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3896 Stevens Creek Boulevard Commercial Development

Transportation Analysis

Prepared for:

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Table of Contents

Executive Summary i
1. Introduction 1
2. Existing Transportation Conditions 16
3. CEQA Transportation Analysis 21
4. Local Transportation Analysis 31
5. Conclusions 70

Appendices

Appendix A Traffic Counts
Appendix B San Jose Approved Trips Inventory and Santa Clara Project List
Appendix C Volume Summary Sheet
Appendix D Level of Service Calculations
Appendix E Saratoga Avenue Planline
Appendix F Transportation Demand Management Plan

List of Tables

Table 1 VMT Thresholds of Significance for Development Projects 6
Table 2 Equivalent Retail Space for Fitness Center and Restaurant Space 7
Table 3 Signalized Intersection Level of Service Definitions Based on Control Delay 12
Table 4 Existing Transit Facilities 20
Table 5 Project Trip Generation Estimates 34
Table 6 Intersection Level of Service Summary 43
Table 7 Intersection Queuing Analysis Summary 49
Table 8 Freeway Segment Analysis 52
Table 9 Freeway Ramp Operations Analysis 53
Table 10 Driveway Queuing Analysis 55
Table 11 Vehicular Parking Requirements 68
Table 12 Bicycle Parking Requirements 68

List of Figures

Figure 1 Site Location and Study Intersections 2
Figure 2 Project Site Plan 3
Figure 3 VMT Heat Map for Workers in San Jose 8
Figure 4 Existing Transit Services 18
Figure 5 Existing Lane Configurations 19
Figure 6 VMT Evaluation Tool Summary Report for Office 22
Figure 7 VMT Analysis Study Area for Fitness Center Use 25
Figure 8 VMT Evaluation Tool Summary Report for Office with Mitigation 27
Figure 9 Project Trip Distribution Pattern 35
Figure 10 Project Trip Assignment 36
Figure 11 Existing Traffic Volumes 37
Figure 12 Background Traffic Volumes 38
Figure 13 Background Plus Project Traffic Volumes 39

Figure 14 Cumulative No Project Traffic Volumes 40
Figure 15 Cumulative Plus Project Traffic Volumes 41
Figure 16 Gross Project Trips of Driveways 56
Figure 17 Parking Garage Ground Level 58
Figure 18 Parking Garage Level P2 59
Figure 19 Parking Garage Level P3 60
Figure 20 Parking Garage Levels P4 and P5 61
Figure 21 Parking Garage Levels P6 and P7 62
Figure 22 Bicycle Parking Locations 66

Executive Summary

This report presents the results of the transportation analysis (TA) conducted for the proposed mixed-use development at 3896 Stevens Creek Boulevard in San Jose, California. The project site is located within the Stevens Creek Boulevard Urban Village boundary. The site is currently occupied by multiple commercial/restaurant/retail buildings, totaling 44,690 square feet (s.f.). The project would demolish the existing buildings and construct a commercial building with 308,000 s.f. of office space, 10,000 s.f. of retail space, 5,000 s.f. of restaurant space, a fitness center building with 151,258 square feet of floor area, and a parking garage.

Access to the parking garage would be provided via one driveway on Saratoga Avenue and one driveway on Northlake Drive. The driveway on Saratoga Avenue would align with the existing mid-block left-turn pocket, so vehicles would be able to make left turns into the driveway but not out.

Because the project proposes a 43 percent reduction in required parking spaces, the project would implement a transportation demand management (TDM) plan to reduce parking demand and satisfy the parking reduction requirements as specified in Section 20.90.220 of the Zoning Code.

The potential impacts of the project were evaluated in accordance with the standards and methodologies set forth by the City of San Jose. Based on the City of San Jose's Transportation Analysis Policy (Policy 5-1) and the Transportation Analysis Handbook 2018, the transportation analysis report for the project includes a CEQA transportation analysis and a local transportation analysis (LTA). The CEQA transportation analysis comprises of an evaluation of Vehicle Miles Traveled (VMT) and cumulative impact analysis for the project's consistency with the Envision San Jose 2040 General Plan. The LTA supplements the CEQA transportation analysis by identifying transportation operational issues via an evaluation of weekday AM and PM peak-hour traffic conditions for 11 signalized intersections and two unsignalized intersections in the vicinity of the project site. The LTA also includes an analysis of freeway segment capacity, freeway ramp operations, site access, on-site circulation, parking, vehicle queueing, and effects to transit, bicycle, and pedestrian access.

CEQA Transportation Analysis

The CEQA transportation impacts of the project was evaluated based on a VMT analysis and a cumulative impact analysis for the project's consistency with the Envision San Jose 2040 General Plan.

VMT Impact (Less than Significant with Mitigation)

For the project-level VMT analysis, the City of San Jose VMT Evaluation Tool was used to evaluate the VMT impact for the office use of the project, while the City's Travel Demand Model (model) was used to evaluate the VMT impact for the fitness center, retail, and restaurant uses of the project.

According to the VMT tool, The VMT generated by the office component of the project (12.81 VMT per employee) would exceed the threshold of 12.21 VMT per employee; therefore, the project would result in a significant transportation impact on VMT, and mitigation measures are required to reduce the VMT impact.

The model results showed that the fitness center, retail, and restaurant uses would cause a net decrease of 2,398 VMT per day. Because the commercial component of the project would result in a net decrease in VMT, the commercial component would not result in a significant VMT based on the threshold of significance for retail uses.

Mitigation Measures

The project would be required to implement the following off-site mitigation measures to reduce the significant VMT impact from the office use.

- Remove the pork chop island at the northwest corner of the Saratoga Avenue/Stevens Creek Boulevard intersection. The mitigation measure is addition to the removal of the pork chop island at the southeast corner along the project frontage that would be implemented as part of the project.
- Remove the pork chop islands at the southwest and northeast corners of the Saratoga Avenue/Kiely Boulevard intersection.
- Implement VTA bus stop improvements for the bus stop on westbound Stevens Creek Boulevard west of Saratoga Avenue and move the bus stop eastward closer to the intersection. The mitigation measure is addition to the bus stop improvements the project would implement for the bus stop on eastbound Stevens Creek Boulevard east of Saratoga Avenue as part of the project.

The mitigation measures would increase accessibility for transit users, bicyclists, and pedestrians and would reduce the project VMT per worker to 12.21, which would make the project impact less than significant.

Cumulative Impact (Less than Significant)

The project is consistent with the General Plan and Stevens Creek Boulevard Urban Village Plan goals and policies for the following reasons:

- The project would be a mixed-use development with higher intensity commercial development.
- The project would include ground floor-commercial spaces fronting Stevens Creek Boulevard and Saratoga Avenue.
- The project would provide a public plaza at the corner of the Saratoga Avenue/ Stevens Creek Boulevard intersection.
- The project would provide 20-foot sidewalks with planters and landscaping along Stevens Creek Boulevard and Saratoga Avenue. Wider sidewalks would improve pedestrian access to the transit stop and other destinations.
- The project would provide 12-foot sidewalks with planters along Northlake Drive.
- The project would provide a parking garage that it is not attached to a single development but can be shared by land uses on the site.

- The project would be integrated with the City's transportation system, including transit, roads, and pedestrian facilities.
- The project would not negatively impact existing transit, bicycle or pedestrian infrastructure, nor would it conflict with any adopted plans or policies for new transit, bicycle or pedestrian facilities.
- The project would provide vehicle parking spaces lower than the required parking spaces and would implement a TDM plan to reduce parking demand.

Therefore, the project would be considered part of the cumulative solution to meet the General Plan's long-range transportation goals and would result in a less-than-significant cumulative impact.

Local Transportation Analysis

Project Trip Generation

Based on the trip generation rates published in the Institute of Transportation Engineers' (ITE) *Trip Generation Manual*, 10th Edition, and applicable reductions, it is estimated that the proposed project would generate 7,682 new daily trips, with 583 new trips (397 inbound and 186 outbound) occurring during the AM peak hour and 769 new trips (329 inbound and 440 outbound) occurring during the PM peak hour.

Intersection Traffic Operations

Based on the City of San Jose intersection operations analysis criteria, the added project trips would cause adverse operations effects at the Winchester Boulevard/Stevens Creek Boulevard intersection in San Jose and at the San Tomas Expressway/Stevens Creek Boulevard intersection in Santa Clara. Improvements to address the level of service deficiency at these intersections are discussed below.

Winchester Boulevard and Stevens Creek Boulevard

To offset the level of service deficiency at the Winchester Boulevard/Stevens Creek Boulevard intersection, the project should implement the complete street improvements identified by the City. As described above under VMT Impact, the project would implement off-site multi-modal network improvements to mitigate the VMT impacts. The mitigation measures would qualify as the improvements to offset the level of service deficiency at the Winchester Boulevard/Stevens Creek Boulevard intersection.

San Tomas Expressway and Stevens Creek Boulevard

This intersection's level of service could be improved by adding a fourth through lane in the northbound direction on San Tomas Expressway. The August 2015 update of the County Expressway Plan 2040 identifies the widening of San Tomas Expressway to eight lanes (by adding a 4th through lane to both the north and south approaches) between Stevens Creek Boulevard and Campbell Avenue as a Tier 3 project. It also identifies a grade separation improvement at this intersection as a Tier 3 project. Either the roadway widening or grade separation improvement would improve the intersection level of service to an acceptable LOS E. Therefore, to address the level of service deficiency at the San Tomas Expressway/Stevens Creek Boulevard intersection, the project would be required a fair share contribution towards the County's expressway improvements.

Alternative TDM Improvements

The project would implement a TDM plan to reduce parking demand and satisfy the parking reduction requirements as specified in the Zoning Code. The proposed TDM measures are listed below:

- Bicycle parking facilities

- On-site showers and lockers
- Preferential parking for carpools
- Passenger loading for rideshare vehicles
- Commute trip reduction marketing and education
- Rideshare resources
- Ride-matching assistance
- Building designs to support telecommute/flexible work schedules

Alternatively, to eliminate the adverse intersection operations effects at the two affected intersections, the project could implement additional TDM measures to achieve an additional 20% reduction in office and fitness center trips.

For the proposed office use, according to the San Jose VMT Evaluation Tool, additional TDM measures that can be implemented are listed below:

- Employee parking "cash-out" – Project employers to offer employees the choice to forgo subsidized/free parking for a cash payment.
- Telecommuting and alternative work schedule program – A program to allow and encourage employee to telecommute from home when possible, or to shift work schedules such that travel occurs outside of peak congestion periods.

For the proposed fitness center, because the San Jose VMT Evaluation Tool is designed to identify TDM measures to reduce VMT/trips generated by employees and residences, it is not suitable for fitness center customers. To reduce the employee trips, the fitness center should implement similar TDM measures for the office use. To reduce the customer trips during the peak hours, potential TDM measures to be implemented would include:

- Implement a reward program to encourage use of carpooling, transit, and bicycling/walking. The program would give credits or points to members using alternative modes through a reward program, which can be used toward future spending or purchases in the fitness center.

Traffic Operations at Saratoga Avenue/I-280 Interchange

Although the intersection operations analysis shows acceptable levels of service at the intersections that make up the Saratoga Avenue/I-280 interchange, the project is expected to adversely affect the traffic operations of these intersections. To improve traffic flow along Saratoga Avenue, the City has developed an improvement plan for Saratoga Avenue between Stevens Creek Boulevard and Blackford Avenue and Kiely Boulevard between Saratoga Avenue and Northlake Drive. The project would be required to construct a second northbound left-turn lane and remove the pork chop island at the southeast corner at the Saratoga Avenue/Stevens Creek Boulevard intersection per the City's improvement plan.

Freeway Segment Capacity Analysis

The results of the CMP freeway segment analysis show that the project is not projected to add traffic volumes representing one percent or more of the freeway capacity. Based on CMP freeway impact criteria, none of the freeway segments would be impacted by the project.

Freeway Ramp Operations Analysis

The I-280/Saratoga Avenue northbound on-ramps provide access from the project site to I-280 north, and the I-280/Saratoga Avenue southbound on-ramp provides access to I-280 south. The northbound on-ramps are metered during the AM commute period, and the southbound on-ramp is metered during the PM commute period.

Based on the on-ramp meter analysis, existing vehicle storage on these on-ramps is adequate to serve the existing vehicle queues and would continue to adequately serve the estimated vehicle queues that would develop with the addition of project-generated traffic.

At the I-280 northbound and southbound the off-ramps, the queues do not back up onto the freeway mainline. The queues clear within one signal cycle; therefore, the project is not expected to result in a noticeable increase in vehicle queuing or delay on the off-ramps.

Intersection Vehicle Queuing Analysis

The analysis of intersection levels of service was supplemented with a vehicle queuing analysis for left-turn lanes at intersections where the project would add a substantial number of trips to the left-turn movements.

Under background plus project conditions, the queuing analysis indicates that the 95th percentile left-turn vehicle queues would exceed the northbound left-turn vehicle storage capacity at the Saratoga Avenue/Stevens Creek Boulevard intersection in the PM peak hour and the westbound left-turn vehicle storage capacity at the Saratoga Avenue/Kiely Boulevard intersection in the PM peak hour.

To improve traffic flow along Saratoga Avenue, the City has developed an improvement plan for Saratoga Avenue between Stevens Creek Boulevard and Blackford Avenue. The Saratoga Avenue/Stevens Creek Boulevard intersection is part of the planned improvements for Saratoga Avenue. Because the intersection is adjacent to the site and would serve many of the project trips, the project would be required to implement a second northbound left-turn lane per the City's improvement plan to accommodate the estimated 95th percentile queue (250 feet per lane) under background plus project conditions. The improvement plan would also extend the westbound left-turn pockets and improve the vehicle queuing issue at the Saratoga Avenue/Kiely Boulevard intersection under background plus project conditions.

Other Transportation Issues

The proposed site plan shows adequate site access and on-site circulation, and no adverse traffic operational issues are expected to occur at the project driveways as a result of the project. The project would not have an adverse effect on the existing pedestrian or bicycle facilities in the study area.

Hexagon has the following recommendations resulting from the site access, circulation, and parking evaluations.

Recommendations

- Fifteen (15) feet of the curb segments next to the project driveways on Saratoga Avenue and Northlake Drive should be painted red to prohibit parking and ensure adequate sight distance for outbound traffic.
- The project should designate curbside passenger loading zones on Stevens Creek Boulevard near the office building entrance and on Saratoga Avenue near the fitness center entrance, based on the City's evaluation of these zones at the implementation stage.
- The project should reserve some parking spaces on the ground level of the parking garage for the restaurant and retail customers. Additionally, the project should designate some parking spaces on the ground and P2 levels near the lobbies/elevators for carpool vehicles, which would encourage people to carpool and reduce parking demand.

- The project applicant should coordinate with City staff to determine if three loading spaces (two for the office/retail/restaurant building and one for the fitness center) would be adequate to serve the project.
- To qualify for a 43 percent reduction in the required vehicle parking spaces, the project would implement a TDM plan to reduce parking demand and satisfy the parking reduction requirements as specified in Section 20.90.220 of the Zoning Code. The project requires City approval for any reduction in on-site vehicle parking spaces.
- The required motorcycle parking spaces are based on the code-required vehicle parking spaces. The project proposes motorcycle parking spaces based on the proposed vehicle parking spaces. Therefore, the proposed motorcycle spaces are fewer than the required spaces. The project requires City approval for any reduction in on-site motorcycle parking spaces.

1. Introduction

This report presents the results of the transportation analysis (TA) conducted for the commercial development at 3896 Stevens Creek Boulevard in San Jose, California (see Figure 1). The project site is located within the Stevens Creek Boulevard Urban Village boundary. This study was conducted for the purpose of identifying the potential transportation impacts related to the project.

The transportation impacts of the project were evaluated following the standards and methodologies established in the City of San Jose's *Transportation Analysis Handbook,* adopted in April 2018. Based on the City of San Jose's Transportation Analysis Policy (Policy 5-1) and the *Transportation Analysis Handbook,* the TA report for the project includes a California Environmental Quality Act (CEQA) transportation analysis and a local transportation analysis (LTA).

Project Description

The site is currently occupied by multiple commercial/restaurant/retail buildings totaling 44,690 square feet (s.f.). The project would demolish the existing buildings and construct a commercial building with 308,000 s.f. of office space, 10,000 s.f. of retail space, and 5,000 s.f. of restaurant space, a fitness center building with 151,258 square feet of floor area, and a parking garage (see Figure 2).

Access to the parking garage would be provided via one driveway on Saratoga Avenue and one driveway on Northlake Drive. The driveway on Saratoga Avenue would align with the existing mid-block left-turn pocket, so vehicles would be able to make left turns into the driveway but not out.

Because the project proposes a 43 percent reduction in required parking spaces (more than the 20 percent parking reduction allowed for developments in Urban Villages), the project would implement a transportation demand management (TDM) plan to reduce parking demand and satisfy the parking reduction requirements as specified in Section 20.90.220 of the Zoning Code.

Urban Village and Grand Boulevard

The project site is located within the Stevens Creek Boulevard Urban Village per the Envision San Jose 2040 General Plan. Urban Villages are walkable, bicycle-friendly, transit-oriented, mixed-use settings that provide both housing and jobs, thus supporting the General Plan's environmental goals. The urban village strategy fosters:

- Engagement of village area residents in the urban village planning process
- Mixed residential and employment activities that are attractive to an innovative workforce Revitalization of underutilized properties that have access to existing infrastructure

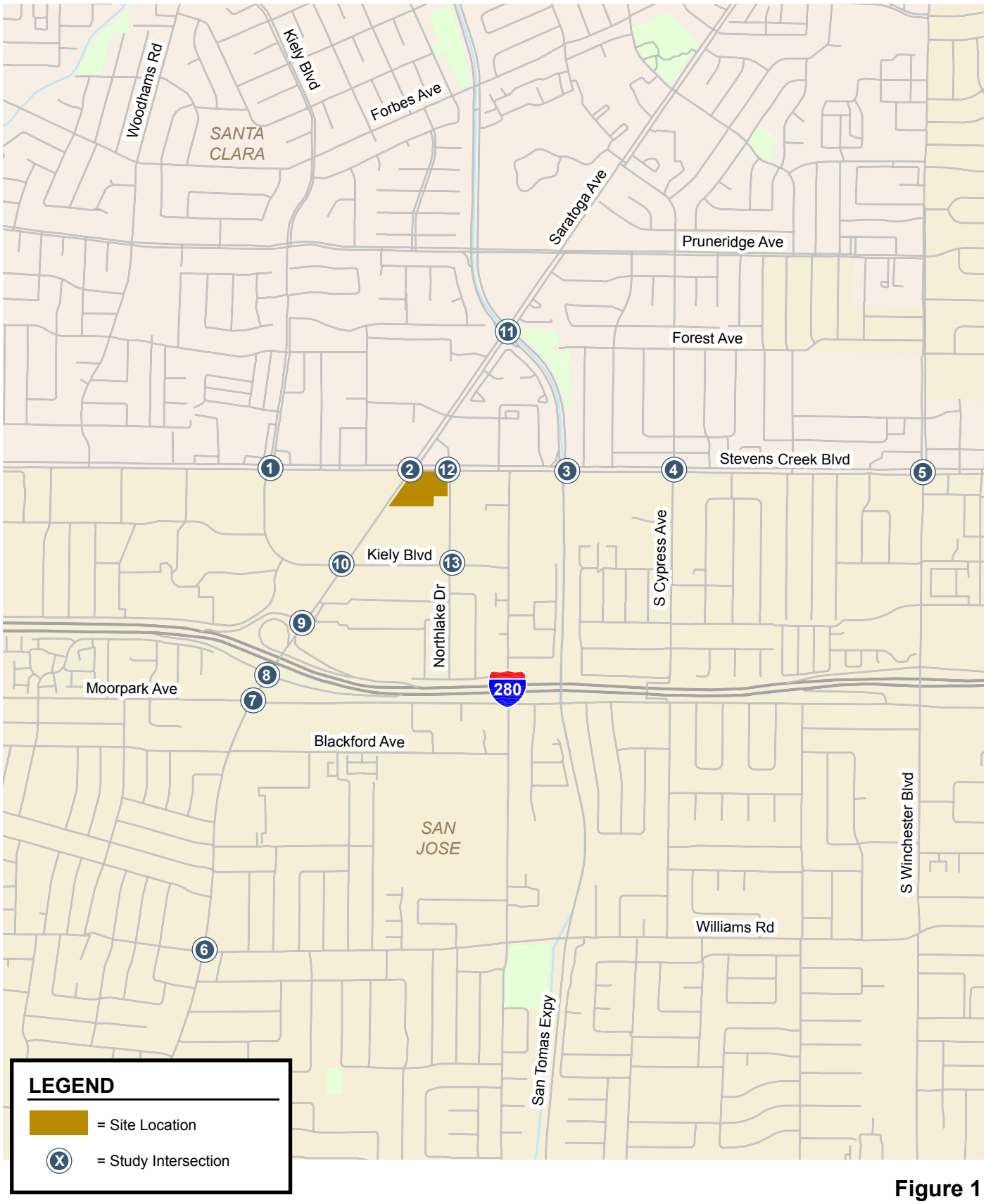

Figure 1
Site Location and Study Intersections

NORTH
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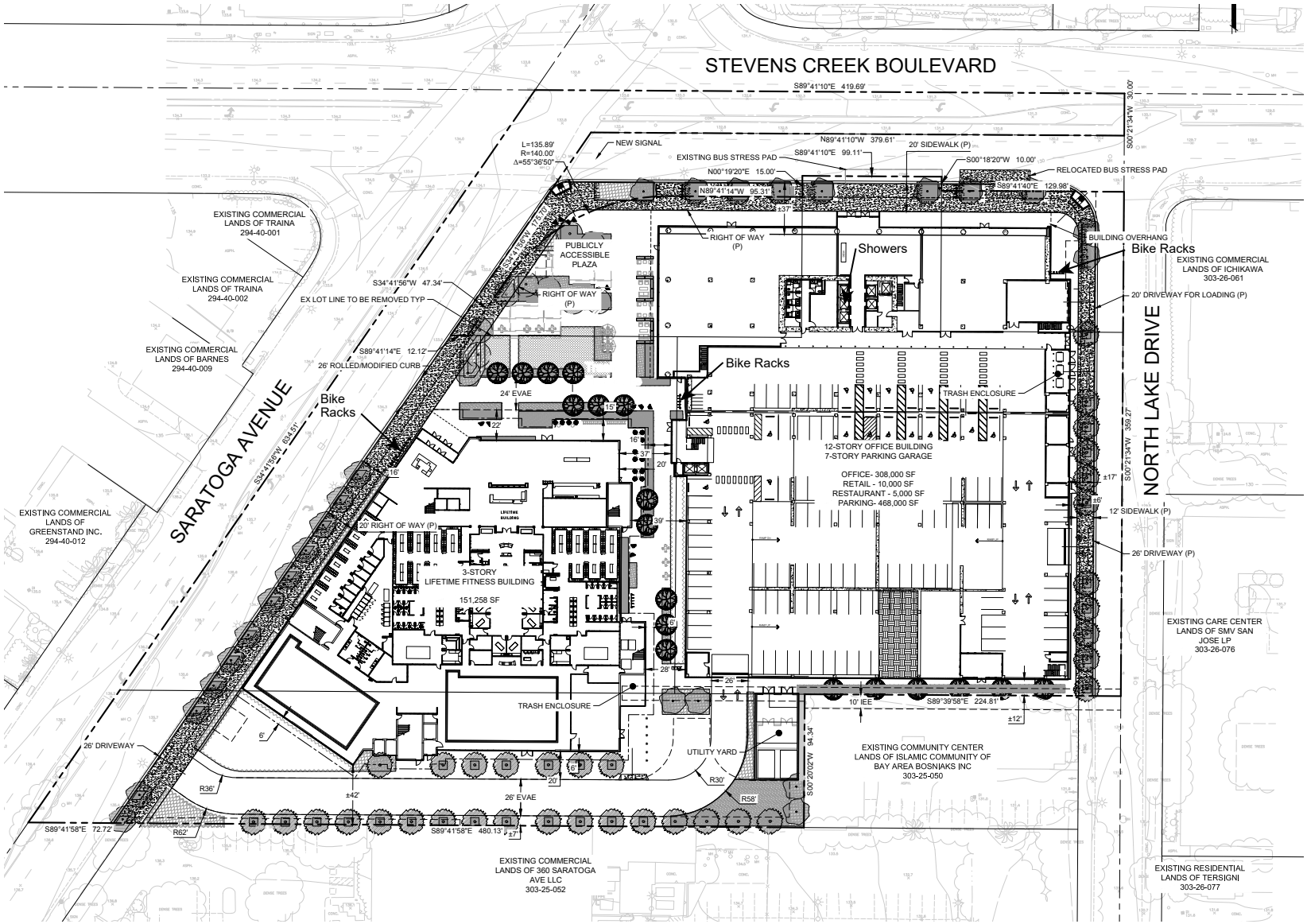

Figure 2
Project Site Plan

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- Densities that support transit use, bicycling, and walking
- High-quality urban design

The project fronts Stevens Creek Boulevard and Saratoga Avenue, which are both designated as Grand Boulevards in the Envision San Jose 2040 General Plan. Grand Boulevards are designated as major transportation corridors that connect City neighborhoods.

Transportation Policies

In adherence with State of California Senate Bill 743 (SB 743) and the City's goals as set forth in the Envision San Jose 2040 General Plan, the City of San Jose has adopted a new Transportation Analysis Policy, Council Policy 5-1. The policy replaces its predecessor (Council Policy 5-3) and establishes the thresholds for transportation impacts under CEQA based on vehicle miles traveled (VMT) instead of intersection level of service (LOS). The intent of this change is to shift the focus of transportation analysis under CEQA from vehicle delay and roadway auto capacity to a reduction in vehicle emissions, and the creation of robust multimodal networks that support integrated land uses. All new projects are required to analyze transportation impacts using the VMT metric and conform to Council Policy 5-1. The new Transportation Analysis Policy took effect on March 29, 2018.

The new Transportation Analysis Policy 5-1 aligns with the Envision San Jose 2040 General Plan which seeks to focus new development growth within Planned Growth Areas, bringing together office, residential, and service land uses to internalize trips and reduce VMT. VMT-based policies support dense, mixed-use, infill projects as established in the General Plan's Planned Growth Areas.

The Envision San Jose 2040 General Plan contains policies to encourage the use of non-automobile transportation modes to minimize vehicle trip generation and reduce VMT, including the following:

- Accommodate and encourage the use of non-automobile transportation modes to achieve San Jose's mobility goals and reduce vehicle trip generation and VMT (TR-1.1);
- Consider impacts on overall mobility and all travel modes when evaluating transportation impacts of new developments or infrastructure projects (TR-1.2);
- Through the entitlement process for new development, projects shall be required to fund or construct needed transportation improvements for all transportation modes, giving first consideration to improvement of bicycling, walking and transit facilities and services that encourage reduced vehicle travel demand (TR-1.4);
- Require new development where feasible to provide on-site facilities such as bicycle storage and showers, provide connections to existing and planned facilities, dedicate land to expand existing facilities or provide new facilities such as sidewalks and/or bicycle lanes/paths, or share in the cost of improvements (TR-2.8);
- As part of the development review process, require that new development along existing and planned transit facilities consist of land use and development types and intensities that contribute towards transit ridership, and require that new development is designed to accommodate and provide direct access to transit facilities (TR-3.3);
- Balance business viability and land resources by maintaining an adequate supply of parking to serve demand while avoiding excessive parking supply that encourages automobile use (TR-8.2);
- Discourage, as part of the entitlement process, the provision of parking spaces significantly above the number of spaces required by code for a given use (TR-8.4);

- Allow reduced parking requirements for mixed-use developments and for developments providing shared parking or a comprehensive transportation demand management (TDM) program, or developments located near major transit hubs or within Urban Villages and other Growth Areas (TR-8.6);
- Within new development, create and maintain a pedestrian-friendly environment by connecting the internal components with safe, convenient, accessible, and pleasant pedestrian facilities and by requiring pedestrian connections between building entrances, other site features, and adjacent public streets (CD-3.3);
- Create a pedestrian-friendly environment by connecting new residential development with safe, convenient, accessible, and pleasant pedestrian facilities. Provide such connections between new development, its adjoining neighborhood, transit access points, schools, parks, and nearby commercial areas (LU-9.1).

CEQA Transportation Analysis Scope and Methodology

The CEQA transportation analysis for the project consists a project-level VMT impact analysis and a cumulative impact analysis that demonstrates the project's consistency with the Envision San Jose 2040 General Plan.

The City of San Jose's Transportation Analysis Policy establishes procedures for determining project impacts on VMT based on project description, characteristics, and/or location. VMT is the total miles of travel by personal motorized vehicles a project is expected to generate in a day. VMT measures the full distance of personal motorized vehicle-trips with one end within the project. Typically, development projects that are farther from other, complementary land uses (such as a business park far from housing) and in areas without transit or active transportation infrastructure (bike lanes, sidewalks, etc.) generate more driving than development near complementary land uses with more robust transportation options. Therefore, developments located in a central business district with high density and diversity of complementary land uses and frequent transit services are expected to internalize trips and generate shorter and fewer vehicle trips than developments located in a suburban area with low density of residential developments and no transit service in the project vicinity.

Thresholds of Significance

The City of San Jose's *Transportation Analysis Handbook* includes screening criteria for projects that are expected to result in less-than-significant VMT impacts based on the project description, characteristics and/or location. Projects that meet the screening criteria do not require a CEQA transportation analysis. For a project that does meet the screening criteria, a project's VMT impact is determined by comparing the project VMT to the appropriate thresholds of significance (see Table 1) based on the type of development. When assessing a residential project, the project's VMT is divided by the number of residents expected to occupy the project to determine the VMT per capita. When assessing an office or industrial project, the project's VMT is divided by the number of employees to determine the VMT per employee. The project's VMT is then compared to the VMT thresholds of significance established based on the average area VMT.

The project would build 308,000 s.f. for the office component, which exceeds the screening criteria of 10,000 s.f. for office developments. Therefore, a CEQA transportation analysis is required to evaluate the project's VMT against the threshold of significance. For office developments, the threshold of significance is the existing regional average VMT minus 15 percent, which calculates to 12.21 daily miles per worker.

Table 1
VMT Thresholds of Significance for Development Projects

Project Types	Significance Criteria	Current Level	Threshold
Residential Uses	Project VMT per capita exceeds existing citywide average VMT per capita minus 15 percent, or existing regional average VMT per capita minus 15 percent, whichever is lower.	11.91 VMT per capita (Citywide Average)	10.12 VMT per capita
General Employment Uses	Project VMT per employee exceeds existing regional average VMT per employee minus 15 percent.	14.37 VMT per employee (Regional Average)	12.21 VMT per employee
Industrial Employment Uses	Project VMT per employee exceeds existing regional average VMT per employee.	14.37 VMT per employee (Regional Average)	14.37 VMT per employee
Retail / Hotel / School Uses	Net increase in existing regional total VMT.	Regional Total VMT	Net Increase
Public / Quasi-Public Uses	In accordance with most appropriate type(s) as determined by Public Works Director.	Appropriate levels listed above	Appropriate thresholds listed above
Mixed-Uses	Evaluate each land use component of a mixed-use project independently, and apply the threshold of significance for each land use type included.	Appropriate levels listed above	Appropriate thresholds listed above
Change of Use / Additions to Existing Development	Evaluate the full site with the change of use or additions to existing development, and apply the threshold of significance for each project type included.	Appropriate levels listed above	Appropriate thresholds listed above
Area Plans	Evaluate each land use component of the Area Plan independently, and apply the threshold of significance for each land use type included.	Appropriate levels listed above	Appropriate thresholds listed above

Source: City of San Jose, *2018 Transportation Analysis Handbook* , Table 2.

The project would also include a 151,258 square-foot fitness center, 5,000 s.f. of restaurant space, and 10,000 s.f. of retail space. Since the City has not established thresholds of significance for fitness centers and restaurants, the project cannot be evaluated directly using the City's VMT evaluation tool. Accordingly, based on direction from the City staff, the VMT analysis for these proposed uses was conducted by converting vehicle trips generated by the fitness center and restaurant space to an equivalent retail square footage, for which the City has established a screening criterion and threshold of significance. These uses exhibit similar vehicle mode share characteristics, travel patterns, and trip length characteristics to that of retail uses (e.g., both uses typically serve nearby local businesses and residents). Based on the conversion process, the proposed fitness center and restaurant space would generate daily trips equivalent to 172,821 square feet of retail space (see Table 2). With the proposed retail space, the total daily trips generated by the fitness center, restaurant space, and retail space are equivalent to 182,821 square feet of retail space, which is greater than the screening criteria for local-serving retail developments (100,000 s.f. or less). Therefore, a CEQA transportation analysis is required to evaluate the project's VMT against the threshold of significance. For retail developments, the threshold of significance is any net increase in existing regional total VMT. A retail project that would result in any increase in regional VMT is considered an impact.

Table 2
Equivalent Retail Space for Fitness Center and Restaurant Space

Land Use	ITE Land Use Code	Size		Daily Trips Trip Rate		Daily Trips Trips
Proposed Non-Office Commercial Land Uses						
Fitness Center	Health/Fitness Club (Land Use 492) & Recreational Community Center (Land Use 495)	151,258	s.f.	33.71	per 1000 s.f.	5,099
Quality Restaurant	Quality Restaurant (Land Use 931)	3,500	s.f.	83.84	per 1000 s.f.	293
Coffee/Donut Shop	Quality Restaurant (Land Use 931)	1,500	s.f.	754.55	per 1000 s.f.	1,132
Retail	820 (Shopping Center)	10,000	s.f.	37.75	per 1000 s.f.	378
Equivalent Land Use						
Retail	820 (Shopping Center)			37.75	per 1000 s.f.	6,902
Equivalent Square Footage		**182,821**	**s.f.**			

All trip rates are from ITE Trip Generation Manual, 10th Edition, 2017

Area VMT

To identify whether a project would result in VMT impacts and whether the impacts can be mitigated, the City has created heat maps for residential and employment developments that show the current VMT per capita and per worker based on the locations of residences and jobs. Figure 3 shows the VMT heat map for workers in the City. Developments in the green-colored areas are estimated to have VMT levels that are below the thresholds of significance, while the orange- and pink-colored areas are estimated to have VMT levels that are above the thresholds of significance. A project located in a downtown area is shown to have the area VMT lower than the thresholds of significance, while a project located in a suburban area is expected to generate area VMT higher than the thresholds of significance. As shown in Figure 3, the project site is in a yellow area which means that the current VMT level per worker in the project area is close to the regional average VMT level.

Project VMT Analysis Methodology

To determine whether a project would result in CEQA transportation impacts related to VMT, the City has developed the San Jose VMT Evaluation Tool to streamline the analysis for residential, office, and industrial projects with local traffic. For larger projects with regional traffic, the City of San Jose's Travel Demand Model (model) may be required for the CEQA transportation analysis.

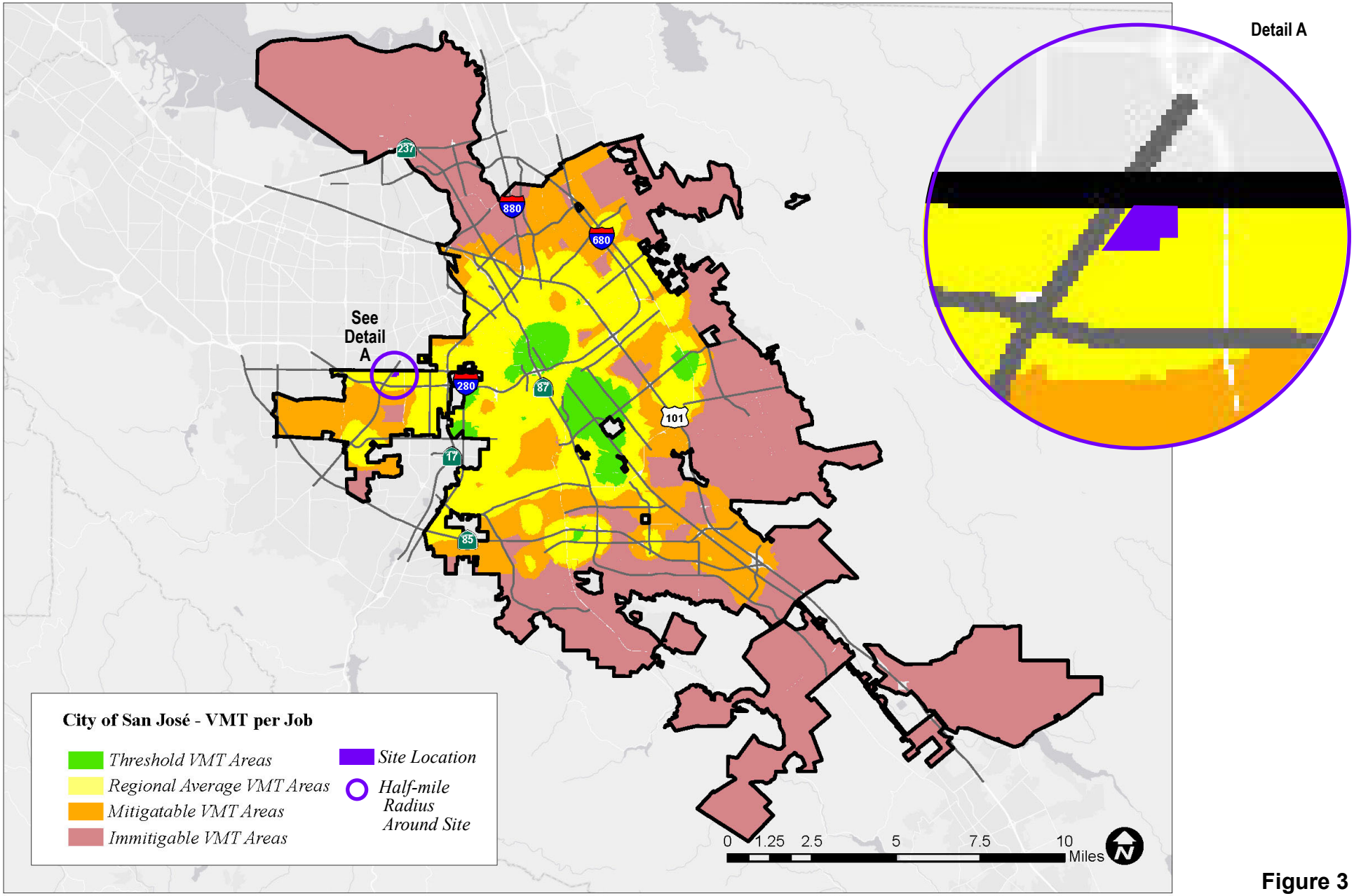


Figure 3
VMT Heat Map for Workers in San Jose

NORTH
Not to Scale

The VMT evaluation tool can be used to estimate the VMT of the office component of the project. Based on the assessor's parcel number (APN) of a project, the VMT evaluation tool identifies the existing average VMT per capita and the existing average VMT per employee for the area. Based on the type of development, project description, and proposed trip reduction measures, the VMT evaluation tool calculates the project VMT. Projects located in areas where the existing VMT is above the established threshold are referred to as being in "high-VMT areas". Projects in high-VMT areas are required to include a set of VMT reduction measures that would reduce the project VMT to the extent possible.

The VMT evaluation tool evaluates a list of selected VMT reduction measures that can be applied to a project to reduce the project VMT. There are four strategy tiers whose effects on VMT can be calculated with the VMT evaluation tool:

1. Project characteristics (e.g. density, diversity of uses, design, and affordability of housing) that encourage walking, biking and transit uses.
2. Multimodal network improvements that increase accessibility for transit users, bicyclists, and pedestrians,
3. Parking measures that discourage personal motorized vehicle-trips, and
4. Transportation demand management (TDM) measures that provide incentives and services to encourage alternatives to personal motorized vehicle-trips.

The first three strategies – land use characteristics, multimodal network improvements, and parking – are physical design strategies that can be incorporated into the project design. TDM includes programmatic measures that aim to reduce VMT by decreasing personal motorized vehicle mode share and by encouraging more walking, biking, and riding transit. TDM measures should be enforced through annual trip monitoring to assess the project's status in meeting the VMT reduction goals.

As described above, the proposed fitness center, restaurant space, and retail space would result in equivalent retail space that is not consider local-serving retail. Therefore, the City of San Jose's Travel Demand Model (model) was used to analyze the VMT impact of the proposed fitness center, restaurant space, and retail space. The citywide VMT was estimated both with and without the project.

Local Transportation Analysis Scope

The LTA supplements the VMT analysis by identifying potential adverse operational effects that may arise due to a new development, as well as evaluating the effects of a new development on site access, circulation, and other safety-related elements in the proximate area of the project.

As part of the LTA, a project is required to conduct an intersection operations analysis if the project is expected to add 10 or more vehicle trips per hour per lane to any signalized intersection that is located within a half-mile of the project site and is currently operating at LOS D or worse. Based on these criteria, as outlined in the City's *Transportation Analysis Handbook,* a list of study intersections was developed. Note that intersections that do not meet all the criteria may be added to the list of study intersections at the City's discretion. The LTA comprises an analysis of AM and PM peak-hour traffic conditions for the following eleven (11) signalized intersections and two (2) unsignalized intersections (see Figure 1):

1. Kiely Boulevard and Stevens Creek Boulevard*
2. Saratoga Avenue and Stevens Creek Boulevard*
3. San Tomas Expressway and Stevens Creek Boulevard* (City of Santa Clara)
4. Cypress Avenue and Stevens Creek Boulevard
5. Winchester Boulevard and Stevens Creek Boulevard*

6. Saratoga Avenue and Williams Road
7. Saratoga Avenue and Moorpark Avenue*
8. Saratoga Avenue and I-280 Southbound Ramps*
9. Saratoga Avenue and I-280 Northbound On-Ramp*
10. Saratoga Avenue and Kiely Boulevard*
11. San Tomas Expressway and Saratoga Avenue* (City of Santa Clara)
12. Northlake Drive and Stevens Creek Boulevard (unsignalized)
13. Northlake Drive and Kiely Boulevard (unsignalized)

*Denotes CMP intersection

Nine signalized study intersections are designated as Congestion Management Program (CMP) intersections, two of which are located in the City of Santa Clara. The Santa Clara Valley Transportation Authority (VTA) administers the CMP and monitors the PM peak-hour traffic conditions of CMP intersections.

Traffic conditions at the study intersections were analyzed for the weekday AM and PM peak hours. The weekday AM peak hour is generally between 7:00 and 9:00 AM and the weekday PM peak hour is typically between 4:00 and 6:00 PM. It is during these periods that the most congested traffic conditions occur on a typical weekday.

Traffic conditions were evaluated for the following scenarios:

- ***Existing Conditions.*** Existing AM and PM peak-hour traffic volumes were obtained from the City of San Jose, CMP, and new turning-movement counts (included in Appendix A). The new count data have been reviewed and approved by City of San Jose Department of Transportation staff for use in this traffic study. The signalized study intersections were evaluated with a level of service analysis using TRAFFIX software in accordance with the *2000 Highway Capacity Manual* methodology.
- ***Background Conditions*.** Background traffic volumes were estimated by adding to existing peak-hour volumes the projected volumes from approved but not yet completed developments. The added traffic from approved but not yet completed developments was provided by the City of San Jose in the form of the Approved Trips Inventory (ATI). The ATI sheets are contained in Appendix B. The City of Santa Clara provided a list of approved and pending developments. Approved developments in the study area were included under background conditions. Background conditions represent the baseline conditions to which project conditions are compared for the purpose of determining potential adverse operational effects of the project.
- ***Background Plus Project Conditions.*** Background plus project conditions reflect projected traffic volumes on the planned roadway network with completion of the project and approved developments. Background plus project traffic volumes were estimated by adding to background traffic volumes the additional traffic generated by the project.
- ***Cumulative Conditions*.** Near-term cumulative traffic volumes reflect projected traffic volumes on the planned roadway network with completion of the pending developments in the area, as well as the proposed project and approved developments. A list of pending developments in the project vicinity was provided by the Cities of San Jose and Santa Clara. This scenario was evaluated for the purposes of identifying potential cumulative project impacts at two study intersections in Santa Clara. For the study intersections in San Jose, the scenario is provided for informational purposes at the request of the City of San Jose.

The LTA also includes a freeway segment capacity analysis, a freeway ramp operations analysis, a vehicle queuing analysis at selected intersections, a review of site access and on-site circulation, an evaluation of potential effects to transit, bicycle, and pedestrian facilities.

Local Transportation Analysis Methodology

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

Eleven (11) of the study intersections are located within the City of San Jose and were evaluated based on the City of San Jose standard. Two of the study intersections are located within the City of Santa Clara and are CMP intersections and were evaluated based on the CMP level of service standard.

Data Requirements

The data required for the analysis were obtained from new traffic counts, the Cities of San Jose and Santa Clara, the 2018 CMP Annual Monitoring Report, previous traffic studies, and field observations. The following data were collected from these sources:

- existing traffic volumes
- lane configurations
- signal timing and phasing
- approved project trips
- pending project list

Level of Service Analysis Methodology and Standards

Traffic conditions at the study intersections were evaluated using level of service (LOS). *Level of Service* is a qualitative description of operating conditions ranging from LOS A, or free-flow conditions with little or no delay, to LOS F, or jammed conditions with excessive delays. The analysis methods are described below.

Signalized Intersections

The Cities of San Jose and Santa Clara evaluate level of service at signalized intersections based on the 2000 *Highway Capacity Manual (HCM)* level of service methodology using TRAFFIX software. Since TRAFFIX is the level of service methodology for the CMP-designated intersections, the Cities of San Jose and Santa Clara employ the CMP defaults values for the analysis parameters. This HCM method evaluates signalized intersection operations on the basis of average control delay time for all vehicles at the intersection. The correlation between average delay and level of service is shown in Table 3.

Signalized study intersections are subject to the local municipalities' level of service standards. The City of San Jose has established LOS D as the minimum acceptable intersection operations standard for all signalized intersections unless superseded by an Area Development Policy. The City of Santa Clara level of service standards are LOS D for city-controlled signalized intersections and LOS E for CMP intersections because the CMP level of service standard for CMP facilities is LOS E.

Four of the CMP study intersections in San Jose are inside designated infill opportunity zones (IOZ). According to the Transportation Analysis Handbook, the CMP legislation provided local jurisdictions options to designate IOZ and exempt CMP facilities located within the IOZ from the provisions of the

CMP's intersection operations standard. Therefore, there is no operations standard for these intersections.

Table 3
Signalized Intersection Level of Service Definitions Based on Control Delay

Level of Service	Description	Average Control Delay Per Vehicle (sec.)
A	Signal progression is extremely favorable. Most vehicles arrive during the green phase and do not stop at all. Short cycle lengths may also contribute to the very low vehicle delay.	10.0 or less
B+ B B-	Operations characterized by good signal progression and/or short cycle lengths. More vehicles stop than with LOS A, causing higher levels of average vehicle delay.	10.1 to 12.0 12.1 to 18.0 18.1 to 20.0
C+ C C-	Higher delays may result from fair signal progression and/or longer cycle lengths. Individual cycle failures may begin to appear at this level. The number of vehicles stopping is significant, though may still pass through the intersection without stopping.	20.1 to 23.0 23.1 to 32.0 32.1 to 35.0
D+ D D-	The influence of congestion becomes more noticeable. Longer delays may result from some combination of unfavorable signal progression, long cycle lenghts, or high volume-to-capacity (V/C) ratios. Many vehicles stop and individual cycle failures are noticeable.	35.1 to 39.0 39.1 to 51.0 51.1 to 55.0
E+ E E-	This is considered to be the limit of acceptable delay. These high delay values generally indicate poor signal progression, long cycle lengths, and high volume-to-capacity (V/C) ratios. Individual cycle failures occur frequently.	55.1 to 60.0 60.1 to 75.0 75.1 to 80.0
F	This level of delay is considered unacceptable by most drivers. This condition often occurs with oversaturation, that is, when arrival flow rates exceed the capacity of the intersection. Poor progression and long cycle lengths may also be major contributing causes of such delay levels.	greater than 80.0

Source: Transportation Research Board, *2000 Highway Capacity Manual* (Washington, D.C., 2000) p10-16.
VTA Traffic Level of Service Analysis Guidelines (June 2003), Table 2.

Unsignalized Intersections

The City has not established a level of service standard for unsignalized intersections. The stop-controlled study intersections were analyzed for potential operational issues.

City of San Jose Definition of Adverse Intersection Operations Effects

According to the City of San Jose's *Transportation Analysis Handbook*, an adverse effect on intersection operations would occur if for either peak hour:

1. The level of service at the intersection degrades from an acceptable level (LOS D or better) under background conditions to an unacceptable level under background plus project conditions, or

2. The level of service at the intersection is an unacceptable level (LOS E or F) under background conditions and the addition of project trips cause both the critical-movement delay at the intersection to increase by four (4) or more seconds *and* the volume-to-capacity ratio (v/c) to increase by one percent (.01) or more.

The exception to criterion 2 above applies when the addition of project traffic reduces the amount of average control delay for critical movements, i.e., the change in average control delay for critical movements are negative. In this case, the threshold is when the project increases the critical v/c value by 0.01 or more.

