module:												
Vol/Sat:	0.05	0.59	0.59	0.06	0.17	0.17	0.09	0.10	0.10	0.13	0.16	0.16
Crit Moves:	****			****			****			****		
Green Time:	23.5	99.3	99.3	10.3	86.2	86.2	15.7	18.9	18.9	24.5	27.7	27.7
Volume/Cap:	0.32	0.98	0.98	0.98	0.32	0.32	0.98	0.89	0.89	0.89	0.98	0.98
Delay/Veh:	64.0	43.2	43.2	135.5	22.7	22.7	138.3	92.9	92.9	88.2	115	114.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	64.0	43.2	43.2	135.5	22.7	22.7	138.3	92.9	92.9	88.2	115	114.7
LOS by Move:	E	D	D	F	C+	C+	F	F	F	F	F	F
HCM2kAvgQ:	4	55	55	7	9	9	13	12	12	15	20	20

Note: Queue reported is the number of cars per lane.

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Intersection #5: Sunnyvale Saratoga Road / Fremont Avenue



Street Name:	Sunnyvale Saratoga Road						Fremont Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:	North Bound			South Bound			East Bound			West Bound		
Base Vol:	312	2251	121	148	682	242	280	433	140	186	659	166
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	312	2251	121	148	682	242	280	433	140	186	659	166
Added Vol:	3	576	21	21	187	0	0	42	15	11	34	23
PasserByVol:	2	33	0	23	59	6	6	9	14	0	1	13
Initial Fut:	317	2860	142	192	928	248	286	484	169	197	694	202
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	317	2860	142	192	928	248	286	484	169	197	694	202
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	317	2860	142	192	928	248	286	484	169	197	694	202
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	317	2860	142	192	928	248	286	484	169	197	694	202

Saturation Flow Module:	North Bound			South Bound			East Bound			West Bound		
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	0.98	0.95	0.83	0.99	0.95	0.83	0.99	0.95	0.83	1.00	0.92
Lanes:	2.00	2.85	0.15	2.00	2.34	0.66	2.00	2.20	0.80	2.00	2.00	1.00
Final Sat.:	3150	5335	265	3150	4418	1181	3150	4149	1449	3150	3800	1750

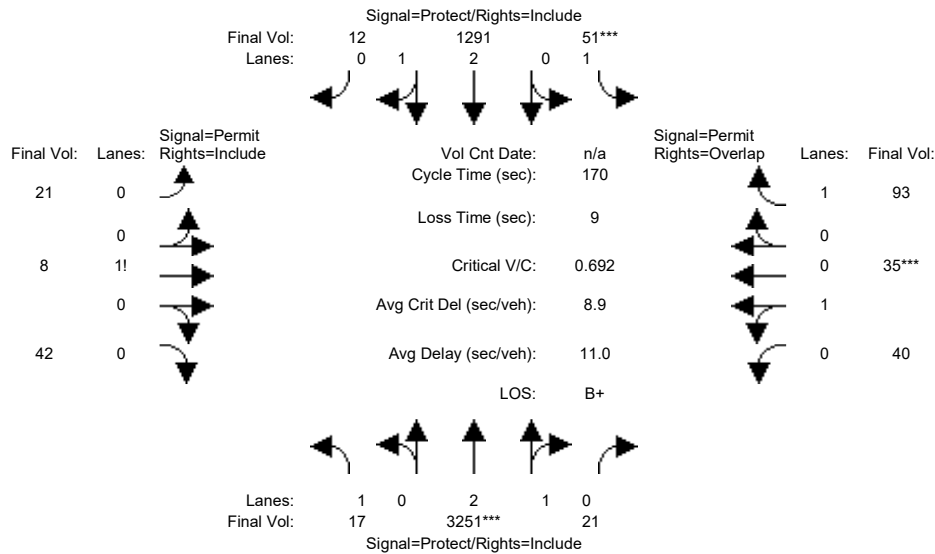
Capacity Analysis Module:	North Bound			South Bound			East Bound			West Bound		
Vol/Sat:	0.10	0.54	0.54	0.06	0.21	0.21	0.09	0.12	0.12	0.06	0.18	0.12
Crit Moves:	****			****			****			****		
Green Time:	35.1	97.3	97.3	11.1	73.3	73.3	16.5	32.3	32.3	17.3	33.1	44.2
Volume/Cap:	0.49	0.94	0.94	0.94	0.49	0.49	0.94	0.61	0.61	0.61	0.94	0.44
Delay/Veh:	60.1	39.6	39.6	124.3	35.0	35.0	111.3	64.2	64.2	76.7	86.6	53.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	60.1	39.6	39.6	124.3	35.0	35.0	111.3	64.2	64.2	76.7	86.6	53.3
LOS by Move:	E	D	D	F	C-	C-	F	E	E	E-	F	D-
HCM2kAvgQ:	8	50	50	7	14	14	12	11	11	6	19	9

Note: Queue reported is the number of cars per lane.

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Intersection #6: Sunnyvale Saratoga Road / Cheyenne Drive



Street Name:	Sunnyvale Saratoga Road						Cheyenne Drive					
	North Bound			South Bound			East Bound			West Bound		
Approach:												
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:												
Base Vol:	17	2615	21	51	1005	12	21	8	42	40	35	93
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	17	2615	21	51	1005	12	21	8	42	40	35	93
Added Vol:	0	601	0	0	213	0	0	0	0	0	0	0
PasserByVol:	0	35	0	0	73	0	0	0	0	0	0	0
Initial Fut:	17	3251	21	51	1291	12	21	8	42	40	35	93
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	17	3251	21	51	1291	12	21	8	42	40	35	93
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	17	3251	21	51	1291	12	21	8	42	40	35	93
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	17	3251	21	51	1291	12	21	8	42	40	35	93

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	0.98	0.95	0.92	0.92	0.92	0.95	0.95	0.92
Lanes:	1.00	2.98	0.02	1.00	2.97	0.03	0.30	0.11	0.59	0.53	0.47	1.00
Final Sat.:	1750	5564	36	1750	5548	52	518	197	1035	960	840	1750

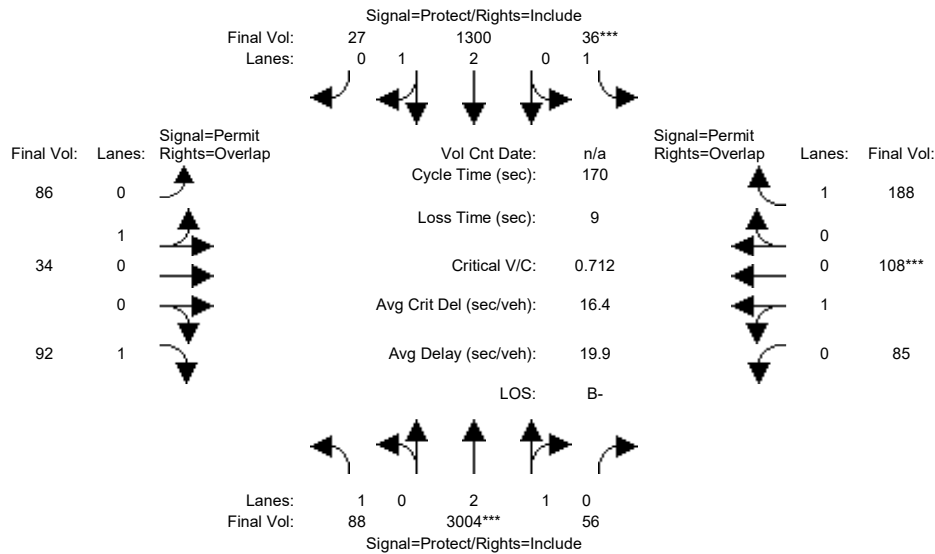
Capacity Analysis Module:												
Vol/Sat:	0.01	0.58	0.58	0.03	0.23	0.23	0.04	0.04	0.04	0.04	0.04	0.05
Crit Moves:	****			****						****		
Green Time:	22.7	144	143.6	7.2	128	128.1	10.2	10.2	10.2	10.2	10.2	17.4
Volume/Cap:	0.07	0.69	0.69	0.69	0.31	0.31	0.67	0.67	0.67	0.69	0.69	0.52
Delay/Veh:	64.6	5.4	5.4	104.9	6.8	6.8	94.1	94.1	94.1	95.8	95.8	75.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	64.6	5.4	5.4	104.9	6.8	6.8	94.1	94.1	94.1	95.8	95.8	75.0
LOS by Move:	E	A	A	F	A	A	F	F	F	F	F	E-
HCM2kAvgQ:	1	21	21	3	7	7	5	5	5	5	5	6

Note: Queue reported is the number of cars per lane.

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Intersection #7: Sunnyvale Saratoga Road / Alberta Avenue



Street Name:	Sunnyvale Saratoga Road						Alberta Avenue					
	North Bound			South Bound			East Bound			West Bound		
Approach:												
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:												
Base Vol:	88	2367	56	36	1013	27	86	34	92	85	108	188
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	88	2367	56	36	1013	27	86	34	92	85	108	188
Added Vol:	0	601	0	0	213	0	0	0	0	0	0	0
PasserByVol:	0	36	0	0	74	0	0	0	0	0	0	0
Initial Fut:	88	3004	56	36	1300	27	86	34	92	85	108	188
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	88	3004	56	36	1300	27	86	34	92	85	108	188
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	88	3004	56	36	1300	27	86	34	92	85	108	188
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	88	3004	56	36	1300	27	86	34	92	85	108	188

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	0.98	0.95	0.95	0.95	0.92	0.95	0.95	0.92
Lanes:	1.00	2.94	0.06	1.00	2.94	0.06	0.72	0.28	1.00	0.44	0.56	1.00
Final Sat.:	1750	5497	102	1750	5486	114	1290	510	1750	793	1007	1750

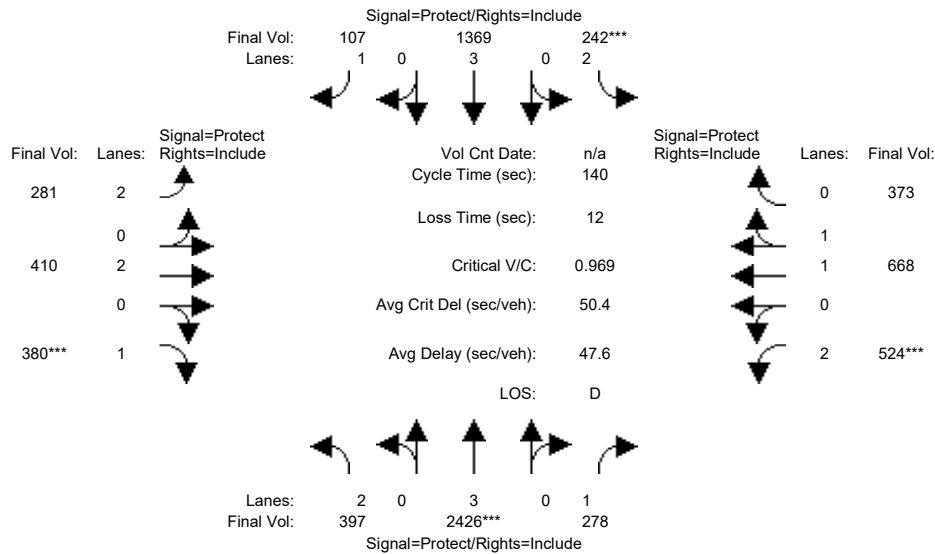
Capacity Analysis Module:												
Vol/Sat:	0.05	0.55	0.55	0.02	0.24	0.24	0.07	0.07	0.05	0.11	0.11	0.11
Crit Moves:	****			****						****		
Green Time:	23.8	129	128.7	7.0	112	112.0	25.3	25.3	49.0	25.3	25.3	32.3
Volume/Cap:	0.36	0.72	0.72	0.50	0.36	0.36	0.45	0.45	0.18	0.72	0.72	0.57
Delay/Veh:	67.1	11.7	11.7	85.1	13.0	13.0	67.2	67.2	45.6	78.3	78.3	64.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	67.1	11.7	11.7	85.1	13.0	13.0	67.2	67.2	45.6	78.3	78.3	64.8
LOS by Move:	E	B+	B+	F	B	B	E	E	D	E-	E-	E
HCM2kAvgQ:	4	27	27	2	10	10	6	6	4	11	11	10

Note: Queue reported is the number of cars per lane.

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Intersection #8: De Anza Boulevard / Homestead Road



Street Name:	De Anza Boulevard						Homestead Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:												
Base Vol:	390	1844	171	153	1179	99	265	292	362	506	608	333
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	390	1844	171	153	1179	99	265	292	362	506	608	333
Added Vol:	7	551	41	44	161	8	16	51	18	13	47	35
PasserByVol:	0	31	66	45	29	0	0	67	0	5	13	5
Initial Fut:	397	2426	278	242	1369	107	281	410	380	524	668	373
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	397	2426	278	242	1369	107	281	410	380	524	668	373
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	397	2426	278	242	1369	107	281	410	380	524	668	373
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	397	2426	278	242	1369	107	281	410	380	524	668	373

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92	0.83	0.99	0.95
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	2.00	2.00	1.00	2.00	1.26	0.74
Final Sat.:	3150	5700	1750	3150	5700	1750	3150	3800	1750	3150	2373	1325

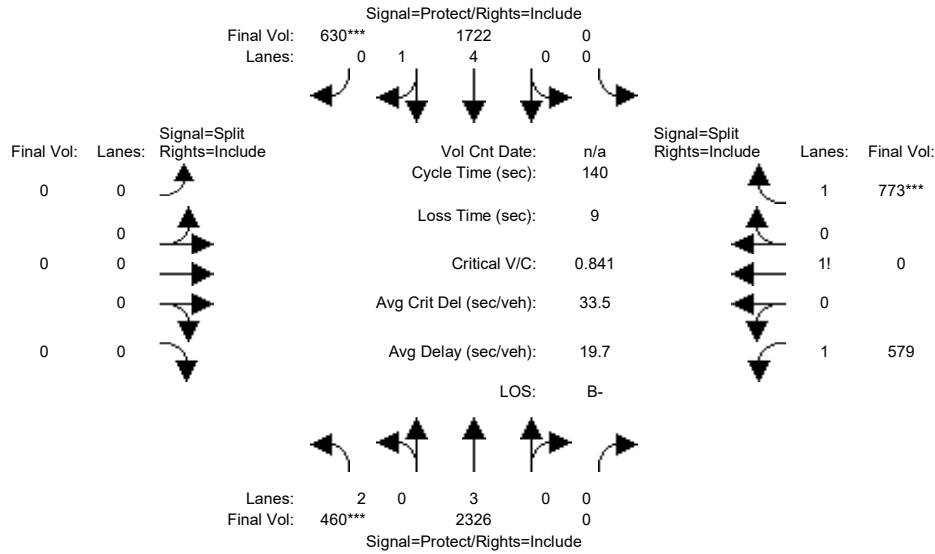
Capacity Analysis Module:												
Vol/Sat:	0.13	0.43	0.16	0.08	0.24	0.06	0.09	0.11	0.22	0.17	0.28	0.28
Crit Moves:	****			****			****			****		
Green Time:	25.0	61.5	61.5	11.1	47.6	47.6	13.3	31.4	31.4	24.0	42.1	42.1
Volume/Cap:	0.71	0.97	0.36	0.97	0.71	0.18	0.94	0.48	0.97	0.97	0.94	0.94
Delay/Veh:	50.3	30.0	12.8	108.7	27.6	21.5	98.4	47.7	91.0	88.4	62.0	62.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	50.3	30.0	12.8	108.7	27.6	21.5	98.4	47.7	91.0	88.4	62.0	62.0
LOS by Move:	D	C	B	F	C	C+	F	D	F	F	E	E
HCM2kAvgQ:	10	38	5	8	14	2	9	7	20	16	24	24

Note: Queue reported is the number of cars per lane.

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Intersection #9: De Anza Boulevard / I-280 Ramps (North)



Street Name:	De Anza Boulevard						I-280 Ramps (North)					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	0	0	0	10	10	10
Y+R:	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0

Volume Module:												
Base Vol:	418	1803	0	0	1516	610	0	0	0	575	0	600
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	418	1803	0	0	1516	610	0	0	0	575	0	600
Added Vol:	24	438	0	0	187	6	0	0	0	3	0	161
PasserByVol:	18	85	0	0	19	14	0	0	0	1	0	12
Initial Fut:	460	2326	0	0	1722	630	0	0	0	579	0	773
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	460	2326	0	0	1722	630	0	0	0	579	0	773
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	460	2326	0	0	1722	630	0	0	0	579	0	773
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	460	2326	0	0	1722	630	0	0	0	579	0	773

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	2.00	3.00	0.00	0.00	4.00	1.00	0.00	0.00	0.00	1.43	0.00	1.57
Final Sat.:	3150	5700	0	0	7600	1750	0	0	0	2499	0	2751

Capacity Analysis Module:												
Vol/Sat:	0.15	0.41	0.00	0.00	0.23	0.36	0.00	0.00	0.00	0.23	0.00	0.28
Crit Moves:	***					****						****
Green Time:	24.3	84.2	0.0	0.0	59.9	59.9	0.0	0.0	0.0	46.8	0.0	46.8
Volume/Cap:	0.84	0.68	0.00	0.00	0.53	0.84	0.00	0.00	0.00	0.69	0.00	0.84
Delay/Veh:	59.4	0.6	0.0	0.0	15.0	20.4	0.0	0.0	0.0	41.5	0.0	47.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	59.4	0.6	0.0	0.0	15.0	20.4	0.0	0.0	0.0	41.5	0.0	47.3
LOS by Move:	E+	A	A	A	B	C+	A	A	A	D	A	D
HCM2kAvgQ:	11	1	0	0	9	23	0	0	0	17	0	23

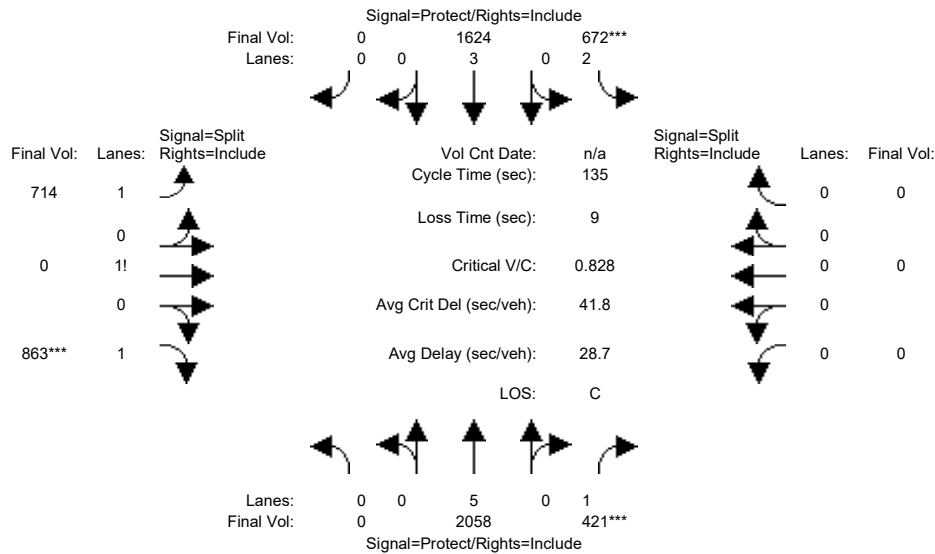
Note: Queue reported is the number of cars per lane.



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Intersection #10: De Anza Boulevard / I-280 Ramps (South)



Street Name:	De Anza Boulevard						I-280 Ramps (South)					
	North Bound			South Bound			East Bound			West Bound		
Approach:												
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	0	0	0
Y+R:	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0

Volume Module:												
Base Vol:	0	1571	407	594	1492	0	636	0	782	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	1571	407	594	1492	0	636	0	782	0	0	0
Added Vol:	0	458	8	66	124	0	5	0	63	0	0	0
PasserByVol:	0	29	6	12	8	0	73	0	18	0	0	0
Initial Fut:	0	2058	421	672	1624	0	714	0	863	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	2058	421	672	1624	0	714	0	863	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	2058	421	672	1624	0	714	0	863	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	0	2058	421	672	1624	0	714	0	863	0	0	0

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	5.00	1.00	2.00	3.00	0.00	1.45	0.00	1.55	0.00	0.00	0.00
Final Sat.:	0	9500	1750	3150	5700	0	2542	0	2708	0	0	0

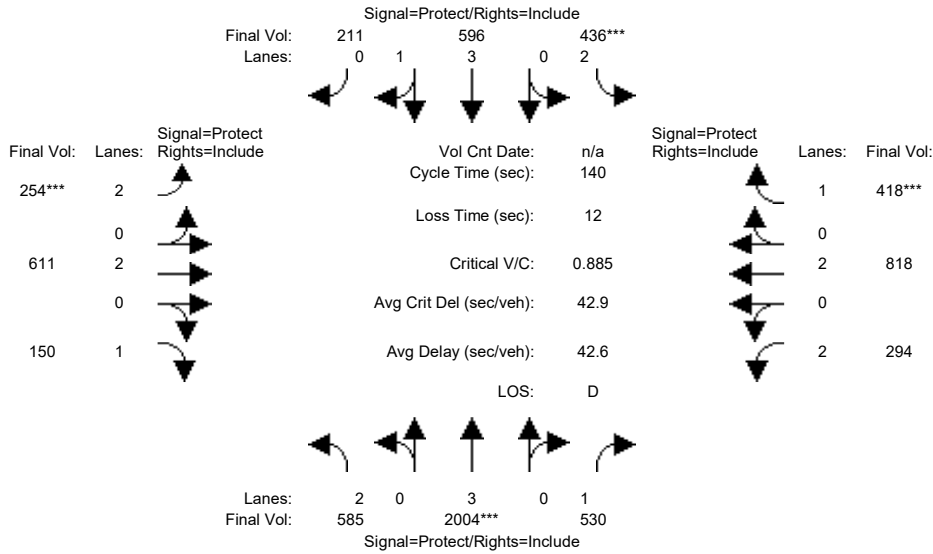
Capacity Analysis Module:												
Vol/Sat:	0.00	0.22	0.24	0.21	0.28	0.00	0.28	0.00	0.32	0.00	0.00	0.00
Crit Moves:			****	****					****			
Green Time:	0.0	39.2	39.2	34.8	74.0	0.0	52.0	0.0	52.0	0.0	0.0	0.0
Volume/Cap:	0.00	0.75	0.83	0.83	0.52	0.00	0.73	0.00	0.83	0.00	0.00	0.00
Delay/Veh:	0.0	32.7	43.3	43.4	3.8	0.0	36.8	0.0	40.6	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	32.7	43.3	43.4	3.8	0.0	36.8	0.0	40.6	0.0	0.0	0.0
LOS by Move:	A	C-	D	D	A	A	D+	A	D	A	A	A
HCM2kAvgQ:	0	14	17	15	4	0	20	0	24	0	0	0

Note: Queue reported is the number of cars per lane.

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Intersection #11: De Anza Boulevard / Stevens Creek Boulevard



Street Name:	De Anza Boulevard						Stevens Creek Boulevard					
	North Bound			South Bound			East Bound			West Bound		
Approach:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:												
Base Vol:	578	1664	193	304	527	200	213	373	131	225	697	298
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	578	1664	193	304	527	200	213	373	131	225	697	298
Added Vol:	7	329	262	110	65	11	41	214	19	57	113	96
PasserByVol:	0	11	75	22	4	0	0	24	0	12	8	24
Initial Fut:	585	2004	530	436	596	211	254	611	150	294	818	418
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	585	2004	530	436	596	211	254	611	150	294	818	418
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	585	2004	530	436	596	211	254	611	150	294	818	418
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	585	2004	530	436	596	211	254	611	150	294	818	418

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	3150	5700	1750	3150	5700	1750	3150	3800	1750	3150	3800	1750

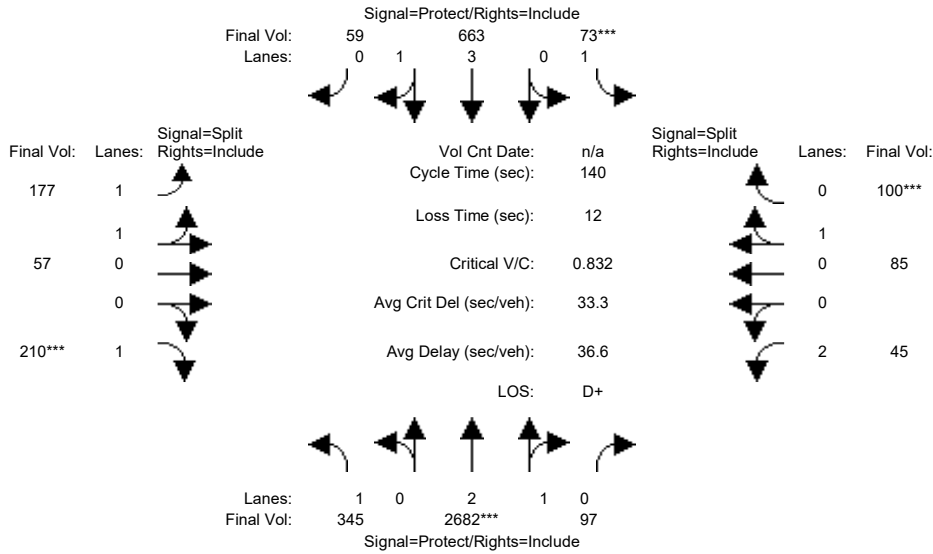
Capacity Analysis Module:												
Vol/Sat:	0.19	0.35	0.30	0.14	0.10	0.12	0.08	0.16	0.09	0.09	0.22	0.24
Crit Moves:	****			****			****			****		
Green Time:	47.0	55.6	55.6	21.9	30.5	30.5	12.8	32.0	32.0	18.6	37.8	37.8
Volume/Cap:	0.55	0.89	0.76	0.89	0.48	0.55	0.89	0.70	0.38	0.70	0.80	0.89
Delay/Veh:	25.8	26.6	25.5	68.0	39.2	40.1	89.1	52.3	46.2	63.5	52.0	66.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	25.8	26.6	25.5	68.0	39.2	40.1	89.1	52.3	46.2	63.5	52.0	66.9
LOS by Move:	C	C	C	E	D	D	F	D-	D	E	D-	E
HCM2kAvgQ:	9	23	16	12	6	8	7	11	5	7	16	19

Note: Queue reported is the number of cars per lane.

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2000 HCM Operations (Future Volume Alternative)  
Background AM PP

Intersection #12: De Anza Boulevard / McClellan Road



Street Name:	De Anza Boulevard						McClellan Road					
	North Bound			South Bound			East Bound			West Bound		
Approach:												
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:												
Base Vol:	345	2009	97	73	506	58	170	57	210	45	85	96
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	345	2009	97	73	506	58	170	57	210	45	85	96
Added Vol:	0	598	0	0	142	0	0	0	0	0	0	0
PasserByVol:	0	75	0	0	15	1	7	0	0	0	0	4
Initial Fut:	345	2682	97	73	663	59	177	57	210	45	85	100
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	345	2682	97	73	663	59	177	57	210	45	85	100
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	345	2682	97	73	663	59	177	57	210	45	85	100
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	345	2682	97	73	663	59	177	57	210	45	85	100

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	0.99	0.95	0.93	0.95	0.92	0.83	0.95	0.95
Lanes:	1.00	2.89	0.11	1.00	3.66	0.34	1.52	0.48	1.00	2.00	0.46	0.54
Final Sat.:	1750	5404	195	1750	6886	613	2685	865	1750	3150	827	973

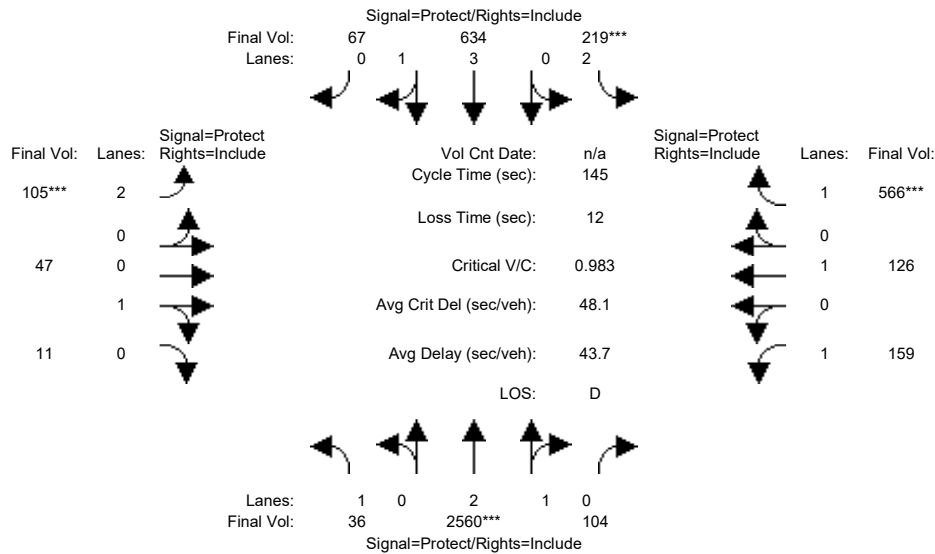
Capacity Analysis Module:												
Vol/Sat:	0.20	0.50	0.50	0.04	0.10	0.10	0.07	0.07	0.12	0.01	0.10	0.10
Crit Moves:	****			****			****			****		
Green Time:	60.8	83.5	83.5	7.0	29.7	29.7	20.2	20.2	20.2	17.3	17.3	17.3
Volume/Cap:	0.45	0.83	0.83	0.83	0.45	0.45	0.46	0.46	0.83	0.12	0.83	0.83
Delay/Veh:	28.3	24.5	24.5	112.1	48.3	48.3	55.5	55.5	78.6	54.7	82.5	82.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	28.3	24.5	24.5	112.1	48.3	48.3	55.5	55.5	78.6	54.7	82.5	82.5
LOS by Move:	C	C	C	F	D	D	E+	E+	E-	D-	F	F
HCM2kAvgQ:	10	30	30	4	7	7	5	5	12	1	10	10

Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report  
2000 HCM Operations (Future Volume Alternative)  
Background AM PP

Intersection #13: De Anza Boulevard / Bollinger Road



Street Name:	De Anza Boulevard						Bollinger road					
	North Bound			South Bound			East Bound			West Bound		
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	10	10	10	7	10	10	10	10	10
Y+R:	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0

Volume Module:												
Base Vol:	36	1928	99	213	484	66	100	42	11	157	125	529
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	36	1928	99	213	484	66	100	42	11	157	125	529
Added Vol:	0	561	3	5	136	1	5	5	0	1	1	32
PasserByVol:	0	71	2	1	14	0	0	0	0	1	0	5
Initial Fut:	36	2560	104	219	634	67	105	47	11	159	126	566
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	36	2560	104	219	634	67	105	47	11	159	126	566
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	36	2560	104	219	634	67	105	47	11	159	126	566
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	36	2560	104	219	634	67	105	47	11	159	126	566

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.83	0.99	0.95	0.83	0.95	0.95	0.92	1.00	0.92
Lanes:	1.00	2.88	0.12	2.00	3.60	0.40	2.00	0.81	0.19	1.00	1.00	1.00
Final Sat.:	1750	5381	219	3150	6782	717	3150	1459	341	1750	1900	1750

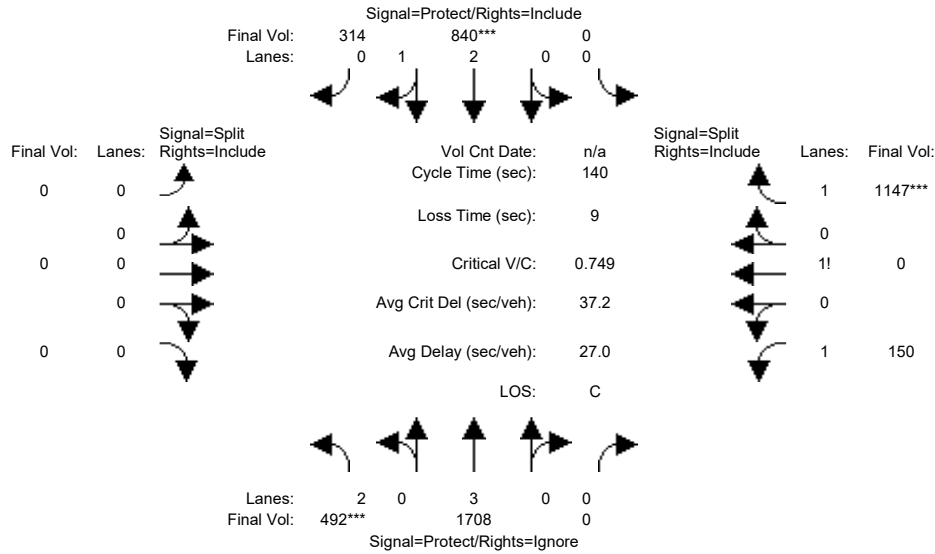
Capacity Analysis Module:												
Vol/Sat:	0.02	0.48	0.48	0.07	0.09	0.09	0.03	0.03	0.03	0.09	0.07	0.32
Crit Moves:	****			****			****			****		
Green Time:	26.9	69.0	69.0	10.1	52.2	52.2	7.0	23.3	23.3	30.6	46.9	46.9
Volume/Cap:	0.11	1.00	1.00	1.00	0.26	0.26	0.69	0.20	0.20	0.43	0.20	1.00
Delay/Veh:	41.8	32.3	32.3	124.8	20.6	20.6	80.6	53.1	53.1	50.4	35.7	86.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	41.8	32.3	32.3	124.8	20.6	20.6	80.6	53.1	53.1	50.4	35.7	86.8
LOS by Move:	D	C-	C-	F	C+	C+	F	D-	D-	D	D+	F
HCM2kAvgQ:	1	45	45	7	4	4	4	2	2	6	4	32

Note: Queue reported is the number of cars per lane.

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2000 HCM Operations (Future Volume Alternative)  
Background AM PP

Intersection #14: De Anza Boulevard / SR-85 Ramps (North)



Street Name:	De Anza Boulevard						SR-85 Ramps (North)					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	0	0	0	7	10	10
Y+R:	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0

Volume Module:												
Base Vol:	492	1444	0	0	712	294	0	0	0	150	0	776
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	492	1444	0	0	712	294	0	0	0	150	0	776
Added Vol:	0	239	0	0	117	20	0	0	0	0	0	326
PasserByVol:	0	25	0	0	11	0	0	0	0	0	0	45
Initial Fut:	492	1708	0	0	840	314	0	0	0	150	0	1147
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	492	1708	0	0	840	314	0	0	0	150	0	1147
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	492	1708	0	0	840	314	0	0	0	150	0	1147
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	492	1708	0	0	840	314	0	0	0	150	0	1147

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.92	1.00	0.95	0.92	1.00	0.92	0.92	1.00	0.95
Lanes:	2.00	3.00	0.00	0.00	2.15	0.85	0.00	0.00	0.00	1.12	0.00	1.88
Final Sat.:	3150	5700	0	0	4074	1523	0	0	0	1957	0	3387

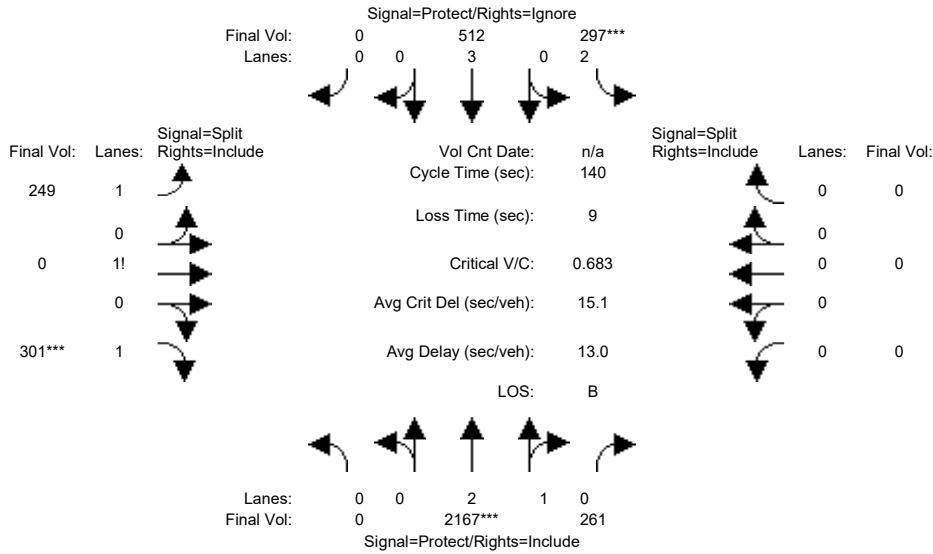
Capacity Analysis Module:												
Vol/Sat:	0.16	0.30	0.00	0.00	0.21	0.21	0.00	0.00	0.00	0.08	0.00	0.34
Crit Moves:	****			****								****
Green Time:	29.2	67.7	0.0	0.0	38.5	38.5	0.0	0.0	0.0	63.3	0.0	63.3
Volume/Cap:	0.75	0.62	0.00	0.00	0.75	0.75	0.00	0.00	0.00	0.17	0.00	0.75
Delay/Veh:	47.6	10.4	0.0	0.0	36.7	36.7	0.0	0.0	0.0	22.8	0.0	33.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	47.6	10.4	0.0	0.0	36.7	36.7	0.0	0.0	0.0	22.8	0.0	33.6
LOS by Move:	D	B+	A	A	D+	D+	A	A	A	C+	A	C-
HCM2kAvgQ:	11	9	0	0	14	14	0	0	0	4	0	23

Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report  
2000 HCM Operations (Future Volume Alternative)  
Background AM PP

Intersection #15: De Anza Boulevard / SR-85 Ramps (South)



Street Name:	De Anza Boulevard						SR-85 Ramps (South)					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	0	0	0
Y+R:	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0

Volume Module:												
Base Vol:	0	1903	261	241	441	0	249	0	301	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	1903	261	241	441	0	249	0	301	0	0	0
Added Vol:	0	239	0	51	66	0	0	0	0	0	0	0
PasserByVol:	0	25	0	5	5	0	0	0	0	0	0	0
Initial Fut:	0	2167	261	297	512	0	249	0	301	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	2167	261	297	512	0	249	0	301	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	2167	261	297	512	0	249	0	301	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	0	2167	261	297	512	0	249	0	301	0	0	0

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.99	0.95	0.83	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	2.67	0.33	2.00	3.00	0.00	1.45	0.00	1.55	0.00	0.00	0.00
Final Sat.:	0	4997	602	3150	5700	0	2542	0	2708	0	0	0

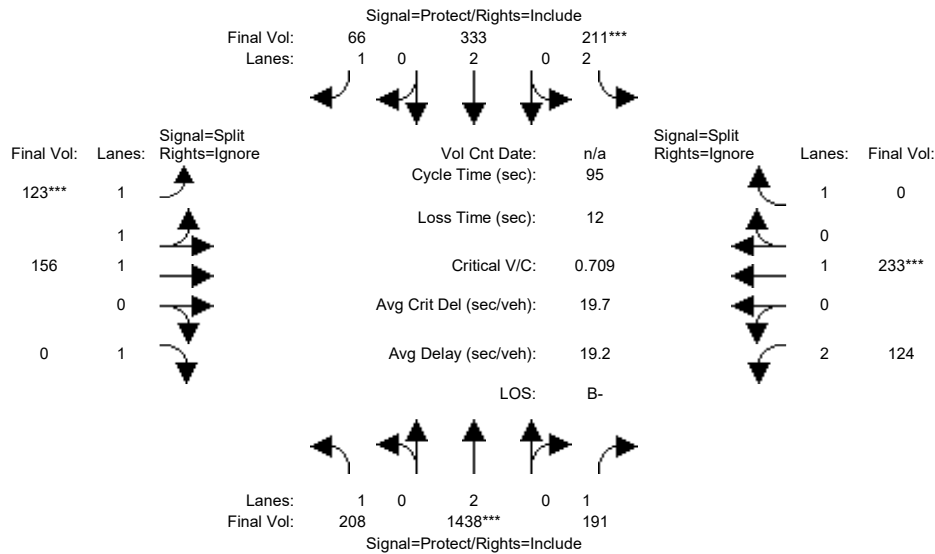
Capacity Analysis Module:												
Vol/Sat:	0.00	0.43	0.43	0.09	0.09	0.00	0.10	0.00	0.11	0.00	0.00	0.00
Crit Moves:	****			****			****			****		
Green Time:	0.0	88.9	88.9	19.3	108	0.0	22.8	0.0	22.8	0.0	0.0	0.0
Volume/Cap:	0.00	0.68	0.68	0.68	0.12	0.00	0.60	0.00	0.68	0.00	0.00	0.00
Delay/Veh:	0.0	0.6	0.6	55.7	0.0	0.0	55.5	0.0	57.6	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.6	0.6	55.7	0.0	0.0	55.5	0.0	57.6	0.0	0.0	0.0
LOS by Move:	A	A	A	E+	A	A	E+	A	E+	A	A	A
HCM2kAvgQ:	0	1	1	7	0	0	8	0	10	0	0	0

Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report  
2000 HCM Operations (Future Volume Alternative)  
Background AM PP

Intersection #16: De Anza Boulevard/Saratoga-Sunnyvale Road / Prospect Road



Street Name: De Anza Boulevard/Saratoga-Sunnyv	Prospect Road											
	North Bound			South Bound			East Bound			West Bound		
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0

Volume Module:

Base Vol:	208	1194	191	211	266	62	104	156	88	124	233	541
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	208	1194	191	211	266	62	104	156	88	124	233	541
Added Vol:	0	219	0	0	62	4	19	0	0	0	0	0
PasserByVol:	0	25	0	0	5	0	0	0	0	0	0	0
Initial Fut:	208	1438	191	211	333	66	123	156	88	124	233	541
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Volume:	208	1438	191	211	333	66	123	156	0	124	233	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	208	1438	191	211	333	66	123	156	0	124	233	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
Final Volume:	208	1438	191	211	333	66	123	156	0	124	233	0

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.83	1.00	0.92	0.93	0.98	0.92	0.83	1.00	0.92
Lanes:	1.00	2.00	1.00	2.00	2.00	1.00	1.36	1.64	1.00	2.00	1.00	1.00
Final Sat.:	1750	3800	1750	3150	3800	1750	2401	3045	1750	3150	1900	1750

Capacity Analysis Module:

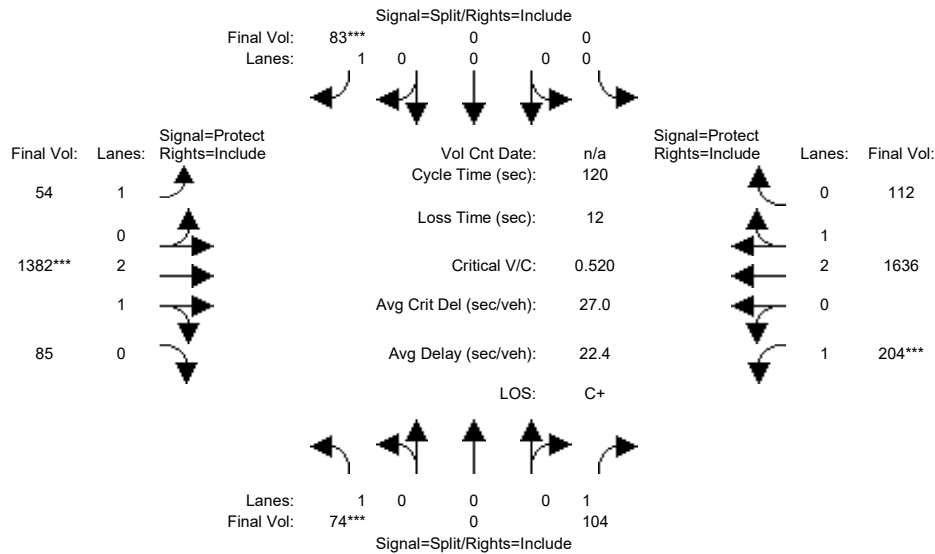
Vol/Sat:	0.12	0.38	0.11	0.07	0.09	0.04	0.05	0.05	0.00	0.04	0.12	0.00
Crit Moves:	****			****			****			****		
Green Time:	30.4	48.6	48.6	8.6	26.9	26.9	10.0	10.0	0.0	15.8	15.8	0.0
Volume/Cap:	0.37	0.74	0.21	0.74	0.31	0.13	0.49	0.49	0.00	0.24	0.74	0.00
Delay/Veh:	17.6	7.0	3.9	49.1	19.9	18.8	40.7	40.7	0.0	34.6	46.6	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	17.6	7.0	3.9	49.1	19.9	18.8	40.7	40.7	0.0	34.6	46.6	0.0
LOS by Move:	B	A	A	D	B-	B-	D	D	A	C-	D	A
HCM2kAvgQ:	4	10	1	4	3	1	3	3	0	2	7	0

Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report  
2000 HCM Operations (Future Volume Alternative)  
Background AM PP

Intersection #17: Torre Avenue-Vista Drive / Stevens Creek Boulevard



Street Name:	Torre Avenue-Vista Drive						Stevens Creek Boulevard					
	North Bound			South Bound			East Bound			West Bound		
Approach:												
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:												
Base Vol:	74	0	104	0	0	83	54	655	85	204	1326	112
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	74	0	104	0	0	83	54	655	85	204	1326	112
Added Vol:	0	0	0	0	0	0	0	586	0	0	266	0
PasserByVol:	0	0	0	0	0	0	0	141	0	0	44	0
Initial Fut:	74	0	104	0	0	83	54	1382	85	204	1636	112
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	74	0	104	0	0	83	54	1382	85	204	1636	112
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	74	0	104	0	0	83	54	1382	85	204	1636	112
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	74	0	104	0	0	83	54	1382	85	204	1636	112

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	0.98	0.95	0.92	0.98	0.95
Lanes:	1.00	0.00	1.00	0.00	0.00	1.00	1.00	2.82	0.18	1.00	2.80	0.20
Final Sat.:	1750	0	1750	0	0	1750	1750	5275	324	1750	5241	359

Capacity Analysis Module:												
Vol/Sat:	0.04	0.00	0.06	0.00	0.00	0.05	0.03	0.26	0.26	0.12	0.31	0.31
Crit Moves:	***					***		***		***		
Green Time:	13.7	0.0	13.7	0.0	0.0	10.5	13.2	58.0	58.0	25.8	70.6	70.6
Volume/Cap:	0.37	0.00	0.52	0.00	0.00	0.54	0.28	0.54	0.54	0.54	0.53	0.53
Delay/Veh:	50.3	0.0	52.5	0.0	0.0	56.4	49.8	21.9	21.9	43.5	14.9	14.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	50.3	0.0	52.5	0.0	0.0	56.4	49.8	21.9	21.9	43.5	14.9	14.9
LOS by Move:	D	A	D-	A	A	E+	D	C+	C+	D	B	B
HCM2kAvgQ:	3	0	5	0	0	4	2	12	12	7	12	12

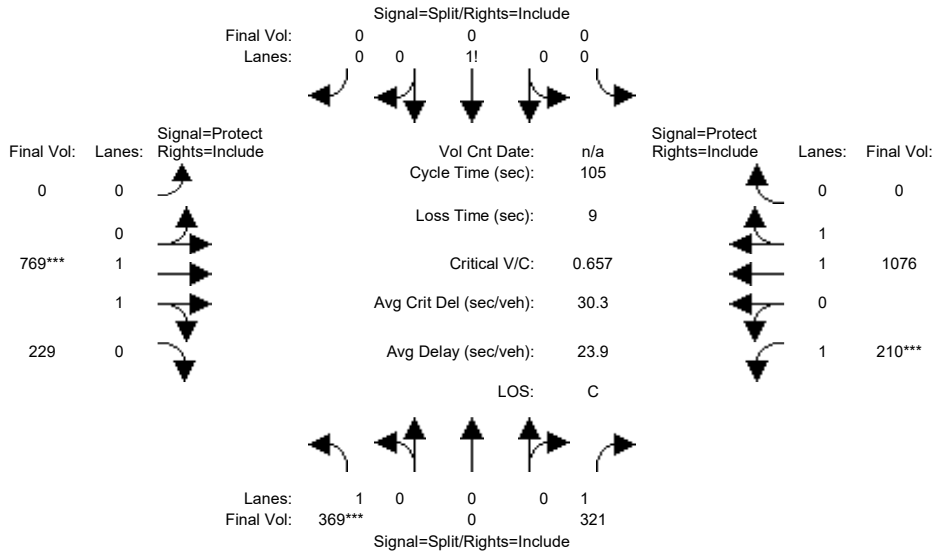
Note: Queue reported is the number of cars per lane.



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Intersection #18: Blaney Avenue / Homestead Road



Street Name:	Blaney Avenue						Homestead Road					
	North Bound			South Bound			East Bound			West Bound		
Approach:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:												
Base Vol:	365	0	279	0	0	0	0	462	214	205	960	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	365	0	279	0	0	0	0	462	214	205	960	0
Added Vol:	4	0	0	0	0	0	0	121	15	0	90	0
PasserByVol:	0	0	42	0	0	0	0	186	0	5	26	0
Initial Fut:	369	0	321	0	0	0	0	769	229	210	1076	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	369	0	321	0	0	0	0	769	229	210	1076	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	369	0	321	0	0	0	0	769	229	210	1076	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	369	0	321	0	0	0	0	769	229	210	1076	0

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	0.92	0.92	0.92	0.98	0.95	0.92	0.97	0.92
Lanes:	1.00	0.00	1.00	0.00	1.00	0.00	0.00	1.53	0.47	1.00	2.00	0.00
Final Sat.:	1750	0	1750	0	1750	0	0	2850	849	1750	3700	0

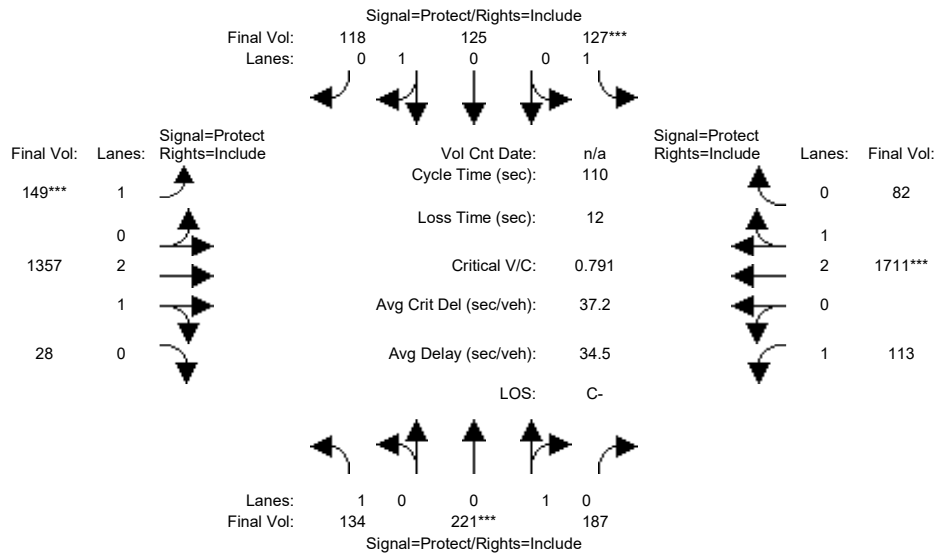
Capacity Analysis Module:												
Vol/Sat:	0.21	0.00	0.18	0.00	0.00	0.00	0.00	0.27	0.27	0.12	0.29	0.00
Crit Moves:	***						***			***		
Green Time:	33.7	0.0	33.7	0.0	0.0	0.0	0.0	43.1	43.1	19.2	62.3	0.0
Volume/Cap:	0.66	0.00	0.57	0.00	0.00	0.00	0.00	0.66	0.66	0.66	0.49	0.00
Delay/Veh:	33.5	0.0	31.1	0.0	0.0	0.0	0.0	26.0	26.0	44.8	12.4	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	33.5	0.0	31.1	0.0	0.0	0.0	0.0	26.0	26.0	44.8	12.4	0.0
LOS by Move:	C-	A	C	A	A	A	A	C	C	D	B	A
HCM2kAvgQ:	12	0	10	0	0	0	0	13	13	7	10	0

Note: Queue reported is the number of cars per lane.

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Intersection #19: Blaney Avenue / Stevens Creek Boulevard



Street Name:	Blaney Avenue						Stevens Creek Boulevard					
	North Bound			South Bound			East Bound			West Bound		
Approach:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:												
Base Vol:	134	221	174	112	125	118	149	631	28	110	1402	78
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	134	221	174	112	125	118	149	631	28	110	1402	78
Added Vol:	0	0	13	15	0	0	0	586	0	3	266	4
PasserByVol:	0	0	0	0	0	0	0	140	0	0	43	0
Initial Fut:	134	221	187	127	125	118	149	1357	28	113	1711	82
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	134	221	187	127	125	118	149	1357	28	113	1711	82
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	134	221	187	127	125	118	149	1357	28	113	1711	82
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	134	221	187	127	125	118	149	1357	28	113	1711	82

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.95	0.95	0.92	0.95	0.95	0.92	0.98	0.95	0.92	0.98	0.95
Lanes:	1.00	0.54	0.46	1.00	0.51	0.49	1.00	2.94	0.06	1.00	2.86	0.14
Final Sat.:	1750	975	825	1750	926	874	1750	5487	113	1750	5344	256

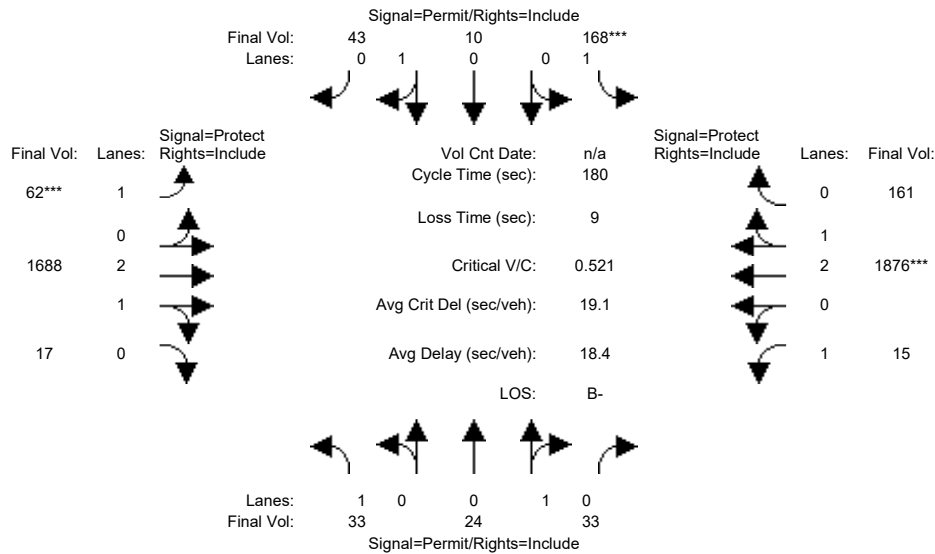
Capacity Analysis Module:												
Vol/Sat:	0.08	0.23	0.23	0.07	0.14	0.14	0.09	0.25	0.25	0.06	0.32	0.32
Crit Moves:	****			****			****			****		
Green Time:	15.1	31.5	31.5	10.1	26.6	26.6	11.8	44.7	44.7	11.7	44.5	44.5
Volume/Cap:	0.56	0.79	0.79	0.79	0.56	0.56	0.79	0.61	0.61	0.61	0.79	0.79
Delay/Veh:	47.3	44.3	44.3	71.7	38.2	38.2	67.8	26.2	26.2	52.7	30.6	30.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	47.3	44.3	44.3	71.7	38.2	38.2	67.8	26.2	26.2	52.7	30.6	30.6
LOS by Move:	D	D	D	E	D+	D+	E	C	C	D-	C	C
HCM2kAvgQ:	5	14	14	7	8	8	6	12	12	4	18	18

Note: Queue reported is the number of cars per lane.

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Intersection #20: Portal Avenue / Stevens Creek Boulevard



Street Name:	Portal Avenue						Stevens Creek Boulevard					
	North Bound			South Bound			East Bound			West Bound		
Approach:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:												
Base Vol:	33	24	33	168	10	43	62	888	17	15	1577	161
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	33	24	33	168	10	43	62	888	17	15	1577	161
Added Vol:	0	0	0	0	0	0	0	614	0	0	273	0
PasserByVol:	0	0	0	0	0	0	0	186	0	0	26	0
Initial Fut:	33	24	33	168	10	43	62	1688	17	15	1876	161
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	33	24	33	168	10	43	62	1688	17	15	1876	161
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	33	24	33	168	10	43	62	1688	17	15	1876	161
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	33	24	33	168	10	43	62	1688	17	15	1876	161

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.95	0.95	0.92	0.95	0.95	0.92	0.98	0.95	0.92	0.99	0.95
Lanes:	1.00	0.42	0.58	1.00	0.19	0.81	1.00	2.97	0.03	1.00	2.75	0.25
Final Sat.:	1750	758	1042	1750	340	1460	1750	5544	56	1750	5157	443

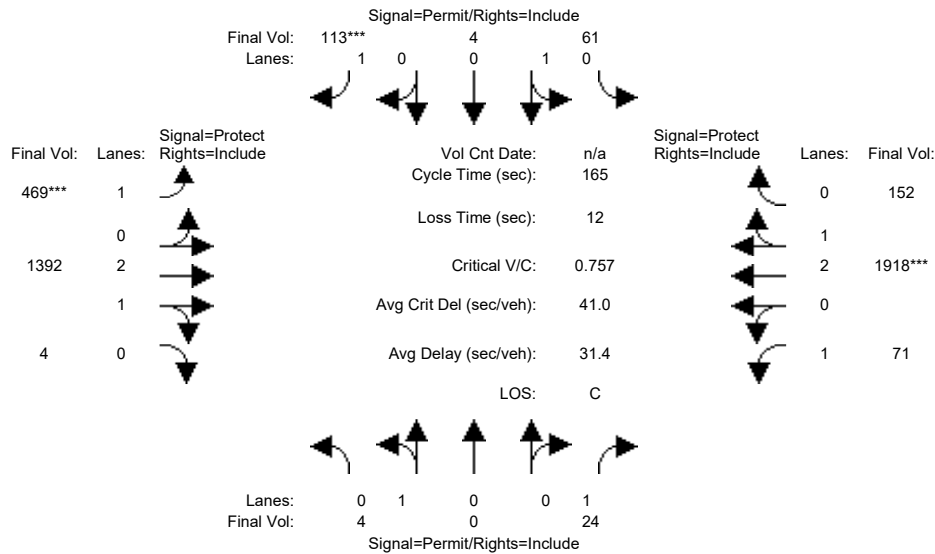
Capacity Analysis Module:												
Vol/Sat:	0.02	0.03	0.03	0.10	0.03	0.03	0.04	0.30	0.30	0.01	0.36	0.36
Crit Moves:				****			****			****		
Green Time:	33.1	33.1	33.1	33.1	33.1	33.1	12.2	122	122.2	15.6	126	125.6
Volume/Cap:	0.10	0.17	0.17	0.52	0.16	0.16	0.52	0.45	0.45	0.10	0.52	0.52
Delay/Veh:	61.2	62.1	62.1	67.8	61.9	61.9	85.2	13.4	13.4	76.0	13.0	13.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	61.2	62.1	62.1	67.8	61.9	61.9	85.2	13.4	13.4	76.0	13.0	13.0
LOS by Move:	E	E	E	E	E	E	F	B	B	E-	B	B
HCM2kAvgQ:	2	3	3	9	3	3	3	14	14	1	17	17

Note: Queue reported is the number of cars per lane.

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Intersection #21: Perimeter Road / Stevens Creek Boulevard



Street Name:	Perimeter Road						Stevens Creek Boulevard					
	North Bound			South Bound			East Bound			West Bound		
Approach:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:												
Base Vol:	4	0	24	23	4	11	42	1067	4	71	1706	53
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	4	0	24	23	4	11	42	1067	4	71	1706	53
Added Vol:	0	0	0	38	0	102	427	187	0	0	171	99
PasserByVol:	0	0	0	0	0	0	0	138	0	0	41	0
Initial Fut:	4	0	24	61	4	113	469	1392	4	71	1918	152
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	4	0	24	61	4	113	469	1392	4	71	1918	152
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	4	0	24	61	4	113	469	1392	4	71	1918	152
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	4	0	24	61	4	113	469	1392	4	71	1918	152

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.92	0.95	0.95	0.92	0.92	0.98	0.95	0.92	0.99	0.95
Lanes:	1.00	0.00	1.00	0.94	0.06	1.00	1.00	2.99	0.01	1.00	2.77	0.23
Final Sat.:	1800	0	1750	1689	111	1750	1750	5584	16	1750	5188	411

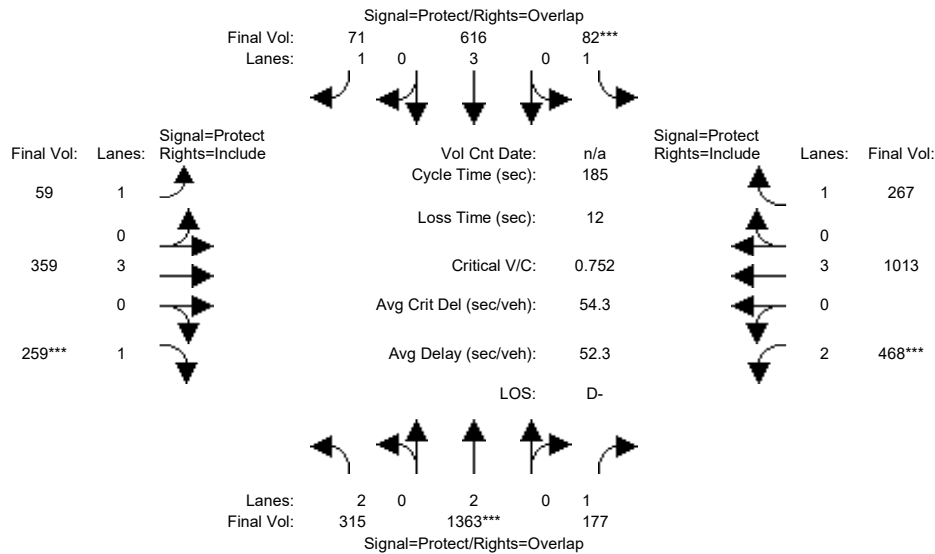
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.01	0.04	0.04	0.06	0.27	0.25	0.25	0.04	0.37	0.37
Crit Moves:						****	****				****	
Green Time:	14.1	0.0	14.1	14.1	14.1	14.1	58.4	119	118.7	20.2	80.5	80.5
Volume/Cap:	0.03	0.00	0.16	0.42	0.42	0.76	0.76	0.35	0.35	0.33	0.76	0.76
Delay/Veh:	69.3	0.0	70.5	73.5	73.5	93.6	52.4	8.7	8.7	67.1	35.6	35.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	69.3	0.0	70.5	73.5	73.5	93.6	52.4	8.7	8.7	67.1	35.6	35.6
LOS by Move:	E	A	E	E	E	F	D-	A	A	E	D+	D+
HCM2kAvgQ:	0	0	1	4	4	8	23	9	9	3	26	26

Note: Queue reported is the number of cars per lane.