Adverse effects at signalized intersections can be addressed by one of the following approaches:

- Construct improvements to the subject intersection or other roadway segments of the Citywide transportation system to increase overall capacity, or
- Reduce project-generated vehicle trips (e.g., implement a "trip cap") to eliminate the adverse operational effects and restore intersection operations to background conditions. The extent of trip reduction should be set at a level that is realistically attainable through proven methods of reducing trips.

The City recommends prioritizing improvements related to alternative transportation modes, parking measures, and/or TDM measures. Improvements that increase vehicle capacity are secondary and must not have unacceptable effects on existing or planned transportation facilities.

Although four of the study intersections are inside the City's IOZ that are exempt from the CMP's intersection operations standard, they are still subject to the City of San Jose level of service standards and are evaluated according to the City's adverse effect criteria.

City of Santa Clara Definition of Level of Service Deficiencies

Significance criteria are used to establish what constitutes an impact. Note that unlike the City of San Jose, the City of Santa Clara has not yet adopted VMT thresholds for use in determining significant transportation impacts under CEQA. Santa Clara is still using intersection level of service (LOS) to determine significant impacts. However, based on the outcome of the November 2019 *Citizens for Positive Growth & Preservation v. City of Sacramento* case and direction from the City of San Jose. Intersections that meet the significance criteria can no longer be an indication of a CEQA impact and will be determined as a level of service deficiency. Therefore, for the purposes of this study, the Santa Clara significance criteria are used to determine level of service deficiencies at two CMP intersections in Santa Clara.

The project is said to create a level of service deficiency on traffic conditions at a signalized intersection in the City of Santa Clara if for either peak hour:

1. The level of service at the intersection degrades from an acceptable level (LOS D or better for non-CMP intersections and LOS E or better for CMP intersections) under no-project conditions to an unacceptable LOS E or F when project generated traffic is added, or
2. The level of service at the intersection is an unacceptable level (LOS E or F at non-CMP intersections and LOS F at CMP intersections) under no-project conditions and the addition of project trips causes both the critical-movement delay at the intersection to increase by four (4) or more seconds *and* the volume-to-capacity ratio (v/c) to increase by one percent (0.01) or more.

An exception to criterion 2 above applies when the addition of project traffic reduces the amount of average delay for critical movements (i.e. the change in average delay for critical movements is negative). In this case, the threshold is an increase in the critical v/c value by 0.01 or more.

A level of service deficiency by the City of Santa Clara standard is said to be satisfactorily improved when improvements are implemented that would restore intersection level of service to no project conditions or better.

Intersection Vehicle Queuing Analysis

The analysis of intersection operations is typically supplemented with a vehicle queuing analysis at study intersections where the project would add a substantial number of vehicle trips to the left-turn movements or stop-controlled approaches. The analysis provides a basis for estimating future left-turn pocket storage requirements at the study intersections and is presented for informational purposes only, since the City of San Jose has not defined a policy related to queuing. Vehicle queues were estimated using a Poisson probability distribution, which estimates the probability of "n" vehicles for a vehicle movement using the following formula:

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

Where:

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

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

For signalized intersections, the 95th percentile queue length value indicates that during the peak hour, a queue of this length or less would occur on 95 percent of the signal cycles. Or, a queue length larger than the 95th percentile queue would only occur on 5 percent of the signal cycles (about 3 cycles during the peak hour for a signal with a 60-second cycle length). Thus, turn pocket storage designs based on the 95th percentile queue length would ensure that storage space would be exceeded only 5 percent of the time for a signalized movement. Vehicle queuing at unsignalized intersections are evaluated based on the delay experienced at the specific study turn movement.

Freeway Ramp Analysis Methodology

A freeway ramp operations analysis was performed to identify the effects of project traffic on the vehicle queues at the metered on-ramps and the signal-controlled off-ramps. Ramp operations at the study ramps were based on field observations during the AM and PM peak hours of traffic. It should be noted that the evaluation of freeway ramps is not required based on the VTA's *Transportation Impact Analysis (TIA) Guidelines*, nor are there adopted methodologies and impact criteria for the analysis of freeway ramps.

Report Organization

This report has a total of five chapters. Chapter 2 describes existing transportation conditions including the existing roadway network, transit service, bicycle and pedestrian facilities. Chapter 3 describes the CEQA transportation analysis, including the project VMT impact analysis, mitigation measures to reduce the VMT impact, and cumulative transportation impact assessment. Chapter 4 describes the local transportation analysis including operations of study intersections, the methods used to estimate project-generated traffic, the project's effects on the study intersections, and an analysis of other

transportation issues including freeway segment capacity analysis, freeway ramp operations, intersection vehicle queuing, site access and circulation, parking, and potential project effects on transit services, and bicycle and pedestrian facilities. Chapter 5 presents the conclusions of the transportation analysis.

2. Existing Transportation Conditions

This chapter describes the existing conditions of the transportation system within the study area of the project. It describes transportation facilities in the vicinity of the project site, including the roadway network, transit service, and pedestrian and bicycle facilities. The analysis of existing intersection operations is included as part of the local transportation analysis (see Chapter 4).

Existing Roadway Network

Regional access to the project site is provided via I-280. Direct access to the site is provided via Saratoga Avenue and Northlake Drive. Other roadways in the project vicinity include Stevens Creek Boulevard and Kiely Boulevard. These facilities are described below.

I-280 is an eight-lane freeway (three mixed-flow lanes and one high-occupancy vehicle (HOV) lane in each direction) in the vicinity of the site. I-280 extends northward through San Francisco and southward to US 101 in San Jose. East of US 101, it makes a transition into I-680 to Oakland. Access to and from the site is provided via a full interchange at Saratoga Avenue.

Saratoga Avenue is a north-south designated Grand Boulevard extending from Fallon Avenue in the north to the City of Saratoga in the south. In the vicinity of the project, Saratoga Avenue has four lanes north of Stevens Creek Boulevard and six lanes south of Stevens Creek Boulevard. It has a raised, landscaped median with left-turn pockets provided at intersections. Saratoga Avenue has sidewalks on both sides of the street and has a posted speed limit of 35 miles per hour (mph). On-street parking is permitted on both sides of the street with a two-hour limit from 6 AM to 10 PM in the project vicinity. Saratoga Avenue has bike lanes between Stevens Creek Boulevard and Williams Road. Saratoga Avenue provides direct access to the project site.

Northlake Drive is a two-lane local street that runs in the north-south direction between Stevens Creek Boulevard in the north to Akron Way in the south. Northlake Drive has sidewalks on both sides of the street and has a posted speed limit of 25 mph. On street parking is permitted on both sides of the street. Northlake Drive provides direct access to the project site.

Stevens Creek Boulevard is a six-lane arterial that runs in an east-west direction in the vicinity of the site. It is designated as a Grand Boulevard. There are left-turn pockets provided at intersections and a center turn lane provided between intersections in the study area. Stevens Creek Boulevard extends westward to Cupertino and eastward to Bascom Avenue, where it transitions into San Carlos Street. Stevens Creek Boulevard includes sidewalks on both sides of the street and has a posted speed limit of 40 mph. On-street parking is permitted on both sides of the street with a two-hour limit from 6 AM to 10 PM in the project vicinity. Stevens Creek Boulevard provides access to the project site via its intersections with Saratoga Avenue and Northlake Drive.

Kiely Boulevard is a north-south arterial that extends from Saratoga Avenue in the south to El Camino Real, where it transitions into Bowers Avenue in the north. It is designated as a City Connector Street. Near the project site, Kiely Boulevard has four lanes with left-turn pockets provided at intersections and a center turn lane provided between intersections west of Saratoga Avenue. Kiely Boulevard has two lanes with a center turn lane provided between Saratoga Avenue and Northlake Drive. Kiely Boulevard has a posted speed limit of 35 mph near the project vicinity. Sidewalks are provided on both sides of the street. On-street parking is permitted on both sides of the street with a two-hour limit from 6 AM to 10 PM in the project vicinity. Kiely Boulevard provides access to the project site via its intersections with Saratoga Avenue and Northlake Drive.

Existing Pedestrian, Bicycle and Transit Facilities

San Jose desires to provide a safe, efficient, economically, and environmentally sensitive transportation system that balances the needs of bicyclists, pedestrians, and public transit riders with those of cars and trucks. The existing bicycle, pedestrian and transit facilities in the study area are described below.

Existing Pedestrian and Bicycle Facilities

A complete network of sidewalks is present along the streets in the vicinity of the project site, including Saratoga Avenue, Stevens Creek Boulevard, Northlake Drive, and Kiely Boulevard. The signalized intersections in the vicinity of the project site all have crosswalks. Overall, the existing network of sidewalks and crosswalks has good connectivity and provides pedestrians with safe routes to the project site and transit stops.

Class II striped bike lanes are present on Saratoga Avenue south of Stevens Creek Boulevard. There are no other designated bike lanes or bike routes on streets in the immediate vicinity of the project site. Northlake Drive and Kiely Boulevard east of Saratoga Avenue are local streets that carry low traffic volumes and are conducive to bicyclists. Stevens Creek Boulevard, Kiely Boulevard, and Saratoga Avenue are arterial streets with high traffic volumes and vehicle speed. Bicyclists need to ride with caution on these streets. Bicycles are also permitted on San Tomas Expressway. However, due to high speeds and traffic volumes, it is recommended for use only by bicyclists with advanced skills.

Existing Transit Services

Existing transit service to the study area is provided by the VTA (see Figure 4 and Table 4). Two frequent bus routes (Routes 23 and 57) and one rapid bus route (Route 523) serve the vicinity of the project area, as described below. The bus stop closest to the project site is located on Stevens Creek Boulevard along the project frontage.

Existing Intersection Lane Configurations

The existing lane configurations at the study intersections were determined by observations in the field and are shown on Figure 5.

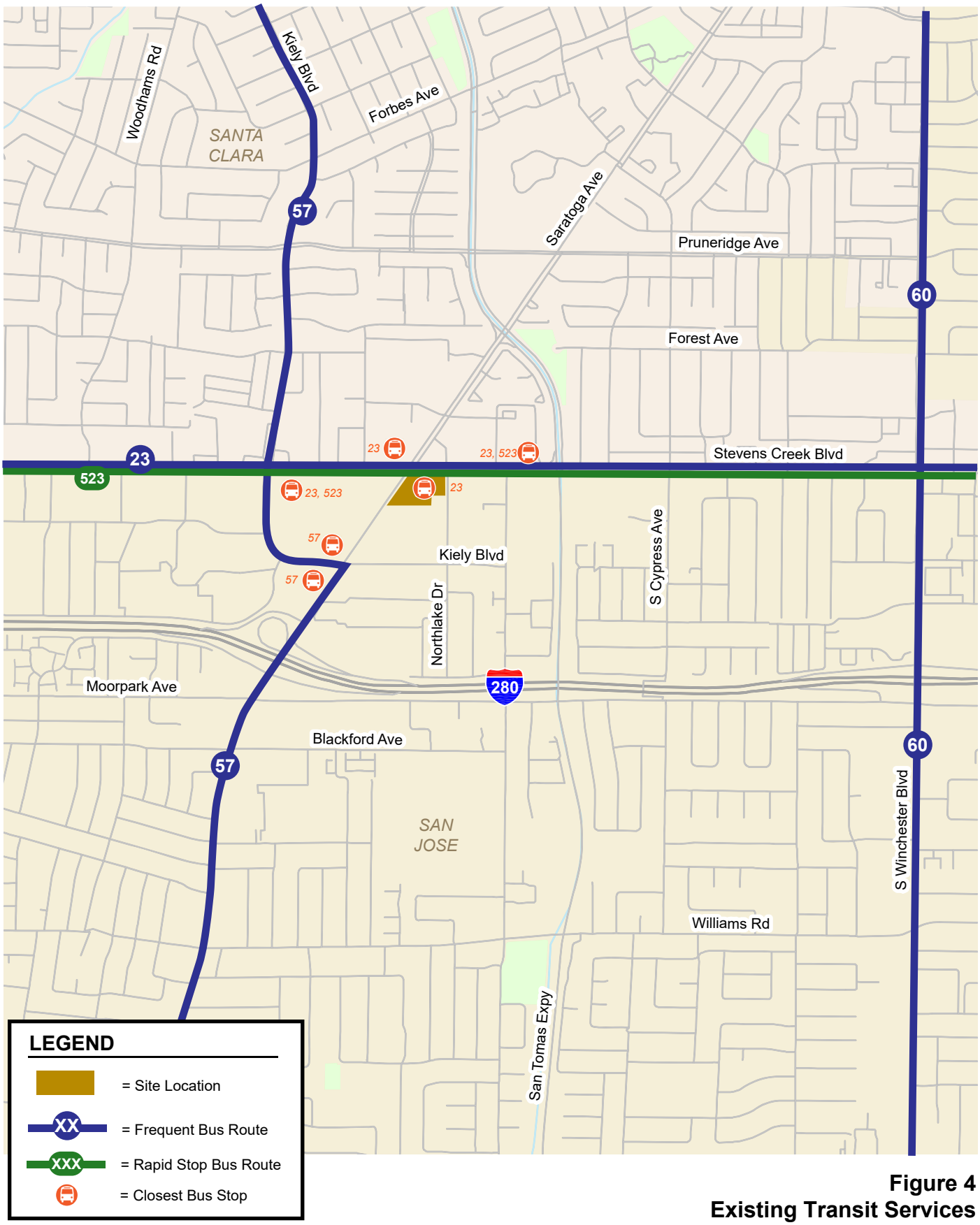
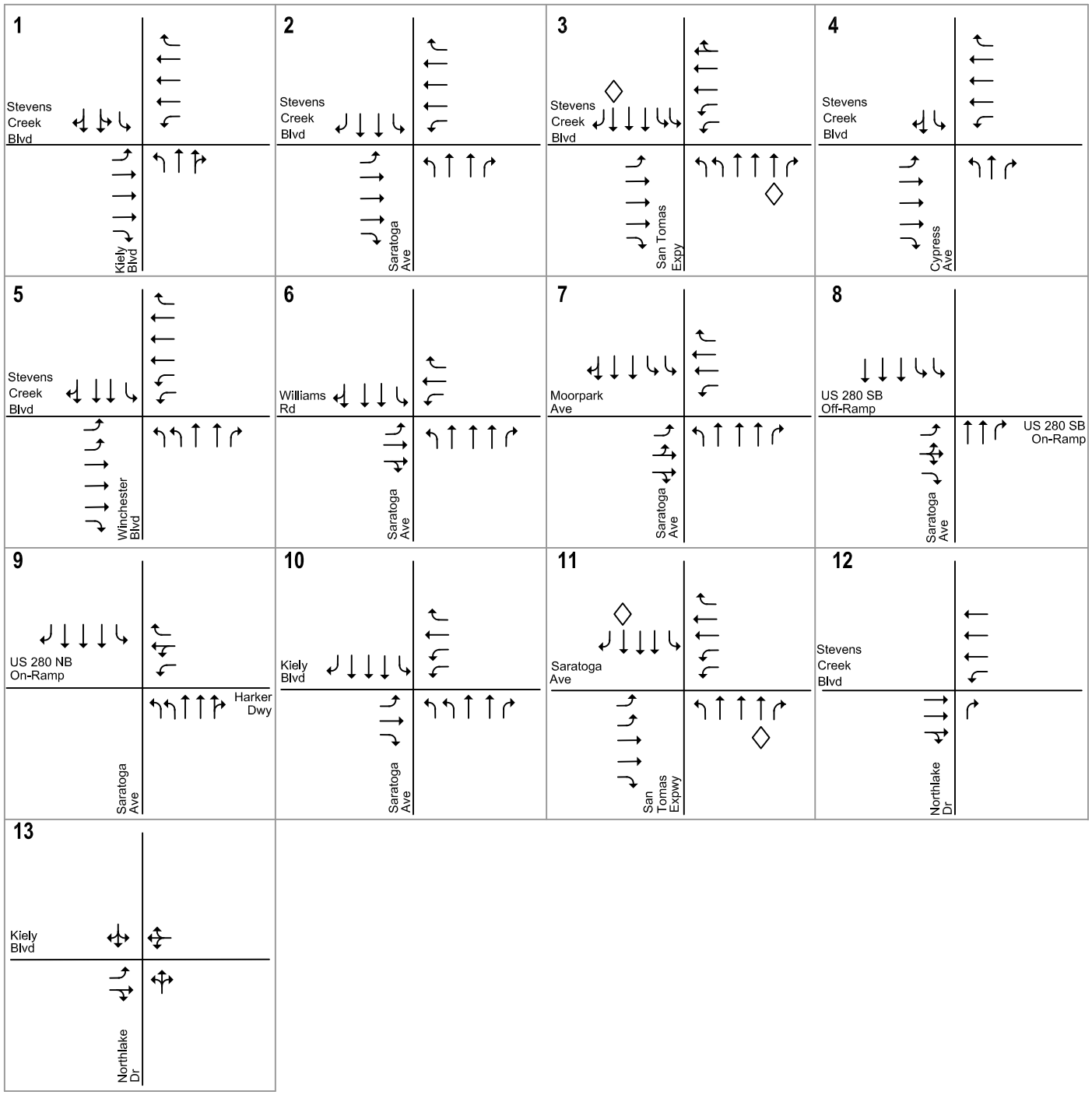


Figure 4
Existing Transit Services

NORTH
Not to Scale



LEGEND

◇ = HOV lane

Figure 5
Existing Lane Configurations

NORTH
Not to Scale

Table 4
Existing Transit Facilities

Bus Route	Route Description	Closest Stop and Distance to Project Site	Weekday Hours of Operation[1]	Headway (minutes)[1]
Frequent Bus 23	DeAnza College - Alum Transit Rock Center	On Stevens Creek Blvd (Project Frontage), 125 feet	5:00 AM - 1:00 AM	15
Frequent Bus 57	West Valley College - Old Ironsides Station	On Kiely Blvd at Saratoga Ave, 1,100 feet	5:30 AM - 11:00 PM	15
Rapid Bus 523	Barryessa BART - Lockheed Martin	On Stevens Creek Blvd at San Tomas Expy, 1,500 feet, and Stevens Creek at Kiely Blvd, 1,500 feet	5:30 AM - 10:30 PM	15

1. Approximate weekday operation hours and headways during peak commute periods in the project area, as of March 2020.

Observed Existing Traffic Conditions

Traffic conditions were observed in the field to identify existing operational deficiencies. Overall, the study intersections operate adequately during the weekday AM and PM peak hours. Field observations conducted in October and November 2019 revealed the following noteworthy operational issues.

Saratoga Avenue and I-280 Interchange

In general, Saratoga Avenue experiences traffic congestion in the northbound direction during the weekday AM peak hour from Moorpark Avenue to the I-280 northbound on-ramp and in the southbound direction during the weekday PM peak hour from Kiely Boulevard to Moorpark Avenue. The congestion is made worse by the close spacing of these signalized intersections between Moorpark Avenue and Kiely Boulevard.

In the AM peak hour, heavy northbound traffic on Saratoga Avenue fills up the through lanes between Moorpark Avenue and the I-280 southbound ramps and the left-turn lanes between the I-280 southbound and northbound ramps. When the northbound and eastbound signals at the Moorpark Avenue intersection turn green, vehicles cannot move until the northbound signals at the two downstream intersections turn green, and the vehicle queues clear at these intersections. This results in long northbound and eastbound left-turn vehicle queues at the Moorpark Avenue intersection.

In the PM peak hour, heavy southbound traffic on Saratoga Avenue fills up the through lanes between the I-280 northbound and southbound ramps and between the I-280 southbound ramps and Moorpark Avenue. When the southbound signal at the I-280 southbound ramp intersection turns green, vehicles cannot move until the southbound signal at the Moorpark Avenue intersection turns green, and the vehicle queues clear at the intersection. This results in long southbound vehicle queues at the I-280 ramp intersections. The southbound vehicle queues are occasionally backed up to Kiely Boulevard.

3. CEQA Transportation Analysis

This chapter describes the CEQA transportation analysis, including the area VMT, project VMT impact, and cumulative transportation impact, according to the San Jose's Transportation Analysis Policy.

Area VMT

As described in Chapter 1, the current VMT of the project area is close to the regional average VMT for employment uses. Based on the San Jose VMT Evaluation Tool and the project site's assessor parcel number (APN), the existing area VMT for employment uses in the project vicinity is 12.95 daily miles per worker. The regional average VMT for employment uses is 14.37 per worker (see Table 1). Thus, the existing area VMT for employment uses in the project vicinity is lower than the regional average VMT level. Based on the evaluation tool, the specific aspects of the project would result in VMT of 12.81 per worker, which is lower than the area VMT for employment.

Project-Level VMT Impact Analysis

The project-level impact analysis under CEQA uses the VMT metric to evaluate a project's transportation impacts by comparing against the VMT thresholds of significance as established in the Transportation Analysis Policy. Usually, the VMT evaluation tool is used to estimate the project VMT for typical residential, office, and industrial developments. For larger projects with regional traffic, the City of San Jose's Travel Demand Model (model) may be required for the CEQA transportation analysis. As described in Chapter 1, the VMT evaluation tool was used to evaluate the VMT impact for the office use of the project, while the City model was used to evaluate the VMT impact for the fitness center, retail, and restaurant uses of the project.

Office Component

Figure 6 shows the VMT evaluation summary report generated by the VMT evaluation tool for the office component of the project. The VMT that would be generated by the office building is estimated to be 12.81 daily miles per worker. The project VMT level would be lower than the area VMT for employment uses (12.95 per worker) in the project vicinity. This is because the project would result in an increase in development diversity and employment density. However, the project VMT would still exceed the threshold of 12.21 per employee for office developments. Therefore, the office component of the project would result in a significant transportation impact on VMT.

Figure 6
VMT Evaluation Tool Summary Report for Office

CITY OF SAN JOSE VEHICLE MILES TRAVELED EVALUATION TOOL SUMMARY REPORT

PROJECT:

Name:	Garden City Site Commercial	Tool Version:	2/29/2019
Location:	3896 Stevens Creek Blvd	Date:	7/15/2020
Parcel:	30325044 Parcel Type: Urban Low Transit		

Proposed Parking Spaces Vehicles: 1,301 Bicycles: 194

LAND USE:

Residential:		Percent of All Residential Units	
Single Family	0 DU	Extremely Low Income (≤ 30% MFI)	0 % Affordable
Multi Family	0 DU	Very Low Income (> 30% MFI, ≤ 50% MFI)	0 % Affordable
Subtotal	0 DU	Low Income (> 50% MFI, ≤ 80% MFI)	0 % Affordable
Office:	308 KSF		
Retail:	183 KSF		
Industrial:	0 KSF		

VMT REDUCTION STRATEGIES

Tier 1 - Project Characteristics

Increase Residential Density	
Existing Density (DU/Residential Acres in half-mile buffer)	13
With Project Density (DU/Residential Acres in half-mile buffer)	13
Increase Development Diversity	
Existing Activity Mix Index	0.55
With Project Activity Mix Index	0.60
Integrate Affordable and Below Market Rate	
Extremely Low Income BMR units	0 %
Very Low Income BMR units	0 %
Low Income BMR units	0 %
Increase Employment Density	
Existing Density (Jobs/Commercial Acres in half-mile buffer)	25
With Project Density (Jobs/Commercial Acres in half-mile buffer)	34

Tier 2 - Multimodal Infrastructure

Tier 3 - Parking

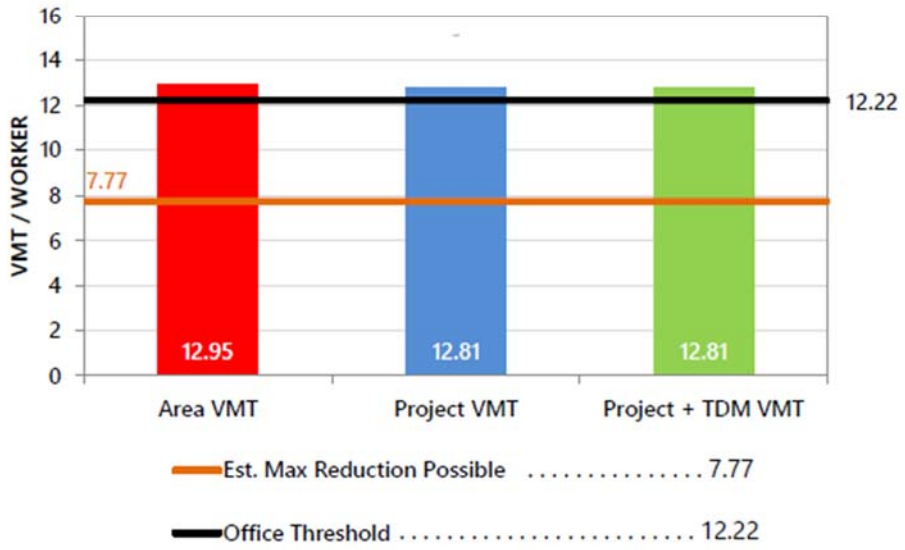
Tier 4 - TDM Programs

Figure 6 (continued)
VMT Evaluation Tool Summary Report for Office

CITY OF SAN JOSE VEHICLE MILES TRAVELED EVALUATION TOOL SUMMARY REPORT

EMPLOYMENT ONLY

The tool estimates that the project would generate per non-industrial worker VMT above the City's threshold and per industrial worker VMT below the City's threshold.



Fitness Center/Retail/Restaurant Component

The project's transportation analysis zone (TAZ 2990) in the City model is comprised of the area bounded by Stevens Creek Boulevard, Northlake Drive, Kiely Boulevard and Saratoga Avenue. The TAZ also includes the commercial area in the southeast corner of the Saratoga Avenue and Kiely Boulevard intersection. The area consists of several one-story commercial/retail/restaurant buildings and large surface parking lots. Based on the City's 2015 land use database, the TAZ has 618 jobs.

The City's model was used to calculate the change in VMT resulting from the proposed fitness center, retail space, and restaurant. These three uses would replace the existing commercial uses on the project site. The new fitness center would not cause an increase in regional trips but rather result in a change in trip making because some people would come to the proposed fitness center instead of other nearby centers. In order to estimate the impact on VMT with the model, the project's 166,258 square feet of non-office building area was converted to 304 new jobs, using a ratio of one job per 400 square feet ([166,258 square feet – 44,690 square feet of existing commercial uses] / 400 square feet per job = 304 jobs). There are two similar fitness centers near the project site based on the size and amenities of the proposed fitness center: Bay Club in Santa Clara and Bay Club in Los Gatos (see Figure 7). These fitness centers are in TAZs 1296 and 230, respectively (see Figure 4). The addition of the proposed fitness center would potentially result in a change in travel patterns for workers and customers attending these Bay Clubs. It was assumed that some employees would leave their jobs at these nearby fitness centers and would go to work at the proposed center instead. Similarly, it was assumed that some customers would utilize the new fitness center, rather than the existing fitness centers. In order to reflect this, 304 retail jobs (152 at each site) were removed from the TAZs where these two nearby fitness centers are located and added to the project TAZ. These job changes were then made in the 2015 land use file and the model was run, with and without the project. Fitness center trips are considered recreational trips and are reflected in the model as "social/recreational" trips. Daily VMT for work and social/recreational trips, with and without the project, were calculated for the affected TAZs.

The model results showed that the proposed fitness center, retail, and restaurant uses would cause a net decrease of 2,398 VMT per day. The work trips would result in 1,116 fewer daily VMT, and the social/recreational trips would result in 1,282 fewer daily VMT. Because these uses would result in a net decrease in VMT, the proposed fitness center, retail, and restaurant would not result in a significant CEQA transportation impact based on the threshold of significance for retail uses.

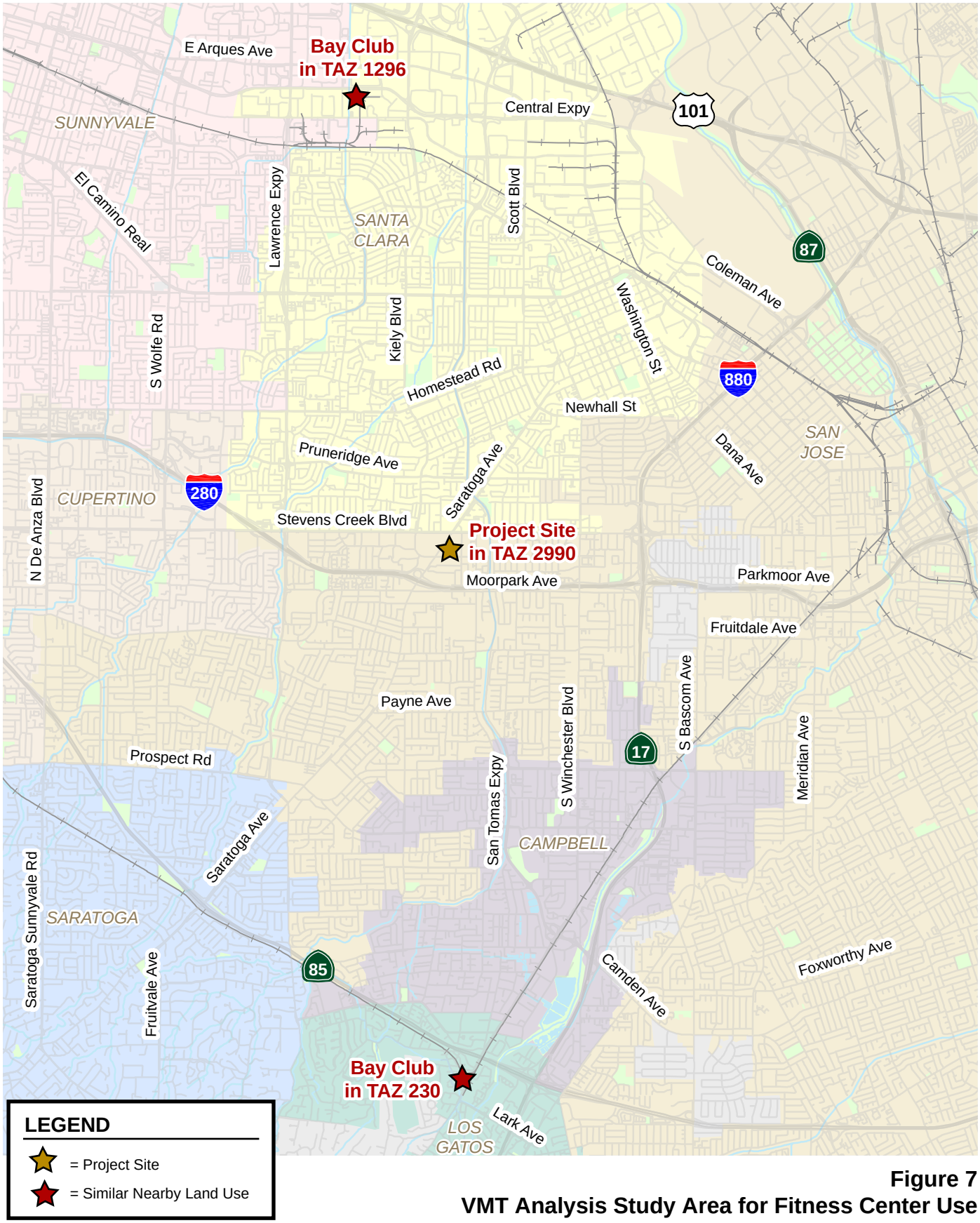


Figure 7
VMT Analysis Study Area for Fitness Center Use

NORTH
Not to Scale

Project (Office) Impacts and Mitigation Measures

Project Impact: The VMT generated by the office component of the project (12.81 VMT per employee) would exceed the threshold of 12.21 VMT per employee; therefore, the project would result in a significant transportation impact on VMT, and mitigation measures are required to reduce the VMT impact.

Mitigation Measures: Based on the list of selected VMT reduction measures included in the VMT evaluation tool, the project would be required to implement the following off-site mitigation measures to reduce the significant VMT impact.

- Remove the pork chop island at the northwest corner of the Saratoga Avenue/Stevens Creek Boulevard intersection. The mitigation measure is addition to the removal of the pork chop island at the southeast corner along the project frontage that would be implemented as part of the project.
- Remove the pork chop islands at the southwest and northeast corners of the Saratoga Avenue/Kiely Boulevard intersection.
- Implement VTA bus stop improvements for the bus stop on westbound Stevens Creek Boulevard west of Saratoga Avenue and move the bus stop eastward closer to the intersection. The mitigation measure is addition to the bus stop improvements the project would implement for the bus stop on eastbound Stevens Creek Boulevard east of Saratoga Avenue as part of the project.

Removal of the pork chop islands would improve the multi-modal environment by eliminating an unsignalized pedestrian/vehicle conflict point, increasing the visibility of pedestrians at the intersection corner, decreasing the crossing distance for pedestrians, providing safer refuge for pedestrians waiting to use the crosswalks, and providing an ADA standard curb ramps.

The mitigation measures would increase accessibility for transit users, bicyclists, and pedestrians and would reduce the project VMT per worker to 12.21, which would make the project impact less than significant (see Figure 8).

Figure 8
VMT Evaluation Tool Summary Report for Office with Mitigation

CITY OF SAN JOSE VEHICLE MILES TRAVELED EVALUATION TOOL SUMMARY REPORT

PROJECT:

Name:	Garden City Site Commercial	Tool Version:	2/29/2019
Location:	3896 Stevens Creek Blvd	Date:	7/15/2020
Parcel:	30325044 Parcel Type: Urban Low Transit		
Proposed Parking Spaces	Vehicles: 1,301 Bicycles: 194		

LAND USE:

Residential:		Percent of All Residential Units	
Single Family	0 DU	Extremely Low Income (≤ 30% MFI)	0 % Affordable
Multi Family	0 DU	Very Low Income (> 30% MFI, ≤ 50% MFI)	0 % Affordable
Subtotal	0 DU	Low Income (> 50% MFI, ≤ 80% MFI)	0 % Affordable
Office:	308 KSF		
Retail:	183 KSF		
Industrial:	0 KSF		

VMT REDUCTION STRATEGIES

Tier 1 - Project Characteristics

Increase Residential Density	
Existing Density (DU/Residential Acres in half-mile buffer)	13
With Project Density (DU/Residential Acres in half-mile buffer)	13
Increase Development Diversity	
Existing Activity Mix Index	0.55
With Project Activity Mix Index	0.60
Integrate Affordable and Below Market Rate	
Extremely Low Income BMR units	0 %
Very Low Income BMR units	0 %
Low Income BMR units	0 %
Increase Employment Density	
Existing Density (Jobs/Commercial Acres in half-mile buffer)	25
With Project Density (Jobs/Commercial Acres in half-mile buffer)	34

Tier 2 - Multimodal Infrastructure

Increase Transit Accessibility *(In Coordination with SJ)*	
Distance to Closest Transit Stop Without Project	396 feet
Distance to Closest Transit Stop With Project	360 feet
Traffic Calming Measures *(In Coordination with SJ)*	
Are improvements provided beyond the development frontage?	Yes
Pedestrian Network Improvements *(In Coordination with SJ)*	
Are pedestrian improvements provided beyond the development frontage?	Yes

Tier 3 - Parking

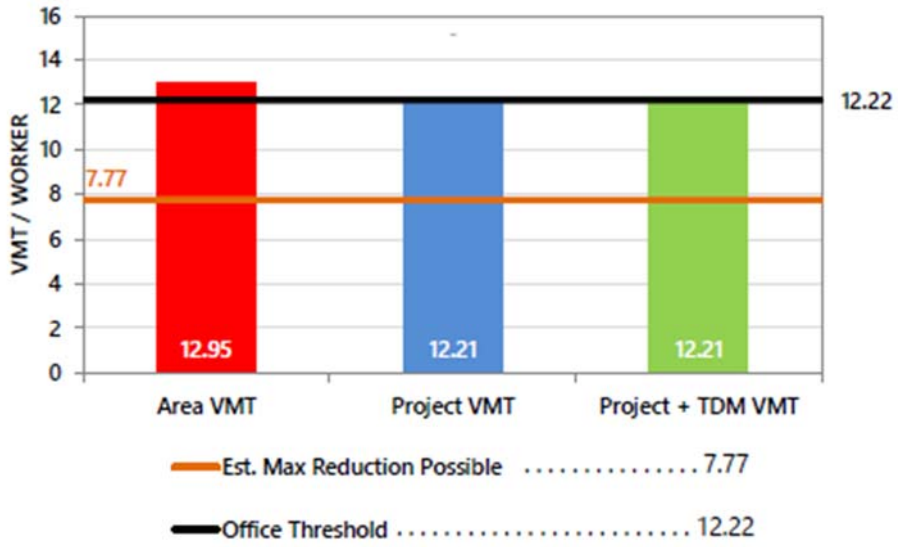
Tier 4 - TDM Programs

Figure 8 (continued)
VMT Evaluation Tool Summary Report for Office with Mitigation

CITY OF SAN JOSE VEHICLE MILES TRAVELED EVALUATION TOOL SUMMARY REPORT

EMPLOYMENT ONLY

The tool estimates that the project would generate per non-industrial worker VMT below the City's threshold. There are selected strategies that require coordination with the City of San Jose to implement.



Cumulative Impact Analysis

Projects must demonstrate consistency with the Envision San Jose 2040 General Plan to address cumulative impacts. Consistency with the City's General Plan is based on the project's density, design, and conformance to the General Plan goals and policies.

The project site is located within the Stevens Creek Boulevard Urban Village. Urban villages are defined as walkable, bicycle-friendly, transit-oriented, mixed use settings that provide both housing and jobs, thus supporting the policies and goals of the General Plan. The Stevens Creek Boulevard Urban Village Plan identifies the following goals to develop Stevens Creek Boulevard into a more walkable, bikeable, and transit-accessible street while maintaining vehicle mobility.

- Create a mixed-use Urban Village that focuses commercial activity along Stevens Creek Boulevard, Kiely Boulevard, and Saratoga Avenue, and is pedestrian focused, enhances the quality of life for residents in surrounding communities and supports the existing and planned public transit.
- Foster a development pattern that supports the creation of a walkable dynamic environment and reduces motor vehicle travel by encouraging the use of other modes of travel.
- Leverage new development in the Urban Village to improve and/or increase the amenities for surrounding neighborhoods.
- Create vehicle parking requirements and guidelines for new development to encourage travel mode shifts and efficient use of land.
- Enhance the pedestrian environment and connectivity along and across Stevens Creek Boulevard and other major roadways in the Urban Village to a) improve pedestrian safety, comfort, and convenience b) encourage more people to walk, and c) maximize foot traffic to encourage economic development of local businesses.

The project is consistent with the General Plan and Stevens Creek Boulevard Urban Village Plan goals and policies for the following reasons:

- The project would be a mixed-use development with higher intensity commercial development.
- The project would include ground floor-commercial spaces fronting Stevens Creek Boulevard and Saratoga Avenue.
- The project would provide a public plaza at the corner of the Saratoga Avenue/ Stevens Creek Boulevard intersection.
- The project would provide 20-foot sidewalks with planters and landscaping along Stevens Creek Boulevard and Saratoga Avenue. Wider sidewalks would improve pedestrian access to the transit stop and other destinations.
- The project would provide 12-foot sidewalks with planters along Northlake Drive.
- The project would provide a parking garage that it is not attached to a single development but can be shared by land uses on the site.
- The project would be integrated with the City's transportation system, including transit, roads, and pedestrian facilities.
- The project would not negatively impact existing transit, bicycle or pedestrian infrastructure, nor would it conflict with any adopted plans or policies for new transit, bicycle or pedestrian facilities.

- The project would provide fewer vehicle parking spaces than the required parking and would implement a TDM plan to reduce parking demand.

Therefore, the project would be considered part of the cumulative solution to meet the General Plan's long-range transportation goals and would result in a less-than-significant cumulative impact.

4. Local Transportation Analysis

This chapter describes the local transportation analysis (LTA) including the method by which project traffic is estimated, intersection operations analysis for existing, background, background plus project, and cumulative conditions, any adverse effects to intersection level of service caused by the project, site access and on-site circulation review, effects on bicycle, pedestrian and transit facilities, and parking supply. The transportation network under background, background plus project, and cumulative conditions would be the same as the existing transportation network.

Intersection Operations Analysis

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

Project Trip Estimates

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

Trip Generation

Trip generation rates resulting from new development proposed within the City of San Jose typically are estimated using trip rates published in the Institute of Transportation Engineers' (ITE) *Trip Generation Manual*, 10th Edition. Trips that would be generated by the proposed mixed-use development were estimated using the ITE trip rates for "General Office" (Land use 710), "Health/Fitness Club" (Land use 492), "Shopping Center" (Land Use 820), "Quality Restaurant" (Land Use 931), and "Coffee/Donut Shop without Drive-Through Window" (Land Use 936). The "Shopping Center" ITE land use category refers to an integrated group of commercial establishments. This category includes the trip data for a wide scale of retail uses, from neighborhood centers to regional centers. Since specific uses of the proposed retail spaces are unknown, it is reasonable to use the trip rates for shopping centers for the retail space. For restaurant space, the project description states that 3,500 s.f. of the restaurant would

be considered a “quality restaurant” and the remaining 1,500 s.f. would be considered as a “donut/bagel” shop. However, ITE rates for a “Bread/Donut/Bagel Shop” consist of only one study. Therefore, it is determined that the ITE trip rates for “Coffee/Donut Shop without Drive Through Window” would be more reasonable to estimate the trips for the donut/bagel shop.

Trip Adjustments and Reductions

Because the project would provide commercial and office mixed-use on site, some office employees would patronize the retail, fitness, and restaurant businesses, which would result in the internalization of some project trips. Per the VTA TIA Guidelines, an internal trip reduction of 3% between commercial and office uses was applied to the project. The trip reduction factors were first applied to the smaller trip generator (office use); then the same trips were subtracted from the larger trip generators (fitness, retail, and restaurant uses) to account for both trip ends.

In accordance with the *Transportation Analysis Handbook* (Section 4.8, “Intersection Operations Analysis”), the project qualifies for a location-based trip adjustment from the baseline trip generation. The location-based adjustment reflects the project’s vehicle mode share based on the “place type” in which the project is located per the San Jose Travel Demand Model. The project’s place type was obtained from the San Jose VMT evaluation tool. Based on the VMT evaluation tool, the project site is located within a designated Urban Low-Transit area. Therefore, the baseline project trips were adjusted to reflect an Urban Low-Transit mode share. Office/Industrial developments within Urban Low-Transit areas have a vehicle mode share of 91 percent. Thus, a 9 percent location-based vehicle mode share reduction was applied to the office and fitness uses in the trip generation estimates. Retail developments within Urban Low-Transit areas have a vehicle mode share of 87 percent. Thus, a 13% reduction was applied to the retail and restaurant uses in the trip generation estimates.

Additionally, the VMT reduction resulting from implementing the multimodal infrastructure improvements in the VMT evaluation tool should be included as part of the trip generation estimates for the office development of the project. As discussed in Chapter 3, by implementing the mitigation measures, the VMT level for the office development would be reduced from the existing level of 12.95 VMT per employee to 12.21 VMT per employee, which is a 6% reduction in VMT. The reduction was applied to the adjusted office trips (with location-based adjustment).

In addition, trip generation for retail and restaurant uses are typically adjusted to account for pass-by trips. Pass-by trips are trips that would already be on the adjacent roadways (and are therefore already counted in the existing traffic) but would turn into the site while passing by. Pass-by trips are therefore excluded from the traffic projections (although pass-by traffic is account for at the site entrances). An average pass-by trip reduction of 34% was applied to the PM peak-hour trips of the retail component of the project, and a 44% pass-by trip reduction was applied to the PM peak-hour trips of the restaurant use based on the ITE *Trip Generation Handbook*, 3rd Edition.

Existing Trip Credits

The project site is currently occupied by existing commercial, restaurant, and retail buildings that will be demolished as part of the proposed project. Trips that are generated by existing occupied uses to be removed can be subtracted from the gross project trip generation estimates. Trips generated by the existing buildings were obtained from AM and PM peak-hour driveway counts conducted on September 24, 2019 (included in Appendix A). The existing daily trip generation was estimated by factoring the peak-hour counts based on the ITE trip rates for shopping centers.

Net Project Trips

Based on the ITE trip generation rates and applicable reductions, it is estimated that the proposed project would generate 7,682 new daily trips, with 583 new trips (397 inbound and 186 outbound)

occurring during the AM peak hour and 769 new trips (329 inbound and 440 outbound) occurring during the PM peak hour (see Table 5).

Trip Distribution and Assignment

The trip distribution patterns for the office and non-office commercial (fitness center/retail/restaurant) uses were developed based on existing travel patterns on the surrounding roadway network and the locations of complementary land uses (see Figure 9). The peak-hour vehicle trips generated by the existing and proposed project uses were assigned to the roadway network in accordance with the trip distribution patterns for each land use and the locations of project driveways (see Figure 10). The trips generated by the existing uses were subtracted from the roadway network prior to assigning project trips. Note that since there is a raised center median on Saratoga Avenue, left turns from the project driveway on to Saratoga Avenue are not possible. The trip assignment reflects this turn restriction.

Traffic Volumes Under All Scenarios

Existing Traffic Volumes

Existing AM and PM peak-hour traffic volumes (see Figure 11) were obtained from new traffic count data, CMP, and the City of San Jose. New AM and PM peak-hour turning movement counts were collected in January 2019 (see Appendix A). Traffic volumes for all traffic scenarios are tabulated in Appendix C.

Background Traffic Volumes

Background AM and PM peak-hour traffic volumes were estimated by adding to existing traffic volumes the trips generated by nearby approved but not yet completed or occupied projects (see Figure 12). The added traffic from approved but not yet constructed developments in the City of San Jose was obtained from the City's Approved Trip Inventory (ATI). The City of Santa Clara provided a list of approved developments. For developments in Santa Clara, Hexagon considered both the location and size of the approved developments in order to eliminate those that were too far away or too small to affect traffic conditions at the selected study intersections. The San Jose ATI and The Santa Clara approved developments considered for the study are listed in Appendix B.

Background Plus Project Traffic Volumes

Project trips were added to background traffic volumes to obtain background plus project traffic volumes (see Figure 13).

Cumulative Traffic Volumes

Traffic volumes under cumulative no project conditions (see Figure 14) were estimated by adding the trips from proposed but not yet approved (pending) development projects within the Cities of San Jose and Santa Clara to the background traffic volumes. Traffic volumes under cumulative plus project conditions (see Figure 15) were estimated by adding the trips generated by the proposed project to the cumulative no project traffic volumes. The pending developments considered for cumulative conditions are listed in Appendix B.

Table 5
Project Trip Generation Estimates

Land Use	Size	Daily Trip Rate	Daily Trips	AM Peak Hour Trip Rate	AM Peak Hour Trips In	AM Peak Hour Trips Out	AM Peak Hour Trips Total	PM Peak Hour Trip Rate	PM Peak Hour Trips In	PM Peak Hour Trips Out	PM Peak Hour Trips Total
Proposed Land Uses											
Office[1]	308,000 s.f.	9.74	3,000	1.16	307	50	357	1.15	57	297	354
Office/Fitness Center/Retail/Restaurant Internal Capture (3%)[5]			-90		-9	-2	-11		-1	-10	-11
Location-Based Vehicle Mode Share (9%)[6]			-262		-27	-4	-31		-5	-26	-31
Project-Specific Trip Reduction (6%)[7]			-159		-16	-3	-19		-3	-16	-19
Sub-Total Office			*2,489*		*255*	*41*	*296*		*48*	*245*	*293*
Fitness Center[2]	151,258 s.f.	33.71	5,099	1.31	101	97	198	3.45	298	224	522
Fitness Center/Office Internal Capture (3%)[5]			-66		-5	-1	-6		-1	-8	-9
Location-Based Vehicle Mode Share (13%)[6]			-654		-12	-13	-25		-39	-28	-67
Sub-Total Fitness Center			*4,379*		*84*	*83*	*167*		*258*	*188*	*446*
Retail[3]	10,000 s.f.	37.75	378	0.94	6	3	9	3.81	19	19	38
Retail/Office Internal Capture (3%)[5]			-5		0	0	0		0	-1	-1
Location-Based Vehicle Mode Share (13%)[6]			-48		-1	0	-1		-2	-3	-5
Pass-By Reduction (17% Daily/34% PM)[8]			-55		0	0	0		-3	-8	-11
Sub-Total Retail			*270*		*5*	*3*	*8*		*14*	*7*	*21*
Restaurant (Quality Restaurant)[4]	3,500 s.f.	83.84	293	--	--	--	--	7.80	18	9	27
Restaurant/Office Internal Capture (3%)[5]			-4		0	0	0		0	0	0
Location-Based Vehicle Mode Share (13%)[6]			-38		0	0	0		-2	-2	-4
Pass-By Reduction (44% Daily/44% PM)[8]			-110		0	0	0		-7	-3	-10
Restaurant (Coffee/Bagel Shop)[4]	1,500 s.f.	754.55	1,132	101.14	78	74	152	36.31	27	27	54
Restaurant/Office Internal Capture (3%)[5]			-15		-4	-1	-5		0	-1	-1
Location-Based Vehicle Mode Share (13%)[6]			-183		-10	-9	-19		-4	-3	-7
Sub-Total Restaurant			*1,075*		*64*	*64*	*128*		*32*	*27*	*59*
Total Gross Project Trips			***8,213***		***408***	***191***	***599***		***352***	***467***	***819***
Existing Land Uses											
Commercial/Retail[9]	44,690 s.f.		-531		-11	-5	-16		-23	-27	-50
Net Project Trips			**7,682**		**397**	**186**	**583**		**329**	**440**	**769**

Notes:
All trip rates (in trips per 1,000 s.f.) are from ITE Trip Generation Manual, 10th Edition, 2017.
1. General Office (ITE Land Use 710): average trip rates were used.
2. Health/Fitness Club (Land Use 492): Average trip rates for AM and PM peak hours were used. Daily trip rate was derived based on the ratio of daily to peak-hour rates for Recreational Community Center (Land Use 495).
3. Shopping Center (Land Use 820): average trip rates were used.
4. Quality Restaurant (Land Use 931) and Coffee/Donut Shop without Drive-Through Window (Land Use 936): average trip rates were used. It was assumed that the quality restaurant would not be open during the AM peak hours.
5. A 3% office/retail internal mixed-use trip reduction was applied to the project per the 2014 Santa Clara VTA TIA Guidelines. The 3% reduction was first applied to the smaller generator. The same number of trips were subtracted from the larger generator to account for both trip ends.
6. A 9% reduction for the office use and a 13% reduction for the fitness, retail, and restaurant uses were applied to the project based on the location-based vehicle mode share percentage outputs (Table 6 of TA Handbook) produced from the San Jose Travel Demand Model for the Urban Low-Transit area.
7. A 6% reduction was applied based on the external trip adjustments obtained from the City's VMT evaluation tool.
8. An average 34% pass-by trip reduction was applied to the retail PM peak-hour trips based the ITE Trip Generation Handbook, 3rd Edition, for Shopping Center. An average 44% pass-by trip reduction was applied to the restaurant trips based on the Trip Generation Handbook for Quality Restaurant.
9. Peak-hour trips generated by the existing commercial/retail uses were based on the driveway counts conducted on September 24, 2019. Daily trips were estimated based on the ratio of ITE daily to peak-hour trip rates for Shopping Center (Land Use 820).

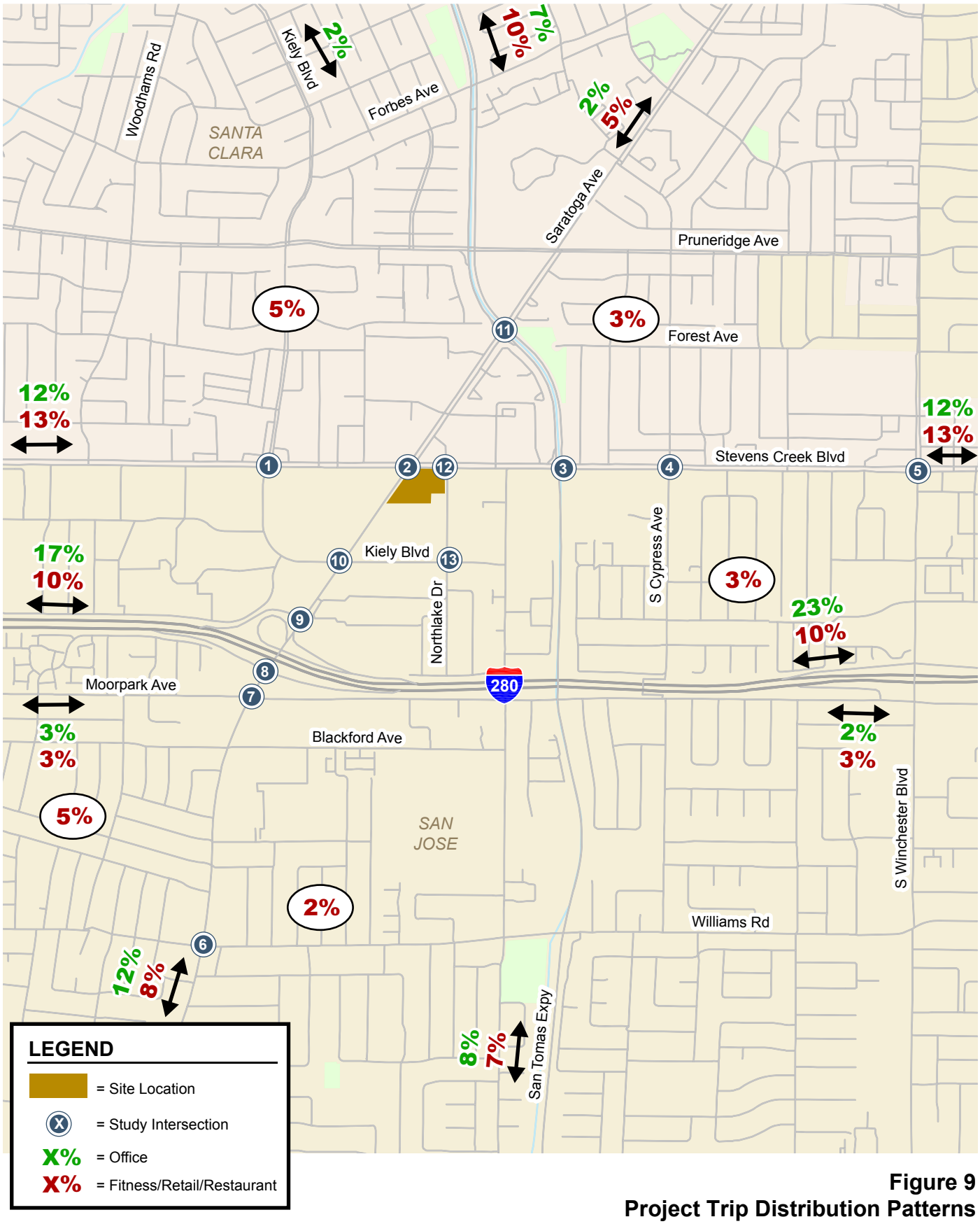
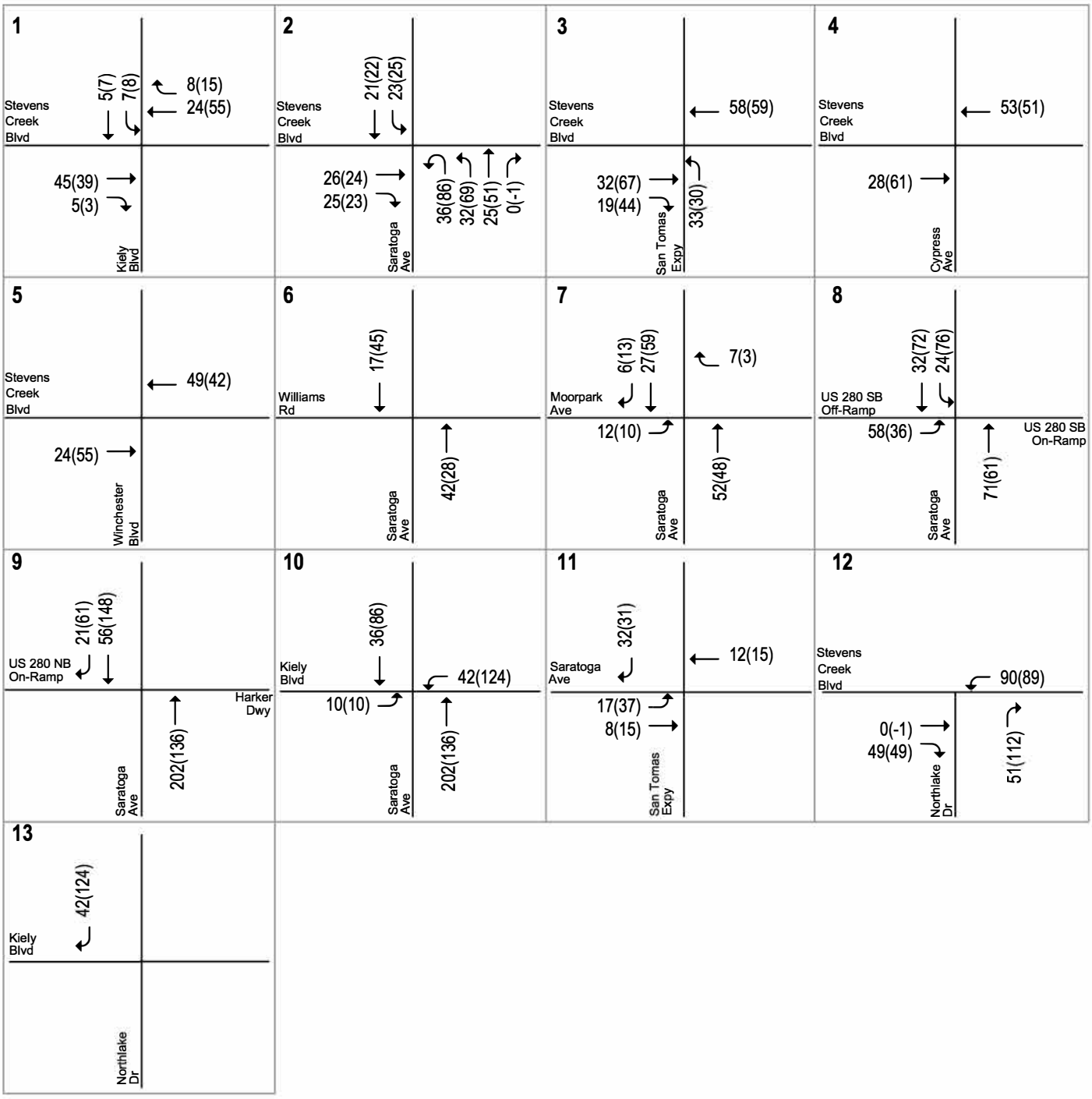


Figure 9
Project Trip Distribution Patterns

NORTH
Not to Scale

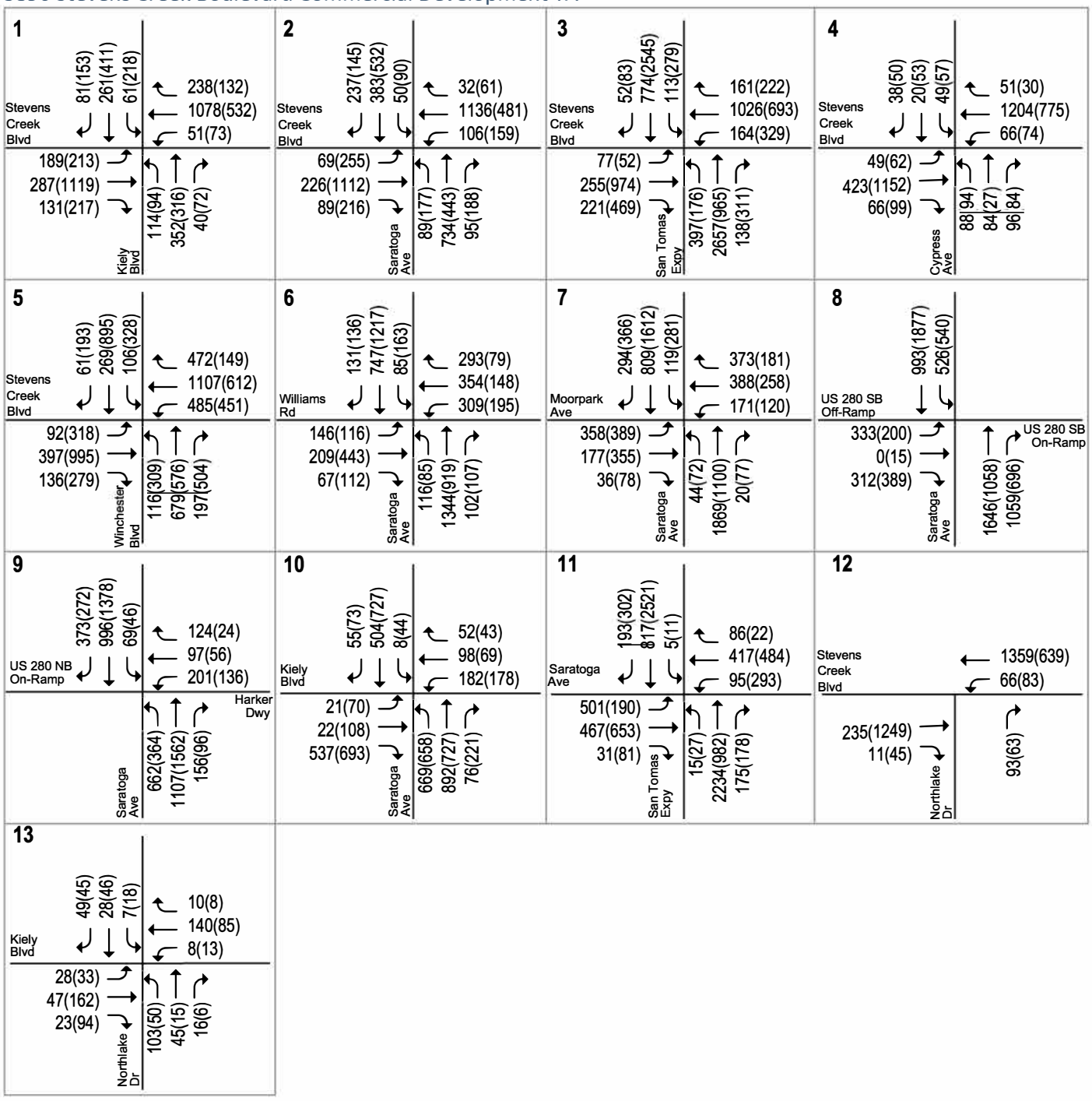


LEGEND

XX(XX) = AM(PM) Peak-Hour Trips

Figure 10
Project Trip Assignment

NORTH
Not to Scale

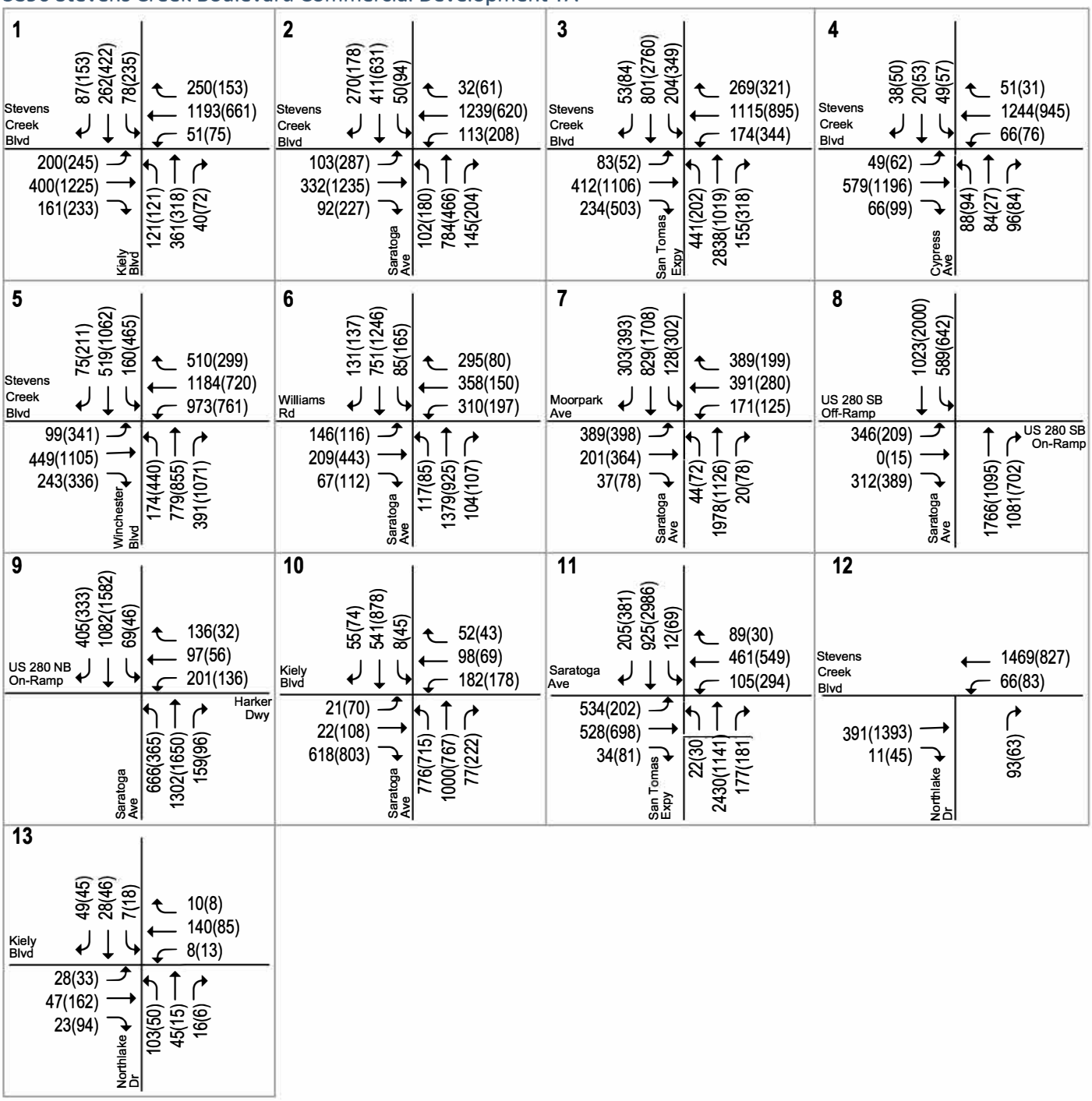


LEGEND

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

Figure 11
Existing Traffic Volumes

NORTH
Not to Scale

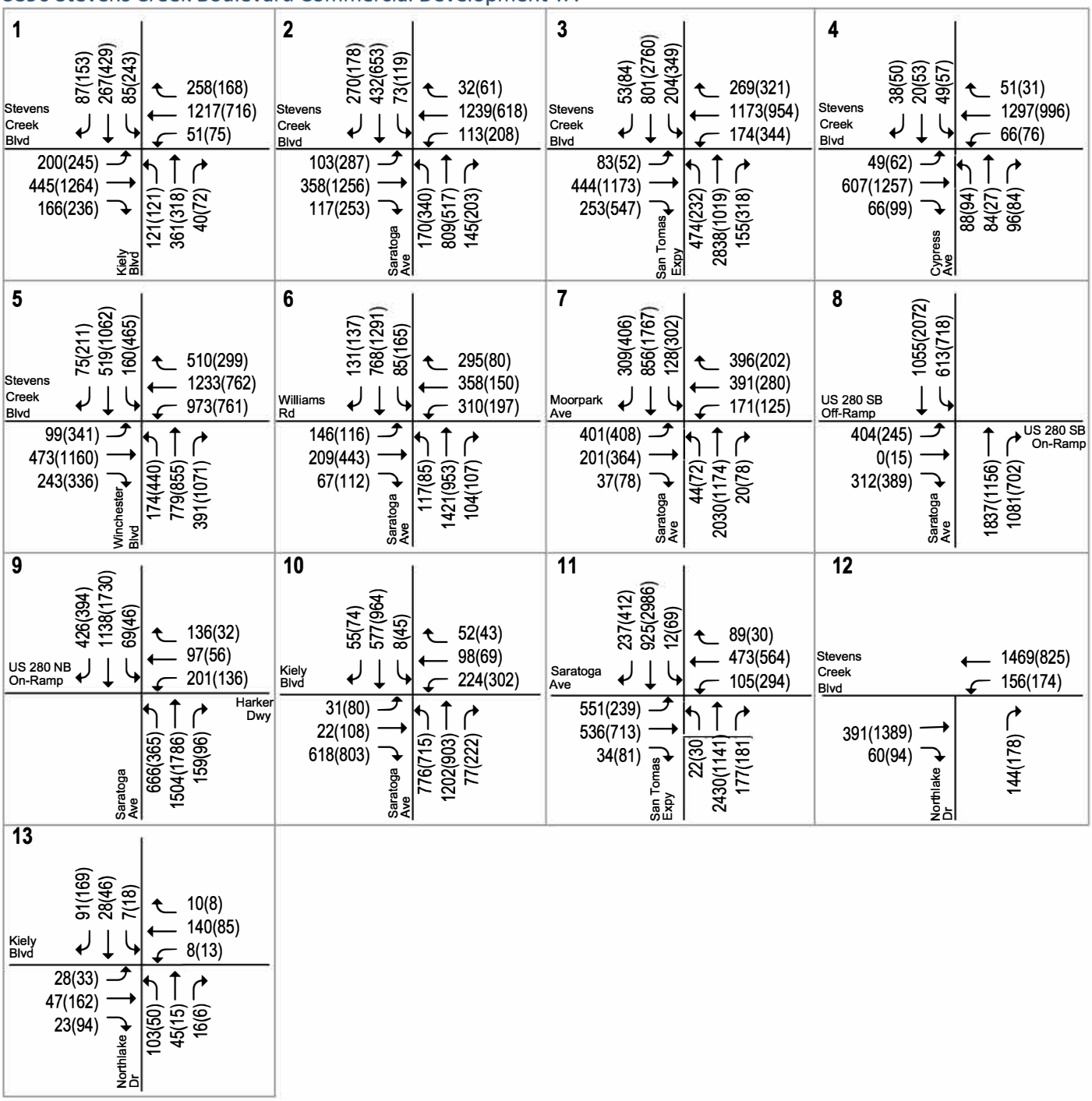


LEGEND

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

Figure 12
Background Traffic Volumes

NORTH
Not to Scale

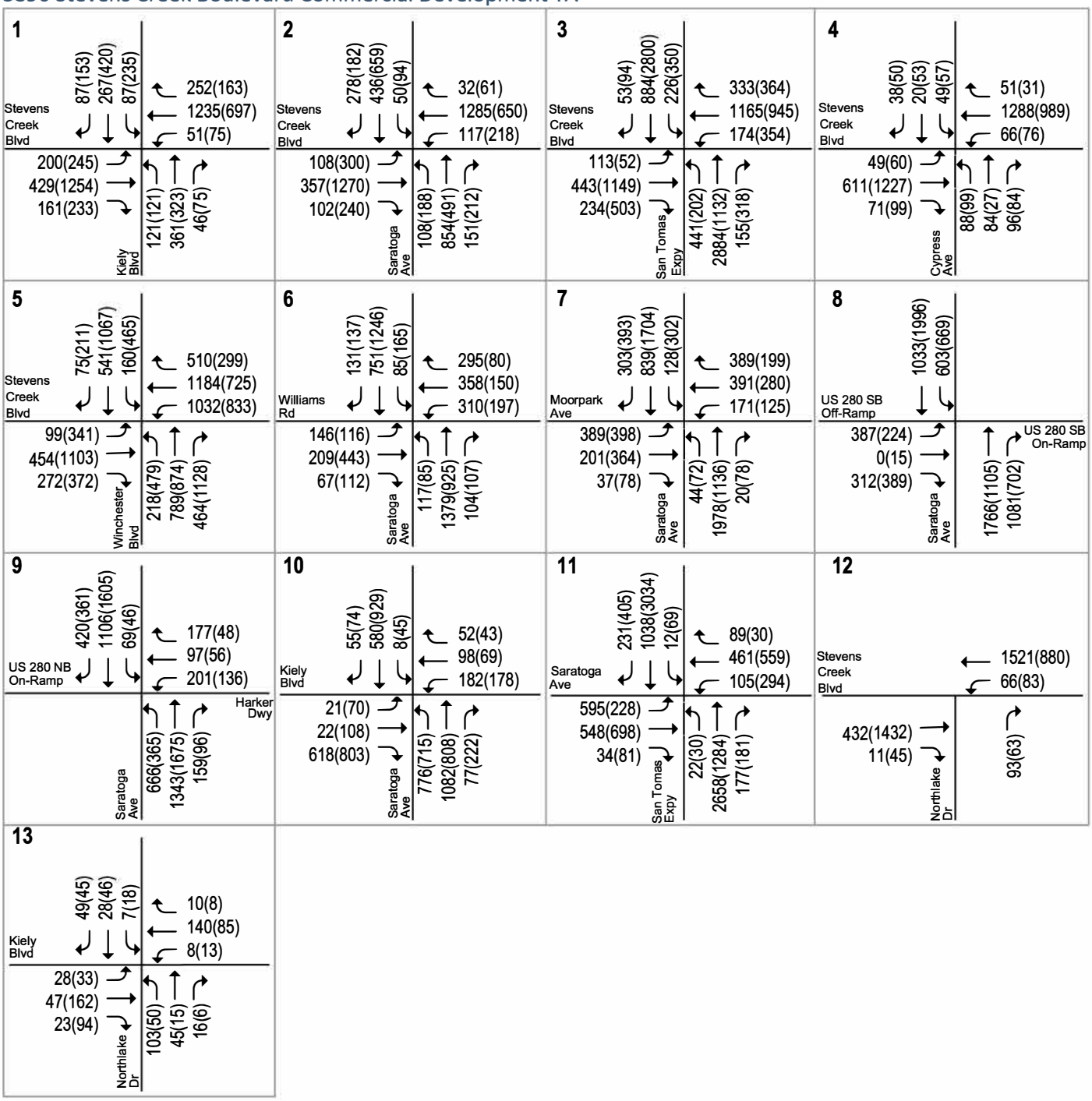


LEGEND

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

Figure 13
Background Plus Project Traffic Volumes

NORTH
Not to Scale

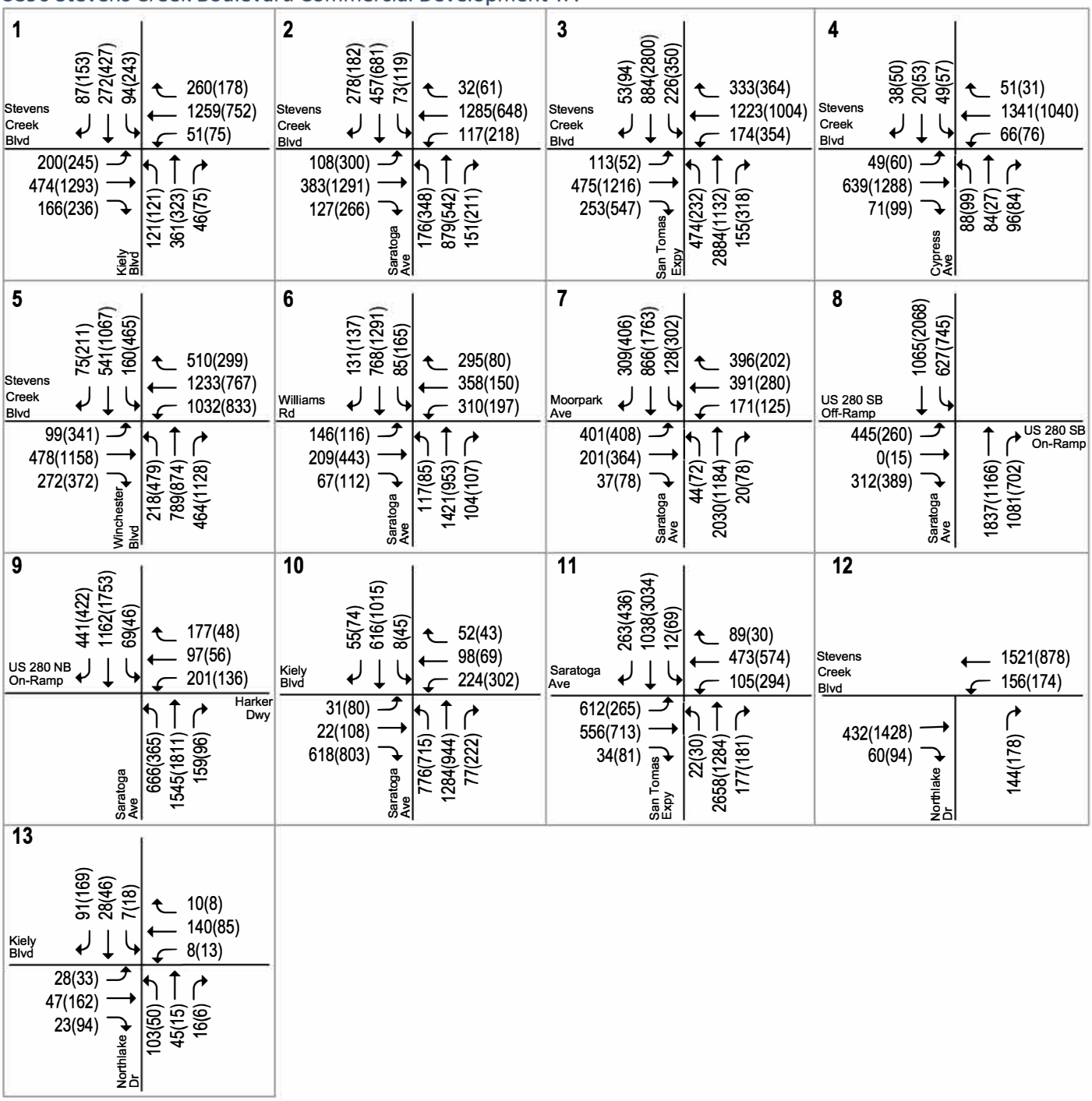


LEGEND

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

Figure 14
Cumulative No Project Traffic Volumes

NORTH
Not to Scale



LEGEND

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

Figure 15
Cumulative Plus Project Traffic Volumes

NORTH
Not to Scale

Intersection Traffic Operations

The results of the intersection level of service analysis are shown in Table 6. The detailed intersection level of service calculation sheets for all study scenarios are included in Appendix D.

Existing Conditions

Intersection levels of service were evaluated against the standards of the City of San Jose and CMP. The results of the analysis show that all the signalized study intersections are currently operating at acceptable levels of service during the AM and PM peak hours of traffic.

Background and Project Conditions

The results of the analysis show that under background conditions the Winchester Boulevard/Stevens Creek Boulevard intersection would operate at an unacceptable LOS F during the PM peak hour, and the San Tomas Expressway/Stevens Creek Boulevard intersection would operate at an unacceptable LOS F during the AM peak hour. The added project trips would cause an adverse operations effect at the Winchester Boulevard/Stevens Creek Boulevard intersection and a level of service deficiency at the San Tomas Expressway/Stevens Creek Boulevard intersection. The adverse effect/level of service deficiency and proposed improvements are described under Adverse Intersection Effects and Improvements below.

There are several signalized intersections for which the average delay under project conditions is shown to be less than under no project conditions during at least one peak hour. The decrease in average delay can be less under project conditions because the intersection delay is a weighted average of all intersection movements. The addition of project traffic to movements with delays lower than the average intersection delay can reduce the average delay for the entire intersection.

Cumulative Conditions

The Winchester Boulevard/Stevens Creek Boulevard intersection would operate at an unacceptable LOS F during the PM peak hour, and the San Tomas Expressway/Stevens Creek Boulevard intersection would operate at an unacceptable LOS F during the AM peak hour under cumulative and cumulative plus project conditions. Based on the City of Santa Clara's significance criteria, the added project trips would cause a level of service deficiency at the San Tomas Expressway/Stevens Creek Boulevard intersection. The level of service deficiency and proposed improvements are described under Adverse Intersection Effects and Improvements below.

Unsignalized Intersections

The study also evaluated two unsignalized intersections: Stevens Creek Boulevard/Northlake Drive and Kiely Boulevard/Northlake Drive. The Stevens Creek Boulevard/Northlake Drive intersection is a T-intersection and is stop controlled on the side street for the northbound approach. Vehicles can only make a right turn from Northlake Drive onto eastbound Stevens Creek Boulevard. Only short delays were observed for right turn traffic. Left turns are allowed from westbound Stevens Creek Boulevard to Northlake Drive. Field observations shows that the vehicle queue in the left-turn pocket was no more than two vehicles. The northbound right-turn and westbound left-turn movements at the intersection have a calculated average delay equivalent to LOS B under background plus project conditions, which is an acceptable level of delay.

The Kiely Boulevard/Northlake Drive intersection is an all-way stop controlled intersection. Field observations indicated no operational issues related to vehicle queuing and delay for the intersection during the AM and PM peak hours. The intersection has a calculated average delay equivalent to LOS A under background plus project conditions, which is an acceptable level of delay.

Table 6
Intersection Level of Service Summary

					Existing		Background						Cumulative					
							No Project		with Project				No Project		with Project			
	Intersection	LOS Standard	Peak Hour	Count Date	Avg. Delay (sec)	LOS	Avg. Delay (sec)	LOS	Avg. Delay (sec)	LOS	Incr. in Critical Delay	Incr. in Critical V/C	Avg. Delay (sec)	LOS	Avg. Delay (sec)	LOS	Incr. in Critical Delay	Incr. in Critical V/C
1	Kiely Boulevard and Stevens Creek Boulevard*	None[1]	AM	01/31/19	37.5	D+	37.3	D+	37.1	D+	0.0	0.006	37.3	D+	37.0	D+	0.0	0.006
			PM	01/31/19	38.4	D+	39.2	D	39.1	D	0.1	0.013	38.7	D+	38.6	D+	0.0	0.010
2	Saratoga Avenue and Stevens Creek Boulevard*	None[1]	AM	01/23/19	33.1	C-	34.4	C-	36.1	D+	1.3	0.022	34.9	C-	36.5	D+	1.3	0.022
			PM	12/13/18	38.3	D+	40.0	D	43.8	D	6.4	0.111	40.6	D	44.7	D	6.9	0.111
3	San Tomas Expressway and Stevens Creek Boulevard*	E	AM	01/23/19	61.1	E	**85.2**	**F**	**89.2**	**F**	**5.5**	**0.011**	**97.1**	**F**	**101.1**	**F**	**5.6**	**0.011**
			PM	11/08/18	57.3	E+	64.3	E	67.0	E	6.1	0.048	64.8	E	68.6	E	9.7	0.050
4	Cypress Avenue and Stevens Creek Boulevard	D	AM	01/23/19	17.9	B	17.3	B	16.9	B	-0.4	0.010	16.9	B	16.5	B	-0.3	0.010
			PM	01/22/19	15.6	B	15.0	B	14.6	B	-0.4	0.012	14.8	B	14.4	B	-0.4	0.012
5	Winchester Boulevard and Stevens Creek Boulevard*	None[1]	AM	01/23/19	33.2	C-	36.4	D+	36.5	D+	0.4	0.005	36.7	D+	36.8	D+	0.0	0.000
			PM	12/13/18	46.7	D	**87.4**	**F**	**89.6**	**F**	**4.3**	**0.011**	**94.3**	**F**	**96.6**	**F**	**4.4**	**0.011**
6	Saratoga Avenue and Williams Road	D	AM	03/28/19	37.3	D+	37.3	D+	37.2	D+	-0.2	0.008	37.3	D+	37.2	D+	-0.2	0.008
			PM	03/28/19	38.2	D+	38.2	D+	38.0	D+	-0.2	0.009	38.2	D+	38.0	D+	-0.2	0.009
7	Saratoga Avenue and Moorpark Avenue*	D	AM	01/23/19	45.4	D	46.5	D	46.8	D	0.6	0.017	46.5	D	46.8	D	0.6	0.017
			PM	11/15/18	43.6	D	44.2	D	44.1	D	0.0	0.016	44.2	D	44.1	D	0.0	0.016
8	Saratoga Avenue and I-280 SB Ramp*	D	AM	01/23/19	39.7	D	44.8	D	48.9	D	8.1	0.027	47.5	D	51.9	D-	7.9	0.027
			PM	12/13/18	31.1	C	33.0	C-	35.2	D+	3.7	0.036	33.9	C-	36.2	D+	4.0	0.036
9	Saratoga Avenue and I-280 NB Ramp*	D	AM	01/23/19	33.0	C-	31.9	C	30.8	C	0.4	0.013	31.8	C	30.8	C	0.3	0.013
			PM	12/13/18	22.5	C+	21.4	C+	20.5	C+	-1.2	0.027	21.4	C+	20.5	C+	-1.1	0.027
10	Saratoga Avenue and Kiely Boulevard*	None[1]	AM	01/23/19	36.9	D+	36.3	D+	36.9	D+	-12.7	-0.008	36.5	D+	36.7	D+	-13.6	0.008
			PM	11/15/18	42.9	D	45.4	D	49.3	D	5.7	0.059	45.7	D	49.6	D	5.7	0.059
11	San Tomas Expressway and Saratoga Avenue*	E	AM	09/04/19	51.6	D-	57.4	E+	58.1	E+	1.5	0.009	69.1	E	70.2	E	2.2	0.009
			PM	11/08/18	50.5	D	56.3	E+	57.5	E+	0.5	0.004	57.1	E+	58.5	E+	0.4	0.004

Note:
* Denotes the CMP designated Intersection
1. This CMP intersection is located within an Infill Opportunity Zone (IOZ) and is exempt from the provision of CMP's intersection operations standards.
Bold indicates a substandard level of service
Bold indicates an adverse operations effect (San Jose) or a significant intersection impact (Santa Clara).

Adverse Intersection Effects and Improvements

Adverse Effects at Winchester Boulevard and Stevens Creek Boulevard

This CMP intersection is located within an infill opportunity zone (IOZ) and is exempt from the provisions of CMP's intersection operations standards. However, the intersection is located within the City of San Jose and is subject to the City of San Jose level of service standards.

This intersection would operate at LOS F during the PM peak hour under background conditions, and the added trips as a result of the project would cause the intersection's critical-movement delay to increase by 4.3 seconds and the critical v/c to increase by 0.011. Based on City of San Jose's guidelines, this constitutes an adverse effect on intersection operations.

Improvements: The Stevens Creek Boulevard Urban Village Plan identifies the improvements of Stevens Creek Boulevard to a complete street. Complete streets are roadways designed to safely accommodate many different users, including people who bike, people who walk, transit riders, motorists, and emergency vehicles. To offset the level of service deficiency at the Winchester Boulevard/Stevens Creek Boulevard intersection, the project should implement the complete street improvements identified by the City. The complete street improvements are consistent with the multi-modal transportation goals and policies outlined in the Envision San José 2040 General Plan that are intended to improve multi-modal accessibility to all land uses and encourage the use of non-automobile transportation modes to minimize vehicle trip generation and reduce VMT.

As described in Chapter 3, the project would implement off-site multi-modal network improvements to mitigate the VMT impacts. The mitigation measures would qualify as the improvements to offset the level of service deficiency at the Winchester Boulevard/Stevens Creek Boulevard intersection.

LOS Deficency at San Tomas Expressway and Stevens Creek Boulevard

This County expressway intersection would operate at an unacceptable LOS F in the AM peak hour under background and cumulative conditions. The addition of project traffic would cause the intersection's average critical-movement delay to increase by 5.4 seconds and the critical v/c to increase 0.011. Therefore, the intersection would have a level of service deficiency.

Improvements: This intersection's level of service could be improved by adding a fourth through lane in the northbound direction on San Tomas Expressway. The August 2015 update of the County Expressway Plan 2040 identifies the widening of San Tomas Expressway to eight lanes (by adding a 4th through lane to both the north and south approaches) between Stevens Creek Boulevard and Campbell Avenue as a Tier 3 project. It also identifies a grade separation improvement at this intersection as a Tier 3 project. Either the roadway widening or grade separation improvement would improve the intersection level of service to an acceptable LOS E. Therefore, to address the level of service deficiency at the San Tomas Expressway/Stevens Creek Boulevard intersection, the project would be required a fair share contribution towards the County's expressway improvements.

Alternative TDM Improvements

Because the project proposes a 43 percent reduction in required parking spaces (more than the 20 percent parking reduction allowed for developments in Urban Villages), the project would implement a TDM plan (see Appendix F) to reduce parking demand and satisfy the parking reduction requirements as specified in Section 20.90.220 of the Zoning Code. The proposed TDM measures are listed below:

- Bicycle parking facilities
- On-site showers and lockers
- Preferential parking for carpools
- Passenger loading for rideshare vehicles

- Commute trip reduction marketing and education
- Rideshare resources
- Ride-matching assistance
- Building designs to support telecommute/flexible work schedules

Alternatively, to eliminate the adverse intersection operations effects at the two affected intersections, the project could implement additional TDM measures to achieve an additional 20% reduction in office and fitness center trips.

For the proposed office use, according to the San Jose VMT Evaluation Tool, additional TDM measures that can be implemented are listed below:

- Employee parking "cash-out" – Project employers to offer employees the choice to forgo subsidized/free parking for a cash payment.

- Telecommuting and alternative work schedule program – A program to allow and encourage employee to telecommute from home when possible, or to shift work schedules such that travel occurs outside of peak congestion periods.

For the proposed fitness center, because the San Jose VMT Evaluation Tool is designed to identify TDM measures to reduce VMT/trips generated by employees and residences, it is not suitable for fitness center customers. To reduce the employee trips, the fitness center should implement similar TDM measures for the office use. To reduce the customer trips during the peak hours, potential TDM measures to be implemented would include:

- Implement a reward program to encourage use of carpooling, transit, and bicycling/walking. The program would give credits or points to members using alternative modes through a reward program, which can be used toward future spending or purchases in the fitness center.

Traffic Operations at the Saratoga Avenue/I-280 Interchange

Traffic conditions at the signalized study intersections were evaluated using TRAFFIX software based on the 2000 HCM level of service methodology. However, the TRAFFIX analysis software program does not accurately capture the operations of the following three intersections that make up the Saratoga Avenue/I-280 interchange, since it does not evaluate the interactions of closely spaced and coordinated intersections. During the AM peak hour, the northbound traffic is heavy and typically takes more than one cycle to get through each intersection; during the PM peak hour, the southbound traffic is heavy and typically takes more than one cycle to get through each intersection. Therefore, although TRAFFIX analysis shows acceptable levels of service, the project is expected to adversely affect the traffic operations of these intersections.

- Saratoga Avenue and Moorpark Avenue
- Saratoga Avenue and I-280 Southbound Ramp
- Saratoga Avenue and I-280 Northbound Ramp

To improve traffic flow along this section of Saratoga Avenue, San Jose has developed an improvement plan for the Saratoga Avenue corridor. The proposed improvements are described below.

Additionally, the City is planning to improve the I-280/Winchester Boulevard interchange by adding a new westbound off-ramp, which would potentially relieve traffic congestion at the Saratoga Avenue/I-280 interchange. The City has completed the I-280/Winchester Boulevard Interchange Area Transportation Development Policy (TDP), to provide partial funding, via a traffic fee imposed on proposed developments. The I-280/Winchester Boulevard Interchange Area TDP is described in more detail below.

Planned Improvements for Saratoga Avenue and Kiely Boulevard

To improve traffic flow along Saratoga Avenue, San Jose has developed an improvement plan for Saratoga Avenue between Stevens Creek Boulevard and Blackford Avenue and Kiely Boulevard between Saratoga Avenue and Northlake Drive. The conceptual designs for the planned improvements are included in Appendix E. The planned improvements at each intersection and along Saratoga Avenue and Kiely Boulevard are described below. The project would be required to construct a second northbound left-turn lane and remove the pork chop island at the southeast corner at the Saratoga Avenue/Stevens Creek Boulevard intersection per the City's improvement plan. Planned improvements at the intersections within the project area include:

- **Saratoga Avenue/Stevens Creek Boulevard**
  - Provide a 2nd northbound left-turn lane on Saratoga Avenue to improve intersection operations by accommodating the estimated 95th percentile queue under background plus project conditions.
  - Remove pork chop islands at the southeast and northwest corners to improve the multi-modal environment by eliminating unsignalized pedestrian/vehicle conflict points, increasing visibility of pedestrians at the intersection corner, decreasing the crossing distance for pedestrians, providing safer refuge for pedestrians waiting to use the crosswalks, and providing ADA standard curb ramps.

    The project site plan shows that the improvements at the southeast corner would be implemeted as part of the project.
  - Modify the signal to accommodate pork chop removals. The signal modification would encompass standard CSJ elements such as Video Detection (VIDS), CCTV surveillance camera, Accessible Pedestrian Signal (APS), Emergency Vehicle Preemption (EVP), and upgrading all 8-inch vehicle heads to 12 inches. VIDS and CCTV are devices that enable the City to remotely monitor and influence traffic operations. APS improves pedestrian access by allowing blind users to know which crosswalk they can cross. Vehicle head upgrades from 8 inches to 12 inches improve driver visibility of vehicle heads and reduces potential for red-light running accidents. Also, eliminating the signal poles in the median islands would improve safety because these poles are more likely to get hit by vehicles. Installing new traffic signal poles with longer mast arms so that the vehicle heads are positioned over the lanes makes them more visible to drivers. Installing emergency vehicle preemption enables firetrucks to have improved response time.
- **Saratoga Avenue/Kiely Boulevard**
  - Remove pork chop islands at the southeast corner to improve the multi-modal environment by eliminating an unsignalized pedestrian/vehicle conflict point, increasing the visibility of pedestrians at the intersection corner, decreasing the crossing distance for pedestrians, providing a safer refuge for pedestrians waiting to use the crosswalks, and providing an ADA standard curb ramp.
  - Tighten the corner radius at the northwest corner to improve the multi-modal environment by increasing the visibility of pedestrians at the intersection corner, decreasing the crossing distance for pedestrians, and providing 2 ADA standard curb ramps.
  - Modify the signal to accommodate treatments on the southeast and northwest corners. The signal modification would encompass standard City of San Jose elements such as VIDS, CCTV surveillance camera, APS, and includes upgrading all 8-inch vehicle heads to 12 inches.
- **Saratoga Avenue/Harker Driveway/I-280 Northbound On-Ramp**

- Modify the signal to install CCTV surveillance camera. If not completed by the Harker project, install VIDS, upgrade all 8-inch vehicle heads to 12 inches, and install APS.

- **Saratoga Avenue/I-280 Northbound Loop Off-Ramp**
  - Install traffic control devices (Rectangular Rapid Flashing Beacons-RRFBs) at the existing pedestrian crosswalk, which would enhance the bike/pedestrian crossing across the off-ramp.

- **Saratoga Avenue/Moorpark Avenue (Full Signal Modification)**
  - Provide dual eastbound left-turn lanes on Moorpark Avenue and a southbound right-turn pocket on Saratoga Avenue. Only one eastbound shared through/right-turn lane (20 feet wide) would be provided due to installation of a Class II bike lane.
  - Modify the signal phasing to enable the eastbound and westbound left-turn movements to run concurrently. This would improve operations and reduce delay at this intersection and would entail removing and installing new traffic signal poles on the northwest and southeast corners. The signal modification would encompass standard CSJ elements such as VIDS, APS, and upgrading all 8-inch vehicle heads to 12 inches.
  - Remove the pork chop island at the southwest corner to improve the multi-modal environment by eliminating the unsignalized pedestrian/vehicle conflict points, decreasing the crossing distance for pedestrians, increasing the visibility of pedestrians at the intersection corners, and providing a safer refuge for pedestrians waiting to use the crosswalks.
  - Remove the east-west crosswalk in the north leg of the intersection to improve the operations of the intersection by removing a pedestrian phase that conflicts with left turns from eastbound Moorpark. There is no sidewalk on the east side of Saratoga Avenue on the I-280 overpass or on the north side of Moorpark Avenue approximately 750 feet east of Saratoga Avenue. Therefore, the impact of eliminating this crosswalk would be felt mostly by pedestrians originating from the northwest corner of the intersection trying to access the gas station or the Junipero Serra Medical Center on the northeast corner of the intersection.

- **Saratoga Avenue/Blackford Avenue**
  - Provide a new southbound right-turn pocket on Saratoga Avenue. The existing outer southbound lane width at Saratoga Avenue/Blackford Avenue intersection is 16 feet. By widening into the median, the new southbound right-turn pocket on Saratoga Avenue would improve intersection operations and ease congestion of slow moving traffic by separating existing outer southbound through traffic on Saratoga Avenue from those making right turns onto Blackford Avenue.

As part of the Saratoga Avenue improvement plan, the City also identified improvements for Kiely Boulevard between Saratoga Avenue and Northlake Road (see Appendix E). The proposed improvements along Kiely Boulevard are listed below:

- **Kiely Boulevard between Saratoga Avenue and Northlake Road**
  - Remove the center-turn lane marking and restripe Kiely Boulevard to extend two westbound left-turn pockets at Saratoga Avenue, provide an east left-turn pocket at mid-block for adjacent businesses and at Northlake Road, and provide bike lanes in both directions. This would improve intersection operations by accommodating the estimated 95th percentile westbound left-turn queue under background plus project conditions.
  - Construct bulb-outs at the northwest and southwest corners of the Northlake Road/Kiely Boulevard intersection with ADA ramps and provide a crosswalk on the south leg.

Interstate 280/Winchester Boulevard Transportation Development Policy

The I-280/Winchester Boulevard interchange area TDP provides for additional capacity in the immediate area of the I-880/Stevens Creek Boulevard and I-280/Winchester Boulevard interchanges. The TDP was completed for the purpose of managing existing traffic congestion in the I-880/Stevens Creek and I-280/Winchester interchange areas as well as provide additional traffic capacity to accommodate future developments in the area. The I-880/ Stevens Creek and I-280/Winchester interchanges serve as the primary access points to regional freeway facilities in the area. As such, the Stevens Creek Boulevard and Winchester Boulevard corridors that serve the I-880/Stevens Creek and I-280/Winchester interchanges currently experience traffic congestion during the peak commute hours. The corridors include two protected intersections that are currently and projected to continue to operate well below the City's level of service standard at which there are no further vehicular capacity improvements available.