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Intersection #22: Wolfe Road / El Camino Real



Street Name:	Wolfe Road						El Camino Real					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:	Wolfe Road NB			Wolfe Road SB			El Camino Real EB			El Camino Real WB		
Base Vol:	277	1285	28	78	544	71	59	308	206	348	913	257
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	277	1285	28	78	544	71	59	308	206	348	913	257
Added Vol:	32	75	149	4	45	0	0	51	26	110	91	10
PasserByVol:	6	3	0	0	27	0	0	0	27	10	9	0
Initial Fut:	315	1363	177	82	616	71	59	359	259	468	1013	267
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	315	1363	177	82	616	71	59	359	259	468	1013	267
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	315	1363	177	82	616	71	59	359	259	468	1013	267
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	315	1363	177	82	616	71	59	359	259	468	1013	267

Saturation Flow Module:	Wolfe Road NB			Wolfe Road SB			El Camino Real EB			El Camino Real WB		
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.83	1.00	0.92
Lanes:	2.00	2.00	1.00	1.00	3.00	1.00	1.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	3150	3800	1750	1750	5700	1750	1750	5700	1750	3150	5700	1750

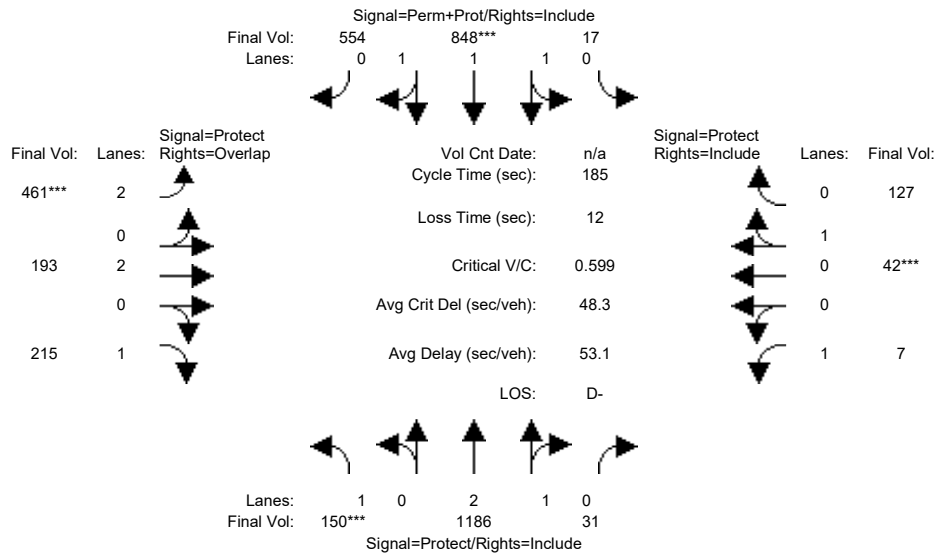
Capacity Analysis Module:	Wolfe Road NB			Wolfe Road SB			El Camino Real EB			El Camino Real WB		
Vol/Sat:	0.10	0.36	0.10	0.05	0.11	0.04	0.03	0.06	0.15	0.15	0.18	0.15
Crit Moves:	****			****			****			****		
Green Time:	47.9	88.2	124.7	11.5	51.8	64.9	13.1	36.4	36.4	36.5	59.8	59.8
Volume/Cap:	0.39	0.75	0.15	0.75	0.39	0.12	0.48	0.32	0.75	0.75	0.55	0.47
Delay/Veh:	55.2	40.2	10.7	108.1	52.5	39.6	83.3	62.1	77.2	73.2	50.5	49.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	55.2	40.2	10.7	108.1	52.5	39.6	83.3	62.1	77.2	73.2	50.5	49.2
LOS by Move:	E+	D	B+	F	D-	D	F	E	E-	E	D	D
HCM2kAvgQ:	8	29	4	6	9	3	4	6	16	14	14	12

Note: Queue reported is the number of cars per lane.

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Background AM PP

Intersection #23: Wolfe Road / Fremont Avenue



Street Name:	Wolfe Road						Fremont Avenue					
	North Bound			South Bound			East Bound			West Bound		
Approach:	L	T	R	L	T	R	L	T	R	L	T	R
Movement:												
Min. Green:	7	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:												
Base Vol:	114	1026	30	17	664	492	354	183	148	6	42	127
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	114	1026	30	17	664	492	354	183	148	6	42	127
Added Vol:	21	150	0	0	122	60	107	0	30	0	0	0
PasserByVol:	15	10	1	0	62	2	0	10	37	1	0	0
Initial Fut:	150	1186	31	17	848	554	461	193	215	7	42	127
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	150	1186	31	17	848	554	461	193	215	7	42	127
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	150	1186	31	17	848	554	461	193	215	7	42	127
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	150	1186	31	17	848	554	461	193	215	7	42	127

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.95	0.98	0.95	0.83	1.00	0.92	0.92	0.95	0.95
Lanes:	1.00	2.92	0.08	0.04	1.96	1.00	2.00	2.00	1.00	1.00	0.25	0.75
Final Sat.:	1750	5457	143	73	3636	1800	3150	3800	1750	1750	447	1353

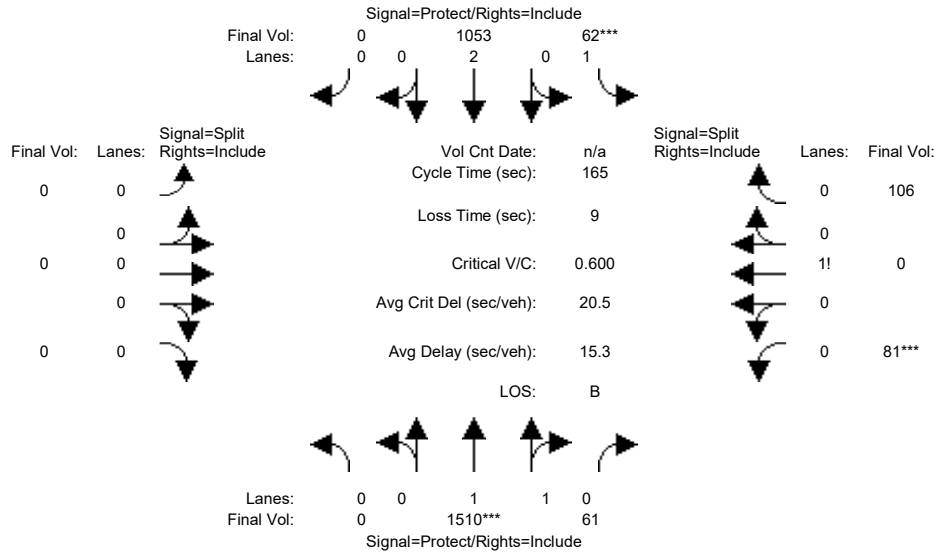
Capacity Analysis Module:												
Vol/Sat:	0.09	0.22	0.22	0.00	0.23	0.31	0.15	0.05	0.12	0.00	0.09	0.09
Crit Moves:	***			****			****			****		
Green Time:	24.5	54.3	54.3	61.4	88.1	88.1	36.6	35.3	59.9	24.7	23.5	23.5
Volume/Cap:	0.65	0.74	0.74	0.70	0.49	0.65	0.74	0.27	0.38	0.03	0.74	0.74
Delay/Veh:	80.3	59.2	59.2	53.6	32.3	36.4	72.6	62.3	47.4	67.9	87.8	87.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	80.3	59.2	59.2	53.6	32.3	36.4	72.6	62.3	47.4	67.9	87.8	87.8
LOS by Move:	F	E+	E+	D-	C-	D+	E	E	D	E	F	F
HCM2kAvgQ:	8	20	20	21	16	24	14	4	9	0	11	11

Note: Queue reported is the number of cars per lane.

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Intersection #24: Wolfe Road / Marion Way



Street Name:	Wolfe Road						Marion Way					
	North Bound			South Bound			East Bound			West Bound		
Approach:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	0	0	0	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:												
Base Vol:	0	1316	59	62	801	0	0	0	0	71	0	106
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	1316	59	62	801	0	0	0	0	71	0	106
Added Vol:	0	170	2	0	152	0	0	0	0	10	0	0
PasserByVol:	0	24	0	0	100	0	0	0	0	0	0	0
Initial Fut:	0	1510	61	62	1053	0	0	0	0	81	0	106
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	1510	61	62	1053	0	0	0	0	81	0	106
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1510	61	62	1053	0	0	0	0	81	0	106
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	0	1510	61	62	1053	0	0	0	0	81	0	106

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.97	0.95	0.92	1.00	0.92	0.92	1.00	0.92	0.92	0.92	0.92
Lanes:	0.00	1.92	0.08	1.00	2.00	0.00	0.00	0.00	0.00	0.43	0.00	0.57
Final Sat.:	0	3556	144	1750	3800	0	0	0	0	758	0	992

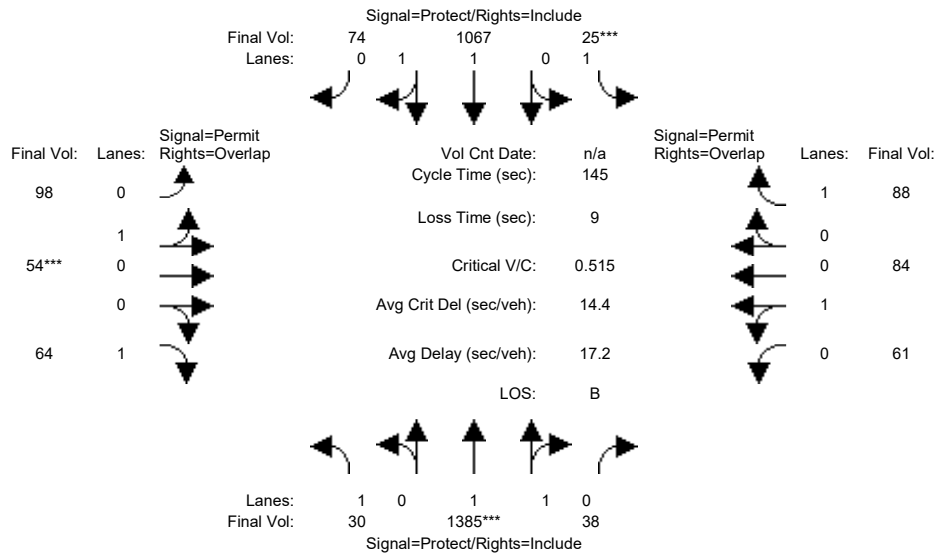
Capacity Analysis Module:												
Vol/Sat:	0.00	0.42	0.42	0.04	0.28	0.00	0.00	0.00	0.00	0.11	0.00	0.11
Crit Moves:	****			****						****		
Green Time:	0.0	117	116.8	9.7	127	0.0	0.0	0.0	0.0	29.4	0.0	29.4
Volume/Cap:	0.00	0.60	0.60	0.60	0.36	0.00	0.00	0.00	0.00	0.60	0.00	0.60
Delay/Veh:	0.0	12.6	12.6	85.1	6.3	0.0	0.0	0.0	0.0	65.6	0.0	65.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	12.6	12.6	85.1	6.3	0.0	0.0	0.0	0.0	65.6	0.0	65.6
LOS by Move:	A	B	B	F	A	A	A	A	A	E	A	E
HCM2kAvgQ:	0	20	20	3	8	0	0	0	0	10	0	10

Note: Queue reported is the number of cars per lane.

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Intersection #25: Wolfe Road / Inverness Way



Street Name:	Wolfe Road						Inverness Way					
	North Bound			South Bound			East Bound			West Bound		
Approach:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:												
Base Vol:	26	1188	36	25	805	74	98	54	39	49	84	88
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	26	1188	36	25	805	74	98	54	39	49	84	88
Added Vol:	2	173	2	0	162	0	0	0	10	10	0	0
PasserByVol:	2	24	0	0	100	0	0	0	15	2	0	0
Initial Fut:	30	1385	38	25	1067	74	98	54	64	61	84	88
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	30	1385	38	25	1067	74	98	54	64	61	84	88
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	30	1385	38	25	1067	74	98	54	64	61	84	88
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	30	1385	38	25	1067	74	98	54	64	61	84	88

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.97	0.95	0.92	0.98	0.95	0.95	0.95	0.92	0.95	0.95	0.92
Lanes:	1.00	1.95	0.05	1.00	1.87	0.13	0.64	0.36	1.00	0.42	0.58	1.00
Final Sat.:	1750	3601	99	1750	3460	240	1161	639	1750	757	1043	1750

Capacity Analysis Module:												
Vol/Sat:	0.02	0.38	0.38	0.01	0.31	0.31	0.08	0.08	0.04	0.08	0.08	0.05
Crit Moves:	****			****			****			****		
Green Time:	15.3	106	105.8	7.0	97.5	97.5	23.2	23.2	38.5	23.2	23.2	30.2
Volume/Cap:	0.16	0.53	0.53	0.30	0.46	0.46	0.53	0.53	0.14	0.50	0.50	0.24
Delay/Veh:	59.5	8.8	8.8	68.6	11.4	11.4	57.7	57.7	40.7	57.0	57.0	48.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	59.5	8.8	8.8	68.6	11.4	11.4	57.7	57.7	40.7	57.0	57.0	48.2
LOS by Move:	E+	A	A	E	B+	B+	E+	E+	D	E+	E+	D
HCM2kAvgQ:	1	14	14	1	12	12	7	7	2	7	7	4

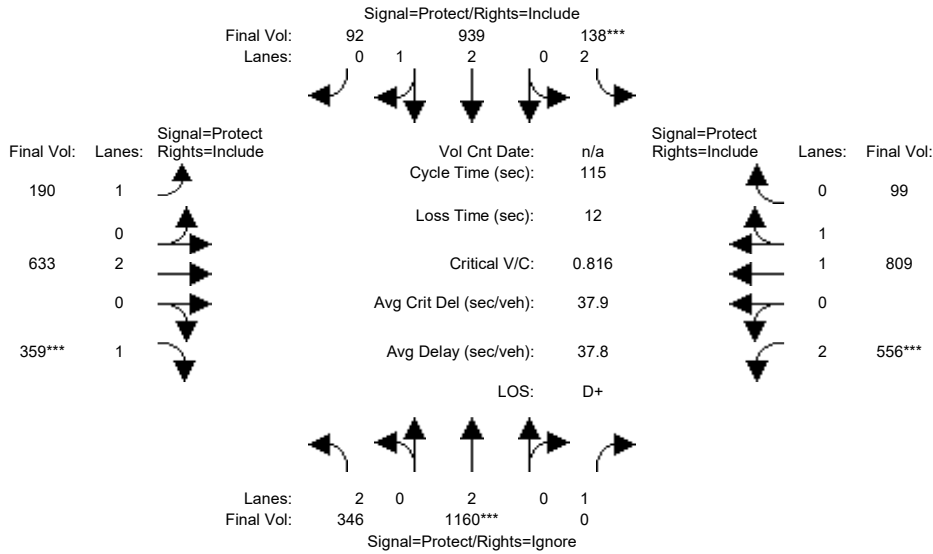
Note: Queue reported is the number of cars per lane.



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Intersection #26: Wolfe Road / Homestead Road



Street Name:	Wolfe Road						Homestead Road					
	North Bound			South Bound			East Bound			West Bound		
Approach:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:												
Base Vol:	282	980	418	95	686	88	176	441	185	374	742	84
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	282	980	418	95	686	88	176	441	185	374	742	84
Added Vol:	48	158	48	3	174	4	14	63	53	49	40	5
PasserByVol:	16	22	32	40	79	0	0	129	121	133	27	10
Initial Fut:	346	1160	498	138	939	92	190	633	359	556	809	99
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	346	1160	0	138	939	92	190	633	359	556	809	99
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	346	1160	0	138	939	92	190	633	359	556	809	99
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	346	1160	0	138	939	92	190	633	359	556	809	99

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	0.99	0.95	0.92	1.00	0.92	0.83	0.98	0.95
Lanes:	2.00	2.00	1.00	2.00	2.72	0.28	1.00	2.00	1.00	2.00	1.78	0.22
Final Sat.:	3150	3800	1750	3150	5100	500	1750	3800	1750	3150	3296	403

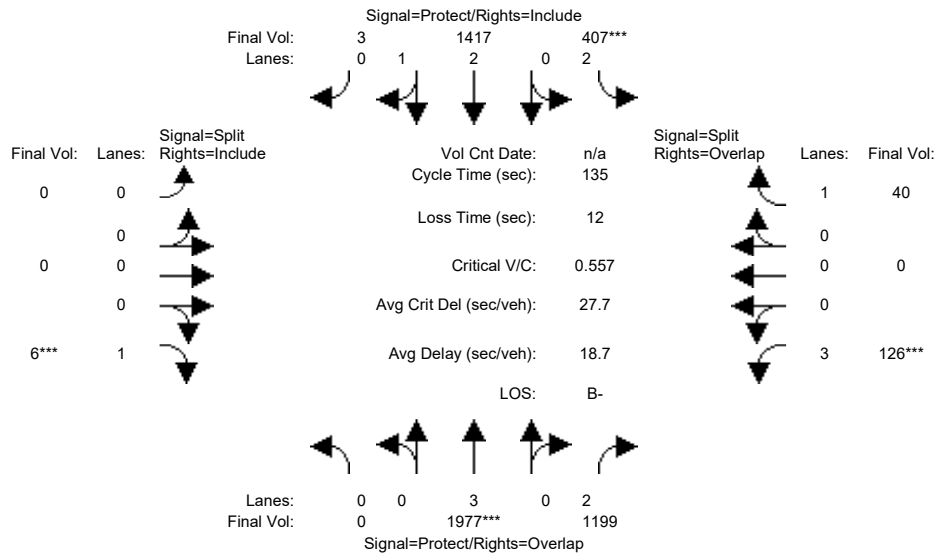
Capacity Analysis Module:												
Vol/Sat:	0.11	0.31	0.00	0.04	0.18	0.18	0.11	0.17	0.21	0.18	0.25	0.25
Crit Moves:	****			****			****			****		
Green Time:	18.6	42.7	0.0	7.0	31.1	31.1	16.4	28.7	28.7	24.7	37.0	37.0
Volume/Cap:	0.68	0.82	0.00	0.72	0.68	0.68	0.76	0.67	0.82	0.82	0.76	0.76
Delay/Veh:	43.4	23.9	0.0	63.2	29.5	29.5	60.5	40.7	52.7	51.1	38.1	38.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	43.4	23.9	0.0	63.2	29.5	29.5	60.5	40.7	52.7	51.1	38.1	38.1
LOS by Move:	D	C	A	E	C	C	E	D	D-	D-	D+	D+
HCM2kAvgQ:	7	16	0	3	10	10	7	9	13	11	14	14

Note: Queue reported is the number of cars per lane.

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Intersection #27: Wolfe Road / Apple Park



Street Name:	Wolfe Road						Apple Park					
	North Bound			South Bound			East Bound			West Bound		
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	0	0	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:												
Base Vol:	0	1684	258	113	1106	3	0	0	6	10	0	10
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	1684	258	113	1106	3	0	0	6	10	0	10
Added Vol:	0	254	0	0	276	0	0	0	0	0	0	0
PasserByVol:	0	39	941	294	35	0	0	0	0	116	0	30
Initial Fut:	0	1977	1199	407	1417	3	0	0	6	126	0	40
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	1977	1199	407	1417	3	0	0	6	126	0	40
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1977	1199	407	1417	3	0	0	6	126	0	40
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	0	1977	1199	407	1417	3	0	0	6	126	0	40

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.83	0.83	0.98	0.95	0.92	1.00	0.92	0.80	1.00	0.92
Lanes:	0.00	3.00	2.00	2.00	2.99	0.01	0.00	0.00	1.00	3.00	0.00	1.00
Final Sat.:	0	5700	3150	3150	5588	12	0	0	1750	4551	0	1750

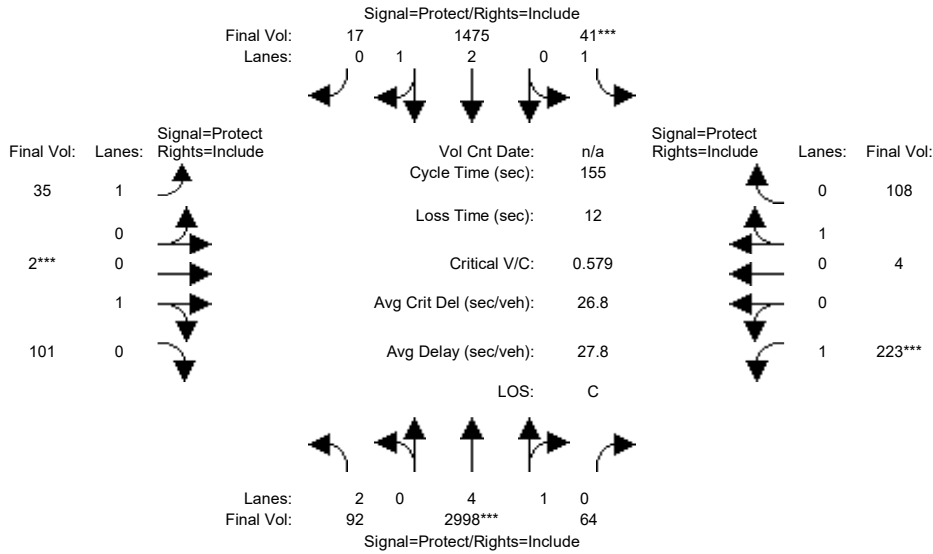
Capacity Analysis Module:												
Vol/Sat:	0.00	0.35	0.38	0.13	0.25	0.25	0.00	0.00	0.00	0.03	0.00	0.02
Crit Moves:	****			****			****			****		
Green Time:	0.0	75.0	85.0	28.0	103	103.0	0.0	0.0	10.0	10.0	0.0	38.0
Volume/Cap:	0.00	0.62	0.60	0.62	0.33	0.33	0.00	0.00	0.05	0.37	0.00	0.08
Delay/Veh:	0.0	20.8	15.5	50.6	5.1	5.1	0.0	0.0	58.2	60.2	0.0	35.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	20.8	15.5	50.6	5.1	5.1	0.0	0.0	58.2	60.2	0.0	35.8
LOS by Move:	A	C+	B	D	A	A	A	A	E+	E	A	D+
HCM2kAvgQ:	0	18	17	9	6	6	0	0	0	2	0	1

Note: Queue reported is the number of cars per lane.

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Intersection #28: Wolfe Road / Pruneridge Avenue



Street Name:	Wolfe Road						Pruneridge Avenue					
	North Bound			South Bound			East Bound			West Bound		
Approach:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:												
Base Vol:	92	1838	32	25	1063	17	35	2	101	72	4	35
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	92	1838	32	25	1063	17	35	2	101	72	4	35
Added Vol:	0	181	32	16	260	0	0	0	0	151	0	73
PasserByVol:	0	979	0	0	152	0	0	0	0	0	0	0
Initial Fut:	92	2998	64	41	1475	17	35	2	101	223	4	108
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	92	2998	64	41	1475	17	35	2	101	223	4	108
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	92	2998	64	41	1475	17	35	2	101	223	4	108
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	92	2998	64	41	1475	17	35	2	101	223	4	108

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	0.99	0.95	0.92	0.98	0.95	0.92	0.95	0.95	0.92	0.95	0.95
Lanes:	2.00	4.89	0.11	1.00	2.96	0.04	1.00	0.02	0.98	1.00	0.04	0.96
Final Sat.:	3150	9203	196	1750	5536	64	1750	35	1765	1750	64	1736

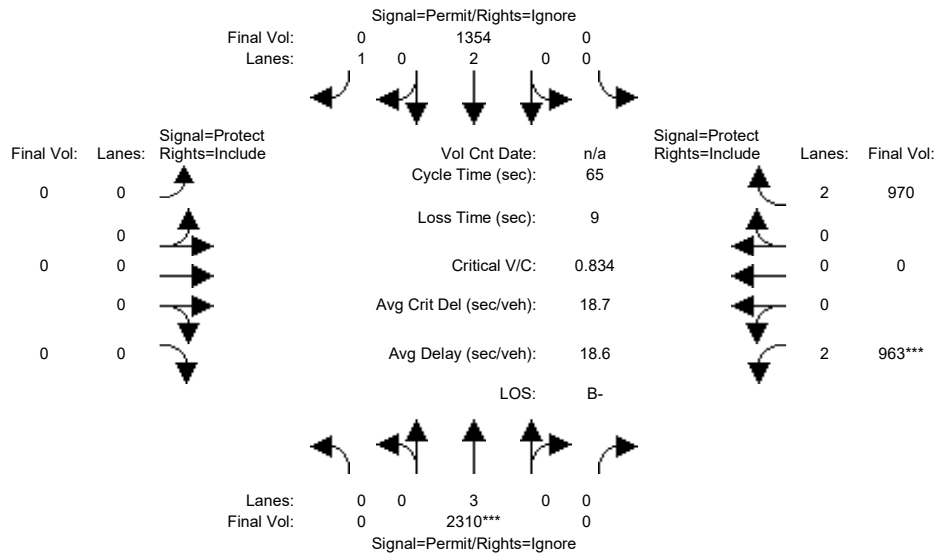
Capacity Analysis Module:												
Vol/Sat:	0.03	0.33	0.33	0.02	0.27	0.27	0.02	0.06	0.06	0.13	0.06	0.06
Crit Moves:	****			****			****			****		
Green Time:	13.6	86.8	86.8	7.0	80.2	80.2	20.3	15.2	15.2	34.0	28.9	28.9
Volume/Cap:	0.33	0.58	0.58	0.52	0.51	0.51	0.15	0.58	0.58	0.58	0.33	0.33
Delay/Veh:	67.2	22.4	22.4	78.3	24.8	24.8	60.1	71.7	71.7	56.4	55.2	55.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	67.2	22.4	22.4	78.3	24.8	24.8	60.1	71.7	71.7	56.4	55.2	55.2
LOS by Move:	E	C+	C+	E-	C	C	E	E	E	E+	E+	E+
HCM2kAvgQ:	2	18	18	2	15	15	2	6	6	11	5	5

Note: Queue reported is the number of cars per lane.

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2000 HCM Operations (Future Volume Alternative)  
Background AM PP

Intersection #29: Wolfe Road / I-280 Ramp (North)



Street Name:	Wolfe Road						I-280 Ramp (North)					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	10	10	0	10	10	0	0	0	10	10	10
Y+R:	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0

Volume Module:	North Bound			South Bound			East Bound			West Bound		
Base Vol:	0	1444	406	0	907	429	0	0	0	555	0	643
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	1444	406	0	907	429	0	0	0	555	0	643
Added Vol:	0	195	103	0	367	45	0	0	0	402	0	19
PasserByVol:	0	671	41	0	80	72	0	0	0	6	0	308
Initial Fut:	0	2310	550	0	1354	546	0	0	0	963	0	970
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	2310	0	0	1354	0	0	0	0	963	0	970
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	2310	0	0	1354	0	0	0	0	963	0	970
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	0	2310	0	0	1354	0	0	0	0	963	0	970

Saturation Flow Module:	North Bound			South Bound			East Bound			West Bound		
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.83	1.00	0.83
Lanes:	0.00	3.00	0.00	0.00	2.00	1.00	0.00	0.00	0.00	2.00	0.00	2.00
Final Sat.:	0	5600	0	0	3800	1750	0	0	0	3150	0	3150

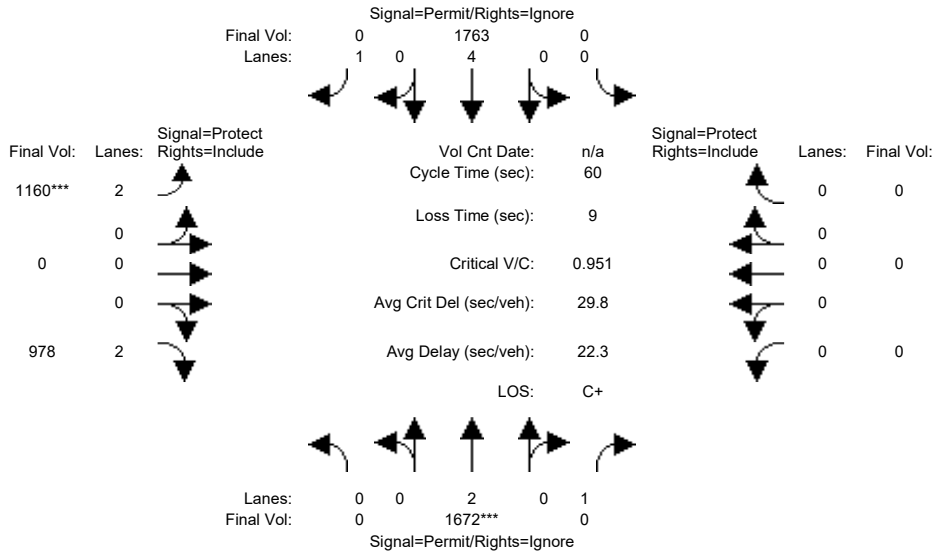
Capacity Analysis Module:	North Bound			South Bound			East Bound			West Bound		
Vol/Sat:	0.00	0.41	0.00	0.00	0.36	0.00	0.00	0.00	0.00	0.31	0.00	0.31
Crit Moves:	****						****					
Green Time:	0.0	32.2	0.0	0.0	32.2	0.0	0.0	0.0	0.0	23.8	0.0	23.8
Volume/Cap:	0.00	0.83	0.00	0.00	0.72	0.00	0.00	0.00	0.00	0.83	0.00	0.84
Delay/Veh:	0.0	16.4	0.0	0.0	14.3	0.0	0.0	0.0	0.0	24.1	0.0	24.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	16.4	0.0	0.0	14.3	0.0	0.0	0.0	0.0	24.1	0.0	24.5
LOS by Move:	A	B	A	A	B	A	A	A	A	C	A	C
HCM2kAvgQ:	0	8	0	0	6	0	0	0	0	14	0	14

Note: Queue reported is the number of cars per lane.

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Intersection #30: Wolfe Road / I-280 Ramp (South)



Street Name:	Wolfe Road						I-280 Ramp (South)					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	0	0	0
Y+R:	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0

Volume Module:	North Bound			South Bound			East Bound			West Bound		
Base Vol:	0	1141	475	0	1027	394	673	0	409	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	1141	475	0	1027	394	673	0	409	0	0	0
Added Vol:	0	288	110	0	700	69	10	0	348	0	0	0
PasserByVol:	0	243	6	0	36	52	477	0	221	0	0	0
Initial Fut:	0	1672	591	0	1763	515	1160	0	978	0	0	0
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	1672	0	0	1763	0	1160	0	978	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1672	0	0	1763	0	1160	0	978	0	0	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	0	1672	0	0	1763	0	1160	0	978	0	0	0

Saturation Flow Module:	North Bound			South Bound			East Bound			West Bound		
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.83	1.00	0.83	0.92	1.00	0.92
Lanes:	0.00	2.00	1.00	0.00	4.00	1.00	2.00	0.00	2.00	0.00	0.00	0.00
Final Sat.:	0	3800	1750	0	7600	1750	3150	0	3150	0	0	0

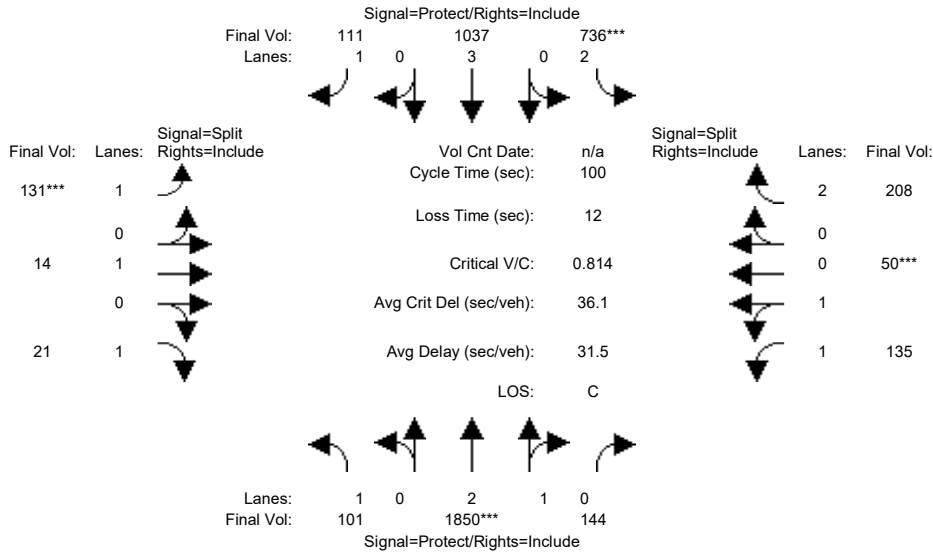
Capacity Analysis Module:	North Bound			South Bound			East Bound			West Bound		
Vol/Sat:	0.00	0.44	0.00	0.00	0.23	0.00	0.37	0.00	0.31	0.00	0.00	0.00
Crit Moves:	****			****			****			****		
Green Time:	0.0	27.8	0.0	0.0	27.8	0.0	23.2	0.0	23.2	0.0	0.0	0.0
Volume/Cap:	0.00	0.95	0.00	0.00	0.50	0.00	0.95	0.00	0.80	0.00	0.00	0.00
Delay/Veh:	0.0	27.3	0.0	0.0	11.4	0.0	33.3	0.0	20.2	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	27.3	0.0	0.0	11.4	0.0	33.3	0.0	20.2	0.0	0.0	0.0
LOS by Move:	A	C	A	A	B+	A	C-	A	C+	A	A	A
HCM2kAvgQ:	0	20	0	0	3	0	19	0	12	0	0	0

Note: Queue reported is the number of cars per lane.

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Intersection #31: Wolfe Road / Vallco Parkway



Street Name:	Wolfe Road						Vallco Parkway					
	North Bound			South Bound			East Bound			West Bound		
Approach:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:												
Base Vol:	16	1389	61	226	897	20	18	5	0	65	4	122
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	16	1389	61	226	897	20	18	5	0	65	4	122
Added Vol:	85	269	82	280	113	91	113	9	21	68	46	27
PasserByVol:	0	192	1	230	27	0	0	0	0	2	0	59
Initial Fut:	101	1850	144	736	1037	111	131	14	21	135	50	208
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	101	1850	144	736	1037	111	131	14	21	135	50	208
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	101	1850	144	736	1037	111	131	14	21	135	50	208
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	101	1850	144	736	1037	111	131	14	21	135	50	208

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.99	0.95	0.83	1.00	0.92	0.92	1.00	0.92	0.93	0.95	0.83
Lanes:	1.00	2.78	0.22	2.00	3.00	1.00	1.00	1.00	1.00	1.47	0.53	2.00
Final Sat.:	1750	5195	404	3150	5700	1750	1750	1900	1750	2590	959	3150

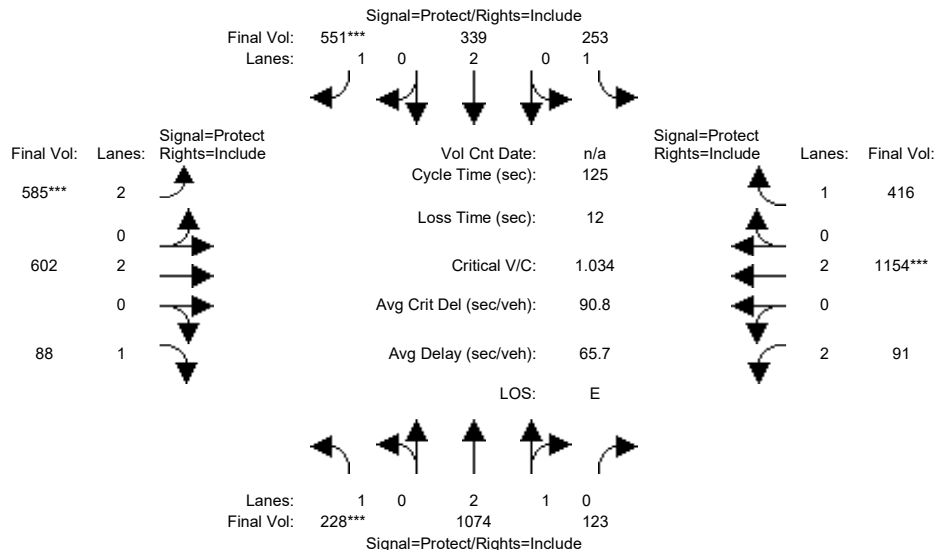
Capacity Analysis Module:												
Vol/Sat:	0.06	0.36	0.36	0.23	0.18	0.06	0.07	0.01	0.01	0.05	0.05	0.07
Crit Moves:	****			****			****			****		
Green Time:	18.9	41.1	41.1	26.9	49.1	49.1	10.0	10.0	10.0	10.0	10.0	10.0
Volume/Cap:	0.31	0.87	0.87	0.87	0.37	0.13	0.75	0.07	0.12	0.52	0.52	0.66
Delay/Veh:	35.4	30.8	30.8	44.3	15.9	13.9	60.1	41.0	41.3	44.1	44.1	48.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	35.4	30.8	30.8	44.3	15.9	13.9	60.1	41.0	41.3	44.1	44.1	48.5
LOS by Move:	D+	C	C	D	B	B	E	D	D	D	D	D
HCM2kAvgQ:	3	22	22	14	6	2	6	0	1	3	3	4

Note: Queue reported is the number of cars per lane.

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Intersection #32: Wolfe Road-Miller Avenue / Stevens Creek Boulevard



Street Name:	Wolfe Road-Miller Avenue						Stevens Creek Boulevard					
	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0

Volume Module:												
Base Vol:	189	894	83	179	272	475	376	450	82	73	947	173
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	189	894	83	179	272	475	376	450	82	73	947	173
Added Vol:	39	151	30	59	60	67	164	59	6	9	165	121
PasserByVol:	0	29	10	15	7	9	45	93	0	9	42	122
Initial Fut:	228	1074	123	253	339	551	585	602	88	91	1154	416
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	228	1074	123	253	339	551	585	602	88	91	1154	416
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	228	1074	123	253	339	551	585	602	88	91	1154	416
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	228	1074	123	253	339	551	585	602	88	91	1154	416

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.99	0.95	0.92	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92
Lanes:	1.00	2.68	0.32	1.00	2.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	1750	5024	575	1750	3800	1750	3150	3800	1750	3150	3800	1750

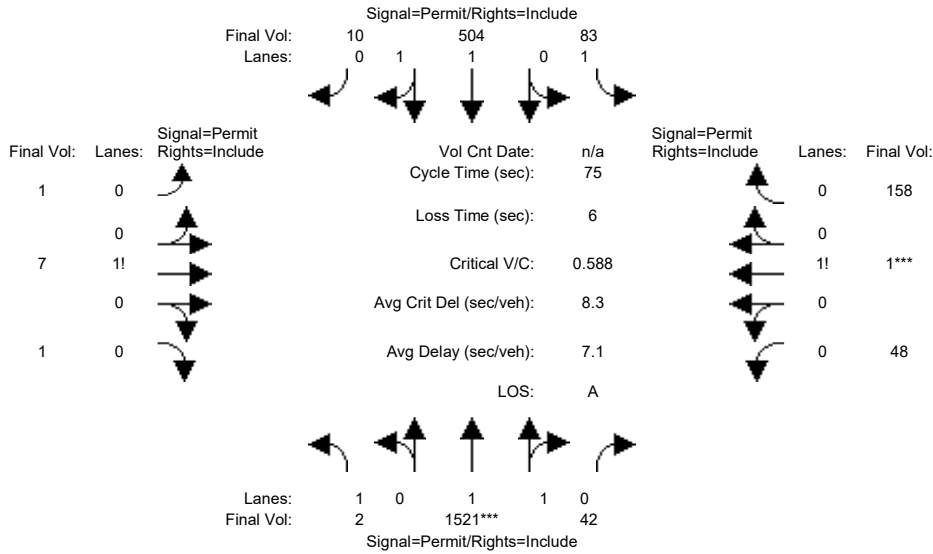
Capacity Analysis Module:												
Vol/Sat:	0.13	0.21	0.21	0.14	0.09	0.31	0.19	0.16	0.05	0.03	0.30	0.24
Crit Moves:	***					***	***				***	
Green Time:	15.8	32.1	32.1	21.7	38.1	38.1	22.5	43.7	43.7	15.5	36.7	36.7
Volume/Cap:	1.03	0.83	0.83	0.83	0.29	1.03	1.03	0.45	0.14	0.23	1.03	0.81
Delay/Veh:	124.3	48.2	48.2	67.3	33.3	91.4	98.1	31.6	27.9	49.7	80.2	50.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	124.3	48.2	48.2	67.3	33.3	91.4	98.1	31.6	27.9	49.7	80.2	50.2
LOS by Move:	F	D	D	E	C-	F	F	C	C	D	F	D
HCM2kAvgQ:	12	15	15	12	4	31	17	6	2	2	27	15

Note: Queue reported is the number of cars per lane.

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Intersection #33: Miller Avenue / Calle De Barcelona



Street Name:	Miller Avenue						Calle De Barcelona					
	North Bound			South Bound			East Bound			West Bound		
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:												
Base Vol:	2	1263	42	83	414	10	1	7	1	48	1	158
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	2	1263	42	83	414	10	1	7	1	48	1	158
Added Vol:	0	219	0	0	74	0	0	0	0	0	0	0
PasserByVol:	0	39	0	0	16	0	0	0	0	0	0	0
Initial Fut:	2	1521	42	83	504	10	1	7	1	48	1	158
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	2	1521	42	83	504	10	1	7	1	48	1	158
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	2	1521	42	83	504	10	1	7	1	48	1	158
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	2	1521	42	83	504	10	1	7	1	48	1	158

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.97	0.95	0.92	0.97	0.95	0.92	0.92	0.92	0.92	0.92	0.92
Lanes:	1.00	1.94	0.06	1.00	1.96	0.04	0.11	0.78	0.11	0.23	0.01	0.76
Final Sat.:	1750	3601	99	1750	3628	72	194	1361	194	406	8	1336

Capacity Analysis Module:												
Vol/Sat:	0.00	0.42	0.42	0.05	0.14	0.14	0.01	0.01	0.01	0.12	0.12	0.12
Crit Moves:	****									****		
Green Time:	53.9	53.9	53.9	53.9	53.9	53.9	15.1	15.1	15.1	15.1	15.1	15.1
Volume/Cap:	0.00	0.59	0.59	0.07	0.19	0.19	0.03	0.03	0.03	0.59	0.59	0.59
Delay/Veh:	3.0	5.5	5.5	3.1	3.5	3.5	24.1	24.1	24.1	29.7	29.7	29.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	3.0	5.5	5.5	3.1	3.5	3.5	24.1	24.1	24.1	29.7	29.7	29.7
LOS by Move:	A	A	A	A	A	A	C	C	C	C	C	C
HCM2kAvgQ:	0	9	9	1	2	2	0	0	0	6	6	6

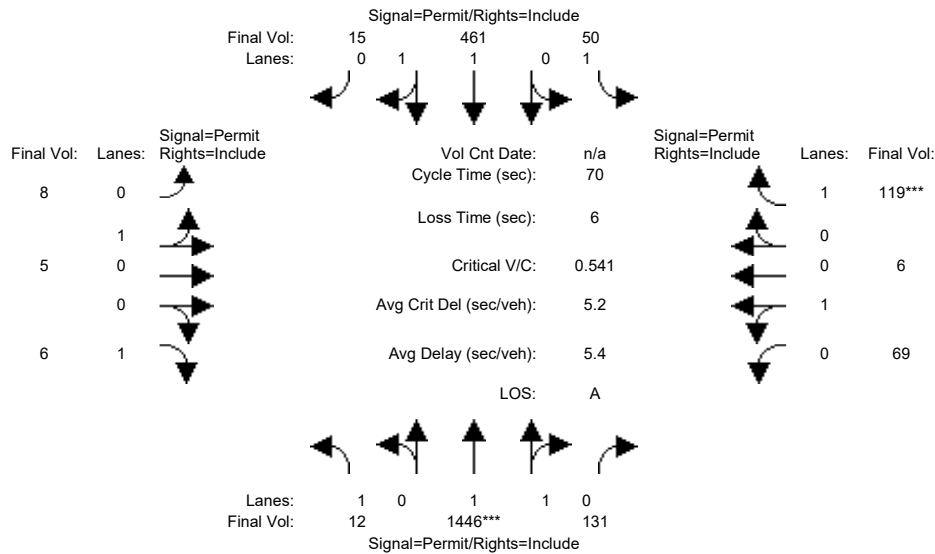
Note: Queue reported is the number of cars per lane.



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2000 HCM Operations (Future Volume Alternative)  
Background AM PP

Intersection #34: Miller Avenue / Phil Lane



Street Name:	Miller Avenue						Phil Lane					
	North Bound			South Bound			East Bound			West Bound		
Approach:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:												
Base Vol:	12	1213	131	47	379	15	8	5	6	69	6	108
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	12	1213	131	47	379	15	8	5	6	69	6	108
Added Vol:	0	208	0	3	71	0	0	0	0	0	0	11
PasserByVol:	0	25	0	0	11	0	0	0	0	0	0	0
Initial Fut:	12	1446	131	50	461	15	8	5	6	69	6	119
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	12	1446	131	50	461	15	8	5	6	69	6	119
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	12	1446	131	50	461	15	8	5	6	69	6	119
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	12	1446	131	50	461	15	8	5	6	69	6	119

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	0.97	0.95	0.95	0.95	0.92	0.95	0.95	0.92
Lanes:	1.00	1.83	0.17	1.00	1.94	0.06	0.62	0.38	1.00	0.92	0.08	1.00
Final Sat.:	1750	3392	307	1750	3583	117	1108	692	1750	1656	144	1750

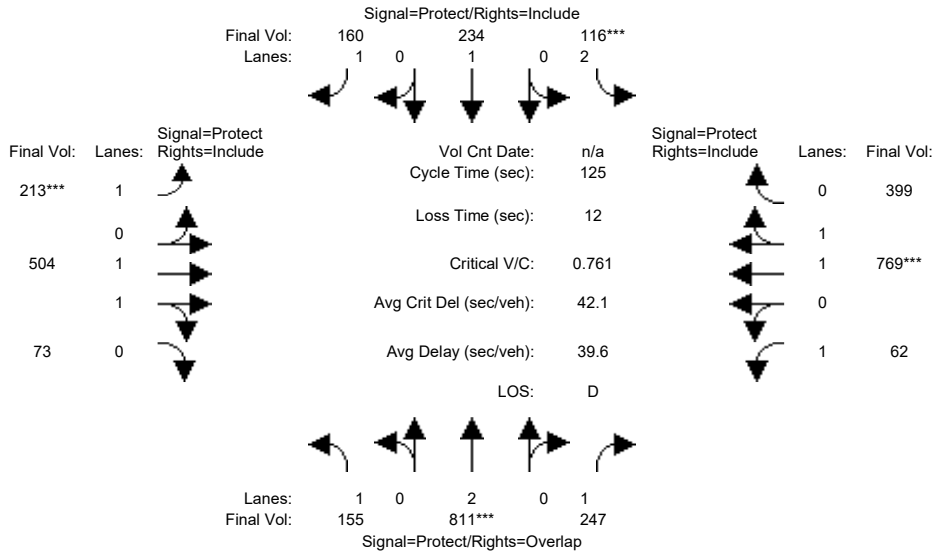
Capacity Analysis Module:												
Vol/Sat:	0.01	0.43	0.43	0.03	0.13	0.13	0.01	0.01	0.00	0.04	0.04	0.07
Crit Moves:	****											
Green Time:	54.0	54.0	54.0	54.0	54.0	54.0	10.0	10.0	10.0	10.0	10.0	10.0
Volume/Cap:	0.01	0.55	0.55	0.04	0.17	0.17	0.05	0.05	0.02	0.29	0.29	0.48
Delay/Veh:	1.8	3.4	3.4	1.9	2.1	2.1	26.0	26.0	25.8	27.5	27.5	29.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	1.8	3.4	3.4	1.9	2.1	2.1	26.0	26.0	25.8	27.5	27.5	29.0
LOS by Move:	A	A	A	A	A	A	C	C	C	C	C	C
HCM2kAvgQ:	0	7	7	0	1	1	0	0	0	2	2	3

Note: Queue reported is the number of cars per lane.

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2000 HCM Operations (Future Volume Alternative)  
Background AM PP

Intersection #35: Miller Avenue / Bollinger Road



Street Name:	Miller Avenue						Bollinger Road					
	North Bound			South Bound			East Bound			West Bound		
Approach:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:												
Base Vol:	155	652	222	103	169	157	193	500	73	54	739	345
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	155	652	222	103	169	157	193	500	73	54	739	345
Added Vol:	0	144	25	10	58	2	12	4	0	8	30	52
PasserByVol:	0	15	0	3	7	1	8	0	0	0	0	2
Initial Fut:	155	811	247	116	234	160	213	504	73	62	769	399
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	155	811	247	116	234	160	213	504	73	62	769	399
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	155	811	247	116	234	160	213	504	73	62	769	399
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	155	811	247	116	234	160	213	504	73	62	769	399

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.83	1.00	0.92	0.92	0.98	0.95	0.92	0.99	0.95
Lanes:	1.00	2.00	1.00	2.00	1.00	1.00	1.00	1.74	0.26	1.00	1.30	0.70
Final Sat.:	1750	3800	1750	3150	1900	1750	1750	3232	468	1750	2435	1263

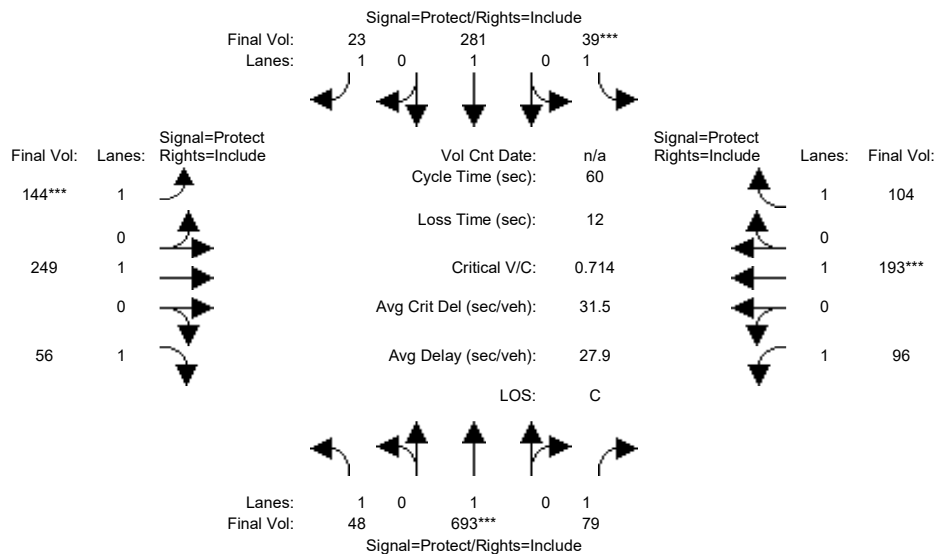
Capacity Analysis Module:												
Vol/Sat:	0.09	0.21	0.14	0.04	0.12	0.09	0.12	0.16	0.16	0.04	0.32	0.32
Crit Moves:	****			****			****			****		
Green Time:	17.5	34.8	53.6	7.0	24.3	24.3	19.8	52.4	52.4	18.8	51.4	51.4
Volume/Cap:	0.63	0.77	0.33	0.66	0.63	0.47	0.77	0.37	0.37	0.24	0.77	0.77
Delay/Veh:	56.1	44.9	24.0	66.6	49.9	45.7	62.6	25.1	25.1	47.2	34.1	34.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	56.1	44.9	24.0	66.6	49.9	45.7	62.6	25.1	25.1	47.2	34.1	34.1
LOS by Move:	E+	D	C	E	D	D	E	C	C	D	C-	C-
HCM2kAvgQ:	6	13	6	3	8	6	9	8	8	2	20	20

Note: Queue reported is the number of cars per lane.

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2000 HCM Operations (Future Volume Alternative)  
Background AM PP

Intersection #36: Miller Avenue / Rainbow Drive



Street Name:	Miller Avenue						Rainbow Drive					
	North Bound			South Bound			East Bound			West Bound		
Approach:	L	T	R	L	T	R	L	T	R	L	T	R
Movement:												
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:												
Base Vol:	48	510	79	39	210	23	144	249	56	96	193	104
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	48	510	79	39	210	23	144	249	56	96	193	104
Added Vol:	0	170	0	0	66	0	0	0	0	0	0	0
PasserByVol:	0	13	0	0	5	0	0	0	0	0	0	0
Initial Fut:	48	693	79	39	281	23	144	249	56	96	193	104
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	48	693	79	39	281	23	144	249	56	96	193	104
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	48	693	79	39	281	23	144	249	56	96	193	104
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	48	693	79	39	281	23	144	249	56	96	193	104

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1750	1900	1750	1750	1900	1750	1750	1900	1750	1750	1900	1750

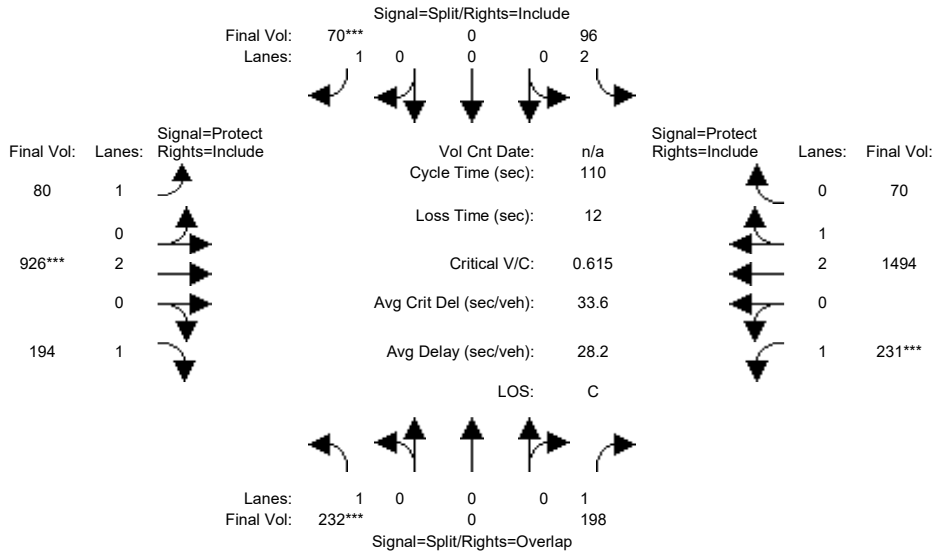
Capacity Analysis Module:												
Vol/Sat:	0.03	0.36	0.05	0.02	0.15	0.01	0.08	0.13	0.03	0.05	0.10	0.06
Crit Moves:	****			****			****			****		
Green Time:	12.8	24.0	24.0	7.0	18.2	18.2	7.0	10.0	10.0	7.0	10.0	10.0
Volume/Cap:	0.13	0.91	0.11	0.19	0.49	0.04	0.71	0.79	0.19	0.47	0.61	0.36
Delay/Veh:	19.3	32.2	11.4	24.4	17.7	14.8	36.2	36.2	21.8	26.5	26.6	22.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	19.3	32.2	11.4	24.4	17.7	14.8	36.2	36.2	21.8	26.5	26.6	22.9
LOS by Move:	B-	C-	B+	C	B	B	D+	D+	C+	C	C	C+
HCM2kAvgQ:	1	14	1	1	4	0	4	7	1	2	4	2

Note: Queue reported is the number of cars per lane.

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2000 HCM Operations (Future Volume Alternative)  
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Intersection #37: Finch Avenue / Stevens Creek Boulevard



Street Name:	Finch Avenue						Stevens Creek Boulevard					
	North Bound			South Bound			East Bound			West Bound		
Approach:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	0	0	0	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:												
Base Vol:	232	0	198	86	0	65	78	664	194	229	1029	67
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	232	0	198	86	0	65	78	664	194	229	1029	67
Added Vol:	0	0	0	0	0	0	0	147	0	0	295	0
PasserByVol:	0	0	0	10	0	5	2	115	0	2	170	3
Initial Fut:	232	0	198	96	0	70	80	926	194	231	1494	70
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	232	0	198	96	0	70	80	926	194	231	1494	70
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	232	0	198	96	0	70	80	926	194	231	1494	70
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	232	0	198	96	0	70	80	926	194	231	1494	70

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.92	0.92	0.98	0.95
Lanes:	1.00	0.00	1.00	2.00	0.00	1.00	1.00	2.00	1.00	1.00	2.86	0.14
Final Sat.:	1750	0	1750	3150	0	1750	1750	3800	1750	1750	5349	251

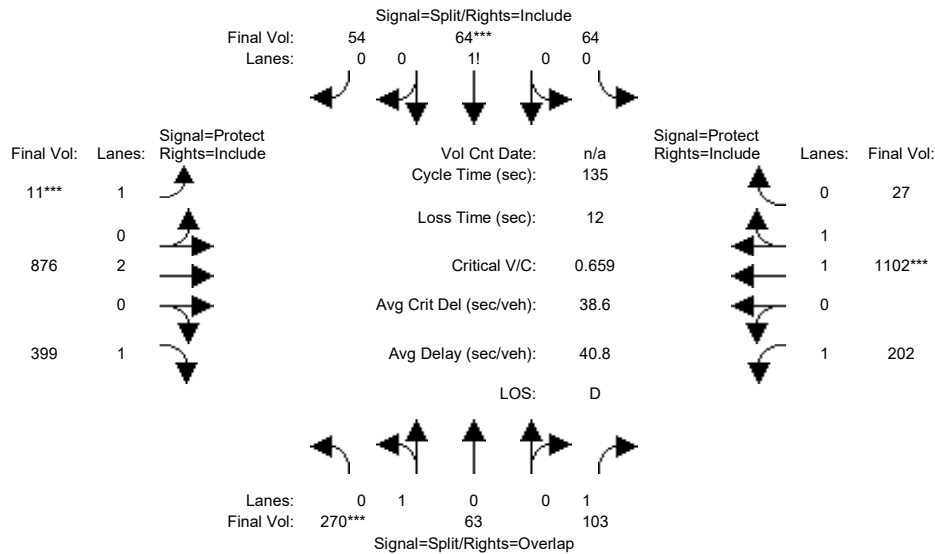
Capacity Analysis Module:												
Vol/Sat:	0.13	0.00	0.11	0.03	0.00	0.04	0.05	0.24	0.11	0.13	0.28	0.28
Crit Moves:	***					***		***		***		
Green Time:	23.7	0.0	47.3	7.1	0.0	7.1	16.5	43.6	43.6	23.6	50.7	50.7
Volume/Cap:	0.62	0.00	0.26	0.47	0.00	0.62	0.30	0.62	0.28	0.62	0.61	0.61
Delay/Veh:	42.1	0.0	20.3	51.3	0.0	59.8	42.3	27.3	22.8	42.1	22.6	22.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	42.1	0.0	20.3	51.3	0.0	59.8	42.3	27.3	22.8	42.1	22.6	22.6
LOS by Move:	D	A	C+	D-	A	E+	D	C	C+	D	C+	C+
HCM2kAvgQ:	8	0	5	3	0	4	3	12	5	7	13	13

Note: Queue reported is the number of cars per lane.

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Intersection #38: Tantau Avenue / Homestead Road



Street Name:	Tantau Avenue						Homestead Road					
	North Bound			South Bound			East Bound			West Bound		
Approach:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:												
Base Vol:	170	58	84	63	54	50	10	712	239	131	942	25
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	170	58	84	63	54	50	10	712	239	131	942	25
Added Vol:	0	0	9	0	0	0	0	114	0	27	94	0
PasserByVol:	100	5	10	1	10	4	1	50	160	44	66	2
Initial Fut:	270	63	103	64	64	54	11	876	399	202	1102	27
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	270	63	103	64	64	54	11	876	399	202	1102	27
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	270	63	103	64	64	54	11	876	399	202	1102	27
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	270	63	103	64	64	54	11	876	399	202	1102	27

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.92	0.92	0.92	0.92	0.92	1.00	0.92	0.92	0.97	0.95
Lanes:	0.81	0.19	1.00	0.35	0.35	0.30	1.00	2.00	1.00	1.00	1.95	0.05
Final Sat.:	1459	341	1750	615	615	519	1750	3800	1750	1750	3611	88

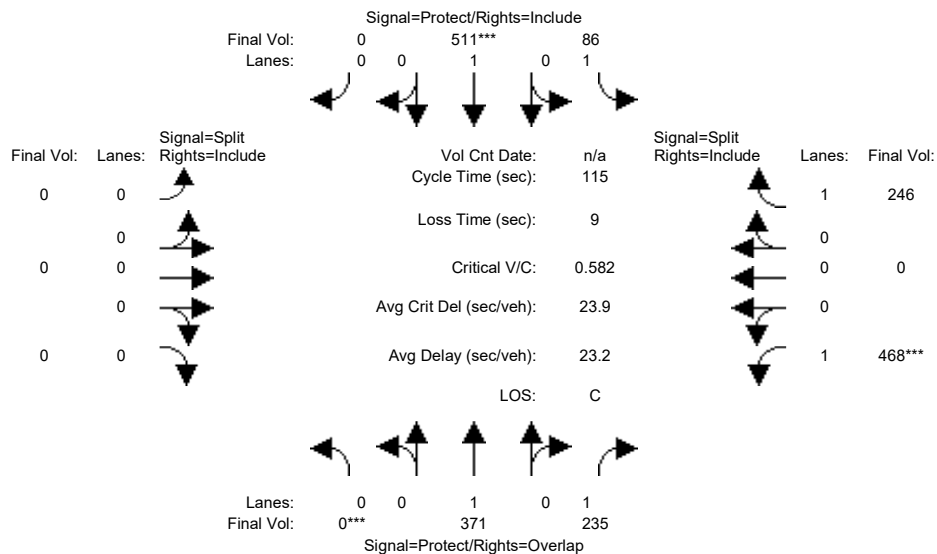
Capacity Analysis Module:												
Vol/Sat:	0.19	0.19	0.06	0.10	0.10	0.10	0.01	0.23	0.23	0.12	0.31	0.31
Crit Moves:	***				***		***				***	
Green Time:	36.1	36.1	58.3	20.3	20.3	20.3	7.0	44.4	44.4	22.2	59.6	59.6
Volume/Cap:	0.69	0.69	0.14	0.69	0.69	0.69	0.12	0.70	0.69	0.70	0.69	0.69
Delay/Veh:	48.7	48.7	23.2	62.0	62.0	62.0	61.7	41.4	43.1	60.8	31.6	31.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	48.7	48.7	23.2	62.0	62.0	62.0	61.7	41.4	43.1	60.8	31.6	31.6
LOS by Move:	D	D	C	E	E	E	E	D	D	E	C	C
HCM2kAvgQ:	13	13	3	9	9	9	0	15	15	8	18	18

Note: Queue reported is the number of cars per lane.