The TDP will provide partial funding, via a traffic fee imposed on proposed developments, for the implementation of a new westbound off-ramp from I-280 to Winchester Boulevard to reduce traffic congestion at the I-880/Stevens Creek Boulevard and Stevens Creek Boulevard corridors. A schedule for completion of the new westbound off-ramp from I-280 to Winchester Boulevard has yet to be determined. The traffic fee will be based on the estimated trips to be added to the new westbound off-ramp from I-280 to Winchester Boulevard by each individual development.

The project is one mile away from Winchester Boulevard and the I-280/Saratoga Avenue interchange provide the direct access to the site within 0.4 mile. Therefore, it is expected that the project traffic traveling on I-280, I-880 and SR 17 would access the site directly via the I-280/Saratoga Avenue interchange and would not use the I-880/Stevens Creek Boulevard and I-280/Winchester Boulevard interchanges. However, the TDP would potentially relieve traffic congestion at the Saratoga Avenue/I-280 interchange.

Intersection Queuing Analysis

The analysis of intersection operations was supplemented with a vehicle queuing analysis for intersections where the project would add a substantial number of trips to the left-turn movements or stop-controlled movements. This analysis provides a basis for estimating future storage requirements at the intersections under existing, background, and project conditions. Vehicle queues were estimated using a Poisson probability distribution, described in Chapter 1. The following left-turn movements were evaluated, and the results of the queueing analysis are summarized in Table 7:

- Westbound Kiely Boulevard left turn to southbound Saratoga Avenue,
- Northbound Saratoga Avenue left turn to westbound Stevens Creek Boulevard,
- Southbound Saratoga Avenue left turn to eastbound Stevens Creek Boulevard
- Northbound San Tomas Expressway left turn to westbound Stevens Creek Boulevard,
- Southbound Saratoga Avenue left turn to I-280 Southbound On-Ramp,
- Eastbound Saratoga Avenue left turn to southbound San Tomas Expressway, and
- Westbound Stevens Creek Boulevard left turn to southbound Northlake Drive.

The southbound approach on Northlake Drive at Kiely Boulevard was also evaluated due to the number of added project trips to the right-turn movement.

The queuing analysis indicates that the following intersections would have queuing deficiencies caused or exacerbated by the project:

- Northbound Saratoga Avenue left turn to westbound Stevens Creek Boulevard (PM peak hour)
- Westbound Kiely Boulevard left turn to southbound Saratoga Avenue (PM peak hour)

Table 7
Intersection Queuing Analysis Summary

	Saratoga Ave & Kiely Blvd		Saratoga Ave & Stevens Creek Blvd				San Tomas Expy & Stevens Creek Blvd		Saratoga Ave & I-280 SB On-Ramp		San Tomas Expy & Saratoga Ave		Northlake Dr & Stevens Creek Blvd		Northlake Dr & Kiely Blvd	
	WBL		NBL		SBL		NBL		SBL[3]		EBL		WBL		SBL/SBT/SBR	
Analysis Scenario	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM
Existing																
Cycle/Delay[1] (sec)	170	170	130	130	130	130	190	190	170	170	190	189	7.8	12.8	7.9	8.5
Volume (vph)	182	178	89	177	50	90	397	176	526	540	501	190	66	83	84	109
Number of lanes	2	2	1	1	1	1	2	2	1	1	2	2	1	1	1	1
Volume (vphpl)	91	89	89	177	50	90	199	88	526	540	251	95	66	83	84	109
95th %. Queue (veh/ln)	8	8	6	11	4	6	16	8	33	34	19	9	1	1	1	1
95th %. Queue[2] (ft/ln)	200	200	150	275	100	150	400	200	825	850	475	225	25	25	25	25
Storage (ft/ln)	225	225	275	275	225	225	325	325	1125	1125	300	300	175	175	275	275
Adequate (Y/N)	Y	Y	Y	Y	Y	Y	**N**	Y	Y	Y	**N**	Y	Y	Y	Y	Y
Background																
Cycle/Delay[1] (sec)	170	170	130	130	130	130	190	190	170	170	190	189	8.3	14	7.9	8.5
Volume (vph)	182	178	102	181	50	94	441	202	589	642	534	202	66	83	84	109
Number of lanes	2	2	1	1	1	1	2	2	1	1	2	2	1	1	1	1
Volume (vphpl)	91	89	102	181	50	94	221	101	589	642	267	101	66	83	84	109
95th %. Queue (veh/ln)	8	8	7	11	4	7	18	9	37	40	21	9	1	1	1	1
95th %. Queue[2] (ft/ln)	200	200	175	275	100	175	450	225	925	1000	525	225	25	25	25	25
Storage (ft/ln)	225	225	275	275	225	225	325	325	1125	1125	300	300	175	175	275	275
Adequate (Y/N)	Y	Y	Y	Y	Y	Y	**N**	Y	Y	Y	**N**	Y	Y	Y	Y	Y
Background Plus Project																
Cycle/Delay[1] (sec)	170	170	130	130	130	130	190	190	170	170	190	189	8.7	17.5	8.1	9.4
Volume (vph)	224	302	170	340	73	119	474	232	613	718	551	239	156	174	126	233
Number of lanes	2	2	1	1	1	1	2	2	1	1	2	2	1	1	1	1
Volume (vphpl)	112	151	170	340	73	119	237	116	613	718	276	120	156	174	126	233
95th %. Queue (veh/ln)	9	12	10	18	6	8	19	10	38	44	21	11	2	3	1	2
95th %. Queue[2] (ft/ln)	225	300	250	450	150	200	475	250	950	1100	525	275	50	75	25	50
Storage (ft/ln)	225	225	275	275	225	225	325	325	1125	1125	300	300	175	175	275	275
Adequate (Y/N)	Y	**N**	Y	**N**	Y	Y	**N**	Y	Y	Y	**N**	Y	Y	Y	Y	Y

Notes:
WBL = westbound left-turn movement; NBL = northbound left-turn movement; SBL = southbound left-turn movement; EBL = eastbound left-turn movement; SBT = southbound through movement;
[1] Cycle length used for signalized intersections, delay of movement used for unsignalized intersections
[2] Assumes 25 feet per vehicle queued.
[3] Total storage length of movement shown.

Southbound Left Turn from Saratoga Avenue to I-280 Southbound On-Ramp

The southbound left-turn lanes on Saratoga Avenue to the I-280 SB On-Ramp extend from the intersection to the I-280 NB Ramp intersection. In addition, at the Saratoga Avenue/I-280 NB Ramp intersection, one of the southbound through lanes is designated for I-280 southbound traffic. The total left-turn storage capacity is about 1,125 linear feet (or 45 vehicles), which is greater than the 95th percentile vehicle queue estimated for all study scenarios. Therefore, the added project trips are not expected to result in insufficient left-turn storage.

Northbound Left Turn from Saratoga Avenue to Stevens Creek Boulevard

The existing storage capacity for the northbound left-turn lane from Saratoga Avenue onto Stevens Creek Boulevard is up to 11 vehicles (275 feet) without interfering with other movements. There are estimated to be 11 vehicles in the 95th percentile queue under existing and background conditions during the PM peak hours. The project would increase the length of the 95th percentile queue by 7 vehicles during the PM peak hours. This intersection is part of the planned improvements for Saratoga Avenue. Because the intersection is adjacent to the site and would serve many of the project trips, the project would be required to implement a second northbound left-turn lane per the City's improvement plan. With two northbound left-turn lanes at the intersection, the estimated 95th percentile queue length is 10 vehicles per lane (250 feet) under background plus project conditions. Therefore, the project would be required to add a 2nd northbound left-turn lane with a storage capacity of 250 feet per lane.

Westbound Left Turn from Kiely Boulevard to Saratoga Avenue

The two westbound left-turn pockets on Kiely Boulevard at Saratoga Avenue provide approximately 225 feet of vehicle storage per lane, which can accommodate about 9 vehicles per lane. The westbound left-turn pockets on Kiely Boulevard transition into a center turn lane between Saratoga Avenue and Northlake Drive. With the added project trips, the estimated 95th percentile vehicle queue for the left-turn movement would exceed the striped left-turn pockets under project conditions in the PM peak hour with 12 vehicles per lane.

As part of the Saratoga Avenue improvement plan, the City also identified improvements for Kiely Boulevard between Saratoga Avenue and Northlake Road (see Appendix E). The improvements would extend the westbound left-turn pockets to 300 feet per lane, which would accommodate the anticipated queue.

Freeway Segment Capacity Evaluation

The City is still required to conform to the requirements of the CMP. The CMP has yet to adopt and implement guidelines and standards for the evaluation of the CMP roadway system using VMT. Therefore, the effects of the proposed project on freeway segments in the vicinity of the project area were evaluated based on the current methodologies as outlined in the VTA *TIA Guidelines*. However, this analysis is presented for informational purposes only.

Per VTA's TIA guidelines, freeway segment level of service analysis should be conducted on all segments to which the project is projected to add one percent or more to the segment capacity. Since the project is not projected to add one percent to any freeway segments in the area, the project would not cause a significant increase in traffic on the freeway segments in the study area, and freeway analysis for the CMP was not required. The percentage of traffic projected to be added by the project to freeway segments in the project area is summarized in Table 8.

Freeway Ramp Operations Analysis

An analysis of freeway ramps providing access to I-280 from the project site was performed to identify the effects of project traffic on the vehicle queues and wait times at the metered ramps. It should be noted that the evaluation of freeway ramps is not required based on the City's TIA guidelines. Nor are there adopted methodologies and impact criteria for the analysis of freeway ramps.

The I-280/Saratoga Avenue interchange provides direct access to I-280 from the project site. The I-280 northbound on-ramp is metered during the AM commute period, and the I-280 southbound on-ramp is metered during the PM commute period. Ramp operations at the interchange were evaluated based on field observations and vehicle queue lengths and metering rates measured in the field during the AM and PM peak hours of traffic (see Table 9). Wait times (the time it took a vehicle at the end of the queue to proceed through the meter) at the metered on-ramp were derived from the collected data.

I-280 Northbound On-Ramp from Saratoga Avenue

The northbound on-ramp has two lanes and is about 750 feet long between the meters and Saratoga Avenue, which can accommodate about 30 vehicles per lane. The existing vehicle queue length was about 24 vehicles per lane with the metering rate at about 2.8 seconds per vehicle (or 1,286 vehicles per hour) during the AM peak hour.

The projected AM peak-hour vehicles entering the ramp are 1,168 vehicles and 1,189 vehicles under background and background plus project conditions. A ratio between the existing on-ramp volumes and the background and background plus project condition volumes was used to estimate the number of vehicles that would be added to the existing queue under background and background plus project conditions. Based on this analysis, it was determined that although the ramp would operate close to its capacity under project conditions, the addition of project traffic to the on-ramp would equate to a 2% increase in volume during the AM peak hour and would not result in a noticeable increase in vehicle queue length and wait time at the ramp.

The existing vehicle storage on the on-ramp is adequate to serve the existing maximum vehicle queues that develop due to ramp metering and would continue to adequately serve the estimated maximum vehicle queues that would develop with the addition of project-generated traffic. Therefore, the project is not expected to noticeably worsen conditions at the northbound I-280 on-ramp during the AM peak hour.

I-280 Southbound On-Ramp from Saratoga Avenue

The southbound on-ramp has two lanes and is about 700 feet long between the meters and Saratoga Avenue, which can accommodate about 28 vehicles per lane. The existing vehicular queues were about 24 vehicles per lane with the metering rate at about 2.5 seconds per vehicle (or 1,440 vehicles per hour) during the PM peak period.

The projected PM peak-hour vehicles entering the ramp are 1,359 vehicles and 1,435 vehicles under background and background plus project conditions, respectively, which are both lower than the total metered ramp capacity of 1,440 vehicles per hour. A ratio between the existing on-ramp volumes and the background and background plus project condition volumes was used to estimate the number of vehicles that would be added to the existing queue under background and background plus project conditions. Based on this analysis, it was determined that the addition of project traffic to the on-ramp would equate to an approximately 4% increase in volume during the PM peak hour, an increase in queue of two vehicles, and a 5 second increase in wait time.

Table 8
Freeway Segment Analysis

				Existing Conditions								Project Trips			
				Mixed-Flow				HOV Lane				Mixed-Flow		HOV Lane	
Freeway Segment		Dir	Peak Hour	# of Lanes[1]	Capacity[2]	Volume (veh/ln)	LOS[3]	# of Lanes[1]	Capacity[2]	Volume	LOS	Project Trips[4]	% of Capacity	Project Trips[4]	% of Capacity
I-280	From Lawrence Expy to Saratoga Ave	EB	AM	3	6,900	1,581	C	1	1,650	1,009	A	52	0.75%	6	0.4%
			PM	3	6,900	1,215	**F**	1	1,650	1,646	**F**	32	0.46%	4	0.2%
I-280	From Saratoga Ave to Stevens Creek Blvd	EB	AM	3	6,900	1,841	D	1	1,650	1,077	A	22	0.32%	2	0.1%
			PM	3	6,900	1,469	**F**	1	1,650	1,586	**F**	68	0.99%	8	0.5%
I-280	From Stevens Creek Blvd to I-880	EB	AM	3	6,900	1,733	D	1	1,650	809	A	22	0.32%	2	0.1%
			PM	3	6,900	1,307	**F**	1	1,650	1,466	**F**	68	0.99%	8	0.5%
I-280	From I-880 to Stevens Creek Blvd	WB	AM	3	6,900	742	**F**	1	1,650	1,665	**F**	66	0.96%	7	0.4%
			PM	3	6,900	1,945	D	1	1,650	1,323	B	35	0.51%	4	0.2%
I-280	From Stevens Creek Blvd to Saratoga Ave	WB	AM	3	6,900	848	**F**	1	1,650	1,728	**F**	66	0.96%	7	0.4%
			PM	3	6,900	1,921	E	1	1,650	1,194	A	35	0.51%	4	0.2%
I-280	From Saratoga Ave to Lawrence Expy	WB	AM	3	6,900	1,176	**F**	1	1,650	1,722	D	19	0.28%	2	0.1%
			PM	3	6,900	1,873	D	1	1,650	1,162	A	55	0.80%	6	0.4%

Source: Santa Clara Valley Transportation Authority Congestion Management Program Monitoring Report, 2018.
1. Number of lanes on each segment are taken from the Google Earth software.
2. Capacity is based on the capacities cited in VTA's *Transportation Impact Analysis Guidelines (2014)*.
3. Level of service (LOS) of each segment are taken from VTA's *2018 CMP Monitoring Report*.
4. It was assumed that 10% of the project trips would use HOV lanes.
Bold indicates a substandard level of service.

Table 9
Freeway Ramp Operations Analysis

			Existing[1]				Background			Background Plus Project				
Freeway Ramp	Peak Hour	On-Ramp Storage (veh/ln)	Volume	Metering Rate (sec/veh)	Queue Length (veh/ln)	Wait Time[2] (sec)	Volume	Queue Length[3] (veh/ln)	Wait Time[2] (sec)	Project Trips	Volume	% Increase[4]	Queue Length[3] (veh/ln)	Wait Time[2] (sec)
I-280 Northbound On-Ramp from Saratoga Avenue	AM	30	1,132	2.8	24	68	1,168	25	71	21	1,189	2%	25	71
I-280 Southbound On-Ramp from Saratoga Avenue	PM	28	1,251	2.5	24	60	1,359	26	65	76	1,435	6%	28	70

Notes:
1. Existing queue length in vehicle per lane in the queue and existing metering rate in second per vehicle passing the meter were measured during the AM and PM peak hours in November 2019.
2. Wait time was estimated based on the queue length and measured metering rate.
3. Queue lengths for background and background plus project conditions were estimated based on the ratio of background volume to existing volume and the ratio of background plus project volume to existing volume.
4. Percent increase was calculated from background to background plus project conditions.

The existing vehicle storage on the on-ramp is adequate to serve the existing maximum vehicle queues that develop due to ramp metering and would continue to adequately serve the estimated maximum vehicle queues that would develop with the addition of project-generated traffic. Therefore, the project is not expected to noticeably worsen conditions at the southbound I-280 on-ramp during the PM peak hour.

I-280 Northbound Off-Ramp to Northbound Saratoga Avenue

The northbound off-ramp is indirectly controlled by the traffic signal at the Saratoga Avenue/I-280 northbound on-ramp intersection. The off-ramp turns into a northbound lane at the intersection. A vehicle queue builds up on the off-ramp when there is a red light for northbound Saratoga Avenue; however, the queue is well contained within the ramp and dissipate shortly after the signal turns green. The project would add 73 AM and 39 peak-hour trips to the ramp. Because the vehicle queue is well contained on the off-ramp and clears within one signal cycle, the project is not expected to result in a noticeable increase in vehicle queuing or delay at the off-ramp.

I-280 Southbound Off-Ramp to Saratoga Avenue

The southbound off-ramp intersects with Saratoga Avenue at a signalized intersection. During the AM commute period, although the northbound vehicle queues occasionally backup from the downstream intersection (the northbound on-ramp), the left-turn traffic on the off-ramp is usually able to make turns within one signal cycle length. The project would add 58 AM peak-hour left-turn trips to the ramp to the existing AM peak-hour ramp volume of 645 vehicles. Because the vehicle queues are well contained on the off-ramp and usually clear within one signal cycle, the project is not expected to result in a noticeable increase in vehicle queuing or delay at the off-ramp.

Vehicular Site Access and On-Site Circulation

The site access and circulation evaluations are based on the site plan prepared by HKS, dated February 14, 2020 (see Figure 2 in Chapter 1). Site access was evaluated to determine the adequacy of the site's driveways with regard to the following: traffic volume, vehicle queues, geometric design, and stopping sight distance. On-site vehicular circulation and parking layout were reviewed in accordance with generally accepted traffic engineering standards and transportation planning principles.

Site Access

Vehicular access to the project site would be provided via one full-access driveway along Northlake Drive and one limited-access driveway along Saratoga Avenue. The driveway on Saratoga Avenue would align with the existing mid-block southbound left-turn pocket, so vehicles would be able to make left turns into the driveway. Due to the raised center median on Saratoga Avenue, left turns from the project driveway are not possible. According to the City of San Jose Department of Transportation (DOT) Geometric Design Guidelines (Addendum Drawing No. R-8), the typical width for a two-way driveway that serves a commercial development is 16 to 32 feet wide. This provides adequate width for vehicular ingress and egress and provides a reasonably short crossing distance for pedestrians. The driveways are shown to be 26 feet wide, which meets City guidelines.

The City typically requires developments to provide adequate stacking space between the sidewalk and any entry gates or on-site perpendicular parking spaces. This prevents vehicles from queuing onto the street. The Saratoga Avenue driveway shows more than 50 feet of vehicle stacking space between the sidewalk and the first 90-degree parking stall, which meets the City's requirement. The Northlake Drive driveway has approximately 15 feet of storage between the curb to the edge of the building. However, the driveway would not be gated. Therefore, adequate stacking space is provided.

Traffic Operations at Project Driveways

The project-generated trips that are estimated to occur at the project driveways are 408 inbound trips and 191 outbound trips during the AM peak hour, and 362 inbound trips and 478 outbound trips during the PM peak hour (see Figure 16).

Traffic operations at the project driveways were evaluated with a vehicle queuing analysis for left-turn inbound traffic and outbound driveway traffic (see Table 10). The analysis evaluates whether adequate left-turn storage would be provided for the project's inbound traffic and whether there would be long vehicle queues on site for the outbound traffic.

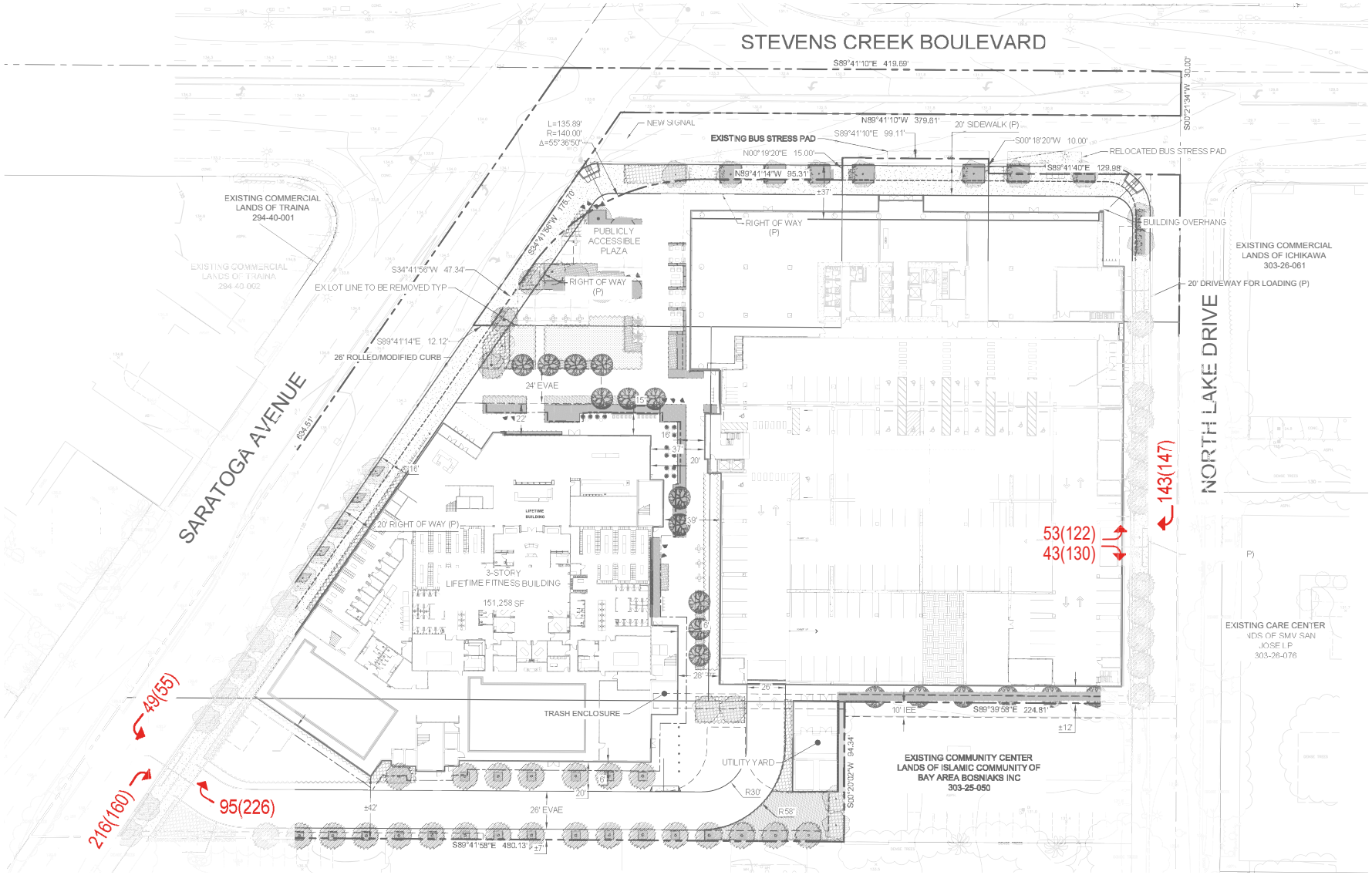
Table 10
Driveway Queuing Analysis

	Saratoga Driveway				Northlake Driveway	
	SBL		WBR		EBL/EBR	
Analysis Scenario	AM	PM	AM	PM	AM	PM
Background Plus Project						
Delay (sec)	12.0	10.5	13.7	17.0	10.0	11.6
Volume (vphpl)	49	55	95	226	96	252
95th %. Queue (veh/ln)	1	1	2	3	1	2
95th %. Queue[1] (ft/ln)	25	25	50	75	25	50
Storage (ft/ln)	175	175	475	475	50	50
Adequate (Y/N)	Y	Y	Y	Y	Y	Y

Notes:
SBL = southbound left-turn movement; WBR = westbound right-turn movement; EBL = eastbound left-turn movement; EBR = eastbound right-turn movement
[1] Assumes 25 feet per vehicle queued.

The analysis indicates that the estimated 95th percentile left-turn vehicle queue for the inbound traffic at the project driveway on Saratoga Avenue would not exceed the vehicle storage capacity. For outbound traffic, the estimated 95th percentile vehicle queues were compared to the estimated length at the project driveways. The Saratoga Avenue driveway has approximately 475 feet of storage from the face of the sidewalk to the entrance of the garage, which would accommodate approximately 19 vehicles. The Northlake Drive driveway has approximately 50 feet of storage between the edge of the sidewalk and the first 90-degree parking stall, which would accommodate 2 vehicles. Some on-site vehicle queuing could occur due to a combination of the inherent unpredictability of vehicle arrivals at driveways and the random occurrence of gaps in traffic along Saratoga Avenue and Northlake Drive, but the queue is not expected to affect the on-site circulation.

As shown on Figure 16, there are estimated to be 216 vehicles in the AM peak hour and 160 vehicles in the PM peak hour making a right turn from northbound Saratoga Avenue into the driveway. Field observations showed that the northbound queues at the Saratoga Avenue and Stevens Creek Boulevard intersection were relatively short and would not reach the project driveway during the peak hours. Therefore, the inbound traffic would be able to turn into the driveway freely and is not expected to result in a noticeable increase in queue length and delay for the northbound through traffic.



LEGEND

XX(XX) = AM(PM) Peak-Hour Trips and Pass-By Trips

Figure 16
Gross Project Trips of Driveways

NORTH
Not to Scale

There are estimated to be 143 vehicles in the AM peak hour and 147 vehicles in the PM peak hour making a right turn from southbound Northlake Drive into the driveway. There is approximately 250 feet between Stevens Creek Boulevard and the Northlake Drive driveway. The through volume on Northlake Drive is relatively low; therefore, any inbound queue is not expected to hinder through traffic on Northlake Drive or on Stevens Creek Boulevard.

Sight Distance at Project Driveways

The project driveways should be free and clear of any obstructions to provide adequate sight distance, thereby ensuring that exiting vehicles can see pedestrians on the sidewalk and vehicles and bicycles traveling on Northlake Drive and Saratoga Avenue. Any landscaping and signage should be located in such a way to ensure an unobstructed view for drivers exiting the site. Providing the appropriate sight distance reduces the likelihood of a collision at a driveway and provides drivers with the ability to locate sufficient gaps in traffic and exit a driveway.

The minimum acceptable sight distance is considered according to the Caltrans recommended stopping sight distance. Sight distance requirements vary depending on roadway speeds. For driveway on Northlake Drive, which has a posted speed limit of 25 mph, the Caltrans stopping sight distance is 200 feet (based on a design speed of 30 mph). Thus, a driver must be able to see 200 feet on both directions of Northlake Drive to locate a sufficient gap to turn out of the driveways. Similarly, the driveway on Saratoga Avenue requires a stopping sight distance of 300 feet, based on a design speed of 40 mph.

According to the site plan, the landscape plan shows street trees would be added along the project frontage on both Northlake Drive and Saratoga Avenue. The type and location of the street trees would be determined by the City of San Jose Public Works Department at the implementation stage. Note that street trees have a high canopy and would not obstruct the view of drivers exiting the project driveways. There are no roadway curves on either street that would obstruct the vision of exiting drivers. Currently, on-street parking is present on both streets along the project frontage and could obstruct the vision of exiting drivers if there were cars parked next the driveway. Red curbs should be painted next to the project driveways to avoid issues associated with on-street parking vehicles obstructing the vision of exiting drivers.

Recommendation: The curb segments next to the project driveways on Saratoga Avenue and Northlake Drive should be painted red for 15 feet to prohibit parking and ensure adequate sight distance for outbound traffic.

Passenger Loading

The site plan does not indicate passenger loading zones along the project frontages or within the site, which would be inconvenient for people accessing the site using Uber/Lyft or other rideshare apps (e.g., Scoop, Waze Carpool).

Recommendation: The project should designate curbside passenger loading zones on Stevens Creek Boulevard near the office building entrance and on Saratoga Avenue near the fitness center entrance, based on the City's evaluation of these zones at the implementation stage.

On-Site Circulation

The 7-level above-grade parking garage would be located in the eastern portion of the site and would serve all uses on the project site. Access to each level of parking would be provided via two ramps and could be accessed by both driveways (see Figures 17 through 21). The parking garage would provide 90-degree parking throughout the garage. Parking stalls would be accessed via a 26-foot two-way drive aisle, which meets the City's standard minimum width for two-way drive aisles where 90-degree parking is provided.

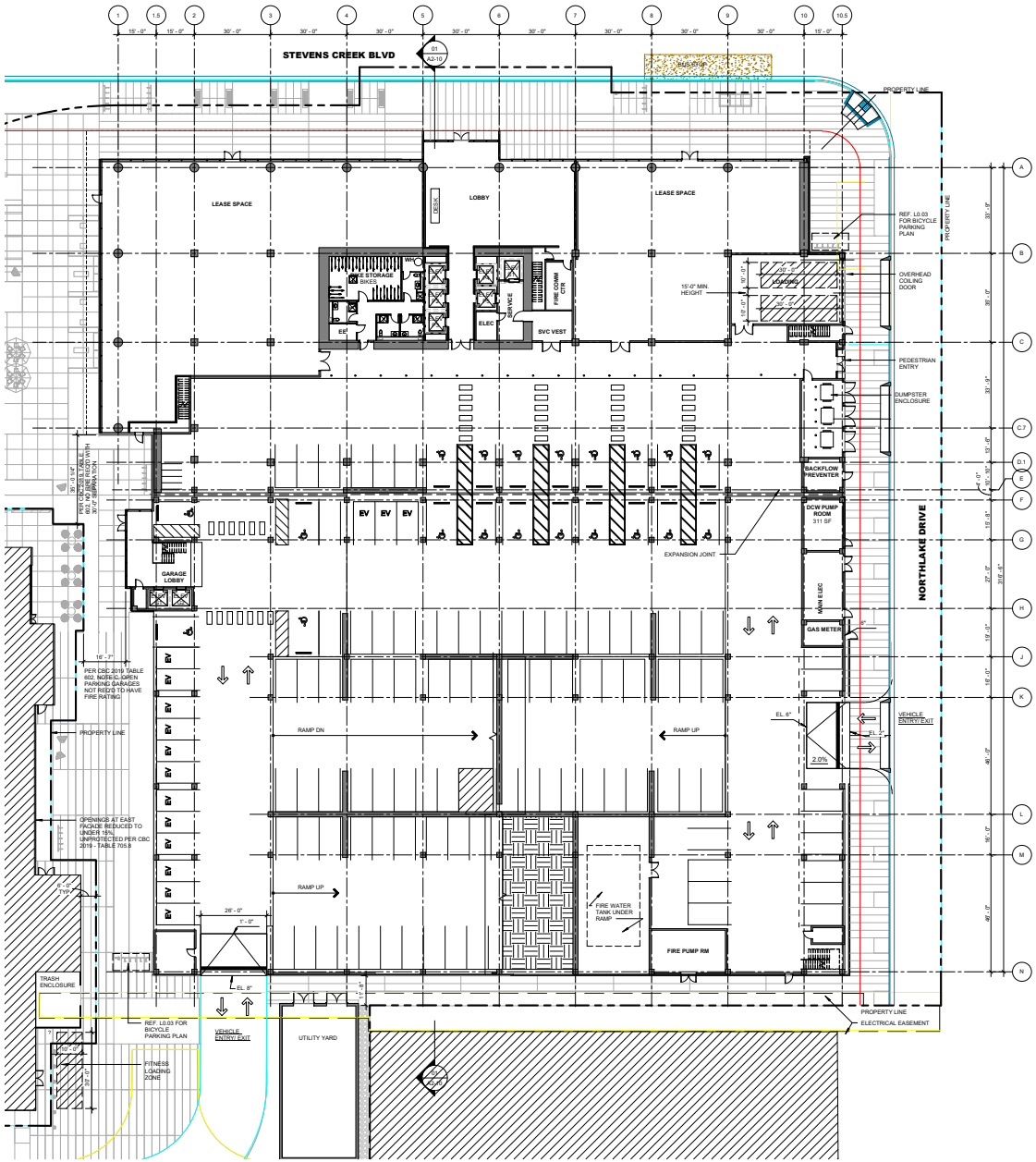


Figure 17
Parking Garage Ground Level

NORTH
Not to Scale

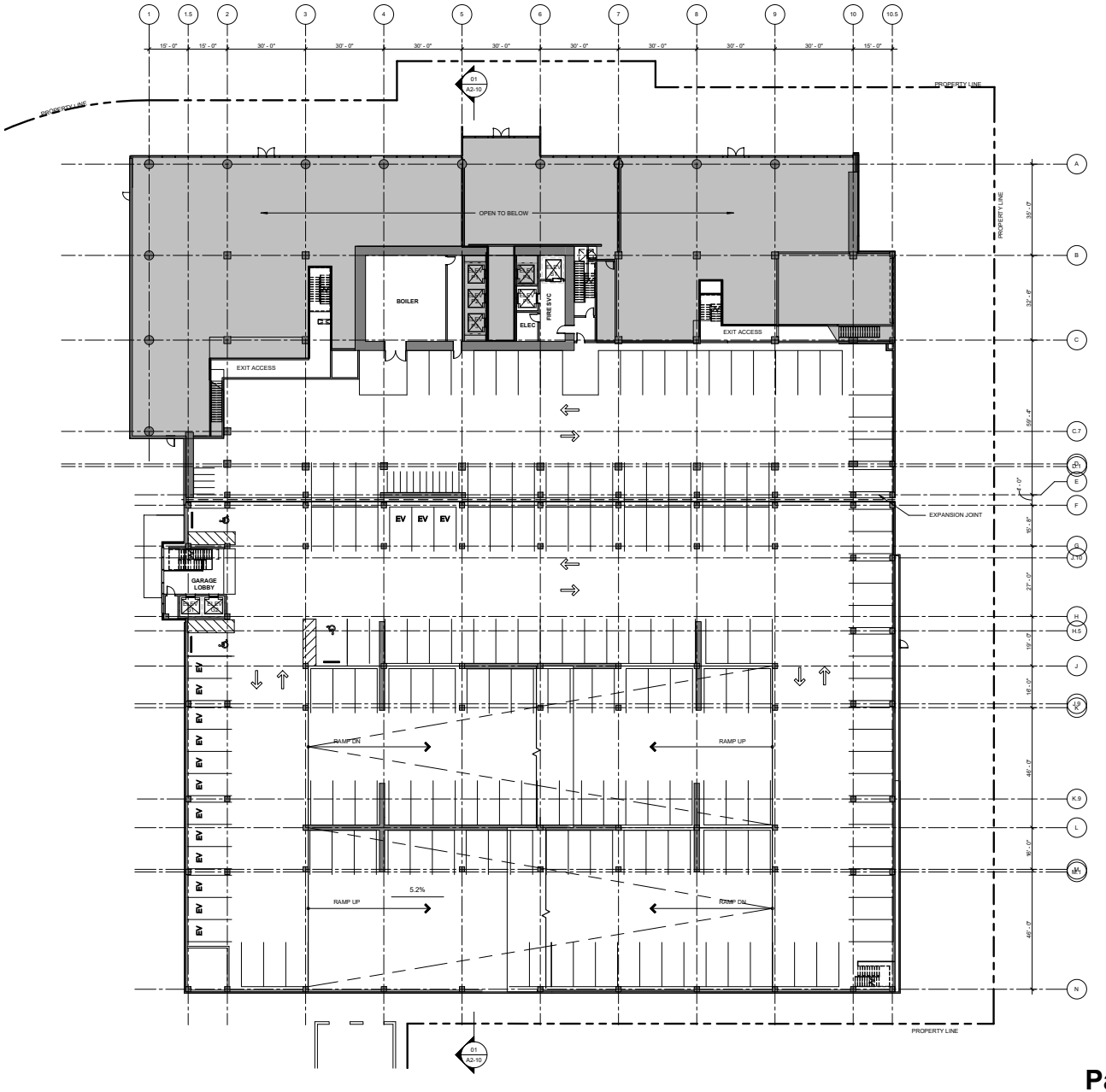


Figure 18
Parking Garage Level P2

NORTH
Not to Scale

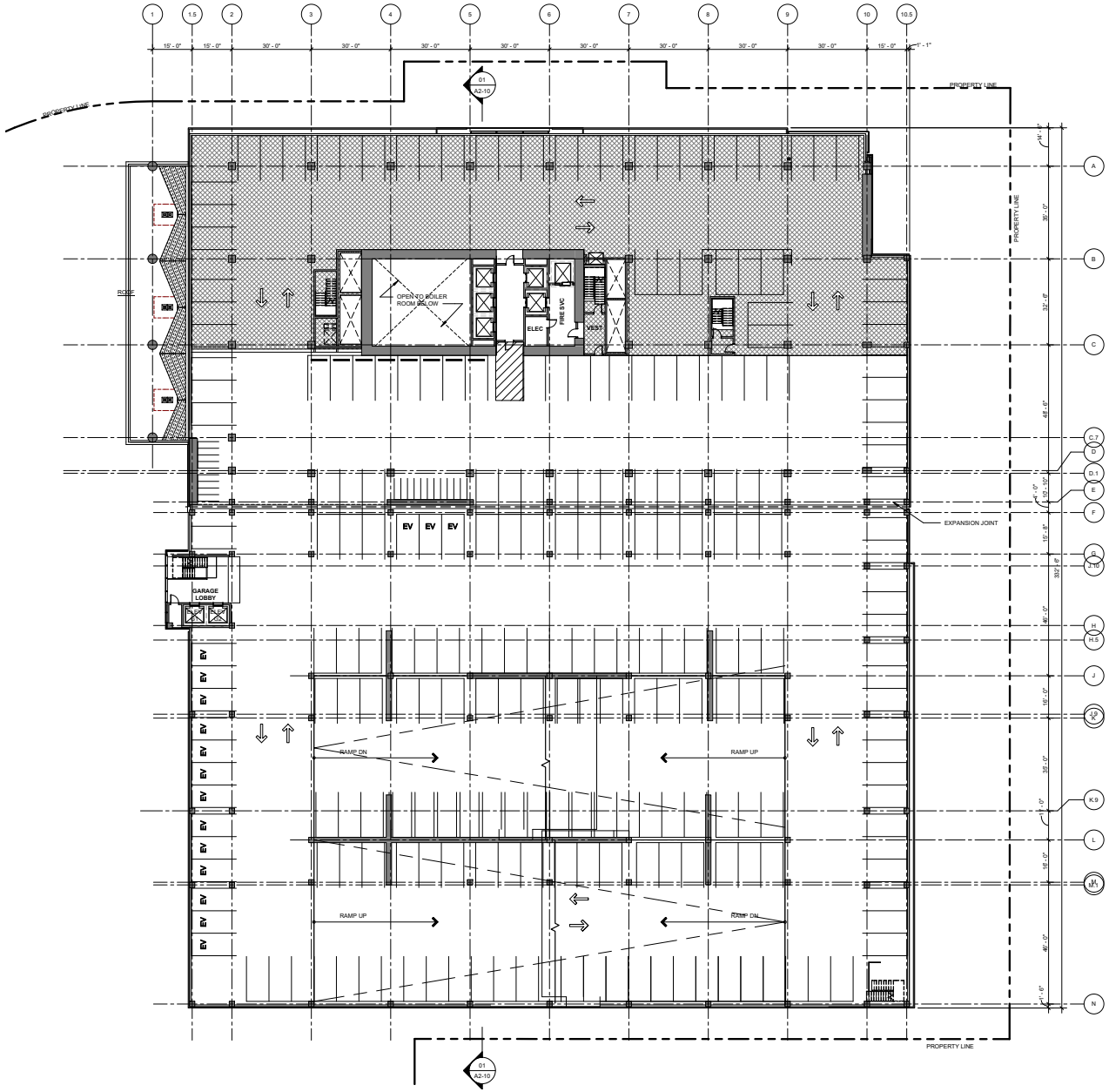


Figure 19
Parking Garage Level P3

NORTH
Not to Scale

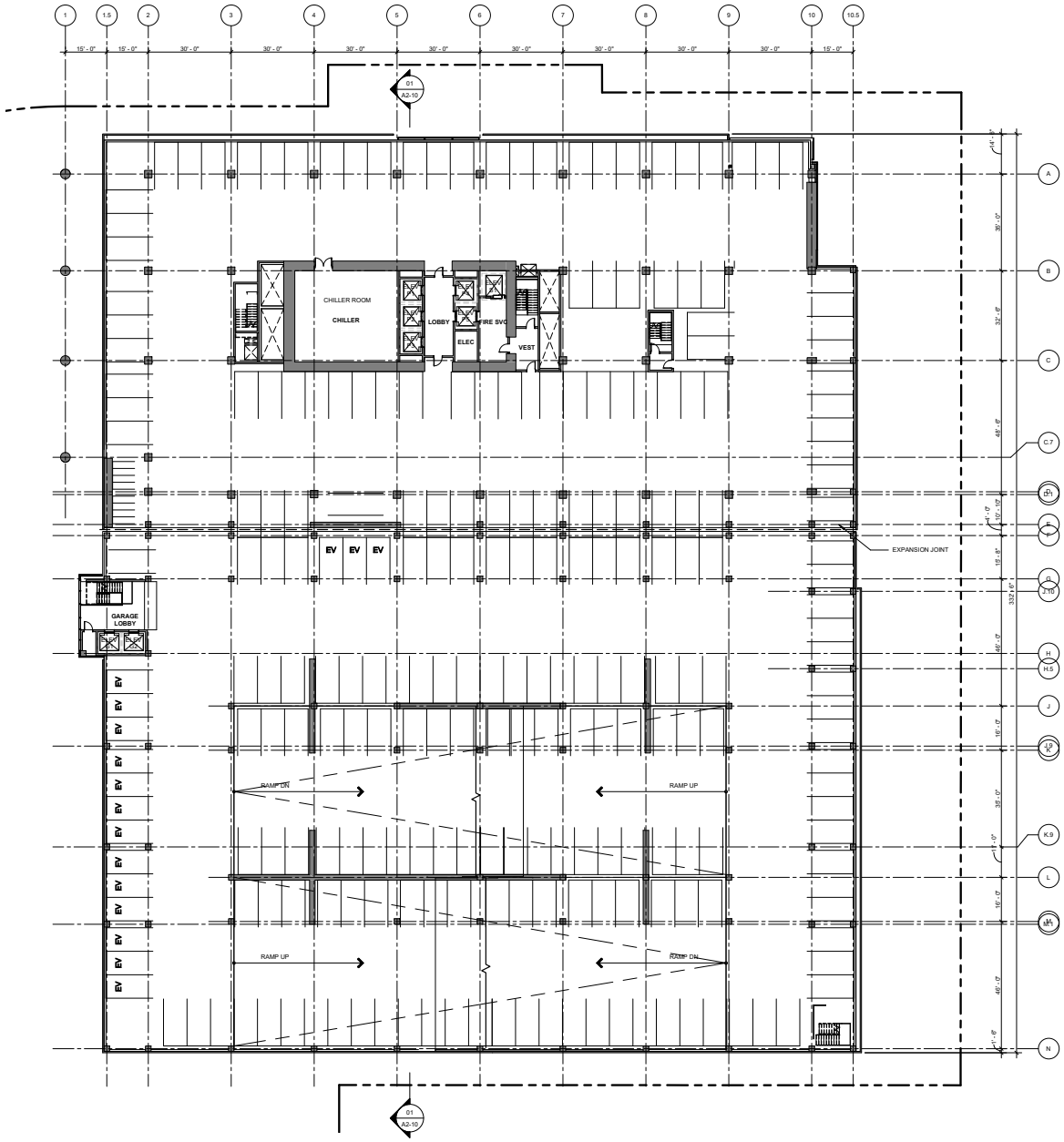
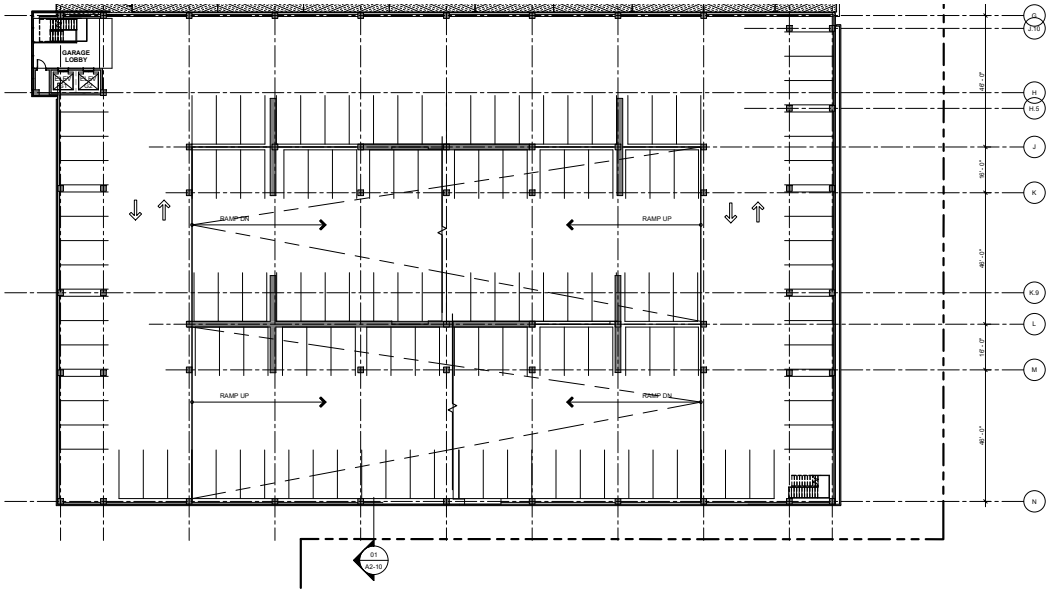
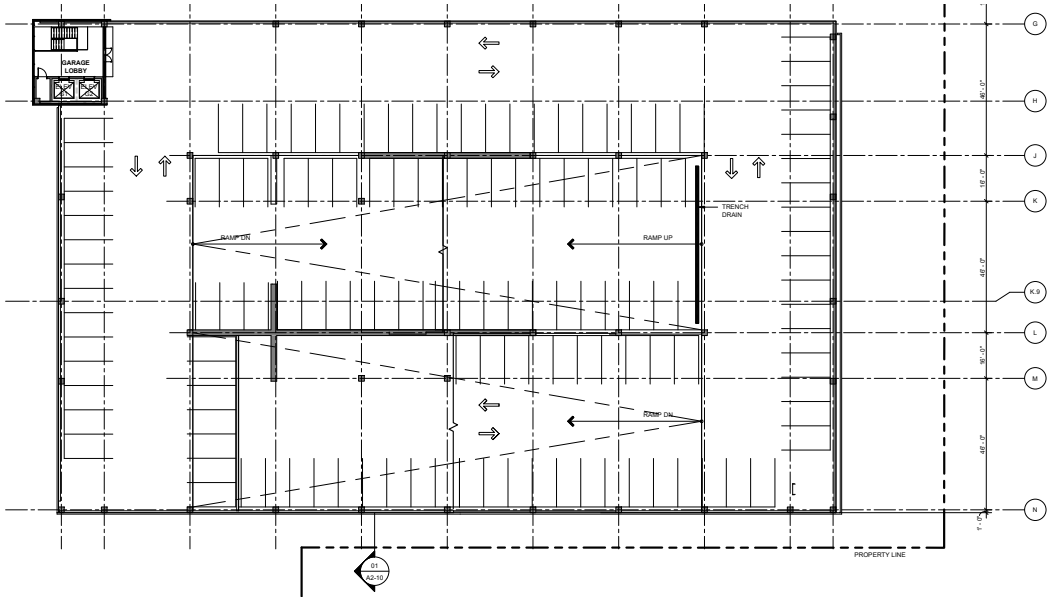


Figure 20
Parking Garage Levels P4 and P5

NORTH
Not to Scale



Parking Garage Level P6



Parking Garage Level P7

Figure 21
Parking Garage Levels P6 and P7

NORTH
Not to Scale

There would be dead-end aisles on the ground and seventh parking garage levels. Dead-end aisles are undesirable because drivers can enter the aisle, and upon discovering that there is no available parking, must back out or conduct three-point turns. However, the garage plans show a turnaround space at both dead-end aisles. The garage would provide adequate circulation for drivers.

The site plan does not show that any ground level parking spaces are designated for the restaurant and retail uses, which would be inconvenient for the customers going to these places if they cannot easily find a parking space.

Recommendation: The project should reserve some parking spaces on the ground level of the parking garage for the restaurant and retail customers. Additionally, the project should designate some parking spaces on the ground and P2 levels near the lobbies/elevators for carpool vehicles, which would encourage people to carpool and reduce parking demand.

Parking Stall Dimensions

The City's off-street parking design standard for 90-degree uniform parking stalls is 8.5 feet wide by 17 feet long. The site plan shows all parking stalls conforming to this standard. The handicap stalls are shown to be 9 feet wide by 18 feet long (including a 3-foot overhang) and include access aisles of 7 feet for van accessibility, which meets the City's standards.

Truck Access and Circulation

The project site plan was reviewed for truck access using truck turning-movement templates for a SU-30 truck type (single unit trucks), which represents small emergency vehicles, garbage trucks, and small to medium delivery trucks.

Loading Operations

According to the City of San Jose Zoning Code, developments having a floor area of 10,000 square feet or more should provide at a minimum one off-street loading space, plus one additional loading space for each 20,000 square feet of floor area. The site plan shows two loading spaces for the office/restaurant/retail building at the northeast corner of the office building with access via Northlake Drive. A designated loading space for the fitness center is shown at the southeast corner of the fitness canter building with access via the Saratoga Avenue driveway.

Though the provided loading zones are fewer than what the City of San Jose Zoning Code requires, the Planning Director may authorize a reduction in the number of loading spaces in connection with the issuance of a development permit if the Director finds that one loading space would be sufficient to accommodate circulation and manipulation of freight. The project applicant should coordinate with City staff to determine if three loading spaces would be adequate to serve the entire project.

Recommendation: The project applicant should coordinate with City staff to determine if three loading spaces would be adequate to serve the project.

Garbage Collection

The site plan shows one trash enclosure for the office/restaurant/retail building along the eastside of the parking garage facing Northlake Drive and one trash enclosure at the southeast corner the fitness center. For the office building, it is presumed that all garbage trucks would perform their operations outside of the building at the curb along Northlake Drive, which is common for this type of mixed-use development. It is presumed that trash bins would be wheeled out to Northlake Drive for garbage truck pickup and returned to the trash enclosures immediately after garbage pick-up. For the fitness center, the trash enclosure is located next to the loading zone for the fitness center. It is presumed that the garbage trucks would utilize the loading zone next to the trash enclosure to perform their operations.

Emergency Vehicle Access

Saratoga Avenue, Stevens Creek Boulevard, Northlake Drive, and the emergency vehicle access easement (EVAE) would provide emergency vehicle access to all sides of the project buildings. The City of San Jose Fire Department requires that all portions of the buildings be within 150 feet of a fire department access road and requires a minimum of 6 feet clearance from the property line along all sides of the buildings. According to the project site plan, the project would meet the 6-foot clearance requirement and the 150-foot fire access requirement.

Effects on Surrounding Streets

Access to project site is via two major arterials (Saratoga Avenue and Stevens Creeks Boulevard) and two local streets (Kiely Boulevard and Northlake Drive). Because of the easy access to the project site from major arterials, the project traffic is not expected to use any other neighborhood residential streets, besides Kiely Boulevard, between Saratoga Avenue and Northlake Drive, and Northlake Road, between Stevens Creek Boulevard and Kiely Boulevard. It should be noted that these sections of Kiely Boulevard and Northlake Road already are serving commercial uses on the site.

Pedestrian, Bicycle, and Transit Facilities

All new development projects in San Jose should encourage multi-modal travel, consistent with the goals and policies of the City's General Plan. It is the goal of the General Plan that all development projects accommodate and encourage the use of non-automobile transportation modes to achieve San Jose's mobility goals and reduce vehicle trip generation and vehicle miles traveled. In addition, the adopted City Bike Master Plan establishes goals, policies and actions to make bicycling a daily part of life in San Jose. The Master Plan includes designated bike lanes along many City streets, as well as on designated bike corridors. In order to further the goals of the City, pedestrian and bicycle facilities should be encouraged with new development projects.

Bike and Pedestrian Access and On-Site Circulation

The continuous network of sidewalks and crosswalks in the study area exhibits good connectivity and would provide pedestrians with safe routes to transit stops and other points of interest in the project area. Marked crosswalks are provided with pedestrian signal heads across all legs of the signalized intersections in the surrounding area. The nearby intersections have ADA curb ramps. The southeast and southwest corners of the Stevens Creek Boulevard and Saratoga Avenue intersection have ADA curb ramps with truncated domes. Truncated domes are the standard design requirement for detectable warnings which enable people with visual disabilities to determine the boundary between the sidewalk and the street.

The project would improve the southeast corner of the Saratoga Avenue and Stevens Creek Boulevard intersection by removing the pork chop island, moving the curb, and tightening the turn radius at the southeast corner. These improvements would improve pedestrian safety. The project would also reconstruct the existing sidewalks on Saratoga Avenue and Stevens Creek Boulevard along the entire project frontage with new 20-foot sidewalks.

The sidewalks on Saratoga Avenue and Stevens Creek Boulevard would provide pedestrian access to the fitness center, restaurants, retail, and office lobby. A publicly accessible plaza would also be provided at the southeast corner of the Saratoga Avenue/Stevens Creek Boulevard intersection with pedestrian walkways between the fitness center and the office/parking garage buildings. The front doors of the restaurants, retail, and office lobby would face Stevens Creek Boulevard, and the front door of the fitness center building would face the plaza. From the parking garage, pedestrians would be able access these uses via the office lobby to the north of the garage and another garage lobby to the

west of the garage on the ground level. The office lobby would connect pedestrians to sidewalks on Stevens Creek Boulevard. The west garage lobby would connect pedestrians to sidewalks on Saratoga Avenue, the plaza, and the fitness center building.

Class II striped bike lanes are present on Saratoga Avenue south of Stevens Creek Boulevard. There are no other designated bike lanes or bike routes on streets in the immediate vicinity of the project site. Northlake Drive has relatively low traffic volume; therefore, the street would be conducive to cyclists. However, Stevens Creek Boulevard, Kiely Boulevard, and Saratoga Avenue are arterial streets with high traffic volumes and vehicle speed. Bicyclists need to ride with caution on these streets.

Long-term bicycle parking spaces would be provided within the ground level of the garage along the northern edge. Short-term bicycle racks and bike repair stations would be provided in various locations along Stevens Creek Boulevard and Saratoga Avenue and within the site (see Figure 22). The short-term bicycle racks would be located in highly visible locations and would be easily accessible between the project buildings and streets.

Transit Services

The project site is served by Routes 23 and 523 on Stevens Creek Boulevard and Route 57 on Kiely Boulevard. The bus stop closest to the project site is located on Stevens Creek Boulevard along the project frontage. The bus stop serves eastbound Route 23. The bus stops for the remaining routes are all within 1,500 feet from the project site (see Figure 4).

Due to the convenient location of the bus stops, it is assumed that some employees of the project would utilize the existing transit services. Based on the trip generation estimates shown in Table 5, it was assumed that 20 percent of the non-vehicle mode share would be transit mode share, which equates to approximately 15 new transit riders during the AM peak hour and 23 new transit riders during the PM peak hour. The increase in new riders could be accommodated by the currently available capacity of the bus services in the study area, and improvement of the existing transit service would not be necessary with the project.

The project would move the existing Route 23 bus stop on Stevens Creek Boulevard along the project frontage approximately 75 feet to the east, just west of Northlake Drive. The new bus stop would include a shelter with bike racks and a bike repair station next to it.

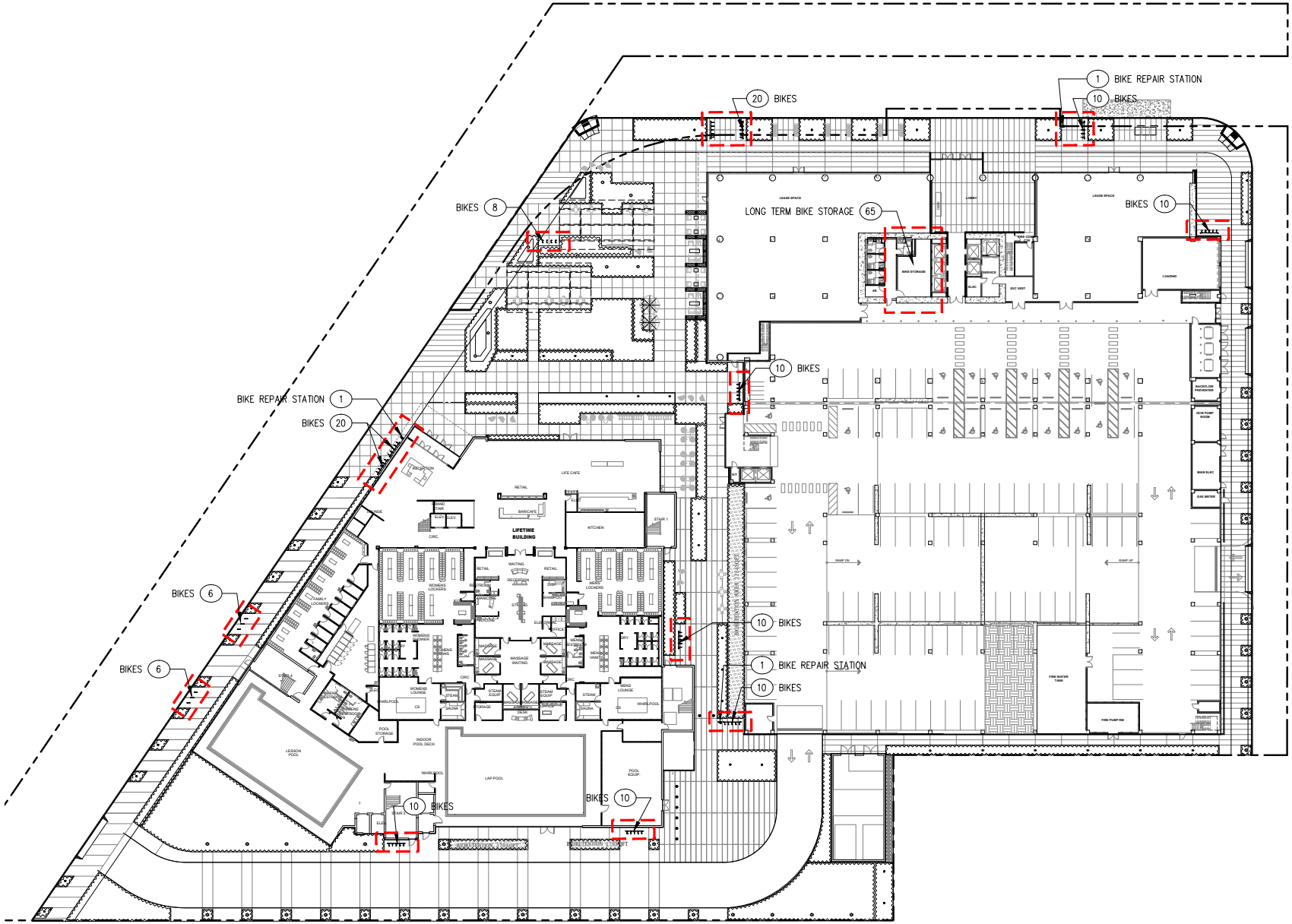


Figure 22
Bicycle Parking Locations

NORTH
Not to Scale

Urban Village and Grand Boulevard Requirements

The project site is located within the Stevens Creek Boulevard Urban Village Boundary and fronts Stevens Creek Boulevard and Saratoga Avenue, which have been designated as Grand Boulevards by the Envision San José 2040 General Plan. Grand Boulevards are intended to serve as major transportation corridors with priority given to public transit. Sites within an Urban Village and located along a Grand Boulevard must incorporate additional urban design and architectural elements that will facilitate a building with pedestrian orientated design and activate the pedestrian public right-of-way.The project will be required to implement the following Urban Village and Grand Boulevard design features to improve pedestrian and transit facilities:

- Provide a minimum 20 feet sidewalk width along the frontage on Saratoga Avenue and Stevens Creek Boulevard. The project plans to widen sidewalks along the frontages on Saratoga Avenue and Stevens Creek Boulevard to 20 feet.
- Minimize driveway cuts to minimize conflicts between pedestrians and vehicles and reduce transit delay. The project would remove two existing driveways along the project frontage on Stevens Creek Boulevard and two existing driveways along the project frontage on Saratoga Avenue.
- Provide enhanced shelters for transit services. There is one bus stop along the project frontage on Stevens Creek Boulevard and it already has a shelter. The project would relocate the bus stop approximately 75 feet eastward. If the VTA would like an enhanced shelter, it would be appropriate for the project to share the cost of the improvement.

Parking

Vehicle Parking

Based on the City's Zoning Code (Table 20-190) off-street parking requirements, the development would require a total of 2,282 parking spaces (see Table 11). The project may qualify for up to a 50 percent reduction if it conforms to the required bicycle parking spaces stated in Table 20-190 of the Zoning Code and implements a TDM plan. The project proposes 1,301 vehicle parking spaces, a 43 percent reduction in the required vehicle parking spaces, and would implement a TDM plan (see Appendix F).

Recommendation: To qualify for a 43 percent reduction in the required vehicle parking spaces, the project would implement a TDM plan to reduce parking demand and satisfy the parking reduction requirements as specified in Section 20.90.220 of the Zoning Code. The project requires City approval for any reduction in on-site parking spaces.

Bicycle Parking

The City requires short-term and long-term bicycle parking based on each specified land use. The project requires 26 long-term spaces and 102 short-term spaces, for a total of 128 bicycle parking spaces (see Table 12). The project would provide 64 long-term spaces and 130 short-term spaces, for a total of 194 bicycle parking spaces. The proposed bicycle parking spaces would comply with the City requirements.

Table 11
Vehicular Parking Requirements

		General City Parking Requirements	
Land Use	**Size[1]**	**Required Parking Rate[2]**	**Required Spaces**
Fitness Center	88,733 s.f.	1 space per 80 s.f. of recreational space	1,109
Office	308,000 s.f.	1 space per 250 s.f. of floor area[3]	1,047
Restaurant	3,300 s.f.	1 space per 40 s.f. of dining area	83
Retail	10,000 s.f.	1 space per 200 s.f. of floor area[3]	43
Total Required Spaces			***2,282***
Proposed Spaces (43% Reduction from General City Requirements)			***1,301***

Notes:
s.f. = square feet
1. Gross floor area
2. Vehicular parking requirements per Table 20-190 of the San Jose Zoning Code
3. Floor area = 0.85 of gross floor area

Table 12
Bicycle Parking Requirements

			Required Spaces[4]		
Land Use	**Size[1]**	**Required Parking Rate[2]**	**Long-Term**	**Short-Term**	**Total**
Fitness Center	88.7 ksf	1 space per 1.6 ksf of recreational space	11	44	55
Office	308.0 ksf	1 space per 4 ksf of floor area[3]	13	52	65
Restaurant	3.3 ksf	1 space per 0.8 ksf of dining area	1	3	4
Retail	10 ksf	1 space per 3 ksf of floor area[3]	1	2	3
Total Required Spaces			***26***	***102***	***128***
Proposed Spaces			***64***	***130***	***194***

Notes:
ksf = 1,000 square feet
floor area = 0.85 of gross floor area
1. Gross floor area
2. Bicycle parking requirements per Table 20-190 of the San Jose Zoning Code
3. Floor area = 0.85 of gross floor area
4. According to the Zoning Code, at least 80% of the required bicycle parking spaces should be provided in short-term bicycle parking facilities and at most 20% should be provided in long-term bicycle facilities

Motorcycle Parking

The City requires one motorcycle parking space for every 50 code-required vehicle parking spaces for office uses and one motorcycle parking space for every 20 code-required vehicle parking spaces for commercial uses (per Chapter 20.90, Table 20-250 of the City's Zoning Code). Based on the vehicle

parking requirements, the project is required to provide a total of 83 motorcycle spaces. The site plan shows 54 total motorcycle parking spaces as the project would implement a TDM plan to quality for a 43 percent reduction in the code-required vehicle parking spaces.

Recommendation: The project requires City approval for any reduction in on-site vehicle and motorcycle parking spaces.

Showers and Changing Rooms

Based on the City of San Jose Zoning Code, Section 20.90.066, an office building of 150,001 to 225,000 s.f. requires 3 showers plus 1 additional shower per each additional 150,000 square feet of office use above 225,000 square feet. Therefore, the project requires four showers. The project meets the City's requirement with four showers next to the bicycle storage room.

Construction Activities

Typical activities related to the construction of any development could include lane narrowing and/or lane closures, sidewalk and pedestrian crosswalk closures, and bike lane closures. In the event of any type of closure, clear signage (e.g., closure and detour signs) must be provided to ensure vehicles, pedestrians and bicyclists are able to adequately reach their intended destinations safely. Per City standard practice, the project would be required to submit a construction management plan for City approval that addresses the construction schedule, street closures and/or detours, construction staging areas and parking, and the planned truck routes.

5. Conclusions

This study was conducted for the purpose of identifying the potential transportation impacts related to the proposed development. The transportation impacts of the project were evaluated following the standards and methodologies established in the City of San Jose's *Transportation Analysis Handbook.* Based on the City of San Jose's Transportation Analysis Policy and *Transportation Analysis Handbook*, the transportation analysis report for the project includes a CEQA transportation analysis and a local transportation analysis (LTA). The CEQA transportation analysis comprises of an evaluation of Vehicle Miles Traveled (VMT) and cumulative impact analysis for the project's consistency with the Envision San Jose 2040 General Plan. The LTA includes an evaluation of weekday AM and PM peak-hour traffic conditions for 11 signalized intersections and two unsignalized intersections, an analysis of freeway segment capacity, freeway ramp operations, site access, on-site circulation, parking, and effects to transit, bicycle, and pedestrian facilities.

CEQA Transportation Analysis

The CEQA transportation impacts of the project was evaluated based on a VMT analysis and a cumulative impact analysis for the project's consistency with the Envision San Jose 2040 General Plan.

VMT Impact (Less than Significant with Mitigation)

For the project-level VMT analysis, the City of San Jose VMT Evaluation Tool was used to evaluate the VMT impact for the office use of the project, while the City's Travel Demand Model (model) was used to evaluate the VMT impact for the fitness center, retail, and restaurant uses of the project.

According to the VMT tool, The VMT generated by the office component of the project (12.81 VMT per employee) would exceed the threshold of 12.21 VMT per employee; therefore, the project would result in a significant transportation impact on VMT, and mitigation measures are required to reduce the VMT impact.

The model results showed that the fitness center, retail, and restaurant uses would cause a net decrease of 2,398 VMT per day. Because the commercial component of the project would result in a net decrease in VMT, the commercial component would not result in a significant VMT based on the threshold of significance for retail uses.

Mitigation Measures

The project would be required to implement the following off-site mitigation measures to reduce the significant VMT impact from the office use.

- Remove the pork chop island at the northwest corner of the Saratoga Avenue/Stevens Creek Boulevard intersection. The mitigation measure is addition to the removal of the pork chop

island at the southeast corner along the project frontage that would be implemented as part of the project.

- Remove the pork chop islands at the southwest and northeast corners of the Saratoga Avenue/Kiely Boulevard intersection.
- Implement VTA bus stop improvements for the bus stop on westbound Stevens Creek Boulevard west of Saratoga Avenue and move the bus stop eastward closer to the intersection. The mitigation measure is addition to the bus stop improvements the project would implement for the bus stop on eastbound Stevens Creek Boulevard east of Saratoga Avenue as part of the project.

The mitigation measures would increase accessibility for transit users, bicyclists, and pedestrians and would reduce the project VMT per worker to 12.21, which would make the project impact less than significant.

Cumulative Impact (Less than Significant)

The project is consistent with the General Plan and Stevens Creek Boulevard Urban Village Plan goals and policies for the following reasons:

- The project would be a mixed-use development with higher intensity commercial development.
- The project would include ground floor-commercial spaces fronting Stevens Creek Boulevard and Saratoga Avenue.
- The project would provide a public plaza at the corner of the Saratoga Avenue/ Stevens Creek Boulevard intersection.
- The project would provide 20-foot sidewalks with planters and landscaping along Stevens Creek Boulevard and Saratoga Avenue. Wider sidewalks would improve pedestrian access to the transit stop and other destinations.
- The project would provide 12-foot sidewalks with planters along Northlake Drive.
- The project would provide a parking garage that it is not attached to a single development but can be shared by land uses on the site.
- The project would be integrated with the City's transportation system, including transit, roads, and pedestrian facilities.
- The project would not negatively impact existing transit, bicycle or pedestrian infrastructure, nor would it conflict with any adopted plans or policies for new transit, bicycle or pedestrian facilities.
- The project would provide vehicle parking spaces lower than the required parking spaces and would implement a TDM plan to reduce parking demand.

Therefore, the project would be considered part of the cumulative solution to meet the General Plan's long-range transportation goals and would result in a less-than-significant cumulative impact.

Local Transportation Analysis

Intersection Traffic Operations

Based on the Cities of San Jose and Santa Clara intersection operations analysis criteria, the added project trips would cause adverse operations effects at the Winchester Boulevard/Stevens Creek

Boulevard intersection in San Jose and at the San Tomas Expressway/Stevens Creek Boulevard intersection in Santa Clara. Improvements to address the level of service deficiency at these intersections are discussed below.

Winchester Boulevard and Stevens Creek Boulevard

To offset the level of service deficiency at the Winchester Boulevard/Stevens Creek Boulevard intersection, the project should implement the complete street improvements identified by the City. As described above under VMT Impact, the project would implement off-site multi-modal network improvements to mitigate the VMT impacts. The mitigation measures would qualify as the improvements to offset the level of service deficiency at the Winchester Boulevard/Stevens Creek Boulevard intersection.

San Tomas Expressway and Stevens Creek Boulevard

This intersection's level of service could be improved by adding a fourth through lane in the northbound direction on San Tomas Expressway. The August 2015 update of the County Expressway Plan 2040 identifies the widening of San Tomas Expressway to eight lanes (by adding a 4th through lane to both the north and south approaches) between Stevens Creek Boulevard and Campbell Avenue as a Tier 3 project. It also identifies a grade separation improvement at this intersection as a Tier 3 project. Either the roadway widening or grade separation improvement would improve the intersection level of service to an acceptable LOS E. Therefore, to address the level of service deficiency at the San Tomas Expressway/Stevens Creek Boulevard intersection, the project would be required a fair share contribution towards the County's expressway improvements.

Alternative TDM Improvements

The project would implement a TDM plan to reduce parking demand and satisfy the parking reduction requirements as specified in the Zoning Code. The proposed TDM measures are listed below:

- Bicycle parking facilities
- On-site showers and lockers
- Preferential parking for carpools
- Passenger loading for rideshare vehicles
- Commute trip reduction marketing and education
- Rideshare resources
- Ride-matching assistance
- Building designs to support telecommute/flexible work schedules

Alternatively, to eliminate the adverse intersection operations effects at the two affected intersections, the project could implement additional TDM measures to achieve an additional 20% reduction in office and fitness center trips.

For the proposed office use, according to the San Jose VMT Evaluation Tool, additional TDM measures that can be implemented are listed below:

- Employee parking "cash-out" – Project employers to offer employees the choice to forgo subsidized/free parking for a cash payment.

- Telecommuting and alternative work schedule program – A program to allow and encourage employee to telecommute from home when possible, or to shift work schedules such that travel occurs outside of peak congestion periods.

For the proposed fitness center, because the San Jose VMT Evaluation Tool is designed to identify TDM measures to reduce VMT/trips generated by employees and residences, it is not suitable for

fitness center customers. To reduce the employee trips, the fitness center should implement similar TDM measures for the office use. To reduce the customer trips during the peak hours, potential TDM measures to be implemented would include:

- Implement a reward program to encourage use of carpooling, transit, and bicycling/walking. The program would give credits or points to members using alternative modes through a reward program, which can be used toward future spending or purchases in the fitness center.

Traffic Operations at Saratoga Avenue/I-280 Interchange

Although the intersection operations analysis shows acceptable levels of service at the intersections that make up the Saratoga Avenue/I-280 interchange, the project is expected to adversely affect the traffic operations of these intersections. To improve traffic flow along Saratoga Avenue, the City has developed an improvement plan for Saratoga Avenue between Stevens Creek Boulevard and Blackford Avenue and Kiely Boulevard between Saratoga Avenue and Northlake Drive. The project would be required to construct a second northbound left-turn lane and remove the pork chop island at the southeast corner at the Saratoga Avenue/Stevens Creek Boulevard intersection per the City's improvement plan.

Freeway Segment Capacity Analysis

The results of the CMP freeway segment analysis show that the project is not projected to add traffic volumes representing one percent or more of the freeway capacity. Based on CMP freeway impact criteria, none of the freeway segments would be impacted by the project.

Freeway Ramp Operations Analysis

The I-280/Saratoga Avenue northbound on-ramps provide access from the project site to I-280 north, and the I-280/Saratoga Avenue southbound on-ramp provides access to I-280 south. The northbound on-ramps are metered during the AM commute period, and the southbound on-ramp is metered during the PM commute period.

Based on the on-ramp meter analysis, existing vehicle storage on these on-ramps is adequate to serve the existing vehicle queues and would continue to adequately serve the estimated vehicle queues that would develop with the addition of project-generated traffic.

At the I-280 northbound and southbound the off-ramps, the queues do not back up onto the freeway mainline. The queues clear within one signal cycle; therefore, the project is not expected to result in a noticeable increase in vehicle queuing or delay on the off-ramps.

Intersection Vehicle Queuing Analysis

The analysis of intersection levels of service was supplemented with a vehicle queuing analysis for left-turn lanes at intersections where the project would add a substantial number of trips to the left-turn movements.

Under background plus project conditions, the queuing analysis indicates that the 95th percentile left-turn vehicle queues would exceed the northbound left-turn vehicle storage capacity at the Saratoga Avenue/Stevens Creek Boulevard intersection in the PM peak hour and the westbound left-turn vehicle storage capacity at the Saratoga Avenue/Kiely Boulevard intersection in the PM peak hour.

To improve traffic flow along Saratoga Avenue, the City has developed an improvement plan for Saratoga Avenue between Stevens Creek Boulevard and Blackford Avenue. The Saratoga Avenue/Stevens Creek Boulevard intersection is part of the planned improvements for Saratoga Avenue. Because the intersection is adjacent to the site and would serve many of the project trips, the

project would be required to implement a second northbound left-turn lane per the City's improvement plan to accommodate the estimated 95th percentile queue (250 feet per lane) under background plus project conditions. The improvement plan would also extend the westbound left-turn pockets and improve the vehicle queuing issue at the Saratoga Avenue/Kiely Boulevard intersection under background plus project conditions.

Other Transportation Issues

The proposed site plan shows adequate site access and on-site circulation, and no adverse traffic operational issues are expected to occur at the project driveways as a result of the project. The project would not have an adverse effect on the existing pedestrian or bicycle facilities in the study area.

Hexagon has the following recommendations resulting from the site access, circulation, and parking evaluations.

Recommendations

- Fifteen (15) feet of the curb segments next to the project driveways on Saratoga Avenue and Northlake Drive should be painted red to prohibit parking and ensure adequate sight distance for outbound traffic.
- The project should designate curbside passenger loading zones on Stevens Creek Boulevard near the office building entrance and on Saratoga Avenue near the fitness center entrance, based on the City's evaluation of these zones at the implementation stage.
- The project should reserve some parking spaces on the ground level of the parking garage for the restaurant and retail customers. Additionally, the project should designate some parking spaces on the ground and P2 levels near the lobbies/elevators for carpool vehicles, which would encourage people to carpool and reduce parking demand.
- The project applicant should coordinate with City staff to determine if three loading spaces (two for the office/retail/restaurant building and one for the fitness center) would be adequate to serve the project.
- To qualify for a 43 percent reduction in the required vehicle parking spaces, the project would implement a TDM plan to reduce parking demand and satisfy the parking reduction requirements as specified in Section 20.90.220 of the Zoning Code. The project requires City approval for any reduction in on-site vehicle parking spaces.
- The required motorcycle parking spaces are based on the code-required vehicle parking spaces. The project proposes motorcycle parking spaces based on the proposed vehicle parking spaces. Therefore, the proposed motorcycle spaces are fewer than the required spaces. The project requires City approval for any reduction in on-site motorcycle parking spaces.

3896 Stevens Creek Boulevard Commercial Development Transportation Analysis

Technical Appendices

July 16, 2020

Appendix A

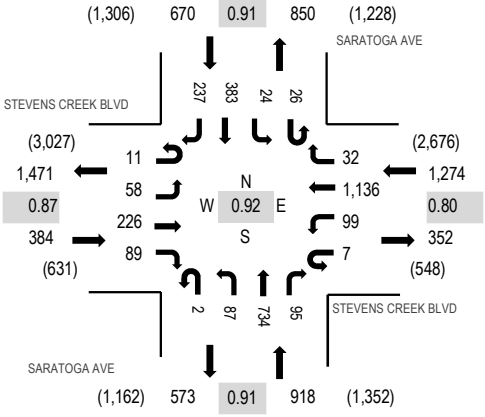
Traffic Counts

All Traffic Data Services Inc.

(303) 216-2439
www.alltrafficdata.net

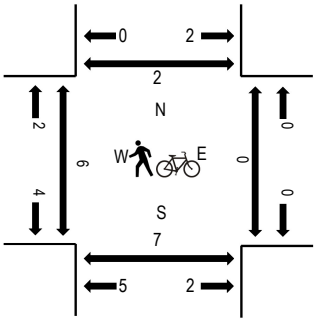
Location: 2 SARATOGA AVE & STEVENS CREEK BLVD AM
Date: Wednesday, January 23, 2019
Peak Hour: 08:00 AM - 09:00 AM
Peak 15-Minutes: 08:45 AM - 09:00 AM

Peak Hour - All Vehicles



Note: Total study counts contained in parentheses.

Peak Hour - Pedestrians/Bicycles in Crosswalk



Traffic Counts

Interval Start Time	STEVENS CREEK BLVD Eastbound				STEVENS CREEK BLVD Westbound				SARATOGA AVE Northbound				SARATOGA AVE Southbound				Total	Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right			West	East	South	North
7:00 AM	0	4	25	10	2	26	246	8	0	6	36	10	5	5	75	32	490	2,719	1	1	1	0
7:15 AM	1	6	24	21	1	32	397	6	1	14	66	9	0	3	91	45	717	3,012	0	0	1	0
7:30 AM	0	8	33	27	2	24	308	3	0	25	100	12	1	1	120	75	739	3,053	0	0	0	0
7:45 AM	0	16	42	30	0	25	315	7	1	25	110	19	2	8	106	67	773	3,136	0	2	1	0
8:00 AM	6	11	63	13	0	15	260	6	0	29	169	26	4	7	83	91	783	3,246	0	0	1	0
8:15 AM	0	11	43	18	2	15	305	8	1	18	163	18	11	10	91	44	758		3	0	0	1
8:30 AM	3	18	61	27	2	31	284	6	0	22	195	24	8	3	91	47	822		1	0	2	0
8:45 AM	2	18	59	31	3	38	287	12	1	18	207	27	3	4	118	55	883		2	0	4	1

Peak Rolling Hour Flow Rates

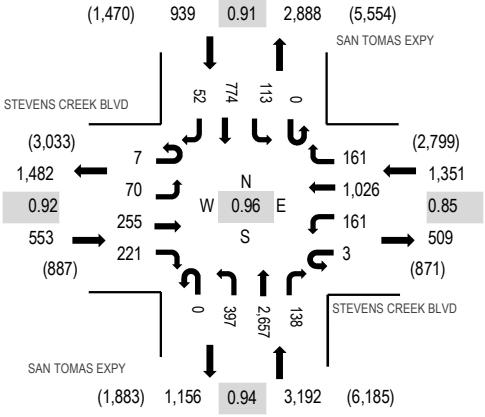
Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	0	2	0	0	1	0	0	2	1	1	0	0	1	0	8
Lights	11	58	213	86	7	95	1,108	32	2	85	726	91	26	24	378	232	3,174
Mediums	0	0	13	1	0	4	27	0	0	0	7	3	0	0	4	5	64
Total	11	58	226	89	7	99	1,136	32	2	87	734	95	26	24	383	237	3,246

All Traffic Data Services Inc.

(303) 216-2439
www.alltrafficdata.net

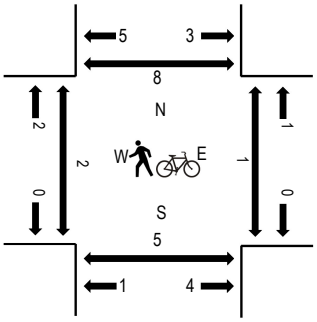
Location: 3 SAN TOMAS EXPY & STEVENS CREEK BLVD AM
Date: Wednesday, January 23, 2019
Peak Hour: 07:45 AM - 08:45 AM
Peak 15-Minutes: 07:45 AM - 08:00 AM

Peak Hour - All Vehicles



Note: Total study counts contained in parentheses.

Peak Hour - Pedestrians/Bicycles in Crosswalk



Traffic Counts

Interval Start Time	STEVENS CREEK BLVD Eastbound				STEVENS CREEK BLVD Westbound				SAN TOMAS EXPY Northbound				SAN TOMAS EXPY Southbound				Total	Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right			West	East	South	North
7:00 AM	1	10	32	19	1	44	251	49	0	84	539	14	0	10	64	9	1,127	5,498	1	1	2	0
7:15 AM	1	9	35	22	0	45	344	38	0	94	595	38	0	17	116	5	1,359	5,920	0	0	1	0
7:30 AM	1	15	40	51	1	43	298	27	0	97	701	40	0	13	108	4	1,439	6,009	1	2	1	2
7:45 AM	0	19	42	89	2	42	215	50	0	115	735	34	0	26	191	13	1,573	6,035	1	0	0	3
8:00 AM	1	17	68	55	0	37	276	24	0	122	695	42	0	25	174	13	1,549	5,843	0	0	1	1
8:15 AM	1	14	64	42	1	44	279	45	0	72	595	32	0	33	214	12	1,448		0	1	0	1
8:30 AM	5	20	81	35	0	38	256	42	0	88	632	30	0	29	195	14	1,465		1	0	1	2
8:45 AM	5	7	53	33	0	42	237	28	0	113	648	30	0	38	140	7	1,381		0	1	3	0

Peak Rolling Hour Flow Rates

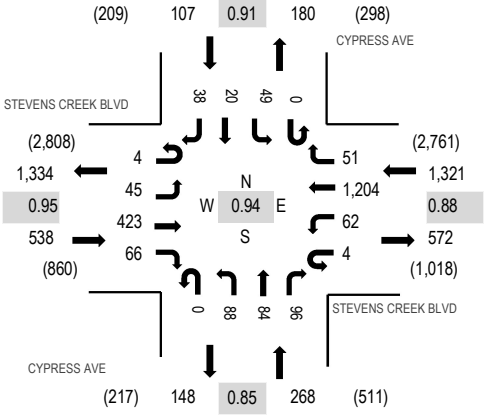
Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	0	0	0	1	3	1	0	1	2	0	0	0	1	0	9
Lights	7	69	243	217	3	158	1,000	157	0	392	2,640	134	0	112	764	49	5,945
Mediums	0	1	12	4	0	2	23	3	0	4	15	4	0	1	9	3	81
Total	7	70	255	221	3	161	1,026	161	0	397	2,657	138	0	113	774	52	6,035

All Traffic Data Services Inc.

(303) 216-2439
www.alltrafficdata.net

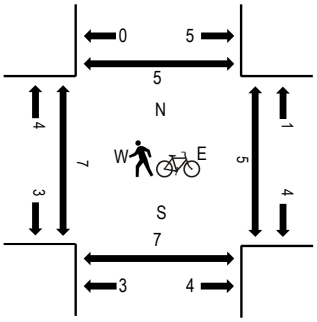
Location: 4 CYPRESS AVE & STEVENS CREEK BLVD AM
Date: Wednesday, January 23, 2019
Peak Hour: 08:00 AM - 09:00 AM
Peak 15-Minutes: 08:00 AM - 08:15 AM

Peak Hour - All Vehicles



Note: Total study counts contained in parentheses.

Peak Hour - Pedestrians/Bicycles in Crosswalk



Traffic Counts

Interval Start Time	STEVENS CREEK BLVD Eastbound				STEVENS CREEK BLVD Westbound				CYPRESS AVE Northbound				CYPRESS AVE Southbound				Total	Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right			West	East	South	North
7:00 AM	2	3	42	0	0	7	372	4	0	18	9	11	0	7	0	6	481	2,107	1	3	2	1
7:15 AM	0	6	74	6	0	13	387	9	0	16	13	27	0	15	1	10	577	2,218	1	1	1	0
7:30 AM	0	8	65	8	0	9	309	11	0	23	18	39	0	18	6	6	520	2,176	0	1	1	1
7:45 AM	0	9	94	5	1	9	297	12	0	19	16	34	0	19	5	9	529	2,218	0	0	2	2
8:00 AM	2	12	106	17	2	17	328	13	0	15	27	23	0	14	3	13	592	2,234	2	2	0	2
8:15 AM	1	7	114	13	0	10	292	11	0	29	16	16	0	11	5	10	535		1	2	1	2
8:30 AM	0	12	90	23	1	19	292	13	0	24	22	35	0	18	4	9	562		1	0	2	1
8:45 AM	1	14	113	13	1	16	292	14	0	20	19	22	0	6	8	6	545		3	1	3	0

Peak Rolling Hour Flow Rates

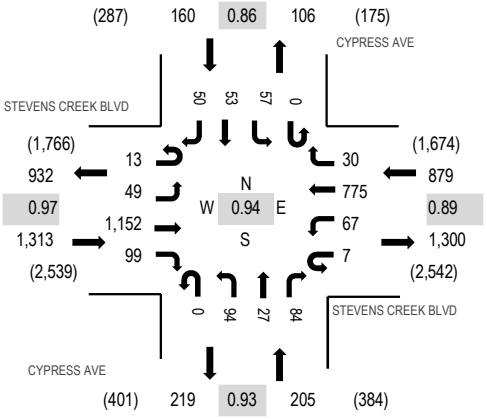
Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	0	0	0	0	4	0	0	0	0	0	0	0	0	0	4
Lights	4	45	407	64	4	57	1,170	51	0	86	84	93	0	49	19	38	2,171
Mediums	0	0	16	2	0	5	30	0	0	2	0	3	0	0	1	0	59
Total	4	45	423	66	4	62	1,204	51	0	88	84	96	0	49	20	38	2,234

All Traffic Data Services Inc.

(303) 216-2439
www.alltrafficdata.net

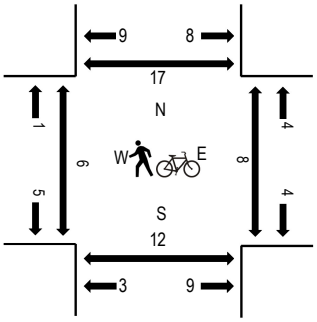
Location: 4 CYPRESS AVE & STEVENS CREEK BLVD PM
Date: Tuesday, January 22, 2019
Peak Hour: 04:45 PM - 05:45 PM
Peak 15-Minutes: 05:15 PM - 05:30 PM

Peak Hour - All Vehicles



Note: Total study counts contained in parentheses.

Peak Hour - Pedestrians/Bicycles in Crosswalk



Traffic Counts

Interval Start Time	STEVENS CREEK BLVD Eastbound				STEVENS CREEK BLVD Westbound				CYPRESS AVE Northbound				CYPRESS AVE Southbound				Total	Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right			West	East	South	North
4:00 PM	2	8	275	20	4	11	158	5	0	16	7	30	0	7	7	7	557	2,328	3	3	3	2
4:15 PM	0	11	245	23	0	20	184	6	0	17	3	17	0	11	10	13	560	2,417	5	1	3	2
4:30 PM	5	6	284	23	2	15	203	3	0	30	1	15	0	18	8	2	615	2,536	3	0	4	2
4:45 PM	3	10	271	20	3	18	171	7	0	24	6	25	0	18	9	11	596	2,557	0	2	6	2
5:00 PM	5	14	296	23	3	12	194	7	0	20	5	19	0	20	12	16	646	2,556	2	2	2	5
5:15 PM	4	12	298	29	1	25	215	8	0	21	10	21	0	11	17	7	679		0	2	1	10
5:30 PM	1	13	287	27	0	12	195	8	0	29	6	19	0	8	15	16	636		2	2	3	0
5:45 PM	8	6	290	20	2	17	155	10	0	25	3	15	0	27	8	9	595		1	3	1	3

Peak Rolling Hour Flow Rates

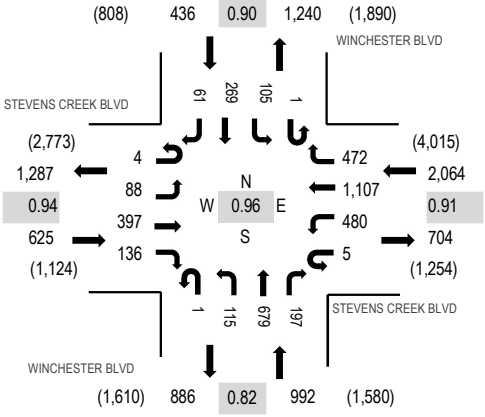
Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1
Lights	13	49	1,141	99	7	67	761	30	0	94	27	84	0	57	53	50	2,532
Mediums	0	0	11	0	0	0	13	0	0	0	0	0	0	0	0	0	24
Total	13	49	1,152	99	7	67	775	30	0	94	27	84	0	57	53	50	2,557

All Traffic Data Services Inc.

(303) 216-2439
www.alltrafficdata.net

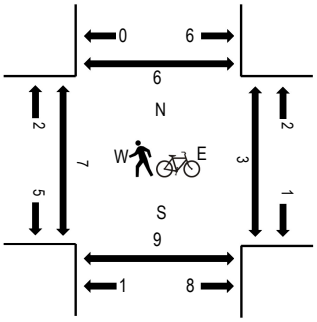
Location: 5 WINCHESTER BLVD & STEVENS CREEK BLVD AM
Date: Wednesday, January 23, 2019
Peak Hour: 07:45 AM - 08:45 AM
Peak 15-Minutes: 08:15 AM - 08:30 AM

Peak Hour - All Vehicles



Note: Total study counts contained in parentheses.

Peak Hour - Pedestrians/Bicycles in Crosswalk



Traffic Counts

Interval Start Time	STEVENS CREEK BLVD Eastbound				STEVENS CREEK BLVD Westbound				WINCHESTER BLVD Northbound				WINCHESTER BLVD Southbound				Total	Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right			West	East	South	North
7:00 AM	0	11	61	12	0	102	384	26	0	17	56	25	0	15	41	14	764	3,447	0	3	1	2
7:15 AM	2	17	78	25	0	106	418	39	0	26	78	21	1	26	38	19	894	3,736	0	1	1	0
7:30 AM	0	21	79	45	1	106	290	59	0	21	92	30	1	28	62	16	851	3,914	0	2	2	3
7:45 AM	1	17	93	50	1	105	254	96	0	24	138	37	1	32	75	14	938	4,117	1	1	2	1
8:00 AM	1	24	87	27	3	121	313	130	0	22	155	67	0	16	77	10	1,053	4,080	0	1	2	0
8:15 AM	1	22	116	28	0	115	294	151	0	24	178	38	0	28	63	14	1,072		4	1	0	4
8:30 AM	1	25	101	31	1	139	246	95	1	45	208	55	0	29	54	23	1,054		1	0	3	1
8:45 AM	1	27	92	28	2	106	232	80	0	27	141	54	1	38	53	19	901		3	0	0	5

Peak Rolling Hour Flow Rates

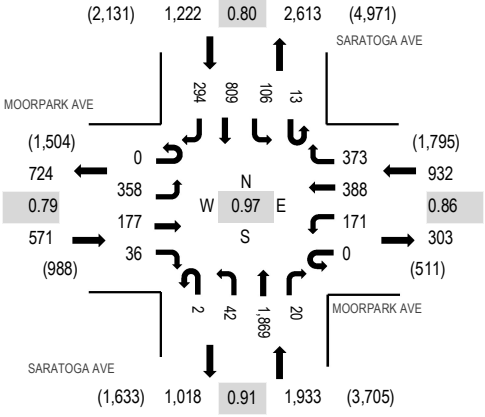
Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	1	1	0	0	1	2	2	0	1	3	0	0	4	0	1	16
Lights	4	81	385	134	5	458	1,083	468	1	113	666	190	1	96	257	53	3,995
Mediums	0	6	11	2	0	21	22	2	0	1	10	7	0	5	12	7	106
Total	4	88	397	136	5	480	1,107	472	1	115	679	197	1	105	269	61	4,117

All Traffic Data Services Inc.

(303) 216-2439
www.alltrafficdata.net

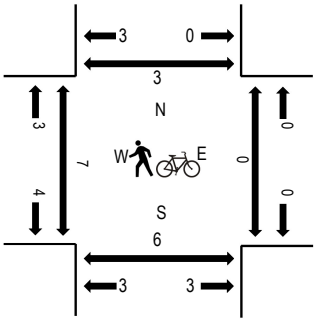
Location: 7 SARATOGA AVE & MOORPARK AVE AM
Date: Wednesday, January 23, 2019
Peak Hour: 07:30 AM - 08:30 AM
Peak 15-Minutes: 07:45 AM - 08:00 AM

Peak Hour - All Vehicles



Note: Total study counts contained in parentheses.

Peak Hour - Pedestrians/Bicycles in Crosswalk



Traffic Counts

Interval Start Time	MOORPARK AVE Eastbound				MOORPARK AVE Westbound				SARATOGA AVE Northbound				SARATOGA AVE Southbound				Total	Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right			West	East	South	North
7:00 AM	0	36	15	2	0	9	56	81	0	10	316	7	4	7	105	64	712	4,104	0	0	1	0
7:15 AM	0	80	22	6	0	22	129	100	0	11	411	3	1	7	106	128	1,026	4,529	0	0	1	1
7:30 AM	0	102	37	10	0	66	116	93	0	7	441	5	4	15	182	87	1,165	4,658	1	0	2	0
7:45 AM	0	70	54	11	0	40	73	90	0	8	466	5	6	19	246	113	1,201	4,624	1	0	1	0
8:00 AM	0	118	57	7	0	38	90	87	1	16	462	2	3	42	173	41	1,137	4,515	1	0	0	3
8:15 AM	0	68	29	8	0	27	109	103	1	11	500	8	0	30	208	53	1,155		2	0	1	0
8:30 AM	0	85	38	4	0	18	100	89	1	17	537	9	1	27	151	54	1,131		0	0	0	0
8:45 AM	0	85	38	6	0	23	133	103	1	17	427	5	2	30	161	61	1,092		1	0	2	0

Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	0	1	0	0	0	0	0	1	5	0	0	0	4	0	11
Lights	0	354	174	34	0	167	385	370	2	41	1,842	20	13	104	784	286	4,576
Mediums	0	4	3	1	0	4	3	3	0	0	22	0	0	2	21	8	71
Total	0	358	177	36	0	171	388	373	2	42	1,869	20	13	106	809	294	4,658

All Traffic Data Services Inc.

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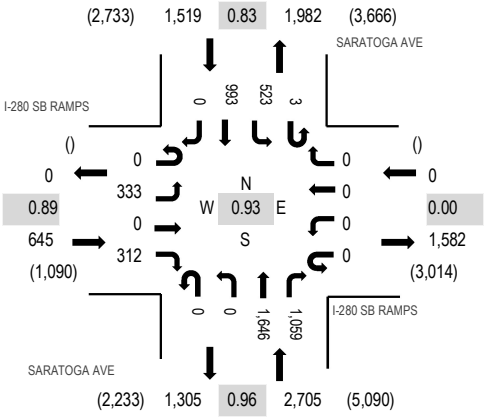
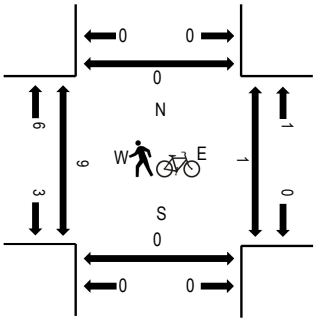
Location: 8 SARATOGA AVE & I-280 SB RAMPS AM
Date: Wednesday, January 23, 2019
Peak Hour: 07:30 AM - 08:30 AM
Peak 15-Minutes: 07:45 AM - 08:00 AM

Peak Hour - All Vehicles



Note: Total study counts contained in parentheses.

Peak Hour - Pedestrians/Bicycles in Crosswalk



Traffic Counts

Interval Start Time	I-280 SB RAMPS Eastbound				I-280 SB RAMPS Westbound				SARATOGA AVE Northbound				SARATOGA AVE Southbound				Total	Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right			West	East	South	North
7:00 AM	0	20	0	28	0	0	0	0	0	0	267	184	0	67	132	0	698	4,203	0	0	0	0
7:15 AM	0	51	0	38	0	0	0	0	0	0	314	256	0	123	215	0	997	4,670	1	0	0	0
7:30 AM	0	78	0	51	0	0	0	0	0	0	386	272	1	152	262	0	1,202	4,869	3	0	0	0
7:45 AM	0	125	0	63	0	0	0	0	0	0	387	263	0	120	348	0	1,306	4,834	1	0	0	0
8:00 AM	0	68	0	85	0	0	0	0	0	0	433	243	2	143	191	0	1,165	4,710	2	0	0	0
8:15 AM	0	62	0	113	0	0	0	0	0	0	440	281	0	108	192	0	1,196		2	0	0	0
8:30 AM	0	87	0	64	0	0	0	0	0	0	446	262	1	137	170	0	1,167		3	0	0	0
8:45 AM	0	89	0	68	0	0	0	0	0	0	408	248	1	155	213	0	1,182		4	0	0	1

Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	0	1	0	0	0	0	0	0	2	4	0	1	0	0	8
Lights	0	328	0	306	0	0	0	0	0	0	1,628	1,035	3	516	971	0	4,787
Mediums	0	5	0	5	0	0	0	0	0	0	16	20	0	6	22	0	74
Total	0	333	0	312	0	0	0	0	0	0	1,646	1,059	3	523	993	0	4,869

All Traffic Data Services Inc.