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Background AM PP

Intersection #39: Tantau Avenue / Pruneridge Avenue



Street Name:	Tantau Avenue						Pruneridge Avenue					
	North Bound			South Bound			East Bound			West Bound		
Approach:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	0	0	0	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:												
Base Vol:	0	212	186	85	273	0	0	0	0	302	0	184
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	212	186	85	273	0	0	0	0	302	0	184
Added Vol:	0	9	16	0	27	0	0	0	0	43	0	0
PasserByVol:	0	150	33	1	211	0	0	0	0	123	0	62
Initial Fut:	0	371	235	86	511	0	0	0	0	468	0	246
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	371	235	86	511	0	0	0	0	468	0	246
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	371	235	86	511	0	0	0	0	468	0	246
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	0	371	235	86	511	0	0	0	0	468	0	246

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	1.00	1.00	1.00	1.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Final Sat.:	0	1900	1750	1750	1900	0	0	0	0	1750	0	1750

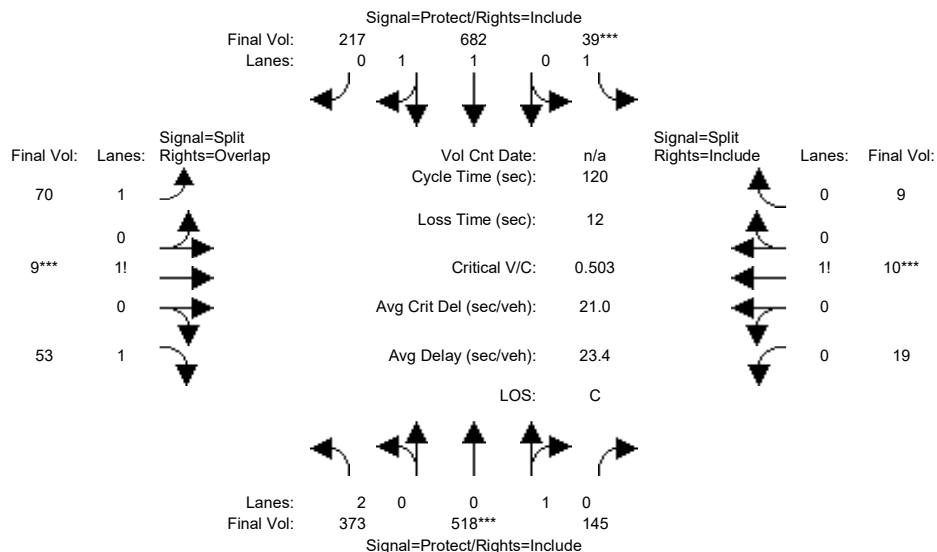
Capacity Analysis Module:												
Vol/Sat:	0.00	0.20	0.13	0.05	0.27	0.00	0.00	0.00	0.00	0.27	0.00	0.14
Crit Moves:	***			***						***		
Green Time:	0.0	40.5	93.4	12.6	53.2	0.0	0.0	0.0	0.0	52.8	0.0	52.8
Volume/Cap:	0.00	0.55	0.17	0.45	0.58	0.00	0.00	0.00	0.00	0.58	0.00	0.31
Delay/Veh:	0.0	31.0	2.4	49.6	23.7	0.0	0.0	0.0	0.0	24.0	0.0	19.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	31.0	2.4	49.6	23.7	0.0	0.0	0.0	0.0	24.0	0.0	19.8
LOS by Move:	A	C	A	D	C	A	A	A	A	C	A	B-
HCM2kAvgQ:	0	10	2	3	13	0	0	0	0	13	0	6

Note: Queue reported is the number of cars per lane.

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Background AM PP

Intersection #40: Tantau Avenue / Apple Parkway/Tantau 14 (private)



Street Name:	Tantau Avenue						Apple Parkway/Tantau 14 (private)					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:												
Base Vol:	33	345	14	6	468	62	42	9	40	5	10	5
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	33	345	14	6	468	62	42	9	40	5	10	5
Added Vol:	0	25	0	0	70	0	0	0	0	0	0	0
PasserByVol:	340	148	131	33	144	155	28	0	13	14	0	4
Initial Fut:	373	518	145	39	682	217	70	9	53	19	10	9
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	373	518	145	39	682	217	70	9	53	19	10	9
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	373	518	145	39	682	217	70	9	53	19	10	9
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	373	518	145	39	682	217	70	9	53	19	10	9

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	0.95	0.95	0.92	0.98	0.95	0.92	0.92	0.92	0.92	0.92	0.92
Lanes:	2.00	0.78	0.22	1.00	1.50	0.50	1.50	0.13	1.37	0.50	0.26	0.24
Final Sat.:	3150	1406	394	1750	2806	893	2619	223	2408	875	461	414

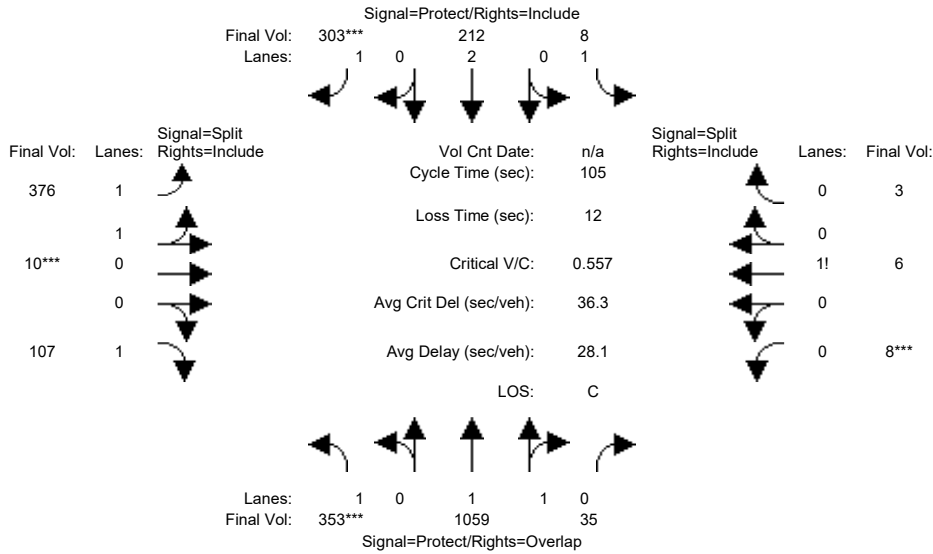
Capacity Analysis Module:												
Vol/Sat:	0.12	0.37	0.37	0.02	0.24	0.24	0.03	0.04	0.02	0.02	0.02	0.02
Crit Moves:	****			****			****			****		
Green Time:	28.8	81.0	81.0	7.0	59.2	59.2	10.0	10.0	38.8	10.0	10.0	10.0
Volume/Cap:	0.49	0.55	0.55	0.38	0.49	0.49	0.32	0.48	0.07	0.26	0.26	0.26
Delay/Veh:	39.8	10.6	10.6	56.8	20.6	20.6	52.3	53.9	28.1	52.5	52.5	52.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	39.8	10.6	10.6	56.8	20.6	20.6	52.3	53.9	28.1	52.5	52.5	52.5
LOS by Move:	D	B+	B+	E+	C+	C+	D-	D-	C	D-	D-	D-
HCM2kAvgQ:	7	13	13	1	11	11	2	3	1	2	2	2

Note: Queue reported is the number of cars per lane.

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Intersection #41: Tantau Avenue / Vallco Parkway



Street Name:	Tantau Avenue						Vallco Parkway					
	North Bound			South Bound			East Bound			West Bound		
Approach:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:												
Base Vol:	187	489	35	8	142	187	122	10	50	8	6	3
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	187	489	35	8	142	187	122	10	50	8	6	3
Added Vol:	163	0	0	0	0	70	24	0	39	0	0	0
PasserByVol:	3	570	0	0	70	46	230	0	18	0	0	0
Initial Fut:	353	1059	35	8	212	303	376	10	107	8	6	3
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	353	1059	35	8	212	303	376	10	107	8	6	3
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	353	1059	35	8	212	303	376	10	107	8	6	3
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	353	1059	35	8	212	303	376	10	107	8	6	3

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.97	0.95	0.92	1.00	0.92	0.93	0.95	0.92	0.92	0.92	0.92
Lanes:	1.00	1.93	0.07	1.00	2.00	1.00	1.95	0.05	1.00	0.47	0.35	0.18
Final Sat.:	1750	3582	118	1750	3800	1750	3458	92	1750	824	618	309

Capacity Analysis Module:												
Vol/Sat:	0.20	0.30	0.30	0.00	0.06	0.17	0.11	0.11	0.06	0.01	0.01	0.01
Crit Moves:	***					****		****		****		
Green Time:	34.6	52.5	62.5	11.8	29.7	29.7	18.7	18.7	18.7	10.0	10.0	10.0
Volume/Cap:	0.61	0.59	0.50	0.04	0.20	0.61	0.61	0.61	0.34	0.10	0.10	0.10
Delay/Veh:	31.5	19.1	12.4	41.6	28.7	34.9	41.6	41.6	38.5	43.7	43.7	43.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	31.5	19.1	12.4	41.6	28.7	34.9	41.6	41.6	38.5	43.7	43.7	43.7
LOS by Move:	C	B-	B	D	C	C-	D	D	D+	D	D	D
HCM2kAvgQ:	9	12	9	0	2	9	6	6	3	1	1	1

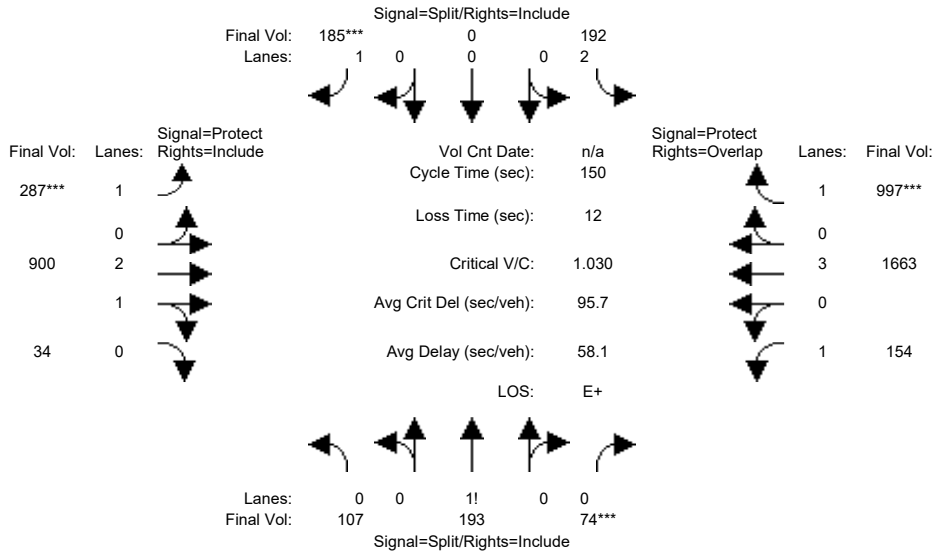
Note: Queue reported is the number of cars per lane.



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Intersection #42: Tantau Avenue / Stevens Creek Boulevard



Street Name:	Tantau Avenue						Stevens Creek Boulevard					
	North Bound			South Bound			East Bound			West Bound		
Approach:												
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:												
Base Vol:	92	132	70	92	0	158	210	717	23	154	1242	398
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	92	132	70	92	0	158	210	717	23	154	1242	398
Added Vol:	15	35	0	39	0	0	0	136	10	0	280	129
PasserByVol:	0	26	4	61	0	27	77	47	1	0	141	470
Initial Fut:	107	193	74	192	0	185	287	900	34	154	1663	997
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	107	193	74	192	0	185	287	900	34	154	1663	997
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	107	193	74	192	0	185	287	900	34	154	1663	997
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	107	193	74	192	0	185	287	900	34	154	1663	997

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.92	0.92	0.83	1.00	0.92	0.92	0.98	0.95	0.92	1.00	0.92
Lanes:	0.29	0.51	0.20	2.00	0.00	1.00	1.00	2.89	0.11	1.00	3.00	1.00
Final Sat.:	501	903	346	3150	0	1750	1750	5396	204	1750	5700	1750

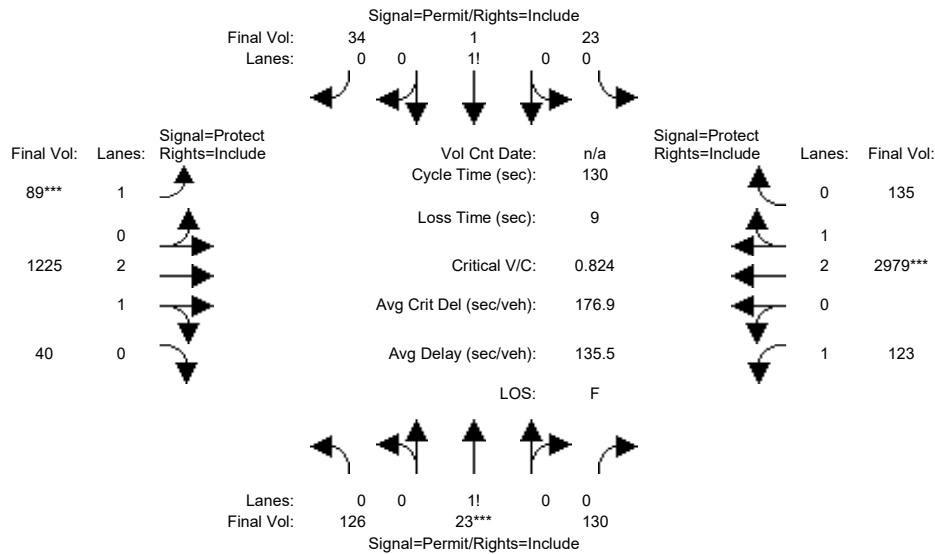
Capacity Analysis Module:												
Vol/Sat:	0.21	0.21	0.21	0.06	0.00	0.11	0.16	0.17	0.17	0.09	0.29	0.57
Crit Moves:	***			****			****			****		
Green Time:	29.7	29.7	29.7	15.4	0.0	15.4	22.8	60.8	60.8	32.1	70.0	85.4
Volume/Cap:	1.08	1.08	1.08	0.59	0.00	1.03	1.08	0.41	0.41	0.41	0.62	1.00
Delay/Veh:	130.7	131	130.7	67.3	0.0	142.5	140.9	32.0	32.0	51.6	30.6	60.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	130.7	131	130.7	67.3	0.0	142.5	140.9	32.0	32.0	51.6	30.6	60.9
LOS by Move:	F	F	F	E	A	F	F	C	C	D-	C	E
HCM2kAvgQ:	26	26	26	5	0	12	18	10	10	6	18	49

Note: Queue reported is the number of cars per lane.

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Background AM PP

Intersection #43: Stern Avenue / Steven Creek Boulevard



Street Name:	Stern Avenue						Steven Creek Boulevard					
	North Bound			South Bound			East Bound			West Bound		
Approach:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	47	47	47	47	47	47	20	42	42	25	47	47
Y+R:	4.6	4.6	4.6	4.6	4.6	4.6	4.9	5.6	5.6	4.9	5.9	5.9

Volume Module:												
Base Vol:	115	12	118	16	1	29	47	849	36	100	1691	120
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	115	12	118	16	1	29	47	849	36	100	1691	120
Added Vol:	0	0	0	0	0	0	0	176	0	0	409	0
PasserByVol:	0	9	0	5	0	2	34	90	0	12	611	3
Initial Fut:	115	21	118	21	1	31	81	1115	36	112	2711	123
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
PHF Volume:	126	23	130	23	1	34	89	1225	40	123	2979	135
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	126	23	130	23	1	34	89	1225	40	123	2979	135
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	126	23	130	23	1	34	89	1225	40	123	2979	135

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.98	0.95	0.92	0.98	0.95
Lanes:	0.45	0.08	0.47	0.40	0.02	0.58	1.00	2.90	0.10	1.00	2.86	0.14
Final Sat.:	792	145	813	693	33	1024	1750	5425	175	1750	5357	243

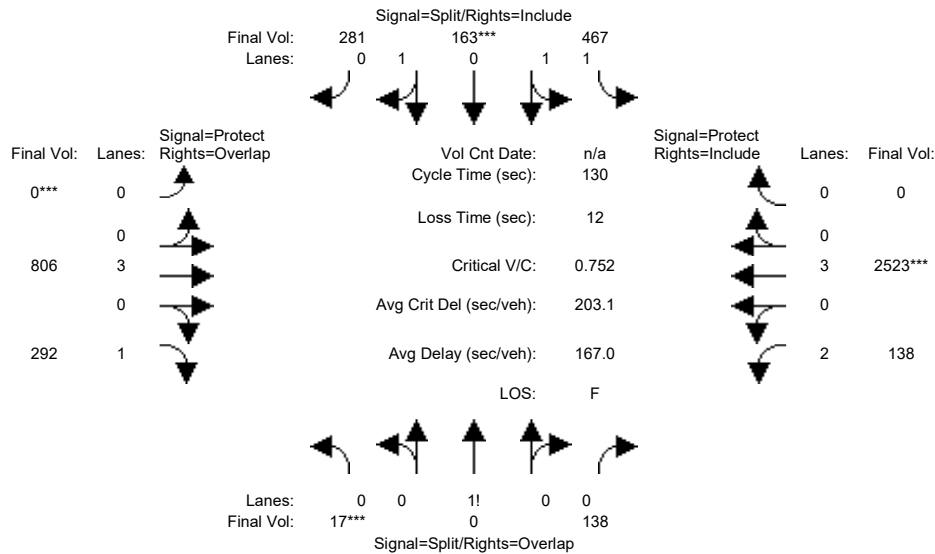
Capacity Analysis Module:												
Vol/Sat:	0.16	0.16	0.16	0.03	0.03	0.03	0.05	0.23	0.23	0.07	0.56	0.56
Crit Moves:	****						****			****		
Green Time:	47.0	47.0	47.0	47.0	47.0	47.0	20.0	46.4	46.4	27.6	54.0	54.0
Volume/Cap:	0.44	0.44	0.44	0.09	0.09	0.09	0.33	0.63	0.63	0.33	1.34	1.34
Delay/Veh:	32.0	32.0	32.0	27.5	27.5	27.5	49.8	35.4	35.4	43.9	194	193.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	32.0	32.0	32.0	27.5	27.5	27.5	49.8	35.4	35.4	43.9	194	193.5
LOS by Move:	C-	C-	C-	C	C	C	D	D+	D+	D	F	F
HCM2kAvgQ:	9	9	9	2	2	2	3	14	14	4	72	72

Note: Queue reported is the number of cars per lane.

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Intersection #44: I-280 Ramps (West)-Calvert Drive / Stevens Creek Boulevard



Street Name:	I-280 Ramps (West)-Calvert Drive						Stevens Creek Boulevard					
	North Bound			South Bound			East Bound			West Bound		
Approach:												
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	56	56	56	57	57	57	0	32	32	23	36	36
Y+R:	6.0	6.0	6.0	5.4	5.4	5.4	0.0	5.9	5.9	5.4	5.6	5.6

Volume Module:

Base Vol:	17	0	138	467	144	254	0	636	180	111	1395	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	17	0	138	467	144	254	0	636	180	111	1395	0
Added Vol:	0	0	0	0	17	0	0	126	50	27	409	0
PasserByVol:	0	0	0	0	2	27	0	44	62	0	719	0
Initial Fut:	17	0	138	467	163	281	0	806	292	138	2523	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	17	0	138	467	163	281	0	806	292	138	2523	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	17	0	138	467	163	281	0	806	292	138	2523	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	17	0	138	467	163	281	0	806	292	138	2523	0

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.92	0.92	0.93	0.95	0.95	0.92	1.00	0.92	0.83	1.00	0.92
Lanes:	0.11	0.00	0.89	1.55	0.53	0.92	0.00	3.00	1.00	2.00	3.00	0.00
Final Sat.:	192	0	1558	2742	957	1650	0	5700	1750	3150	5700	0

Capacity Analysis Module:

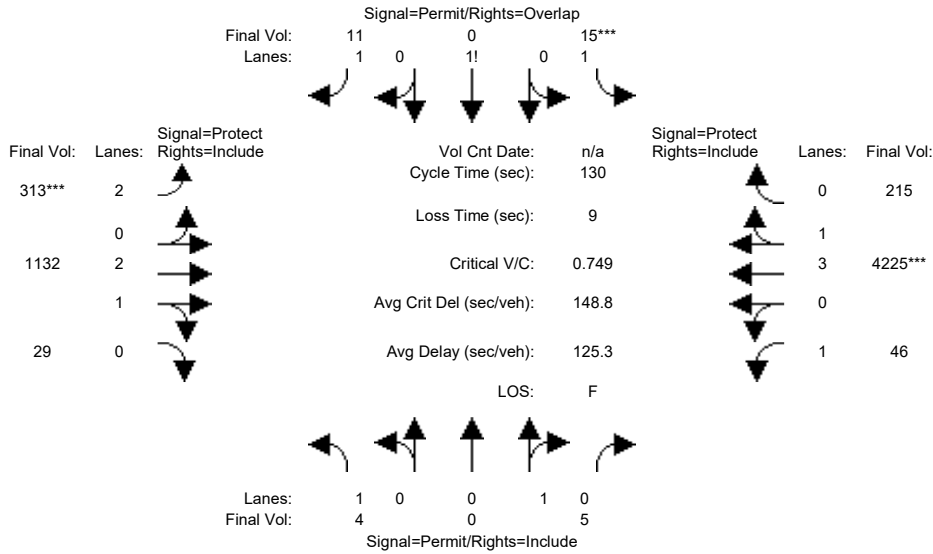
Vol/Sat:	0.09	0.00	0.09	0.17	0.17	0.17	0.00	0.14	0.17	0.04	0.44	0.00
Crit Moves:	***			****			****			****		
Green Time:	40.4	0.0	57.1	41.2	41.2	41.2	0.0	23.1	63.6	16.6	39.7	0.0
Volume/Cap:	0.28	0.00	0.20	0.54	0.54	0.54	0.00	0.80	0.34	0.34	1.45	0.00
Delay/Veh:	47.2	0.0	31.2	51.0	51.0	51.0	0.0	75.3	28.5	72.1	268	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	47.2	0.0	31.2	51.0	51.0	51.0	0.0	75.3	28.5	72.1	268	0.0
LOS by Move:	D	A	C	D	D	D	A	E-	C	E	F	A
HCM2kAvgQ:	7	0	5	14	14	14	0	14	10	4	75	0

Note: Queue reported is the number of cars per lane.

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Intersection #45: Agilent Driveway / Stevens Creek Boulevard



Street Name:	Agilent Driveway						Stevens Creek Boulevard					
	North Bound			South Bound			East Bound			West Bound		
Approach:												
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	47	47	47	45	45	45	15	44	44	25	54	54
Y+R:	3.0	3.0	3.0	4.6	4.6	4.6	5.0	5.6	5.6	5.0	5.6	5.6

Volume Module:												
Base Vol:	4	0	5	14	0	10	285	875	27	42	2695	198
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	4	0	5	14	0	10	285	875	27	42	2695	198
Added Vol:	0	0	0	0	0	0	0	126	0	0	447	0
PasserByVol:	0	0	0	0	0	0	3	40	0	0	745	0
Initial Fut:	4	0	5	14	0	10	288	1041	27	42	3887	198
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
PHF Volume:	4	0	5	15	0	11	313	1132	29	46	4225	215
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	4	0	5	15	0	11	313	1132	29	46	4225	215
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	4	0	5	15	0	11	313	1132	29	46	4225	215

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.95	0.92	1.00	0.92	0.83	0.98	0.95	0.92	0.99	0.95
Lanes:	1.00	0.00	1.00	1.58	0.00	1.42	2.00	2.92	0.08	1.00	3.80	0.20
Final Sat.:	1750	0	1800	2771	0	2479	3150	5458	142	1750	7136	363

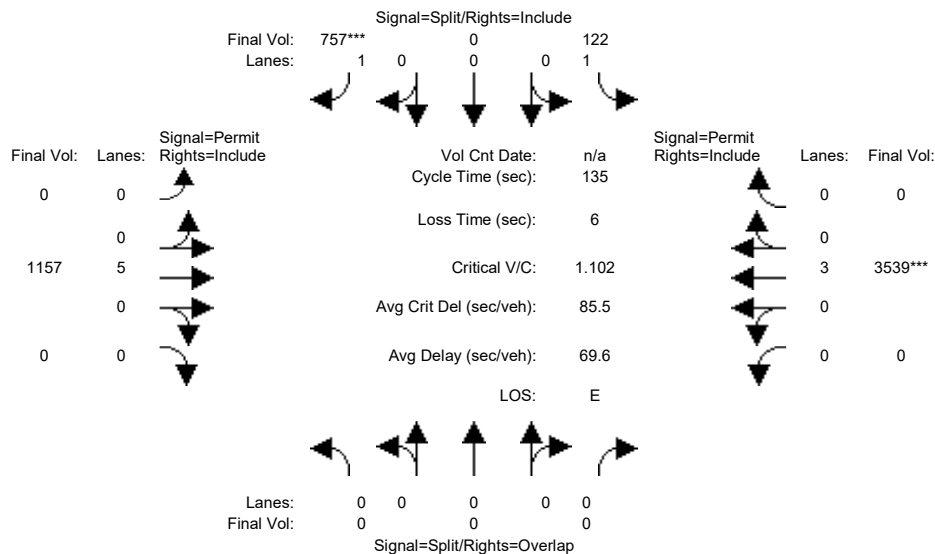
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.01	0.00	0.00	0.10	0.21	0.21	0.03	0.59	0.59
Crit Moves:				****			****			****		
Green Time:	45.0	0.0	45.0	45.0	0.0	60.0	15.0	48.5	48.5	27.5	61.0	61.0
Volume/Cap:	0.01	0.00	0.01	0.02	0.00	0.01	0.86	0.56	0.56	0.12	1.26	1.26
Delay/Veh:	27.9	0.0	27.9	27.9	0.0	18.9	74.9	32.6	32.6	41.6	155	154.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	27.9	0.0	27.9	27.9	0.0	18.9	74.9	32.6	32.6	41.6	155	154.7
LOS by Move:	C	A	C	C	A	B-	E	C-	C-	D	F	F
HCM2kAvgQ:	0	0	0	0	0	0	8	12	12	1	70	70

Note: Queue reported is the number of cars per lane.

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2000 HCM Operations (Future Volume Alternative)  
Background AM PP

Intersection #46: Lawrence Expressway Ramp (West) / Stevens Creek Boulevard



Street Name:	Lawrence Expressway Ramp (West)						Stevens Creek Boulevard					
	North Bound			South Bound			East Bound			West Bound		
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	10	0	10	0	10	0	0	10	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:												
Base Vol:	0	0	0	108	0	647	0	990	0	0	2456	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	108	0	647	0	990	0	0	2456	0
Added Vol:	0	0	0	14	0	76	0	126	0	0	371	0
PasserByVol:	0	0	0	0	0	34	0	41	0	0	712	0
Initial Fut:	0	0	0	122	0	757	0	1157	0	0	3539	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	122	0	757	0	1157	0	0	3539	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	122	0	757	0	1157	0	0	3539	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	0	0	0	122	0	757	0	1157	0	0	3539	0

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	0.00	0.00	1.00	0.00	1.00	0.00	5.00	0.00	0.00	3.00	0.00
Final Sat.:	0	0	0	1750	0	1750	0	9500	0	0	5700	0

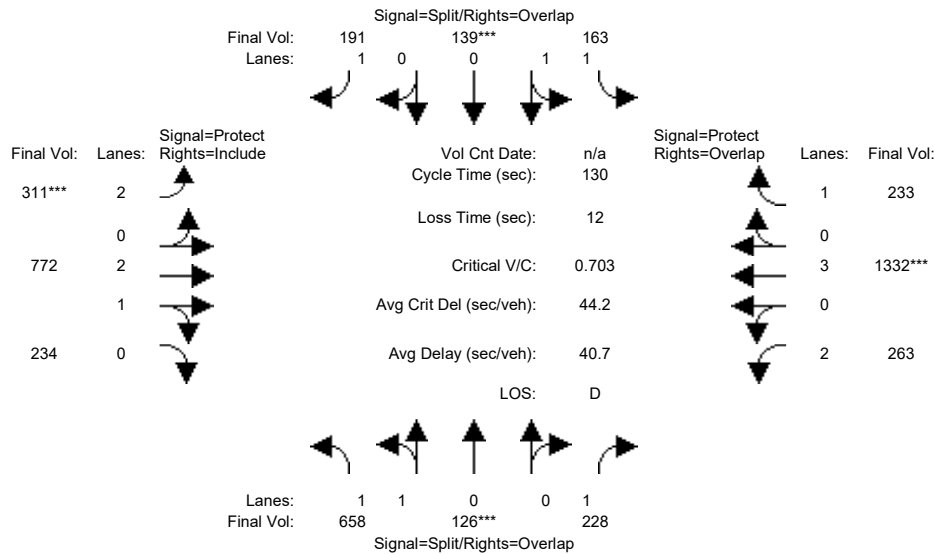
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.07	0.00	0.43	0.00	0.12	0.00	0.00	0.62	0.00
Crit Moves:						****					****	
Green Time:	0.0	0.0	0.0	53.0	0.0	53.0	0.0	76.0	0.0	0.0	76.0	0.0
Volume/Cap:	0.00	0.00	0.00	0.18	0.00	1.10	0.00	0.22	0.00	0.00	1.10	0.00
Delay/Veh:	0.0	0.0	0.0	26.9	0.0	106.9	0.0	14.7	0.0	0.0	81.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	26.9	0.0	106.9	0.0	14.7	0.0	0.0	81.0	0.0
LOS by Move:	A	A	A	C	A	F	A	B	A	A	F	A
HCM2kAvgQ:	0	0	0	3	0	47	0	5	0	0	61	0

Note: Queue reported is the number of cars per lane.

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Background AM PP

Intersection #47: Lawrence Expressway / El Camino Real



Street Name:	Lawrence Expressway						El Camino Real					
	North Bound			South Bound			East Bound			West Bound		
Approach:												
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:												
Base Vol:	537	48	219	163	25	119	156	704	170	223	1260	233
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	537	48	219	163	25	119	156	704	170	223	1260	233
Added Vol:	108	78	8	0	114	72	155	65	50	31	60	0
PasserByVol:	13	0	1	0	0	0	0	3	14	9	12	0
Initial Fut:	658	126	228	163	139	191	311	772	234	263	1332	233
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	658	126	228	163	139	191	311	772	234	263	1332	233
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	658	126	228	163	139	191	311	772	234	263	1332	233
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	658	126	228	163	139	191	311	772	234	263	1332	233

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.93	0.95	0.92	0.92	0.95	0.92	0.83	0.99	0.95	0.83	1.00	0.92
Lanes:	1.68	0.32	1.00	1.09	0.91	1.00	2.00	2.28	0.72	2.00	3.00	1.00
Final Sat.:	2979	571	1750	1916	1634	1750	3150	4296	1302	3150	5700	1750

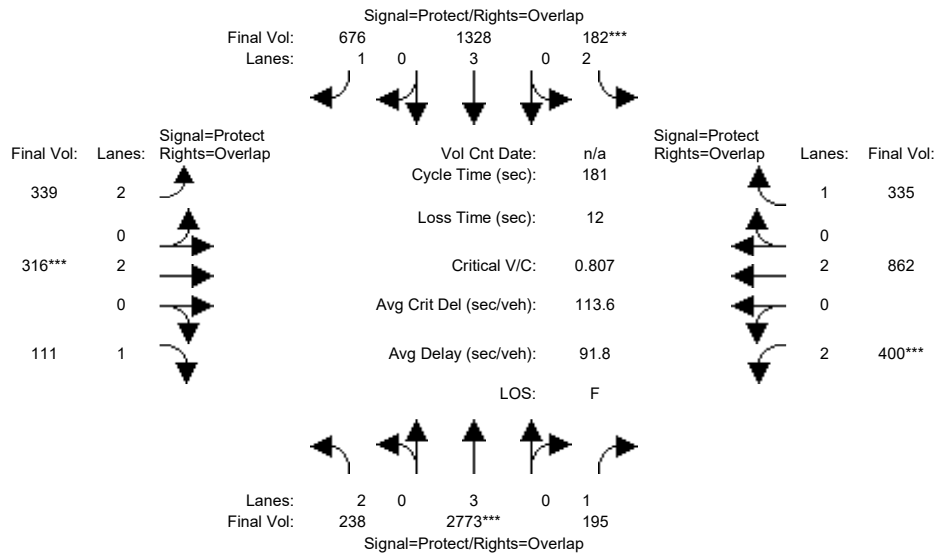
Capacity Analysis Module:												
Vol/Sat:	0.22	0.22	0.13	0.09	0.09	0.11	0.10	0.18	0.18	0.08	0.23	0.13
Crit Moves:	****			****			****			****		
Green Time:	40.8	40.8	60.3	15.7	15.7	34.0	18.3	42.0	42.0	19.5	43.2	58.9
Volume/Cap:	0.70	0.70	0.28	0.70	0.70	0.42	0.70	0.56	0.56	0.56	0.70	0.29
Delay/Veh:	41.3	41.3	21.7	60.1	60.1	40.4	58.4	36.7	36.7	52.7	39.0	22.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	41.3	41.3	21.7	60.1	60.1	40.4	58.4	36.7	36.7	52.7	39.0	22.6
LOS by Move:	D	D	C+	E	E	D	E+	D+	D+	D-	D	C+
HCM2kAvgQ:	16	16	6	8	8	7	7	11	11	6	16	6

Note: Queue reported is the number of cars per lane.

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Background AM PP

Intersection #48: Lawrence Expressway / Homestead Road



Street Name:	Lawrence Expressway						Homestead Road					
	North Bound			South Bound			East Bound			West Bound		
Approach:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	16	86	86	23	93	93	24	44	44	18	35	35
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	7.0	10.0	10.0

Volume Module:												
Base Vol:	225	2936	176	141	1354	565	235	275	107	344	759	243
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	225	2936	176	141	1354	565	235	275	107	344	759	243
Added Vol:	0	546	7	35	275	76	96	27	0	17	45	66
PasserByVol:	13	28	12	6	31	35	8	14	4	39	58	26
Initial Fut:	238	3510	195	182	1660	676	339	316	111	400	862	335
User Adj:	1.00	0.79	1.00	1.00	0.80	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	238	2773	195	182	1328	676	339	316	111	400	862	335
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	238	2773	195	182	1328	676	339	316	111	400	862	335
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	238	2773	195	182	1328	676	339	316	111	400	862	335

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	3150	5700	1750	3150	5700	1750	3150	3800	1750	3150	3800	1750

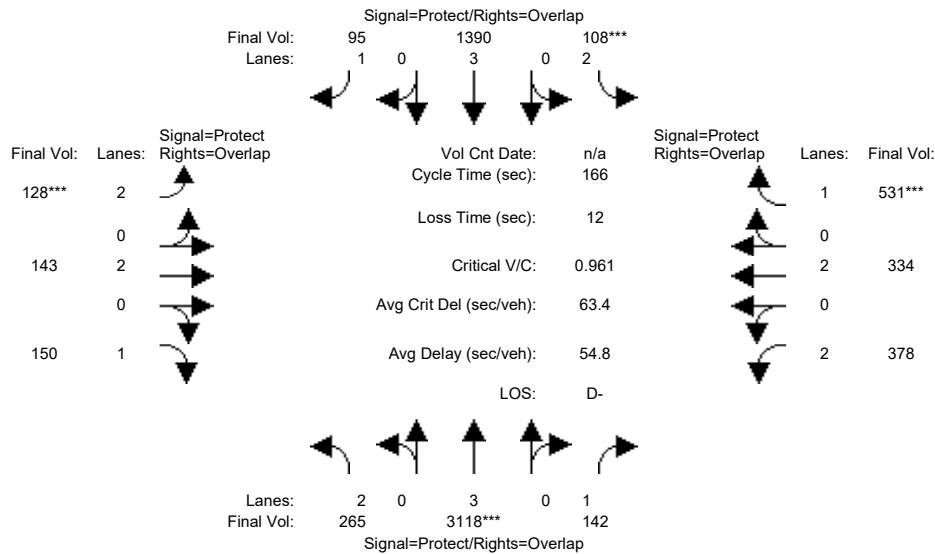
Capacity Analysis Module:												
Vol/Sat:	0.08	0.49	0.11	0.06	0.23	0.39	0.11	0.08	0.06	0.13	0.23	0.19
Crit Moves:	****			****			****			****		
Green Time:	15.8	85.1	102.9	22.7	92.0	115.7	23.7	43.5	59.3	17.8	37.6	60.3
Volume/Cap:	0.86	1.04	0.20	0.46	0.46	0.60	0.82	0.35	0.19	1.29	1.09	0.57
Delay/Veh:	111.2	104	36.1	82.2	48.8	43.3	89.7	57.8	44.3	235.5	133	51.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	111.2	104	36.1	82.2	48.8	43.3	89.7	57.8	44.3	235.5	133	51.7
LOS by Move:	F	F	D+	F	D	D	F	E+	D	F	F	D-
HCM2kAvgQ:	7	53	9	6	21	35	11	7	5	22	32	17

Note: Queue reported is the number of cars per lane.

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Intersection #49: Lawrence Expressway / Pruneridge Avenue



Street Name:	Lawrence Expressway						Pruneridge Avenue					
	North Bound			South Bound			East Bound			West Bound		
Approach:												
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	16	89	89	13	87	87	14	22	22	25	34	34
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:												
Base Vol:	110	3361	139	100	1427	52	111	130	117	367	295	527
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	110	3361	139	100	1427	52	111	130	117	367	295	527
Added Vol:	0	543	0	0	264	28	10	5	0	1	15	0
PasserByVol:	155	43	3	8	46	15	7	8	33	10	24	4
Initial Fut:	265	3947	142	108	1737	95	128	143	150	378	334	531
User Adj:	1.00	0.79	1.00	1.00	0.80	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	265	3118	142	108	1390	95	128	143	150	378	334	531
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	265	3118	142	108	1390	95	128	143	150	378	334	531
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	265	3118	142	108	1390	95	128	143	150	378	334	531

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	3150	5700	1750	3150	5700	1750	3150	3800	1750	3150	3800	1750

Capacity Analysis Module:												
Vol/Sat:	0.08	0.55	0.08	0.03	0.24	0.05	0.04	0.04	0.09	0.12	0.09	0.30
Crit Moves:	****			****			****			****		
Green Time:	16.0	90.0	117.1	13.0	87.0	101.0	14.0	23.9	39.9	27.1	37.0	50.0
Volume/Cap:	0.87	1.01	0.12	0.44	0.47	0.09	0.48	0.26	0.36	0.73	0.39	1.01
Delay/Veh:	97.1	56.5	7.9	74.3	25.0	13.5	73.9	63.5	52.9	71.4	55.2	98.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	97.1	56.5	7.9	74.3	25.0	13.5	73.9	63.5	52.9	71.4	55.2	98.9
LOS by Move:	F	E+	A	E	C	B	E	E	D-	E	E+	F
HCM2kAvgQ:	11	60	2	3	14	2	4	3	7	12	7	35

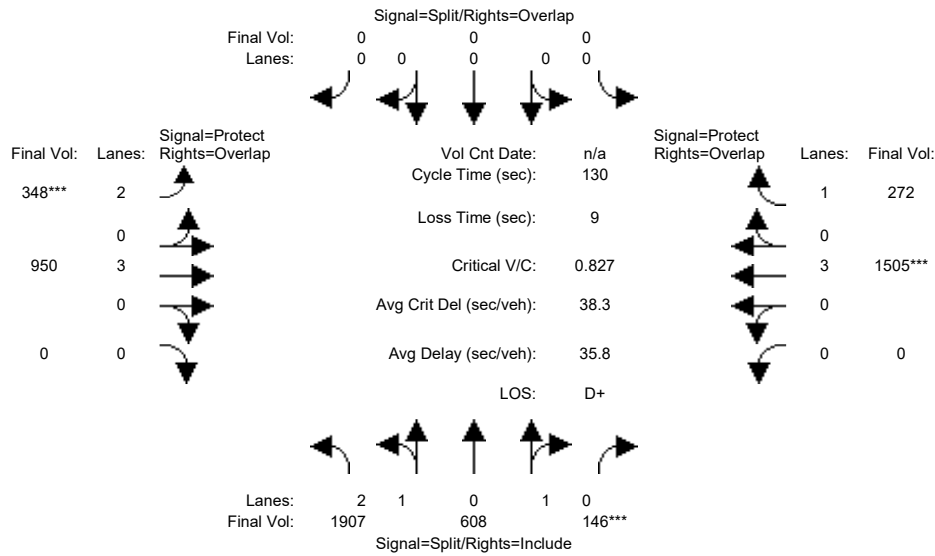
Note: Queue reported is the number of cars per lane.



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Intersection #50: Lawrence Expressway Ramps (East) / Stevens Creek Boulevard



Street Name:	Lawrence Expressway Ramps (East)						Stevens Creek Boulevard					
	North Bound			South Bound			East Bound			West Bound		
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	0	0	0	7	10	0	0	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:

Base Vol:	1029	384	133	0	0	0	284	832	0	0	1299	232
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	1029	384	133	0	0	0	284	832	0	0	1299	232
Added Vol:	209	169	13	0	0	0	57	83	0	0	162	40
PasserByVol:	669	55	0	0	0	0	7	35	0	0	44	0
Initial Fut:	1907	608	146	0	0	0	348	950	0	0	1505	272
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	1907	608	146	0	0	0	348	950	0	0	1505	272
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	1907	608	146	0	0	0	348	950	0	0	1505	272
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	1907	608	146	0	0	0	348	950	0	0	1505	272

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.86	0.95	0.95	0.92	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.92
Lanes:	2.94	0.85	0.21	0.00	0.00	0.00	2.00	3.00	0.00	0.00	3.00	1.00
Final Sat.:	4829	1540	370	0	0	0	3150	5700	0	0	5700	1750

Capacity Analysis Module:

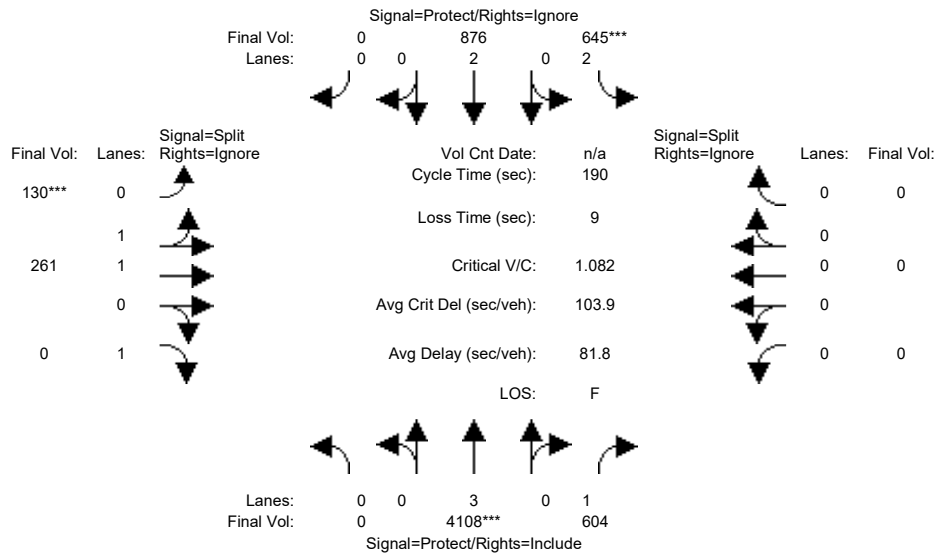
Vol/Sat:	0.39	0.39	0.39	0.00	0.00	0.00	0.11	0.17	0.00	0.00	0.26	0.16
Crit Moves:	***						****			****		
Green Time:	62.1	62.1	62.1	0.0	0.0	0.0	17.4	58.9	0.0	0.0	41.5	41.5
Volume/Cap:	0.83	0.83	0.83	0.00	0.00	0.00	0.83	0.37	0.00	0.00	0.83	0.49
Delay/Veh:	31.2	31.2	31.2	0.0	0.0	0.0	67.5	23.4	0.0	0.0	44.2	36.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	31.2	31.2	31.2	0.0	0.0	0.0	67.5	23.4	0.0	0.0	44.2	36.3
LOS by Move:	C	C	C	A	A	A	E	C	A	A	D	D+
HCM2kAvgQ:	27	27	27	0	0	0	9	8	0	0	18	9

Note: Queue reported is the number of cars per lane.

Vallco Special Area Specific Plan  
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2000 HCM Operations (Future Volume Alternative)  
Background AM PP

Intersection #51: Lawrence Expressway / Calverty Drive-I-280 SB Ramp



Street Name:	Lawrence Expressway						I-280 SB Ramp					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	116	116	32	152	0	30	30	30	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:	Lawrence Expressway						I-280 SB Ramp					
	L	T	R	L	T	R	L	T	R	L	T	R
Base Vol:	0	3346	517	562	738	0	130	197	235	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	3346	517	562	738	0	130	197	235	0	0	0
Added Vol:	0	403	82	67	107	0	0	26	69	0	0	0
PasserByVol:	0	359	5	16	31	0	0	38	28	0	0	0
Initial Fut:	0	4108	604	645	876	0	130	261	332	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Volume:	0	4108	604	645	876	0	130	261	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	4108	604	645	876	0	130	261	0	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
Final Volume:	0	4108	604	645	876	0	130	261	0	0	0	0

Saturation Flow Module:	Lawrence Expressway						I-280 SB Ramp					
	L	T	R	L	T	R	L	T	R	L	T	R
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.83	1.00	0.92	0.95	0.99	0.92	0.92	1.00	0.92
Lanes:	0.00	3.00	1.00	2.00	2.00	0.00	0.68	1.32	1.00	0.00	0.00	0.00
Final Sat.:	0	5700	1750	3150	3800	0	1230	2469	1750	0	0	0

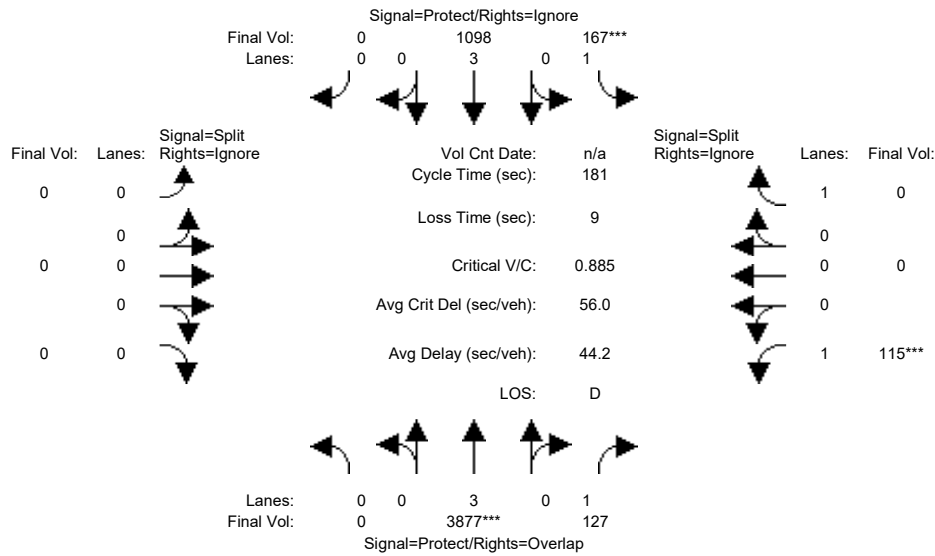
Capacity Analysis Module:	Lawrence Expressway						I-280 SB Ramp					
	L	T	R	L	T	R	L	T	R	L	T	R
Vol/Sat:	0.00	0.72	0.35	0.20	0.23	0.00	0.11	0.11	0.00	0.00	0.00	0.00
Crit Moves:	****			****			****					
Green Time:	0.0	118	117.7	33.5	151	0.0	29.8	29.8	0.0	0.0	0.0	0.0
Volume/Cap:	0.00	1.16	0.56	1.16	0.29	0.00	0.67	0.67	0.00	0.00	0.00	0.00
Delay/Veh:	0.0	95.9	11.7	170.5	0.1	0.0	79.0	79.0	0.0	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	95.9	11.7	170.5	0.1	0.0	79.0	79.0	0.0	0.0	0.0	0.0
LOS by Move:	A	F	B+	F	A	A	E-	E-	A	A	A	A
HCM2kAvgQ:	0	97	11	32	0	0	11	11	0	0	0	0

Note: Queue reported is the number of cars per lane.

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2000 HCM Operations (Future Volume Alternative)  
Background AM PP

Intersection #52: Lawrence Expressway / Mitty Way



Street Name:	Lawrence Expressway						Mitty Way					
	North Bound			South Bound			East Bound			West Bound		
Approach:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	116	116	28	148	148	0	0	0	25	25	25
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	0.0	0.0	0.0	4.0	4.0	4.0

Volume Module:												
Base Vol:	0	3041	127	164	866	0	0	0	0	113	0	741
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	3041	127	164	866	0	0	0	0	113	0	741
Added Vol:	0	483	0	1	175	0	0	0	0	2	0	2
PasserByVol:	0	353	0	2	57	1	0	0	0	0	0	12
Initial Fut:	0	3877	127	167	1098	1	0	0	0	115	0	755
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Volume:	0	3877	127	167	1098	0	0	0	0	115	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	3877	127	167	1098	0	0	0	0	115	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
FinalVolume:	0	3877	127	167	1098	0	0	0	0	115	0	0

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	0.98	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	3.00	1.00	1.00	3.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Final Sat.:	0	5700	1750	1750	5600	0	0	0	0	1750	0	1750

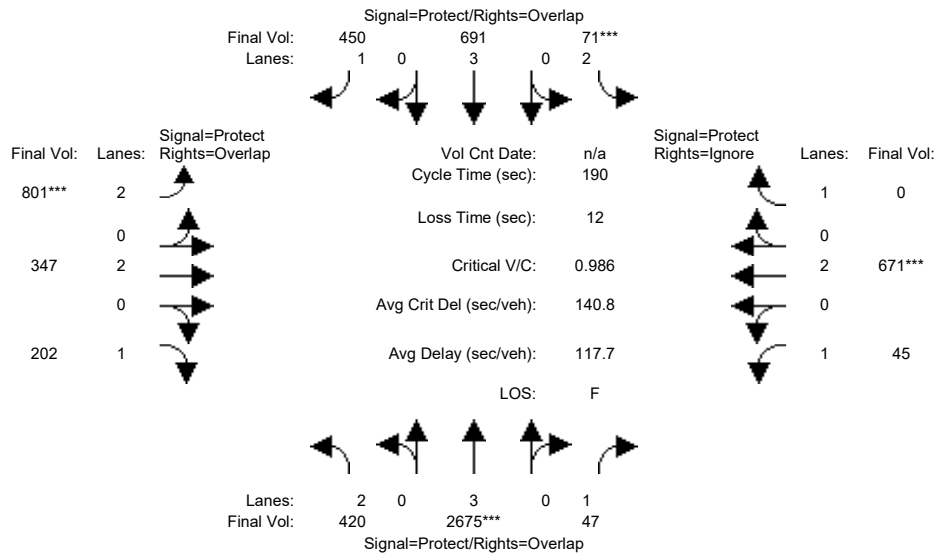
Capacity Analysis Module:												
Vol/Sat:	0.00	0.68	0.07	0.10	0.20	0.00	0.00	0.00	0.00	0.07	0.00	0.00
Crit Moves:	****			****						****		
Green Time:	0.0	119	144.2	27.8	147	0.0	0.0	0.0	0.0	24.9	0.0	0.0
Volume/Cap:	0.00	1.03	0.09	0.62	0.24	0.00	0.00	0.00	0.00	0.48	0.00	0.00
Delay/Veh:	0.0	54.6	4.1	76.4	4.0	0.0	0.0	0.0	0.0	74.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	54.6	4.1	76.4	4.0	0.0	0.0	0.0	0.0	74.0	0.0	0.0
LOS by Move:	A	D-	A	E-	A	A	A	A	A	E	A	A
HCM2kAvgQ:	0	73	2	9	5	0	0	0	0	7	0	0

Note: Queue reported is the number of cars per lane.

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Background AM PP

Intersection #53: Lawrence Expressway / Bollinger Road



Street Name:	Lawrence Expressway						Bollinger Road					
	North Bound			South Bound			East Bound			West Bound		
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	19	70	70	14	64	64	51	80	80	11	41	41
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:												
Base Vol:	304	1940	46	61	481	437	764	340	173	45	662	255
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	304	1940	46	61	481	437	764	340	173	45	662	255
Added Vol:	115	455	0	1	166	10	25	1	21	0	6	2
PasserByVol:	1	280	1	9	44	3	12	6	8	0	3	49
Initial Fut:	420	2675	47	71	691	450	801	347	202	45	671	306
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	420	2675	47	71	691	450	801	347	202	45	671	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	420	2675	47	71	691	450	801	347	202	45	671	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
Final Volume:	420	2675	47	71	691	450	801	347	202	45	671	0

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.92
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	2.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	3150	5700	1750	3150	5700	1750	3150	3800	1750	1750	3800	1750

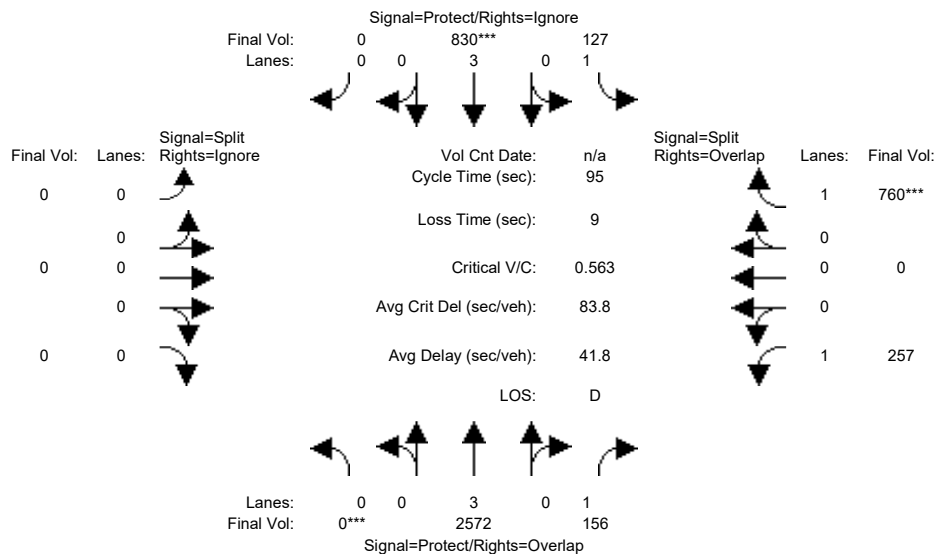
Capacity Analysis Module:												
Vol/Sat:	0.13	0.47	0.03	0.02	0.12	0.26	0.25	0.09	0.12	0.03	0.18	0.00
Crit Moves:	****			****			****			****		
Green Time:	20.2	70.7	82.0	14.1	64.7	116.2	51.5	81.7	102.0	11.2	41.4	0.0
Volume/Cap:	1.25	1.26	0.06	0.30	0.36	0.42	0.94	0.21	0.22	0.43	0.81	0.00
Delay/Veh:	220.2	176	26.9	83.1	50.8	27.3	84.4	33.7	22.9	88.3	75.8	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	220.2	176	26.9	83.1	50.8	27.3	84.4	33.7	22.9	88.3	75.8	0.0
LOS by Move:	F	F	C	F	D	C	F	C-	C+	F	E-	A
HCM2kAvgQ:	21	72	1	2	11	19	30	6	6	3	20	0

Note: Queue reported is the number of cars per lane.

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Intersection #54: Lawrence Expressway / Doyle Road



Street Name:	Lawrence Expressway						Doyle Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	53	53	14	68	68	0	0	0	18	18	18
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	0.0	0.0	0.0	4.0	4.0	4.0

Volume Module:	North Bound			South Bound			East Bound			West Bound		
Base Vol:	0	1738	156	120	608	0	0	0	0	257	0	737
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	1738	156	120	608	0	0	0	0	257	0	737
Added Vol:	0	562	0	1	186	0	0	0	0	0	0	8
PasserByVol:	0	272	0	6	36	4	0	0	0	0	0	15
Initial Fut:	0	2572	156	127	830	4	0	0	0	257	0	760
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	0	2572	156	127	830	0	0	0	0	257	0	760
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	2572	156	127	830	0	0	0	0	257	0	760
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	0	2572	156	127	830	0	0	0	0	257	0	760

Saturation Flow Module:	North Bound			South Bound			East Bound			West Bound		
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	0.98	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	3.00	1.00	1.00	3.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Final Sat.:	0	5700	1750	1750	5600	0	0	0	0	1750	0	1750

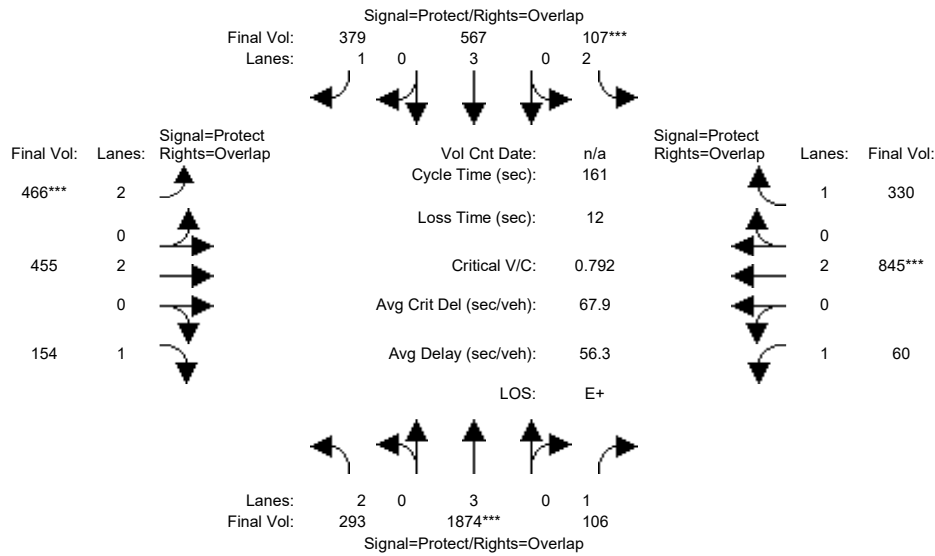
Capacity Analysis Module:	North Bound			South Bound			East Bound			West Bound		
Vol/Sat:	0.00	0.45	0.09	0.07	0.15	0.00	0.00	0.00	0.00	0.15	0.00	0.43
Crit Moves:	***			***								***
Green Time:	0.0	53.8	71.8	14.2	68.0	0.0	0.0	0.0	0.0	18.0	0.0	32.2
Volume/Cap:	0.00	0.80	0.12	0.49	0.21	0.00	0.00	0.00	0.00	0.78	0.00	1.28
Delay/Veh:	0.0	17.7	3.2	38.5	4.5	0.0	0.0	0.0	0.0	47.5	0.0	170.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	17.7	3.2	38.5	4.5	0.0	0.0	0.0	0.0	47.5	0.0	170.4
LOS by Move:	A	B	A	D+	A	A	A	A	A	D	A	F
HCM2kAvgQ:	0	18	1	4	3	0	0	0	0	10	0	48

Note: Queue reported is the number of cars per lane.