(303) 216-2439
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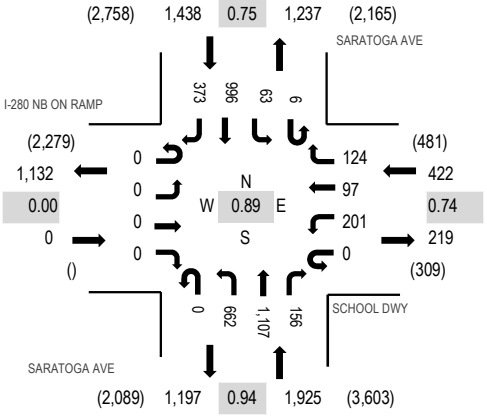
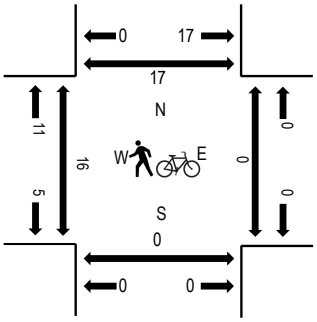
Location: 9 SARATOGA AVE & SCHOOL DWY AM
Date: Wednesday, January 23, 2019
Peak Hour: 07:30 AM - 08:30 AM
Peak 15-Minutes: 07:45 AM - 08:00 AM

Peak Hour - All Vehicles



Note: Total study counts contained in parentheses.

Peak Hour - Pedestrians/Bicycles in Crosswalk



Traffic Counts

Interval Start Time	I-280 NB ON RAMP Eastbound				SCHOOL DWY Westbound				SARATOGA AVE Northbound				SARATOGA AVE Southbound				Total	Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right			West	East	South	North
7:00 AM	0	0	0	0	0	2	1	0	2	183	125	16	0	7	129	120	585	3,383	1	0	0	1
7:15 AM	0	0	0	0	0	9	7	7	1	185	161	55	2	6	210	102	745	3,735	1	0	0	0
7:30 AM	0	0	0	0	0	55	24	21	0	186	204	119	2	20	262	97	990	3,785	2	0	0	4
7:45 AM	0	0	0	0	0	71	27	29	0	157	261	25	4	36	356	97	1,063	3,675	5	0	0	12
8:00 AM	0	0	0	0	0	62	42	39	0	141	363	8	0	4	189	89	937	3,459	4	0	0	0
8:15 AM	0	0	0	0	0	13	4	35	0	178	279	4	0	3	189	90	795		2	0	0	1
8:30 AM	0	0	0	0	0	2	2	18	0	161	322	0	0	2	263	110	880		6	0	0	2
8:45 AM	0	0	0	0	0	4	2	5	0	178	287	2	1	2	270	96	847		5	0	0	2

Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	2	0	0	0	1	1	4
Lights	0	0	0	0	0	199	97	123	0	658	1,086	156	6	63	977	367	3,732
Mediums	0	0	0	0	0	2	0	1	0	4	19	0	0	0	18	5	49
Total	0	0	0	0	0	201	97	124	0	662	1,107	156	6	63	996	373	3,785

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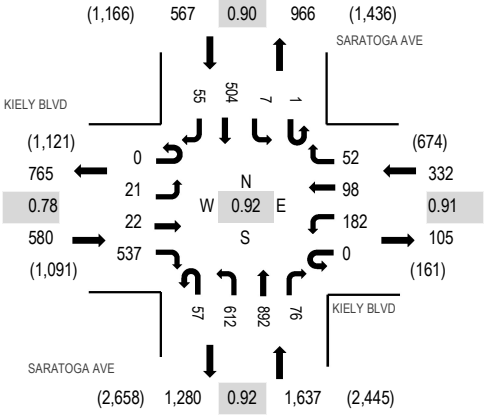
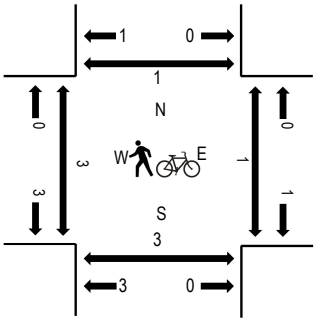
Location: 10 SARATOGA AVE & KIELY BLVD AM
Date: Wednesday, January 23, 2019
Peak Hour: 08:00 AM - 09:00 AM
Peak 15-Minutes: 08:45 AM - 09:00 AM

Peak Hour - All Vehicles



Note: Total study counts contained in parentheses.

Peak Hour - Pedestrians/Bicycles in Crosswalk



Traffic Counts

Interval Start Time	KIELY BLVD Eastbound				KIELY BLVD Westbound				SARATOGA AVE Northbound				SARATOGA AVE Southbound				Total	Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right			West	East	South	North
7:00 AM	0	2	1	68	0	70	11	8	9	56	56	5	1	0	106	9	402	2,260	0	1	0	2
7:15 AM	0	3	3	92	0	63	8	9	17	58	76	7	0	1	142	7	486	2,622	0	0	3	0
7:30 AM	0	3	5	147	0	72	9	13	22	77	135	11	2	3	149	8	656	2,841	1	0	1	0
7:45 AM	0	5	7	175	0	50	17	12	37	86	143	13	2	0	159	10	716	2,982	1	1	0	0
8:00 AM	0	4	5	92	0	48	28	9	10	181	228	28	0	3	117	11	764	3,116	0	0	0	0
8:15 AM	0	4	5	109	0	38	18	21	19	144	197	23	1	2	109	15	705		3	0	0	0
8:30 AM	0	6	5	169	0	45	24	10	13	137	224	12	0	1	136	15	797		0	1	1	0
8:45 AM	0	7	7	167	0	51	28	12	15	150	243	13	0	1	142	14	850		0	0	2	1

Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	0	1	0	0	0	0	0	1	2	0	0	0	3	0	7
Lights	0	20	20	527	0	178	98	52	57	606	882	72	1	7	493	53	3,066
Mediums	0	1	2	9	0	4	0	0	0	5	8	4	0	0	8	2	43
Total	0	21	22	537	0	182	98	52	57	612	892	76	1	7	504	55	3,116

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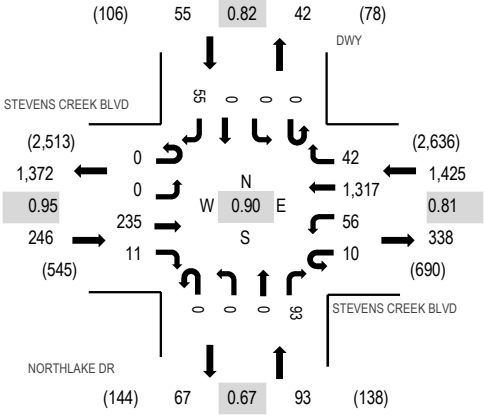
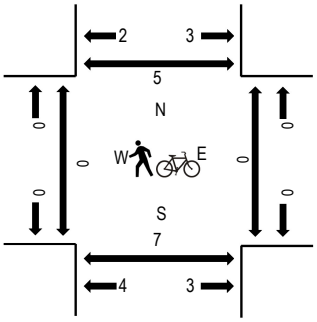
Location: 13 NORTHLAKE DR & STEVENS CREEK BLVD AM
Date: Wednesday, January 23, 2019
Peak Hour: 07:15 AM - 08:15 AM
Peak 15-Minutes: 07:15 AM - 07:30 AM

Peak Hour - All Vehicles



Note: Total study counts contained in parentheses.

Peak Hour - Pedestrians/Bicycles in Crosswalk



Traffic Counts

Interval Start Time	STEVENS CREEK BLVD Eastbound				STEVENS CREEK BLVD Westbound				NORTHLAKE DR Northbound				DWY Southbound				Total	Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right			West	East	South	North
7:00 AM	0	0	38	4	1	12	253	11	0	0	0	9	0	0	0	14	342	1,714	0	0	0	0
7:15 AM	0	0	37	1	3	10	418	11	0	0	0	9	0	0	0	18	507	1,819	0	0	0	0
7:30 AM	0	0	44	4	2	11	312	11	0	0	0	24	0	0	0	15	423	1,736	0	0	2	1
7:45 AM	0	0	67	2	1	16	297	11	0	0	0	36	0	0	0	12	442	1,714	0	0	2	1
8:00 AM	0	0	87	4	4	19	290	9	0	0	0	24	0	0	0	10	447	1,711	0	0	1	0
8:15 AM	0	0	72	2	6	23	286	8	0	0	0	13	0	0	0	14	424		0	0	2	0
8:30 AM	0	0	89	2	9	12	251	9	0	0	0	14	0	0	0	15	401		0	0	3	1
8:45 AM	0	0	87	5	5	17	300	8	0	0	0	9	0	0	0	8	439		0	0	5	1

Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	2	1	0	0	3	0	0	0	0	0	0	0	0	0	6
Lights	0	0	218	9	10	55	1,285	41	0	0	0	91	0	0	0	55	1,764
Mediums	0	0	15	1	0	1	29	1	0	0	0	2	0	0	0	0	49
Total	0	0	235	11	10	56	1,317	42	0	0	0	93	0	0	0	55	1,819

All Traffic Data Services Inc.

(303) 216-2439
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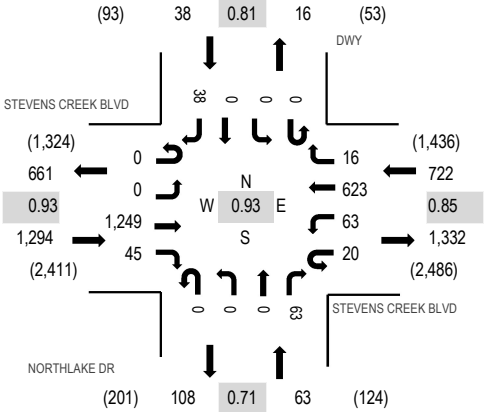
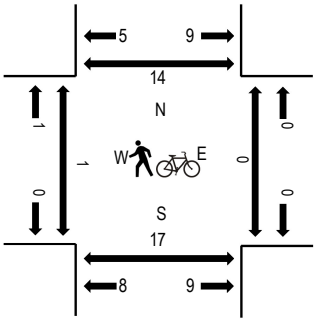
Location: 13 NORTHLAKE DR & STEVENS CREEK BLVD PM
Date: Tuesday, January 22, 2019
Peak Hour: 05:00 PM - 06:00 PM
Peak 15-Minutes: 05:15 PM - 05:30 PM

Peak Hour - All Vehicles



Note: Total study counts contained in parentheses.

Peak Hour - Pedestrians/Bicycles in Crosswalk



Traffic Counts

Interval Start Time	STEVENS CREEK BLVD Eastbound				STEVENS CREEK BLVD Westbound				NORTHLAKE DR Northbound				DWY Southbound				Total	Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right			West	East	South	North
4:00 PM	0	0	268	11	9	12	120	11	0	0	0	15	0	0	0	16	462	1,947	0	0	2	2
4:15 PM	0	0	263	10	4	17	176	9	0	0	0	23	0	0	0	14	516	1,987	0	0	2	0
4:30 PM	0	0	266	13	7	6	151	10	0	0	0	11	0	0	0	8	472	2,040	2	0	1	4
4:45 PM	0	0	274	12	2	12	161	7	0	0	0	12	0	0	0	17	497	2,086	0	0	3	6
5:00 PM	0	0	287	17	1	11	150	5	0	0	0	19	0	0	0	12	502	2,117	0	0	2	3
5:15 PM	0	0	322	7	7	15	195	7	0	0	0	12	0	0	0	4	569		0	0	4	5
5:30 PM	0	0	301	11	9	14	161	3	0	0	0	12	0	0	0	7	518		1	0	3	4
5:45 PM	0	0	339	10	3	23	117	1	0	0	0	20	0	0	0	15	528		0	0	6	2

Peak Rolling Hour Flow Rates

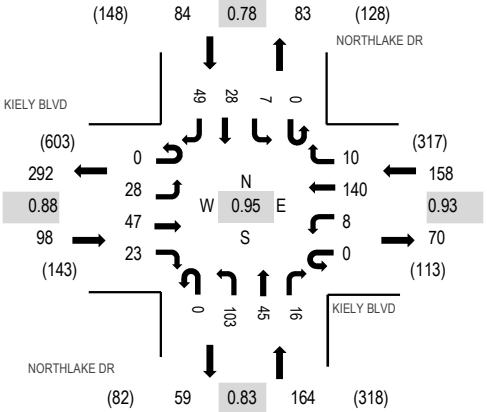
Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	1	0	0	0	3	0	0	0	0	0	0	0	0	0	4
Lights	0	0	1,236	45	19	62	609	16	0	0	0	62	0	0	0	38	2,087
Mediums	0	0	12	0	1	1	11	0	0	0	0	1	0	0	0	0	26
Total	0	0	1,249	45	20	63	623	16	0	0	0	63	0	0	0	38	2,117

All Traffic Data Services Inc.

(303) 216-2439
www.alltrafficdata.net

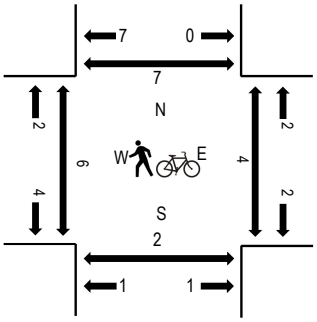
Location: 14 NORTHLAKE DR & KIELY BLVD AM
Date: Wednesday, January 23, 2019
Peak Hour: 07:45 AM - 08:45 AM
Peak 15-Minutes: 07:45 AM - 08:00 AM

Peak Hour - All Vehicles



Note: Total study counts contained in parentheses.

Peak Hour - Pedestrians/Bicycles in Crosswalk



Traffic Counts

Interval Start Time	KIELY BLVD Eastbound				KIELY BLVD Westbound				NORTHLAKE DR Northbound				NORTHLAKE DR Southbound				Total	Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right			West	East	South	North
7:00 AM	0	0	2	1	1	2	38	2	0	26	7	1	0	1	1	11	93	442	0	1	1	1
7:15 AM	0	4	3	3	0	0	40	0	0	23	4	4	0	4	1	7	93	473	15	9	1	15
7:30 AM	0	5	8	2	0	0	36	2	0	32	12	6	0	0	3	17	123	501	1	1	1	0
7:45 AM	0	11	12	4	0	1	36	2	0	25	20	6	0	1	3	12	133	504	3	2	1	4
8:00 AM	0	8	13	7	0	2	39	2	0	18	11	4	0	1	6	13	124	484	1	0	1	3
8:15 AM	0	7	13	8	0	1	24	4	0	30	4	2	0	3	15	10	121		0	0	0	0
8:30 AM	0	2	9	4	0	4	41	2	0	30	10	4	0	2	4	14	126		2	2	0	0
8:45 AM	0	2	10	5	0	0	38	0	0	30	7	2	0	1	5	13	113		2	0	5	1

Peak Rolling Hour Flow Rates

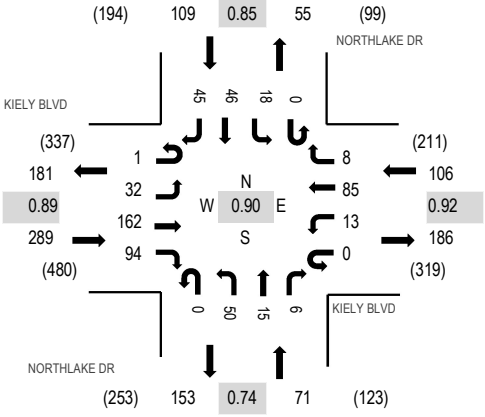
Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Lights	0	27	46	22	0	8	140	9	0	103	45	16	0	7	27	49	499
Mediums	0	1	0	1	0	0	0	1	0	0	0	0	0	0	1	0	4
Total	0	28	47	23	0	8	140	10	0	103	45	16	0	7	28	49	504

All Traffic Data Services Inc.

(303) 216-2439
www.alltrafficdata.net

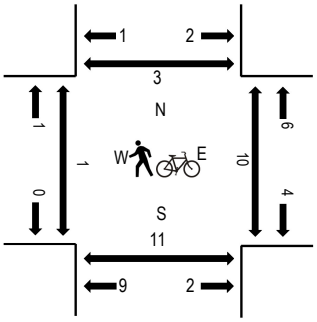
Location: 14 NORTHLAKE DR & KIELY BLVD PM
Date: Tuesday, January 22, 2019
Peak Hour: 05:00 PM - 06:00 PM
Peak 15-Minutes: 05:45 PM - 06:00 PM

Peak Hour - All Vehicles



Note: Total study counts contained in parentheses.

Peak Hour - Pedestrians/Bicycles in Crosswalk



Traffic Counts

Interval Start Time	KIELY BLVD Eastbound				KIELY BLVD Westbound				NORTHLAKE DR Northbound				NORTHLAKE DR Southbound				Total	Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right			West	East	South	North
4:00 PM	0	4	28	19	0	2	26	1	0	9	4	2	0	4	10	12	121	433	3	0	3	2
4:15 PM	1	12	20	11	0	1	16	3	0	5	6	0	0	8	10	4	97	464	3	1	4	6
4:30 PM	0	2	24	20	0	4	21	0	0	12	1	2	1	8	6	5	106	488	2	0	2	5
4:45 PM	0	7	30	13	0	2	28	1	0	8	2	1	0	6	2	9	109	524	0	2	2	0
5:00 PM	0	7	46	28	0	4	23	2	0	13	2	0	0	9	11	7	152	575	1	1	4	0
5:15 PM	0	6	30	16	0	1	27	1	0	10	4	0	0	1	13	12	121		0	1	3	0
5:30 PM	0	7	42	27	0	3	19	2	0	14	3	1	0	2	12	10	142		0	5	2	0
5:45 PM	1	12	44	23	0	5	16	3	0	13	6	5	0	6	10	16	160		0	3	2	3

Peak Rolling Hour Flow Rates

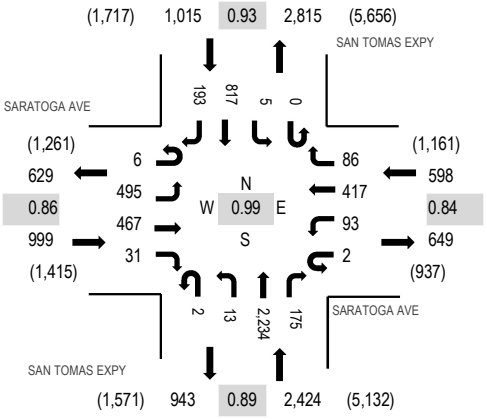
Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Lights	1	32	161	93	0	13	85	8	0	50	14	6	0	18	45	45	571
Mediums	0	0	1	1	0	0	0	0	0	0	1	0	0	0	1	0	4
Total	1	32	162	94	0	13	85	8	0	50	15	6	0	18	46	45	575

All Traffic Data Services Inc.

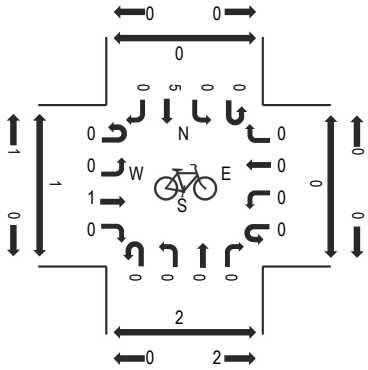
(303) 216-2439
www.alltrafficdata.net

Location: 1 SAN TOMAS EXPY & SARATOGA AVE AM
Date: Wednesday, September 4, 2019
Peak Hour: 08:00 AM - 09:00 AM
Peak 15-Minutes: 08:15 AM - 08:30 AM

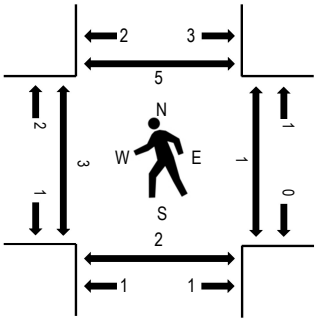
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

Interval Start Time	SARATOGA AVE Eastbound				SARATOGA AVE Westbound				SAN TOMAS EXPY Northbound				SAN TOMAS EXPY Southbound				Total	Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right			West	East	South	North
7:00 AM	2	23	32	3	0	12	80	11	0	1	622	28	0	0	90	34	938	4,389	0	1	1	1
7:15 AM	0	48	52	3	0	23	142	13	0	0	554	21	0	0	106	41	1,003	4,708	0	1	0	0
7:30 AM	1	61	38	14	0	20	97	12	2	1	691	27	0	3	152	61	1,180	4,981	1	0	0	2
7:45 AM	0	65	56	18	0	19	123	11	0	1	730	30	0	1	166	48	1,268	5,029	0	2	3	6
8:00 AM	0	119	88	10	0	31	104	16	2	3	563	47	0	1	221	52	1,257	5,036	0	0	0	1
8:15 AM	1	138	100	6	2	31	124	25	0	3	546	47	0	2	203	48	1,276		1	0	1	0
8:30 AM	3	120	117	7	0	17	85	25	0	3	558	38	0	1	204	50	1,228		1	1	0	2
8:45 AM	2	118	162	8	0	14	104	20	0	4	567	43	0	1	189	43	1,275		1	0	1	2

Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	2	1	0	0	0	0	1	0	0	3	0	0	0	6	2	15
Lights	6	492	462	30	2	92	412	84	2	12	2,217	173	0	5	801	187	4,977
Mediums	0	1	4	1	0	1	5	1	0	1	14	2	0	0	10	4	44
Total	6	495	467	31	2	93	417	86	2	13	2,234	175	0	5	817	193	5,036

AM Peak-Hour Volume Driveway Count- 18KK07 (San Jose)

AUTO CENSUS

Traffic Monitoring and Analysis

5973 Larkstone Loop
San Jose, CA 95123
Phone 408-533-3398

Date: Tuesday, 9/24/2019
Counters: Patti, Kilbee, Jo
Intersection Name: Saratoga / Steven's Creek
Weather: Fair

	Northlake Dr.		Steven's Creek		Saratoga		Parking Lot		Saratoga(Street)		
	DWY 1		**DWY 2**		**DWY 3**		**DWY 4**		**Street**		
Start Time	IN	OUT	IN	OUT	IN	OUT	IN	OUT	IN	OUT	
7:00	0	0	0	0	0	0	0	0	0	0	
7:15	1	1	0	0	1	0	0	0	0	0	
7:30	5	1	0	2	1	1	0	0	0	0	
7:45	6	1	0	3	2	1	1	0	0	0	
8:00	6	1	0	3	2	1	2	0	0	0	
8:15	8	1	1	3	2	2	2	0	0	0	
8:30	9	1	1	3	2	2	2	0	0	0	
8:45	10	2	1	3	4	3	2	1	0	0	
9:00	10	2	1	3	5	3	2	2	0	0	
Peak Hour											Hourly Totals
7:00 - 8:00	6	1	0	3	2	1	2	0	0	0	15
7:15 - 8:15	7	0	1	3	1	2	2	0	0	0	16
7:30 - 8:30	4	0	1	1	1	1	2	0	0	0	10
7:45 - 8:45	4	1	1	0	2	2	1	1	0	0	12
8:00 - 9:00	4	1	1	0	3	2	0	2	0	0	13
Peak Volumes:	**7**	**0**	**1**	**3**	**1**	**2**	**2**	**0**	**0**	**0**	**16**

PM Peak-Hour Volume Driveway Count- 18KK07 (San Jose)

AUTO CENSUS

Traffic Monitoring and Analysis

5973 Larkstone Loop
San Jose, CA 95123
Phone 408-533-3398

Date: Tuesday, 9/24/2019
Counters: Patti, Kilbee, Jo
Intersection Name: Saratoga / Steven's Creek
Weather: Fair

	Northlake Dr. **DWY 1**		Steven's Creek **DWY 2**		Saratoga **DWY 3**		Parking Lot **DWY 4**		Saratoga(Street) **Street**		
Start Time	IN	OUT	IN	OUT	IN	OUT	IN	OUT	IN	OUT	
4:00	0	0	0	0	0	0	0	0	0	0	
4:15	2	6	0	0	1	2	1	2	0	0	
4:30	4	8	0	0	3	5	4	5	0	0	
4:45	7	9	0	0	3	6	5	6	0	0	
5:00	8	13	3	0	4	8	8	6	0	0	
5:15	11	17	3	0	5	9	9	7	1	0	
5:30	11	18	3	0	7	9	10	7	2	0	
5:45	12	20	3	0	9	10	10	8	2	0	
6:00	15	21	6	0	9	10	10	8	2	0	
Peak Hour											Hourly Totals
4:00 - 5:00	8	13	3	0	4	8	8	6	0	0	50
4:15 - 5:15	9	11	3	0	4	7	8	5	1	0	48
4:30 - 5:30	7	10	3	0	4	4	6	2	2	0	38
4:45 - 5:45	5	11	3	0	6	4	5	2	2	0	38
5:00 - 6:00	7	8	3	0	5	2	2	2	2	0	31
Peak Volumes:	**8**	**13**	**3**	**0**	**4**	**8**	**8**	**6**	**0**	**0**	**50**

Appendix B

San Jose Approved Trips Inventory and Santa Clara Project List

AM PROJECT TRIPS

08/08/2019

Intersection of : NB 280 From Saratoga Rp & Saratoga Av

Traffix Node Number : 3038

Permit No./Proposed Land Use/Description/Location	M09 NBL	M08 NBT	M07 NBR	M03 SBL	M02 SBT	M01 SBR	M12 EBL	M11 EBT	M10 EBR	M06 WBL	M05 WBT	M04 WBR
NSJ LEGACY NORTH SAN JOSE	4	21	3	0	4	1	0	0	0	0	0	0
PD17-014 (3-02236) LEGACY 4300 STEVENS CREEK BLVD FORT BAY	0	96	0	0	63	18	0	0	0	0	0	0
PDC12-009 (3-06815) Retail/Commercial STEVENS CREEK & WINCHESTER (SE/C) SANTANA ROW	0	10	0	0	2	0	0	0	0	0	0	0
PDC14-068 (3-10478) Retail/Commercial 3161 OLSEN DRIVE SANTANA WEST	0	37	0	0	4	0	0	0	0	0	0	0
PDC97-036 RET (3-06815) Retail/Commercial STEVENS CREEK & WINCHESTER (SE/C) SANTANA ROW	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL:	**4**	**164**	**3**	**0**	**73**	**19**	**0**	**0**	**0**	**0**	**0**	**0**

	LEFT	THRU	RIGHT
NORTH	0	73	19
EAST	0	0	0
SOUTH	4	164	3
WEST	0	0	0

PM PROJECT TRIPS

08/08/2019

Intersection of : NB 280 From Saratoga Rp & Saratoga Av

Traffix Node Number : 3038

Permit No./Proposed Land Use/Description/Location	M09 NBL	M08 NBT	M07 NBR	M03 SBL	M02 SBT	M01 SBR	M12 EBL	M11 EBT	M10 EBR	M06 WBL	M05 WBT	M04 WBR
NSJ LEGACY NORTH SAN JOSE	1	7	0	0	18	3	0	0	0	0	0	0
PD17-014 (3-02236) LEGACY 4300 STEVENS CREEK BLVD FORT BAY	0	54	0	0	85	22	0	0	0	0	0	0
PDC12-009 (3-06815) Retail/Commercial STEVENS CREEK & WINCHESTER (SE/C) SANTANA ROW	0	5	0	0	9	0	0	0	0	0	0	0
PDC14-068 (3-10478) Retail/Commercial 3161 OLSEN DRIVE SANTANA WEST	0	6	0	0	33	0	0	0	0	0	0	0
PDC97-036 RET (3-06815) Retail/Commercial STEVENS CREEK & WINCHESTER (SE/C) SANTANA ROW	0	2	0	0	2	0	0	0	0	0	0	0
TOTAL:	**1**	**74**	**0**	**0**	**147**	**25**	**0**	**0**	**0**	**0**	**0**	**0**

	LEFT	THRU	RIGHT
NORTH	0	147	25
EAST	0	0	0
SOUTH	1	74	0
WEST	0	0	0

AM PROJECT TRIPS

08/08/2019

Intersection of : SB 280 From Saratoga Rp & SB 280 To Saratoga Rp & Saratoga Av

Traffix Node Number : 3039

Permit No./Proposed Land Use/Description/Location	M09 NBL	M08 NBT	M07 NBR	M03 SBL	M02 SBT	M01 SBR	M12 EBL	M11 EBT	M10 EBR	M06 WBL	M05 WBT	M04 WBR
NSJ LEGACY NORTH SAN JOSE	0	33	22	4	7	0	0	0	0	0	0	0
PD17-014 (3-02236) LEGACY 4300 STEVENS CREEK BLVD FORT BAY	0	22	0	48	15	0	0	0	0	0	0	0
PDC12-009 (3-06815) Retail/Commercial STEVENS CREEK & WINCHESTER (SE/C) SANTANA ROW	0	10	0	0	2	0	0	0	0	0	0	0
PDC14-068 (3-10478) Retail/Commercial 3161 OLSEN DRIVE SANTANA WEST	0	37	0	0	4	0	0	0	0	0	0	0
PDC97-036 RET (3-06815) Retail/Commercial STEVENS CREEK & WINCHESTER (SE/C) SANTANA ROW	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL:	**0**	**102**	**22**	**52**	**28**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

	LEFT	THRU	RIGHT
NORTH	52	28	0
EAST	0	0	0
SOUTH	0	102	22
WEST	0	0	0

PM PROJECT TRIPS

08/08/2019

Intersection of : SB 280 From Saratoga Rp & SB 280 To Saratoga Rp & Saratoga Av

Traffix Node Number : 3039

Permit No./Proposed Land Use/Description/Location	M09 NBL	M08 NBT	M07 NBR	M03 SBL	M02 SBT	M01 SBR	M12 EBL	M11 EBT	M10 EBR	M06 WBL	M05 WBT	M04 WBR
NSJ LEGACY NORTH SAN JOSE	0	10	6	8	31	0	0	0	0	0	0	0
PD17-014 (3-02236) LEGACY 4300 STEVENS CREEK BLVD FORT BAY	0	9	0	60	25	0	0	0	0	0	0	0
PDC12-009 (3-06815) Retail/Commercial STEVENS CREEK & WINCHESTER (SE/C) SANTANA ROW	0	5	0	0	9	0	0	0	0	0	0	0
PDC14-068 (3-10478) Retail/Commercial 3161 OLSEN DRIVE SANTANA WEST	0	6	0	0	33	0	0	0	0	0	0	0
PDC97-036 RET (3-06815) Retail/Commercial STEVENS CREEK & WINCHESTER (SE/C) SANTANA ROW	0	2	0	0	2	0	0	0	0	0	0	0
TOTAL:	**0**	**32**	**6**	**68**	**100**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

	LEFT	THRU	RIGHT
NORTH	68	100	0
EAST	0	0	0
SOUTH	0	32	6
WEST	0	0	0

AM PROJECT TRIPS

08/08/2019

Intersection of : S Kiely Bl & Saratoga Av

Traffix Node Number : 3103

Permit No./Proposed Land Use/Description/Location	M09 NBL	M08 NBT	M07 NBR	M03 SBL	M02 SBT	M01 SBR	M12 EBL	M11 EBT	M10 EBR	M06 WBL	M05 WBT	M04 WBR
NSJ LEGACY NORTH SAN JOSE	11	18	1	0	5	0	0	0	0	0	0	0
PD17-014 (3-02236) LEGACY 4300 STEVENS CREEK BLVD FORT BAY	96	0	0	0	0	0	0	0	81	0	0	0
PDC12-009 (3-06815) Retail/Commercial STEVENS CREEK & WINCHESTER (SE/C) SANTANA ROW	0	10	0	0	2	0	0	0	0	0	0	0
PDC14-068 (3-10478) Retail/Commercial 3161 OLSEN DRIVE SANTANA WEST	0	37	0	0	4	0	0	0	0	0	0	0
PDC97-036 RET (3-06815) Retail/Commercial STEVENS CREEK & WINCHESTER (SE/C) SANTANA ROW	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL:	**107**	**65**	**1**	**0**	**11**	**0**	**0**	**0**	**81**	**0**	**0**	**0**

	LEFT	THRU	RIGHT
NORTH	0	11	0
EAST	0	0	0
SOUTH	107	65	1
WEST	0	0	81

PM PROJECT TRIPS

08/08/2019

Intersection of : S Kiely Bl & Saratoga Av

Traffix Node Number : 3103

Permit No./Proposed Land Use/Description/Location	M09 NBL	M08 NBT	M07 NBR	M03 SBL	M02 SBT	M01 SBR	M12 EBL	M11 EBT	M10 EBR	M06 WBL	M05 WBT	M04 WBR
NSJ LEGACY NORTH SAN JOSE	3	5	1	1	14	1	0	0	3	0	0	0
PD17-014 (3-02236) LEGACY 4300 STEVENS CREEK BLVD FORT BAY	54	0	0	0	0	0	0	0	107	0	0	0
PDC12-009 (3-06815) Retail/Commercial STEVENS CREEK & WINCHESTER (SE/C) SANTANA ROW	0	5	0	0	9	0	0	0	0	0	0	0
PDC14-068 (3-10478) Retail/Commercial 3161 OLSEN DRIVE SANTANA WEST	0	6	0	0	33	0	0	0	0	0	0	0
PDC97-036 RET (3-06815) Retail/Commercial STEVENS CREEK & WINCHESTER (SE/C) SANTANA ROW	0	2	0	0	2	0	0	0	0	0	0	0
TOTAL:	**57**	**18**	**1**	**1**	**58**	**1**	**0**	**0**	**110**	**0**	**0**	**0**

	LEFT	THRU	RIGHT
NORTH	1	58	1
EAST	0	0	0
SOUTH	57	18	1
WEST	0	0	110

AM PROJECT TRIPS

08/08/2019

Intersection of : Kiely Bl / S Kiely Bl & Stevens Creek Bl

Traffix Node Number : 3104

Permit No./Proposed Land Use/Description/Location	M09 NBL	M08 NBT	M07 NBR	M03 SBL	M02 SBT	M01 SBR	M12 EBL	M11 EBT	M10 EBR	M06 WBL	M05 WBT	M04 WBR
NSJ LEGACY NORTH SAN JOSE	0	0	0	0	0	0	6	11	4	0	3	0
PD17-014 (3-02236) LEGACY 4300 STEVENS CREEK BLVD FORT BAY	7	0	0	0	0	6	5	61	26	0	98	0
PDC12-009 (3-06815) Retail/Commercial STEVENS CREEK & WINCHESTER (SE/C) SANTANA ROW	0	0	0	3	0	0	0	6	0	0	1	1
PDC14-068 (3-10478) Retail/Commercial 3161 OLSEN DRIVE SANTANA WEST	0	0	0	13	0	0	0	25	0	0	3	2
PDC97-036 RET (3-06815) Retail/Commercial STEVENS CREEK & WINCHESTER (SE/C) SANTANA ROW	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL:	**7**	**0**	**0**	**16**	**0**	**6**	**11**	**103**	**30**	**0**	**105**	**3**

	LEFT	THRU	RIGHT
NORTH	16	0	6
EAST	0	105	3
SOUTH	7	0	0
WEST	11	103	30

PM PROJECT TRIPS

08/08/2019

Intersection of : Kiely Bl / S Kiely Bl & Stevens Creek Bl

Traffix Node Number : 3104

Permit No./Proposed Land Use/Description/Location	M09 NBL	M08 NBT	M07 NBR	M03 SBL	M02 SBT	M01 SBR	M12 EBL	M11 EBT	M10 EBR	M06 WBL	M05 WBT	M04 WBR
NSJ LEGACY NORTH SAN JOSE	0	0	0	0	0	0	0	2	0	2	28	4
PD17-014 (3-02236) LEGACY 4300 STEVENS CREEK BLVD FORT BAY	27	0	0	0	0	0	32	85	16	0	58	0
PDC12-009 (3-06815) Retail/Commercial STEVENS CREEK & WINCHESTER (SE/C) SANTANA ROW	0	0	0	2	0	0	0	4	0	0	6	3
PDC14-068 (3-10478) Retail/Commercial 3161 OLSEN DRIVE SANTANA WEST	0	0	0	3	0	0	0	4	0	0	23	11
PDC97-036 RET (3-06815) Retail/Commercial STEVENS CREEK & WINCHESTER (SE/C) SANTANA ROW	0	0	0	1	0	0	0	1	0	0	1	1
TOTAL:	**27**	**0**	**0**	**6**	**0**	**0**	**32**	**96**	**16**	**2**	**116**	**19**

	LEFT	THRU	RIGHT
NORTH	6	0	0
EAST	2	116	19
SOUTH	27	0	0
WEST	32	96	16

AM PROJECT TRIPS

08/08/2019

Intersection of : Moorpark Av & Saratoga Av

Traffix Node Number : 3113

Permit No./Proposed Land Use/Description/Location	M09 NBL	M08 NBT	M07 NBR	M03 SBL	M02 SBT	M01 SBR	M12 EBL	M11 EBT	M10 EBR	M06 WBL	M05 WBT	M04 WBR
NSJ LEGACY NORTH SAN JOSE	0	42	0	2	7	2	15	8	1	0	0	0
PD17-014 (3-02236) LEGACY 4300 STEVENS CREEK BLVD FORT BAY	0	18	0	4	7	4	0	0	0	0	0	4
PDC12-009 (3-06815) Retail/Commercial STEVENS CREEK & WINCHESTER (SE/C) SANTANA ROW	0	6	0	0	1	1	3	3	0	0	1	0
PDC14-040 (3-01388) LEGACY 863-917 WINCHESTER BLVD WINCHESTER RESERVE	0	0	0	3	0	0	0	0	0	0	0	12
PDC14-068 (3-10478) Retail/Commercial 3161 OLSEN DRIVE SANTANA WEST	0	25	0	0	3	2	13	13	0	0	2	0
PDC97-036 RET (3-06815) Retail/Commercial STEVENS CREEK & WINCHESTER (SE/C) SANTANA ROW	0	0	0	0	0	0	0	0	0	0	0	0

TOTAL:	**0**	**91**	**0**	**9**	**18**	**9**	**31**	**24**	**1**	**0**	**3**	**16**

	LEFT	**THRU**	**RIGHT**
NORTH	9	18	9
EAST	0	3	16
SOUTH	0	91	0
WEST	31	24	1

PM PROJECT TRIPS

08/08/2019

Intersection of : Moorpark Av & Saratoga Av

Traffix Node Number : 3113

Permit No./Proposed Land Use/Description/Location	M09 NBL	M08 NBT	M07 NBR	M03 SBL	M02 SBT	M01 SBR	M12 EBL	M11 EBT	M10 EBR	M06 WBL	M05 WBT	M04 WBR
NSJ LEGACY NORTH SAN JOSE	0	7	0	4	30	4	3	3	0	4	7	8
PD17-014 (3-02236) LEGACY 4300 STEVENS CREEK BLVD FORT BAY	0	5	0	4	13	8	0	0	0	0	0	4
PDC12-009 (3-06815) Retail/Commercial STEVENS CREEK & WINCHESTER (SE/C) SANTANA ROW	0	4	0	0	6	3	2	2	0	0	3	0
PDC14-040 (3-01388) LEGACY 863-917 WINCHESTER BLVD WINCHESTER RESERVE	0	0	1	13	0	0	0	0	0	1	0	6
PDC14-068 (3-10478) Retail/Commercial 3161 OLSEN DRIVE SANTANA WEST	0	4	0	0	23	11	3	3	0	0	11	0
PDC97-036 RET (3-06815) Retail/Commercial STEVENS CREEK & WINCHESTER (SE/C) SANTANA ROW	0	1	0	0	1	1	1	1	0	0	1	0

TOTAL:	**0**	**21**	**1**	**21**	**73**	**27**	**9**	**9**	**0**	**5**	**22**	**18**

	LEFT	**THRU**	**RIGHT**
NORTH	21	73	27
EAST	5	22	18
SOUTH	0	21	1
WEST	9	9	0

AM PROJECT TRIPS

08/08/2019

Intersection of : Saratoga Av & Stevens Creek Bl

Traffix Node Number : 3116

Permit No./Proposed Land Use/Description/Location	M09 NBL	M08 NBT	M07 NBR	M03 SBL	M02 SBT	M01 SBR	M12 EBL	M11 EBT	M10 EBR	M06 WBL	M05 WBT	M04 WBR
H06-027 (3-05161) Retail/Commercial N/S OF STEVENS CREEK BLVD BETW WINCHESTER BLVD VALLEY FAIR EXPANSION	0	0	0	0	0	0	0	10	0	0	16	0
NSJ LEGACY NORTH SAN JOSE	4	18	1	0	4	1	3	8	2	0	5	0
PD17-014 (3-02236) LEGACY 4300 STEVENS CREEK BLVD FORT BAY	0	0	0	0	0	32	31	31	0	0	66	0
PDC12-009 (3-06815) Retail/Commercial STEVENS CREEK & WINCHESTER (SE/C) SANTANA ROW	0	0	10	0	0	0	0	10	0	2	2	0
PDC14-068 (3-10478) Retail/Commercial 3161 OLSEN DRIVE SANTANA WEST	0	0	37	0	0	0	0	37	0	4	4	0
PDC97-036 RET (3-06815) Retail/Commercial STEVENS CREEK & WINCHESTER (SE/C) SANTANA ROW	0	0	0	0	0	0	0	0	0	0	0	0

TOTAL:	**4**	**18**	**48**	**0**	**4**	**33**	**34**	**96**	**2**	**6**	**93**	**0**

	LEFT	**THRU**	**RIGHT**
NORTH	0	4	33
EAST	6	93	0
SOUTH	4	18	48
WEST	34	96	2

PM PROJECT TRIPS

08/08/2019

Intersection of : Saratoga Av & Stevens Creek Bl

Traffix Node Number : 3116

Permit No./Proposed Land Use/Description/Location	M09 NBL	M08 NBT	M07 NBR	M03 SBL	M02 SBT	M01 SBR	M12 EBL	M11 EBT	M10 EBR	M06 WBL	M05 WBT	M04 WBR
H06-027 (3-05161) Retail/Commercial N/S OF STEVENS CREEK BLVD BETW WINCHESTER BLVD VALLEY FAIR EXPANSION	0	0	0	0	0	0	0	45	0	0	42	0
NSJ LEGACY NORTH SAN JOSE	1	5	2	4	20	4	0	2	0	3	11	0
PD17-014 (3-02236) LEGACY 4300 STEVENS CREEK BLVD FORT BAY	0	0	0	0	0	29	32	53	0	0	29	0
PDC12-009 (3-06815) Retail/Commercial STEVENS CREEK & WINCHESTER (SE/C) SANTANA ROW	0	0	5	0	0	0	0	5	0	9	9	0
PDC14-068 (3-10478) Retail/Commercial 3161 OLSEN DRIVE SANTANA WEST	0	0	6	0	0	0	0	6	0	33	33	0
PDC97-036 RET (3-06815) Retail/Commercial STEVENS CREEK & WINCHESTER (SE/C) SANTANA ROW	0	0	2	0	0	0	0	2	0	2	2	0

TOTAL:	**1**	**5**	**15**	**4**	**20**	**33**	**32**	**113**	**0**	**47**	**126**	**0**

	LEFT	**THRU**	**RIGHT**
NORTH	4	20	33
EAST	47	126	0
SOUTH	1	5	15
WEST	32	113	0

AM PROJECT TRIPS

08/08/2019

Intersection of : Stevens Creek Bl & N Winchester Bl & S Winchester Bl

Traffix Node Number : 3118

Permit No./Proposed Land Use/Description/Location	M09 NBL	M08 NBT	M07 NBR	M03 SBL	M02 SBT	M01 SBR	M12 EBL	M11 EBT	M10 EBR	M06 WBL	M05 WBT	M04 WBR
H06-027 (3-05161) Retail/Commercial N/S OF STEVENS CREEK BLVD BETW WINCHESTER BLVD VALLEY FAIR EXPANSION	0	11	25	29	7	2	4	13	0	16	9	26
H16-010 (3-01327) Retail/Commercial 2850 STEVENS CREEK BLVD. STEVENS CREEK BOUTIQUE HOTEL	0	0	9	2	0	0	0	7	0	0	4	0
NSJ LEGACY NORTH SAN JOSE	3	20	2	0	0	0	0	2	0	2	9	2
PD15-059 LEGACY	38	5	75	0	5	0	0	0	6	23	0	0
PD17-014 (3-02236) LEGACY 4300 STEVENS CREEK BLVD FORT BAY	2	0	0	0	0	6	1	23	0	0	34	0
PDC12-009 (3-06815) Retail/Commercial STEVENS CREEK & WINCHESTER (SE/C) SANTANA ROW	6	8	9	0	45	0	0	0	34	50	0	0
PDC14-040 (3-01388) LEGACY 863-917 WINCHESTER BLVD WINCHESTER RESERVE	0	10	26	0	3	0	0	0	0	6	0	0

AM PROJECT TRIPS

08/08/2019

Intersection of : Stevens Creek Bl & N Winchester Bl & S Winchester Bl

Traffix Node Number : 3118

Permit No./Proposed Land Use/Description/Location	M09 NBL	M08 NBT	M07 NBR	M03 SBL	M02 SBT	M01 SBR	M12 EBL	M11 EBT	M10 EBR	M06 WBL	M05 WBT	M04 WBR
PDC14-068 (3-10478) Retail/Commercial 3161 OLSEN DRIVE SANTANA WEST	8	21	48	0	173	0	0	0	65	391	0	0
PDC97-036 RET (3-06815) Retail/Commercial STEVENS CREEK & WINCHESTER (SE/C) SANTANA ROW	1	1	0	0	2	0	0	0	2	0	0	0
TOTAL:	**58**	**76**	**194**	**31**	**235**	**8**	**5**	**45**	**107**	**488**	**56**	**28**

	LEFT	THRU	RIGHT
NORTH	31	235	8
EAST	488	56	28
SOUTH	58	76	194
WEST	5	45	107

PM PROJECT TRIPS

08/08/2019

Intersection of : Stevens Creek Bl & N Winchester Bl & S Winchester Bl

Traffix Node Number : 3118

Permit No./Proposed Land Use/Description/Location	M09 NBL	M08 NBT	M07 NBR	M03 SBL	M02 SBT	M01 SBR	M12 EBL	M11 EBT	M10 EBR	M06 WBL	M05 WBT	M04 WBR
H06-027 (3-05161) Retail/Commercial N/S OF STEVENS CREEK BLVD BETW WINCHESTER BLVD VALLEY FAIR EXPANSION	0	38	86	120	41	14	13	46	0	93	50	122
H16-010 (3-01327) Retail/Commercial 2850 STEVENS CREEK BLVD. STEVENS CREEK BOUTIQUE HOTEL	0	0	8	0	0	0	0	5	0	0	4	-1
NSJ LEGACY NORTH SAN JOSE	1	1	1	3	10	1	0	3	1	14	22	5
PD15-059 LEGACY	34	10	60	0	12	0	0	0	19	78	0	0
PD17-014 (3-02236) LEGACY 4300 STEVENS CREEK BLVD FORT BAY	0	0	0	0	0	0	4	31	1	0	23	0
PDC12-009 (3-06815) Retail/Commercial STEVENS CREEK & WINCHESTER (SE/C) SANTANA ROW	32	43	48	0	25	0	0	0	19	29	0	0
PDC14-040 (3-01388) LEGACY 863-917 WINCHESTER BLVD WINCHESTER RESERVE	0	6	15	0	11	0	0	0	0	29	0	0

PM PROJECT TRIPS

08/08/2019

Intersection of : Stevens Creek Bl & N Winchester Bl & S Winchester Bl

Traffix Node Number : 3118

Permit No./Proposed Land Use/Description/Location	M09 NBL	M08 NBT	M07 NBR	M03 SBL	M02 SBT	M01 SBR	M12 EBL	M11 EBT	M10 EBR	M06 WBL	M05 WBT	M04 WBR
PDC14-068 (3-10478) Retail/Commercial 3161 OLSEN DRIVE SANTANA WEST	58	154	348	0	29	0	0	0	11	66	0	0
PDC97-036 RET (3-06815) Retail/Commercial STEVENS CREEK & WINCHESTER (SE/C) SANTANA ROW	6	8	1	0	8	0	0	0	6	1	0	0
TOTAL:	**131**	**260**	**567**	**123**	**136**	**15**	**17**	**85**	**57**	**310**	**99**	**126**

	LEFT	THRU	RIGHT
NORTH	123	136	15
EAST	310	99	126
SOUTH	131	260	567
WEST	17	85	57

AM PROJECT TRIPS

08/08/2019

Intersection of : S Cypress Av & Stevens Creek Bl

Traffix Node Number : 3442

Permit No./Proposed Land Use/Description/Location	M09 NBL	M08 NBT	M07 NBR	M03 SBL	M02 SBT	M01 SBR	M12 EBL	M11 EBT	M10 EBR	M06 WBL	M05 WBT	M04 WBR
NSJ LEGACY NORTH SAN JOSE	0	0	0	0	0	0	0	3	0	0	9	0
PDC14-068 (3-10478) Retail/Commercial 3161 OLSEN DRIVE SANTANA WEST	0	0	0	0	0	0	0	131	0	0	16	0
TOTAL:	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**134**	**0**	**0**	**25**	**0**