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Intersection #55: Lawrence Expressway / Prospect Road



Street Name:	Lawrence Expressway						Prospect Road					
	North Bound			South Bound			East Bound			West Bound		
Approach:												
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	26	49	49	17	40	40	31	65	65	14	48	48
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:												
Base Vol:	288	1051	106	105	351	376	458	452	153	60	845	326
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	288	1051	106	105	351	376	458	452	153	60	845	326
Added Vol:	0	562	0	0	186	0	0	0	0	0	0	0
PasserByVol:	5	261	0	2	30	3	8	3	1	0	0	4
Initial Fut:	293	1874	106	107	567	379	466	455	154	60	845	330
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	293	1874	106	107	567	379	466	455	154	60	845	330
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	293	1874	106	107	567	379	466	455	154	60	845	330
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	293	1874	106	107	567	379	466	455	154	60	845	330

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.92
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	2.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	3150	5700	1750	3150	5700	1750	3150	3800	1750	1750	3800	1750

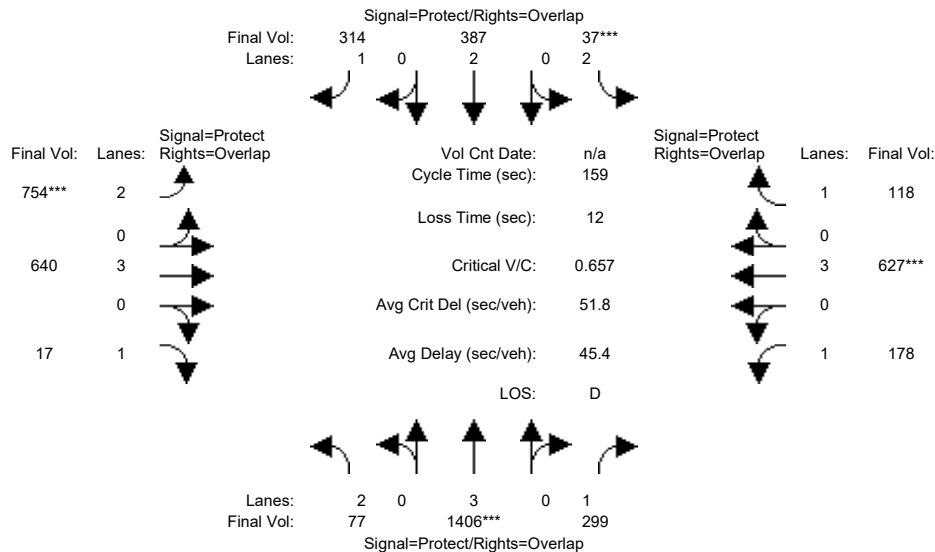
Capacity Analysis Module:												
Vol/Sat:	0.09	0.33	0.06	0.03	0.10	0.22	0.15	0.12	0.09	0.03	0.22	0.19
Crit Moves:	****			****			****			****		
Green Time:	27.6	53.0	67.0	17.0	42.4	73.4	31.0	65.0	92.6	14.0	48.0	65.0
Volume/Cap:	0.54	1.00	0.15	0.32	0.38	0.47	0.77	0.30	0.15	0.39	0.75	0.47
Delay/Veh:	62.1	74.4	29.3	67.2	48.6	30.9	67.5	32.6	16.0	71.2	53.7	35.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	62.1	74.4	29.3	67.2	48.6	30.9	67.5	32.6	16.0	71.2	53.7	35.8
LOS by Move:	E	E	C	E	D	C	E	C-	B	E	D-	D+
HCM2k95thQ:	16	58	7	6	14	24	24	14	7	7	33	23

Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report  
2000 HCM Operations (Future Volume Alternative)  
Background AM PP

Intersection #56: Lawrence Expressway / Saratoga Avenue



Street Name:	Lawrence Expressway						Saratoga Avenue					
	North Bound			South Bound			East Bound			West Bound		
Approach:												
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	12	59	59	9	56	56	39	53	53	22	36	36
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:												
Base Vol:	67	913	298	37	208	263	422	619	17	171	624	118
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	67	913	298	37	208	263	422	619	17	171	624	118
Added Vol:	0	452	0	0	165	21	110	0	0	0	0	0
PasserByVol:	10	41	1	0	14	30	222	21	0	7	3	0
Initial Fut:	77	1406	299	37	387	314	754	640	17	178	627	118
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	77	1406	299	37	387	314	754	640	17	178	627	118
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	77	1406	299	37	387	314	754	640	17	178	627	118
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	77	1406	299	37	387	314	754	640	17	178	627	118

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.92
Lanes:	2.00	3.00	1.00	2.00	2.00	1.00	2.00	3.00	1.00	1.00	3.00	1.00
Final Sat.:	3150	5700	1750	3150	3800	1750	3150	5700	1750	1750	5700	1750

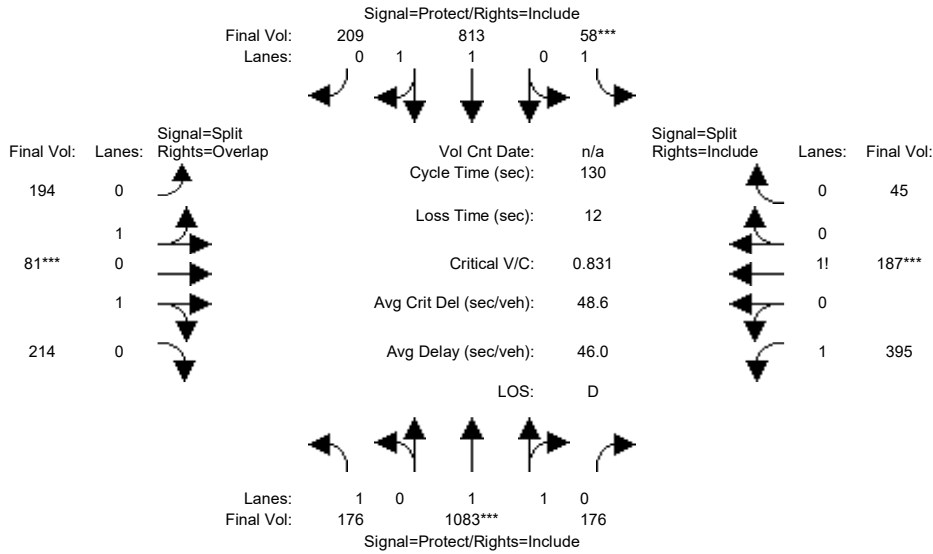
Capacity Analysis Module:												
Vol/Sat:	0.02	0.25	0.17	0.01	0.10	0.18	0.24	0.11	0.01	0.10	0.11	0.07
Crit Moves:	****			****			****			****		
Green Time:	12.0	59.0	82.2	9.0	56.0	99.0	43.0	55.8	67.8	23.2	36.0	45.0
Volume/Cap:	0.32	0.66	0.33	0.21	0.29	0.29	0.89	0.32	0.02	0.70	0.49	0.24
Delay/Veh:	70.5	42.6	22.6	72.2	37.3	13.9	66.6	37.8	26.4	72.8	53.7	44.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	70.5	42.6	22.6	72.2	37.3	13.9	66.6	37.8	26.4	72.8	53.7	44.1
LOS by Move:	E	D	C+	E	D+	B	E	D+	C	E	D-	D
HCM2kAvgQ:	2	19	9	1	7	7	21	7	0	10	9	5

Note: Queue reported is the number of cars per lane.

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2000 HCM Operations (Future Volume Alternative)  
Background AM PP

Intersection #57: Saratoga Avenue / Cox Avenue



Street Name:	Saratoga Avenue						Cox Avenue					
	North Bound			South Bound			East Bound			West Bound		
Approach:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:												
Base Vol:	176	735	176	58	753	209	194	81	214	395	187	45
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	176	735	176	58	753	209	194	81	214	395	187	45
Added Vol:	0	110	0	0	21	0	0	0	0	0	0	0
PasserByVol:	0	238	0	0	39	0	0	0	0	0	0	0
Initial Fut:	176	1083	176	58	813	209	194	81	214	395	187	45
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	176	1083	176	58	813	209	194	81	214	395	187	45
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	176	1083	176	58	813	209	194	81	214	395	187	45
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	176	1083	176	58	813	209	194	81	214	395	187	45

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	0.98	0.95	0.95	0.95	0.95	0.92	0.92	0.92
Lanes:	1.00	1.71	0.29	1.00	1.58	0.42	0.79	0.33	0.88	1.46	0.44	0.10
Final Sat.:	1750	3182	517	1750	2943	757	1428	596	1575	2555	762	183

Capacity Analysis Module:												
Vol/Sat:	0.10	0.34	0.34	0.03	0.28	0.28	0.14	0.14	0.14	0.15	0.25	0.25
Crit Moves:	****			****			****			****		
Green Time:	15.8	52.4	52.4	7.0	43.5	43.5	20.9	20.9	36.7	37.8	37.8	37.8
Volume/Cap:	0.83	0.85	0.85	0.62	0.83	0.83	0.85	0.85	0.48	0.53	0.85	0.85
Delay/Veh:	78.1	39.8	39.8	71.8	44.4	44.4	64.0	64.0	39.1	39.2	52.2	52.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	78.1	39.8	39.8	71.8	44.4	44.4	64.0	64.0	39.1	39.2	52.2	52.2
LOS by Move:	E-	D	D	E	D	D	E	E	D	D	D-	D-
HCM2kAvgQ:	8	23	23	3	20	20	12	12	9	10	20	20

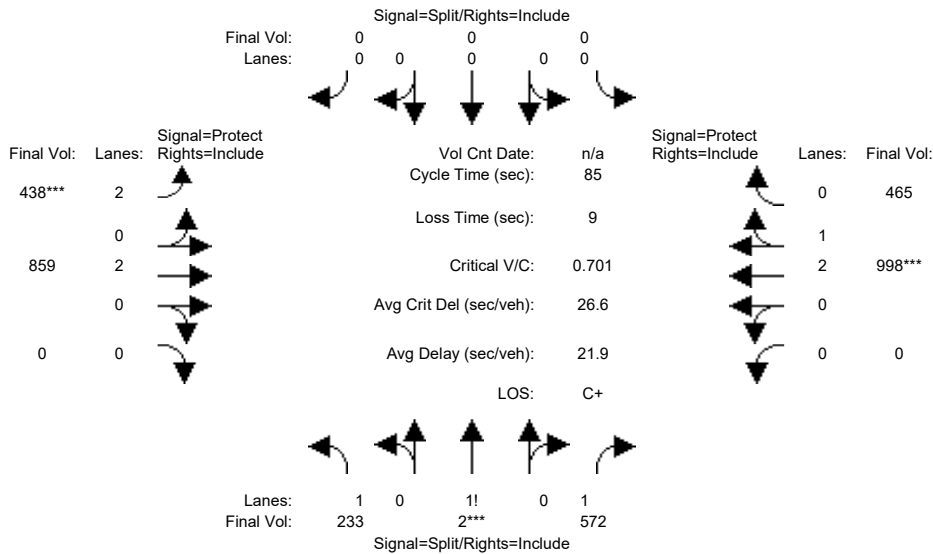
Note: Queue reported is the number of cars per lane.



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Intersection #58: SR-85 (North) / Saratoga Avenue



Street Name:	SR-85 (North)						Saratoga Avenue					
	North Bound			South Bound			East Bound			West Bound		
Approach:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	0	0	0	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:												
Base Vol:	233	2	288	0	0	0	438	794	0	0	946	462
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	233	2	288	0	0	0	438	794	0	0	946	462
Added Vol:	0	0	90	0	0	0	0	21	0	0	21	0
PasserByVol:	0	0	194	0	0	0	0	44	0	0	31	3
Initial Fut:	233	2	572	0	0	0	438	859	0	0	998	465
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	233	2	572	0	0	0	438	859	0	0	998	465
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	233	2	572	0	0	0	438	859	0	0	998	465
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	233	2	572	0	0	0	438	859	0	0	998	465

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.95	0.95	0.92	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.95
Lanes:	1.29	0.01	1.70	0.00	0.00	0.00	2.00	2.00	0.00	0.00	2.01	0.99
Final Sat.:	2264	9	3062	0	0	0	3150	3800	0	0	3818	1779

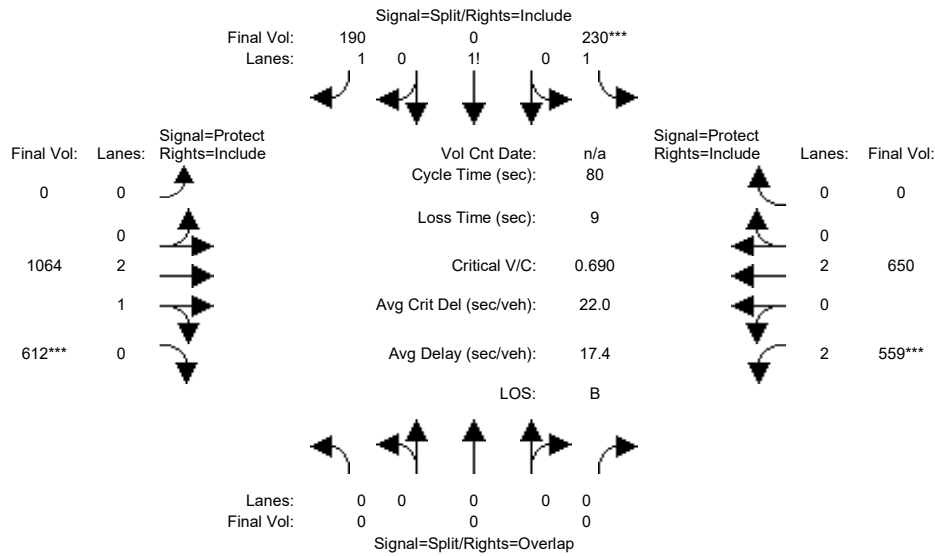
Capacity Analysis Module:												
Vol/Sat:	0.10	0.23	0.19	0.00	0.00	0.00	0.14	0.23	0.00	0.00	0.26	0.26
Crit Moves:	****						****			****		
Green Time:	27.5	27.5	27.5	0.0	0.0	0.0	16.9	48.5	0.0	0.0	31.7	31.7
Volume/Cap:	0.32	0.70	0.58	0.00	0.00	0.00	0.70	0.40	0.00	0.00	0.70	0.70
Delay/Veh:	21.8	27.1	24.6	0.0	0.0	0.0	35.3	10.2	0.0	0.0	23.7	23.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	21.8	27.1	24.6	0.0	0.0	0.0	35.3	10.2	0.0	0.0	23.7	23.7
LOS by Move:	C+	C	C	A	A	A	D+	B+	A	A	C	C
HCM2kAvgQ:	4	11	8	0	0	0	6	6	0	0	10	10

Note: Queue reported is the number of cars per lane.

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Background AM PP

Intersection #59: SR-85 (South) / Saratoga Avenue



Street Name:	SR-85 (South)						Saratoga Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:	SR-85 (South)						Saratoga Avenue					
Base Vol:	0	0	0	219	0	190	0	1010	612	517	637	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	219	0	190	0	1010	612	517	637	0
Added Vol:	0	0	0	0	0	0	0	21	0	15	5	0
PasserByVol:	0	0	0	11	0	0	0	33	0	27	8	0
Initial Fut:	0	0	0	230	0	190	0	1064	612	559	650	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	230	0	190	0	1064	612	559	650	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	230	0	190	0	1064	612	559	650	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	0	0	0	230	0	190	0	1064	612	559	650	0

Saturation Flow Module:	SR-85 (South)						Saratoga Avenue					
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.83	1.00	0.92
Lanes:	0.00	0.00	0.00	1.55	0.00	1.45	0.00	2.00	1.00	2.00	2.00	0.00
Final Sat.:	0	0	0	2708	0	2542	0	3800	1750	3150	3800	0

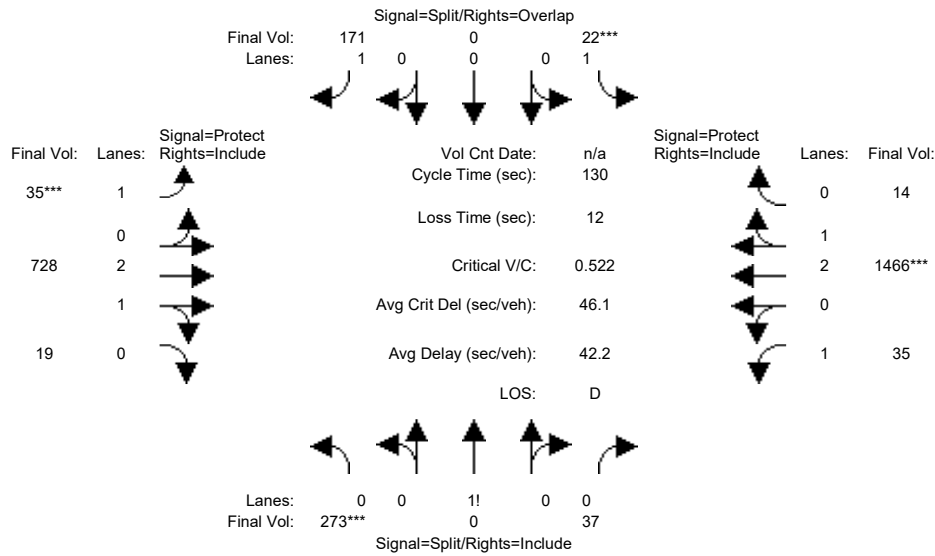
Capacity Analysis Module:	SR-85 (South)						Saratoga Avenue					
Vol/Sat:	0.00	0.00	0.00	0.08	0.00	0.07	0.00	0.28	0.35	0.18	0.17	0.00
Crit Moves:				****					****	****		
Green Time:	0.0	0.0	0.0	10.0	0.0	10.0	0.0	40.5	40.5	20.5	61.0	0.0
Volume/Cap:	0.00	0.00	0.00	0.68	0.00	0.60	0.00	0.55	0.69	0.69	0.22	0.00
Delay/Veh:	0.0	0.0	0.0	36.5	0.0	34.5	0.0	13.8	15.9	29.4	2.8	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	36.5	0.0	34.5	0.0	13.8	15.9	29.4	2.8	0.0
LOS by Move:	A	A	A	D+	A	C-	A	B	B	C	A	A
HCM2kAvgQ:	0	0	0	5	0	4	0	9	13	7	2	0

Note: Queue reported is the number of cars per lane.

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2000 HCM Operations (Future Volume Alternative)  
Background AM PP

Intersection #60: Cabot Avenue-Loma Linda Drive / Stevens Creek Boulevard



Street Name:	Cabot Avenue-Loma Linda Drive						Stevens Creek Boulevard					
	North Bound			South Bound			East Bound			West Bound		
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	32	32	32	32	32	32	13	35	35	10	32	32
Y+R:	5.1	5.1	5.1	5.1	5.1	5.1	4.5	6.4	6.4	4.5	6.4	6.4

Volume Module:												
Base Vol:	259	0	35	12	0	156	32	562	18	33	1155	11
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	259	0	35	12	0	156	32	562	18	33	1155	11
Added Vol:	0	0	0	0	0	4	1	95	0	0	197	0
PasserByVol:	0	0	0	9	0	2	0	35	0	0	41	2
Initial Fut:	259	0	35	21	0	162	33	692	18	33	1393	13
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	273	0	37	22	0	171	35	728	19	35	1466	14
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	273	0	37	22	0	171	35	728	19	35	1466	14
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	273	0	37	22	0	171	35	728	19	35	1466	14

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.92	0.92	0.92	1.00	0.92	0.92	0.98	0.95	0.92	0.98	0.95
Lanes:	0.88	0.00	0.12	1.00	0.00	1.00	1.00	2.92	0.08	1.00	2.97	0.03
Final Sat.:	1542	0	208	1750	0	1750	1750	5458	142	1750	5548	52

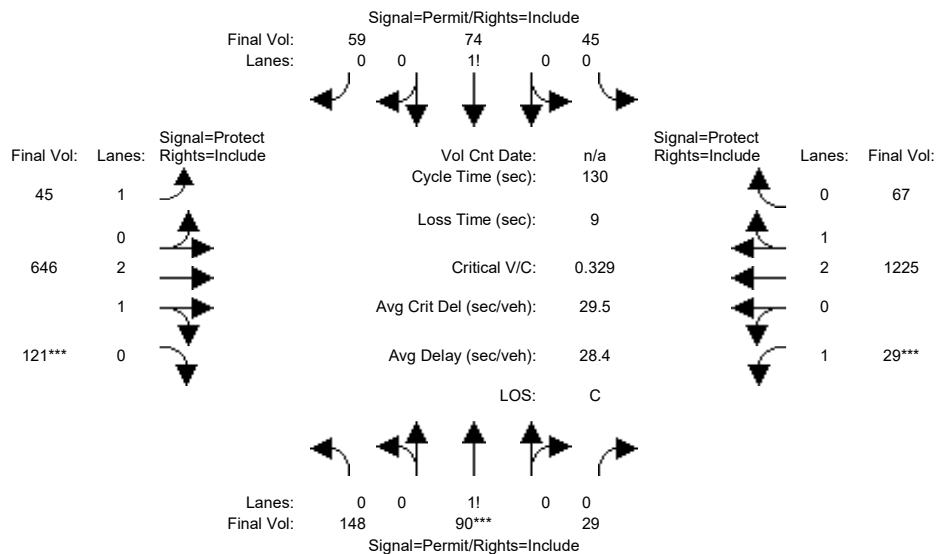
Capacity Analysis Module:												
Vol/Sat:	0.18	0.00	0.18	0.01	0.00	0.10	0.02	0.13	0.13	0.02	0.26	0.26
Crit Moves:	***			***			***			***		
Green Time:	32.0	0.0	32.0	32.0	0.0	45.0	13.0	42.0	42.0	12.0	41.0	41.0
Volume/Cap:	0.72	0.00	0.72	0.05	0.00	0.28	0.20	0.41	0.41	0.22	0.84	0.84
Delay/Veh:	50.6	0.0	50.6	37.5	0.0	31.0	54.3	34.5	34.5	55.3	45.1	45.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	50.6	0.0	50.6	37.5	0.0	31.0	54.3	34.5	34.5	55.3	45.1	45.1
LOS by Move:	D	A	D	D+	A	C	D-	C-	C-	E+	D	D
HCM2kAvgQ:	13	0	13	1	0	5	1	8	8	1	19	19

Note: Queue reported is the number of cars per lane.

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2000 HCM Operations (Future Volume Alternative)  
Background AM PP

Intersection #61: Cronin Drive/Albany Drive / Stevens Creek Boulevard



Street Name:	Cronin Drive/Albany Drive						Stevens Creek Boulevard					
	North Bound			South Bound			East Bound			West Bound		
Approach:												
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	45	45	45	45	45	45	12	49	49	20	57	57
Y+R:	5.1	5.1	5.1	5.1	5.1	5.1	5.0	5.9	5.9	5.0	5.9	5.9

Volume Module:												
Base Vol:	127	86	22	37	71	41	37	493	110	27	969	63
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	127	86	22	37	71	41	37	493	110	27	969	63
Added Vol:	9	0	0	0	0	11	4	86	5	0	176	0
PasserByVol:	6	0	6	6	0	5	2	41	1	1	31	1
Initial Fut:	142	86	28	43	71	57	43	620	116	28	1176	64
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
PHF Volume:	148	90	29	45	74	59	45	646	121	29	1225	67
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	148	90	29	45	74	59	45	646	121	29	1225	67
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	148	90	29	45	74	59	45	646	121	29	1225	67

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.99	0.95	0.92	0.98	0.95
Lanes:	0.55	0.34	0.11	0.25	0.42	0.33	1.00	2.51	0.49	1.00	2.84	0.16
Final Sat.:	971	588	191	440	727	583	1750	4716	882	1750	5311	289

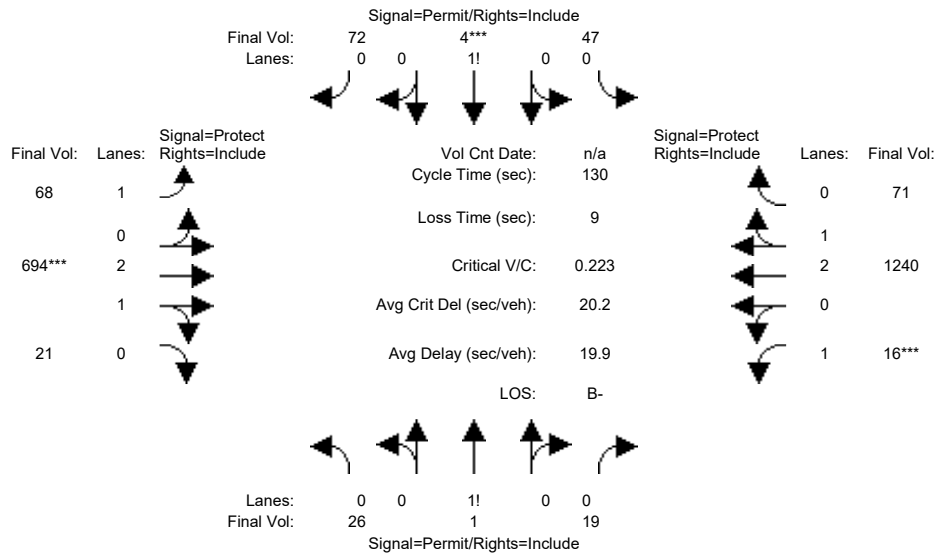
Capacity Analysis Module:												
Vol/Sat:	0.15	0.15	0.15	0.10	0.10	0.10	0.03	0.14	0.14	0.02	0.23	0.23
Crit Moves:	****						****			****		
Green Time:	52.0	52.0	52.0	52.0	52.0	52.0	12.0	49.0	49.0	20.0	57.0	57.0
Volume/Cap:	0.38	0.38	0.38	0.25	0.25	0.25	0.28	0.36	0.36	0.11	0.53	0.53
Delay/Veh:	28.0	28.0	28.0	26.2	26.2	26.2	55.9	29.3	29.3	47.5	26.9	26.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	28.0	28.0	28.0	26.2	26.2	26.2	55.9	29.3	29.3	47.5	26.9	26.9
LOS by Move:	C	C	C	C	C	C	E+	C	C	D	C	C
HCM2kAvgQ:	8	8	8	5	5	5	2	7	7	1	12	12

Note: Queue reported is the number of cars per lane.

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Background AM PP

Intersection #62: Woodhams Road / Stevens Creek Boulevard



Street Name:	Woodhams Road						Stevens Creek Boulevard					
	North Bound			South Bound			East Bound			West Bound		
Approach:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	35	35	35	35	35	35	11	64	64	15	68	68
Y+R:	5.1	5.1	5.1	5.1	5.1	5.1	5.5	5.9	5.9	5.5	5.9	5.9

Volume Module:												
Base Vol:	8	1	10	38	4	51	61	543	16	15	1030	67
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	8	1	10	38	4	51	61	543	16	15	1030	67
Added Vol:	15	0	0	0	0	13	4	78	4	0	148	0
PasserByVol:	2	0	8	8	0	6	1	52	0	1	25	2
Initial Fut:	25	1	18	46	4	70	66	673	20	16	1203	69
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
PHF Volume:	26	1	19	47	4	72	68	694	21	16	1240	71
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	26	1	19	47	4	72	68	694	21	16	1240	71
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	26	1	19	47	4	72	68	694	21	16	1240	71

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.98	0.95	0.92	0.98	0.95
Lanes:	0.57	0.02	0.41	0.38	0.03	0.59	1.00	2.91	0.09	1.00	2.83	0.17
Final Sat.:	994	40	716	671	58	1021	1750	5438	162	1750	5296	304

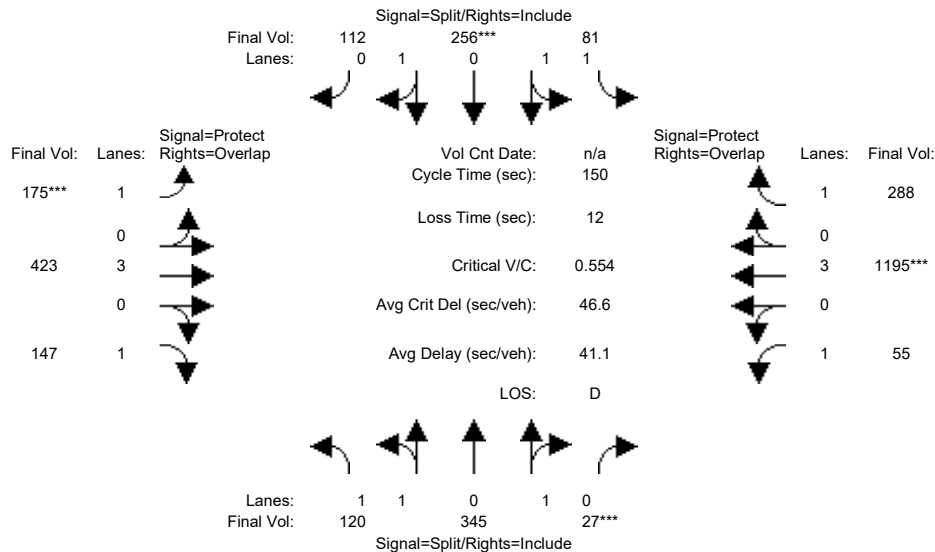
Capacity Analysis Module:												
Vol/Sat:	0.03	0.03	0.03	0.07	0.07	0.07	0.04	0.13	0.13	0.01	0.23	0.23
Crit Moves:					****			****			****	
Green Time:	37.8	37.8	37.8	37.8	37.8	37.8	11.6	68.2	68.2	15.0	71.6	71.6
Volume/Cap:	0.09	0.09	0.09	0.24	0.24	0.24	0.44	0.24	0.24	0.08	0.43	0.43
Delay/Veh:	33.6	33.6	33.6	35.4	35.4	35.4	58.1	16.9	16.9	51.5	17.2	17.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	33.6	33.6	33.6	35.4	35.4	35.4	58.1	16.9	16.9	51.5	17.2	17.2
LOS by Move:	C-	C-	C-	D+	D+	D+	E+	B	B	D-	B	B
HCM2kAvgQ:	1	1	1	4	4	4	3	5	5	1	10	10

Note: Queue reported is the number of cars per lane.

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Background AM PP

Intersection #63: Kiely Boulevard / Stevens Creek Boulevard



Street Name:	Kiely Boulevard						Stevens Creek Boulevard					
	North Bound			South Bound			East Bound			West Bound		
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:												
Base Vol:	107	345	27	60	256	100	165	295	138	55	1045	285
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	107	345	27	60	256	100	165	295	138	55	1045	285
Added Vol:	11	0	0	0	0	11	4	71	4	0	126	0
PasserByVol:	2	0	0	21	0	1	6	57	5	0	24	3
Initial Fut:	120	345	27	81	256	112	175	423	147	55	1195	288
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	120	345	27	81	256	112	175	423	147	55	1195	288
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	120	345	27	81	256	112	175	423	147	55	1195	288
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	120	345	27	81	256	112	175	423	147	55	1195	288

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	0.99	0.95	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	1.85	0.15	1.00	1.37	0.63	1.00	3.00	1.00	1.00	3.00	1.00
Final Sat.:	1750	3431	269	1750	2573	1126	1750	5700	1750	1750	5700	1750

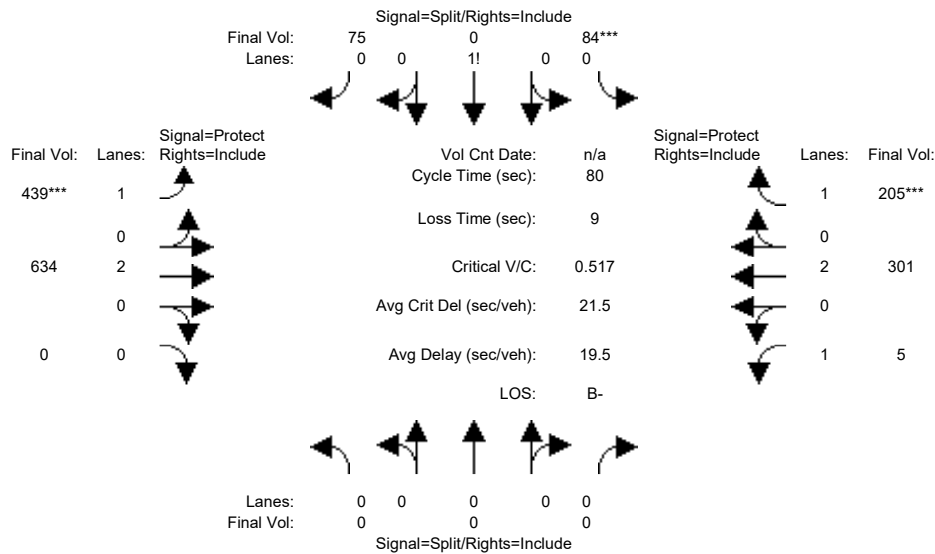
Capacity Analysis Module:												
Vol/Sat:	0.07	0.10	0.10	0.05	0.10	0.10	0.10	0.07	0.08	0.03	0.21	0.16
Crit Moves:	***			****			****			****		
Green Time:	27.2	27.2	27.2	26.9	26.9	26.9	27.1	51.5	78.7	32.4	56.8	83.7
Volume/Cap:	0.38	0.55	0.55	0.26	0.55	0.55	0.55	0.22	0.16	0.15	0.55	0.29
Delay/Veh:	54.1	56.6	56.6	53.0	56.9	56.9	58.1	35.0	18.6	47.8	37.0	17.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	54.1	56.6	56.6	53.0	56.9	56.9	58.1	35.0	18.6	47.8	37.0	17.7
LOS by Move:	D-	E+	E+	D-	E+	E+	E+	D+	B-	D	D+	B
HCM2kAvgQ:	5	8	8	3	8	8	8	4	4	2	14	7

Note: Queue reported is the number of cars per lane.

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Intersection #64: Perimeter Road / Vallco Parkway



Street Name:	Perimeter Road						Vallco Parkway					
	North Bound			South Bound			East Bound			West Bound		
Approach:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	10	10	10	7	10	0	7	10	10
Y+R:	0.0	0.0	0.0	4.0	4.0	4.0	4.0	4.0	0.0	4.0	4.0	4.0

Volume Module:	L	T	R	L	T	R	L	T	R	L	T	R
Base Vol:	0	0	0	30	0	18	78	393	0	5	185	26
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	30	0	18	78	393	0	5	185	26
Added Vol:	0	0	0	54	0	57	361	10	0	0	55	179
PasserByVol:	0	0	0	0	0	0	0	231	0	0	61	0
Initial Fut:	0	0	0	84	0	75	439	634	0	5	301	205
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	84	0	75	439	634	0	5	301	205
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	84	0	75	439	634	0	5	301	205
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	84	0	75	439	634	0	5	301	205

Saturation Flow Module:	L	T	R	L	T	R	L	T	R	L	T	R
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	0.92	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	0.00	0.00	0.53	0.00	0.47	1.00	2.00	0.00	1.00	2.00	1.00
Final Sat.:	0	0	0	925	0	825	1750	3800	0	1750	3800	1750

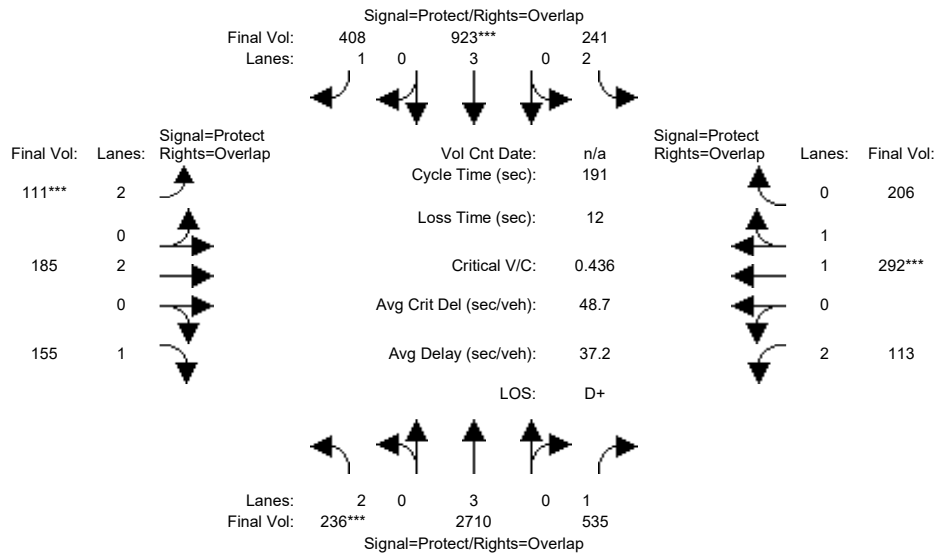
Capacity Analysis Module:	L	T	R	L	T	R	L	T	R	L	T	R
Vol/Sat:	0.00	0.00	0.00	0.09	0.00	0.09	0.25	0.17	0.00	0.00	0.08	0.12
Crit Moves:				****			****					****
Green Time:	0.0	0.0	0.0	14.1	0.0	14.1	38.8	37.4	0.0	19.6	18.1	18.1
Volume/Cap:	0.00	0.00	0.00	0.52	0.00	0.52	0.52	0.36	0.00	0.01	0.35	0.52
Delay/Veh:	0.0	0.0	0.0	31.4	0.0	31.4	14.7	13.8	0.0	22.9	26.2	28.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	31.4	0.0	31.4	14.7	13.8	0.0	22.9	26.2	28.3
LOS by Move:	A	A	A	C	A	C	B	B	A	C+	C	C
HCM2kAvgQ:	0	0	0	4	0	4	8	5	0	0	3	5

Note: Queue reported is the number of cars per lane.

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Background AM PP

Intersection #65: Lawrence Expressway / Kifer Road



Street Name:	Lawrence Expressway						Kifer Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	24	108	108	16	100	100	14	30	30	14	30	30
Y+R:	5.9	6.2	6.2	6.1	6.2	6.2	5.8	5.5	5.5	5.9	5.5	5.5

Volume Module:												
Base Vol:	229	3160	527	240	1010	401	111	185	130	86	283	203
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	229	3160	527	240	1010	401	111	185	130	86	283	203
Added Vol:	6	211	6	0	117	0	0	0	17	18	0	0
PasserByVol:	1	59	2	1	27	7	0	0	8	9	9	3
Initial Fut:	236	3430	535	241	1154	408	111	185	155	113	292	206
User Adj:	1.00	0.79	1.00	1.00	0.80	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	236	2710	535	241	923	408	111	185	155	113	292	206
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	236	2710	535	241	923	408	111	185	155	113	292	206
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	236	2710	535	241	923	408	111	185	155	113	292	206

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92	0.83	0.99	0.95
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	2.00	2.00	1.00	2.00	1.15	0.85
Final Sat.:	3150	5700	1750	3150	5700	1750	3150	3800	1750	3150	2168	1530

Capacity Analysis Module:												
Vol/Sat:	0.07	0.48	0.31	0.08	0.16	0.23	0.04	0.05	0.09	0.04	0.13	0.13
Crit Moves:	***			****			****			****		
Green Time:	25.5	115	129.5	17.0	106	121.0	14.9	31.8	57.3	14.9	31.8	48.8
Volume/Cap:	0.56	0.79	0.45	0.86	0.29	0.37	0.45	0.29	0.30	0.46	0.81	0.53
Delay/Veh:	74.8	28.8	13.7	103.6	21.3	16.0	80.7	66.0	48.7	80.8	80.0	58.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	74.8	28.8	13.7	103.6	21.3	16.0	80.7	66.0	48.7	80.8	80.0	58.2
LOS by Move:	E	C	B	F	C+	B	F	E	D	F	F	E+
HCM2kAvgQ:	7	35	14	10	9	11	4	4	7	4	15	12

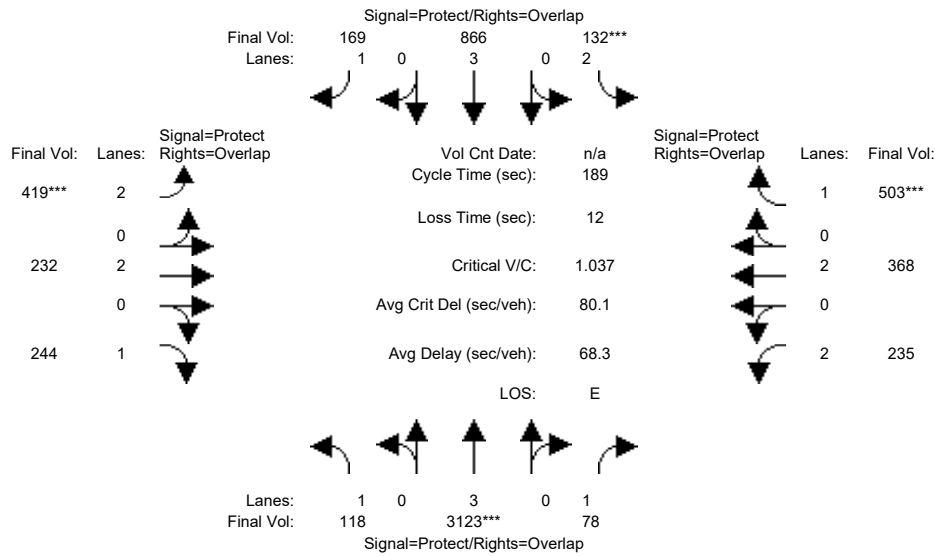
Note: Queue reported is the number of cars per lane.



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Intersection #66: Lawrence Expressway / Reed Avenue/Monroe Street



Street Name:	Lawrence Expressway						Reed Avenue/Monroe Street					
	North Bound			South Bound			East Bound			West Bound		
Approach:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	17	96	96	13	91	91	23	42	42	15	33	33
Y+R:	6.0	6.2	6.2	6.1	6.2	6.2	5.7	5.6	5.6	5.6	5.7	5.7

Volume Module:												
Base Vol:	113	3529	67	123	901	169	390	226	228	218	364	492
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	113	3529	67	123	901	169	390	226	228	218	364	492
Added Vol:	3	223	2	0	152	0	0	0	11	12	0	0
PasserByVol:	2	201	9	9	30	0	29	6	5	5	4	11
Initial Fut:	118	3953	78	132	1083	169	419	232	244	235	368	503
User Adj:	1.00	0.79	1.00	1.00	0.80	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	118	3123	78	132	866	169	419	232	244	235	368	503
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	118	3123	78	132	866	169	419	232	244	235	368	503
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	118	3123	78	132	866	169	419	232	244	235	368	503

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92
Lanes:	1.00	3.00	1.00	2.00	3.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	1750	5700	1750	3150	5700	1750	3150	3800	1750	3150	3800	1750

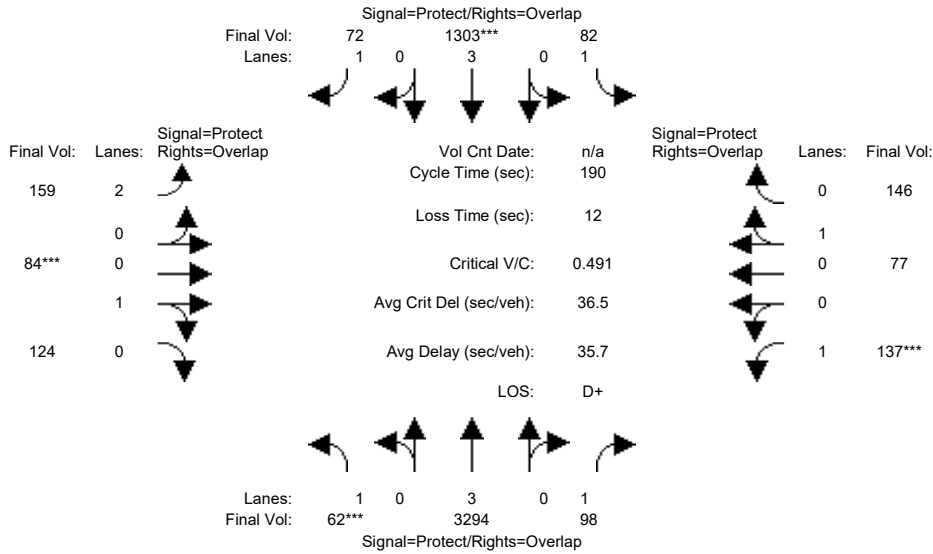
Capacity Analysis Module:												
Vol/Sat:	0.07	0.55	0.04	0.04	0.15	0.10	0.13	0.06	0.14	0.07	0.10	0.29
Crit Moves:	****			****			****			****		
Green Time:	18.0	101	117.1	13.6	96.4	120.6	24.2	45.6	63.7	16.3	37.8	51.5
Volume/Cap:	0.71	1.03	0.07	0.58	0.30	0.15	1.04	0.25	0.41	0.86	0.48	1.06
Delay/Veh:	92.0	65.8	13.7	84.6	25.5	13.1	134.4	55.3	46.5	105.1	64.3	122.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	92.0	65.8	13.7	84.6	25.5	13.1	134.4	55.3	46.5	105.1	64.3	122.3
LOS by Move:	F	E	B	F	C	B	F	E+	D	F	E	F
HCM2kAvgQ:	6	61	2	4	9	4	19	5	11	10	9	38

Note: Queue reported is the number of cars per lane.

Vallco Special Area Specific Plan  
SJ17-1786

Level Of Service Computation Report  
2000 HCM Operations (Future Volume Alternative)  
Background AM PP

Intersection #67: Lawrence Expressway / Poinciana Drive/Cabrillo Avenue



Street Name:	Lawrence Expressway						Poinciana Drive/Cabrillo Avenue					
	North Bound			South Bound			East Bound			West Bound		
Approach:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	116	116	11	117	117	16	26	26	15	24	24
Y+R:	5.1	6.2	6.2	4.9	6.2	6.2	5.9	5.8	5.8	5.4	5.8	5.8

Volume Module:												
Base Vol:	54	3859	92	77	1428	66	146	83	118	131	69	138
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	54	3859	92	77	1428	66	146	83	118	131	69	138
Added Vol:	2	228	2	0	175	0	0	0	5	6	0	0
PasserByVol:	6	82	4	5	26	6	13	1	1	0	8	8
Initial Fut:	62	4169	98	82	1629	72	159	84	124	137	77	146
User Adj:	1.00	0.79	1.00	1.00	0.80	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	62	3294	98	82	1303	72	159	84	124	137	77	146
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	62	3294	98	82	1303	72	159	84	124	137	77	146
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	62	3294	98	82	1303	72	159	84	124	137	77	146

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.83	0.95	0.95	0.92	0.95	0.95
Lanes:	1.00	3.00	1.00	1.00	3.00	1.00	2.00	0.40	0.60	1.00	0.35	0.65
Final Sat.:	1750	5700	1750	1750	5700	1750	3150	727	1073	1750	622	1178

Capacity Analysis Module:												
Vol/Sat:	0.04	0.58	0.06	0.05	0.23	0.04	0.05	0.12	0.12	0.08	0.12	0.12
Crit Moves:	***			****			****			****		
Green Time:	10.6	122	138.3	11.6	124	140.8	17.3	27.4	38.0	15.8	26.0	37.6
Volume/Cap:	0.64	0.90	0.08	0.77	0.35	0.06	0.55	0.80	0.58	0.94	0.91	0.63
Delay/Veh:	96.5	30.3	7.1	111.0	14.4	6.3	80.7	90.5	67.5	138.4	110	69.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	96.5	30.3	7.1	111.0	14.4	6.3	80.7	90.5	67.5	138.4	110	69.6
LOS by Move:	F	C	A	F	B	A	F	F	E	F	F	E
HCM2kAvgQ:	4	51	2	5	10	1	6	13	11	11	16	12

Note: Queue reported is the number of cars per lane.

Vallco Special Area Specific Plan  
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Summary Scenario Comparison Report (With Average Critical Delay)  
Future Volume Alternative

Intersection	???				Background AM				Background AM GP w/ Max Residential						???			
	LOS	Avg Del (sec)	Crit V/C	Avg Crit Del (sec)	LOS	Avg Del (sec)	Crit V/C	Avg Crit Del (sec)	LOS	Avg Del (sec)	Crit V/C	Crit V/C Change	Avg Crit Del (sec)	Avg Crit Del Change	LOS	Avg Del (sec)	Crit V/C	Avg Crit Del (sec)
#1	?	xx.x	x.xxx	xx.x	C+	22.0	0.600	18.1	C+	21.8	0.609	+ 0.009	17.9	- 0.2	?	xx.x	x.xxx	xx.x
#2	?	xx.x	x.xxx	xx.x	D	47.7	1.040	98.7	D	50.6	1.066	+ 0.026	108.5	+ 9.9	?	xx.x	x.xxx	xx.x
#3	?	xx.x	x.xxx	xx.x	D+	38.6	0.766	42.0	D+	38.9	0.796	+ 0.030	43.1	+ 1.1	?	xx.x	x.xxx	xx.x
#4	?	xx.x	x.xxx	xx.x	E+	55.7	0.977	56.3	E+	56.7	0.983	+ 0.007	57.6	+ 1.3	?	xx.x	x.xxx	xx.x
#5	?	xx.x	x.xxx	xx.x	D-	53.2	0.929	54.9	D-	54.0	0.938	+ 0.009	56.3	+ 1.3	?	xx.x	x.xxx	xx.x
#6	?	xx.x	x.xxx	xx.x	B+	11.1	0.689	8.8	B+	11.0	0.693	+ 0.005	8.9	+ 0.0	?	xx.x	x.xxx	xx.x
#7	?	xx.x	x.xxx	xx.x	B-	20.0	0.709	16.4	B-	19.9	0.714	+ 0.005	16.4	+ 0.0	?	xx.x	x.xxx	xx.x
#8	?	xx.x	x.xxx	xx.x	D	44.6	0.946	44.9	D	47.2	0.964	+ 0.018	48.8	+ 3.9	?	xx.x	x.xxx	xx.x
#9	?	xx.x	x.xxx	xx.x	B-	19.3	0.833	32.8	B-	19.9	0.846	+ 0.013	33.9	+ 1.1	?	xx.x	x.xxx	xx.x
#10	?	xx.x	x.xxx	xx.x	C	27.6	0.806	40.8	C	28.4	0.820	+ 0.014	41.4	+ 0.6	?	xx.x	x.xxx	xx.x
#11	?	xx.x	x.xxx	xx.x	D+	38.4	0.828	35.9	D	42.3	0.888	+ 0.060	43.2	+ 7.3	?	xx.x	x.xxx	xx.x
#12	?	xx.x	x.xxx	xx.x	D+	36.2	0.784	32.4	D+	36.4	0.811	+ 0.027	32.8	+ 0.4	?	xx.x	x.xxx	xx.x
#13	?	xx.x	x.xxx	xx.x	D+	37.9	0.933	40.2	D	40.4	0.961	+ 0.028	43.9	+ 3.7	?	xx.x	x.xxx	xx.x
#14	?	xx.x	x.xxx	xx.x	C	24.3	0.684	35.5	C	25.8	0.724	+ 0.040	36.4	+ 1.0	?	xx.x	x.xxx	xx.x
#15	?	xx.x	x.xxx	xx.x	B	12.6	0.659	14.7	B	13.0	0.678	+ 0.020	15.2	+ 0.4	?	xx.x	x.xxx	xx.x
#16	?	xx.x	x.xxx	xx.x	B-	19.1	0.693	19.6	B-	19.2	0.702	+ 0.009	19.7	+ 0.1	?	xx.x	x.xxx	xx.x
#17	?	xx.x	x.xxx	xx.x	C+	21.2	0.452	16.1	B-	19.9	0.491	+ 0.039	15.1	- 1.0	?	xx.x	x.xxx	xx.x
#18	?	xx.x	x.xxx	xx.x	C	23.8	0.640	30.2	C	23.9	0.653	+ 0.013	30.3	+ 0.1	?	xx.x	x.xxx	xx.x
#19	?	xx.x	x.xxx	xx.x	C-	34.3	0.744	35.6	C-	34.3	0.794	+ 0.050	36.8	+ 1.2	?	xx.x	x.xxx	xx.x
#20	?	xx.x	x.xxx	xx.x	C+	20.2	0.493	19.9	B-	18.5	0.531	+ 0.038	18.8	- 1.0	?	xx.x	x.xxx	xx.x
#21	?	xx.x	x.xxx	xx.x	A	9.5	0.413	7.3	C	27.9	0.672	+ 0.259	34.3	+ 27.0	?	xx.x	x.xxx	xx.x
#22	?	xx.x	x.xxx	xx.x	D-	51.7	0.722	51.9	D-	52.1	0.751	+ 0.029	53.4	+ 1.5	?	xx.x	x.xxx	xx.x
#23	?	xx.x	x.xxx	xx.x	D-	52.7	0.570	48.1	D-	53.1	0.596	+ 0.026	48.6	+ 0.5	?	xx.x	x.xxx	xx.x
#24	?	xx.x	x.xxx	xx.x	B	15.0	0.580	20.0	B	15.0	0.609	+ 0.028	20.1	+ 0.1	?	xx.x	x.xxx	xx.x
#25	?	xx.x	x.xxx	xx.x	B	17.4	0.501	14.6	B	17.1	0.527	+ 0.026	14.3	- 0.3	?	xx.x	x.xxx	xx.x
#26	?	xx.x	x.xxx	xx.x	D+	36.6	0.770	33.9	D+	37.7	0.814	+ 0.044	36.8	+ 2.9	?	xx.x	x.xxx	xx.x

Vallco Special Area Specific Plan  
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Summary Scenario Comparison Report (With Average Critical Delay)  
Future Volume Alternative

Intersection	???				Background AM				Background AM GP w/ Max Residential					???				
	LOS	Avg Del (sec)	Crit V/C	Avg Crit Del (sec)	LOS	Avg Del (sec)	Crit V/C	Avg Crit Del (sec)	LOS	Avg Del (sec)	Crit V/C	Crit V/C Change	Avg Crit Del (sec)	Avg Crit Del Change	LOS	Avg Del (sec)	Crit V/C	Avg Crit Del (sec)
#27	?	xx.x	x.xxx	xx.x	B-	19.3	0.542	27.8	B-	18.8	0.567	+ 0.025	27.6	- 0.2	?	xx.x	x.xxx	xx.x
#28	?	xx.x	x.xxx	xx.x	C	28.1	0.570	27.0	C	27.6	0.585	+ 0.015	26.6	- 0.4	?	xx.x	x.xxx	xx.x
#29	?	xx.x	x.xxx	xx.x	B	16.8	0.820	18.4	B	17.9	0.847	+ 0.027	19.2	+ 0.8	?	xx.x	x.xxx	xx.x
#30	?	xx.x	x.xxx	xx.x	B-	19.0	0.899	23.7	C	25.5	0.982	+ 0.083	35.6	+ 11.9	?	xx.x	x.xxx	xx.x
#31	?	xx.x	x.xxx	xx.x	C	24.6	0.567	26.6	C-	32.1	0.804	+ 0.238	36.2	+ 9.6	?	xx.x	x.xxx	xx.x
#32	?	xx.x	x.xxx	xx.x	D	50.5	0.922	63.9	E	62.4	1.014	+ 0.092	85.4	+ 21.5	?	xx.x	x.xxx	xx.x
#33	?	xx.x	x.xxx	xx.x	A	7.2	0.558	8.4	A	7.2	0.576	+ 0.017	8.3	- 0.0	?	xx.x	x.xxx	xx.x
#34	?	xx.x	x.xxx	xx.x	A	5.2	0.507	5.0	A	5.3	0.527	+ 0.020	5.1	+ 0.2	?	xx.x	x.xxx	xx.x
#35	?	xx.x	x.xxx	xx.x	D+	38.5	0.727	40.6	D	39.2	0.747	+ 0.020	41.5	+ 0.9	?	xx.x	x.xxx	xx.x
#36	?	xx.x	x.xxx	xx.x	C	26.5	0.697	28.8	C	27.3	0.708	+ 0.011	30.4	+ 1.6	?	xx.x	x.xxx	xx.x
#37	?	xx.x	x.xxx	xx.x	C	28.7	0.597	33.8	C	28.2	0.620	+ 0.023	33.5	- 0.3	?	xx.x	x.xxx	xx.x
#38	?	xx.x	x.xxx	xx.x	D	40.1	0.648	38.6	D	40.6	0.655	+ 0.007	38.6	- 0.0	?	xx.x	x.xxx	xx.x
#39	?	xx.x	x.xxx	xx.x	C+	22.8	0.542	23.0	C+	23.0	0.550	+ 0.008	28.6	+ 5.7	?	xx.x	x.xxx	xx.x
#40	?	xx.x	x.xxx	xx.x	C	23.5	0.489	21.1	C	23.4	0.510	+ 0.021	21.0	- 0.1	?	xx.x	x.xxx	xx.x
#41	?	xx.x	x.xxx	xx.x	C	24.5	0.466	22.5	C	26.4	0.477	+ 0.011	23.4	+ 0.8	?	xx.x	x.xxx	xx.x
#42	?	xx.x	x.xxx	xx.x	D	48.6	0.922	70.3	D-	53.5	0.987	+ 0.065	84.1	+ 13.7	?	xx.x	x.xxx	xx.x
#43	?	xx.x	x.xxx	xx.x	F	92.3	0.757	117.0	F	117.6	0.798	+ 0.041	153.5	+ 36.5	?	xx.x	x.xxx	xx.x
#44	?	xx.x	x.xxx	xx.x	F	121.6	0.692	142.6	F	148.3	0.729	+ 0.037	179.3	+ 36.7	?	xx.x	x.xxx	xx.x
#45	?	xx.x	x.xxx	xx.x	F	92.6	0.699	108.5	F	112.0	0.730	+ 0.030	133.1	+ 24.6	?	xx.x	x.xxx	xx.x
#46	?	xx.x	x.xxx	xx.x	D	47.1	1.023	56.8	E	60.1	1.072	+ 0.050	73.9	+ 17.1	?	xx.x	x.xxx	xx.x
#47	?	xx.x	x.xxx	xx.x	D+	38.7	0.665	42.0	D	40.5	0.704	+ 0.039	44.0	+ 2.1	?	xx.x	x.xxx	xx.x
#48	?	xx.x	x.xxx	xx.x	F	89.3	0.799	110.8	F	91.9	0.810	+ 0.011	114.4	+ 3.6	?	xx.x	x.xxx	xx.x
#49	?	xx.x	x.xxx	xx.x	D-	54.7	0.955	62.7	E+	55.1	0.964	+ 0.009	63.8	+ 1.1	?	xx.x	x.xxx	xx.x
#50	?	xx.x	x.xxx	xx.x	C-	34.2	0.776	36.5	D+	35.4	0.812	+ 0.036	38.0	+ 1.6	?	xx.x	x.xxx	xx.x
#51	?	xx.x	x.xxx	xx.x	E-	76.3	1.060	97.3	E-	79.4	1.077	+ 0.017	100.9	+ 3.6	?	xx.x	x.xxx	xx.x
#52	?	xx.x	x.xxx	xx.x	D	39.6	0.869	50.2	D	42.0	0.878	+ 0.009	53.2	+ 3.1	?	xx.x	x.xxx	xx.x

Vallco Special Area Specific Plan  
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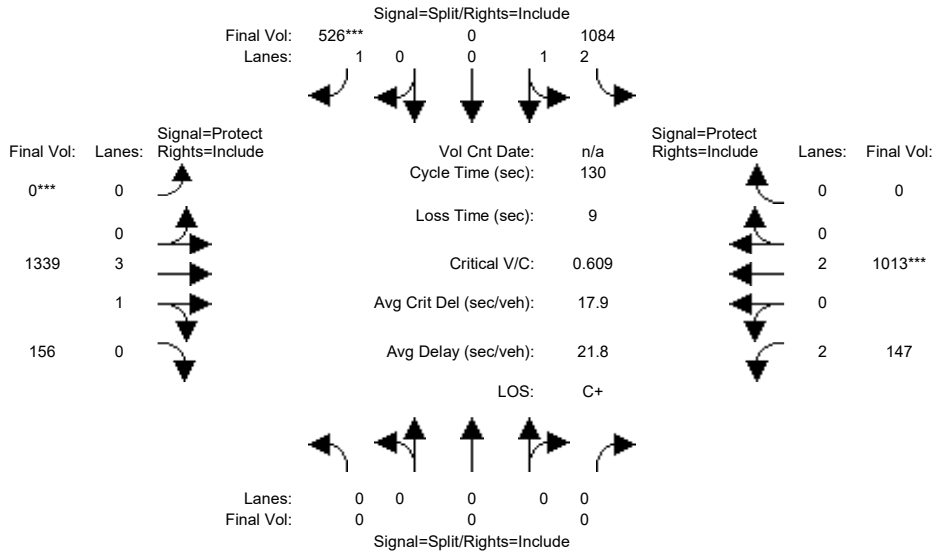
Summary Scenario Comparison Report (With Average Critical Delay)  
Future Volume Alternative

Intersection	???				Background AM				Background AM GP w/ Max Residential					???				
	LOS	Avg Del (sec)	Crit V/C	Avg Crit Del (sec)	LOS	Avg Del (sec)	Crit V/C	Avg Crit Del (sec)	LOS	Avg Del (sec)	Crit V/C	Crit V/C Change	Avg Crit Del (sec)	Avg Crit Del Change	LOS	Avg Del (sec)	Crit V/C	Avg Crit Del (sec)
#53	?	xx.x	x.xxx	xx.x	F	104.8	0.969	130.4	F	111.2	0.978	+ 0.009	136.0	+ 5.6	?	xx.x	x.xxx	xx.x
#54	?	xx.x	x.xxx	xx.x	D	41.0	0.553	82.2	D	41.3	0.559	+ 0.006	82.6	+ 0.4	?	xx.x	x.xxx	xx.x
#55	?	xx.x	x.xxx	xx.x	E+	55.5	0.602	55.5	D-	53.4	0.779	+ 0.177	63	7.5	?	xx.x	x.xxx	xx.x
#56	?	xx.x	x.xxx	xx.x	D	43.6	0.611	48.8	D	44.3	0.636	+ 0.025	50.1	+ 1.3	?	xx.x	x.xxx	xx.x
#57	?	xx.x	x.xxx	xx.x	D	46.0	0.829	52.9	D	46.2	0.816	- 0.013	47.8	- 5.1	?	xx.x	x.xxx	xx.x
#58	?	xx.x	x.xxx	xx.x	C+	21.1	0.669	25.8	C+	21.5	0.686	+ 0.017	26.2	+ 0.4	?	xx.x	x.xxx	xx.x
#59	?	xx.x	x.xxx	xx.x	B	17.3	0.684	21.8	B	17.3	0.687	+ 0.003	21.9	+ 0.1	?	xx.x	x.xxx	xx.x
#60	?	xx.x	x.xxx	xx.x	E+	58.4	0.372	40.1	D	41.8	0.517	+ 0.144	45.5	+ 5.4	?	xx.x	x.xxx	xx.x
#61	?	xx.x	x.xxx	xx.x	C	28.1	0.321	29.4	C	28.4	0.330	+ 0.009	29.5	+ 0.2	?	xx.x	x.xxx	xx.x
#62	?	xx.x	x.xxx	xx.x	B-	18.7	0.211	19.3	B-	19.4	0.222	+ 0.011	19.8	+ 0.5	?	xx.x	x.xxx	xx.x
#63	?	xx.x	x.xxx	xx.x	D	40.9	0.544	46.4	D	41.0	0.552	+ 0.008	46.6	+ 0.2	?	xx.x	x.xxx	xx.x
#64	?	xx.x	x.xxx	xx.x	B+	10.3	0.223	7.5	C+	20.9	0.425	+ 0.202	21.5	14	?	xx.x	x.xxx	xx.x
#65	?	xx.x	x.xxx	xx.x	D+	36.9	0.429	48.9	D+	37.2	0.435	+ 0.007	48.9	0	?	xx.x	x.xxx	xx.x
#66	?	xx.x	x.xxx	xx.x	E	67.3	1.033	78.5	E	69.5	1.042	+ 0.008	81.7	3.2	?	xx.x	x.xxx	xx.x
#67	?	xx.x	x.xxx	xx.x	D+	35.1	0.469	35.5	D+	35.8	0.484	+ 0.015	36	0.4	?	xx.x	x.xxx	xx.x

Vallco Special Area Specific Plan  
SJ17-1786

Level Of Service Computation Report  
2000 HCM Operations (Future Volume Alternative)  
Background AM GP w/ Max Residential

Intersection #1: Stevens Creek Boulevard / SR 85 Ramps (West)



Street Name:	SR-85 (West)						Stevens Creek Boulevard					
	North Bound			South Bound			East Bound			West Bound		
Approach:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	7	10	10	0	10	10	7	10	0
Y+R:	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0

Volume Module:												
Base Vol:	0	0	0	1013	0	524	0	1220	156	145	916	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	1013	0	524	0	1220	156	145	916	0
Added Vol:	0	0	0	70	0	0	0	81	0	2	92	0
PasserByVol:	0	0	0	1	0	2	0	38	0	0	5	0
Initial Fut:	0	0	0	1084	0	526	0	1339	156	147	1013	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	1084	0	526	0	1339	156	147	1013	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	1084	0	526	0	1339	156	147	1013	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	0	0	0	1084	0	526	0	1339	156	147	1013	0

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.87	1.00	0.92	0.92	0.99	0.95	0.83	1.00	0.92
Lanes:	0.00	0.00	0.00	3.00	0.00	1.00	0.00	3.57	0.43	2.00	2.00	0.00
Final Sat.:	0	0	0	4950	0	1750	0	6716	782	3150	3800	0

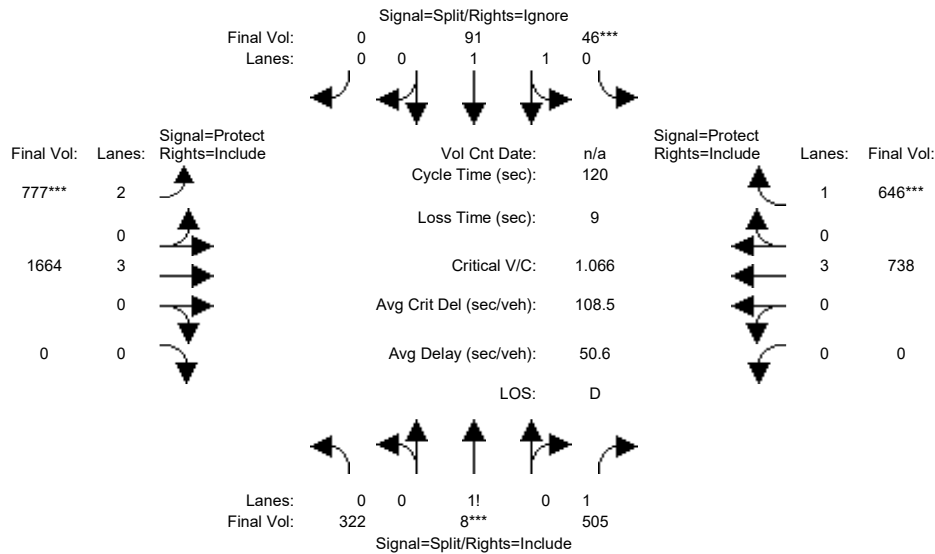
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.22	0.00	0.30	0.00	0.20	0.20	0.05	0.27	0.00
Crit Moves:				****		****	****			****		
Green Time:	0.0	0.0	0.0	64.1	0.0	64.1	0.0	44.8	44.8	12.1	56.9	0.0
Volume/Cap:	0.00	0.00	0.00	0.44	0.00	0.61	0.00	0.58	0.58	0.50	0.61	0.00
Delay/Veh:	0.0	0.0	0.0	21.5	0.0	25.1	0.0	23.0	23.0	53.6	14.2	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	21.5	0.0	25.1	0.0	23.0	23.0	53.6	14.2	0.0
LOS by Move:	A	A	A	C+	A	C	A	C+	C+	D-	B	A
HCM2kAvgQ:	0	0	0	11	0	16	0	10	10	3	10	0

Note: Queue reported is the number of cars per lane.

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Intersection #2: Stevens Creek Boulevard / SR-85 Ramps (East)



Street Name:	SR-85 Ramps (East)						Stevens Creek Boulevard					
	North Bound			South Bound			East Bound			West Bound		
Approach:												
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	4.0	5.0	5.0

Volume Module:												
Base Vol:	322	8	490	46	91	0	758	1493	0	0	638	576
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	322	8	490	46	91	0	758	1493	0	0	638	576
Added Vol:	0	0	15	0	0	0	0	151	0	0	95	65
PasserByVol:	0	0	0	0	0	0	19	20	0	0	5	5
Initial Fut:	322	8	505	46	91	0	777	1664	0	0	738	646
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	322	8	505	46	91	0	777	1664	0	0	738	646
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	322	8	505	46	91	0	777	1664	0	0	738	646
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	322	8	505	46	91	0	777	1664	0	0	738	646

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.92	0.92	0.95	0.99	0.92	0.83	1.00	0.92	0.92	1.00	0.92
Lanes:	0.55	0.01	1.44	0.69	1.31	0.00	2.00	3.00	0.00	0.00	3.00	1.00
Final Sat.:	967	24	2509	1242	2457	0	3150	5700	0	0	5700	1750

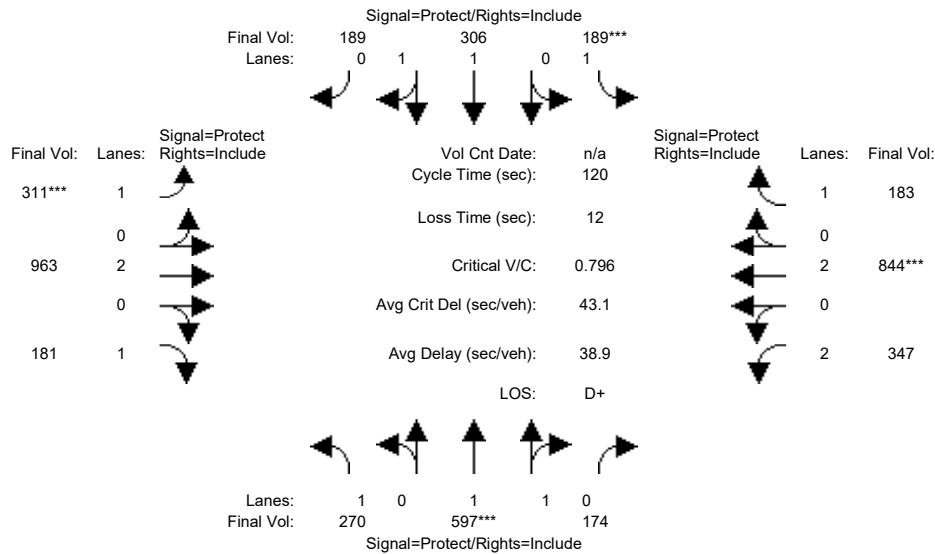
Capacity Analysis Module:												
Vol/Sat:	0.33	0.33	0.20	0.04	0.04	0.00	0.25	0.29	0.00	0.00	0.13	0.37
Crit Moves:	****			****			****			****		
Green Time:	35.4	35.4	35.4	10.0	10.0	0.0	26.3	65.6	0.0	0.0	39.3	39.3
Volume/Cap:	1.13	1.13	0.68	0.44	0.44	0.00	1.13	0.53	0.00	0.00	0.40	1.13
Delay/Veh:	116.2	116	38.9	53.4	53.4	0.0	113.0	3.6	0.0	0.0	21.2	105.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	116.2	116	38.9	53.4	53.4	0.0	113.0	3.6	0.0	0.0	21.2	105.0
LOS by Move:	F	F	D+	D-	D-	A	F	A	A	A	C+	F
HCM2kAvgQ:	35	35	13	3	3	0	25	4	0	0	5	36

Note: Queue reported is the number of cars per lane.

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Intersection #3: Stelling Road / Stevens Creek Boulevard



Street Name:	Stelling Road						Stevens Creek Boulevard					
	North Bound			South Bound			East Bound			West Bound		
Approach:												
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:												
Base Vol:	270	586	162	177	304	184	310	776	181	337	678	171
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	270	586	162	177	304	184	310	776	181	337	678	171
Added Vol:	0	0	8	12	0	0	0	166	0	10	160	12
PasserByVol:	0	11	4	0	2	5	1	21	0	0	6	0
Initial Fut:	270	597	174	189	306	189	311	963	181	347	844	183
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	270	597	174	189	306	189	311	963	181	347	844	183
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	270	597	174	189	306	189	311	963	181	347	844	183
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	270	597	174	189	306	189	311	963	181	347	844	183

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	0.99	0.95	0.92	1.00	0.92	0.83	1.00	0.92
Lanes:	1.00	1.54	0.46	1.00	1.22	0.78	1.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	1750	2864	835	1750	2286	1412	1750	3800	1750	3150	3800	1750

Capacity Analysis Module:												
Vol/Sat:	0.15	0.21	0.21	0.11	0.13	0.13	0.18	0.25	0.10	0.11	0.22	0.10
Crit Moves:	****			****			****			****		
Green Time:	25.5	31.4	31.4	16.3	22.2	22.2	26.8	42.0	42.0	18.3	33.5	33.5
Volume/Cap:	0.72	0.80	0.80	0.80	0.72	0.72	0.80	0.72	0.30	0.72	0.80	0.37
Delay/Veh:	50.9	45.9	45.9	67.1	49.9	49.9	46.4	23.7	18.4	48.1	34.0	26.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	50.9	45.9	45.9	67.1	49.9	49.9	46.4	23.7	18.4	48.1	34.0	26.3
LOS by Move:	D	D	D	E	D	D	D	C	B-	D	C-	C
HCM2kAvgQ:	11	15	15	9	10	10	11	13	4	7	13	4

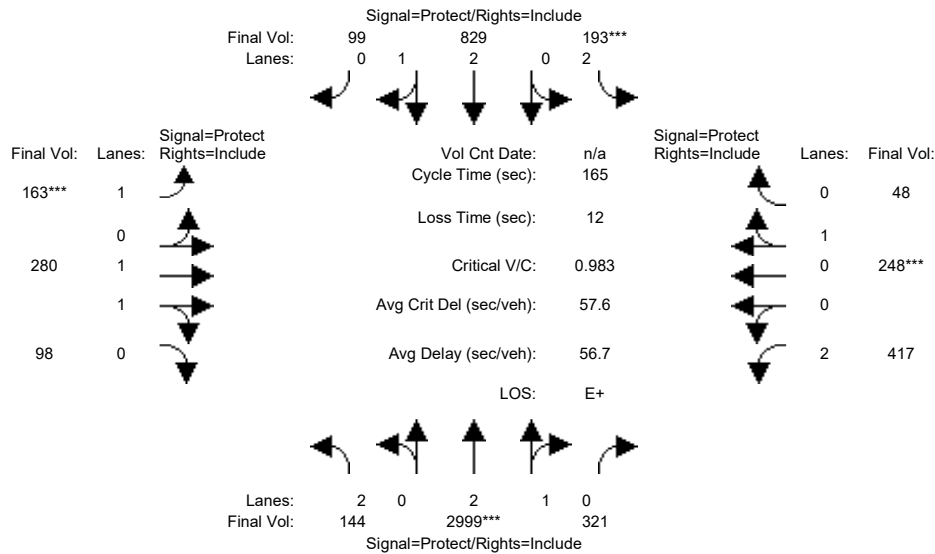
Note: Queue reported is the number of cars per lane.



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Intersection #4: Sunnyvale Saratoga Road / Remington Drive



Street Name:	Sunnyvale Saratoga Road						Remington Drive					
	North Bound			South Bound			East Bound			West Bound		
Approach:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:												
Base Vol:	143	2339	315	148	599	99	150	280	96	366	237	48
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	143	2339	315	148	599	99	150	280	96	366	237	48
Added Vol:	1	608	6	0	190	0	0	0	2	3	0	0
PasserByVol:	0	52	0	45	40	0	13	0	0	48	11	0
Initial Fut:	144	2999	321	193	829	99	163	280	98	417	248	48
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	144	2999	321	193	829	99	163	280	98	417	248	48
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	144	2999	321	193	829	99	163	280	98	417	248	48
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	144	2999	321	193	829	99	163	280	98	417	248	48

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	0.99	0.95	0.83	0.99	0.95	0.92	0.98	0.95	0.83	0.95	0.95
Lanes:	2.00	2.70	0.30	2.00	2.67	0.33	1.00	1.47	0.53	2.00	0.84	0.16
Final Sat.:	3150	5058	541	3150	5002	597	1750	2740	959	3150	1508	292

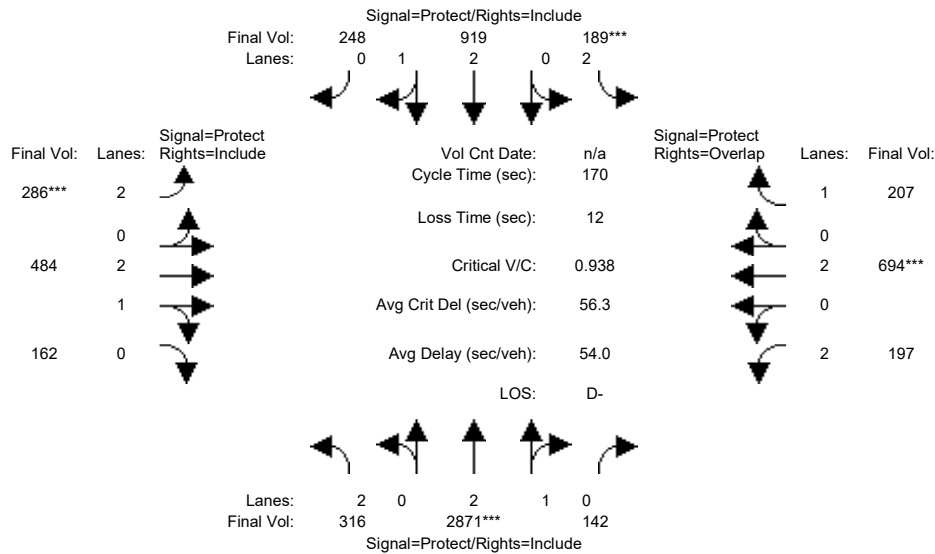
Capacity Analysis Module:												
Vol/Sat:	0.05	0.59	0.59	0.06	0.17	0.17	0.09	0.10	0.10	0.13	0.16	0.16
Crit Moves:	****			****			****			****		
Green Time:	23.7	99.5	99.5	10.3	86.0	86.0	15.6	18.8	18.8	24.4	27.6	27.6
Volume/Cap:	0.32	0.98	0.98	0.98	0.32	0.32	0.98	0.90	0.90	0.90	0.98	0.98
Delay/Veh:	63.8	43.8	43.8	136.5	22.7	22.7	139.3	93.1	93.1	88.5	116	115.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	63.8	43.8	43.8	136.5	22.7	22.7	139.3	93.1	93.1	88.5	116	115.6
LOS by Move:	E	D	D	F	C+	C+	F	F	F	F	F	F
HCM2kAvgQ:	4	55	55	7	9	9	13	12	12	15	20	20

Note: Queue reported is the number of cars per lane.

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Intersection #5: Sunnyvale Saratoga Road / Fremont Avenue



Street Name:	Sunnyvale Saratoga Road						Fremont Avenue					
	North Bound			South Bound			East Bound			West Bound		
Approach:	L	T	R	L	T	R	L	T	R	L	T	R
Movement:												
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:												
Base Vol:	312	2251	121	148	682	242	280	433	140	186	659	166
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	312	2251	121	148	682	242	280	433	140	186	659	166
Added Vol:	2	587	21	18	178	0	0	42	8	11	34	28
PasserByVol:	2	33	0	23	59	6	6	9	14	0	1	13
Initial Fut:	316	2871	142	189	919	248	286	484	162	197	694	207
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	316	2871	142	189	919	248	286	484	162	197	694	207
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	316	2871	142	189	919	248	286	484	162	197	694	207
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	316	2871	142	189	919	248	286	484	162	197	694	207

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	0.98	0.95	0.83	0.99	0.95	0.83	0.99	0.95	0.83	1.00	0.92
Lanes:	2.00	2.85	0.15	2.00	2.34	0.66	2.00	2.22	0.78	2.00	2.00	1.00
Final Sat.:	3150	5336	264	3150	4408	1190	3150	4194	1404	3150	3800	1750

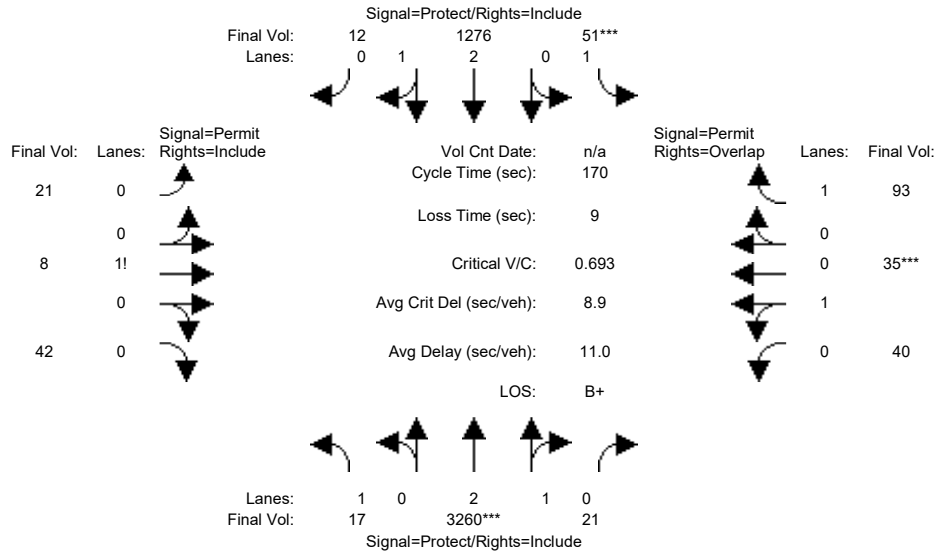
Capacity Analysis Module:												
Vol/Sat:	0.10	0.54	0.54	0.06	0.21	0.21	0.09	0.12	0.12	0.06	0.18	0.12
Crit Moves:	****			****			****			****		
Green Time:	35.2	97.6	97.6	10.9	73.2	73.2	16.5	32.1	32.1	17.4	33.1	44.0
Volume/Cap:	0.48	0.94	0.94	0.94	0.48	0.48	0.94	0.61	0.61	0.61	0.94	0.46
Delay/Veh:	59.9	39.6	39.6	125.1	35.0	35.0	111.6	64.2	64.2	76.4	86.9	53.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	59.9	39.6	39.6	125.1	35.0	35.0	111.6	64.2	64.2	76.4	86.9	53.7
LOS by Move:	E+	D	D	F	C-	C-	F	E	E	E-	F	D-
HCM2kAvgQ:	8	51	51	7	14	14	12	11	11	6	19	9

Note: Queue reported is the number of cars per lane.

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Intersection #6: Sunnyvale Saratoga Road / Cheyenne Drive



Street Name:	Sunnyvale Saratoga Road						Cheyenne Drive					
	North Bound			South Bound			East Bound			West Bound		
Approach:												
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:												
Base Vol:	17	2615	21	51	1005	12	21	8	42	40	35	93
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	17	2615	21	51	1005	12	21	8	42	40	35	93
Added Vol:	0	610	0	0	198	0	0	0	0	0	0	0
PasserByVol:	0	35	0	0	73	0	0	0	0	0	0	0
Initial Fut:	17	3260	21	51	1276	12	21	8	42	40	35	93
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	17	3260	21	51	1276	12	21	8	42	40	35	93
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	17	3260	21	51	1276	12	21	8	42	40	35	93
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	17	3260	21	51	1276	12	21	8	42	40	35	93

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	0.98	0.95	0.92	0.92	0.92	0.95	0.95	0.92
Lanes:	1.00	2.98	0.02	1.00	2.97	0.03	0.30	0.11	0.59	0.53	0.47	1.00
Final Sat.:	1750	5564	36	1750	5548	52	518	197	1035	960	840	1750

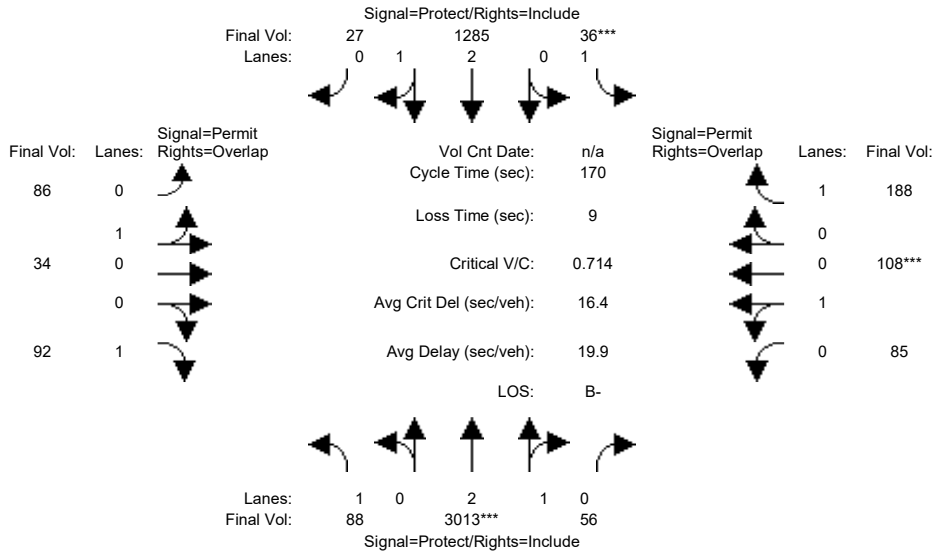
Capacity Analysis Module:												
Vol/Sat:	0.01	0.59	0.59	0.03	0.23	0.23	0.04	0.04	0.04	0.04	0.04	0.05
Crit Moves:	****			****						****		
Green Time:	22.9	144	143.6	7.1	128	127.9	10.2	10.2	10.2	10.2	10.2	17.4
Volume/Cap:	0.07	0.69	0.69	0.69	0.31	0.31	0.68	0.68	0.68	0.69	0.69	0.52
Delay/Veh:	64.4	5.4	5.4	105.2	6.8	6.8	94.3	94.3	94.3	96.0	96.0	75.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	64.4	5.4	5.4	105.2	6.8	6.8	94.3	94.3	94.3	96.0	96.0	75.1
LOS by Move:	E	A	A	F	A	A	F	F	F	F	F	E-
HCM2kAvgQ:	1	22	22	3	7	7	5	5	5	5	5	6

Note: Queue reported is the number of cars per lane.

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Intersection #7: Sunnyvale Saratoga Road / Alberta Avenue



Street Name:	Sunnyvale Saratoga Road						Alberta Avenue					
	North Bound			South Bound			East Bound			West Bound		
Approach:												
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:												
Base Vol:	88	2367	56	36	1013	27	86	34	92	85	108	188
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	88	2367	56	36	1013	27	86	34	92	85	108	188
Added Vol:	0	610	0	0	198	0	0	0	0	0	0	0
PasserByVol:	0	36	0	0	74	0	0	0	0	0	0	0
Initial Fut:	88	3013	56	36	1285	27	86	34	92	85	108	188
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	88	3013	56	36	1285	27	86	34	92	85	108	188
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	88	3013	56	36	1285	27	86	34	92	85	108	188
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	88	3013	56	36	1285	27	86	34	92	85	108	188

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	0.98	0.95	0.95	0.95	0.92	0.95	0.95	0.92
Lanes:	1.00	2.94	0.06	1.00	2.94	0.06	0.72	0.28	1.00	0.44	0.56	1.00
Final Sat.:	1750	5498	102	1750	5485	115	1290	510	1750	793	1007	1750

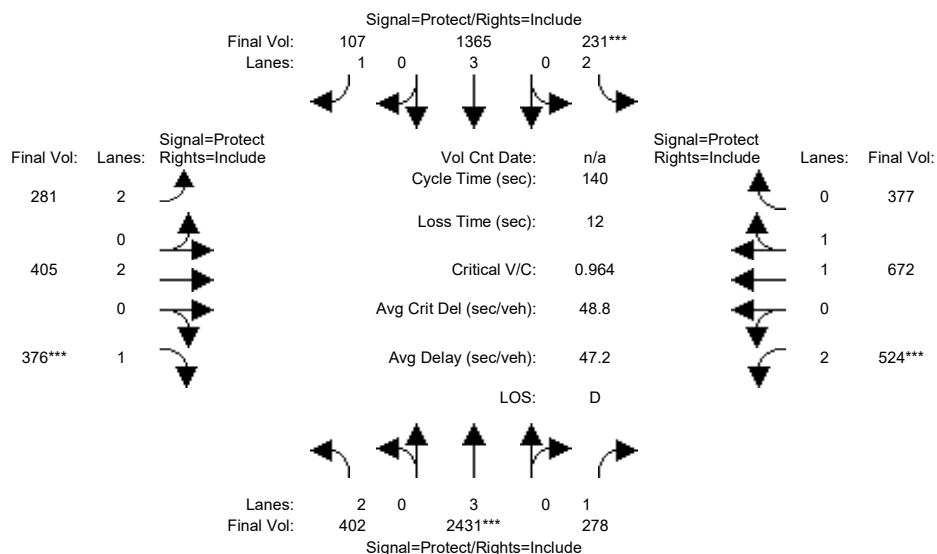
Capacity Analysis Module:												
Vol/Sat:	0.05	0.55	0.55	0.02	0.23	0.23	0.07	0.07	0.05	0.11	0.11	0.11
Crit Moves:	****			****						****		
Green Time:	24.0	129	128.8	7.0	112	111.8	25.2	25.2	49.2	25.2	25.2	32.2
Volume/Cap:	0.36	0.72	0.72	0.50	0.36	0.36	0.45	0.45	0.18	0.72	0.72	0.57
Delay/Veh:	66.9	11.7	11.7	85.1	13.1	13.1	67.3	67.3	45.5	78.5	78.5	64.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	66.9	11.7	11.7	85.1	13.1	13.1	67.3	67.3	45.5	78.5	78.5	64.9
LOS by Move:	E	B+	B+	F	B	B	E	E	D	E-	E-	E
HCM2kAvgQ:	4	27	27	2	10	10	6	6	4	11	11	10

Note: Queue reported is the number of cars per lane.

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2000 HCM Operations (Future Volume Alternative)  
Background AM GP w/ Max Residential

Intersection #8: De Anza Boulevard / Homestead Road



Street Name:	De Anza Boulevard						Homestead Road					
	North Bound			South Bound			East Bound			West Bound		
Approach:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:												
Base Vol:	390	1844	171	153	1179	99	265	292	362	506	608	333
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	390	1844	171	153	1179	99	265	292	362	506	608	333
Added Vol:	12	556	41	33	157	8	16	46	14	13	51	39
PasserByVol:	0	31	66	45	29	0	0	67	0	5	13	5
Initial Fut:	402	2431	278	231	1365	107	281	405	376	524	672	377
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	402	2431	278	231	1365	107	281	405	376	524	672	377
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	402	2431	278	231	1365	107	281	405	376	524	672	377
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	402	2431	278	231	1365	107	281	405	376	524	672	377

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92	0.83	0.99	0.95
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	2.00	2.00	1.00	2.00	1.26	0.74
Final Sat.:	3150	5700	1750	3150	5700	1750	3150	3800	1750	3150	2369	1329

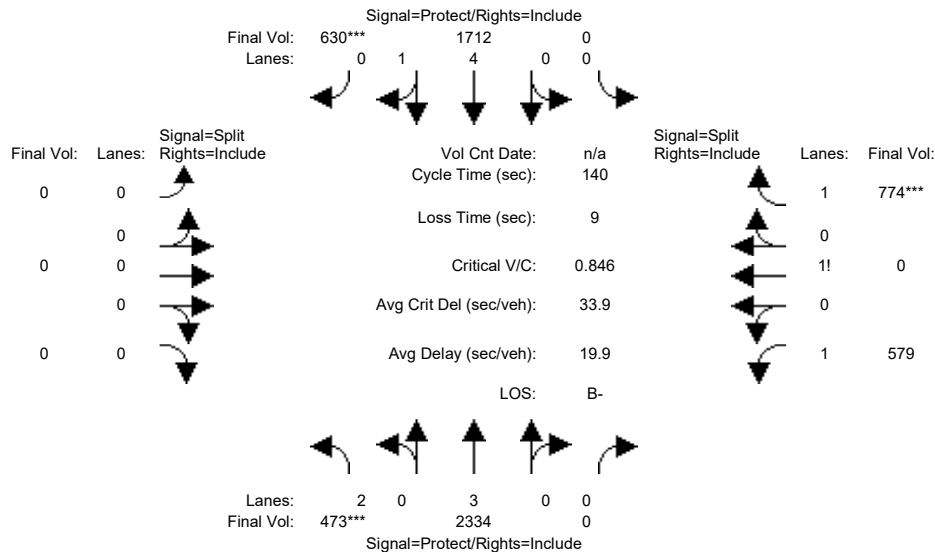
Capacity Analysis Module:												
Vol/Sat:	0.13	0.43	0.16	0.07	0.24	0.06	0.09	0.11	0.21	0.17	0.28	0.28
Crit Moves:	****			****			****			****		
Green Time:	25.2	62.0	62.0	10.7	47.4	47.4	13.3	31.2	31.2	24.2	42.1	42.1
Volume/Cap:	0.71	0.96	0.36	0.96	0.71	0.18	0.94	0.48	0.96	0.96	0.94	0.94
Delay/Veh:	50.1	28.6	12.5	108.7	27.8	21.7	100.0	47.7	89.8	87.0	62.9	62.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	50.1	28.6	12.5	108.7	27.8	21.7	100.0	47.7	89.8	87.0	62.9	62.9
LOS by Move:	D	C	B	F	C	C+	F	D	F	F	E	E
HCM2kAvgQ:	10	37	5	7	14	2	9	7	20	16	25	25

Note: Queue reported is the number of cars per lane.

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Intersection #9: De Anza Boulevard / I-280 Ramps (North)



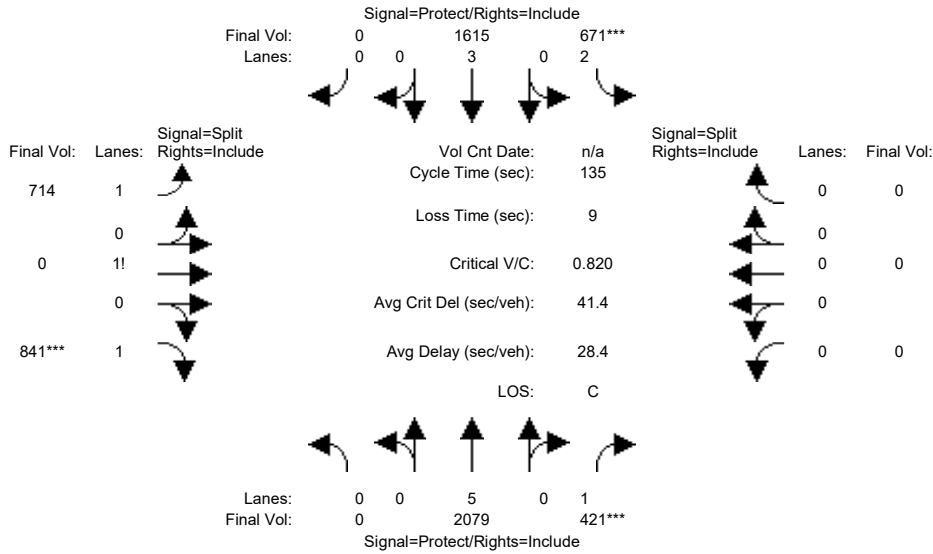
Street Name:	De Anza Boulevard						I-280 Ramps (North)					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	0	0	0	10	10	10
Y+R:	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Volume Module:												
Base Vol:	418	1803	0	0	1516	610	0	0	0	575	0	600
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	418	1803	0	0	1516	610	0	0	0	575	0	600
Added Vol:	37	446	0	0	177	6	0	0	0	3	0	162
PasserByVol:	18	85	0	0	19	14	0	0	0	1	0	12
Initial Fut:	473	2334	0	0	1712	630	0	0	0	579	0	774
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	473	2334	0	0	1712	630	0	0	0	579	0	774
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	473	2334	0	0	1712	630	0	0	0	579	0	774
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	473	2334	0	0	1712	630	0	0	0	579	0	774
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	2.00	3.00	0.00	0.00	4.00	1.00	0.00	0.00	0.00	1.43	0.00	1.57
Final Sat.:	3150	5700	0	0	7600	1750	0	0	0	2499	0	2751
Capacity Analysis Module:												
Vol/Sat:	0.15	0.41	0.00	0.00	0.23	0.36	0.00	0.00	0.00	0.23	0.00	0.28
Crit Moves:	***				***	***						***
Green Time:	24.9	84.4	0.0	0.0	59.6	59.6	0.0	0.0	0.0	46.6	0.0	46.6
Volume/Cap:	0.85	0.68	0.00	0.00	0.53	0.85	0.00	0.00	0.00	0.70	0.00	0.85
Delay/Veh:	59.1	0.6	0.0	0.0	15.2	20.9	0.0	0.0	0.0	41.7	0.0	47.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	59.1	0.6	0.0	0.0	15.2	20.9	0.0	0.0	0.0	41.7	0.0	47.8
LOS by Move:	E+	A	A	A	B	C+	A	A	A	D	A	D
HCM2kAvgQ:	12	1	0	0	9	24	0	0	0	17	0	23

Note: Queue reported is the number of cars per lane.

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Intersection #10: De Anza Boulevard / I-280 Ramps (South)



Street Name:	De Anza Boulevard						I-280 Ramps (South)					
	North Bound			South Bound			East Bound			West Bound		
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	0	0	0
Y+R:	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0

Volume Module:												
Base Vol:	0	1571	407	594	1492	0	636	0	782	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	1571	407	594	1492	0	636	0	782	0	0	0
Added Vol:	0	479	8	65	115	0	5	0	41	0	0	0
PasserByVol:	0	29	6	12	8	0	73	0	18	0	0	0
Initial Fut:	0	2079	421	671	1615	0	714	0	841	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	2079	421	671	1615	0	714	0	841	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	2079	421	671	1615	0	714	0	841	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	0	2079	421	671	1615	0	714	0	841	0	0	0

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	5.00	1.00	2.00	3.00	0.00	1.46	0.00	1.54	0.00	0.00	0.00
Final Sat.:	0	9500	1750	3150	5700	0	2554	0	2696	0	0	0

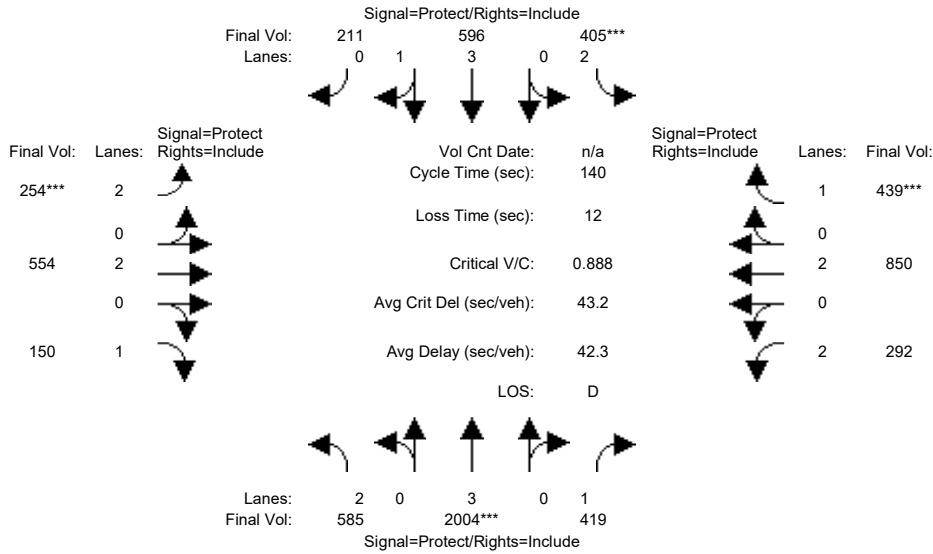
Capacity Analysis Module:												
Vol/Sat:	0.00	0.22	0.24	0.21	0.28	0.00	0.28	0.00	0.31	0.00	0.00	0.00
Crit Moves:			****	****					****			
Green Time:	0.0	39.6	39.6	35.1	74.7	0.0	51.3	0.0	51.3	0.0	0.0	0.0
Volume/Cap:	0.00	0.75	0.82	0.82	0.51	0.00	0.74	0.00	0.82	0.00	0.00	0.00
Delay/Veh:	0.0	32.3	42.2	42.6	3.4	0.0	37.4	0.0	40.6	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	32.3	42.2	42.6	3.4	0.0	37.4	0.0	40.6	0.0	0.0	0.0
LOS by Move:	A	C-	D	D	A	A	D+	A	D	A	A	A
HCM2kAvgQ:	0	14	17	15	4	0	20	0	24	0	0	0

Note: Queue reported is the number of cars per lane.

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2000 HCM Operations (Future Volume Alternative)  
Background AM GP w/ Max Residential

Intersection #11: De Anza Boulevard / Stevens Creek Boulevard



Street Name:	De Anza Boulevard						Stevens Creek Boulevard					
	North Bound			South Bound			East Bound			West Bound		
Approach:	L	T	R	L	T	R	L	T	R	L	T	R
Movement:												
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:												
Base Vol:	578	1664	193	304	527	200	213	373	131	225	697	298
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	578	1664	193	304	527	200	213	373	131	225	697	298
Added Vol:	7	329	151	79	65	11	41	157	19	55	145	117
PasserByVol:	0	11	75	22	4	0	0	24	0	12	8	24
Initial Fut:	585	2004	419	405	596	211	254	554	150	292	850	439
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	585	2004	419	405	596	211	254	554	150	292	850	439
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	585	2004	419	405	596	211	254	554	150	292	850	439
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	585	2004	419	405	596	211	254	554	150	292	850	439

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	3150	5700	1750	3150	5700	1750	3150	3800	1750	3150	3800	1750

Capacity Analysis Module:												
Vol/Sat:	0.19	0.35	0.24	0.13	0.10	0.12	0.08	0.15	0.09	0.09	0.22	0.25
Crit Moves:	****			****			****			****		
Green Time:	45.9	55.4	55.4	20.3	29.8	29.8	12.7	32.0	32.0	20.3	39.6	39.6
Volume/Cap:	0.57	0.89	0.60	0.89	0.49	0.57	0.89	0.64	0.38	0.64	0.79	0.89
Delay/Veh:	26.9	26.9	20.4	70.8	39.9	41.0	89.6	50.4	46.2	59.4	50.5	65.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	26.9	26.9	20.4	70.8	39.9	41.0	89.6	50.4	46.2	59.4	50.5	65.6
LOS by Move:	C	C	C+	E	D	D	F	D	D	E+	D	E
HCM2kAvgQ:	9	24	11	11	7	8	7	10	5	7	16	20

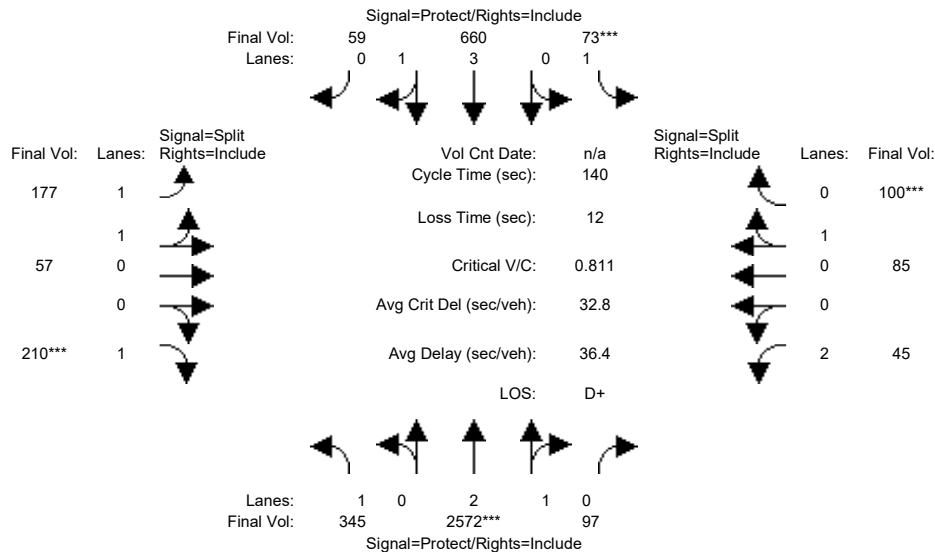
Note: Queue reported is the number of cars per lane.



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2000 HCM Operations (Future Volume Alternative)  
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Intersection #12: De Anza Boulevard / McClellan Road



Street Name:	De Anza Boulevard						McClellan Road					
	North Bound			South Bound			East Bound			West Bound		
Approach:												
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:												
Base Vol:	345	2009	97	73	506	58	170	57	210	45	85	96
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	345	2009	97	73	506	58	170	57	210	45	85	96
Added Vol:	0	488	0	0	139	0	0	0	0	0	0	0
PasserByVol:	0	75	0	0	15	1	7	0	0	0	0	4
Initial Fut:	345	2572	97	73	660	59	177	57	210	45	85	100
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	345	2572	97	73	660	59	177	57	210	45	85	100
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	345	2572	97	73	660	59	177	57	210	45	85	100
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	345	2572	97	73	660	59	177	57	210	45	85	100

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	0.99	0.95	0.93	0.95	0.92	0.83	0.95	0.95
Lanes:	1.00	2.89	0.11	1.00	3.66	0.34	1.52	0.48	1.00	2.00	0.46	0.54
Final Sat.:	1750	5396	204	1750	6884	615	2685	865	1750	3150	827	973

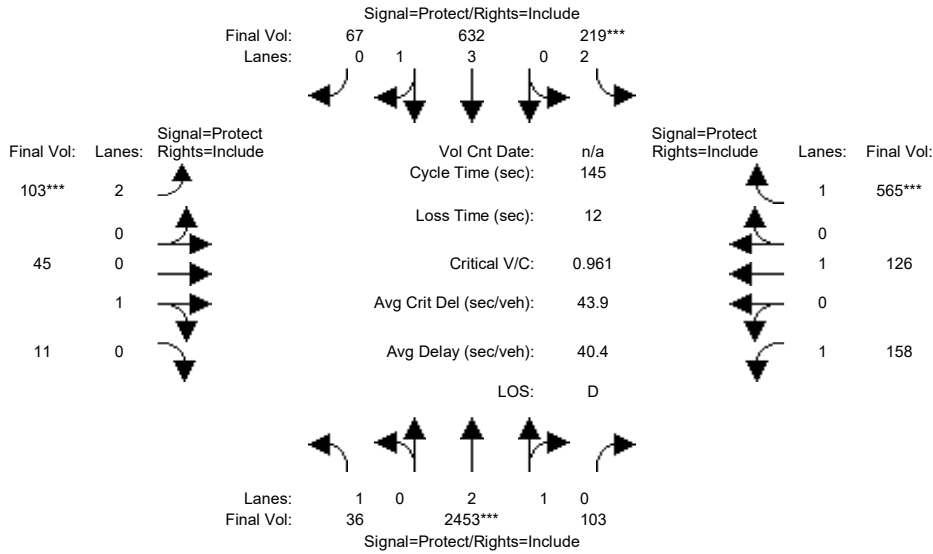
Capacity Analysis Module:												
Vol/Sat:	0.20	0.48	0.48	0.04	0.10	0.10	0.07	0.07	0.12	0.01	0.10	0.10
Crit Moves:	****			****			****			****		
Green Time:	60.2	82.3	82.3	7.2	29.3	29.3	20.7	20.7	20.7	17.8	17.8	17.8
Volume/Cap:	0.46	0.81	0.81	0.81	0.46	0.46	0.45	0.45	0.81	0.11	0.81	0.81
Delay/Veh:	28.7	24.3	24.3	106.2	48.6	48.6	55.0	55.0	75.0	54.3	78.7	78.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	28.7	24.3	24.3	106.2	48.6	48.6	55.0	55.0	75.0	54.3	78.7	78.7
LOS by Move:	C	C	C	F	D	D	D-	D-	E	D-	E-	E-
HCM2kAvgQ:	10	28	28	4	7	7	5	5	12	1	10	10

Note: Queue reported is the number of cars per lane.

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2000 HCM Operations (Future Volume Alternative)  
Background AM GP w/ Max Residential

Intersection #13: De Anza Boulevard / Bollinger Road



Street Name:	De Anza Boulevard						Bollinger road					
	North Bound			South Bound			East Bound			West Bound		
Approach:												
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	10	10	10	7	10	10	10	10	10
Y+R:	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0

Volume Module:												
Base Vol:	36	1928	99	213	484	66	100	42	11	157	125	529
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	36	1928	99	213	484	66	100	42	11	157	125	529
Added Vol:	0	454	2	5	134	1	3	3	0	0	1	31
PasserByVol:	0	71	2	1	14	0	0	0	0	1	0	5
Initial Fut:	36	2453	103	219	632	67	103	45	11	158	126	565
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	36	2453	103	219	632	67	103	45	11	158	126	565
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	36	2453	103	219	632	67	103	45	11	158	126	565
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	36	2453	103	219	632	67	103	45	11	158	126	565

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.83	0.99	0.95	0.83	0.95	0.95	0.92	1.00	0.92
Lanes:	1.00	2.87	0.13	2.00	3.60	0.40	2.00	0.80	0.20	1.00	1.00	1.00
Final Sat.:	1750	5374	226	3150	6780	719	3150	1446	354	1750	1900	1750

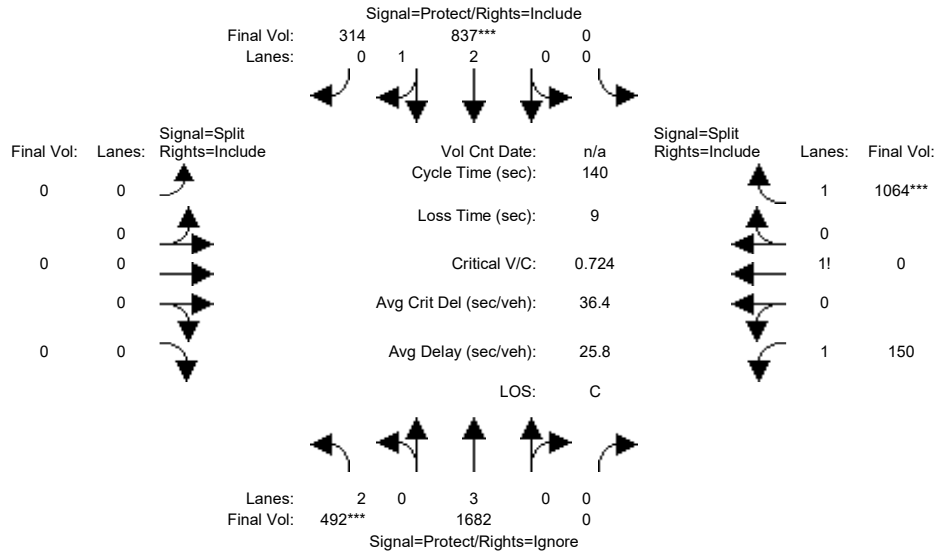
Capacity Analysis Module:												
Vol/Sat:	0.02	0.46	0.46	0.07	0.09	0.09	0.03	0.03	0.03	0.09	0.07	0.32
Crit Moves:	****			****			****			****		
Green Time:	26.6	67.8	67.8	10.3	51.4	51.4	7.0	23.8	23.8	31.1	47.9	47.9
Volume/Cap:	0.11	0.98	0.98	0.98	0.26	0.26	0.68	0.19	0.19	0.42	0.20	0.98
Delay/Veh:	42.1	28.3	28.3	117.1	21.1	21.1	79.5	52.6	52.6	49.9	35.0	79.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	42.1	28.3	28.3	117.1	21.1	21.1	79.5	52.6	52.6	49.9	35.0	79.4
LOS by Move:	D	C	C	F	C+	C+	E-	D-	D-	D	C-	E-
HCM2kAvgQ:	1	40	40	7	4	4	4	2	2	6	4	31

Note: Queue reported is the number of cars per lane.

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Intersection #14: De Anza Boulevard / SR-85 Ramps (North)



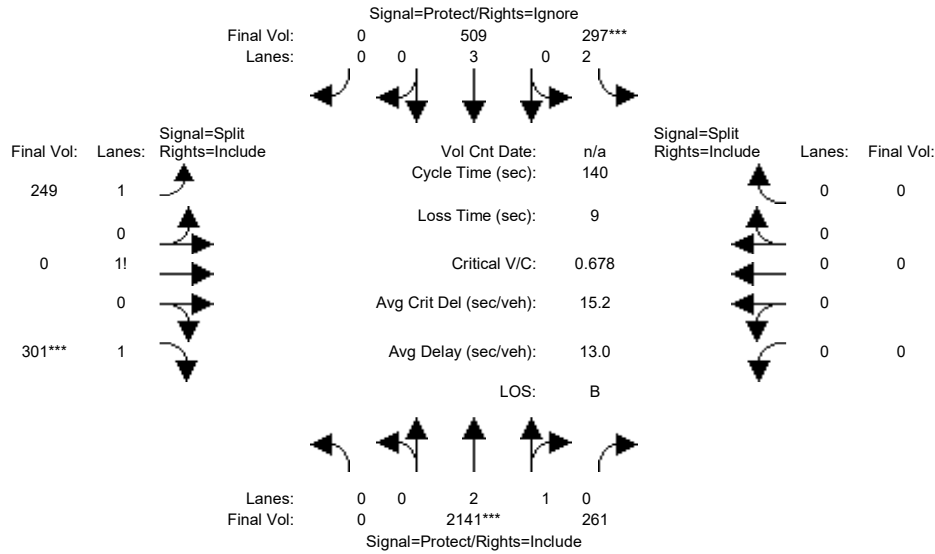
Street Name:	De Anza Boulevard						SR-85 Ramps (North)					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	0	0	0	7	10	10
Y+R:	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Volume Module:												
Base Vol:	492	1444	0	0	712	294	0	0	0	150	0	776
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	492	1444	0	0	712	294	0	0	0	150	0	776
Added Vol:	0	213	0	0	114	20	0	0	0	0	0	243
PasserByVol:	0	25	0	0	11	0	0	0	0	0	0	45
Initial Fut:	492	1682	0	0	837	314	0	0	0	150	0	1064
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	492	1682	0	0	837	314	0	0	0	150	0	1064
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	492	1682	0	0	837	314	0	0	0	150	0	1064
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	492	1682	0	0	837	314	0	0	0	150	0	1064
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.92	1.00	0.95	0.92	1.00	0.92	0.92	1.00	0.95
Lanes:	2.00	3.00	0.00	0.00	2.15	0.85	0.00	0.00	0.00	1.13	0.00	1.87
Final Sat.:	3150	5700	0	0	4070	1527	0	0	0	1972	0	3372
Capacity Analysis Module:												
Vol/Sat:	0.16	0.30	0.00	0.00	0.21	0.21	0.00	0.00	0.00	0.08	0.00	0.32
Crit Moves:	***			***								***
Green Time:	30.2	70.0	0.0	0.0	39.8	39.8	0.0	0.0	0.0	61.0	0.0	61.0
Volume/Cap:	0.72	0.59	0.00	0.00	0.72	0.72	0.00	0.00	0.00	0.17	0.00	0.72
Delay/Veh:	45.5	8.6	0.0	0.0	34.9	34.9	0.0	0.0	0.0	24.1	0.0	34.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	45.5	8.6	0.0	0.0	34.9	34.9	0.0	0.0	0.0	24.1	0.0	34.1
LOS by Move:	D	A	A	A	C-	C-	A	A	A	C	A	C-
HCM2kAvgQ:	11	8	0	0	14	14	0	0	0	4	0	22

Note: Queue reported is the number of cars per lane.

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2000 HCM Operations (Future Volume Alternative)  
Background AM GP w/ Max Residential

Intersection #15: De Anza Boulevard / SR-85 Ramps (South)



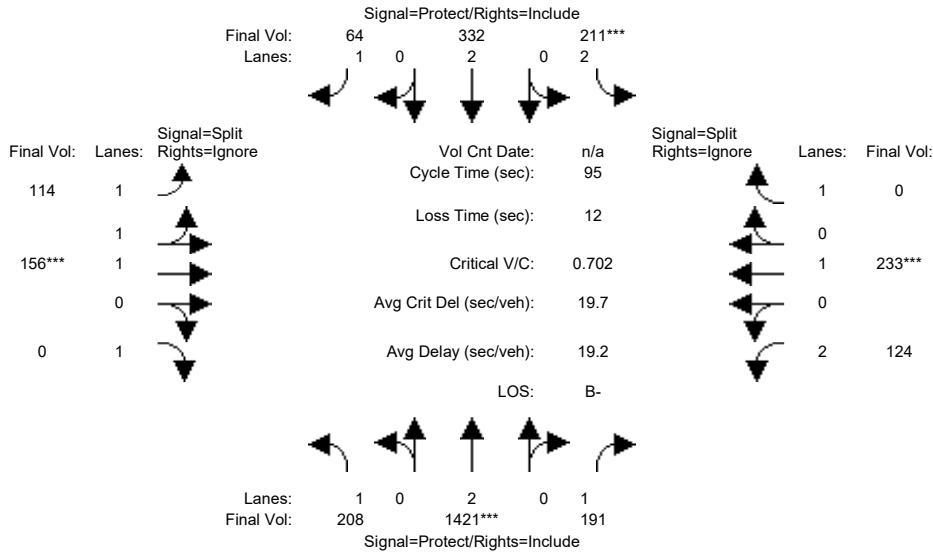
Street Name:	De Anza Boulevard						SR-85 Ramps (South)					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	0	0	0
Y+R:	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Volume Module:												
Base Vol:	0	1903	261	241	441	0	249	0	301	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	1903	261	241	441	0	249	0	301	0	0	0
Added Vol:	0	213	0	51	63	0	0	0	0	0	0	0
PasserByVol:	0	25	0	5	5	0	0	0	0	0	0	0
Initial Fut:	0	2141	261	297	509	0	249	0	301	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	2141	261	297	509	0	249	0	301	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	2141	261	297	509	0	249	0	301	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	0	2141	261	297	509	0	249	0	301	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.99	0.95	0.83	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	2.66	0.34	2.00	3.00	0.00	1.45	0.00	1.55	0.00	0.00	0.00
Final Sat.:	0	4991	608	3150	5700	0	2542	0	2708	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.43	0.43	0.09	0.09	0.00	0.10	0.00	0.11	0.00	0.00	0.00
Crit Moves:	****			****			****			****		
Green Time:	0.0	88.6	88.6	19.5	108	0.0	23.0	0.0	23.0	0.0	0.0	0.0
Volume/Cap:	0.00	0.68	0.68	0.68	0.12	0.00	0.60	0.00	0.68	0.00	0.00	0.00
Delay/Veh:	0.0	0.5	0.5	55.4	0.0	0.0	55.3	0.0	57.4	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.5	0.5	55.4	0.0	0.0	55.3	0.0	57.4	0.0	0.0	0.0
LOS by Move:	A	A	A	E+	A	A	E+	A	E+	A	A	A
HCM2kAvgQ:	0	1	1	7	0	0	8	0	10	0	0	0

Note: Queue reported is the number of cars per lane.

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2000 HCM Operations (Future Volume Alternative)  
Background AM GP w/ Max Residential

Intersection #16: De Anza Boulevard/Saratoga-Sunnyvale Road / Prospect Road



Street Name: De Anza Boulevard/Saratoga-Sunnyv	Prospect Road											
	North Bound			South Bound			East Bound			West Bound		
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0

Volume Module:												
Base Vol:	208	1194	191	211	266	62	104	156	88	124	233	541
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	208	1194	191	211	266	62	104	156	88	124	233	541
Added Vol:	0	202	0	0	61	2	10	0	0	0	0	0
PasserByVol:	0	25	0	0	5	0	0	0	0	0	0	0
Initial Fut:	208	1421	191	211	332	64	114	156	88	124	233	541
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Volume:	208	1421	191	211	332	64	114	156	0	124	233	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	208	1421	191	211	332	64	114	156	0	124	233	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
Final Volume:	208	1421	191	211	332	64	114	156	0	124	233	0

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.83	1.00	0.92	0.93	0.98	0.92	0.83	1.00	0.92
Lanes:	1.00	2.00	1.00	2.00	2.00	1.00	1.31	1.69	1.00	2.00	1.00	1.00
Final Sat.:	1750	3800	1750	3150	3800	1750	2299	3147	1750	3150	1900	1750

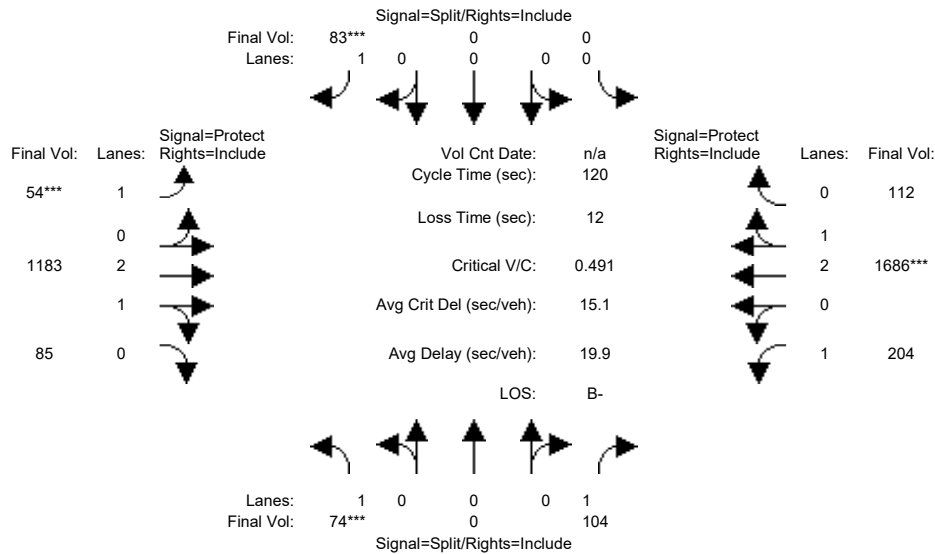
Capacity Analysis Module:												
Vol/Sat:	0.12	0.37	0.11	0.07	0.09	0.04	0.05	0.05	0.00	0.04	0.12	0.00
Crit Moves:	****			****			****			****		
Green Time:	30.3	48.4	48.4	8.7	26.8	26.8	10.0	10.0	0.0	15.9	15.9	0.0
Volume/Cap:	0.37	0.73	0.21	0.73	0.31	0.13	0.47	0.47	0.00	0.24	0.73	0.00
Delay/Veh:	17.6	7.1	4.0	48.6	19.9	18.8	40.6	40.6	0.0	34.5	46.1	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	17.6	7.1	4.0	48.6	19.9	18.8	40.6	40.6	0.0	34.5	46.1	0.0
LOS by Move:	B	A	A	D	B-	B-	D	D	A	C-	D	A
HCM2kAvgQ:	4	10	1	4	3	1	3	3	0	2	7	0

Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report  
2000 HCM Operations (Future Volume Alternative)  
Background AM GP w/ Max Residential

Intersection #17: Torre Avenue-Vista Drive / Stevens Creek Boulevard



Street Name:	Torre Avenue-Vista Drive						Stevens Creek Boulevard					
	North Bound			South Bound			East Bound			West Bound		
Approach:												
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:												
Base Vol:	74	0	104	0	0	83	54	655	85	204	1326	112
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	74	0	104	0	0	83	54	655	85	204	1326	112
Added Vol:	0	0	0	0	0	0	0	387	0	0	316	0
PasserByVol:	0	0	0	0	0	0	0	141	0	0	44	0
Initial Fut:	74	0	104	0	0	83	54	1183	85	204	1686	112
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	74	0	104	0	0	83	54	1183	85	204	1686	112
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	74	0	104	0	0	83	54	1183	85	204	1686	112
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	74	0	104	0	0	83	54	1183	85	204	1686	112

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	0.98	0.95	0.92	0.98	0.95
Lanes:	1.00	0.00	1.00	0.00	0.00	1.00	1.00	2.79	0.21	1.00	2.81	0.19
Final Sat.:	1750	0	1750	0	0	1750	1750	5224	375	1750	5251	349

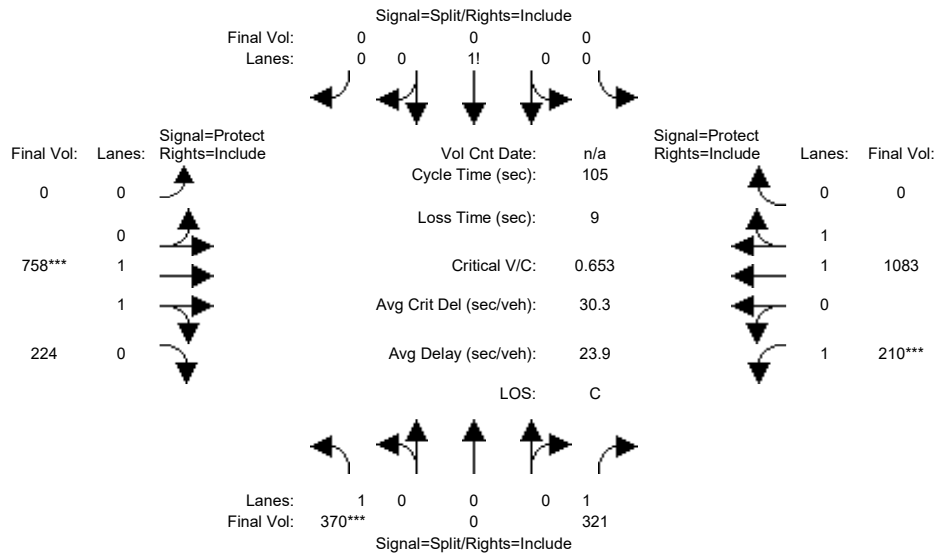
Capacity Analysis Module:												
Vol/Sat:	0.04	0.00	0.06	0.00	0.00	0.05	0.03	0.23	0.23	0.12	0.32	0.32
Crit Moves:	***					***	***				***	
Green Time:	14.5	0.0	14.5	0.0	0.0	11.6	7.5	56.8	56.8	29.2	78.5	78.5
Volume/Cap:	0.35	0.00	0.49	0.00	0.00	0.49	0.49	0.48	0.48	0.48	0.49	0.49
Delay/Veh:	49.4	0.0	51.1	0.0	0.0	53.6	57.8	21.6	21.6	39.7	10.7	10.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	49.4	0.0	51.1	0.0	0.0	53.6	57.8	21.6	21.6	39.7	10.7	10.7
LOS by Move:	D	A	D-	A	A	D-	E+	C+	C+	D	B+	B+
HCM2kAvgQ:	3	0	4	0	0	4	2	10	10	7	11	11

Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report  
2000 HCM Operations (Future Volume Alternative)  
Background AM GP w/ Max Residential

Intersection #18: Blaney Avenue / Homestead Road



Street Name:	Blaney Avenue						Homestead Road					
	North Bound			South Bound			East Bound			West Bound		
Approach:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:												
Base Vol:	365	0	279	0	0	0	0	462	214	205	960	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	365	0	279	0	0	0	0	462	214	205	960	0
Added Vol:	5	0	0	0	0	0	0	110	10	0	97	0
PasserByVol:	0	0	42	0	0	0	0	186	0	5	26	0
Initial Fut:	370	0	321	0	0	0	0	758	224	210	1083	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	370	0	321	0	0	0	0	758	224	210	1083	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	370	0	321	0	0	0	0	758	224	210	1083	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	370	0	321	0	0	0	0	758	224	210	1083	0

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	0.92	0.92	0.92	0.98	0.95	0.92	0.97	0.92
Lanes:	1.00	0.00	1.00	0.00	1.00	0.00	0.00	1.53	0.47	1.00	2.00	0.00
Final Sat.:	1750	0	1750	0	1750	0	0	2855	844	1750	3700	0

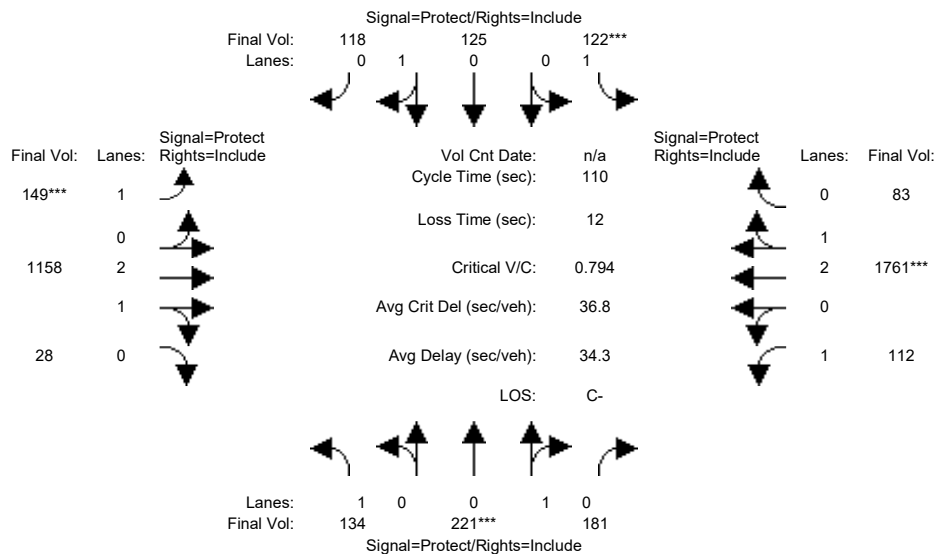
Capacity Analysis Module:												
Vol/Sat:	0.21	0.00	0.18	0.00	0.00	0.00	0.00	0.27	0.27	0.12	0.29	0.00
Crit Moves:	***						***			***		
Green Time:	34.0	0.0	34.0	0.0	0.0	0.0	0.0	42.7	42.7	19.3	62.0	0.0
Volume/Cap:	0.65	0.00	0.57	0.00	0.00	0.00	0.00	0.65	0.65	0.65	0.50	0.00
Delay/Veh:	33.2	0.0	30.7	0.0	0.0	0.0	0.0	26.2	26.2	44.5	12.6	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	33.2	0.0	30.7	0.0	0.0	0.0	0.0	26.2	26.2	44.5	12.6	0.0
LOS by Move:	C-	A	C	A	A	A	A	C	C	D	B	A
HCM2kAvgQ:	12	0	10	0	0	0	0	13	13	7	10	0

Note: Queue reported is the number of cars per lane.