	LEFT	THRU	RIGHT
NORTH	0	0	0
EAST	0	25	0
SOUTH	0	0	0
WEST	0	134	0

PM PROJECT TRIPS

08/08/2019

Intersection of : S Cypress Av & Stevens Creek Bl

Traffix Node Number : 3442

Permit No./Proposed Land Use/Description/Location	M09 NBL	M08 NBT	M07 NBR	M03 SBL	M02 SBT	M01 SBR	M12 EBL	M11 EBT	M10 EBR	M06 WBL	M05 WBT	M04 WBR
NSJ LEGACY NORTH SAN JOSE	0	0	0	0	0	0	0	4	0	2	26	1
PDC14-068 (3-10478) Retail/Commercial 3161 OLSEN DRIVE SANTANA WEST	0	0	0	0	0	0	0	23	0	0	117	0
TOTAL:	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**27**	**0**	**2**	**143**	**1**

	LEFT	THRU	RIGHT
NORTH	0	0	0
EAST	2	143	1
SOUTH	0	0	0
WEST	0	27	0

AM PROJECT TRIPS

08/08/2019

Intersection of : Saratoga Av & Williams Rd

Traffix Node Number : 3793

Permit No./Proposed Land Use/Description/Location	M09 NBL	M08 NBT	M07 NBR	M03 SBL	M02 SBT	M01 SBR	M12 EBL	M11 EBT	M10 EBR	M06 WBL	M05 WBT	M04 WBR
NSJ LEGACY NORTH SAN JOSE	1	35	2	0	4	0	0	0	0	1	4	2
TOTAL:	**1**	**35**	**2**	**0**	**4**	**0**	**0**	**0**	**0**	**1**	**4**	**2**

	LEFT	THRU	RIGHT
NORTH	0	4	0
EAST	1	4	2
SOUTH	1	35	2
WEST	0	0	0

PM PROJECT TRIPS

08/08/2019

Intersection of : Saratoga Av & Williams Rd

Traffix Node Number : 3793

Permit No./Proposed Land Use/Description/Location	M09 NBL	M08 NBT	M07 NBR	M03 SBL	M02 SBT	M01 SBR	M12 EBL	M11 EBT	M10 EBR	M06 WBL	M05 WBT	M04 WBR
NSJ LEGACY NORTH SAN JOSE	0	6	0	2	29	1	0	0	0	2	2	1
TOTAL:	**0**	**6**	**0**	**2**	**29**	**1**	**0**	**0**	**0**	**2**	**2**	**1**

	LEFT	THRU	RIGHT
NORTH	2	29	1
EAST	2	2	1
SOUTH	0	6	0
WEST	0	0	0

AM PROJECT TRIPS

08/08/2019

Intersection of : San Tomas Ex & Stevens Creek Bl

Traffix Node Number : 5405

Permit No./Proposed Land Use/Description/Location	M09 NBL	M08 NBT	M07 NBR	M03 SBL	M02 SBT	M01 SBR	M12 EBL	M11 EBT	M10 EBR	M06 WBL	M05 WBT	M04 WBR
H06-027 (3-05161) Retail/Commercial N/S OF STEVENS CREEK BLVD BETW WINCHESTER BLVD VALLEY FAIR EXPANSION	1	0	0	0	0	0	0	16	0	1	10	0
NSJ LEGACY NORTH SAN JOSE	4	32	4	1	6	0	0	0	0	1	6	1
PD15-059 LEGACY	0	0	0	3	0	0	0	3	0	0	6	7
PD17-014 (3-02236) LEGACY 4300 STEVENS CREEK BLVD FORT BAY	24	0	0	0	0	0	0	24	7	0	42	0
PDC12-009 (3-06815) Retail/Commercial STEVENS CREEK & WINCHESTER (SE/C) SANTANA ROW	0	0	0	15	0	0	0	19	0	0	3	2
PDC14-040 (3-01388) LEGACY 863-917 WINCHESTER BLVD WINCHESTER RESERVE	10	10	0	0	3	0	0	0	3	0	0	0
PDC14-068 (3-10478) Retail/Commercial 3161 OLSEN DRIVE SANTANA WEST	0	0	0	56	0	0	0	75	0	0	9	6

AM PROJECT TRIPS

08/08/2019

Intersection of : San Tomas Ex & Stevens Creek Bl

Traffix Node Number : 5405

Permit No./Proposed Land Use/Description/Location	M09 NBL	M08 NBT	M07 NBR	M03 SBL	M02 SBT	M01 SBR	M12 EBL	M11 EBT	M10 EBR	M06 WBL	M05 WBT	M04 WBR
PDC97-036 RET (3-06815) Retail/Commercial STEVENS CREEK & WINCHESTER (SE/C) SANTANA ROW	0	0	0	1	0	0	0	1	0	0	1	0
TOTAL:	**39**	**42**	**4**	**76**	**9**	**0**	**0**	**138**	**10**	**2**	**77**	**16**

	LEFT	THRU	RIGHT
NORTH	76	9	0
EAST	2	77	16
SOUTH	39	42	4
WEST	0	138	10

PM PROJECT TRIPS

08/08/2019

Intersection of : San Tomas Ex & Stevens Creek Bl

Traffix Node Number : 5405

Permit No./Proposed Land Use/Description/Location	M09 NBL	M08 NBT	M07 NBR	M03 SBL	M02 SBT	M01 SBR	M12 EBL	M11 EBT	M10 EBR	M06 WBL	M05 WBT	M04 WBR
H06-027 (3-05161) Retail/Commercial N/S OF STEVENS CREEK BLVD BETW WINCHESTER BLVD VALLEY FAIR EXPANSION	3	0	0	0	0	0	0	42	0	3	45	0
NSJ LEGACY NORTH SAN JOSE	4	16	3	2	26	1	0	3	1	6	20	3
PD15-059 LEGACY	0	0	0	9	0	0	0	9	0	0	6	6
PD17-014 (3-02236) LEGACY 4300 STEVENS CREEK BLVD FORT BAY	6	0	0	0	0	0	0	36	17	0	23	0
PDC12-009 (3-06815) Retail/Commercial STEVENS CREEK & WINCHESTER (SE/C) SANTANA ROW	0	0	0	8	0	0	0	11	0	0	18	14
PDC14-040 (3-01388) LEGACY 863-917 WINCHESTER BLVD WINCHESTER RESERVE	6	6	0	0	11	0	0	0	11	0	0	0
PDC14-068 (3-10478) Retail/Commercial 3161 OLSEN DRIVE SANTANA WEST	0	0	0	9	0	0	0	13	0	0	66	50

PM PROJECT TRIPS

08/08/2019

Intersection of : San Tomas Ex & Stevens Creek Bl

Traffix Node Number : 5405

Permit No./Proposed Land Use/Description/Location	M09 NBL	M08 NBT	M07 NBR	M03 SBL	M02 SBT	M01 SBR	M12 EBL	M11 EBT	M10 EBR	M06 WBL	M05 WBT	M04 WBR
PDC97-036 RET (3-06815) Retail/Commercial STEVENS CREEK & WINCHESTER (SE/C) SANTANA ROW	0	0	0	3	0	0	0	3	0	0	3	3
TOTAL:	**19**	**22**	**3**	**31**	**37**	**1**	**0**	**117**	**29**	**9**	**181**	**76**

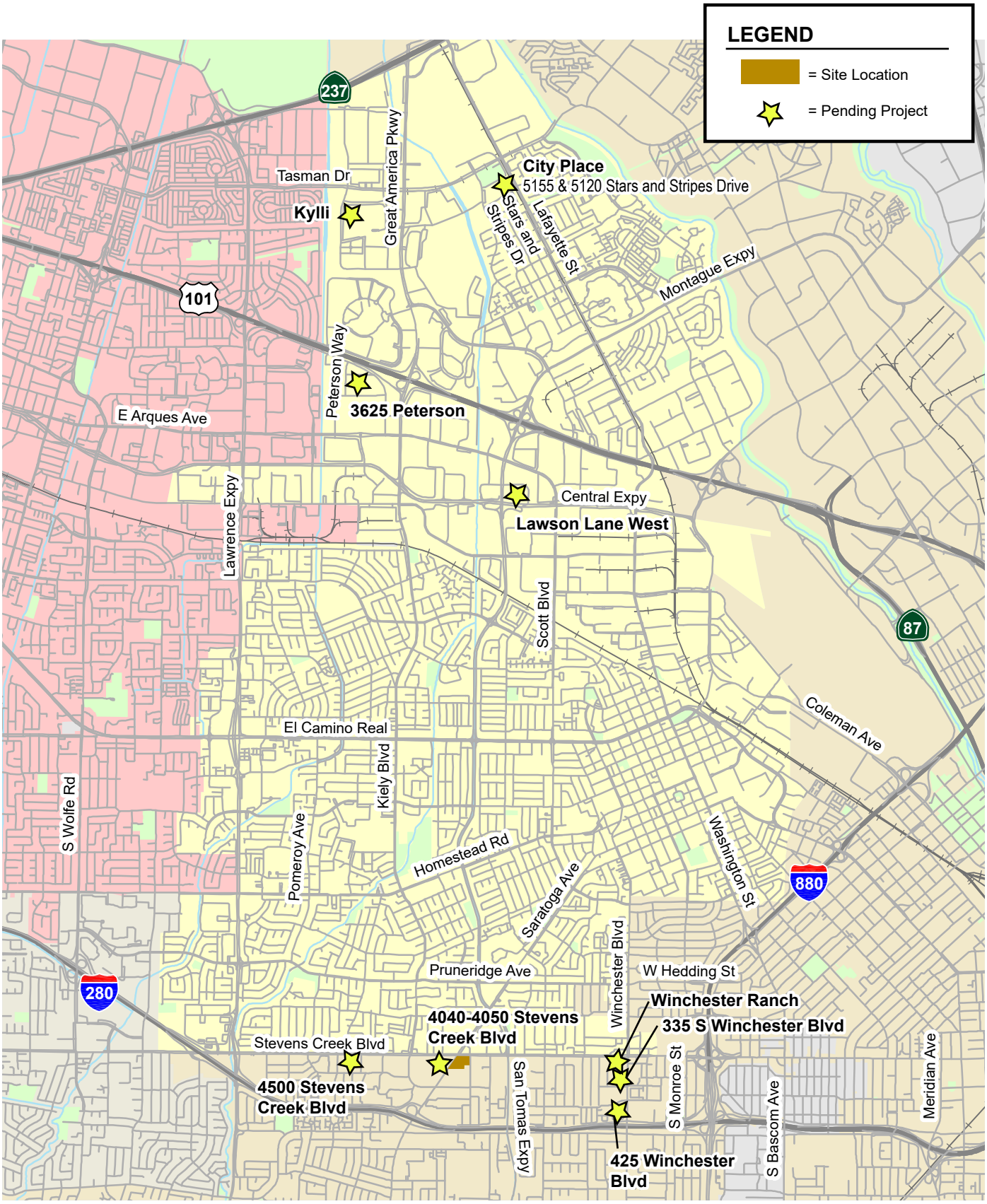
	LEFT	THRU	RIGHT
NORTH	31	37	1
EAST	9	181	76
SOUTH	19	22	3
WEST	0	117	29

San Jose Pending developments for 3896 Steves Creek Blvd Development

Project Name/Address	Proposed Project Description
Winchester Ranch	668 residential units
4040-4050 Stevens Creek Blvd	A 56,079 square foot auto dealership
425 Winchester Blvd	9,181 square feet of retail, 4,998 square feet of office, and 27 apartment dwelling units.
335 S Winchester Blvd	82,672 square feet of office space and 13,157 square feet of ground floor retail
4500 Stevens Creek Blvd	A four-story 142,014 square foot parking garage
Source: City of San Jose, August 2019.	

Santa Clara Developments for 3896 Steves Creek Blvd Development

Project Name/Address	Proposed Project Description
Approved Developments	
Yahoo! 5010 Old Ironsides Drive	3,060,000 s.f. of office/R&D campus
2200 Lawson Lane	324,058 s.f. of office/common space on the west Lawson Lane site.
City Place Phases 1, 2, and 3 5155 Stars and Stripes Drive	5.7 m.s.f. office; 1.1 m.s.f. retail; 1,360 mixed density residential units; 700 hotel rooms; 250 k.s.f. restaurant uses; 190 k.s.f. entertainment space
BAREC site development 90 N Winchester Blvd	165-unit senior affordable units and 149-unit apartment units.
Stevens Creek Subaru Expansion	Demolition of two existing commercial buildings to construct a 45, 778 square foot, two-story car dealership and service shop with an attached 100,152 square foot three-level parking structure.
Pending Developments	
City Place Remaining Phases 5155 Stars and Stripes Drive	5.7 m.s.f. office; 1.1 m.s.f. retail; 1,360 mixed density residential units; 700 hotel rooms; 250 k.s.f. restaurant uses; 190 k.s.f. entertainment space
3625 Peterson Way	672,000 s.f. of office space. Existing 260,000 s.f. building to be demolished.
Kylli Phase 1 3005 Democracy Way	1,915 residential units, 209 k.s.f. retail space, 1.6 m.s.f. office space, 300 hotel rooms, 600-student elementary school, 75-student day care center.
2200 Lawson	An addition of 180,647 s.f. of office space on the west Lawson Lane site.
Source: City of Santa Clara Planning Department, December 2019.	



Pending Projects

NORTH
Not to Scale

Santa Clara Planning Track 12-27-19

PLN File No.	Street Number & Street Name	Status of Entitlement	Applicant	Tidemark Description
PLN2007-06310	5402 Great America Pkwy	Approved	3 Com/Cognac Great America	Existing office use redeveloped to 555,000 sf of office/research & development
PLN2007-06433/PLN2010-08487 ; PLN2013-09743 (renewal of PD)	2350 Mission College Blvd (new address 2360 MCB)	Approved	2350 Mission College Boulevard Office Retail	300,000 sf of office in two buildings and a 6 story parking garage; 6,000 square feet of retail
PLN2007-06715, CEQ2007-01051	4301, 4401, 4551 Great America Pkwy	Approved	Sobrato Office Development	Rezone from PD & PD[ML] to construct (2) 12-story office buildings totaling 718,000 sq.ft. & (1) four-story parking garage on a developed property w/ (2) 300,000 sq.ft. existing office buildings that are to remain
PLN2008-06858 thru 06860	2620-2727 Augustine Dr	Completed/Occupied	Augustine Bowers Industrial Campus / Equity Office	1,969,600 sf of office and up to 35,000 sf of retail
PLN2008-07176 thru 07180	2600 San Tomas Expy 2800 San Tomas Expy 2400 Condensa St	Completed/Occupied	NVIDIA	1,200,000 sf of office and high-tech lab buidlings replacing approx. 690,000 sf of office space. Revised DA; 2400 Condensa still pending for construction
PLN2008-07218, PLN2008-07220, PLN2008-07221, CEQ2008-01068	5010 Old Ironsides Dr	Approved	(formerly Yahoo! Campus) 2016 LeEcco owned property	Phased development of a 3,060,000 sq.ft. office/R&D campus consisting of 13 six-story buildings, three commons buildings, surface parking & two levels of below grade parking. 1st Amendment to DA going to CC in 1/2020 for a three year extension to 2023
PLN2011-08896	5403 Stevens Creek Blvd	Completed/Occupied	Mellon Bank /Perry Airellaga	General Plan Amendment from Low Intensity Office R&D to High Intensity Office R&D, Rezone from CT to PD & Architectural Review to construct (2) 6-story office buildings totalling 375,000 sq.ft. & (1) parking structure w/1281 spaces (2 below & 4 above) & 38 surface parking spaces in conjunction w/ demo of existing one-story commercial building (IHOP Restaurant); Last office building now under construction as of 12/2019.
PLN2012-09224	2200 Lawson Ln	Approved	Sobrato	Amend PD zoning (PLN2007-06379) and Development Agreement (PLN2008-06880) for approved office R&D campus to increase building sq.ft. of allowable office space fropm 516,000 to 613,800 sq.ft. (Under construction per BLD2018-13353)
PLN2014-10256 et al	2620 Augustine Dr	Completed/Occupied	Irvine Co.	General Plan Amendment #80 from High Intensity Office/R&D to Community Commercial [Retail Center] and Light Industrial to High Intensity Office/R&D [Office Phase II & III]; Rezone from Planned Development (PD) to Planned Development (PD) [Retail Center], and from Light Industrial (ML) to Commercial Park (CP) [Office Phase II & III] to allow the construction of up to 1,243,300 square feet of office space and up to 125,000 square feet of retail space for a total (inclusive of Office Phase I) of up to 2,000,100 square feet of development; Approval of Development Agreement Amendment No. 2
PLN2007-06715, CEQ2007-01051	4301 Great America Pkwy	Approved	SOBRATO	Rezone from PD & PD[ML] to PD to construct two high rise office buildings and one parking structure (CEQ2007-01051)construct up to 718,000 square feet of new office space in up to 1,018,000 square feet of office development; up to two, five-level parking structures with up to 3,360 total parking spaces;
PLN2014-10381	2620 Augustine Dr	Completed/Occupied	Irvine Co.	125,000 square foot retail center (adjustment to PD with office campus)
PLN2013-10184 (DA extended to 2017-- Now expired)	5450 Great America Pkwy	Approved	BNP Leasing Corp	Architectural review for Phase 2 of approved 6-story office building on an existing office/R&D site with 3 office buildings subgrade and surface parking (certified EIR).
PLN2014-10577 (GP) PLN2014-10578(REZONE) PLN2014-10579(VTM) PLN2014-10580 (3rd AM to DA) CEQ2014-01181 (Addendum to EIR)	2520 Augustine Dr 3333 Octavius Dr	Completed/Occupied	Irvine Co. Carlene Matchniff	Santa Clara Square Office Project (Phase II and III- see a. Two additional parcels are proposed to be added to the recently approved SCSQ Project. Addendum to the EIR and Amendment to Development Agreement is part of this proposal. The Office Sites proposed will not exceed the 2009 Project. Office Phase II and III are proposed to consist of 6-8 story office buildings with associated surface and structured parking at a ratio of 3.3/1000. Vesting Tentative Parcel Map proposal combines 6 parcels to create 3 parcels (See Drawings). Street bulb at Augustine Drive and Octavius Drive is proposed to be replaced with standard curb. Total project (all phases:2M square feet of office and retail, and 1840 residential units)
PLN2012-09351	1313 Franklin St 1052 Monroe St 1358 Benton St	Completed/Occupied	Silicon Valley Builders	Multifamily Residential project with 46 units and 16K or retail space and 4 stories
PLN2014-10765	1480 Main/1160 El Camino Real	Completed/Occupied	Mehdi Shemirizi	Rezone to PD to allow a mixed use project with 12 residential apartments and 1,000 sq ft of retail on a approx. 15,000 square foot lot
PLN2012-09542	3700 El Camino Real	Approved	Essex Property Trust	Gateway Santa Clara (formerly Kohls Site) Mixed use development-Redevelopment of entire site 87K retail/commercial and 476 housing units (apartments)

Santa Clara Planning Track 12-27-19

PLN File No.	Street Number & Street Name	Status of Entitlement	Applicant	Tidemark Description
PLN2015-11204	2950 Lakeside Dr	Completed/Occupied	Rashik Patel T2	New 7 story hotel with 188 rooms
PLN2015-10899, 10900,10901,10902,10903,10904	2600 Augustine	Approved	Irvine	Santa Clara Square Mixed Use Project - - phased project 100+ acres 2,000 rental housing units 40,000 sf retail added 30 acres parks/open
PLN2015-11231	100 N Winchester Blvd	Approved	Santana Atrium Professional Center	92 unit senior apartment home community with onsite clubhouse and recreational amenities.
PLN2014-10437	820 Civic Center Dr	Completed/Occupied	Michael Fischer	application for a 3 unit Townhome develolpment (retention of one historic home- total of four units)
PLN2013-10185	3033 Scott Blvd and 3080 Alfred	Pending	MCA	Expansion of activities at Muslim Community Association to include new high school student base, administrative offices. Director of Planning and Inspection administrative approval an increase of 500 students including up to 150 high school students. Use Permit for futher expansion. Initial Study/MND/MMRP prepared.
PLN2015-11053	3607 Kifer Rd	Completed/Occupied	Lennar Commercial	Use Permit to construct off-site 5-level parking structure at 3697 Tahoe Way and 5-story 199,460 sq.ft. office building at 3607 Kifer Rd as part of an existing off campus in conjunction with a Modification to increase maximum building height of the proposed office building to 87.5' and Architectural Review of the project
PLN2015-10898	2855 Stevens Creek Blvd	Completed/Occupied	Westfield Valley Fair	New 10 screen Movie Theater complex and new retail tenant space . Demolition of 77,000 sq. ft. portion of the existing Westfield Valley Fair Shopping Mall, and the new construction of 102,210 square foot of commercial building area
PLN2015-11469	1627 Monroe St	Approved	Samir Sharma	Architectural Review to construct 3 new two-story residences; Rezone from R1-6L to PD; Tentative Parcel Map to subdivide one lot into 3 lots
PLN2015-11519	820 Civic Center Dr	Approved	Michael Fischer	Amendment to approved 3 unit Townhome develolpment (retention of one historic home- total of four units) and amendment to approve a 5th single family unit
PLN2014-10554	5155 5120 Stars And Stripes Dr	Approved	Related	City Place -Related Co project for redevelopment of five parcels that include Santa Clara Golf & Tennis Club, BMX track, Fire Station #10, and former City landfill and two parcels on other side of Stars and Stripes (formerly for Montana Lowe project) directly across from Levi's Stadium. Master Development totals of 9.2M square feet and proposes 5.7M sq ft office; 1.1M sq ft retail; 1,360 mixed density residential units; 700 hotel rooms; 250K restaurant uses; 190K entertainment space
PLN2015-11469	1627 Monroe St	Approved	Samir Sharma	3 new two-story residences; Rezone from R1-6L to PD; Tentative Parcel Map to subdivide one lot into 3 lots
PLN2015-11586	3226 Scott Blvd	Approved	Courtney Bauer	Architectural Review and ZA Modification to allow the demolition of the existing industrial building and development of a new 230,500 square foot office building with 93,640 parking structure and other onsite improvements.
PLN2015-11361	1890 El Camino Real	Approved	Pinn Bros	56 for sale units condo units (no commercial removed from project by CC and reduced project by 4 units)
PLN2016-	1990 El Camino Real	Completed/Occupied	Leah Lombardi for Chick-fil-A	Use Permit to demo the existing drive-through restaurant (McDonald) and construct a new drive-through restuarant (Chck-fil-A) with on- and off-site improvement. The new tenant (Chick-fil-A) also proposes an indoor play area and a total of 36 outdoor seats in an existing patio.
PLN2014-10851	1 Great America Pkwy	Approved	Cedar Fair	PD rezone to allow 140,000 new retail for open access to general public and year round operation of park
PLN2016-12246	651, 725, and 825 Mathew St	Approved	Vantage	New Data Center campus- Vantage 420,000 sq. ft. Total in up to 4 buildings with electrical substation
PLN2016-12232/ 2019-13705 (2 - year extension of approval)	3375 Scott Blvd	Approved	John Duquette	New six story office buildin 237,104 sf, 4 story parking structure with 14,000 sq.ft. amenity building (2 story building attached to garage for employee cafe and/or fitness center, etc.)
PLN2016-11673	1205 Coleman Ave	Approved	Hunter Storm Properties	New multi-family residential project on former BAE site, up to 1565 residential units, approximiately 45,000 square feet of community-serving retail and restaurant space, and amenities.
PLN2016-11732	917 Warburton Ave	Completed/Occupied	Samir Sharma	6 unit single family homes - subdivision map to allow for sale housing
PLN2016-12051	967 Warburton Ave	Completed/Occupied	Robert Botham	Rezone from Light Industrial (ML) to Planned Development (PD) to construct (4) detached two-story single family residences on a lot with an existing single family residence to be retained (Subdivision Tentative Map to create 5 for-sale single family lots & 1 common lot PL.N2016-12065)

Santa Clara Planning Track 12-27-19

PLN File No.	Street Number & Street Name	Status of Entitlement	Applicant	Tidemark Description
PLN2015-11507 and PLN2018-13660 (Extension of approval)	3001 Tasman Dr	Approved	Mike Hodges/Bixby Land Co	New 4-story core and shell building and two new parking structures and associated site improvements. 2-year extension granted for AC approval in 2018. New permit expires in 2020.
PLN2015-11031	3305 Kifer Rd	Approved	Leah Draeger/True Life Co.	Development of 45 attached townhomes and stacked flats with 109 parking spaces and open space as part of the Lawrence Station Area Plan . 7.5 acre site project. The environmental review for this project will be covered under the LSAP EIR
PLN2015-11411	3069 Lawrence Expy	Pending	Westlake Urban/Gaye Quinn	Proposal for 333 unit multi-family development; Tentative Subdivision Map 3.82 acres
PLN2015-11478	3501 El Camino Real	Pending	Prometheus/ Nathan Tuttle	Pre-application for the development of 100,000 square foot shopping center into a mixed use development including 80,000-86,000 sqft retail and up to 700 apartments
PLN2015-10937	3505 and 3485 Kifer Road; 2985, 2951, 2901, 2900 and 2960 Gordon Avenue; 3060, 2960, 3045 and 3049 Copper Road; and 3570 Ryder Street	Approved	Summerhill Homes	Development of 996 residential units with 37,000 square foot retail and associated open space, landscaping, parking and other improvements as part of the Lawrence Station Area Plan.
PLN2014-10844	2891 Homestead Rd	Pending	Anthony Ho	Pre-zone a 0.39 acre site to PD pending annexation, for the construction of 8 townhouses on a podium over subterranean parking area
PLN2016-11686	2490, 2500 El Camino Real	Pending	Lou Mariani	Proposal for 262 multi-family residential units and senior residential units and a 311-room hotel (full service and extended stay) with a total 215,074 square feet of commercial space consisting of commercial/hotel, retail, restaurants, bars, and meeting rooms on a 7.14 acre site
PLN2016-12389	90 North Winchester Boulevard (1834 Worthington Circle)	Approved	CORE	Portion of former BAREC site (approx 6 acres). Amendment to Existing PD allowing 165 senior affordable units; 419 mixed income apts.' up to 584 housing units with 50% of units affordable, and up tp 25,000 site serving commercial. Up to 1.5 acre open space
PLN2017-12497	2904 Corvin	Approved	Concentric	145 residential units 5-story multi-family affordable housing w/supportive services
PLN2017-12516	3905 Freedom Circle	Pending	Greystar	A new mixed-use development w/following uses: Office (606,968 square feet; Residential 1018 units; Commercial 18,653 square feet Publicly Accessible Open Space (2.5 acres). 16.58 acres of land bounded by Freedom Circle, Mission College Boulevard, Highway 101, and the San Thomas Aquino Creek. The existing site consists of 17,000 square feet Pedro's restaurant and a surface parking lot (APN 104-40-020), and 13.5 acres of vacant land .
PLN2017-12535	2305 Mission College	Approved	Algined Data Centers	Architectural review to allow a demolition of an existing office building and construct a new 495,660 square foot two-story data center, including generator yard, equipment yard, underground water storage, parking for 75 cars (with land banking), and a new SVP substation.
PLN2018-13144	3625 Peterson Way	Pending	Boston Properties	Architectural review of (2) 8-story office buildings connected by bridges at 2 levels; a 4-level paking structure w/ attached amenity building that includes a roof deck; and surface parking and site landscaping; & Variance to increase maximum building height from 70' to 129' at tiop of parapet wall (w/ top of roof screen at 138.5')
PLN2017-12578	3402 El Camino Real	Approved	John Vidovich	Rezoning of a 2.27 acre site that was recently burned down, and redevelop a mixed-use project with 66 apartment units, 9,440 square feet of retail, amenities on the third floor, surface parking, and two-level garage parking.
PLN2017-12489	575 Benton	Approved	Prometheus	(New MTC project proposal) GPA, Rezoning to PD to construct a mixed-use residential development project that consist of 355 apartment units, and approx. 26,000 square feet of retail with 697 parking spaces
PLN2017-12712	2780 El Camino Real	Approved	KB Home	General Plan Amendment from Regional Commercial to Medium Density Residential; Rezone from CC to PD & Architectural Review for 58- 3 story townhomes
PLN2017-12570	1375 El Camino Real	Approved	Land Sea	56 townhomes inclusive of 8 live work units
PLN2017-12723	2232 El Camino Real	Approved	Summerhill	Rezoning a 2.74 acre project site to PD for a four-story mixed-use project with 151 senior apartment homes, 17,909 square foot of commercial space, and 277 parking spaces provided in a wrapped parking structure and parking lot.
PLN2017-12753	1575 Pomeroy	Pending	Kurt Anderson and Nick Speno	Preliminary Review for a four-story 90-120 unit senior living apartment community
PLN2017-12686	3045 Stender	Approved	Tiemo Mehner	Arch review for new 4-story 175,670 s.f. data center building with rooftop mechanical equipment. The project includes demolition of the existing single-story building.

Santa Clara Planning Track 12-27-19

PLN File No.	Street Number & Street Name	Status of Entitlement	Applicant	Tidemark Description
PLN2017-12798	1150 Walsh	Approved	Raging Wire/NTT	Proposed 248,000 square foot data center and substation
PLN2017-12817	500 El Camino Real	Approved	Santa Clara University	Architectural review of four-story, 368 bed dormitory (South Residence Hall)
PLN2017-12870	2788 San Tomas Expressway	Completed/Occupied	Saris Regis for NVIDIA	Architectural review for a new 754,100 square-foot office building and a trellis; PHASE 2 of DA and allowed area additional 300K added to to Phase II originally planned for Phase III on other parcel. Two structures built, one additional structure availalbe to build.
PLN2017-12836	2961 Corvin	Approved	Summerhill	Development application for 38 townhomes on .27 acre site consistent with LSAP. Tentative Subdivision Map filed.
PLN2017-12924	3005 Democracy	Pending	Kylii	General Plan Amendment from the High-Intensity Office/Research and Development (R&D) to a new designation allowing high-intensity mixed use development, including residential and office. 48.6 acre site. Former Yahoo office campus approval. Proposed 6,000 housing units. Due to FAA and community feedback, proposal will be revised to reduce size of project.
PLN2017-12961	1900 Warburton	Approved	Samir Sharma	Rezone from General Office (OG) to Planned Development (PD) to construct 13 attached condo units in two buildings with a shared driveway on a 0.55 acre site
PLN2017-12976	500 El Camino Real	Pending	SCU	Architectural review of STEM complex (a 273,429 sq.ft. 4-story building over basement) and demolition of 4 buildings totaling 130,993 sq.ft. (Murphy Hall, Bannan Engineering Labs, Bannan Engineering, & Bannan Hall) approved as part of the 5-year Master Plan Use Permit project (PLN2014-10779 and certified EIR CEQ2014-01184)
PLN2018-13265	3035 El Camino Real	Approved	Haden Land Company	Rezoning from CT to Planned Development (PD) and Architectural Review for the demolition of existing building and site improvements, and the new mixed use construction of 42 residential condominiums and 6 live work condominiums
PLN2018-13436	2200 Calle De Luna	Approved	Holland Partner Group	Architectural review for three 12 residential towers over three-level parking garage with 600 residential units.
PLN2018-13438	2101 Tasman Drive	Pending	Related California	Architectural review of 950 multi-family units,associated amenity spaces, open space & 1.25 acre park (Addendum to EIR CEQ2018-01055). Tasman East Specific Plan.
PLN2018-13439	2300 Calle De Luna	Approved	Related California	Architectural review of 575 multi-family dwelling units, 25,000 sq.ft. retail, & associated amenity space (Addendum to EIR CEQ2018-01056). Tasman East Specific Plan
PLN2018-13441	5185 Lafayette St.	Pending	Ensemble Investments	Architectural review for a new mixed-use building consisting of 147 residential units and 3,650 square feet of retail space
PLN2018-13442	5123 Calle Del Sol	Approved	Ensemble Investments	Architectural Review of a 504 residential units and 23,170 square feet of retail space. In the first phase a single story industrial building will be demolished on parcel 19 to redevelop the property into a 85' tall mixed-use mid-rise consisting of 311 residential units with amenity space, 14,210 sf retail space and 462 parking spaces. In phase two a mixed-use high-rise will be built consisting of 193 residential units with amenity space, 8,960 sf of retail space and 149 parking spaces.
PLN2018-13443	2263 Calle Del Mundo	Pending		Architectural review for a new 148 unit residential development
PLN2018-13446	2233 Calle Del Mundo	Approved	Ensemble Investments	Architectural review of for new construction of 182 multi-family dwelling units involving demolition of an existing warehouse (Addendum to EIR CEQ2018-01058) . Tasman East Specific Plan
PLN2018-13440	2343 Calle Del Mundo	Approved		Architectural review of 347 unit apartment building & 0.425 acre park (Addendun to EIR CEQ2018-01057) & Lot Line Adjustment (Tasman East Specific Plan)
PLN2018-13427	1444 Madison St.	Approved		Rezone from R3-36D to PD construct 3 detached single family residence each with dattached 2 car garage in conjunction with the demolition of the existing building strucutes on-site. Project includes a Tentative Parcel Map (PLN2018-13428).
PLN2018-13582	2900 Lakeside Drive	Approved		Proposal to demolish a two-story 54,000 square foot office building and site improvements, and construct a new 5-story 190 room hotel and associated parking structure on a 2.0 acre site
PLN2018-13352	1190 Benton St.	Approved		Use Permit to allow outdoor play yard associated with new day care operation. Day care allowed as a permitted use under zoning.
PLN2018-13339	3131 Homestead	Pending		AC approval for approximately 183 net new apartments
PLN2018-13294	3725 El Camino Real	Approved		Use Permit to allow a convenience store and potential restaurant in an existing service station
PLN2018-13609	1433 El Camino Real	Approved	SCS Development	Catalina II - 39 townhomes
PLN2019-13745	2175 Martin	Approved	Scott Rynders	New three story data center with 8.5 MW capacity.
PLN2018-13593	2200 Lawson Ln	Pending	Sobrato	Rezone from PD to PD to allow a 5-story 241,419 sq.ft. office building, 607 sq.ft. expansion to 2-story amenity building and expansion of parking garage - (CEQ2018-01064)

Santa Clara Planning Track 12-27-19

PLN File No.	Street Number & Street Name	Status of Entitlement	Applicant	Tidemark Description
PLN2019-13723	2330 Monroe	Pending	Freebird	Rezoning of a 2.47 acre City-owned vacant site from Single Family residential (R1-6L) to Planned Development (PD) to support the construction of a single building ranging in height from two to three stories and containing 65 residential affordable units in a mix of studios and one-, two- and three bedroom units. The project intends to provide housing for a broad range of family sizes and incomes, including 20% set aside for people with developmental disabilities.
PLN2019-13742	2201 Laurelwood	Pending	MEP1	Proposed for two 4 story 737,093----- square foot data center and substation and demolition of 201,529 square feet and three buildings
PLN2019-13824	500 Benton	Pending		General Plan: Mixed-use project consisting of student housing development consisting of 555 beds in 186 units, 31,600 sf of retail/offic space, 323 garaged parking spaces
PLN2019-13821	2305 Mission College	Approved		Architectural Review of the proposed renovation and conversion of an existing 358,503 square foot two story industrial building into a 346,380 square foot multi-tenant professional office building, and a Zoning Administrator Modification to allow 1,024 parking spaces where 1,1155 spaces are required
PLN2018-13303	651 Walsh	Pending	Jacobs	New 435,050 sq.ft. 4-story data center with the demolition of the existing industrial structures on-site totaling 171,259 sq.ft. of building area
PLN2019-13759	3141 El Camino Real	Pending	Bayview Development Group	Pre-application for 65 residential units on 2.46 acre site
PLN2019-13861	2302 Calle Del Mundo	Pending	ZAEN Partners	150 unit - 8 story residential project with 5,000 sq. ft of retail
PLN2018-13607	4249 Cheeney	Pending		8 unit townhome project
PLN2019-12053	1530 and 1540 Pomeroy	Pending	Omid Shakeri	AC review to construct eight (8)attached townhomes with Tentative Subdivision Map for eight private residential lots and one common lot. Project utilizing AB 3194 no rezoning required (consistency with GP only). 1540 Pomeroy (A), 1530 Pomeroy (R3-18D) (CEQ2017-01036)
PLN2019-13941	1111 Comstock	Pending	CAC Architects	Architectural Review of the proposed demolition of an existing one-story industrial building, and the construction of a new three-story 70,170 square foot data center building, and a Zoning Administrator Modification to allow increased 87'-6" building height.
PLN2019-14125	2908 El Camino Real	Approved	Jimmy Chang	Korean style spa 15K square feet
PLN2019-13921	2550 Scott	Pending	Ray Hashimoto for HMH	Architectural Review to allow a new 52,508 square-foot building at an existing 108,960 square-foot self-storage facility on 3.17 acres
PLN2019-14192	80 Saratoga	Pending	Summerhill Homes	Pre-application for 25 residential townhouses. The project proposes to retain the existing office building (YMCA) at the corner. Possible entitlements include General Plan Amendment, Rezoning and Subdivision Map.
PLN2019-14118	2905 Stender Way	Pending	Coresite	Rezoning and Architectural Review for a new four-styory CoreSite Data Center, approximately 250,0000 sf.
PLN2019-14128	2600 De La Cruz	Pending	CyrusOne	Four-story data center, 702,114 sf of gross area,Total maximum building load would be 96.5 megawatts (MW). A 100-megavolt amps electrical substation would be located in the western portion of the site.

Appendix C

Volume Summary Sheet

3896 Stevens Creek Blvd
San Jose, CA

Intersection Number: 1
Traffix Node Number: 3104
Intersection Name: Kiely Boulevard and Stevens Creek Boulevard
Peak Hour: AM
Date of Analysis: 03/09/20
Count Date: 01/31/19

Scenario	Southbound Approach RT	Southbound Approach TH	Southbound Approach LT	Westbound Approach RT	Westbound Approach TH	Westbound Approach LT	Northbound Approach RT	Northbound Approach TH	Northbound Approach LT	Eastbound Approach RT	Eastbound Approach TH	Eastbound Approach LT	Total
Existing Conditions	81	261	61	238	1078	51	40	352	114	131	287	189	2883
Approved Project Trips													
San Jose ATI	6	0	16	3	105	0	0	0	7	30	103	11	281
90 N Winchester Blvd (Santa Clara)	0	0	0	0	6	0	0	0	0	0	2	0	8
City Place Phases 1, 2, and 3 (Santa Clara)	0	0	0	0	0	0	0	0	0	0	0	0	0
Stevens Creek Subaru Expansion (Santa Clara)	0	0	0	0	4	0	0	0	0	0	8	0	12
Yahoo! (Santa Clara)	0	1	1	9	0	0	0	9	0	0	0	0	20
Lawson Lane II (Santa Clara)	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Approved Trips	*6*	*1*	*17*	*12*	*115*	*0*	*0*	*9*	*7*	*30*	*113*	*11*	321
Background Conditions	87	262	78	250	1193	51	40	361	121	161	400	200	3204
Proposed Project Trips	*0*	*5*	*7*	*8*	*24*	*0*	*0*	*0*	*0*	*5*	*45*	*0*	*94*
Pass-By Trips	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*
Background + Project Conditions	87	267	85	258	1217	51	40	361	121	166	445	200	3298
check	0	0	0	0	0	0	0	0	0	0	0	0	0
Pending Project Trips													
Winchester Ranch (San Jose)	0	0	0	0	16	0	0	0	0	0	5	0	21
4040-4050 Stevens Creek Blvd (San Jose)	0	0	4	2	4	0	6	0	0	0	8	0	24
425 Winchester Blvd (San Jose)	0	0	0	0	4	0	0	0	0	0	5	0	9
335 S Winchester Blvd (San Jose)	0	0	0	0	18	0	0	0	0	0	11	0	29
4500 Stevens Creek Blvd (San Jose)	0	0	0	0	0	0	0	0	0	0	0	0	0
City Place Remaining Phases (Santa Clara)	0	0	0	0	0	0	0	0	0	0	0	0	0
Lawson Lane West (Santa Clara)	0	0	0	0	0	0	0	0	0	0	0	0	0
3625 Peterson Way (Santa Clara)	0	0	0	0	0	0	0	0	0	0	0	0	0
Kylli Phase I (Santa Clara)	0	5	5	0	0	0	0	0	0	0	0	0	10
Total Pending Trips	*0*	*5*	*9*	*2*	*42*	*0*	*6*	*0*	*0*	*0*	*29*	*0*	93
Cumlative No Project Conditions	87	267	87	252	1235	51	46	361	121	161	429	200	3297
Cumulative + Project Conditions	87	272	94	260	1259	51	46	361	121	166	474	200	3391
check	0	0	0	0	0	0	0	0	0	0	0	0	0

Intersection Number: 2
Traffix Node Number: 3116
Intersection Name: Saratoga Avenue and Stevens Creek Boulevard
Peak Hour: AM
Date of Analysis: 03/09/20
Count Date: 01/23/19

Scenario	Southbound Approach RT	Southbound Approach TH	Southbound Approach LT	Westbound Approach RT	Westbound Approach TH	Westbound Approach LT	Northbound Approach RT	Northbound Approach TH	Northbound Approach LT	Eastbound Approach RT	Eastbound Approach TH	Eastbound Approach LT	Total
Existing Conditions	237	383	50	32	1136	106	95	734	89	89	226	69	3246
Approved Project Trips													
San Jose ATI	33	4	0	0	93	6	48	18	4	2	96	34	338
90 N Winchester Blvd (Santa Clara)	0	0	0	0	6	0	0	0	0	0	2	0	8
City Place Phases 1, 2, and 3 (Santa Clara)	0	23	0	0	0	0	0	23	0	0	0	0	46
Stevens Creek Subaru Expansion (Santa Clara)	0	0	0	0	4	1	2	0	0	0	8	0	15
Yahoo! (Santa Clara)	0	1	0	0	0	0	0	9	9	1	0	0	20
Lawson Lane II (Santa Clara)	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Approved Trips	*33*	*28*	*0*	*0*	*103*	*7*	*50*	*50*	*13*	*3*	*106*	*34*	427
Background Conditions	270	411	50	32	1239	113	145	784	102	92	332	103	3673
Proposed Project Trips	*0*	*21*	*23*	*0*	*0*	*0*	*0*	*25*	*68*	*25*	*26*	*0*	*188*
Pass-By Trips	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*
Background + Project Conditions	270	432	73	32	1239	113	145	809	170	117	358	103	3861
check	0	0	0	0	0	0	0	0	0	0	0	0	0
Pending Project Trips													
Winchester Ranch (San Jose)	0	0	0	0	16	0	0	0	0	0	5	0	21
4040-4050 Stevens Creek Blvd (San Jose)	8	0	0	0	8	0	0	0	6	5	4	5	36
425 Winchester Blvd (San Jose)	0	0	0	0	4	4	6	0	0	0	5	0	19
335 S Winchester Blvd (San Jose)	0	0	0	0	18	0	0	0	0	0	11	0	29
4500 Stevens Creek Blvd (San Jose)	0	0	0	0	0	0	0	0	0	0	0	0	0
City Place Remaining Phases (Santa Clara)	0	20	0	0	0	0	0	70	0	0	0	0	90
Lawson Lane West (Santa Clara)	0	0	0	0	0	0	0	0	0	0	0	0	0
3625 Peterson Way (Santa Clara)	0	0	0	0	0	0	0	0	0	0	0	0	0
Kylli Phase I (Santa Clara)	0	5	0	0	0	0	0	0	0	5	0	0	10
Total Pending Trips	*8*	*25*	*0*	*0*	*46*	*4*	*6*	*70*	*6*	*10*	*25*	*5*	205
Cumlative No Project Conditions	278	436	50	32	1285	117	151	854	108	102	357	108	3878
Cumulative + Project Conditions	278	457	73	32	1285	117	151	879	176	127	383	108	4066
check	0	0	0	0	0	0	0	0	0	0	0	0	0

Intersection Number: 3
Traffix Node Number: 5405
Intersection Name: San Tomas Expressway and Stevens Creek Boulevard
Peak Hour: AM
Date of Analysis: 03/09/20
Count Date: 01/23/19

Scenario	Southbound Approach RT	Southbound Approach TH	Southbound Approach LT	Westbound Approach RT	Westbound Approach TH	Westbound Approach LT	Northbound Approach RT	Northbound Approach TH	Northbound Approach LT	Eastbound Approach RT	Eastbound Approach TH	Eastbound Approach LT	Total
Existing Conditions	52	774	113	161	1026	164	138	2657	397	221	255	77	6035
Approved Project Trips													
San Jose ATI	0	9	76	16	77	2	4	42	39	10	138	0	413
90 N Winchester Blvd (Santa Clara)	0	0	0	0	6	0	0	0	0	0	2	0	8
City Place Phases 1, 2, and 3 (Santa Clara)	1	5	7	67	1	6	9	45	5	3	7	6	162
Stevens Creek Subaru Expansion (Santa Clara)	0	0	6	3	5	2	4	0	0	0	10	0	30
Yahoo! (Santa Clara)	0	10	2	18	0	0	0	73	0	0	0	0	103
Lawson Lane II (Santa Clara)	0	3	0	4	0	0	0	21	0	0	0	0	28
Total Approved Trips	*1*	*27*	*91*	*108*	*89*	*10*	*17*	*181*	*44*	*13*	*157*	*6*	*744*
Background Conditions	53	801	204	269	1115	174	155	2838	441	234	412	83	6779
Proposed Project Trips	*0*	*0*	*0*	*0*	*58*	*0*	*0*	*0*	*33*	*19*	*32*	*0*	*142*
Pass-By Trips	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*
Background + Project Conditions	53	801	204	269	1173	174	155	2838	474	253	444	83	6921
check	0	0	0	0	0	0	0	0	0	0	0	0	0
Pending Project Trips													
Winchester Ranch (San Jose)	0	0	0	0	16	0	0	0	0	0	5	0	21
4040-4050 Stevens Creek Blvd (San Jose)	0	0	0	0	8	0	0	0	0	0	4	0	12
425 Winchester Blvd (San Jose)	0	0	2	2	8	0	0	0	0	0	11	0	23
335 S Winchester Blvd (San Jose)	0	0	0	0	18	0	0	0	0	0	11	0	29
4500 Stevens Creek Blvd (San Jose)	0	0	0	0	0	0	0	0	0	0	0	0	0
City Place Remaining Phases (Santa Clara)	0	40	10	60	0	0	0	20	0	0	0	30	160
Lawson Lane West (Santa Clara)	0	2	0	2	0	0	0	10	0	0	0	0	14
3625 Peterson Way (Santa Clara)	0	2	0	0	0	0	0	15	0	0	0	0	17
Kylli Phase I (Santa Clara)	0	39	10	0	0	0	0	1	0	0	0	0	50
Total Pending Trips	*0*	*83*	*22*	*64*	*50*	*0*	*0*	*46*	*0*	*0*	*31*	*30*	*326*
Cumlative No Project Conditions	53	884	226	333	1165	174	155	2884	441	234	443	113	7105
Cumulative + Project Conditions	53	884	226	333	1223	174	155	2884	474	253	475	113	7247
check	0	0	0	0	0	0	0	0	0	0	0	0	0

Intersection Number: 4
Traffix Node Number: 3442
Intersection Name: Cypress Avenue and Stevens Creek Boulevard
Peak Hour: AM
Date of Analysis: 03/09/20
Count Date: 01/23/19

Scenario	Southbound Approach RT	Southbound Approach TH	Southbound Approach LT	Westbound Approach RT	Westbound Approach TH	Westbound Approach LT	Northbound Approach RT	Northbound Approach TH	Northbound Approach LT	Eastbound Approach RT	Eastbound Approach TH	Eastbound Approach LT	Total
Existing Conditions	38	20	49	51	1204	66	96	84	88	66	423	49	2234
Approved Project Trips													
San Jose ATI	0	0	0	0	25	0	0	0	0	0	134	0	159
90 N Winchester Blvd (Santa Clara)	0	0	0	0	6	0	0	0	0	0	2	0	8
City Place Phases 1, 2, and 3 (Santa Clara)	0	0	0	0	0	0	0	0	0	0	0	0	0
Stevens Creek Subaru Expansion (Santa Clara)	0	0	0	0	9	0	0	0	0	0	20	0	29
Yahoo! (Santa Clara)	0	0	0	0	0	0	0	0	0	0	0	0	0
Lawson Lane II (Santa Clara)	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Approved Trips	*0*	*0*	*0*	*0*	*40*	*0*	*0*	*0*	*0*	*0*	*156*	*0*	*196*
Background Conditions	38	20	49	51	1244	66	96	84	88	66	579	49	2430
Proposed Project Trips	*0*	*0*	*0*	*0*	*53*	*0*	*0*	*0*	*0*	*0*	*28*	*0*	*81*
Pass-By Trips	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*
Background + Project Conditions	38	20	49	51	1297	66	96	84	88	66	607	49	2511
check	0	0	0	0	0	0	0	0	0	0	0	0	0
Pending Project Trips													
Winchester Ranch (San Jose)	0	0	0	0	16	0	0	0	0	0	5	0	21
4040-4050 Stevens Creek Blvd (San Jose)	0	0	0	0	0	0	0	0	0	0	0	0	0
425 Winchester Blvd (San Jose)	0	0	0	0	10	0	0	0	0	0	11	0	21
335 S Winchester Blvd (San Jose)	0	0	0	0	18	0	0	0	0	0	11	0	29
4500 Stevens Creek Blvd (San Jose)	0	0	0	0	0	0	0	0	0	0	0	0	0
City Place Remaining Phases (Santa Clara)	0	0	0	0	0	0	0	0	0	0	0	0	0
Lawson Lane West (Santa Clara)	0	0	0	0	0	0	0	0	0	0	0	0	0
3625 Peterson Way (Santa Clara)	0	0	0	0	0	0	0	0	0	0	0	0	0
Kylli Phase I (Santa Clara)	0	0	0	0	0	0	0	0	0	5	5	0	10
Total Pending Trips	*0*	*0*	*0*	*0*	*44*	*0*	*0*	*0*	*0*	*5*	*32*	*0*	*81*
Cumlative No Project Conditions	38	20	49	51	1288	66	96	84	88	71	611	49	2511
Cumulative + Project Conditions	38	20	49	51	1341	66	96	84	88	71	639	49	2592
check	0	0	0	0	0	0	0	0	0	0	0	0	0