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Background AM GP w/ Max Residential

Intersection #19: Blaney Avenue / Stevens Creek Boulevard



Street Name:	Blaney Avenue						Stevens Creek Boulevard					
	North Bound			South Bound			East Bound			West Bound		
Approach:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:												
Base Vol:	134	221	174	112	125	118	149	631	28	110	1402	78
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	134	221	174	112	125	118	149	631	28	110	1402	78
Added Vol:	0	0	7	10	0	0	0	387	0	2	316	5
PasserByVol:	0	0	0	0	0	0	0	140	0	0	43	0
Initial Fut:	134	221	181	122	125	118	149	1158	28	112	1761	83
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	134	221	181	122	125	118	149	1158	28	112	1761	83
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	134	221	181	122	125	118	149	1158	28	112	1761	83
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	134	221	181	122	125	118	149	1158	28	112	1761	83

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.95	0.95	0.92	0.95	0.95	0.92	0.98	0.95	0.92	0.98	0.95
Lanes:	1.00	0.55	0.45	1.00	0.51	0.49	1.00	2.93	0.07	1.00	2.86	0.14
Final Sat.:	1750	990	810	1750	926	874	1750	5468	132	1750	5348	252

Capacity Analysis Module:												
Vol/Sat:	0.08	0.22	0.22	0.07	0.14	0.14	0.09	0.21	0.21	0.06	0.33	0.33
Crit Moves:	****			****			****			****		
Green Time:	14.7	30.9	30.9	9.7	25.9	25.9	11.8	44.1	44.1	13.3	45.6	45.6
Volume/Cap:	0.57	0.79	0.79	0.79	0.57	0.57	0.79	0.53	0.53	0.53	0.79	0.79
Delay/Veh:	48.1	45.0	45.0	73.3	39.1	39.1	68.3	25.3	25.3	47.9	30.1	30.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	48.1	45.0	45.0	73.3	39.1	39.1	68.3	25.3	25.3	47.9	30.1	30.1
LOS by Move:	D	D	D	E	D	D	E	C	C	D	C	C
HCM2kAvgQ:	5	14	14	6	8	8	6	10	10	4	19	19

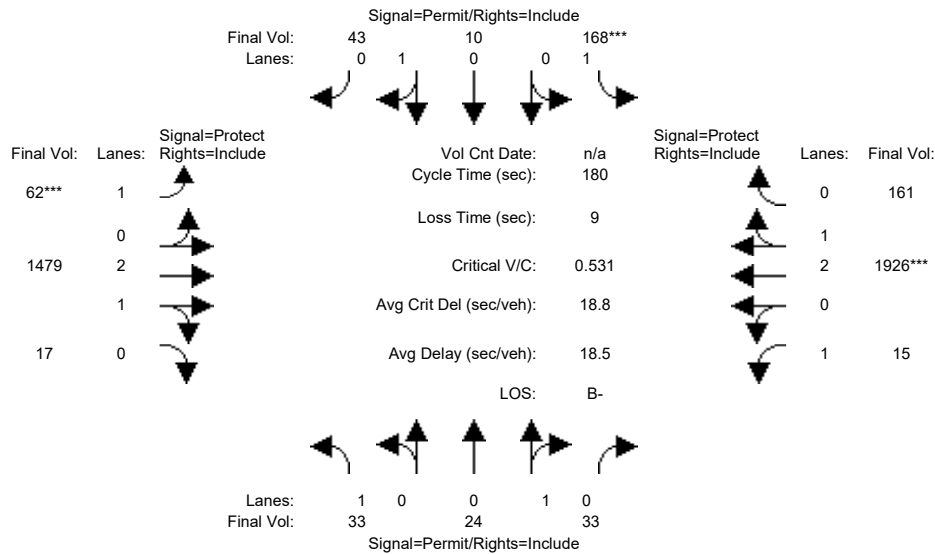
Note: Queue reported is the number of cars per lane.



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Intersection #20: Portal Avenue / Stevens Creek Boulevard



Street Name:	Portal Avenue						Stevens Creek Boulevard					
	North Bound			South Bound			East Bound			West Bound		
Approach:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:												
Base Vol:	33	24	33	168	10	43	62	888	17	15	1577	161
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	33	24	33	168	10	43	62	888	17	15	1577	161
Added Vol:	0	0	0	0	0	0	0	405	0	0	323	0
PasserByVol:	0	0	0	0	0	0	0	186	0	0	26	0
Initial Fut:	33	24	33	168	10	43	62	1479	17	15	1926	161
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	33	24	33	168	10	43	62	1479	17	15	1926	161
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	33	24	33	168	10	43	62	1479	17	15	1926	161
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	33	24	33	168	10	43	62	1479	17	15	1926	161

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.95	0.95	0.92	0.95	0.95	0.92	0.98	0.95	0.92	0.99	0.95
Lanes:	1.00	0.42	0.58	1.00	0.19	0.81	1.00	2.96	0.04	1.00	2.76	0.24
Final Sat.:	1750	758	1042	1750	340	1460	1750	5536	64	1750	5167	432

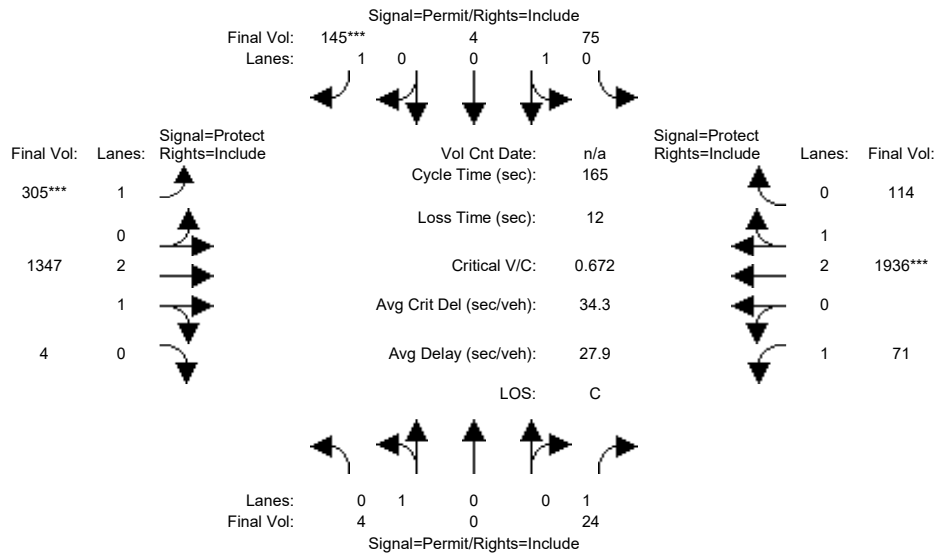
Capacity Analysis Module:												
Vol/Sat:	0.02	0.03	0.03	0.10	0.03	0.03	0.04	0.27	0.27	0.01	0.37	0.37
Crit Moves:				****			****			****		
Green Time:	32.6	32.6	32.6	32.6	32.6	32.6	12.0	121	120.8	17.6	126	126.4
Volume/Cap:	0.10	0.18	0.18	0.53	0.16	0.16	0.53	0.40	0.40	0.09	0.53	0.53
Delay/Veh:	61.7	62.6	62.6	68.5	62.5	62.5	85.9	13.3	13.3	74.1	12.9	12.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	61.7	62.6	62.6	68.5	62.5	62.5	85.9	13.3	13.3	74.1	12.9	12.9
LOS by Move:	E	E	E	E	E	E	F	B	B	E	B	B
HCM2kAvgQ:	2	3	3	9	3	3	4	12	12	1	18	18

Note: Queue reported is the number of cars per lane.

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Background AM GP w/ Max Residential

Intersection #21: Perimeter Road / Stevens Creek Boulevard



Street Name:	Perimeter Road						Stevens Creek Boulevard					
	North Bound			South Bound			East Bound			West Bound		
Approach:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:												
Base Vol:	4	0	24	23	4	11	42	1067	4	71	1706	53
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	4	0	24	23	4	11	42	1067	4	71	1706	53
Added Vol:	0	0	0	52	0	134	263	142	0	0	189	61
PasserByVol:	0	0	0	0	0	0	0	138	0	0	41	0
Initial Fut:	4	0	24	75	4	145	305	1347	4	71	1936	114
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	4	0	24	75	4	145	305	1347	4	71	1936	114
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	4	0	24	75	4	145	305	1347	4	71	1936	114
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	4	0	24	75	4	145	305	1347	4	71	1936	114

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.92	0.95	0.95	0.92	0.92	0.98	0.95	0.92	0.98	0.95
Lanes:	1.00	0.00	1.00	0.95	0.05	1.00	1.00	2.99	0.01	1.00	2.83	0.17
Final Sat.:	1800	0	1750	1709	91	1750	1750	5583	17	1750	5288	311

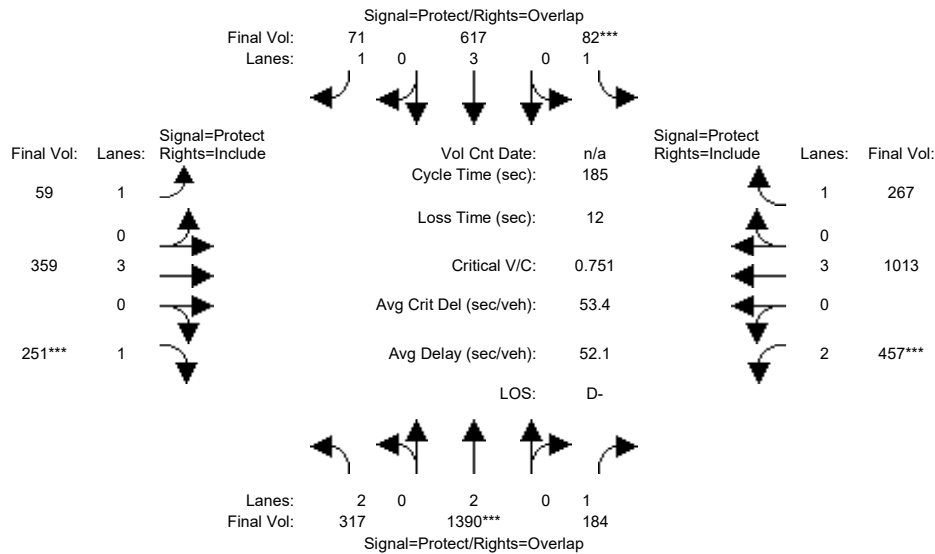
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.01	0.04	0.04	0.08	0.17	0.24	0.24	0.04	0.37	0.37
Crit Moves:						****	****				****	
Green Time:	20.3	0.0	20.3	20.3	20.3	20.3	42.8	113	112.8	19.8	89.9	89.9
Volume/Cap:	0.02	0.00	0.11	0.36	0.36	0.67	0.67	0.35	0.35	0.34	0.67	0.67
Delay/Veh:	63.6	0.0	64.5	67.3	67.3	77.2	58.7	10.9	10.9	67.5	27.6	27.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	63.6	0.0	64.5	67.3	67.3	77.2	58.7	10.9	10.9	67.5	27.6	27.6
LOS by Move:	E	A	E	E	E	E-	E+	B+	B+	E	C	C
HCM2kAvgQ:	0	0	1	4	4	9	15	9	9	3	23	23

Note: Queue reported is the number of cars per lane.

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Background AM GP w/ Max Residential

Intersection #22: Wolfe Road / El Camino Real



Street Name:	Wolfe Road						El Camino Real					
	North Bound			South Bound			East Bound			West Bound		
Approach:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:												
Base Vol:	277	1285	28	78	544	71	59	308	206	348	913	257
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	277	1285	28	78	544	71	59	308	206	348	913	257
Added Vol:	34	102	156	4	46	0	0	51	18	99	91	10
PasserByVol:	6	3	0	0	27	0	0	0	27	10	9	0
Initial Fut:	317	1390	184	82	617	71	59	359	251	457	1013	267
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	317	1390	184	82	617	71	59	359	251	457	1013	267
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	317	1390	184	82	617	71	59	359	251	457	1013	267
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	317	1390	184	82	617	71	59	359	251	457	1013	267

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.83	1.00	0.92
Lanes:	2.00	2.00	1.00	1.00	3.00	1.00	1.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	3150	3800	1750	1750	5700	1750	1750	5700	1750	3150	5700	1750

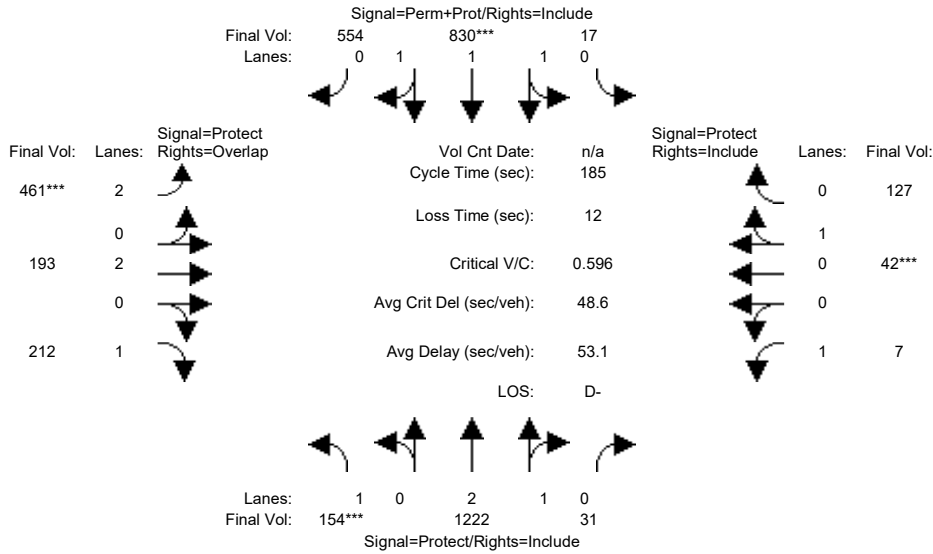
Capacity Analysis Module:												
Vol/Sat:	0.10	0.37	0.11	0.05	0.11	0.04	0.03	0.06	0.14	0.15	0.18	0.15
Crit Moves:	****			****			****			****		
Green Time:	49.0	90.1	125.8	11.5	52.7	65.4	12.8	35.3	35.3	35.7	58.3	58.3
Volume/Cap:	0.38	0.75	0.15	0.75	0.38	0.11	0.49	0.33	0.75	0.75	0.56	0.48
Delay/Veh:	54.4	39.1	10.4	107.9	51.8	39.3	83.8	63.1	78.0	73.8	51.8	50.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	54.4	39.1	10.4	107.9	51.8	39.3	83.8	63.1	78.0	73.8	51.8	50.5
LOS by Move:	D-	D	B+	F	D-	D	F	E	E-	E	D-	D
HCM2kAvgQ:	8	30	4	6	9	3	4	6	15	14	15	12

Note: Queue reported is the number of cars per lane.

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Intersection #23: Wolfe Road / Fremont Avenue



Street Name:	Wolfe Road						Fremont Avenue					
	North Bound			South Bound			East Bound			West Bound		
Approach:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:												
Base Vol:	114	1026	30	17	664	492	354	183	148	6	42	127
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	114	1026	30	17	664	492	354	183	148	6	42	127
Added Vol:	25	186	0	0	104	60	107	0	27	0	0	0
PasserByVol:	15	10	1	0	62	2	0	10	37	1	0	0
Initial Fut:	154	1222	31	17	830	554	461	193	212	7	42	127
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	154	1222	31	17	830	554	461	193	212	7	42	127
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	154	1222	31	17	830	554	461	193	212	7	42	127
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	154	1222	31	17	830	554	461	193	212	7	42	127

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.95	0.98	0.95	0.83	1.00	0.92	0.92	0.95	0.95
Lanes:	1.00	2.92	0.08	0.04	1.96	1.00	2.00	2.00	1.00	1.00	0.25	0.75
Final Sat.:	1750	5461	139	74	3636	1800	3150	3800	1750	1750	447	1353

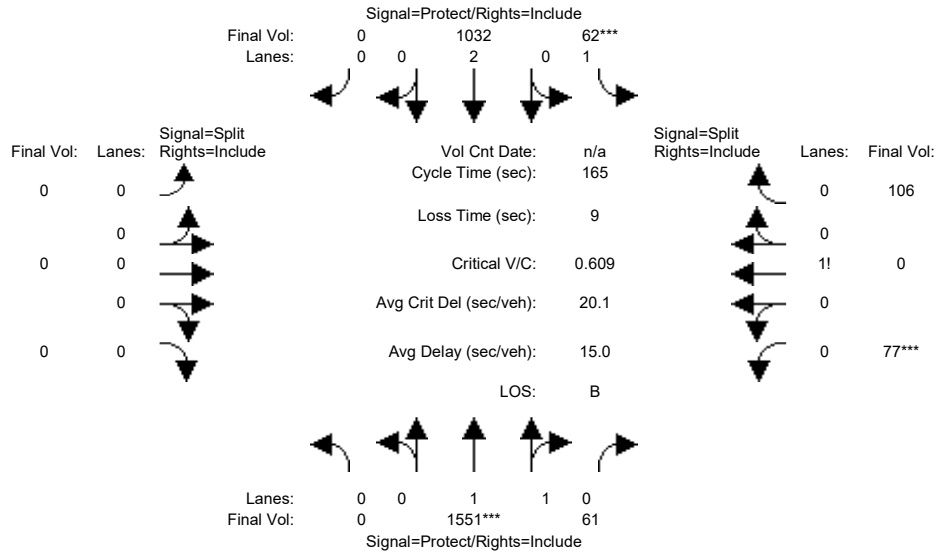
Capacity Analysis Module:												
Vol/Sat:	0.09	0.22	0.22	0.00	0.23	0.31	0.15	0.05	0.12	0.00	0.09	0.09
Crit Moves:	***				****		****				****	
Green Time:	25.1	55.8	55.8	60.0	87.7	87.7	36.5	35.2	60.3	24.7	23.4	23.4
Volume/Cap:	0.65	0.74	0.74	0.70	0.48	0.65	0.74	0.27	0.37	0.03	0.74	0.74
Delay/Veh:	80.0	58.3	58.3	54.4	32.4	36.7	72.7	62.3	46.9	67.9	88.1	88.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	80.0	58.3	58.3	54.4	32.4	36.7	72.7	62.3	46.9	67.9	88.1	88.1
LOS by Move:	E-	E+	E+	D-	C-	D+	E	E	D	E	F	F
HCM2kAvgQ:	9	21	21	21	16	24	14	4	9	0	11	11

Note: Queue reported is the number of cars per lane.

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Intersection #24: Wolfe Road / Marion Way



Street Name:	Wolfe Road						Marion Way					
	North Bound			South Bound			East Bound			West Bound		
Approach:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	0	0	0	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:												
Base Vol:	0	1316	59	62	801	0	0	0	0	71	0	106
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	1316	59	62	801	0	0	0	0	71	0	106
Added Vol:	0	211	2	0	131	0	0	0	0	6	0	0
PasserByVol:	0	24	0	0	100	0	0	0	0	0	0	0
Initial Fut:	0	1551	61	62	1032	0	0	0	0	77	0	106
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	1551	61	62	1032	0	0	0	0	77	0	106
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1551	61	62	1032	0	0	0	0	77	0	106
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	0	1551	61	62	1032	0	0	0	0	77	0	106

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.97	0.95	0.92	1.00	0.92	0.92	1.00	0.92	0.92	0.92	0.92
Lanes:	0.00	1.92	0.08	1.00	2.00	0.00	0.00	0.00	0.00	0.42	0.00	0.58
Final Sat.:	0	3560	140	1750	3800	0	0	0	0	736	0	1014

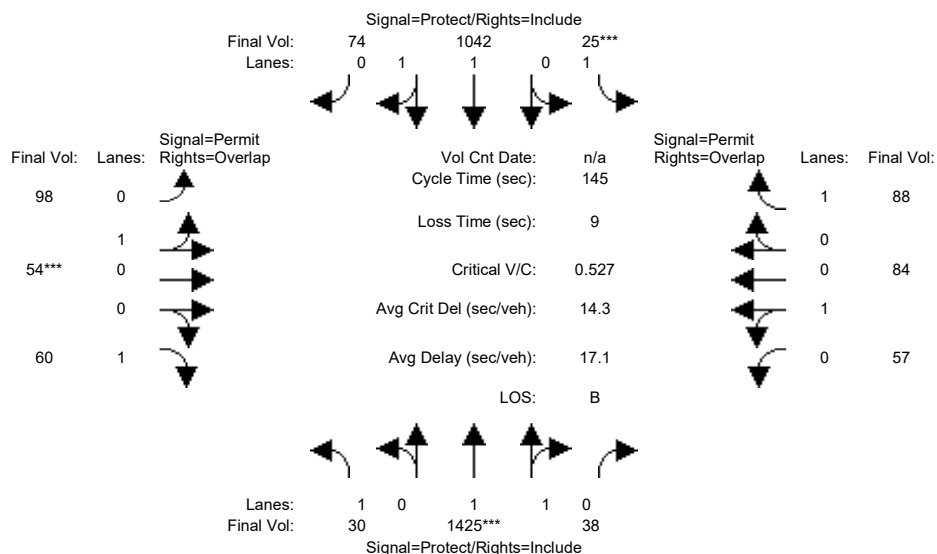
Capacity Analysis Module:												
Vol/Sat:	0.00	0.44	0.44	0.04	0.27	0.00	0.00	0.00	0.00	0.10	0.00	0.10
Crit Moves:	****			****						****		
Green Time:	0.0	118	118.1	9.6	128	0.0	0.0	0.0	0.0	28.3	0.0	28.3
Volume/Cap:	0.00	0.61	0.61	0.61	0.35	0.00	0.00	0.00	0.00	0.61	0.00	0.61
Delay/Veh:	0.0	12.2	12.2	86.1	5.9	0.0	0.0	0.0	0.0	66.8	0.0	66.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	12.2	12.2	86.1	5.9	0.0	0.0	0.0	0.0	66.8	0.0	66.8
LOS by Move:	A	B	B	F	A	A	A	A	A	E	A	E
HCM2kAvgQ:	0	21	21	3	8	0	0	0	0	10	0	10

Note: Queue reported is the number of cars per lane.

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Intersection #25: Wolfe Road / Inverness Way



Street Name:	Wolfe Road						Inverness Way					
	North Bound			South Bound			East Bound			West Bound		
Approach:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:												
Base Vol:	26	1188	36	25	805	74	98	54	39	49	84	88
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	26	1188	36	25	805	74	98	54	39	49	84	88
Added Vol:	2	213	2	0	137	0	0	0	6	6	0	0
PasserByVol:	2	24	0	0	100	0	0	0	15	2	0	0
Initial Fut:	30	1425	38	25	1042	74	98	54	60	57	84	88
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	30	1425	38	25	1042	74	98	54	60	57	84	88
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	30	1425	38	25	1042	74	98	54	60	57	84	88
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	30	1425	38	25	1042	74	98	54	60	57	84	88

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.97	0.95	0.92	0.98	0.95	0.95	0.95	0.92	0.95	0.95	0.92
Lanes:	1.00	1.95	0.05	1.00	1.86	0.14	0.64	0.36	1.00	0.40	0.60	1.00
Final Sat.:	1750	3604	96	1750	3454	245	1161	639	1750	728	1072	1750

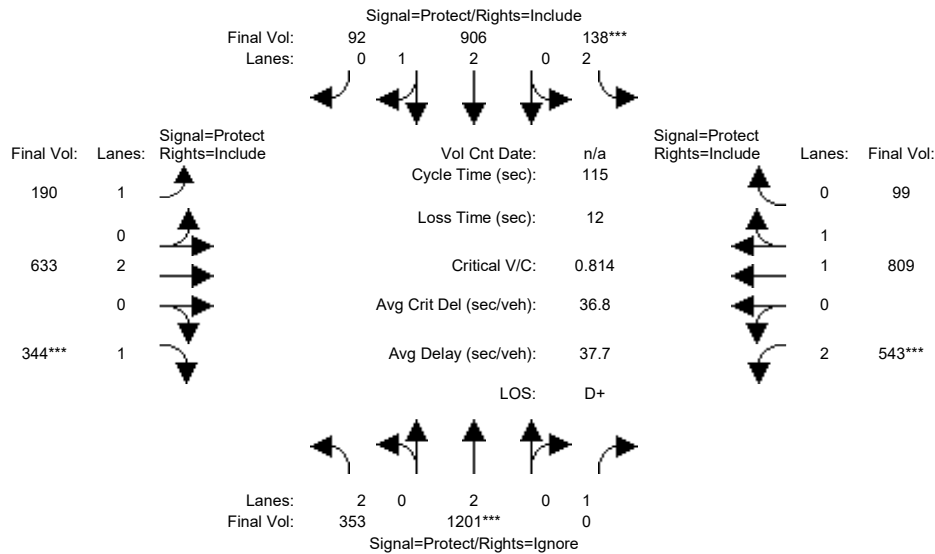
Capacity Analysis Module:												
Vol/Sat:	0.02	0.40	0.40	0.01	0.30	0.30	0.08	0.08	0.03	0.08	0.08	0.05
Crit Moves:	****			****			****			****		
Green Time:	15.6	106	106.3	7.0	97.7	97.7	22.7	22.7	38.3	22.7	22.7	29.7
Volume/Cap:	0.16	0.54	0.54	0.30	0.45	0.45	0.54	0.54	0.13	0.50	0.50	0.25
Delay/Veh:	59.1	8.8	8.8	68.6	11.2	11.2	58.4	58.4	40.8	57.4	57.4	48.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	59.1	8.8	8.8	68.6	11.2	11.2	58.4	58.4	40.8	57.4	57.4	48.6
LOS by Move:	E+	A	A	E	B+	B+	E+	E+	D	E+	E+	D
HCM2kAvgQ:	1	14	14	1	12	12	7	7	2	6	6	4

Note: Queue reported is the number of cars per lane.

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Intersection #26: Wolfe Road / Homestead Road



Street Name:	Wolfe Road						Homestead Road					
	North Bound			South Bound			East Bound			West Bound		
Approach:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:												
Base Vol:	282	980	418	95	686	88	176	441	185	374	742	84
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	282	980	418	95	686	88	176	441	185	374	742	84
Added Vol:	55	199	54	3	141	4	14	63	38	36	40	5
PasserByVol:	16	22	32	40	79	0	0	129	121	133	27	10
Initial Fut:	353	1201	504	138	906	92	190	633	344	543	809	99
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	353	1201	0	138	906	92	190	633	344	543	809	99
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	353	1201	0	138	906	92	190	633	344	543	809	99
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	353	1201	0	138	906	92	190	633	344	543	809	99

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	0.99	0.95	0.92	1.00	0.92	0.83	0.98	0.95
Lanes:	2.00	2.00	1.00	2.00	2.71	0.29	1.00	2.00	1.00	2.00	1.78	0.22
Final Sat.:	3150	3800	1750	3150	5083	516	1750	3800	1750	3150	3296	403

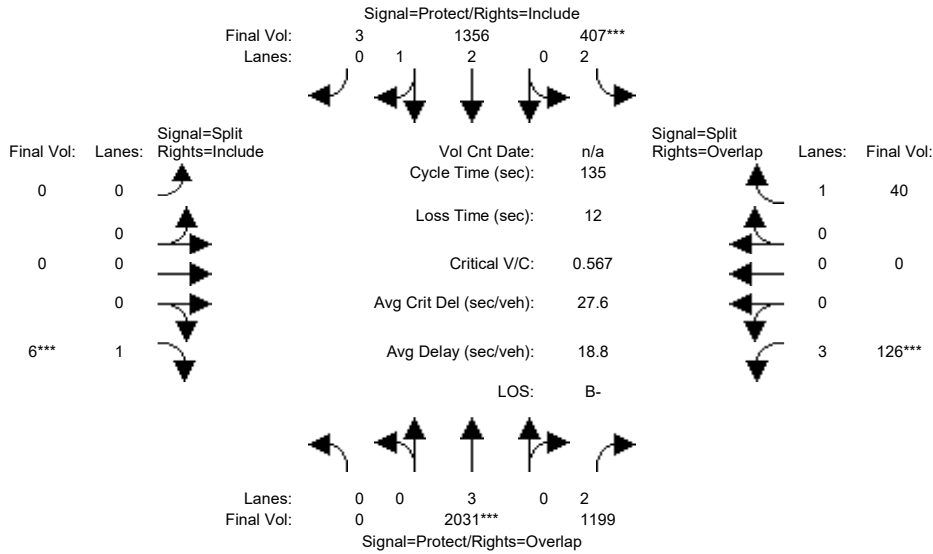
Capacity Analysis Module:												
Vol/Sat:	0.11	0.32	0.00	0.04	0.18	0.18	0.11	0.17	0.20	0.17	0.25	0.25
Crit Moves:	****			****			****			****		
Green Time:	19.8	44.3	0.0	7.0	31.5	31.5	15.9	27.5	27.5	24.2	35.8	35.8
Volume/Cap:	0.65	0.82	0.00	0.72	0.65	0.65	0.79	0.70	0.82	0.82	0.79	0.79
Delay/Veh:	41.0	22.3	0.0	63.2	28.6	28.6	63.6	42.3	53.6	51.4	39.8	39.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	41.0	22.3	0.0	63.2	28.6	28.6	63.6	42.3	53.6	51.4	39.8	39.8
LOS by Move:	D	C+	A	E	C	C	E	D	D-	D-	D	D
HCM2kAvgQ:	6	16	0	3	9	9	7	10	12	11	14	14

Note: Queue reported is the number of cars per lane.

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Intersection #27: Wolfe Road / Apple Park



Street Name:	Wolfe Road						Apple Park					
	North Bound			South Bound			East Bound			West Bound		
Approach:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	0	0	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:												
Base Vol:	0	1684	258	113	1106	3	0	0	6	10	0	10
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	1684	258	113	1106	3	0	0	6	10	0	10
Added Vol:	0	308	0	0	215	0	0	0	0	0	0	0
PasserByVol:	0	39	941	294	35	0	0	0	0	116	0	30
Initial Fut:	0	2031	1199	407	1356	3	0	0	6	126	0	40
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	2031	1199	407	1356	3	0	0	6	126	0	40
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	2031	1199	407	1356	3	0	0	6	126	0	40
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	0	2031	1199	407	1356	3	0	0	6	126	0	40

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.83	0.83	0.98	0.95	0.92	1.00	0.92	0.80	1.00	0.92
Lanes:	0.00	3.00	2.00	2.00	2.99	0.01	0.00	0.00	1.00	3.00	0.00	1.00
Final Sat.:	0	5700	3150	3150	5588	12	0	0	1750	4551	0	1750

Capacity Analysis Module:												
Vol/Sat:	0.00	0.36	0.38	0.13	0.24	0.24	0.00	0.00	0.00	0.03	0.00	0.02
Crit Moves:	****		****				****		****			
Green Time:	0.0	75.6	85.6	27.4	103	103.0	0.0	0.0	10.0	10.0	0.0	37.4
Volume/Cap:	0.00	0.64	0.60	0.64	0.32	0.32	0.00	0.00	0.05	0.37	0.00	0.08
Delay/Veh:	0.0	20.7	15.1	51.4	5.1	5.1	0.0	0.0	58.2	60.2	0.0	36.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	20.7	15.1	51.4	5.1	5.1	0.0	0.0	58.2	60.2	0.0	36.2
LOS by Move:	A	C+	B	D-	A	A	A	A	E+	E	A	D+
HCM2kAvgQ:	0	19	17	9	6	6	0	0	0	2	0	1

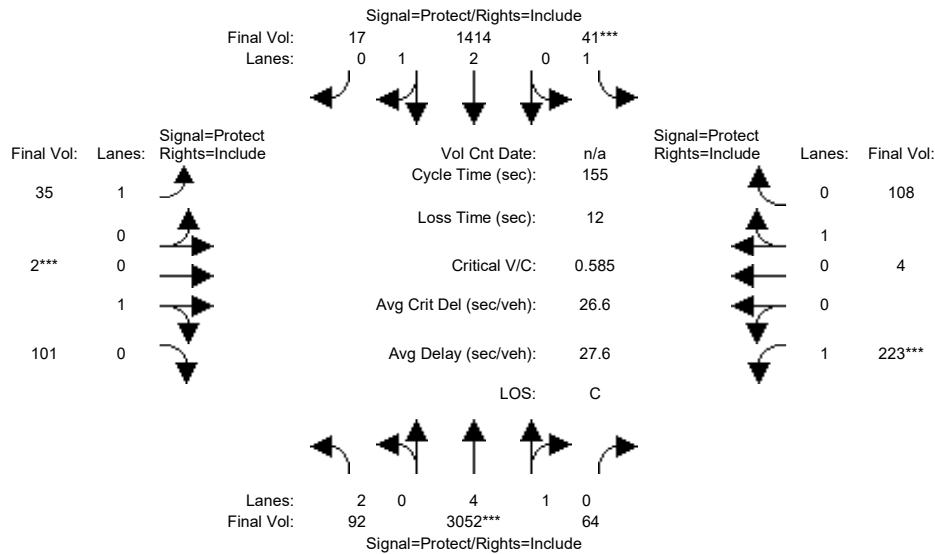
Note: Queue reported is the number of cars per lane.



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Intersection #28: Wolfe Road / Pruneridge Avenue



Street Name:	Wolfe Road						Pruneridge Avenue					
	North Bound			South Bound			East Bound			West Bound		
Approach:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:												
Base Vol:	92	1838	32	25	1063	17	35	2	101	72	4	35
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	92	1838	32	25	1063	17	35	2	101	72	4	35
Added Vol:	0	235	32	16	199	0	0	0	0	151	0	73
PasserByVol:	0	979	0	0	152	0	0	0	0	0	0	0
Initial Fut:	92	3052	64	41	1414	17	35	2	101	223	4	108
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	92	3052	64	41	1414	17	35	2	101	223	4	108
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	92	3052	64	41	1414	17	35	2	101	223	4	108
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	92	3052	64	41	1414	17	35	2	101	223	4	108

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	0.99	0.95	0.92	0.98	0.95	0.92	0.95	0.95	0.92	0.95	0.95
Lanes:	2.00	4.89	0.11	1.00	2.96	0.04	1.00	0.02	0.98	1.00	0.04	0.96
Final Sat.:	3150	9207	193	1750	5533	67	1750	35	1765	1750	64	1736

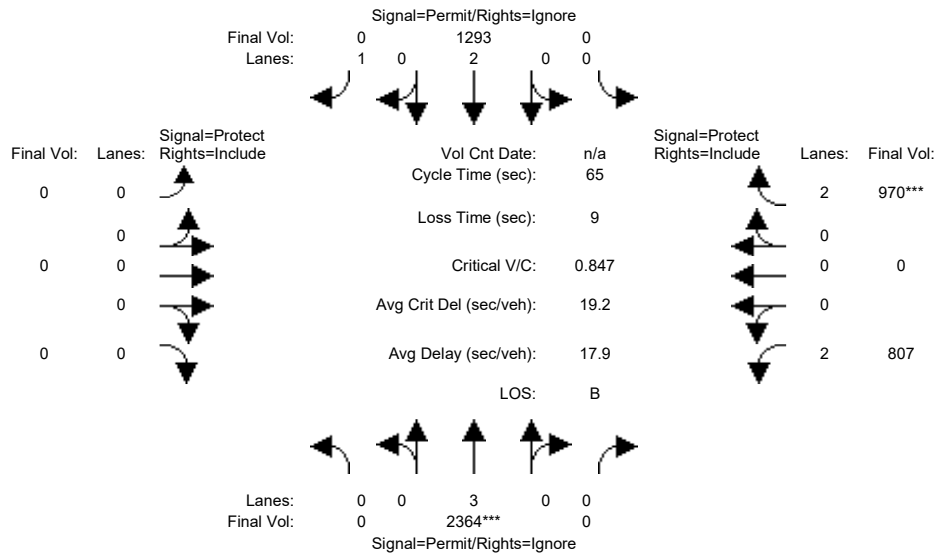
Capacity Analysis Module:												
Vol/Sat:	0.03	0.33	0.33	0.02	0.26	0.26	0.02	0.06	0.06	0.13	0.06	0.06
Crit Moves:	****			****			****			****		
Green Time:	14.2	87.3	87.3	7.0	80.2	80.2	20.0	15.1	15.1	33.6	28.6	28.6
Volume/Cap:	0.32	0.59	0.59	0.52	0.49	0.49	0.15	0.59	0.59	0.59	0.34	0.34
Delay/Veh:	66.5	22.3	22.3	78.3	24.4	24.4	60.3	72.2	72.2	56.9	55.5	55.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	66.5	22.3	22.3	78.3	24.4	24.4	60.3	72.2	72.2	56.9	55.5	55.5
LOS by Move:	E	C+	C+	E-	C	C	E	E	E	E+	E+	E+
HCM2kAvgQ:	2	18	18	2	14	14	2	6	6	11	5	5

Note: Queue reported is the number of cars per lane.

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Intersection #29: Wolfe Road / I-280 Ramp (North)



Street Name:	Wolfe Road						I-280 Ramp (North)					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	10	10	0	10	10	0	0	0	10	10	10
Y+R:	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0

Volume Module:	North Bound			South Bound			East Bound			West Bound		
Base Vol:	0	1444	406	0	907	429	0	0	0	555	0	643
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	1444	406	0	907	429	0	0	0	555	0	643
Added Vol:	0	249	149	0	306	45	0	0	0	246	0	19
PasserByVol:	0	671	41	0	80	72	0	0	0	6	0	308
Initial Fut:	0	2364	596	0	1293	546	0	0	0	807	0	970
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	2364	0	0	1293	0	0	0	0	807	0	970
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	2364	0	0	1293	0	0	0	0	807	0	970
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	0	2364	0	0	1293	0	0	0	0	807	0	970

Saturation Flow Module:	North Bound			South Bound			East Bound			West Bound		
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.83	1.00	0.83
Lanes:	0.00	3.00	0.00	0.00	2.00	1.00	0.00	0.00	0.00	2.00	0.00	2.00
Final Sat.:	0	5600	0	0	3800	1750	0	0	0	3150	0	3150

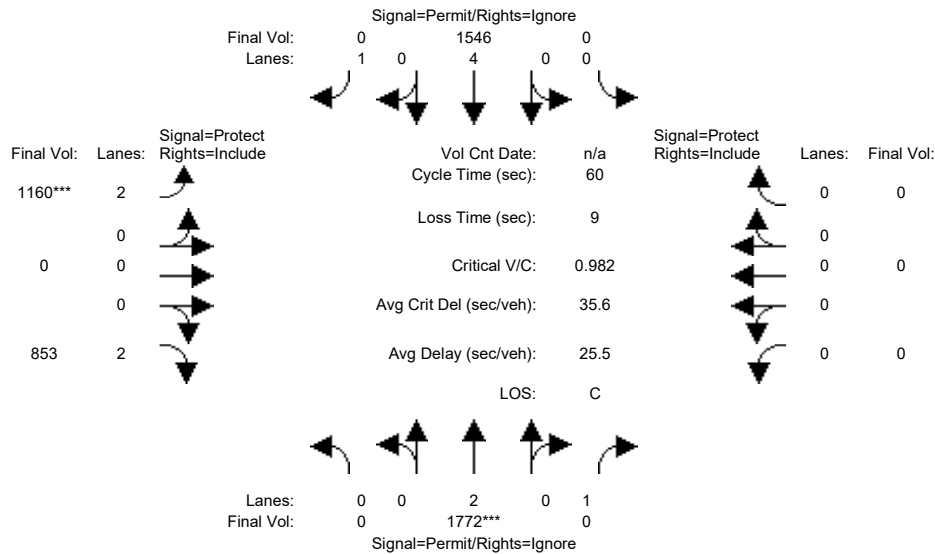
Capacity Analysis Module:	North Bound			South Bound			East Bound			West Bound		
Vol/Sat:	0.00	0.42	0.00	0.00	0.34	0.00	0.00	0.00	0.00	0.26	0.00	0.31
Crit Moves:	****									****		
Green Time:	0.0	32.4	0.0	0.0	32.4	0.0	0.0	0.0	0.0	23.6	0.0	23.6
Volume/Cap:	0.00	0.85	0.00	0.00	0.68	0.00	0.00	0.00	0.00	0.71	0.00	0.85
Delay/Veh:	0.0	16.8	0.0	0.0	13.4	0.0	0.0	0.0	0.0	19.7	0.0	25.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	16.8	0.0	0.0	13.4	0.0	0.0	0.0	0.0	19.7	0.0	25.1
LOS by Move:	A	B	A	A	B	A	A	A	A	B-	A	C
HCM2kAvgQ:	0	9	0	0	6	0	0	0	0	10	0	14

Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report  
2000 HCM Operations (Future Volume Alternative)  
Background AM GP w/ Max Residential

Intersection #30: Wolfe Road / I-280 Ramp (South)



Street Name:	Wolfe Road						I-280 Ramp (South)					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	0	0	0
Y+R:	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0

Volume Module:												
Base Vol:	0	1141	475	0	1027	394	673	0	409	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	1141	475	0	1027	394	673	0	409	0	0	0
Added Vol:	0	388	138	0	483	69	10	0	223	0	0	0
PasserByVol:	0	243	6	0	36	52	477	0	221	0	0	0
Initial Fut:	0	1772	619	0	1546	515	1160	0	853	0	0	0
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	1772	0	0	1546	0	1160	0	853	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1772	0	0	1546	0	1160	0	853	0	0	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	0	1772	0	0	1546	0	1160	0	853	0	0	0

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.83	1.00	0.83	0.92	1.00	0.92
Lanes:	0.00	2.00	1.00	0.00	4.00	1.00	2.00	0.00	2.00	0.00	0.00	0.00
Final Sat.:	0	3800	1750	0	7600	1750	3150	0	3150	0	0	0

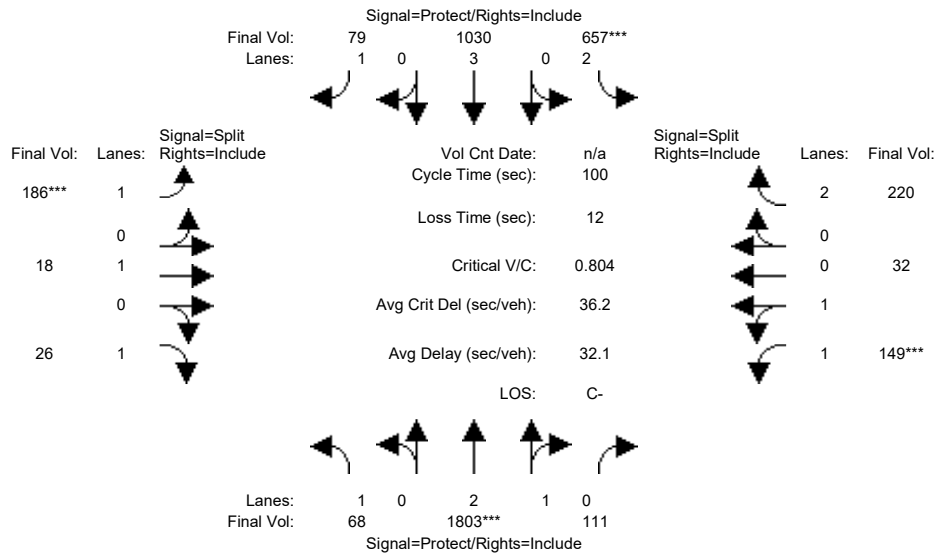
Capacity Analysis Module:												
Vol/Sat:	0.00	0.47	0.00	0.00	0.20	0.00	0.37	0.00	0.27	0.00	0.00	0.00
Crit Moves:	****			****			****			****		
Green Time:	0.0	28.5	0.0	0.0	28.5	0.0	22.5	0.0	22.5	0.0	0.0	0.0
Volume/Cap:	0.00	0.98	0.00	0.00	0.43	0.00	0.98	0.00	0.72	0.00	0.00	0.00
Delay/Veh:	0.0	32.5	0.0	0.0	10.5	0.0	40.4	0.0	18.3	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	32.5	0.0	0.0	10.5	0.0	40.4	0.0	18.3	0.0	0.0	0.0
LOS by Move:	A	C-	A	A	B+	A	D	A	B-	A	A	A
HCM2kAvgQ:	0	23	0	0	2	0	20	0	10	0	0	0

Note: Queue reported is the number of cars per lane.

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2000 HCM Operations (Future Volume Alternative)  
Background AM GP w/ Max Residential

Intersection #31: Wolfe Road / Vallco Parkway



Street Name:	Wolfe Road						Vallco Parkway					
	North Bound			South Bound			East Bound			West Bound		
Approach:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:												
Base Vol:	16	1389	61	226	897	20	18	5	0	65	4	122
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	16	1389	61	226	897	20	18	5	0	65	4	122
Added Vol:	52	222	49	201	106	59	168	13	26	82	28	39
PasserByVol:	0	192	1	230	27	0	0	0	0	2	0	59
Initial Fut:	68	1803	111	657	1030	79	186	18	26	149	32	220
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	68	1803	111	657	1030	79	186	18	26	149	32	220
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	68	1803	111	657	1030	79	186	18	26	149	32	220
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	68	1803	111	657	1030	79	186	18	26	149	32	220

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.83	1.00	0.92	0.92	1.00	0.92	0.93	0.95	0.83
Lanes:	1.00	2.82	0.18	2.00	3.00	1.00	1.00	1.00	1.00	1.65	0.35	2.00
Final Sat.:	1750	5275	325	3150	5700	1750	1750	1900	1750	2922	628	3150

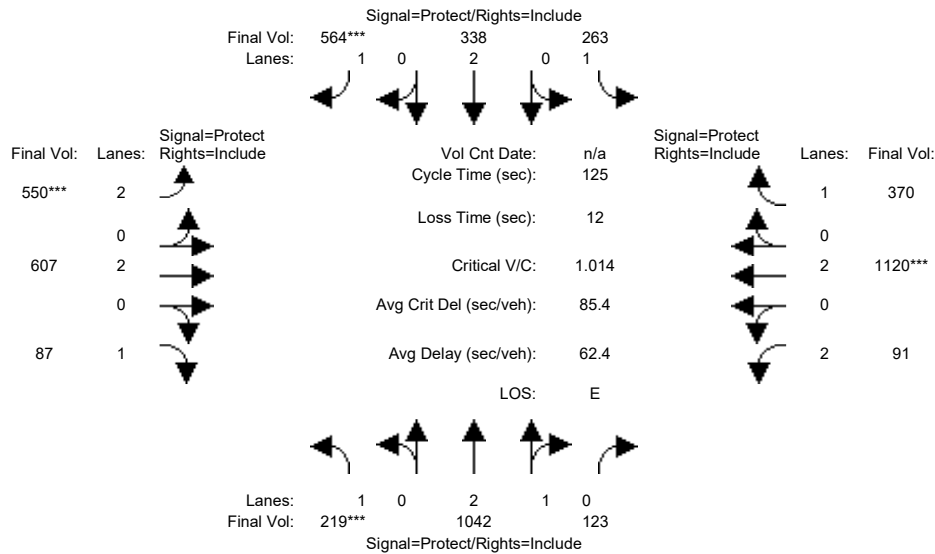
Capacity Analysis Module:												
Vol/Sat:	0.04	0.34	0.34	0.21	0.18	0.05	0.11	0.01	0.01	0.05	0.05	0.07
Crit Moves:	****			****			****			****		
Green Time:	18.3	40.6	40.6	24.8	47.1	47.1	12.6	12.6	12.6	10.0	10.0	10.0
Volume/Cap:	0.21	0.84	0.84	0.84	0.38	0.10	0.84	0.08	0.12	0.51	0.51	0.70
Delay/Veh:	35.1	29.8	29.8	44.0	17.2	14.7	66.9	38.7	39.0	43.9	43.9	50.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	35.1	29.8	29.8	44.0	17.2	14.7	66.9	38.7	39.0	43.9	43.9	50.3
LOS by Move:	D+	C	C	D	B	B	E	D+	D+	D	D	D
HCM2kAvgQ:	2	20	20	12	7	1	9	1	1	3	3	4

Note: Queue reported is the number of cars per lane.

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2000 HCM Operations (Future Volume Alternative)  
Background AM GP w/ Max Residential

Intersection #32: Wolfe Road-Miller Avenue / Stevens Creek Boulevard



Street Name:	Wolfe Road-Miller Avenue						Stevens Creek Boulevard					
	North Bound			South Bound			East Bound			West Bound		
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0

Volume Module:												
Base Vol:	189	894	83	179	272	475	376	450	82	73	947	173
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	189	894	83	179	272	475	376	450	82	73	947	173
Added Vol:	30	119	30	69	59	80	129	64	5	9	131	75
PasserByVol:	0	29	10	15	7	9	45	93	0	9	42	122
Initial Fut:	219	1042	123	263	338	564	550	607	87	91	1120	370
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	219	1042	123	263	338	564	550	607	87	91	1120	370
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	219	1042	123	263	338	564	550	607	87	91	1120	370
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	219	1042	123	263	338	564	550	607	87	91	1120	370

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.99	0.95	0.92	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92
Lanes:	1.00	2.67	0.33	1.00	2.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	1750	5008	591	1750	3800	1750	3150	3800	1750	3150	3800	1750

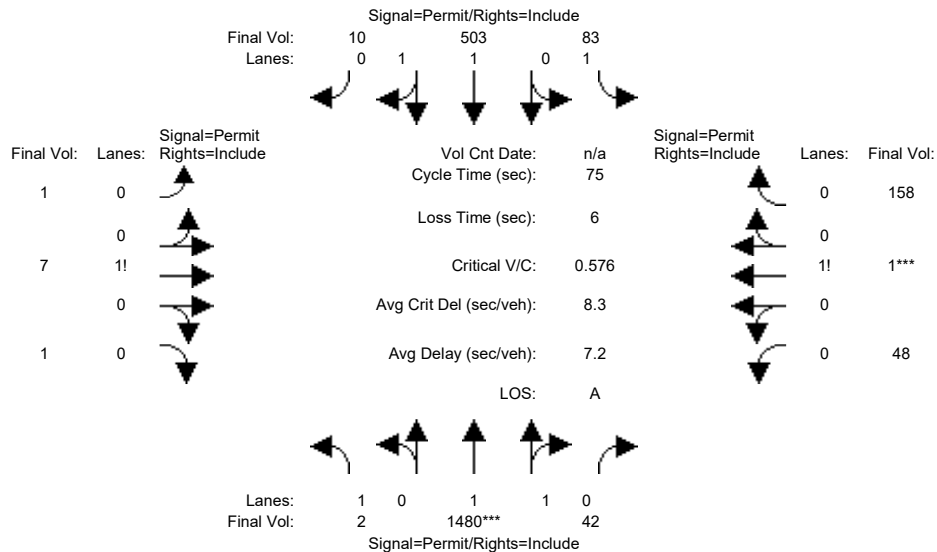
Capacity Analysis Module:												
Vol/Sat:	0.13	0.21	0.21	0.15	0.09	0.32	0.17	0.16	0.05	0.03	0.29	0.21
Crit Moves:	***					***	***				***	
Green Time:	15.4	32.0	32.0	23.1	39.7	39.7	21.5	42.8	42.8	15.0	36.3	36.3
Volume/Cap:	1.01	0.81	0.81	0.81	0.28	1.01	1.01	0.47	0.15	0.24	1.01	0.73
Delay/Veh:	119.7	47.3	47.3	63.2	32.1	84.4	94.0	32.4	28.5	50.2	75.0	45.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	119.7	47.3	47.3	63.2	32.1	84.4	94.0	32.4	28.5	50.2	75.0	45.1
LOS by Move:	F	D	D	E	C-	F	F	C-	C	D	E	D
HCM2kAvgQ:	11	14	14	12	4	31	16	7	2	2	26	12

Note: Queue reported is the number of cars per lane.

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2000 HCM Operations (Future Volume Alternative)  
Background AM GP w/ Max Residential

Intersection #33: Miller Avenue / Calle De Barcelona



Street Name:	Miller Avenue						Calle De Barcelona					
	North Bound			South Bound			East Bound			West Bound		
Approach:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:												
Base Vol:	2	1263	42	83	414	10	1	7	1	48	1	158
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	2	1263	42	83	414	10	1	7	1	48	1	158
Added Vol:	0	178	0	0	73	0	0	0	0	0	0	0
PasserByVol:	0	39	0	0	16	0	0	0	0	0	0	0
Initial Fut:	2	1480	42	83	503	10	1	7	1	48	1	158
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	2	1480	42	83	503	10	1	7	1	48	1	158
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	2	1480	42	83	503	10	1	7	1	48	1	158
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	2	1480	42	83	503	10	1	7	1	48	1	158

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.97	0.95	0.92	0.97	0.95	0.92	0.92	0.92	0.92	0.92	0.92
Lanes:	1.00	1.94	0.06	1.00	1.96	0.04	0.11	0.78	0.11	0.23	0.01	0.76
Final Sat.:	1750	3598	102	1750	3628	72	194	1361	194	406	8	1336

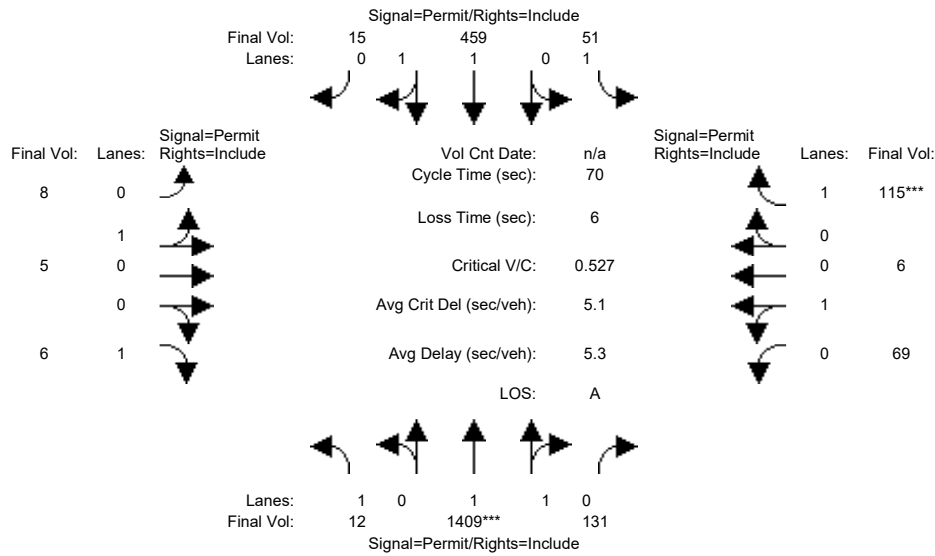
Capacity Analysis Module:												
Vol/Sat:	0.00	0.41	0.41	0.05	0.14	0.14	0.01	0.01	0.01	0.12	0.12	0.12
Crit Moves:	****									****		
Green Time:	53.6	53.6	53.6	53.6	53.6	53.6	15.4	15.4	15.4	15.4	15.4	15.4
Volume/Cap:	0.00	0.58	0.58	0.07	0.19	0.19	0.03	0.03	0.03	0.58	0.58	0.58
Delay/Veh:	3.1	5.5	5.5	3.2	3.6	3.6	23.8	23.8	23.8	29.1	29.1	29.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	3.1	5.5	5.5	3.2	3.6	3.6	23.8	23.8	23.8	29.1	29.1	29.1
LOS by Move:	A	A	A	A	A	A	C	C	C	C	C	C
HCM2kAvgQ:	0	9	9	1	2	2	0	0	0	5	5	5

Note: Queue reported is the number of cars per lane.

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2000 HCM Operations (Future Volume Alternative)  
Background AM GP w/ Max Residential

Intersection #34: Miller Avenue / Phil Lane



Street Name:	Miller Avenue						Phil Lane					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:	North Bound			South Bound			East Bound			West Bound		
Base Vol:	12	1213	131	47	379	15	8	5	6	69	6	108
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	12	1213	131	47	379	15	8	5	6	69	6	108
Added Vol:	0	171	0	4	69	0	0	0	0	0	0	7
PasserByVol:	0	25	0	0	11	0	0	0	0	0	0	0
Initial Fut:	12	1409	131	51	459	15	8	5	6	69	6	115
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	12	1409	131	51	459	15	8	5	6	69	6	115
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	12	1409	131	51	459	15	8	5	6	69	6	115
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	12	1409	131	51	459	15	8	5	6	69	6	115

Saturation Flow Module:	North Bound			South Bound			East Bound			West Bound		
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	0.97	0.95	0.95	0.95	0.92	0.95	0.95	0.92
Lanes:	1.00	1.83	0.17	1.00	1.93	0.07	0.62	0.38	1.00	0.92	0.08	1.00
Final Sat.:	1750	3385	315	1750	3583	117	1108	692	1750	1656	144	1750

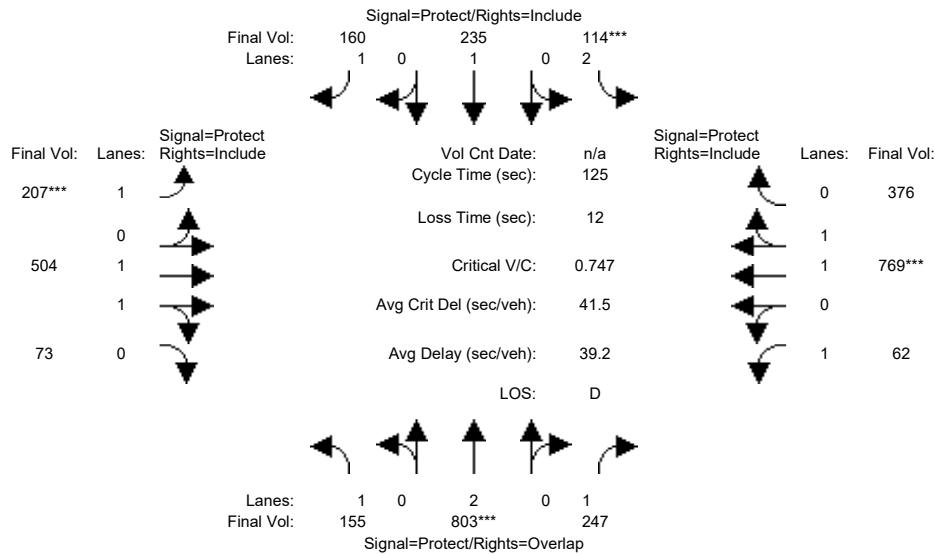
Capacity Analysis Module:	North Bound			South Bound			East Bound			West Bound		
Vol/Sat:	0.01	0.42	0.42	0.03	0.13	0.13	0.01	0.01	0.00	0.04	0.04	0.07
Crit Moves:	****									****		
Green Time:	54.0	54.0	54.0	54.0	54.0	54.0	10.0	10.0	10.0	10.0	10.0	10.0
Volume/Cap:	0.01	0.54	0.54	0.04	0.17	0.17	0.05	0.05	0.02	0.29	0.29	0.46
Delay/Veh:	1.8	3.3	3.3	1.9	2.1	2.1	26.0	26.0	25.8	27.5	27.5	28.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	1.8	3.3	3.3	1.9	2.1	2.1	26.0	26.0	25.8	27.5	27.5	28.9
LOS by Move:	A	A	A	A	A	A	C	C	C	C	C	C
HCM2kAvgQ:	0	7	7	0	1	1	0	0	0	2	2	3

Note: Queue reported is the number of cars per lane.

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Background AM GP w/ Max Residential

Intersection #35: Miller Avenue / Bollinger Road



Street Name:	Miller Avenue						Bollinger Road					
	North Bound			South Bound			East Bound			West Bound		
Approach:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:												
Base Vol:	155	652	222	103	169	157	193	500	73	54	739	345
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	155	652	222	103	169	157	193	500	73	54	739	345
Added Vol:	0	136	25	8	59	2	6	4	0	8	30	29
PasserByVol:	0	15	0	3	7	1	8	0	0	0	0	2
Initial Fut:	155	803	247	114	235	160	207	504	73	62	769	376
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	155	803	247	114	235	160	207	504	73	62	769	376
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	155	803	247	114	235	160	207	504	73	62	769	376
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	155	803	247	114	235	160	207	504	73	62	769	376

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.83	1.00	0.92	0.92	0.98	0.95	0.92	0.99	0.95
Lanes:	1.00	2.00	1.00	2.00	1.00	1.00	1.00	1.74	0.26	1.00	1.33	0.67
Final Sat.:	1750	3800	1750	3150	1900	1750	1750	3232	468	1750	2484	1215

Capacity Analysis Module:												
Vol/Sat:	0.09	0.21	0.14	0.04	0.12	0.09	0.12	0.16	0.16	0.04	0.31	0.31
Crit Moves:	****			****			****			****		
Green Time:	17.5	35.0	53.8	7.0	24.5	24.5	19.6	52.2	52.2	18.7	51.3	51.3
Volume/Cap:	0.63	0.75	0.33	0.65	0.63	0.47	0.75	0.37	0.37	0.24	0.75	0.75
Delay/Veh:	55.9	44.1	23.9	65.8	49.6	45.5	61.6	25.3	25.3	47.3	33.6	33.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	55.9	44.1	23.9	65.8	49.6	45.5	61.6	25.3	25.3	47.3	33.6	33.6
LOS by Move:	E+	D	C	E	D	D	E	C	C	D	C-	C-
HCM2kAvgQ:	6	13	6	3	8	6	9	8	8	2	19	19

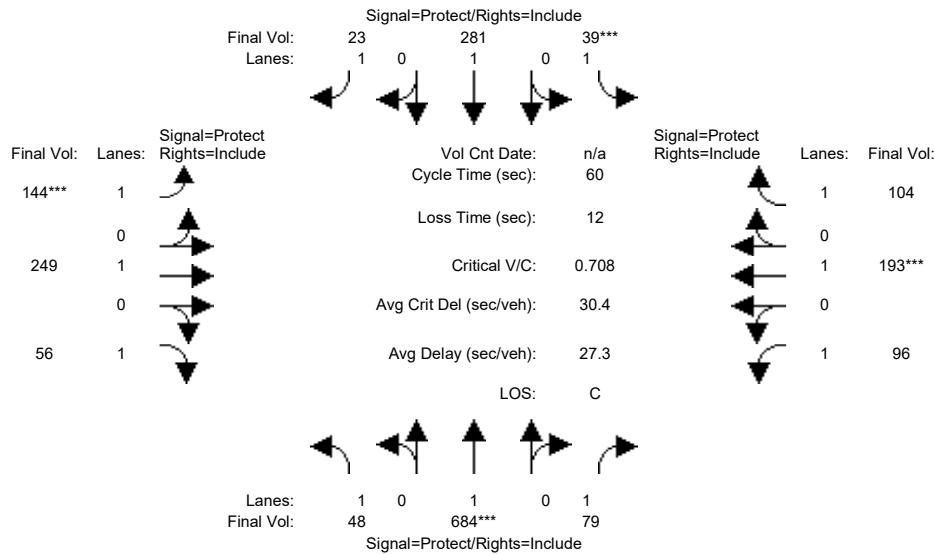
Note: Queue reported is the number of cars per lane.



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Intersection #36: Miller Avenue / Rainbow Drive



Street Name:	Miller Avenue						Rainbow Drive					
	North Bound			South Bound			East Bound			West Bound		
Approach:	L	T	R	L	T	R	L	T	R	L	T	R
Movement:												
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:												
Base Vol:	48	510	79	39	210	23	144	249	56	96	193	104
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	48	510	79	39	210	23	144	249	56	96	193	104
Added Vol:	0	161	0	0	66	0	0	0	0	0	0	0
PasserByVol:	0	13	0	0	5	0	0	0	0	0	0	0
Initial Fut:	48	684	79	39	281	23	144	249	56	96	193	104
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	48	684	79	39	281	23	144	249	56	96	193	104
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	48	684	79	39	281	23	144	249	56	96	193	104
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	48	684	79	39	281	23	144	249	56	96	193	104

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1750	1900	1750	1750	1900	1750	1750	1900	1750	1750	1900	1750

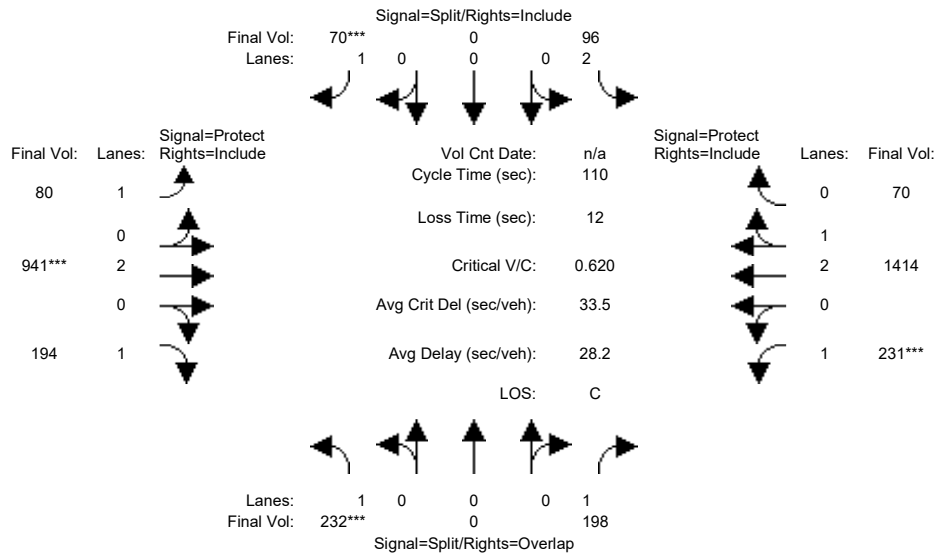
Capacity Analysis Module:												
Vol/Sat:	0.03	0.36	0.05	0.02	0.15	0.01	0.08	0.13	0.03	0.05	0.10	0.06
Crit Moves:	****			****			****			****		
Green Time:	12.8	24.0	24.0	7.0	18.2	18.2	7.0	10.0	10.0	7.0	10.0	10.0
Volume/Cap:	0.13	0.90	0.11	0.19	0.49	0.04	0.71	0.79	0.19	0.47	0.61	0.36
Delay/Veh:	19.3	30.6	11.4	24.4	17.7	14.8	36.2	36.2	21.8	26.5	26.6	22.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	19.3	30.6	11.4	24.4	17.7	14.8	36.2	36.2	21.8	26.5	26.6	22.9
LOS by Move:	B-	C	B+	C	B	B	D+	D+	C+	C	C	C+
HCM2kAvgQ:	1	14	1	1	4	0	4	7	1	2	4	2

Note: Queue reported is the number of cars per lane.

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Intersection #37: Finch Avenue / Stevens Creek Boulevard



Street Name:	Finch Avenue						Stevens Creek Boulevard					
	North Bound			South Bound			East Bound			West Bound		
Approach:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	0	0	0	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:												
Base Vol:	232	0	198	86	0	65	78	664	194	229	1029	67
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	232	0	198	86	0	65	78	664	194	229	1029	67
Added Vol:	0	0	0	0	0	0	0	162	0	0	215	0
PasserByVol:	0	0	0	10	0	5	2	115	0	2	170	3
Initial Fut:	232	0	198	96	0	70	80	941	194	231	1414	70
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	232	0	198	96	0	70	80	941	194	231	1414	70
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	232	0	198	96	0	70	80	941	194	231	1414	70
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	232	0	198	96	0	70	80	941	194	231	1414	70

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.92	0.92	0.98	0.95
Lanes:	1.00	0.00	1.00	2.00	0.00	1.00	1.00	2.00	1.00	1.00	2.85	0.15
Final Sat.:	1750	0	1750	3150	0	1750	1750	3800	1750	1750	5335	264

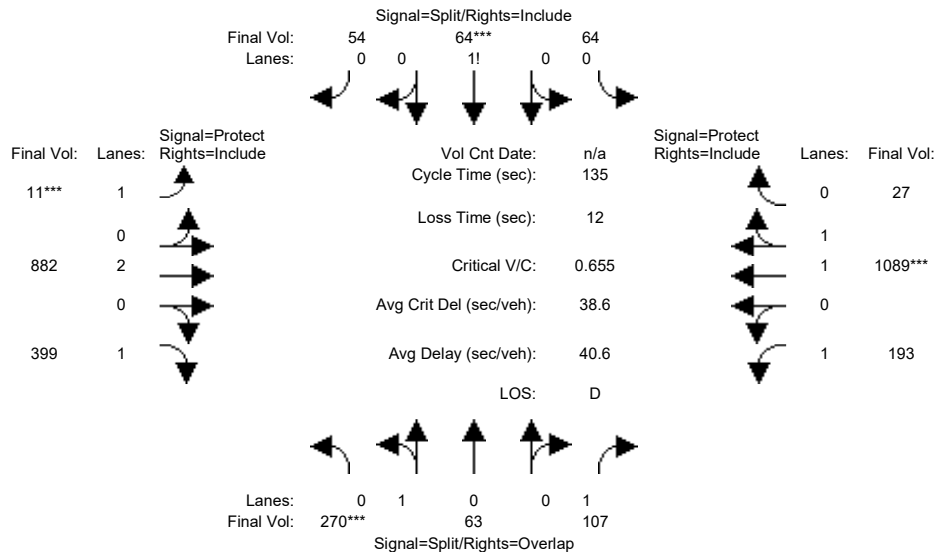
Capacity Analysis Module:												
Vol/Sat:	0.13	0.00	0.11	0.03	0.00	0.04	0.05	0.25	0.11	0.13	0.27	0.27
Crit Moves:	***					***		***		***		
Green Time:	23.5	0.0	47.0	7.1	0.0	7.1	17.2	43.9	43.9	23.4	50.2	50.2
Volume/Cap:	0.62	0.00	0.27	0.47	0.00	0.62	0.29	0.62	0.28	0.62	0.58	0.58
Delay/Veh:	42.4	0.0	20.6	51.4	0.0	60.2	41.6	27.2	22.5	42.4	22.5	22.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	42.4	0.0	20.6	51.4	0.0	60.2	41.6	27.2	22.5	42.4	22.5	22.5
LOS by Move:	D	A	C+	D-	A	E	D	C	C+	D	C+	C+
HCM2kAvgQ:	8	0	5	3	0	4	2	12	5	7	12	12

Note: Queue reported is the number of cars per lane.

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Intersection #38: Tantau Avenue / Homestead Road



Street Name:	Tantau Avenue						Homestead Road					
	North Bound			South Bound			East Bound			West Bound		
Approach:	L	T	R	L	T	R	L	T	R	L	T	R
Movement:												
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:												
Base Vol:	170	58	84	63	54	50	10	712	239	131	942	25
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	170	58	84	63	54	50	10	712	239	131	942	25
Added Vol:	0	0	13	0	0	0	0	120	0	18	81	0
PasserByVol:	100	5	10	1	10	4	1	50	160	44	66	2
Initial Fut:	270	63	107	64	64	54	11	882	399	193	1089	27
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	270	63	107	64	64	54	11	882	399	193	1089	27
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	270	63	107	64	64	54	11	882	399	193	1089	27
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	270	63	107	64	64	54	11	882	399	193	1089	27

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.92	0.92	0.92	0.92	0.92	1.00	0.92	0.92	0.97	0.95
Lanes:	0.81	0.19	1.00	0.35	0.35	0.30	1.00	2.00	1.00	1.00	1.95	0.05
Final Sat.:	1459	341	1750	615	615	519	1750	3800	1750	1750	3610	90

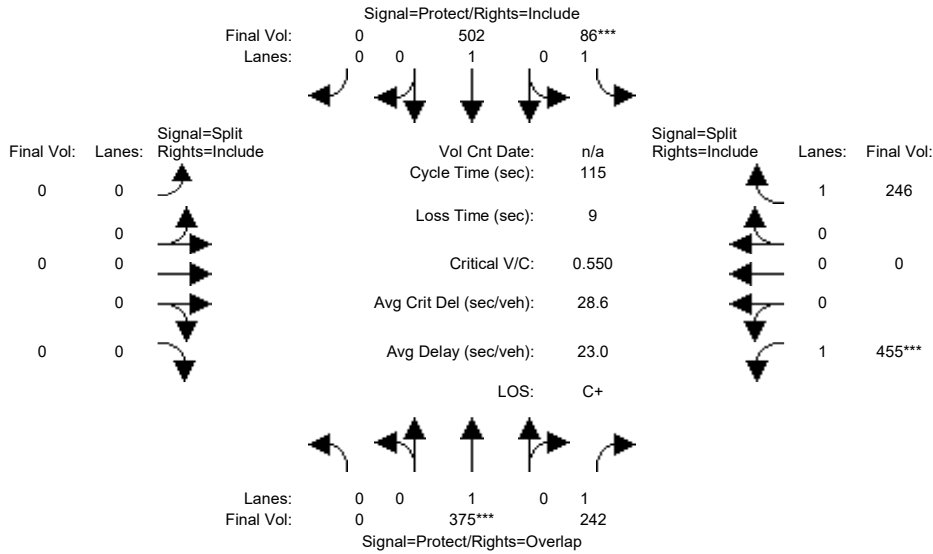
Capacity Analysis Module:												
Vol/Sat:	0.19	0.19	0.06	0.10	0.10	0.10	0.01	0.23	0.23	0.11	0.30	0.30
Crit Moves:	***				***		***				***	
Green Time:	36.3	36.3	57.7	20.4	20.4	20.4	7.0	44.9	44.9	21.3	59.2	59.2
Volume/Cap:	0.69	0.69	0.14	0.69	0.69	0.69	0.12	0.70	0.69	0.70	0.69	0.69
Delay/Veh:	48.4	48.4	23.7	61.6	61.6	61.6	61.7	40.9	42.3	61.4	31.7	31.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	48.4	48.4	23.7	61.6	61.6	61.6	61.7	40.9	42.3	61.4	31.7	31.7
LOS by Move:	D	D	C	E	E	E	E	D	D	E	C	C
HCM2kAvgQ:	13	13	3	9	9	9	0	15	15	8	17	17

Note: Queue reported is the number of cars per lane.

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Intersection #39: Tantau Avenue / Pruneridge Avenue



Street Name:	Tantau Avenue						Pruneridge Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	0	0	0	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:												
Base Vol:	0	212	186	85	273	0	0	0	0	302	0	184
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	212	186	85	273	0	0	0	0	302	0	184
Added Vol:	0	13	23	0	18	0	0	0	0	30	0	0
PasserByVol:	0	150	33	1	211	0	0	0	0	123	0	62
Initial Fut:	0	375	242	86	502	0	0	0	0	455	0	246
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	375	242	86	502	0	0	0	0	455	0	246
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	375	242	86	502	0	0	0	0	455	0	246
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	0	375	242	86	502	0	0	0	0	455	0	246

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	1.00	1.00	1.00	1.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Final Sat.:	0	1900	1750	1750	1900	0	0	0	0	1750	0	1750

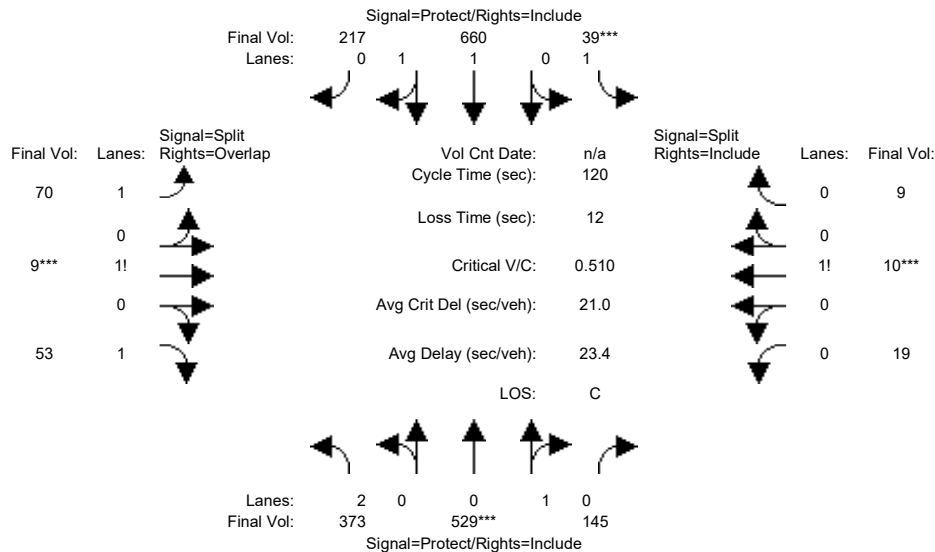
Capacity Analysis Module:												
Vol/Sat:	0.00	0.20	0.14	0.05	0.26	0.00	0.00	0.00	0.00	0.26	0.00	0.14
Crit Moves:	****			****						****		
Green Time:	0.0	41.3	95.7	10.3	51.6	0.0	0.0	0.0	0.0	54.4	0.0	54.4
Volume/Cap:	0.00	0.55	0.17	0.55	0.59	0.00	0.00	0.00	0.00	0.55	0.00	0.30
Delay/Veh:	0.0	30.4	1.9	54.3	24.9	0.0	0.0	0.0	0.0	22.4	0.0	18.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	30.4	1.9	54.3	24.9	0.0	0.0	0.0	0.0	22.4	0.0	18.8
LOS by Move:	A	C	A	D-	C	A	A	A	A	C+	A	B-
HCM2kAvgQ:	0	10	2	3	13	0	0	0	0	12	0	6

Note: Queue reported is the number of cars per lane.

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Intersection #40: Tantau Avenue / Apple Parkway/Tantau 14 (private)



Street Name:	Tantau Avenue						Apple Parkway/Tantau 14 (private)					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:	North Bound			South Bound			East Bound			West Bound		
Base Vol:	33	345	14	6	468	62	42	9	40	5	10	5
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	33	345	14	6	468	62	42	9	40	5	10	5
Added Vol:	0	36	0	0	48	0	0	0	0	0	0	0
PasserByVol:	340	148	131	33	144	155	28	0	13	14	0	4
Initial Fut:	373	529	145	39	660	217	70	9	53	19	10	9
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	373	529	145	39	660	217	70	9	53	19	10	9
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	373	529	145	39	660	217	70	9	53	19	10	9
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	373	529	145	39	660	217	70	9	53	19	10	9

Saturation Flow Module:	North Bound			South Bound			East Bound			West Bound		
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	0.95	0.95	0.92	0.98	0.95	0.92	0.92	0.92	0.92	0.92	0.92
Lanes:	2.00	0.78	0.22	1.00	1.49	0.51	1.50	0.13	1.37	0.50	0.26	0.24
Final Sat.:	3150	1413	387	1750	2784	915	2619	223	2408	875	461	414

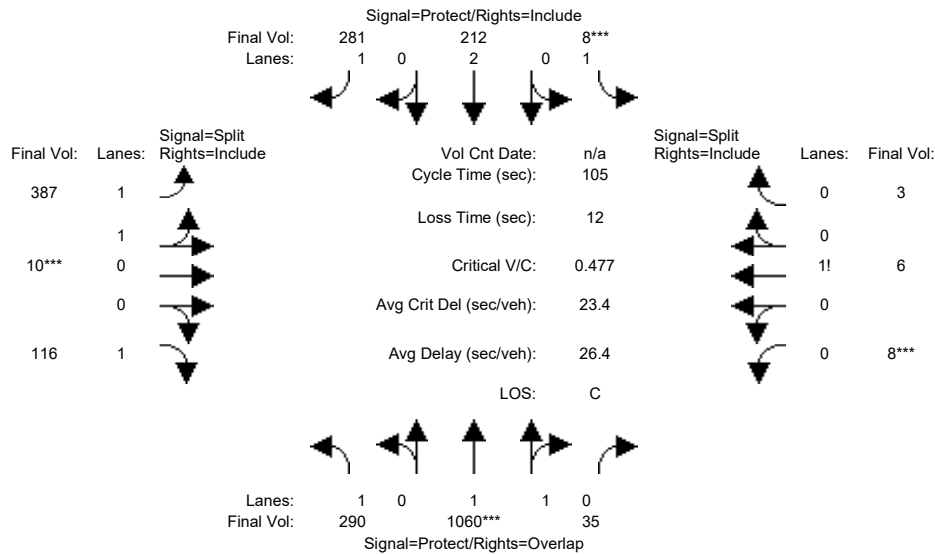
Capacity Analysis Module:	North Bound			South Bound			East Bound			West Bound		
Vol/Sat:	0.12	0.37	0.37	0.02	0.24	0.24	0.03	0.04	0.02	0.02	0.02	0.02
Crit Moves:	****			****			****			****		
Green Time:	29.3	81.0	81.0	7.0	58.7	58.7	10.0	10.0	39.3	10.0	10.0	10.0
Volume/Cap:	0.48	0.55	0.55	0.38	0.48	0.48	0.32	0.48	0.07	0.26	0.26	0.26
Delay/Veh:	39.4	10.7	10.7	56.8	20.7	20.7	52.3	53.9	27.8	52.5	52.5	52.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	39.4	10.7	10.7	56.8	20.7	20.7	52.3	53.9	27.8	52.5	52.5	52.5
LOS by Move:	D	B+	B+	E+	C+	C+	D-	D-	C	D-	D-	D-
HCM2kAvgQ:	7	13	13	1	11	11	2	3	1	2	2	2

Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report  
2000 HCM Operations (Future Volume Alternative)  
Background AM GP w/ Max Residential

Intersection #41: Tantau Avenue / Vallco Parkway



Street Name:	Tantau Avenue						Vallco Parkway					
	North Bound			South Bound			East Bound			West Bound		
Approach:												
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:												
Base Vol:	187	489	35	8	142	187	122	10	50	8	6	3
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	187	489	35	8	142	187	122	10	50	8	6	3
Added Vol:	100	1	0	0	0	48	35	0	48	0	0	0
PasserByVol:	3	570	0	0	70	46	230	0	18	0	0	0
Initial Fut:	290	1060	35	8	212	281	387	10	116	8	6	3
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	290	1060	35	8	212	281	387	10	116	8	6	3
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	290	1060	35	8	212	281	387	10	116	8	6	3
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	290	1060	35	8	212	281	387	10	116	8	6	3

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.97	0.95	0.92	1.00	0.92	0.93	0.95	0.92	0.92	0.92	0.92
Lanes:	1.00	1.93	0.07	1.00	2.00	1.00	1.95	0.05	1.00	0.47	0.35	0.18
Final Sat.:	1750	3582	118	1750	3800	1750	3461	89	1750	824	618	309

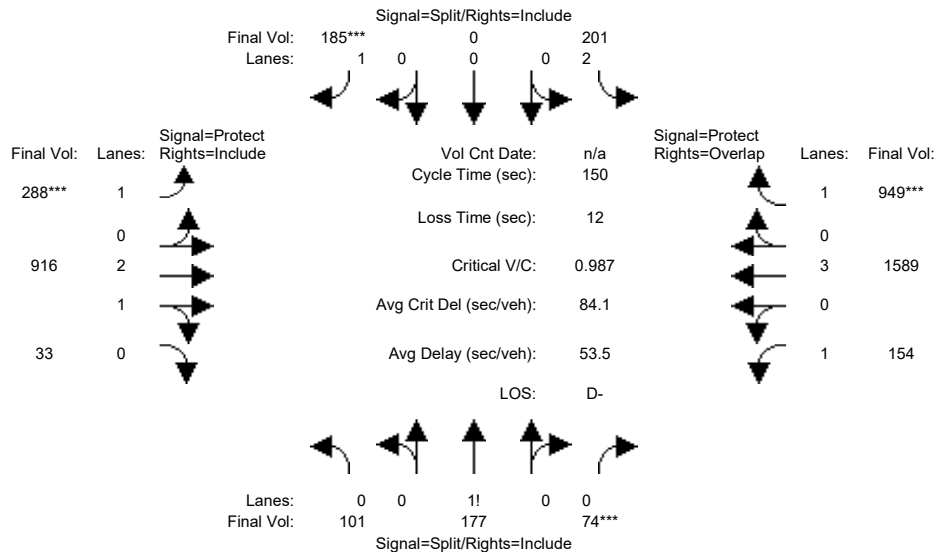
Capacity Analysis Module:												
Vol/Sat:	0.17	0.30	0.30	0.00	0.06	0.16	0.11	0.11	0.07	0.01	0.01	0.01
Crit Moves:	****			****			****			****		
Green Time:	31.6	55.2	65.2	7.0	30.6	30.6	20.8	20.8	20.8	10.0	10.0	10.0
Volume/Cap:	0.55	0.56	0.48	0.07	0.19	0.55	0.56	0.56	0.33	0.10	0.10	0.10
Delay/Veh:	32.0	17.2	10.9	46.2	28.0	32.7	39.0	39.0	36.7	43.7	43.7	43.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	32.0	17.2	10.9	46.2	28.0	32.7	39.0	39.0	36.7	43.7	43.7	43.7
LOS by Move:	C-	B	B+	D	C	C-	D	D	D+	D	D	D
HCM2kAvgQ:	8	11	9	0	2	8	6	6	3	1	1	1

Note: Queue reported is the number of cars per lane.

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Background AM GP w/ Max Residential

Intersection #42: Tantau Avenue / Stevens Creek Boulevard



Street Name:	Tantau Avenue						Stevens Creek Boulevard					
	North Bound			South Bound			East Bound			West Bound		
Approach:												
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:												
Base Vol:	92	132	70	92	0	158	210	717	23	154	1242	398
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	92	132	70	92	0	158	210	717	23	154	1242	398
Added Vol:	9	19	0	48	0	0	1	152	9	0	206	81
PasserByVol:	0	26	4	61	0	27	77	47	1	0	141	470
Initial Fut:	101	177	74	201	0	185	288	916	33	154	1589	949
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	101	177	74	201	0	185	288	916	33	154	1589	949
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	101	177	74	201	0	185	288	916	33	154	1589	949
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	101	177	74	201	0	185	288	916	33	154	1589	949

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.92	0.92	0.83	1.00	0.92	0.92	0.98	0.95	0.92	1.00	0.92
Lanes:	0.29	0.50	0.21	2.00	0.00	1.00	1.00	2.89	0.11	1.00	3.00	1.00
Final Sat.:	502	880	368	3150	0	1750	1750	5405	195	1750	5700	1750

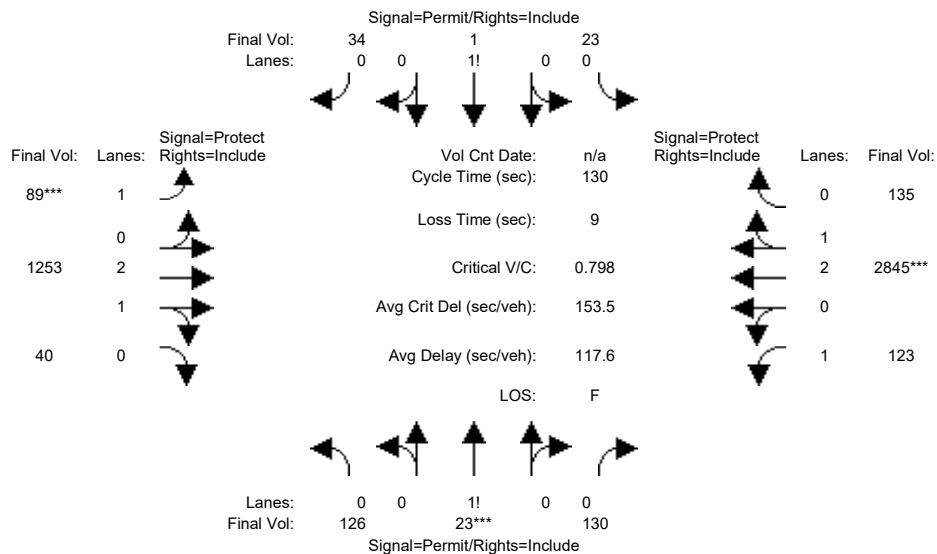
Capacity Analysis Module:												
Vol/Sat:	0.20	0.20	0.20	0.06	0.00	0.11	0.16	0.17	0.17	0.09	0.28	0.54
Crit Moves:	***			***			***			***		
Green Time:	29.2	29.2	29.2	16.1	0.0	16.1	23.9	61.1	61.1	31.7	68.9	85.0
Volume/Cap:	1.03	1.03	1.03	0.60	0.00	0.99	1.03	0.42	0.42	0.42	0.61	0.96
Delay/Veh:	118.6	119	118.6	66.8	0.0	128.6	126.4	31.9	31.9	51.9	30.8	49.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	118.6	119	118.6	66.8	0.0	128.6	126.4	31.9	31.9	51.9	30.8	49.8
LOS by Move:	F	F	F	E	A	F	F	C	C	D-	C	D
HCM2kAvgQ:	24	24	24	5	0	11	17	10	10	6	17	42

Note: Queue reported is the number of cars per lane.

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Background AM GP w/ Max Residential

Intersection #43: Stern Avenue / Steven Creek Boulevard



Street Name:	Stern Avenue						Steven Creek Boulevard					
	North Bound			South Bound			East Bound			West Bound		
Approach:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	47	47	47	47	47	47	20	42	42	25	47	47
Y+R:	4.6	4.6	4.6	4.6	4.6	4.6	4.9	5.6	5.6	4.9	5.9	5.9

Volume Module:												
Base Vol:	115	12	118	16	1	29	47	849	36	100	1691	120
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	115	12	118	16	1	29	47	849	36	100	1691	120
Added Vol:	0	0	0	0	0	0	0	201	0	0	287	0
PasserByVol:	0	9	0	5	0	2	34	90	0	12	611	3
Initial Fut:	115	21	118	21	1	31	81	1140	36	112	2589	123
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
PHF Volume:	126	23	130	23	1	34	89	1253	40	123	2845	135
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	126	23	130	23	1	34	89	1253	40	123	2845	135
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	126	23	130	23	1	34	89	1253	40	123	2845	135

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.98	0.95	0.92	0.98	0.95
Lanes:	0.45	0.08	0.47	0.40	0.02	0.58	1.00	2.90	0.10	1.00	2.86	0.14
Final Sat.:	792	145	813	693	33	1024	1750	5428	171	1750	5346	254

Capacity Analysis Module:												
Vol/Sat:	0.16	0.16	0.16	0.03	0.03	0.03	0.05	0.23	0.23	0.07	0.53	0.53
Crit Moves:	****						****			****		
Green Time:	47.0	47.0	47.0	47.0	47.0	47.0	20.0	46.4	46.4	27.6	54.0	54.0
Volume/Cap:	0.44	0.44	0.44	0.09	0.09	0.09	0.33	0.65	0.65	0.33	1.28	1.28
Delay/Veh:	32.0	32.0	32.0	27.5	27.5	27.5	49.8	35.7	35.7	43.9	168	168.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	32.0	32.0	32.0	27.5	27.5	27.5	49.8	35.7	35.7	43.9	168	168.0
LOS by Move:	C-	C-	C-	C	C	C	D	D+	D+	D	F	F
HCM2kAvgQ:	9	9	9	2	2	2	3	14	14	4	65	65

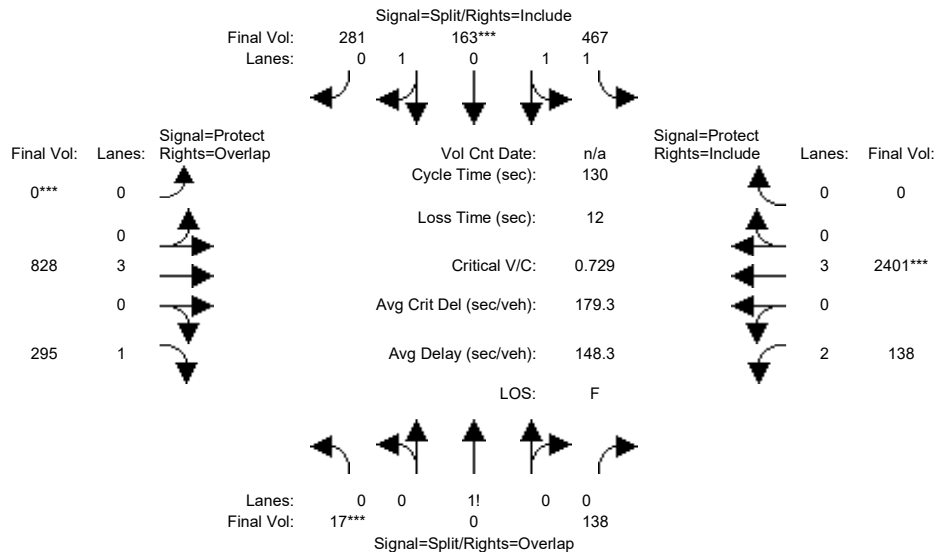
Note: Queue reported is the number of cars per lane.



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Intersection #44: I-280 Ramps (West)-Calvert Drive / Stevens Creek Boulevard



Street Name:	I-280 Ramps (West)-Calvert Drive						Stevens Creek Boulevard					
	North Bound			South Bound			East Bound			West Bound		
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	56	56	56	57	57	57	0	32	32	23	36	36
Y+R:	6.0	6.0	6.0	5.4	5.4	5.4	0.0	5.9	5.9	5.4	5.6	5.6

Volume Module:

Base Vol:	17	0	138	467	144	254	0	636	180	111	1395	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	17	0	138	467	144	254	0	636	180	111	1395	0
Added Vol:	0	0	0	0	17	0	0	148	53	27	287	0
PasserByVol:	0	0	0	0	2	27	0	44	62	0	719	0
Initial Fut:	17	0	138	467	163	281	0	828	295	138	2401	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	17	0	138	467	163	281	0	828	295	138	2401	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	17	0	138	467	163	281	0	828	295	138	2401	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	17	0	138	467	163	281	0	828	295	138	2401	0

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.92	0.92	0.93	0.95	0.95	0.92	1.00	0.92	0.83	1.00	0.92
Lanes:	0.11	0.00	0.89	1.55	0.53	0.92	0.00	3.00	1.00	2.00	3.00	0.00
Final Sat.:	192	0	1558	2742	957	1650	0	5700	1750	3150	5700	0

Capacity Analysis Module:

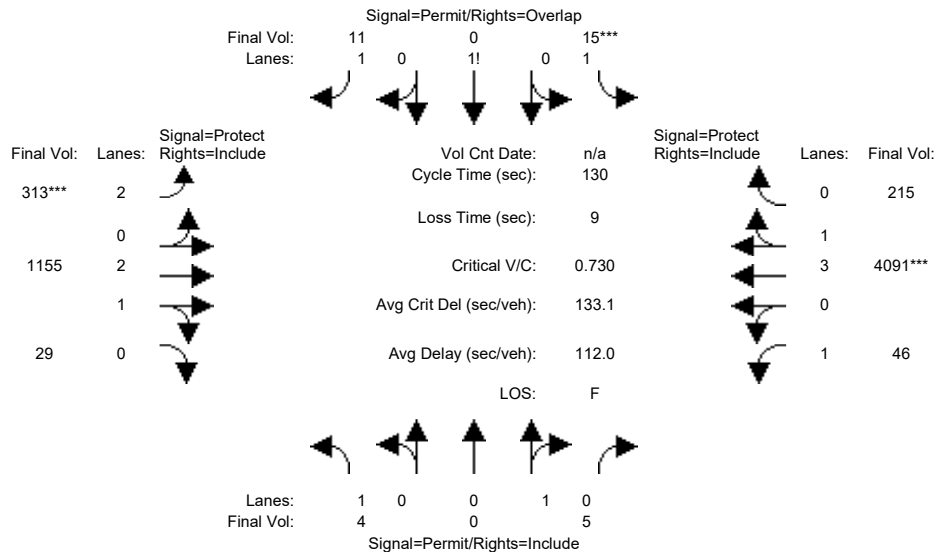
Vol/Sat:	0.09	0.00	0.09	0.17	0.17	0.17	0.00	0.15	0.17	0.04	0.42	0.00
Crit Moves:	***			****			****			****		
Green Time:	40.4	0.0	57.1	41.2	41.2	41.2	0.0	23.1	63.6	16.6	39.7	0.0
Volume/Cap:	0.28	0.00	0.20	0.54	0.54	0.54	0.00	0.82	0.34	0.34	1.38	0.00
Delay/Veh:	47.2	0.0	31.2	51.0	51.0	51.0	0.0	76.5	28.5	72.1	237	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	47.2	0.0	31.2	51.0	51.0	51.0	0.0	76.5	28.5	72.1	237	0.0
LOS by Move:	D	A	C	D	D	D	A	E-	C	E	F	A
HCM2kAvgQ:	7	0	5	14	14	14	0	15	10	4	68	0

Note: Queue reported is the number of cars per lane.

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Background AM GP w/ Max Residential

Intersection #45: Agilent Driveway / Stevens Creek Boulevard



Street Name:	Agilent Driveway						Stevens Creek Boulevard					
	North Bound			South Bound			East Bound			West Bound		
Approach:												
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	47	47	47	45	45	45	15	44	44	25	54	54
Y+R:	3.0	3.0	3.0	4.6	4.6	4.6	5.0	5.6	5.6	5.0	5.6	5.6

Volume Module:												
Base Vol:	4	0	5	14	0	10	285	875	27	42	2695	198
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	4	0	5	14	0	10	285	875	27	42	2695	198
Added Vol:	0	0	0	0	0	0	0	148	0	0	324	0
PasserByVol:	0	0	0	0	0	0	3	40	0	0	745	0
Initial Fut:	4	0	5	14	0	10	288	1063	27	42	3764	198
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
PHF Volume:	4	0	5	15	0	11	313	1155	29	46	4091	215
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	4	0	5	15	0	11	313	1155	29	46	4091	215
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	4	0	5	15	0	11	313	1155	29	46	4091	215

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.95	0.92	1.00	0.92	0.83	0.98	0.95	0.92	0.99	0.95
Lanes:	1.00	0.00	1.00	1.58	0.00	1.42	2.00	2.92	0.08	1.00	3.79	0.21
Final Sat.:	1750	0	1800	2771	0	2479	3150	5461	139	1750	7125	375

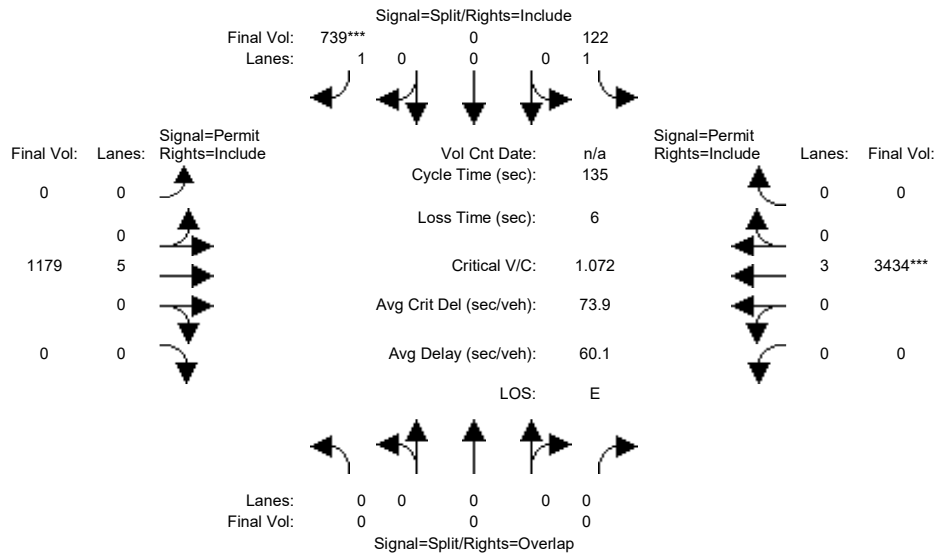
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.01	0.00	0.00	0.10	0.21	0.21	0.03	0.57	0.57
Crit Moves:				****			****			****		
Green Time:	45.0	0.0	45.0	45.0	0.0	60.0	15.0	48.5	48.5	27.5	61.0	61.0
Volume/Cap:	0.01	0.00	0.01	0.02	0.00	0.01	0.86	0.57	0.57	0.12	1.22	1.22
Delay/Veh:	27.9	0.0	27.9	27.9	0.0	18.9	74.9	32.8	32.8	41.6	138	137.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	27.9	0.0	27.9	27.9	0.0	18.9	74.9	32.8	32.8	41.6	138	137.9
LOS by Move:	C	A	C	C	A	B-	E	C-	C-	D	F	F
HCM2kAvgQ:	0	0	0	0	0	0	8	12	12	1	65	65

Note: Queue reported is the number of cars per lane.

Vallco Special Area Specific Plan  
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Level Of Service Computation Report  
2000 HCM Operations (Future Volume Alternative)  
Background AM GP w/ Max Residential

Intersection #46: Lawrence Expressway Ramp (West) / Stevens Creek Boulevard



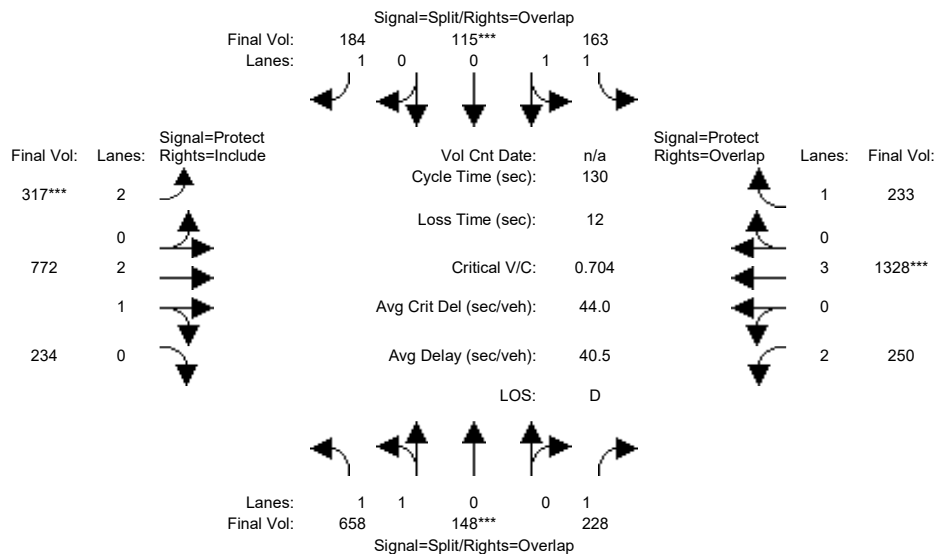
Street Name:	Lawrence Expressway Ramp (West)						Stevens Creek Boulevard					
	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	10	0	10	0	10	0	0	10	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	0	0	0	108	0	647	0	990	0	0	2456	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	108	0	647	0	990	0	0	2456	0
Added Vol:	0	0	0	14	0	58	0	148	0	0	266	0
PasserByVol:	0	0	0	0	0	34	0	41	0	0	712	0
Initial Fut:	0	0	0	122	0	739	0	1179	0	0	3434	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	122	0	739	0	1179	0	0	3434	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	122	0	739	0	1179	0	0	3434	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	0	0	0	122	0	739	0	1179	0	0	3434	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	0.00	0.00	1.00	0.00	1.00	0.00	5.00	0.00	0.00	3.00	0.00
Final Sat.:	0	0	0	1750	0	1750	0	9500	0	0	5700	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.07	0.00	0.42	0.00	0.12	0.00	0.00	0.60	0.00
Crit Moves:						****						****
Green Time:	0.0	0.0	0.0	53.2	0.0	53.2	0.0	75.8	0.0	0.0	75.8	0.0
Volume/Cap:	0.00	0.00	0.00	0.18	0.00	1.07	0.00	0.22	0.00	0.00	1.07	0.00
Delay/Veh:	0.0	0.0	0.0	26.8	0.0	96.3	0.0	14.8	0.0	0.0	69.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	26.8	0.0	96.3	0.0	14.8	0.0	0.0	69.0	0.0
LOS by Move:	A	A	A	C	A	F	A	B	A	A	E	A
HCM2kAvgQ:	0	0	0	3	0	44	0	5	0	0	57	0

Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report  
2000 HCM Operations (Future Volume Alternative)  
Background AM GP w/ Max Residential

Intersection #47: Lawrence Expressway / El Camino Real



Street Name:	Lawrence Expressway						El Camino Real					
	North Bound			South Bound			East Bound			West Bound		
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:												
Base Vol:	537	48	219	163	25	119	156	704	170	223	1260	233
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	537	48	219	163	25	119	156	704	170	223	1260	233
Added Vol:	108	100	8	0	90	65	161	65	50	18	56	0
PasserByVol:	13	0	1	0	0	0	0	3	14	9	12	0
Initial Fut:	658	148	228	163	115	184	317	772	234	250	1328	233
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	658	148	228	163	115	184	317	772	234	250	1328	233
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	658	148	228	163	115	184	317	772	234	250	1328	233
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	658	148	228	163	115	184	317	772	234	250	1328	233

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.93	0.95	0.92	0.92	0.95	0.92	0.83	0.99	0.95	0.83	1.00	0.92
Lanes:	1.64	0.36	1.00	1.18	0.82	1.00	2.00	2.28	0.72	2.00	3.00	1.00
Final Sat.:	2898	652	1750	2081	1468	1750	3150	4296	1302	3150	5700	1750

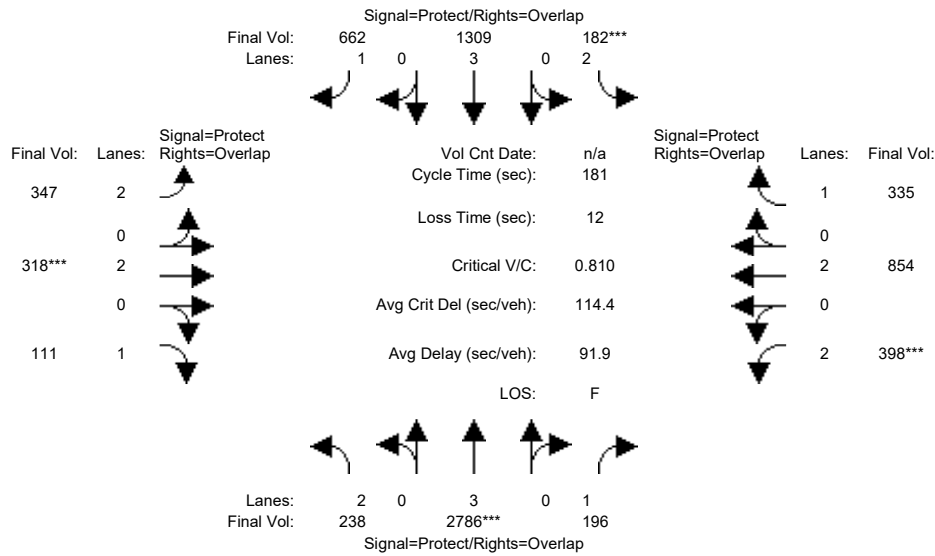
Capacity Analysis Module:												
Vol/Sat:	0.23	0.23	0.13	0.08	0.08	0.11	0.10	0.18	0.18	0.08	0.23	0.13
Crit Moves:	****			****			****			****		
Green Time:	41.9	41.9	60.8	14.5	14.5	33.0	18.6	42.7	42.7	18.9	43.0	57.5
Volume/Cap:	0.70	0.70	0.28	0.70	0.70	0.41	0.70	0.55	0.55	0.55	0.70	0.30
Delay/Veh:	40.6	40.6	21.4	61.4	61.4	41.0	58.1	36.1	36.1	53.0	39.2	23.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	40.6	40.6	21.4	61.4	61.4	41.0	58.1	36.1	36.1	53.0	39.2	23.5
LOS by Move:	D	D	C+	E	E	D	E+	D+	D+	D-	D	C
HCM2kAvgQ:	16	16	6	7	7	7	7	11	11	6	16	6

Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report  
2000 HCM Operations (Future Volume Alternative)  
Background AM GP w/ Max Residential

Intersection #48: Lawrence Expressway / Homestead Road



Street Name:	Lawrence Expressway						Homestead Road					
	North Bound			South Bound			East Bound			West Bound		
Approach:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	16	86	86	23	93	93	24	44	44	18	35	35
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	7.0	10.0	10.0

Volume Module:												
Base Vol:	225	2936	176	141	1354	565	235	275	107	344	759	243
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	225	2936	176	141	1354	565	235	275	107	344	759	243
Added Vol:	0	562	8	35	251	62	104	29	0	15	37	66
PasserByVol:	13	28	12	6	31	35	8	14	4	39	58	26
Initial Fut:	238	3526	196	182	1636	662	347	318	111	398	854	335
User Adj:	1.00	0.79	1.00	1.00	0.80	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	238	2786	196	182	1309	662	347	318	111	398	854	335
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	238	2786	196	182	1309	662	347	318	111	398	854	335
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	238	2786	196	182	1309	662	347	318	111	398	854	335

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	3150	5700	1750	3150	5700	1750	3150	3800	1750	3150	3800	1750

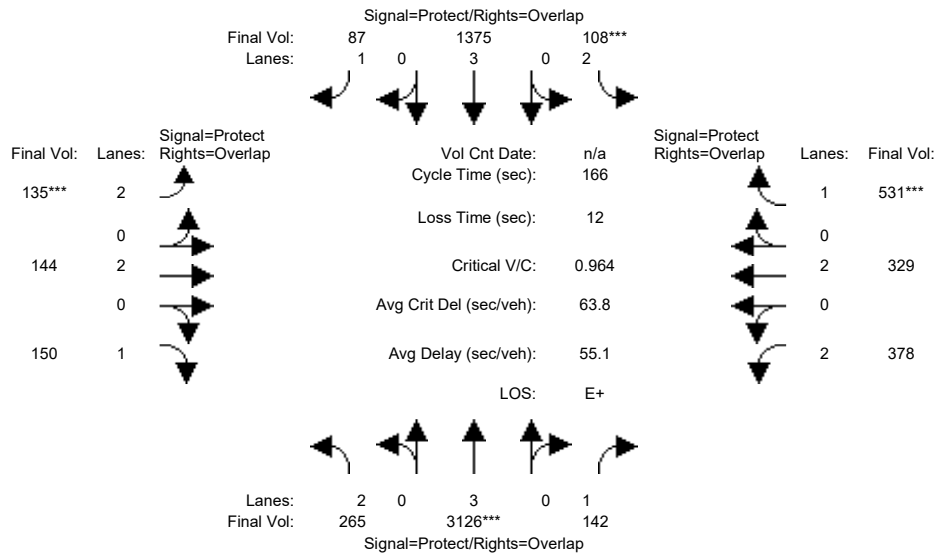
Capacity Analysis Module:												
Vol/Sat:	0.08	0.49	0.11	0.06	0.23	0.38	0.11	0.08	0.06	0.13	0.22	0.19
Crit Moves:	****			****			****			****		
Green Time:	15.8	85.1	102.9	22.7	92.0	115.7	23.7	43.5	59.3	17.8	37.6	60.3
Volume/Cap:	0.86	1.04	0.20	0.46	0.45	0.59	0.84	0.35	0.19	1.28	1.08	0.57
Delay/Veh:	111.2	106	36.2	82.2	48.6	42.6	91.8	57.8	44.3	232.9	129	51.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	111.2	106	36.2	82.2	48.6	42.6	91.8	57.8	44.3	232.9	129	51.7
LOS by Move:	F	F	D+	F	D	D	F	E+	D	F	F	D-
HCM2kAvgQ:	7	53	9	6	21	34	12	7	5	22	31	17

Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report  
2000 HCM Operations (Future Volume Alternative)  
Background AM GP w/ Max Residential

Intersection #49: Lawrence Expressway / Pruneridge Avenue



Street Name:	Lawrence Expressway						Pruneridge Avenue					
	North Bound			South Bound			East Bound			West Bound		
Approach:												
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	16	89	89	13	87	87	14	22	22	25	34	34
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:												
Base Vol:	110	3361	139	100	1427	52	111	130	117	367	295	527
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	110	3361	139	100	1427	52	111	130	117	367	295	527
Added Vol:	0	553	0	0	246	20	17	6	0	1	10	0
PasserByVol:	155	43	3	8	46	15	7	8	33	10	24	4
Initial Fut:	265	3957	142	108	1719	87	135	144	150	378	329	531
User Adj:	1.00	0.79	1.00	1.00	0.80	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	265	3126	142	108	1375	87	135	144	150	378	329	531
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	265	3126	142	108	1375	87	135	144	150	378	329	531
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	265	3126	142	108	1375	87	135	144	150	378	329	531

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	3150	5700	1750	3150	5700	1750	3150	3800	1750	3150	3800	1750

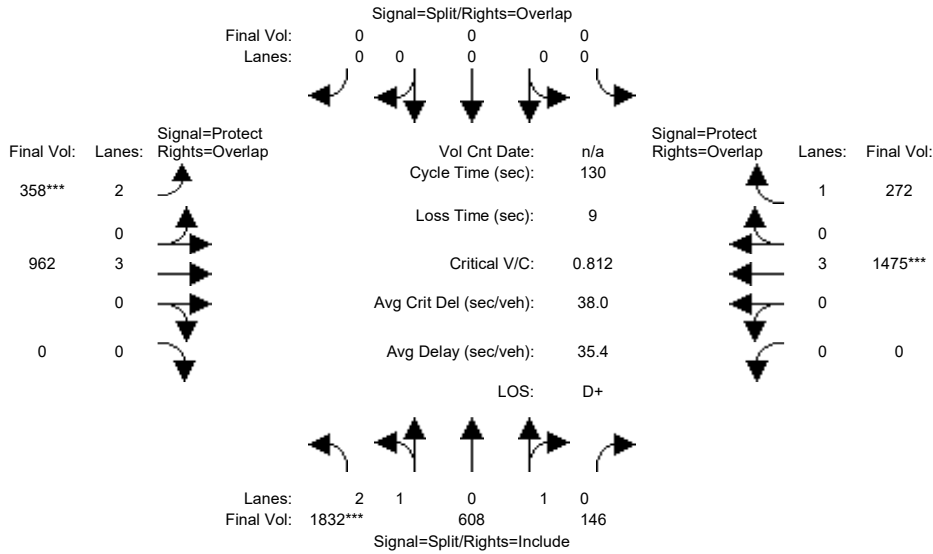
Capacity Analysis Module:												
Vol/Sat:	0.08	0.55	0.08	0.03	0.24	0.05	0.04	0.04	0.09	0.12	0.09	0.30
Crit Moves:	****			****			****			****		
Green Time:	16.0	90.0	117.1	13.0	87.0	101.0	14.0	23.9	39.9	27.1	37.0	50.0
Volume/Cap:	0.87	1.01	0.11	0.44	0.46	0.08	0.51	0.26	0.36	0.73	0.39	1.01
Delay/Veh:	97.0	56.9	7.9	74.3	24.9	13.4	74.3	63.5	52.9	71.5	55.2	99.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	97.0	56.9	7.9	74.3	24.9	13.4	74.3	63.5	52.9	71.5	55.2	99.3
LOS by Move:	F	E+	A	E	C	B	E	E	D-	E	E+	F
HCM2kAvgQ:	11	60	2	3	14	2	4	3	7	12	7	35

Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report  
2000 HCM Operations (Future Volume Alternative)  
Background AM GP w/ Max Residential

Intersection #50: Lawrence Expressway Ramps (East) / Stevens Creek Boulevard



Street Name:	Lawrence Expressway Ramps (East)						Stevens Creek Boulevard					
	North Bound			South Bound			East Bound			West Bound		
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	0	0	0	7	10	0	0	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:

Base Vol:	1029	384	133	0	0	0	284	832	0	0	1299	232
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	1029	384	133	0	0	0	284	832	0	0	1299	232
Added Vol:	134	169	13	0	0	0	67	95	0	0	132	40
PasserByVol:	669	55	0	0	0	0	7	35	0	0	44	0
Initial Fut:	1832	608	146	0	0	0	358	962	0	0	1475	272
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	1832	608	146	0	0	0	358	962	0	0	1475	272
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	1832	608	146	0	0	0	358	962	0	0	1475	272
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	1832	608	146	0	0	0	358	962	0	0	1475	272

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.86	0.95	0.95	0.92	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.92
Lanes:	2.91	0.88	0.21	0.00	0.00	0.00	2.00	3.00	0.00	0.00	3.00	1.00
Final Sat.:	4773	1584	380	0	0	0	3150	5700	0	0	5700	1750

Capacity Analysis Module:

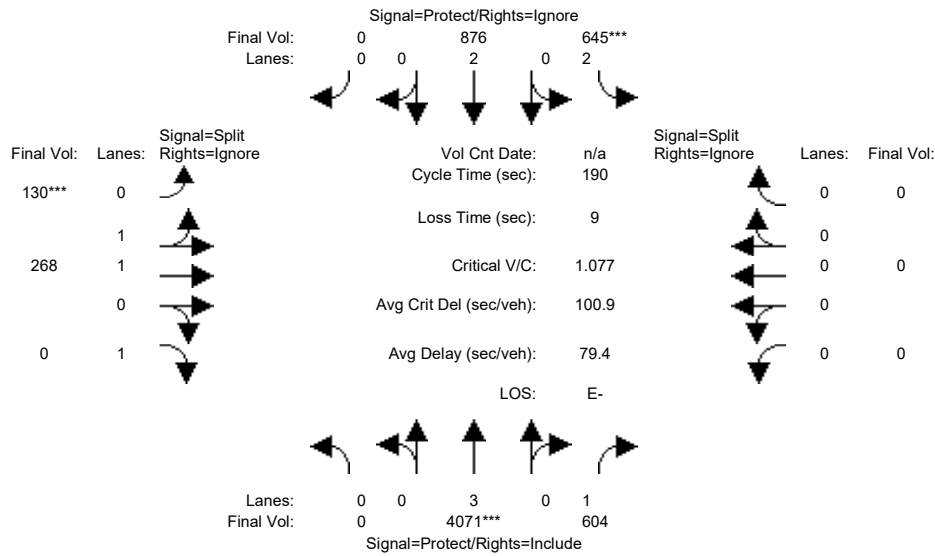
Vol/Sat:	0.38	0.38	0.38	0.00	0.00	0.00	0.11	0.17	0.00	0.00	0.26	0.16
Crit Moves:	***						****			****		
Green Time:	61.4	61.4	61.4	0.0	0.0	0.0	18.2	59.6	0.0	0.0	41.4	41.4
Volume/Cap:	0.81	0.81	0.81	0.00	0.00	0.00	0.81	0.37	0.00	0.00	0.81	0.49
Delay/Veh:	31.0	31.0	31.0	0.0	0.0	0.0	65.2	23.0	0.0	0.0	43.6	36.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	31.0	31.0	31.0	0.0	0.0	0.0	65.2	23.0	0.0	0.0	43.6	36.4
LOS by Move:	C	C	C	A	A	A	E	C	A	A	D	D+
HCM2kAvgQ:	26	26	26	0	0	0	9	8	0	0	18	9

Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report  
2000 HCM Operations (Future Volume Alternative)  
Background AM GP w/ Max Residential

Intersection #51: Lawrence Expressway / Calverty Drive-I-280 SB Ramp



Street Name:	Lawrence Expressway						I-280 SB Ramp					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	116	116	32	152	0	30	30	30	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:	Lawrence Expressway						I-280 SB Ramp					
Base Vol:	0	3346	517	562	738	0	130	197	235	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	3346	517	562	738	0	130	197	235	0	0	0
Added Vol:	0	366	82	67	107	0	0	33	65	0	0	0
PasserByVol:	0	359	5	16	31	0	0	38	28	0	0	0
Initial Fut:	0	4071	604	645	876	0	130	268	328	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Volume:	0	4071	604	645	876	0	130	268	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	4071	604	645	876	0	130	268	0	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
Final Volume:	0	4071	604	645	876	0	130	268	0	0	0	0

Saturation Flow Module:	Lawrence Expressway						I-280 SB Ramp					
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.83	1.00	0.92	0.95	0.99	0.92	0.92	1.00	0.92
Lanes:	0.00	3.00	1.00	2.00	2.00	0.00	0.67	1.33	1.00	0.00	0.00	0.00
Final Sat.:	0	5700	1750	3150	3800	0	1208	2491	1750	0	0	0

Capacity Analysis Module:	Lawrence Expressway						I-280 SB Ramp					
Vol/Sat:	0.00	0.71	0.35	0.20	0.23	0.00	0.11	0.11	0.00	0.00	0.00	0.00
Crit Moves:	****			****			****					
Green Time:	0.0	118	117.5	33.7	151	0.0	29.8	29.8	0.0	0.0	0.0	0.0
Volume/Cap:	0.00	1.15	0.56	1.15	0.29	0.00	0.69	0.69	0.00	0.00	0.00	0.00
Delay/Veh:	0.0	92.5	11.9	167.1	0.1	0.0	79.4	79.4	0.0	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	92.5	11.9	167.1	0.1	0.0	79.4	79.4	0.0	0.0	0.0	0.0
LOS by Move:	A	F	B+	F	A	A	E-	E-	A	A	A	A
HCM2kAvgQ:	0	96	11	32	0	0	11	11	0	0	0	0

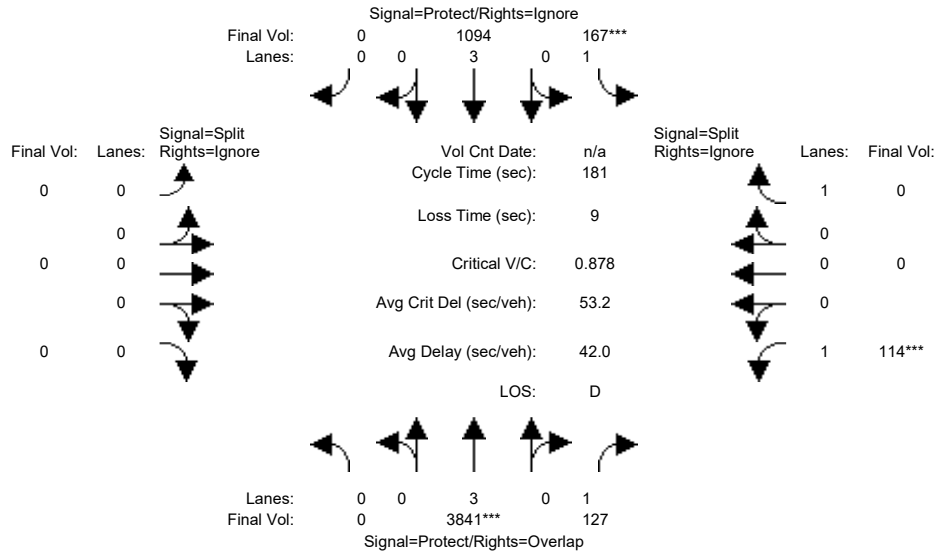
Note: Queue reported is the number of cars per lane.



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2000 HCM Operations (Future Volume Alternative)  
Background AM GP w/ Max Residential

Intersection #52: Lawrence Expressway / Mitty Way



Street Name:	Lawrence Expressway						Mitty Way					
	North Bound			South Bound			East Bound			West Bound		
Approach:												
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	116	116	28	148	148	0	0	0	25	25	25
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	0.0	0.0	0.0	4.0	4.0	4.0

Volume Module:												
Base Vol:	0	3041	127	164	866	0	0	0	0	113	0	741
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	3041	127	164	866	0	0	0	0	113	0	741
Added Vol:	0	447	0	1	171	0	0	0	0	1	0	1
PasserByVol:	0	353	0	2	57	1	0	0	0	0	0	12
Initial Fut:	0	3841	127	167	1094	1	0	0	0	114	0	754
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Volume:	0	3841	127	167	1094	0	0	0	0	114	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	3841	127	167	1094	0	0	0	0	114	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
FinalVolume:	0	3841	127	167	1094	0	0	0	0	114	0	0

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	0.98	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	3.00	1.00	1.00	3.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Final Sat.:	0	5700	1750	1750	5600	0	0	0	0	1750	0	1750

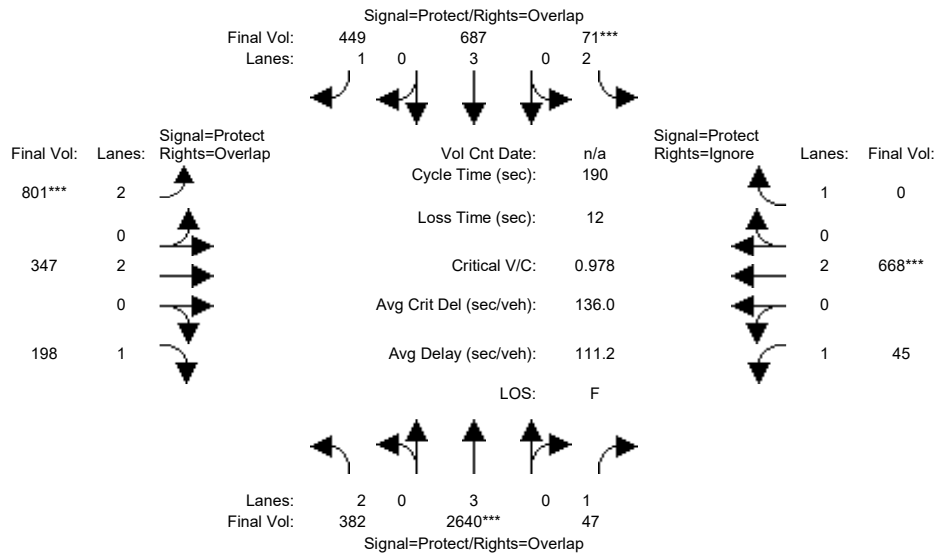
Capacity Analysis Module:												
Vol/Sat:	0.00	0.67	0.07	0.10	0.20	0.00	0.00	0.00	0.00	0.07	0.00	0.00
Crit Moves:	****		****							****		
Green Time:	0.0	119	144.2	27.8	147	0.0	0.0	0.0	0.0	24.9	0.0	0.0
Volume/Cap:	0.00	1.02	0.09	0.62	0.24	0.00	0.00	0.00	0.00	0.47	0.00	0.00
Delay/Veh:	0.0	51.6	4.1	76.4	4.0	0.0	0.0	0.0	0.0	73.9	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	51.6	4.1	76.4	4.0	0.0	0.0	0.0	0.0	73.9	0.0	0.0
LOS by Move:	A	D-	A	E-	A	A	A	A	A	E	A	A
HCM2kAvgQ:	0	71	2	9	5	0	0	0	0	7	0	0

Note: Queue reported is the number of cars per lane.

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Background AM GP w/ Max Residential

Intersection #53: Lawrence Expressway / Bollinger Road



Street Name:	Lawrence Expressway						Bollinger Road					
	North Bound			South Bound			East Bound			West Bound		
Approach:												
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	19	70	70	14	64	64	51	80	80	11	41	41
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:												
Base Vol:	304	1940	46	61	481	437	764	340	173	45	662	255
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	304	1940	46	61	481	437	764	340	173	45	662	255
Added Vol:	77	420	0	1	162	9	25	1	17	0	3	1
PasserByVol:	1	280	1	9	44	3	12	6	8	0	3	49
Initial Fut:	382	2640	47	71	687	449	801	347	198	45	668	305
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	382	2640	47	71	687	449	801	347	198	45	668	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	382	2640	47	71	687	449	801	347	198	45	668	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
Final Volume:	382	2640	47	71	687	449	801	347	198	45	668	0

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.92
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	2.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	3150	5700	1750	3150	5700	1750	3150	3800	1750	1750	3800	1750

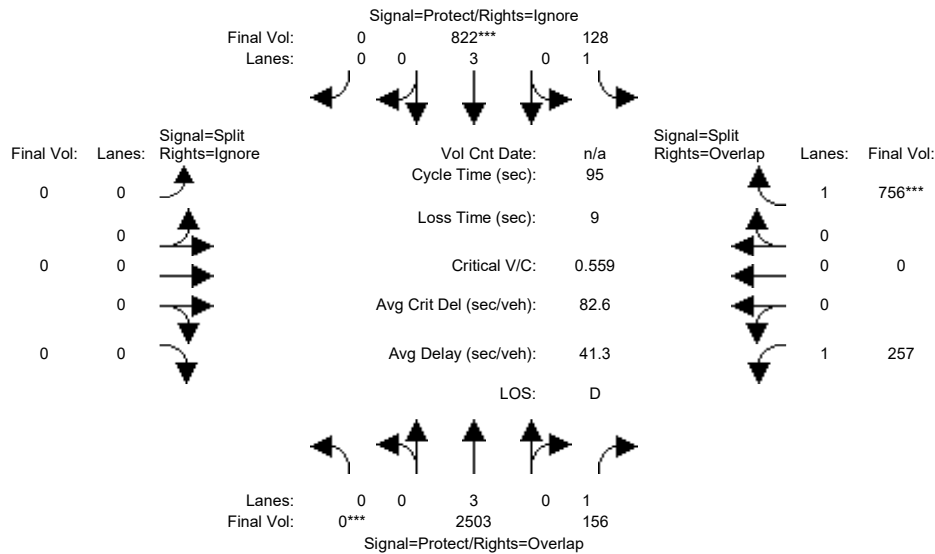
Capacity Analysis Module:												
Vol/Sat:	0.12	0.46	0.03	0.02	0.12	0.26	0.25	0.09	0.11	0.03	0.18	0.00
Crit Moves:	****			****			****			****		
Green Time:	20.2	70.7	82.0	14.1	64.7	116.2	51.5	81.7	102.0	11.2	41.4	0.0
Volume/Cap:	1.14	1.24	0.06	0.30	0.35	0.42	0.94	0.21	0.21	0.43	0.81	0.00
Delay/Veh:	176.7	168	26.9	83.1	50.8	27.3	84.4	33.7	22.9	88.3	75.6	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	176.7	168	26.9	83.1	50.8	27.3	84.4	33.7	22.9	88.3	75.6	0.0
LOS by Move:	F	F	C	F	D	C	F	C-	C+	F	E-	A
HCM2kAvgQ:	17	70	1	2	10	19	30	6	6	3	20	0

Note: Queue reported is the number of cars per lane.

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Background AM GP w/ Max Residential

Intersection #54: Lawrence Expressway / Doyle Road



Street Name:	Lawrence Expressway						Doyle Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	53	53	14	68	68	0	0	0	18	18	18
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	0.0	0.0	0.0	4.0	4.0	4.0

Volume Module:	North Bound			South Bound			East Bound			West Bound		
Base Vol:	0	1738	156	120	608	0	0	0	0	257	0	737
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	1738	156	120	608	0	0	0	0	257	0	737
Added Vol:	0	493	0	2	178	0	0	0	0	0	0	4
PasserByVol:	0	272	0	6	36	4	0	0	0	0	0	15
Initial Fut:	0	2503	156	128	822	4	0	0	0	257	0	756
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	0	2503	156	128	822	0	0	0	0	257	0	756
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	2503	156	128	822	0	0	0	0	257	0	756
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	0	2503	156	128	822	0	0	0	0	257	0	756

Saturation Flow Module:	North Bound			South Bound			East Bound			West Bound		
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	0.98	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	3.00	1.00	1.00	3.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Final Sat.:	0	5700	1750	1750	5600	0	0	0	0	1750	0	1750

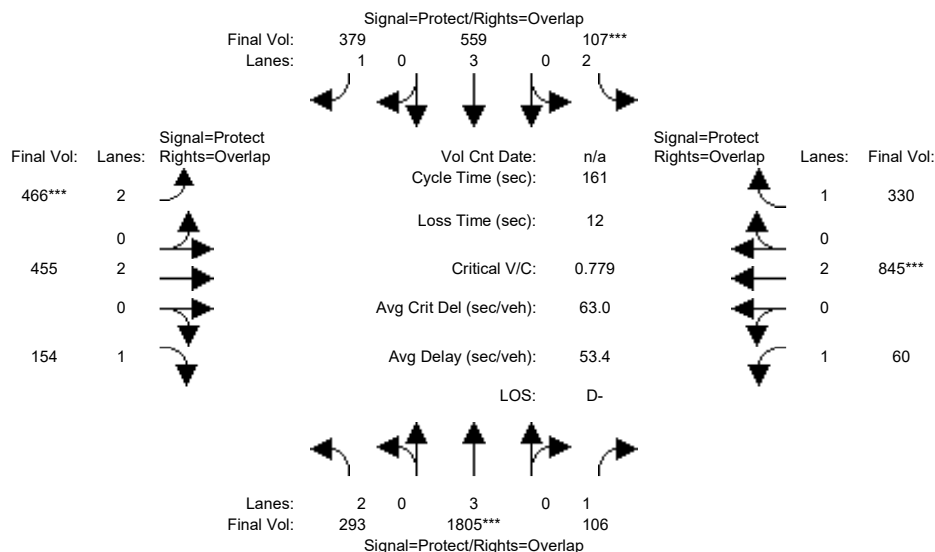
Capacity Analysis Module:	North Bound			South Bound			East Bound			West Bound		
Vol/Sat:	0.00	0.44	0.09	0.07	0.15	0.00	0.00	0.00	0.00	0.15	0.00	0.43
Crit Moves:	****			****						****		
Green Time:	0.0	53.8	71.8	14.2	68.0	0.0	0.0	0.0	0.0	18.0	0.0	32.2
Volume/Cap:	0.00	0.78	0.12	0.49	0.21	0.00	0.00	0.00	0.00	0.78	0.00	1.27
Delay/Veh:	0.0	17.2	3.2	38.5	4.5	0.0	0.0	0.0	0.0	47.5	0.0	167.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	17.2	3.2	38.5	4.5	0.0	0.0	0.0	0.0	47.5	0.0	167.6
LOS by Move:	A	B	A	D+	A	A	A	A	A	D	A	F
HCM2kAvgQ:	0	17	1	4	3	0	0	0	0	10	0	48

Note: Queue reported is the number of cars per lane.

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2000 HCM Operations (Future Volume Alternative)  
Background AM GP w/ Max Residential

Intersection #55: Lawrence Expressway / Prospect Road



Street Name:	Lawrence Expressway						Prospect Road					
	North Bound			South Bound			East Bound			West Bound		
Approach:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	26	49	49	17	40	40	31	65	65	14	48	48
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:												
Base Vol:	288	1051	106	105	351	376	458	452	153	60	845	326
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	288	1051	106	105	351	376	458	452	153	60	845	326
Added Vol:	0	493	0	0	178	0	0	0	0	0	0	0
PasserByVol:	5	261	0	2	30	3	8	3	1	0	0	4
Initial Fut:	293	1805	106	107	559	379	466	455	154	60	845	330
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	293	1805	106	107	559	379	466	455	154	60	845	330
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	293	1805	106	107	559	379	466	455	154	60	845	330
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	293	1805	106	107	559	379	466	455	154	60	845	330

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.92
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	2.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	3150	5700	1750	3150	5700	1750	3150	3800	1750	1750	3800	1750

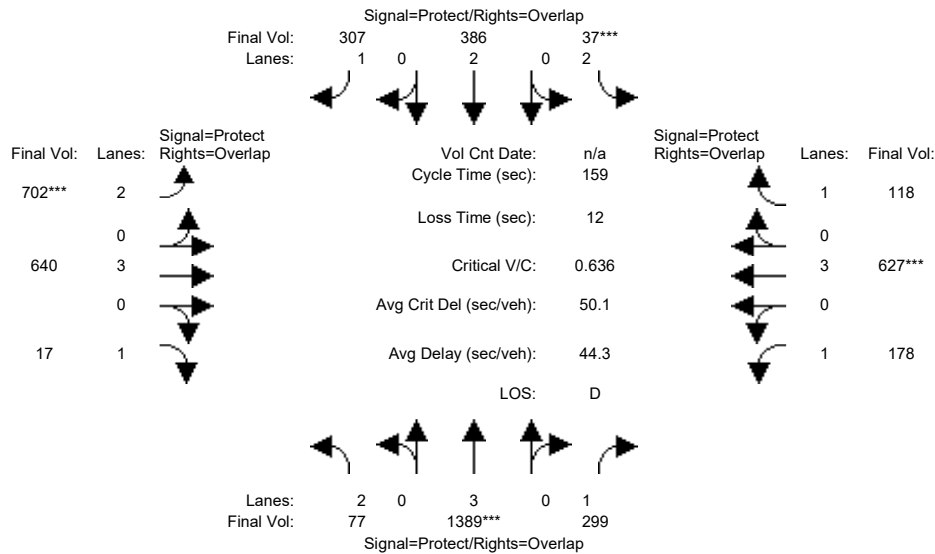
Capacity Analysis Module:												
Vol/Sat:	0.09	0.32	0.06	0.03	0.10	0.22	0.15	0.12	0.09	0.03	0.22	0.19
Crit Moves:	****			****			****			****		
Green Time:	27.6	53.0	67.0	17.0	42.4	73.4	31.0	65.0	92.6	14.0	48.0	65.0
Volume/Cap:	0.54	0.96	0.15	0.32	0.37	0.47	0.77	0.30	0.15	0.39	0.75	0.47
Delay/Veh:	62.1	66.0	29.3	67.2	48.6	30.9	67.5	32.6	16.0	71.2	53.7	35.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	62.1	66.0	29.3	67.2	48.6	30.9	67.5	32.6	16.0	71.2	53.7	35.8
LOS by Move:	E	E	C	E	D	C	E	C-	B	E	D-	D+
HCM2k95thQ:	16	54	7	6	14	24	24	14	7	7	33	23

Note: Queue reported is the number of cars per lane.

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2000 HCM Operations (Future Volume Alternative)  
Background AM GP w/ Max Residential

Intersection #56: Lawrence Expressway / Saratoga Avenue



Street Name:	Lawrence Expressway						Saratoga Avenue					
	North Bound			South Bound			East Bound			West Bound		
Approach:												
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	12	59	59	9	56	56	39	53	53	22	36	36
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:												
Base Vol:	67	913	298	37	208	263	422	619	17	171	624	118
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	67	913	298	37	208	263	422	619	17	171	624	118
Added Vol:	0	435	0	0	164	14	58	0	0	0	0	0
PasserByVol:	10	41	1	0	14	30	222	21	0	7	3	0
Initial Fut:	77	1389	299	37	386	307	702	640	17	178	627	118
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	77	1389	299	37	386	307	702	640	17	178	627	118
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	77	1389	299	37	386	307	702	640	17	178	627	118
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	77	1389	299	37	386	307	702	640	17	178	627	118

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.92
Lanes:	2.00	3.00	1.00	2.00	2.00	1.00	2.00	3.00	1.00	1.00	3.00	1.00
Final Sat.:	3150	5700	1750	3150	3800	1750	3150	5700	1750	1750	5700	1750

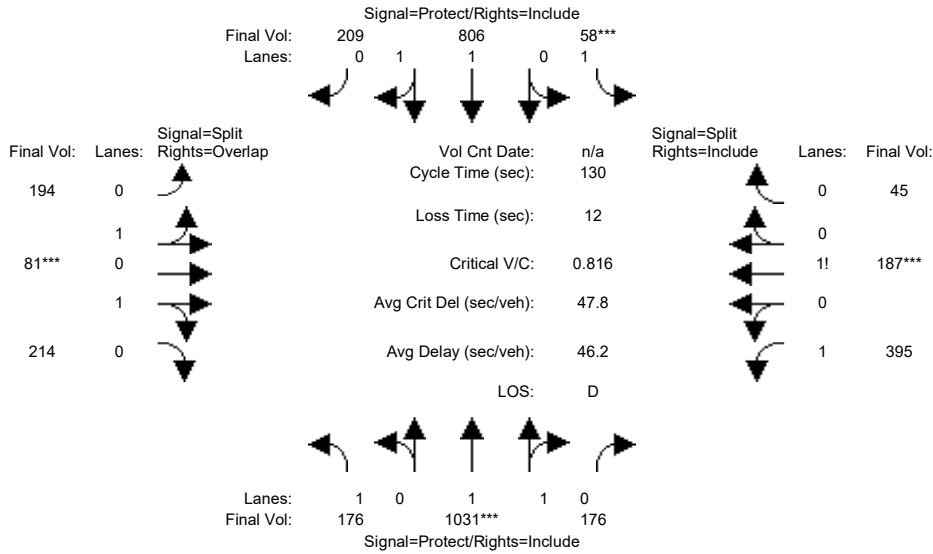
Capacity Analysis Module:												
Vol/Sat:	0.02	0.24	0.17	0.01	0.10	0.18	0.22	0.11	0.01	0.10	0.11	0.07
Crit Moves:	****			****			****			****		
Green Time:	12.0	59.0	82.2	9.0	56.0	99.0	43.0	55.8	67.8	23.2	36.0	45.0
Volume/Cap:	0.32	0.66	0.33	0.21	0.29	0.28	0.82	0.32	0.02	0.70	0.49	0.24
Delay/Veh:	70.5	42.3	22.6	72.2	37.3	13.9	61.0	37.8	26.4	72.8	53.7	44.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	70.5	42.3	22.6	72.2	37.3	13.9	61.0	37.8	26.4	72.8	53.7	44.1
LOS by Move:	E	D	C+	E	D+	B	E	D+	C	E	D-	D
HCM2kAvgQ:	2	19	9	1	7	7	19	7	0	10	9	5

Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report  
2000 HCM Operations (Future Volume Alternative)  
Background AM GP w/ Max Residential

Intersection #57: Saratoga Avenue / Cox Avenue



Street Name:	Saratoga Avenue						Cox Avenue					
	North Bound			South Bound			East Bound			West Bound		
Approach:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:												
Base Vol:	176	735	176	58	753	209	194	81	214	395	187	45
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	176	735	176	58	753	209	194	81	214	395	187	45
Added Vol:	0	58	0	0	14	0	0	0	0	0	0	0
PasserByVol:	0	238	0	0	39	0	0	0	0	0	0	0
Initial Fut:	176	1031	176	58	806	209	194	81	214	395	187	45
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	176	1031	176	58	806	209	194	81	214	395	187	45
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	176	1031	176	58	806	209	194	81	214	395	187	45
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	176	1031	176	58	806	209	194	81	214	395	187	45

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	0.98	0.95	0.95	0.95	0.95	0.92	0.92	0.92
Lanes:	1.00	1.70	0.30	1.00	1.58	0.42	0.79	0.33	0.88	1.46	0.44	0.10
Final Sat.:	1750	3160	539	1750	2938	762	1428	596	1575	2555	762	183

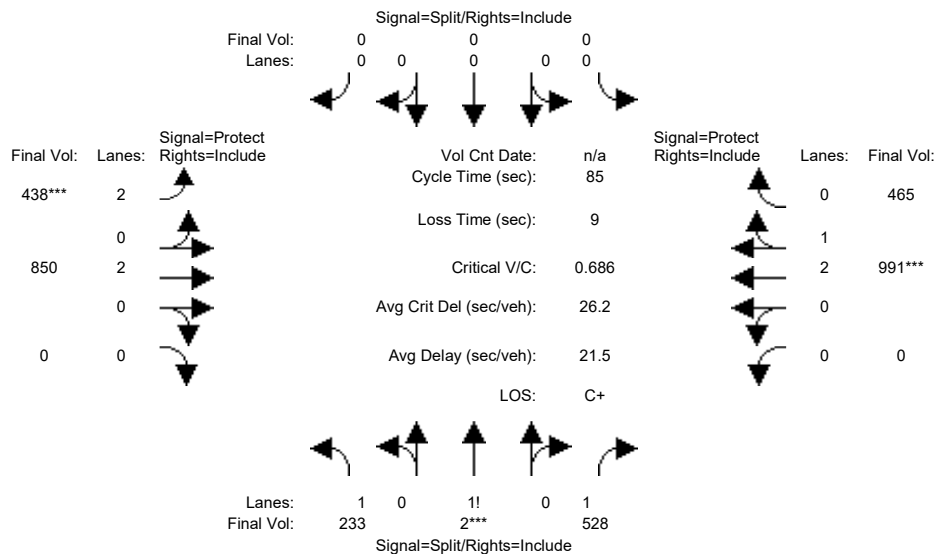
Capacity Analysis Module:												
Vol/Sat:	0.10	0.33	0.33	0.03	0.27	0.27	0.14	0.14	0.14	0.15	0.25	0.25
Crit Moves:	****			****			****			****		
Green Time:	15.6	51.2	51.2	7.0	42.6	42.6	21.3	21.3	36.9	38.5	38.5	38.5
Volume/Cap:	0.84	0.83	0.83	0.62	0.84	0.84	0.83	0.83	0.48	0.52	0.83	0.83
Delay/Veh:	80.5	39.6	39.6	71.8	45.8	45.8	62.1	62.1	38.9	38.5	50.3	50.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	80.5	39.6	39.6	71.8	45.8	45.8	62.1	62.1	38.9	38.5	50.3	50.3
LOS by Move:	F	D	D	E	D	D	E	E	D+	D+	D	D
HCM2kAvgQ:	8	22	22	3	20	20	12	12	9	10	19	19

Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report  
2000 HCM Operations (Future Volume Alternative)  
Background AM GP w/ Max Residential

Intersection #58: SR-85 (North) / Saratoga Avenue



Street Name:	SR-85 (North)						Saratoga Avenue					
	North Bound			South Bound			East Bound			West Bound		
Approach:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	0	0	0	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:												
Base Vol:	233	2	288	0	0	0	438	794	0	0	946	462
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	233	2	288	0	0	0	438	794	0	0	946	462
Added Vol:	0	0	46	0	0	0	0	12	0	0	14	0
PasserByVol:	0	0	194	0	0	0	0	44	0	0	31	3
Initial Fut:	233	2	528	0	0	0	438	850	0	0	991	465
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	233	2	528	0	0	0	438	850	0	0	991	465
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	233	2	528	0	0	0	438	850	0	0	991	465
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	233	2	528	0	0	0	438	850	0	0	991	465

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.95	0.95	0.92	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.95
Lanes:	1.31	0.01	1.68	0.00	0.00	0.00	2.00	2.00	0.00	0.00	2.01	0.99
Final Sat.:	2294	9	3032	0	0	0	3150	3800	0	0	3809	1787

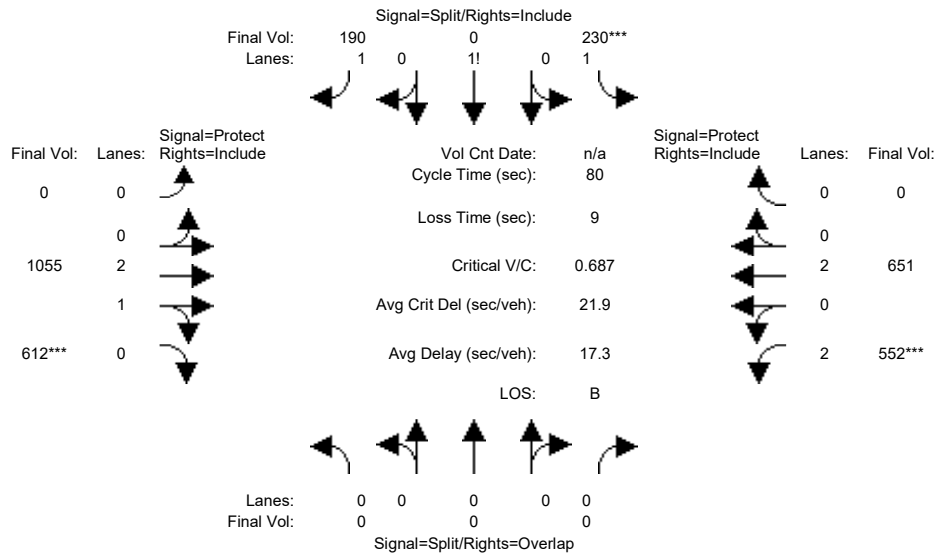
Capacity Analysis Module:												
Vol/Sat:	0.10	0.21	0.17	0.00	0.00	0.00	0.14	0.22	0.00	0.00	0.26	0.26
Crit Moves:	****						****			****		
Green Time:	26.6	26.6	26.6	0.0	0.0	0.0	17.2	49.4	0.0	0.0	32.2	32.2
Volume/Cap:	0.33	0.69	0.56	0.00	0.00	0.00	0.69	0.38	0.00	0.00	0.69	0.69
Delay/Veh:	22.4	27.4	24.8	0.0	0.0	0.0	34.5	9.7	0.0	0.0	23.1	23.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	22.4	27.4	24.8	0.0	0.0	0.0	34.5	9.7	0.0	0.0	23.1	23.1
LOS by Move:	C+	C	C	A	A	A	C-	A	A	A	C	C
HCM2kAvgQ:	4	10	8	0	0	0	6	6	0	0	10	10

Note: Queue reported is the number of cars per lane.

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2000 HCM Operations (Future Volume Alternative)  
Background AM GP w/ Max Residential

Intersection #59: SR-85 (South) / Saratoga Avenue



Street Name:	SR-85 (South)						Saratoga Avenue					
	North Bound			South Bound			East Bound			West Bound		
Approach:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:												
Base Vol:	0	0	0	219	0	190	0	1010	612	517	637	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	219	0	190	0	1010	612	517	637	0
Added Vol:	0	0	0	0	0	0	0	12	0	8	6	0
PasserByVol:	0	0	0	11	0	0	0	33	0	27	8	0
Initial Fut:	0	0	0	230	0	190	0	1055	612	552	651	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	230	0	190	0	1055	612	552	651	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	230	0	190	0	1055	612	552	651	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	0	0	0	230	0	190	0	1055	612	552	651	0

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.83	1.00	0.92
Lanes:	0.00	0.00	0.00	1.55	0.00	1.45	0.00	2.00	1.00	2.00	2.00	0.00
Final Sat.:	0	0	0	2708	0	2542	0	3800	1750	3150	3800	0

Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.08	0.00	0.07	0.00	0.28	0.35	0.18	0.17	0.00
Crit Moves:				****					****	****		
Green Time:	0.0	0.0	0.0	10.0	0.0	10.0	0.0	40.6	40.6	20.4	61.0	0.0
Volume/Cap:	0.00	0.00	0.00	0.68	0.00	0.60	0.00	0.55	0.69	0.69	0.22	0.00
Delay/Veh:	0.0	0.0	0.0	36.5	0.0	34.5	0.0	13.6	15.7	29.5	2.8	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	36.5	0.0	34.5	0.0	13.6	15.7	29.5	2.8	0.0
LOS by Move:	A	A	A	D+	A	C-	A	B	B	C	A	A
HCM2kAvgQ:	0	0	0	5	0	4	0	9	13	7	2	0

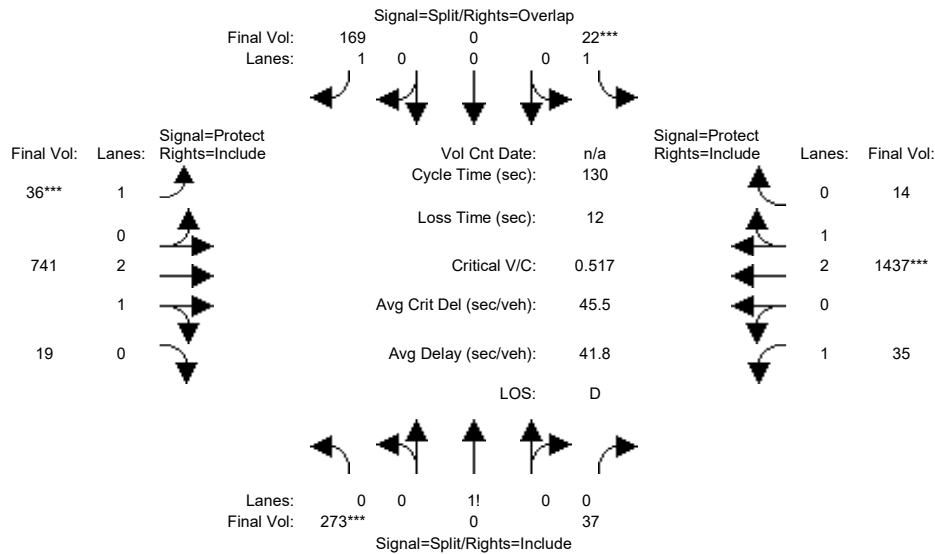
Note: Queue reported is the number of cars per lane.



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2000 HCM Operations (Future Volume Alternative)  
Background AM GP w/ Max Residential

Intersection #60: Cabot Avenue-Loma Linda Drive / Stevens Creek Boulevard



Street Name:	Cabot Avenue-Loma Linda Drive						Stevens Creek Boulevard					
	North Bound			South Bound			East Bound			West Bound		
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	32	32	32	32	32	32	13	35	35	10	32	32
Y+R:	5.1	5.1	5.1	5.1	5.1	5.1	4.5	6.4	6.4	4.5	6.4	6.4

Volume Module:												
Base Vol:	259	0	35	12	0	156	32	562	18	33	1155	11
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	259	0	35	12	0	156	32	562	18	33	1155	11
Added Vol:	0	0	0	0	0	3	2	107	0	0	169	0
PasserByVol:	0	0	0	9	0	2	0	35	0	0	41	2
Initial Fut:	259	0	35	21	0	161	34	704	18	33	1365	13
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	273	0	37	22	0	169	36	741	19	35	1437	14
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	273	0	37	22	0	169	36	741	19	35	1437	14
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	273	0	37	22	0	169	36	741	19	35	1437	14

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.92	0.92	0.92	1.00	0.92	0.92	0.98	0.95	0.92	0.98	0.95
Lanes:	0.88	0.00	0.12	1.00	0.00	1.00	1.00	2.92	0.08	1.00	2.97	0.03
Final Sat.:	1542	0	208	1750	0	1750	1750	5460	140	1750	5547	53

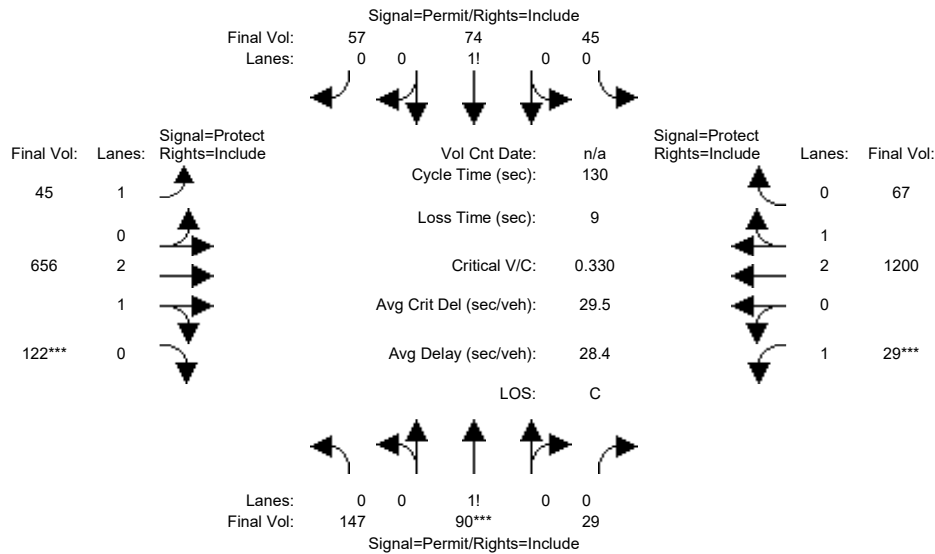
Capacity Analysis Module:												
Vol/Sat:	0.18	0.00	0.18	0.01	0.00	0.10	0.02	0.14	0.14	0.02	0.26	0.26
Crit Moves:	***			***			***			***		
Green Time:	32.0	0.0	32.0	32.0	0.0	45.0	13.0	42.0	42.0	12.0	41.0	41.0
Volume/Cap:	0.72	0.00	0.72	0.05	0.00	0.28	0.20	0.42	0.42	0.22	0.82	0.82
Delay/Veh:	50.6	0.0	50.6	37.5	0.0	31.0	54.3	34.6	34.6	55.3	44.3	44.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	50.6	0.0	50.6	37.5	0.0	31.0	54.3	34.6	34.6	55.3	44.3	44.3
LOS by Move:	D	A	D	D+	A	C	D-	C-	C-	E+	D	D
HCM2kAvgQ:	13	0	13	1	0	5	1	8	8	1	19	19

Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report  
2000 HCM Operations (Future Volume Alternative)  
Background AM GP w/ Max Residential

Intersection #61: Cronin Drive/Albany Drive / Stevens Creek Boulevard



Street Name:	Cronin Drive/Albany Drive						Stevens Creek Boulevard					
	North Bound			South Bound			East Bound			West Bound		
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	45	45	45	45	45	45	12	49	49	20	57	57
Y+R:	5.1	5.1	5.1	5.1	5.1	5.1	5.0	5.9	5.9	5.0	5.9	5.9

Volume Module:												
Base Vol:	127	86	22	37	71	41	37	493	110	27	969	63
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	127	86	22	37	71	41	37	493	110	27	969	63
Added Vol:	8	0	0	0	0	9	4	96	6	0	152	0
PasserByVol:	6	0	6	6	0	5	2	41	1	1	31	1
Initial Fut:	141	86	28	43	71	55	43	630	117	28	1152	64
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
PHF Volume:	147	90	29	45	74	57	45	656	122	29	1200	67
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	147	90	29	45	74	57	45	656	122	29	1200	67
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	147	90	29	45	74	57	45	656	122	29	1200	67

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.99	0.95	0.92	0.98	0.95
Lanes:	0.55	0.34	0.11	0.25	0.42	0.33	1.00	2.51	0.49	1.00	2.84	0.16
Final Sat.:	968	590	192	445	735	570	1750	4722	877	1750	5305	295

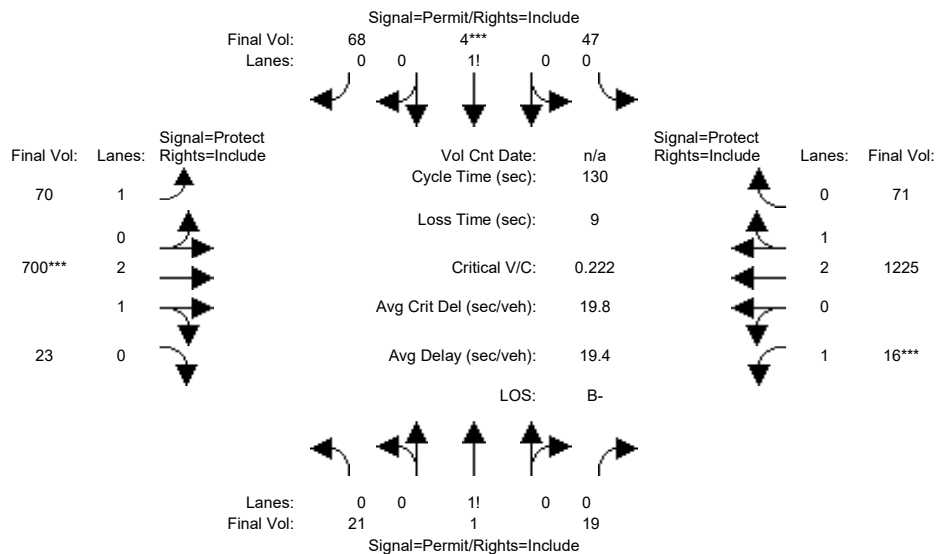
Capacity Analysis Module:												
Vol/Sat:	0.15	0.15	0.15	0.10	0.10	0.10	0.03	0.14	0.14	0.02	0.23	0.23
Crit Moves:	****						****			****		
Green Time:	52.0	52.0	52.0	52.0	52.0	52.0	12.0	49.0	49.0	20.0	57.0	57.0
Volume/Cap:	0.38	0.38	0.38	0.25	0.25	0.25	0.28	0.37	0.37	0.11	0.52	0.52
Delay/Veh:	27.9	27.9	27.9	26.2	26.2	26.2	55.9	29.4	29.4	47.5	26.7	26.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	27.9	27.9	27.9	26.2	26.2	26.2	55.9	29.4	29.4	47.5	26.7	26.7
LOS by Move:	C	C	C	C	C	C	E+	C	C	D	C	C
HCM2kAvgQ:	8	8	8	5	5	5	2	7	7	1	12	12

Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report  
2000 HCM Operations (Future Volume Alternative)  
Background AM GP w/ Max Residential

Intersection #62: Woodhams Road / Stevens Creek Boulevard



Street Name:	Woodhams Road						Stevens Creek Boulevard					
	North Bound			South Bound			East Bound			West Bound		
Approach:												
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	35	35	35	35	35	35	11	64	64	15	68	68
Y+R:	5.1	5.1	5.1	5.1	5.1	5.1	5.5	5.9	5.9	5.5	5.9	5.9

Volume Module:												
Base Vol:	8	1	10	38	4	51	61	543	16	15	1030	67
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	8	1	10	38	4	51	61	543	16	15	1030	67
Added Vol:	10	0	0	0	0	9	6	84	6	0	133	0
PasserByVol:	2	0	8	8	0	6	1	52	0	1	25	2
Initial Fut:	20	1	18	46	4	66	68	679	22	16	1188	69
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
PHF Volume:	21	1	19	47	4	68	70	700	23	16	1225	71
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	21	1	19	47	4	68	70	700	23	16	1225	71
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	21	1	19	47	4	68	70	700	23	16	1225	71

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.98	0.95	0.92	0.98	0.95
Lanes:	0.51	0.03	0.46	0.40	0.03	0.57	1.00	2.90	0.10	1.00	2.83	0.17
Final Sat.:	897	45	808	694	60	996	1750	5424	176	1750	5292	307

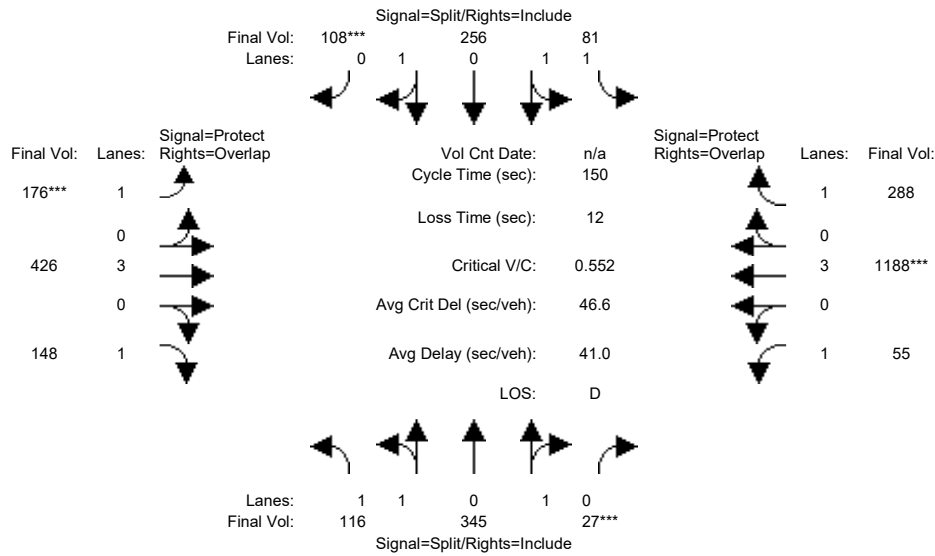
Capacity Analysis Module:												
Vol/Sat:	0.02	0.02	0.02	0.07	0.07	0.07	0.04	0.13	0.13	0.01	0.23	0.23
Crit Moves:					****			****			****	
Green Time:	36.7	36.7	36.7	36.7	36.7	36.7	11.7	69.3	69.3	15.0	72.6	72.6
Volume/Cap:	0.08	0.08	0.08	0.24	0.24	0.24	0.44	0.24	0.24	0.08	0.41	0.41
Delay/Veh:	34.3	34.3	34.3	36.2	36.2	36.2	58.0	16.3	16.3	51.5	16.6	16.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	34.3	34.3	34.3	36.2	36.2	36.2	58.0	16.3	16.3	51.5	16.6	16.6
LOS by Move:	C-	C-	C-	D+	D+	D+	E+	B	B	D-	B	B
HCM2kAvgQ:	1	1	1	4	4	4	3	5	5	1	10	10

Note: Queue reported is the number of cars per lane.

Vallco Special Area Specific Plan  
SJ17-1786

Level Of Service Computation Report  
2000 HCM Operations (Future Volume Alternative)  
Background AM GP w/ Max Residential

Intersection #63: Kiely Boulevard / Stevens Creek Boulevard



Street Name:	Kiely Boulevard						Stevens Creek Boulevard					
	North Bound			South Bound			East Bound			West Bound		
Approach:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:												
Base Vol:	107	345	27	60	256	100	165	295	138	55	1045	285
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	107	345	27	60	256	100	165	295	138	55	1045	285
Added Vol:	7	0	0	0	0	7	5	74	5	0	119	0
PasserByVol:	2	0	0	21	0	1	6	57	5	0	24	3
Initial Fut:	116	345	27	81	256	108	176	426	148	55	1188	288
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	116	345	27	81	256	108	176	426	148	55	1188	288
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	116	345	27	81	256	108	176	426	148	55	1188	288
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	116	345	27	81	256	108	176	426	148	55	1188	288

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	0.98	0.95	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	1.85	0.15	1.00	1.39	0.61	1.00	3.00	1.00	1.00	3.00	1.00
Final Sat.:	1750	3431	269	1750	2601	1097	1750	5700	1750	1750	5700	1750

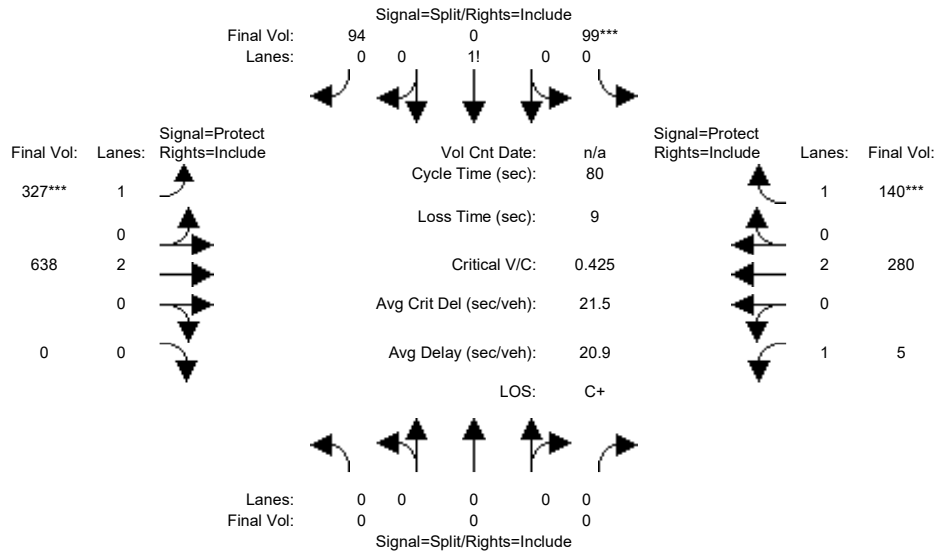
Capacity Analysis Module:												
Vol/Sat:	0.07	0.10	0.10	0.05	0.10	0.10	0.10	0.07	0.08	0.03	0.21	0.16
Crit Moves:			***			***	***			***		
Green Time:	27.3	27.3	27.3	26.7	26.7	26.7	27.3	51.7	79.0	32.3	56.6	83.4
Volume/Cap:	0.36	0.55	0.55	0.26	0.55	0.55	0.55	0.22	0.16	0.15	0.55	0.30
Delay/Veh:	53.9	56.5	56.5	53.2	57.0	57.0	57.9	34.9	18.4	47.9	37.0	17.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	53.9	56.5	56.5	53.2	57.0	57.0	57.9	34.9	18.4	47.9	37.0	17.9
LOS by Move:	D-	E+	E+	D-	E+	E+	E+	C-	B-	D	D+	B
HCM2kAvgQ:	5	8	8	4	8	8	8	4	4	2	14	7

Note: Queue reported is the number of cars per lane.

Vallco Special Area Specific Plan  
SJ17-1786

Level Of Service Computation Report  
2000 HCM Operations (Future Volume Alternative)  
Background AM GP w/ Max Residential

Intersection #64: Perimeter Road / Vallco Parkway



Street Name:	Perimeter Road						Vallco Parkway					
	North Bound			South Bound			East Bound			West Bound		
Approach:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	10	10	10	7	10	0	7	10	10
Y+R:	0.0	0.0	0.0	4.0	4.0	4.0	4.0	4.0	0.0	4.0	4.0	4.0

Volume Module:	L	T	R	L	T	R	L	T	R	L	T	R
Base Vol:	0	0	0	30	0	18	78	393	0	5	185	26
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	30	0	18	78	393	0	5	185	26
Added Vol:	0	0	0	69	0	76	249	14	0	0	34	114
PasserByVol:	0	0	0	0	0	0	0	231	0	0	61	0
Initial Fut:	0	0	0	99	0	94	327	638	0	5	280	140
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	99	0	94	327	638	0	5	280	140
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	99	0	94	327	638	0	5	280	140
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	99	0	94	327	638	0	5	280	140

Saturation Flow Module:	L	T	R	L	T	R	L	T	R	L	T	R
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	0.92	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	0.00	0.00	0.51	0.00	0.49	1.00	2.00	0.00	1.00	2.00	1.00
Final Sat.:	0	0	0	898	0	852	1750	3800	0	1750	3800	1750

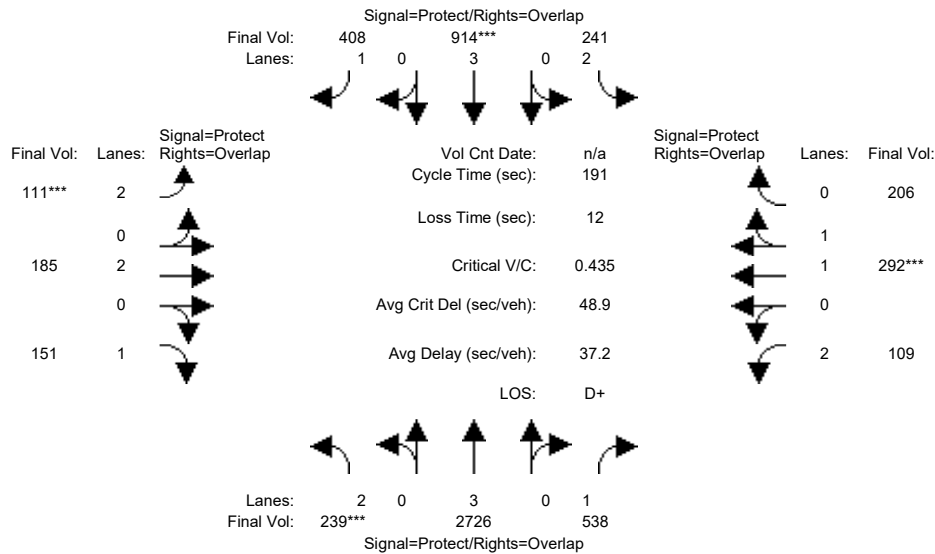
Capacity Analysis Module:	L	T	R	L	T	R	L	T	R	L	T	R
Vol/Sat:	0.00	0.00	0.00	0.11	0.00	0.11	0.19	0.17	0.00	0.00	0.07	0.08
Crit Moves:				****			****					****
Green Time:	0.0	0.0	0.0	20.8	0.0	20.8	35.2	33.0	0.0	17.2	15.1	15.1
Volume/Cap:	0.00	0.00	0.00	0.42	0.00	0.42	0.42	0.41	0.00	0.01	0.39	0.42
Delay/Veh:	0.0	0.0	0.0	25.3	0.0	25.3	15.8	16.7	0.0	24.7	28.8	29.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	25.3	0.0	25.3	15.8	16.7	0.0	24.7	28.8	29.5
LOS by Move:	A	A	A	C	A	C	B	B	A	C	C	C
HCM2kAvgQ:	0	0	0	5	0	5	6	5	0	0	3	3

Note: Queue reported is the number of cars per lane.

Vallco Special Area Specific Plan  
SJ17-1786

Level Of Service Computation Report  
2000 HCM Operations (Future Volume Alternative)  
Background AM GP w/ Max Residential

Intersection #65: Lawrence Expressway / Kifer Road



Street Name:	Lawrence Expressway						Kifer Road					
	North Bound			South Bound			East Bound			West Bound		
Approach:												
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	24	108	108	16	100	100	14	30	30	14	30	30
Y+R:	5.9	6.2	6.2	6.1	6.2	6.2	5.8	5.5	5.5	5.9	5.5	5.5

Volume Module:												
Base Vol:	229	3160	527	240	1010	401	111	185	130	86	283	203
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	229	3160	527	240	1010	401	111	185	130	86	283	203
Added Vol:	9	232	9	0	105	0	0	0	13	14	0	0
PasserByVol:	1	59	2	1	27	7	0	0	8	9	9	3
Initial Fut:	239	3451	538	241	1142	408	111	185	151	109	292	206
User Adj:	1.00	0.79	1.00	1.00	0.80	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	239	2726	538	241	914	408	111	185	151	109	292	206
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	239	2726	538	241	914	408	111	185	151	109	292	206
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	239	2726	538	241	914	408	111	185	151	109	292	206

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92	0.83	0.99	0.95
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	2.00	2.00	1.00	2.00	1.15	0.85
Final Sat.:	3150	5700	1750	3150	5700	1750	3150	3800	1750	3150	2168	1530

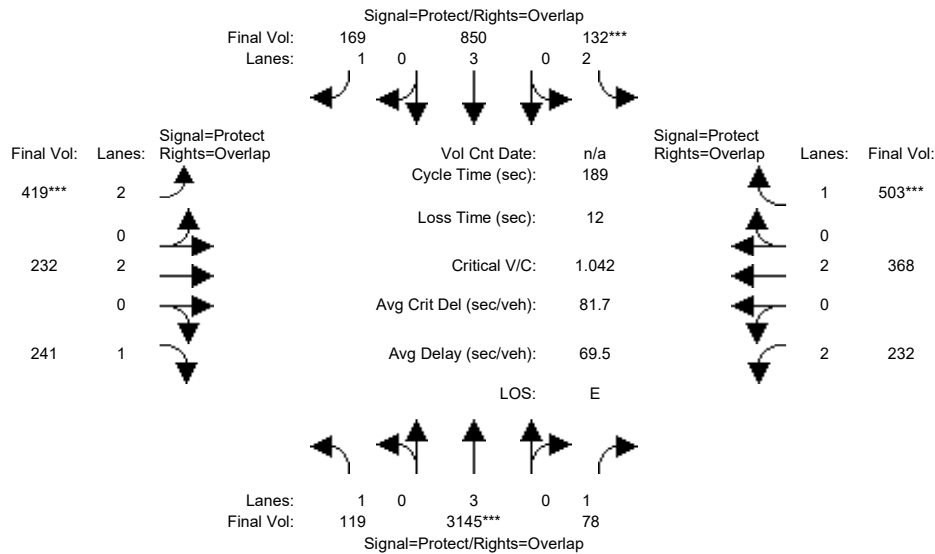
Capacity Analysis Module:												
Vol/Sat:	0.08	0.48	0.31	0.08	0.16	0.23	0.04	0.05	0.09	0.03	0.13	0.13
Crit Moves:	***			****			****			****		
Green Time:	25.5	115	129.5	17.0	106	121.0	14.9	31.8	57.3	14.9	31.8	48.8
Volume/Cap:	0.57	0.80	0.45	0.86	0.29	0.37	0.45	0.29	0.29	0.44	0.81	0.53
Delay/Veh:	75.0	29.0	13.8	103.6	21.2	16.0	80.7	66.0	48.6	80.6	80.0	58.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	75.0	29.0	13.8	103.6	21.2	16.0	80.7	66.0	48.6	80.6	80.0	58.2
LOS by Move:	E-	C	B	F	C+	B	F	E	D	F	F	E+
HCM2kAvgQ:	7	35	14	10	8	11	4	4	7	4	15	12

Note: Queue reported is the number of cars per lane.

Vallco Special Area Specific Plan  
SJ17-1786

Level Of Service Computation Report  
2000 HCM Operations (Future Volume Alternative)  
Background AM GP w/ Max Residential

Intersection #66: Lawrence Expressway / Reed Avenue/Monroe Street



Street Name:	Lawrence Expressway						Reed Avenue/Monroe Street					
	North Bound			South Bound			East Bound			West Bound		
Approach:	L	T	R	L	T	R	L	T	R	L	T	R
Movement:												
Min. Green:	17	96	96	13	91	91	23	42	42	15	33	33
Y+R:	6.0	6.2	6.2	6.1	6.2	6.2	5.7	5.6	5.6	5.6	5.7	5.7

Volume Module:												
Base Vol:	113	3529	67	123	901	169	390	226	228	218	364	492
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	113	3529	67	123	901	169	390	226	228	218	364	492
Added Vol:	4	251	2	0	131	0	0	0	8	9	0	0
PasserByVol:	2	201	9	9	30	0	29	6	5	5	4	11
Initial Fut:	119	3981	78	132	1062	169	419	232	241	232	368	503
User Adj:	1.00	0.79	1.00	1.00	0.80	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	119	3145	78	132	850	169	419	232	241	232	368	503
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	119	3145	78	132	850	169	419	232	241	232	368	503
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	119	3145	78	132	850	169	419	232	241	232	368	503

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92
Lanes:	1.00	3.00	1.00	2.00	3.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	1750	5700	1750	3150	5700	1750	3150	3800	1750	3150	3800	1750

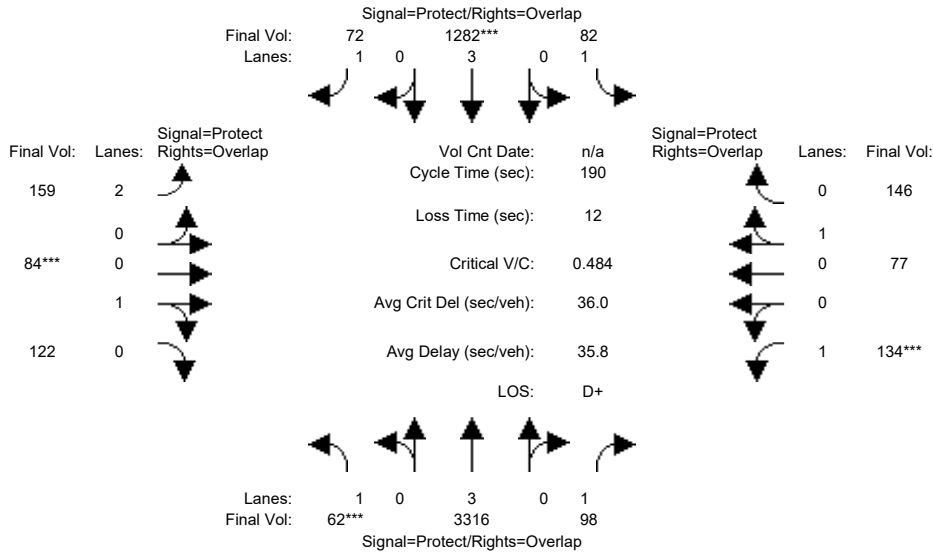
Capacity Analysis Module:												
Vol/Sat:	0.07	0.55	0.04	0.04	0.15	0.10	0.13	0.06	0.14	0.07	0.10	0.29
Crit Moves:	****			****			****			****		
Green Time:	18.0	101	117.1	13.6	96.4	120.6	24.2	45.6	63.7	16.3	37.8	51.5
Volume/Cap:	0.71	1.03	0.07	0.58	0.29	0.15	1.04	0.25	0.41	0.85	0.48	1.06
Delay/Veh:	92.6	68.1	13.7	84.6	25.4	13.1	134.4	55.3	46.4	103.3	64.3	122.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	92.6	68.1	13.7	84.6	25.4	13.1	134.4	55.3	46.4	103.3	64.3	122.3
LOS by Move:	F	E	B	F	C	B	F	E+	D	F	E	F
HCM2kAvgQ:	7	61	2	4	9	4	19	5	11	10	9	38

Note: Queue reported is the number of cars per lane.

Vallco Special Area Specific Plan  
SJ17-1786

Level Of Service Computation Report  
2000 HCM Operations (Future Volume Alternative)  
Background AM GP w/ Max Residential

Intersection #67: Lawrence Expressway / Poinciana Drive/Cabrillo Avenue



Street Name:	Lawrence Expressway						Poinciana Drive/Cabrillo Avenue					
	North Bound			South Bound			East Bound			West Bound		
Approach:												
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	116	116	11	117	117	16	26	26	15	24	24
Y+R:	5.1	6.2	6.2	4.9	6.2	6.2	5.9	5.8	5.8	5.4	5.8	5.8

Volume Module:												
Base Vol:	54	3859	92	77	1428	66	146	83	118	131	69	138
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	54	3859	92	77	1428	66	146	83	118	131	69	138
Added Vol:	2	257	2	0	148	0	0	0	3	3	0	0
PasserByVol:	6	82	4	5	26	6	13	1	1	0	8	8
Initial Fut:	62	4198	98	82	1602	72	159	84	122	134	77	146
User Adj:	1.00	0.79	1.00	1.00	0.80	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	62	3316	98	82	1282	72	159	84	122	134	77	146
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	62	3316	98	82	1282	72	159	84	122	134	77	146
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	62	3316	98	82	1282	72	159	84	122	134	77	146

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.83	0.95	0.95	0.92	0.95	0.95
Lanes:	1.00	3.00	1.00	1.00	3.00	1.00	2.00	0.41	0.59	1.00	0.35	0.65
Final Sat.:	1750	5700	1750	1750	5700	1750	3150	734	1066	1750	622	1178

Capacity Analysis Module:												
Vol/Sat:	0.04	0.58	0.06	0.05	0.22	0.04	0.05	0.11	0.11	0.08	0.12	0.12
Crit Moves:	***			****			****			****		
Green Time:	10.6	122	138.3	11.6	124	140.8	17.3	27.4	38.0	15.8	26.0	37.6
Volume/Cap:	0.64	0.90	0.08	0.77	0.35	0.06	0.55	0.79	0.57	0.92	0.91	0.63
Delay/Veh:	96.5	30.8	7.1	111.0	14.3	6.3	80.7	89.6	67.3	132.7	110	69.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	96.5	30.8	7.1	111.0	14.3	6.3	80.7	89.6	67.3	132.7	110	69.6
LOS by Move:	F	C	A	F	B	A	F	F	E	F	F	E
HCM2kAvgQ:	4	52	2	5	10	1	6	13	11	11	16	12

Note: Queue reported is the number of cars per lane.