Intersection Number: 5
Traffix Node Number: 3118
Intersection Name: Winchester Boulevard and Stevens Creek Boulevard
Peak Hour: AM
Date of Analysis: 03/09/20
Count Date: 01/23/19

Scenario	Movements												
	Southbound Approach			Westbound Approach			Northbound Approach			Eastbound Approach			
	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	*Total*
Existing Conditions	61	269	106	472	1107	485	197	679	116	136	397	92	*4117*
Approved Project Trips													
San Jose ATI	8	235	31	28	56	488	194	76	58	107	45	5	*1331*
90 N Winchester Blvd (Santa Clara)	6	13	23	10	0	0	0	6	0	0	0	2	*60*
City Place Phases 1, 2, and 3 (Santa Clara)	0	0	0	0	0	0	0	0	0	0	0	0	*0*
Stevens Creek Subaru Expansion (Santa Clara)	0	0	0	0	12	0	0	0	0	0	6	0	*18*
Yahoo! (Santa Clara)	0	2	0	0	9	0	0	18	0	0	1	0	*30*
Lawson Lane II (Santa Clara)	0	0	0	0	0	0	0	0	0	0	0	0	*0*
Total Approved Trips	*14*	*250*	*54*	*38*	*77*	*488*	*194*	*100*	*58*	*107*	*52*	*7*	*1439*
Background Conditions	75	519	160	510	1184	973	391	779	174	243	449	99	*5556*
Proposed Project Trips	*0*	*0*	*0*	*0*	*49*	*0*	*0*	*0*	*0*	*0*	*24*	*0*	*73*
Pass-By Trips	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*
Background + Project Conditions	75	519	160	510	1233	973	391	779	174	243	473	99	*5629*
check	0	0	0	0	0	0	0	0	0	0	0	0	*0*
Pending Project Trips													
Winchester Ranch (San Jose)	0	3	0	0	0	21	66	8	16	5	0	0	*119*
4040-4050 Stevens Creek Blvd (San Jose)	0	0	0	0	0	0	0	0	0	0	0	0	*0*
425 Winchester Blvd (San Jose)	0	0	0	0	0	0	0	0	10	13	0	0	*23*
335 S Winchester Blvd (San Jose)	0	9	0	0	0	38	7	2	18	11	0	0	*85*
4500 Stevens Creek Blvd (San Jose)	0	0	0	0	0	0	0	0	0	0	0	0	*0*
City Place Remaining Phases (Santa Clara)	0	0	0	0	0	0	0	0	0	0	0	0	*0*
Lawson Lane West (Santa Clara)	0	0	0	0	0	0	0	0	0	0	0	0	*0*
3625 Peterson Way (Santa Clara)	0	0	0	0	0	0	0	0	0	0	0	0	*0*
Kylli Phase I (Santa Clara)	0	10	0	0	0	0	0	0	0	0	5	0	*15*
Total Pending Trips	*0*	*22*	*0*	*0*	*0*	*59*	*73*	*10*	*44*	*29*	*5*	*0*	*242*
Cumlative No Project Conditions	75	541	160	510	1184	1032	464	789	218	272	454	99	*5798*
Cumulative + Project Conditions	75	541	160	510	1233	1032	464	789	218	272	478	99	*5871*
check	0	0	0	0	0	0	0	0	0	0	0	0	*0*

Intersection Number: 6
Traffix Node Number: 3793
Intersection Name: Saratoga Avenue and Williams Road
Peak Hour: AM
Date of Analysis: 03/09/20
Count Date: 03/28/19

Scenario	Movements												
	Southbound Approach			Westbound Approach			Northbound Approach			Eastbound Approach			
	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	*Total*
Existing Conditions	131	747	85	293	354	309	102	1344	116	67	209	146	*3903*
Approved Project Trips													
San Jose ATI	0	4	0	2	4	1	2	35	1	0	0	0	*49*
90 N Winchester Blvd (Santa Clara)	0	0	0	0	0	0	0	0	0	0	0	0	*0*
City Place Phases 1, 2, and 3 (Santa Clara)	0	0	0	0	0	0	0	0	0	0	0	0	*0*
Stevens Creek Subaru Expansion (Santa Clara)	0	0	0	0	0	0	0	0	0	0	0	0	*0*
Yahoo! (Santa Clara)	0	0	0	0	0	0	0	0	0	0	0	0	*0*
Lawson Lane II (Santa Clara)	0	0	0	0	0	0	0	0	0	0	0	0	*0*
Total Approved Trips	*0*	*4*	*0*	*2*	*4*	*1*	*2*	*35*	*1*	*0*	*0*	*0*	*49*
Background Conditions	131	751	85	295	358	310	104	1379	117	67	209	146	*3952*
Proposed Project Trips	*0*	*17*	*0*	*0*	*0*	*0*	*0*	*42*	*0*	*0*	*0*	*0*	*59*
Pass-By Trips	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*
Background + Project Conditions	131	768	85	295	358	310	104	1421	117	67	209	146	*4011*
check	0	0	0	0	0	0	0	0	0	0	0	0	*0*
Pending Project Trips													
Winchester Ranch (San Jose)	0	0	0	0	0	0	0	0	0	0	0	0	*0*
4040-4050 Stevens Creek Blvd (San Jose)	0	0	0	0	0	0	0	0	0	0	0	0	*0*
425 Winchester Blvd (San Jose)	0	0	0	0	0	0	0	0	0	0	0	0	*0*
335 S Winchester Blvd (San Jose)	0	0	0	0	0	0	0	0	0	0	0	0	*0*
4500 Stevens Creek Blvd (San Jose)	0	0	0	0	0	0	0	0	0	0	0	0	*0*
City Place Remaining Phases (Santa Clara)	0	0	0	0	0	0	0	0	0	0	0	0	*0*
Lawson Lane West (Santa Clara)	0	0	0	0	0	0	0	0	0	0	0	0	*0*
3625 Peterson Way (Santa Clara)	0	0	0	0	0	0	0	0	0	0	0	0	*0*
Kylli Phase I (Santa Clara)	0	0	0	0	0	0	0	0	0	0	0	0	*0*
Total Pending Trips	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*
Cumlative No Project Conditions	131	751	85	295	358	310	104	1379	117	67	209	146	*3952*
Cumulative + Project Conditions	131	768	85	295	358	310	104	1421	117	67	209	146	*4011*
check	0	0	0	0	0	0	0	0	0	0	0	0	*0*

Intersection Number: 7
Traffix Node Number: 3113
Intersection Name: Saratoga Avenue and Moorpark Avenue
Peak Hour: AM
Date of Analysis: 03/09/20
Count Date: 01/23/19

Scenario	Southbound Approach RT	Southbound Approach TH	Southbound Approach LT	Westbound Approach RT	Westbound Approach TH	Westbound Approach LT	Northbound Approach RT	Northbound Approach TH	Northbound Approach LT	Eastbound Approach RT	Eastbound Approach TH	Eastbound Approach LT	Total
Existing Conditions	294	809	119	373	388	171	20	1869	44	36	177	358	*4658*
Approved Project Trips													
San Jose ATI	9	18	9	16	3	0	0	91	0	1	24	31	*202*
90 N Winchester Blvd (Santa Clara)	0	0	0	0	0	0	0	0	0	0	0	0	*0*
City Place Phases 1, 2, and 3 (Santa Clara)	0	0	0	0	0	0	0	0	0	0	0	0	*0*
Stevens Creek Subaru Expansion (Santa Clara)	0	0	0	0	0	0	0	0	0	0	0	0	*0*
Yahoo! (Santa Clara)	0	2	0	0	0	0	0	18	0	0	0	0	*20*
Lawson Lane II (Santa Clara)	0	0	0	0	0	0	0	0	0	0	0	0	*0*
Total Approved Trips	*9*	*20*	*9*	*16*	*3*	*0*	*0*	*109*	*0*	*1*	*24*	*31*	*222*
Background Conditions	303	829	128	389	391	171	20	1978	44	37	201	389	*4880*
Proposed Project Trips	*6*	*27*	*0*	*7*	*0*	*0*	*0*	*52*	*0*	*0*	*0*	*12*	*104*
Pass-By Trips	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*
Background + Project Conditions	309	856	128	396	391	171	20	2030	44	37	201	401	*4984*
check	0	0	0	0	0	0	0	0	0	0	0	0	*0*
Pending Project Trips													
Winchester Ranch (San Jose)	0	0	0	0	0	0	0	0	0	0	0	0	*0*
4040-4050 Stevens Creek Blvd (San Jose)	0	0	0	0	0	0	0	0	0	0	0	0	*0*
425 Winchester Blvd (San Jose)	0	0	0	0	0	0	0	0	0	0	0	0	*0*
335 S Winchester Blvd (San Jose)	0	0	0	0	0	0	0	0	0	0	0	0	*0*
4500 Stevens Creek Blvd (San Jose)	0	0	0	0	0	0	0	0	0	0	0	0	*0*
City Place Remaining Phases (Santa Clara)	0	0	0	0	0	0	0	0	0	0	0	0	*0*
Lawson Lane West (Santa Clara)	0	0	0	0	0	0	0	0	0	0	0	0	*0*
3625 Peterson Way (Santa Clara)	0	0	0	0	0	0	0	0	0	0	0	0	*0*
Kylli Phase I (Santa Clara)	0	10	0	0	0	0	0	0	0	0	0	0	*10*
Total Pending Trips	*0*	*10*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*10*
Cumlative No Project Conditions	303	839	128	389	391	171	20	1978	44	37	201	389	*4890*
Cumulative + Project Conditions	309	866	128	396	391	171	20	2030	44	37	201	401	*4994*
check	0	0	0	0	0	0	0	0	0	0	0	0	*0*

Intersection Number: 8
Traffix Node Number: 3039
Intersection Name: Saratoga Avenue and I-280 (S)
Peak Hour: AM
Date of Analysis: 03/09/20
Count Date: 01/23/19

Scenario	Southbound Approach RT	Southbound Approach TH	Southbound Approach LT	Westbound Approach RT	Westbound Approach TH	Westbound Approach LT	Northbound Approach RT	Northbound Approach TH	Northbound Approach LT	Eastbound Approach RT	Eastbound Approach TH	Eastbound Approach LT	Total
Existing Conditions	0	993	526	0	0	0	1059	1646	0	312	0	333	*4869*
Approved Project Trips													
San Jose ATI	0	28	52	0	0	0	22	102	0	0	0	0	*204*
90 N Winchester Blvd (Santa Clara)	0	0	0	0	0	0	0	0	0	0	0	0	*0*
City Place Phases 1, 2, and 3 (Santa Clara)	0	0	11	0	0	0	0	0	0	0	0	11	*22*
Stevens Creek Subaru Expansion (Santa Clara)	0	0	0	0	0	0	0	0	0	0	0	2	*2*
Yahoo! (Santa Clara)	0	2	0	0	0	0	0	18	0	0	0	0	*20*
Lawson Lane II (Santa Clara)	0	0	0	0	0	0	0	0	0	0	0	0	*0*
Total Approved Trips	*0*	*30*	*63*	*0*	*0*	*0*	*22*	*120*	*0*	*0*	*0*	*13*	*248*
Background Conditions	0	1023	589	0	0	0	1081	1766	0	312	0	346	*5117*
Proposed Project Trips	*0*	*32*	*24*	*0*	*0*	*0*	*0*	*71*	*0*	*0*	*0*	*58*	*185*
Pass-By Trips	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*
Background + Project Conditions	0	1055	613	0	0	0	1081	1837	0	312	0	404	*5302*
check	0	0	0	0	0	0	0	0	0	0	0	0	*0*
Pending Project Trips													
Winchester Ranch (San Jose)	0	0	0	0	0	0	0	0	0	0	0	0	*0*
4040-4050 Stevens Creek Blvd (San Jose)	0	0	2	0	0	0	0	0	0	0	0	3	*5*
425 Winchester Blvd (San Jose)	0	0	2	0	0	0	0	0	0	0	0	3	*5*
335 S Winchester Blvd (San Jose)	0	0	0	0	0	0	0	0	0	0	0	0	*0*
4500 Stevens Creek Blvd (San Jose)	0	0	0	0	0	0	0	0	0	0	0	0	*0*
City Place Remaining Phases (Santa Clara)	0	0	10	0	0	0	0	0	0	0	0	35	*45*
Lawson Lane West (Santa Clara)	0	0	0	0	0	0	0	0	0	0	0	0	*0*
3625 Peterson Way (Santa Clara)	0	0	0	0	0	0	0	0	0	0	0	0	*0*
Kylli Phase I (Santa Clara)	0	10	0	0	0	0	0	0	0	0	0	0	*10*
Total Pending Trips	*0*	*10*	*14*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*41*	*65*
Cumlative No Project Conditions	0	1033	603	0	0	0	1081	1766	0	312	0	387	*5182*
Cumulative + Project Conditions	0	1065	627	0	0	0	1081	1837	0	312	0	445	*5367*
check	0	0	0	0	0	0	0	0	0	0	0	0	*0*

Intersection Number: 9
Traffix Node Number: 3038
Intersection Name: Saratoga Avenue and I-280 (N)
Peak Hour: AM
Count Date: 01/23/19
Date of Analysis: 03/09/20

Scenario	Southbound Approach RT	Southbound Approach TH	Southbound Approach LT	Westbound Approach RT	Westbound Approach TH	Westbound Approach LT	Northbound Approach RT	Northbound Approach TH	Northbound Approach LT	Eastbound Approach RT	Eastbound Approach TH	Eastbound Approach LT	Total
Existing Conditions	373	996	69	124	97	201	156	1107	662	0	0	0	3785
Approved Project Trips													
San Jose ATI	19	73	0	0	0	0	3	164	4	0	0	0	263
90 N Winchester Blvd (Santa Clara)	0	0	0	0	0	0	0	0	0	0	0	0	0
City Place Phases 1, 2, and 3 (Santa Clara)	12	11	0	12	0	0	0	11	0	0	0	0	46
Stevens Creek Subaru Expansion (Santa Clara)	1	0	0	0	0	0	0	2	0	0	0	0	3
Yahoo! (Santa Clara)	0	2	0	0	0	0	0	18	0	0	0	0	20
Lawson Lane II (Santa Clara)	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Approved Trips	*32*	*86*	*0*	*12*	*0*	*0*	*3*	*195*	*4*	*0*	*0*	*0*	*332*
Background Conditions	405	1082	69	136	97	201	159	1302	666	0	0	0	4117
Proposed Project Trips	*21*	*56*	*0*	*0*	*0*	*0*	*0*	*202*	*0*	*0*	*0*	*0*	*279*
Pass-By Trips	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*
Background + Project Conditions	426	1138	69	136	97	201	159	1504	666	0	0	0	4396
check	0	0	0	0	0	0	0	0	0	0	0	0	0
Pending Project Trips													
Winchester Ranch (San Jose)	0	0	0	0	0	0	0	0	0	0	0	0	0
4040-4050 Stevens Creek Blvd (San Jose)	3	2	0	3	0	0	0	3	0	0	0	0	11
425 Winchester Blvd (San Jose)	2	2	0	3	0	0	0	3	0	0	0	0	10
335 S Winchester Blvd (San Jose)	0	0	0	0	0	0	0	0	0	0	0	0	0
4500 Stevens Creek Blvd (San Jose)	0	0	0	0	0	0	0	0	0	0	0	0	0
City Place Remaining Phases (Santa Clara)	10	10	0	35	0	0	0	35	0	0	0	0	90
Lawson Lane West (Santa Clara)	0	0	0	0	0	0	0	0	0	0	0	0	0
3625 Peterson Way (Santa Clara)	0	0	0	0	0	0	0	0	0	0	0	0	0
Kylli Phase I (Santa Clara)	0	10	0	0	0	0	0	0	0	0	0	0	10
Total Pending Trips	*15*	*24*	*0*	*41*	*0*	*0*	*0*	*41*	*0*	*0*	*0*	*0*	*121*
Cumlative No Project Conditions	420	1106	69	177	97	201	159	1343	666	0	0	0	4238
Cumulative + Project Conditions	441	1162	69	177	97	201	159	1545	666	0	0	0	4517
check	0	0	0	0	0	0	0	0	0	0	0	0	0

Intersection Number: 10
Traffix Node Number: 3103
Intersection Name: Saratoga Avenue and Kiely Boulevard
Peak Hour: AM
Count Date: 01/23/19
Date of Analysis: 03/09/20

Scenario	Southbound Approach RT	Southbound Approach TH	Southbound Approach LT	Westbound Approach RT	Westbound Approach TH	Westbound Approach LT	Northbound Approach RT	Northbound Approach TH	Northbound Approach LT	Eastbound Approach RT	Eastbound Approach TH	Eastbound Approach LT	Total
Existing Conditions	55	504	8	52	98	182	76	892	669	537	22	21	3116
Approved Project Trips													
San Jose ATI	0	11	0	0	0	0	1	65	107	81	0	0	265
90 N Winchester Blvd (Santa Clara)	0	0	0	0	0	0	0	0	0	0	0	0	0
City Place Phases 1, 2, and 3 (Santa Clara)	0	23	0	0	0	0	0	23	0	0	0	0	46
Stevens Creek Subaru Expansion (Santa Clara)	0	1	0	0	0	0	0	2	0	0	0	0	3
Yahoo! (Santa Clara)	0	2	0	0	0	0	0	18	0	0	0	0	20
Lawson Lane II (Santa Clara)	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Approved Trips	*0*	*37*	*0*	*0*	*0*	*0*	*1*	*108*	*107*	*81*	*0*	*0*	*334*
Background Conditions	55	541	8	52	98	182	77	1000	776	618	22	21	3450
Proposed Project Trips	*0*	*36*	*0*	*0*	*0*	*42*	*0*	*202*	*0*	*0*	*0*	*10*	*290*
Pass-By Trips	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*
Background + Project Conditions	55	577	8	52	98	224	77	1202	776	618	22	31	3740
check	0	0	0	0	0	0	0	0	0	0	0	0	0
Pending Project Trips													
Winchester Ranch (San Jose)	0	0	0	0	0	0	0	0	0	0	0	0	0
4040-4050 Stevens Creek Blvd (San Jose)	0	5	0	0	0	0	0	6	0	0	0	0	11
425 Winchester Blvd (San Jose)	0	4	0	0	0	0	0	6	0	0	0	0	10
4500 Stevens Creek Blvd (San Jose)	0	0	0	0	0	0	0	0	0	0	0	0	0
City Place Remaining Phases (Santa Clara)	0	20	0	0	0	0	0	70	0	0	0	0	90
Lawson Lane West (Santa Clara)	0	0	0	0	0	0	0	0	0	0	0	0	0
3625 Peterson Way (Santa Clara)	0	0	0	0	0	0	0	0	0	0	0	0	0
Kylli Phase I (Santa Clara)	0	10	0	0	0	0	0	0	0	0	0	0	10
Total Pending Trips	*0*	*39*	*0*	*0*	*0*	*0*	*0*	*82*	*0*	*0*	*0*	*0*	*121*
Cumlative No Project Conditions	55	580	8	52	98	182	77	1082	776	618	22	21	3571
Cumulative + Project Conditions	55	616	8	52	98	224	77	1284	776	618	22	31	3861
check	0	0	0	0	0	0	0	0	0	0	0	0	0

Intersection Number: 11
Traffix Node Number: 5422
Intersection Name: San Tomas Expressway and Saratoga Avenue
Peak Hour: AM
Date of Analysis: 03/09/20
Count Date: 09/04/19

Scenario	Southbound Approach RT	Southbound Approach TH	Southbound Approach LT	Westbound Approach RT	Westbound Approach TH	Westbound Approach LT	Northbound Approach RT	Northbound Approach TH	Northbound Approach LT	Eastbound Approach RT	Eastbound Approach TH	Eastbound Approach LT	Total
Existing Conditions	193	817	5	86	417	95	175	2234	15	31	467	501	5036
Approved Project Trips													
San Jose ATI	0	85	0	0	37	0	0	58	0	0	52	0	232
90 N Winchester Blvd (Santa Clara)	0	0	0	0	0	0	0	0	0	0	0	0	0
City Place Phases 1, 2, and 3 (Santa Clara)	9	4	7	3	7	8	1	20	7	3	9	11	89
Stevens Creek Subaru Expansion (Santa Clara)	0	4	0	0	0	2	1	2	0	0	0	0	9
Yahoo! (Santa Clara)	1	12	0	0	0	0	0	91	0	0	0	9	113
Lawson Lane II (Santa Clara)	2	3	0	0	0	0	0	25	0	0	0	13	43
Total Approved Trips	*12*	*108*	*7*	*3*	*44*	*10*	*2*	*196*	*7*	*3*	*61*	*33*	*486*
Background Conditions	205	925	12	89	461	105	177	2430	22	34	528	534	5522
Proposed Project Trips	*32*	*0*	*0*	*0*	*12*	*0*	*0*	*0*	*0*	*0*	*8*	*17*	*69*
Pass-By Trips	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*
Background + Project Conditions	237	925	12	89	473	105	177	2430	22	34	536	551	5591
check	0	0	0	0	0	0	0	0	0	0	0	0	0
Pending Project Trips													
Winchester Ranch (San Jose)	0	0	0	0	0	0	0	0	0	0	0	0	0
4040-4050 Stevens Creek Blvd (San Jose)	0	0	0	0	0	0	0	0	0	0	0	5	5
425 Winchester Blvd (San Jose)	0	0	0	0	0	0	0	0	0	0	0	0	0
335 S Winchester Blvd (San Jose)	0	0	0	0	0	0	0	0	0	0	0	0	0
Lawson Lane West (Santa Clara)	1	2	0	0	0	0	0	12	0	0	0	6	21
3625 Peterson Way (Santa Clara)	0	2	0	0	0	0	0	15	0	0	0	0	17
Kylli Phase I (Santa Clara)	5	49	0	0	0	0	0	1	0	0	0	0	55
Total Pending Trips	*26*	*113*	*0*	*0*	*0*	*0*	*0*	*228*	*0*	*0*	*20*	*61*	*448*
Cumlative No Project Conditions	231	1038	12	89	461	105	177	2658	22	34	548	595	5970
Cumulative + Project Conditions	263	1038	12	89	473	105	177	2658	22	34	556	612	6039
check	0	0	0	0	0	0	0	0	0	0	0	0	0

Intersection Number: 12
Traffix Node Number: 101
Intersection Name: Northlake Drive and Stevens Creek Boulevard
Peak Hour: AM
Date of Analysis: 03/09/20
Count Date: 01/23/19

Scenario	Southbound Approach RT	Southbound Approach TH	Southbound Approach LT	Westbound Approach RT	Westbound Approach TH	Westbound Approach LT	Northbound Approach RT	Northbound Approach TH	Northbound Approach LT	Eastbound Approach RT	Eastbound Approach TH	Eastbound Approach LT	Total
Existing Conditions	0	0	0	0	1359	66	93	0	0	11	235	0	1764
Approved Project Trips													
San Jose ATI	0	0	0	0	99	0	0	0	0	0	144	0	243
90 N Winchester Blvd (Santa Clara)	0	0	0	0	6	0	0	0	0	0	2	0	8
City Place Phases 1, 2, and 3 (Santa Clara)	0	0	0	0	0	0	0	0	0	0	0	0	0
Stevens Creek Subaru Expansion (Santa Clara)	0	0	0	0	5	0	0	0	0	0	10	0	15
Yahoo! (Santa Clara)	0	0	0	0	0	0	0	0	0	0	0	0	0
Lawson Lane II (Santa Clara)	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Approved Trips	*0*	*0*	*0*	*0*	*110*	*0*	*0*	*0*	*0*	*0*	*156*	*0*	*266*
Background Conditions	0	0	0	0	1469	66	93	0	0	11	391	0	2030
Proposed Project Trips	*0*	*0*	*0*	*0*	*0*	*90*	*51*	*0*	*0*	*49*	*0*	*0*	*190*
Pass-By Trips	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*
Background + Project Conditions	0	0	0	0	1469	156	144	0	0	60	391	0	2220
check	0	0	0	0	0	0	0	0	0	0	0	0	0
Pending Project Trips													
Winchester Ranch (San Jose)	0	0	0	0	16	0	0	0	0	0	5	0	21
4040-4050 Stevens Creek Blvd (San Jose)	0	0	0	0	8	0	0	0	0	0	4	0	12
425 Winchester Blvd (San Jose)	0	0	0	0	10	0	0	0	0	0	11	0	21
335 S Winchester Blvd (San Jose)	0	0	0	0	18	0	0	0	0	0	11	0	29
4500 Stevens Creek Blvd (San Jose)	0	0	0	0	0	0	0	0	0	0	0	0	0
City Place Remaining Phases (Santa Clara)	0	0	0	0	0	0	0	0	0	0	0	0	0
Lawson Lane West (Santa Clara)	0	0	0	0	0	0	0	0	0	0	0	0	0
3625 Peterson Way (Santa Clara)	0	0	0	0	0	0	0	0	0	0	0	0	0
Kylli Phase I (Santa Clara)	0	0	0	0	0	0	0	0	0	0	10	0	10
Total Pending Trips	*0*	*0*	*0*	*0*	*52*	*0*	*0*	*0*	*0*	*0*	*41*	*0*	*93*
Cumlative No Project Conditions	0	0	0	0	1521	66	93	0	0	11	432	0	2123
Cumulative + Project Conditions	0	0	0	0	1521	156	144	0	0	60	432	0	2313
check	0	0	0	0	0	0	0	0	0	0	0	0	0

3896 Stevens Creek Blvd
San Jose, CA

Intersection Number: 13
Traffix Node Number: 102
Intersection Name: Northlake Drive and Kiely Boulevard
Peak Hour: AM
Count Date: 01/23/19

Date of Analysis: 03/09/20

	Movements												
	Southbound Approach			Westbound Approach			Northbound Approach			Eastbound Approach			
Scenario	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	*Total*
Existing Conditions	49	28	7	10	140	8	16	45	103	23	47	28	*504*
Approved Project Trips													
San Jose ATI	0	0	0	0	0	0	0	0	0	0	0	0	*0*
90 N Winchester Blvd (Santa Clara)	0	0	0	0	0	0	0	0	0	0	0	0	*0*
City Place Phases 1, 2, and 3 (Santa Clara)	0	0	0	0	0	0	0	0	0	0	0	0	*0*
Stevens Creek Subaru Expansion (Santa Clara)	0	0	0	0	0	0	0	0	0	0	0	0	*0*
Yahoo! (Santa Clara)	0	0	0	0	0	0	0	0	0	0	0	0	*0*
Lawson Lane II (Santa Clara)	0	0	0	0	0	0	0	0	0	0	0	0	*0*
Total Approved Trips	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*
Background Conditions	49	28	7	10	140	8	16	45	103	23	47	28	*504*
Proposed Project Trips	*42*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*42*
Pass-By Trips	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*
Background + Project Conditions	91	28	7	10	140	8	16	45	103	23	47	28	*546*
check	0	0	0	0	0	0	0	0	0	0	0	0	*0*
Pending Project Trips													
Winchester Ranch (San Jose)	0	0	0	0	0	0	0	0	0	0	0	0	*0*
4040-4050 Stevens Creek Blvd (San Jose)	0	0	0	0	0	0	0	0	0	0	0	0	*0*
425 Winchester Blvd (San Jose)	0	0	0	0	0	0	0	0	0	0	0	0	*0*
335 S Winchester Blvd (San Jose)	0	0	0	0	0	0	0	0	0	0	0	0	*0*
4500 Stevens Creek Blvd (San Jose)	0	0	0	0	0	0	0	0	0	0	0	0	*0*
City Place Remaining Phases (Santa Clara)	0	0	0	0	0	0	0	0	0	0	0	0	*0*
Lawson Lane West (Santa Clara)	0	0	0	0	0	0	0	0	0	0	0	0	*0*
3625 Peterson Way (Santa Clara)	0	0	0	0	0	0	0	0	0	0	0	0	*0*
Kylli Phase I (Santa Clara)	0	0	0	0	0	0	0	0	0	0	0	0	*0*
Total Pending Trips	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*
Cumulative + Project Conditions	91	28	7	10	140	8	16	45	103	23	47	28	*546*
check	0	0	0	0	0	0	0	0	0	0	0	0	*0*

3896 Stevens Creek Blvd
San Jose, CA

Intersection Number: 1
Traffix Node Number: 3104
Intersection Name: Kiely Boulevard and Stevens Creek Boulevard
Peak Hour: PM
Date of Analysis: 03/09/20
Count Date: 01/31/19

Scenario	Southbound Approach RT	Southbound Approach TH	Southbound Approach LT	Westbound Approach RT	Westbound Approach TH	Westbound Approach LT	Northbound Approach RT	Northbound Approach TH	Northbound Approach LT	Eastbound Approach RT	Eastbound Approach TH	Eastbound Approach LT	Total
Existing Conditions	153	411	218	132	532	73	72	316	94	217	1119	213	3550
Approved Project Trips													
San Jose ATI	0	0	6	19	116	2	0	0	27	16	96	32	314
90 N Winchester Blvd (Santa Clara)	0	0	0	0	3	0	0	0	0	0	6	0	9
City Place Phases 1, 2, and 3 (Santa Clara)	0	0	0	0	0	0	0	0	0	0	0	0	0
Stevens Creek Subaru Expansion (Santa Clara)	0	0	0	0	10	0	0	0	0	0	4	0	14
Yahoo! (Santa Clara)	0	11	11	2	0	0	0	2	0	0	0	0	26
Lawson Lane II (Santa Clara)	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Approved Trips	*0*	*11*	*17*	*21*	*129*	*2*	*0*	*2*	*27*	*16*	*106*	*32*	*363*
Background Conditions	153	422	235	153	661	75	72	318	121	233	1225	245	3913
Proposed Project Trips	*0*	*7*	*8*	*15*	*55*	*0*	*0*	*0*	*0*	*3*	*39*	*0*	*127*
Pass-By Trips	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*
Background + Project Conditions	153	429	243	168	716	75	72	318	121	236	1264	245	4040
check	0	0	0	0	0	0	0	0	0	0	0	0	0
Pending Project Trips													
Winchester Ranch (San Jose)	0	0	0	0	9	0	0	0	0	0	15	0	24
4040-4050 Stevens Creek Blvd (San Jose)	0	0	2	5	10	0	3	0	0	0	4	0	24
425 Winchester Blvd (San Jose)	0	0	0	0	8	0	0	0	0	0	7	0	15
335 S Winchester Blvd (San Jose)	0	0	0	0	9	0	0	0	0	0	3	0	12
4500 Stevens Creek Blvd (San Jose)	0	0	0	0	0	0	0	0	0	0	0	0	0
City Place Remaining Phases (Santa Clara)	0	0	0	0	0	0	0	0	0	0	0	0	0
Lawson Lane West (Santa Clara)	0	0	0	0	0	0	0	0	0	0	0	0	0
3625 Peterson Way (Santa Clara)	0	0	0	0	0	0	0	0	0	0	0	0	0
Kylli Phase I (Santa Clara)	0	-2	-2	5	0	0	0	5	0	0	0	0	6
Total Pending Trips	*0*	*-2*	*0*	*10*	*36*	*0*	*3*	*5*	*0*	*0*	*29*	*0*	*81*
Cumlative No Project Conditions	153	420	235	163	697	75	75	323	121	233	1254	245	3994
Cumulative + Project Conditions	153	427	243	178	752	75	75	323	121	236	1293	245	4121
check	0	0	0	0	0	0	0	0	0	0	0	0	0

Intersection Number: 2
Traffix Node Number: 3116
Intersection Name: Saratoga Avenue and Stevens Creek Boulevard
Peak Hour: PM
Date of Analysis: 03/09/20
Count Date: 12/13/18

Scenario	Southbound Approach RT	Southbound Approach TH	Southbound Approach LT	Westbound Approach RT	Westbound Approach TH	Westbound Approach LT	Northbound Approach RT	Northbound Approach TH	Northbound Approach LT	Eastbound Approach RT	Eastbound Approach TH	Eastbound Approach LT	Total
Existing Conditions	145	532	90	61	481	159	188	443	177	216	1112	255	3859
Approved Project Trips													
San Jose ATI	33	20	4	0	126	47	15	5	1	0	113	32	396
90 N Winchester Blvd (Santa Clara)	0	0	0	0	3	0	0	0	0	0	6	0	9
City Place Phases 1, 2, and 3 (Santa Clara)	0	68	0	0	0	0	0	16	0	0	0	0	84
Stevens Creek Subaru Expansion (Santa Clara)	0	0	0	0	10	2	1	0	0	0	4	0	17
Yahoo! (Santa Clara)	0	11	0	0	0	0	0	2	2	11	0	0	26
Lawson Lane II (Santa Clara)	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Approved Trips	*33*	*99*	*4*	*0*	*139*	*49*	*16*	*23*	*3*	*11*	*123*	*32*	*532*
Background Conditions	178	631	94	61	620	208	204	466	180	227	1235	287	4391
Proposed Project Trips	*0*	*22*	*25*	*0*	*0*	*0*	*-1*	*51*	*155*	*23*	*24*	*0*	*299*
Pass-By Trips	*0*	*0*	*0*	*0*	*-2*	*0*	*0*	*0*	*5*	*3*	*-3*	*0*	*3*
Background + Project Conditions	178	653	119	61	618	208	203	517	340	253	1256	287	4693
check	0	0	0	0	0	0	0	0	0	0	0	0	0
Pending Project Trips													
Winchester Ranch (San Jose)	0	0	0	0	9	0	0	0	0	0	15	0	24
4040-4050 Stevens Creek Blvd (San Jose)	4	0	0	0	4	0	0	0	3	15	10	13	49
425 Winchester Blvd (San Jose)	0	0	0	0	8	10	8	0	0	0	7	0	33
335 S Winchester Blvd (San Jose)	0	0	0	0	9	0	0	0	0	0	3	0	12
4500 Stevens Creek Blvd (San Jose)	0	0	0	0	0	0	0	0	0	0	0	0	0
City Place Remaining Phases (Santa Clara)	0	30	0	0	0	0	0	20	0	0	0	0	50
Lawson Lane West (Santa Clara)	0	0	0	0	0	0	0	0	0	0	0	0	0
3625 Peterson Way (Santa Clara)	0	0	0	0	0	0	0	0	0	0	0	0	0
Kylli Phase I (Santa Clara)	0	-2	0	0	0	0	0	5	5	-2	0	0	6
Total Pending Trips	*4*	*28*	*0*	*0*	*30*	*10*	*8*	*25*	*8*	*13*	*35*	*13*	*174*
Cumlative No Project Conditions	182	659	94	61	650	218	212	491	188	240	1270	300	4565
Cumulative + Project Conditions	182	681	119	61	648	218	211	542	348	266	1291	300	4867
check	0	0	0	0	0	0	0	0	0	0	0	0	0

3896 Stevens Creek Blvd
San Jose, CA

Intersection Number: 3
Traffix Node Number: 5405
Intersection Name: San Tomas Expressway and Stevens Creek Boulevard
Peak Hour: PM
Date of Analysis: 03/09/20
Count Date: 11/08/18

Scenario	Southbound Approach RT	Southbound Approach TH	Southbound Approach LT	Westbound Approach RT	Westbound Approach TH	Westbound Approach LT	Northbound Approach RT	Northbound Approach TH	Northbound Approach LT	Eastbound Approach RT	Eastbound Approach TH	Eastbound Approach LT	Total
Existing Conditions	83	2545	279	222	693	329	311	965	176	469	974	52	7098
Approved Project Trips													
San Jose ATI	1	37	31	76	181	9	3	22	19	29	117	0	525
90 N Winchester Blvd (Santa Clara)	0	0	0	0	3	0	0	0	0	0	6	0	9
City Place Phases 1, 2, and 3 (Santa Clara)	0	68	9	10	6	1	2	9	7	5	3	0	120
Stevens Creek Subaru Expansion (Santa Clara)	0	0	3	7	12	5	2	0	0	0	6	0	35
Yahoo! (Santa Clara)	0	91	23	5	0	0	0	19	0	0	0	0	138
Lawson Lane II (Santa Clara)	0	19	4	1	0	0	0	4	0	0	0	0	28
Total Approved Trips	*1*	*215*	*70*	*99*	*202*	*15*	*7*	*54*	*26*	*34*	*132*	*0*	*855*
Background Conditions	84	2760	349	321	895	344	318	1019	202	503	1106	52	7953
Proposed Project Trips	*0*	*0*	*0*	*0*	*59*	*0*	*0*	*0*	*30*	*44*	*67*	*0*	*200*
Pass-By Trips	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*
Background + Project Conditions	84	2760	349	321	954	344	318	1019	232	547	1173	52	8153
check	0	0	0	0	0	0	0	0	0	0	0	0	0
Pending Project Trips													
Winchester Ranch (San Jose)	0	0	0	0	9	0	0	0	0	0	15	0	24
4040-4050 Stevens Creek Blvd (San Jose)	0	0	0	0	4	0	0	0	0	0	10	0	14
425 Winchester Blvd (San Jose)	0	0	3	3	18	0	0	0	0	0	15	0	39
335 S Winchester Blvd (San Jose)	0	0	0	0	9	0	0	0	0	0	3	0	12
4500 Stevens Creek Blvd (San Jose)	0	0	0	0	0	0	0	0	0	0	0	0	0
City Place Remaining Phases (Santa Clara)	10	30	0	30	10	10	0	70	0	0	0	0	160
Lawson Lane West (Santa Clara)	0	10	2	0	0	0	0	2	0	0	0	0	14
3625 Peterson Way (Santa Clara)	0	16	0	0	0	0	0	3	0	0	0	0	19
Kylli Phase I (Santa Clara)	0	-16	-4	10	0	0	0	38	0	0	0	0	28
Total Pending Trips	*10*	*40*	*1*	*43*	*50*	*10*	*0*	*113*	*0*	*0*	*43*	*0*	*310*
Cumlative No Project Conditions	94	2800	350	364	945	354	318	1132	202	503	1149	52	8263
Cumulative + Project Conditions	94	2800	350	364	1004	354	318	1132	232	547	1216	52	8463
check	0	0	0	0	0	0	0	0	0	0	0	0	0

Intersection Number: 4
Traffix Node Number: 3442
Intersection Name: Cypress Avenue and Stevens Creek Boulevard
Peak Hour: PM
Date of Analysis: 03/09/20
Count Date: 01/22/19

Scenario	Southbound Approach RT	Southbound Approach TH	Southbound Approach LT	Westbound Approach RT	Westbound Approach TH	Westbound Approach LT	Northbound Approach RT	Northbound Approach TH	Northbound Approach LT	Eastbound Approach RT	Eastbound Approach TH	Eastbound Approach LT	Total
Existing Conditions	50	53	57	30	775	74	84	27	94	99	1152	62	2557
Approved Project Trips													
San Jose ATI	0	0	0	1	143	2	0	0	0	0	27	0	173
90 N Winchester Blvd (Santa Clara)	0	0	0	0	3	0	0	0	0	0	6	0	9
City Place Phases 1, 2, and 3 (Santa Clara)	0	0	0	0	0	0	0	0	0	0	0	0	0
Stevens Creek Subaru Expansion (Santa Clara)	0	0	0	0	24	0	0	0	0	0	11	0	35
Yahoo! (Santa Clara)	0	0	0	0	0	0	0	0	0	0	0	0	0
Lawson Lane II (Santa Clara)	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Approved Trips	*0*	*0*	*0*	*1*	*170*	*2*	*0*	*0*	*0*	*0*	*44*	*0*	*217*
Background Conditions	50	53	57	31	945	76	84	27	94	99	1196	62	2774
Proposed Project Trips	*0*	*0*	*0*	*0*	*51*	*0*	*0*	*0*	*0*	*0*	*61*	*0*	*112*
Pass-By Trips	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*
Background + Project Conditions	50	53	57	31	996	76	84	27	94	99	1257	62	2886
check	0	0	0	0	0	0	0	0	0	0	0	0	0
Pending Project Trips													
Winchester Ranch (San Jose)	0	0	0	0	9	0	0	0	0	0	15	0	24
4040-4050 Stevens Creek Blvd (San Jose)	0	0	0	0	0	0	0	0	0	0	0	0	0
425 Winchester Blvd (San Jose)	0	0	0	0	21	0	0	0	0	0	15	0	36
335 S Winchester Blvd (San Jose)	0	0	0	0	9	0	0	0	0	0	3	0	12
4500 Stevens Creek Blvd (San Jose)	0	0	0	0	0	0	0	0	0	0	0	0	0
City Place Remaining Phases (Santa Clara)	0	0	0	0	0	0	0	0	0	0	0	0	0
Lawson Lane West (Santa Clara)	0	0	0	0	0	0	0	0	0	0	0	0	0
3625 Peterson Way (Santa Clara)	0	0	0	0	0	0	0	0	0	0	0	0	0
Kylli Phase I (Santa Clara)	0	0	0	0	5	0	0	0	5	0	-2	-2	6
Total Pending Trips	*0*	*0*	*0*	*0*	*44*	*0*	*0*	*0*	*5*	*0*	*31*	*-2*	*78*
Cumlative No Project Conditions	50	53	57	31	989	76	84	27	99	99	1227	60	2852
Cumulative + Project Conditions	50	53	57	31	1040	76	84	27	99	99	1288	60	2964
check	0	0	0	0	0	0	0	0	0	0	0	0	0

3896 Stevens Creek Blvd
San Jose, CA

Intersection Number: 5
Traffix Node Number: 3118
Intersection Name: Winchester Boulevard and Stevens Creek Boulevard
Peak Hour: PM
Date of Analysis: 03/09/20
Count Date: 12/13/18

Scenario	Southbound Approach RT	Southbound Approach TH	Southbound Approach LT	Westbound Approach RT	Westbound Approach TH	Westbound Approach LT	Northbound Approach RT	Northbound Approach TH	Northbound Approach LT	Eastbound Approach RT	Eastbound Approach TH	Eastbound Approach LT	Total
Existing Conditions	193	895	328	149	612	451	504	576	309	279	995	318	*5609*
Approved Project Trips													
San Jose ATI	15	136	123	126	99	310	567	260	131	57	85	17	*1926*
90 N Winchester Blvd (Santa Clara)	3	8	14	24	0	0	0	14	0	0	0	6	*69*
City Place Phases 1, 2, and 3 (Santa Clara)	0	0	0	0	0	0	0	0	0	0	0	0	*0*
Stevens Creek Subaru Expansion (Santa Clara)	0	0	0	0	7	0	0	0	0	0	14	0	*21*
Yahoo! (Santa Clara)	0	23	0	0	2	0	0	5	0	0	11	0	*41*
Lawson Lane II (Santa Clara)	0	0	0	0	0	0	0	0	0	0	0	0	*0*
Total Approved Trips	*18*	*167*	*137*	*150*	*108*	*310*	*567*	*279*	*131*	*57*	*110*	*23*	*2057*
Background Conditions	211	1062	465	299	720	761	1071	855	440	336	1105	341	*7666*
Proposed Project Trips	*0*	*0*	*0*	*0*	*42*	*0*	*0*	*0*	*0*	*0*	*55*	*0*	*97*
Pass-By Trips	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*
Background + Project Conditions	211	1062	465	299	762	761	1071	855	440	336	1160	341	*7763*
check	0	0	0	0	0	0	0	0	0	0	0	0	*0*
Pending Project Trips													
Winchester Ranch (San Jose)	0	7	0	0	0	63	39	5	9	15	0	0	*138*
4040-4050 Stevens Creek Blvd (San Jose)	0	0	0	0	0	0	0	0	0	0	0	0	*0*
425 Winchester Blvd (San Jose)	0	0	0	0	0	0	0	0	21	18	0	0	*39*
335 S Winchester Blvd (San Jose)	0	2	0	0	0	9	18	4	9	3	0	0	*45*
4500 Stevens Creek Blvd (San Jose)	0	0	0	0	0	0	0	0	0	0	0	0	*0*
City Place Remaining Phases (Santa Clara)	0	0	0	0	0	0	0	0	0	0	0	0	*0*
Lawson Lane West (Santa Clara)	0	0	0	0	0	0	0	0	0	0	0	0	*0*
3625 Peterson Way (Santa Clara)	0	0	0	0	0	0	0	0	0	0	0	0	*0*
Kylli Phase I (Santa Clara)	0	-4	0	0	5	0	0	10	0	0	-2	0	*9*
Total Pending Trips	*0*	*5*	*0*	*0*	*5*	*72*	*57*	*19*	*39*	*36*	*-2*	*0*	*231*
Cumlative No Project Conditions	211	1067	465	299	725	833	1128	874	479	372	1103	341	*7897*
Cumulative + Project Conditions	211	1067	465	299	767	833	1128	874	479	372	1158	341	*7994*
check	0	0	0	0	0	0	0	0	0	0	0	0	*0*

Intersection Number: 6
Traffix Node Number: 3793
Intersection Name: Saratoga Avenue and Williams Road
Peak Hour: PM
Date of Analysis: 03/09/20
Count Date: 03/28/19

Scenario	Southbound Approach RT	Southbound Approach TH	Southbound Approach LT	Westbound Approach RT	Westbound Approach TH	Westbound Approach LT	Northbound Approach RT	Northbound Approach TH	Northbound Approach LT	Eastbound Approach RT	Eastbound Approach TH	Eastbound Approach LT	Total
Existing Conditions	136	1217	163	79	148	195	107	919	85	112	443	116	*3720*
Approved Project Trips													
San Jose ATI	1	29	2	1	2	2	0	6	0	0	0	0	*43*
90 N Winchester Blvd (Santa Clara)	0	0	0	0	0	0	0	0	0	0	0	0	*0*
City Place Phases 1, 2, and 3 (Santa Clara)	0	0	0	0	0	0	0	0	0	0	0	0	*0*
Stevens Creek Subaru Expansion (Santa Clara)	0	0	0	0	0	0	0	0	0	0	0	0	*0*
Yahoo! (Santa Clara)	0	0	0	0	0	0	0	0	0	0	0	0	*0*
Lawson Lane II (Santa Clara)	0	0	0	0	0	0	0	0	0	0	0	0	*0*
Total Approved Trips	*1*	*29*	*2*	*1*	*2*	*2*	*0*	*6*	*0*	*0*	*0*	*0*	*43*
Background Conditions	137	1246	165	80	150	197	107	925	85	112	443	116	*3763*
Proposed Project Trips	*0*	*45*	*0*	*0*	*0*	*0*	*0*	*28*	*0*	*0*	*0*	*0*	*73*
Pass-By Trips	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*
Background + Project Conditions	137	1291	165	80	150	197	107	953	85	112	443	116	*3836*
check	0	0	0	0	0	0	0	0	0	0	0	0	*0*
Pending Project Trips													
Winchester Ranch (San Jose)	0	0	0	0	0	0	0	0	0	0	0	0	*0*
4040-4050 Stevens Creek Blvd (San Jose)	0	0	0	0	0	0	0	0	0	0	0	0	*0*
425 Winchester Blvd (San Jose)	0	0	0	0	0	0	0	0	0	0	0	0	*0*
335 S Winchester Blvd (San Jose)	0	0	0	0	0	0	0	0	0	0	0	0	*0*
4500 Stevens Creek Blvd (San Jose)	0	0	0	0	0	0	0	0	0	0	0	0	*0*
City Place Remaining Phases (Santa Clara)	0	0	0	0	0	0	0	0	0	0	0	0	*0*
Lawson Lane West (Santa Clara)	0	0	0	0	0	0	0	0	0	0	0	0	*0*
3625 Peterson Way (Santa Clara)	0	0	0	0	0	0	0	0	0	0	0	0	*0*
Kylli Phase I (Santa Clara)	0	0	0	0	0	0	0	0	0	0	0	0	*0*
Total Pending Trips	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*
Cumlative No Project Conditions	137	1246	165	80	150	197	107	925	85	112	443	116	*3763*
Cumulative + Project Conditions	137	1291	165	80	150	197	107	953	85	112	443	116	*3836*
check	0	0	0	0	0	0	0	0	0	0	0	0	*0*

Intersection Number: 7
Traffix Node Number: 3113
Intersection Name: Saratoga Avenue and Moorpark Avenue
Peak Hour: PM
Date of Analysis: 03/09/20
Count Date: 11/15/18

Scenario	Southbound Approach RT	Southbound Approach TH	Southbound Approach LT	Westbound Approach RT	Westbound Approach TH	Westbound Approach LT	Northbound Approach RT	Northbound Approach TH	Northbound Approach LT	Eastbound Approach RT	Eastbound Approach TH	Eastbound Approach LT	Total
Existing Conditions	366	1612	281	181	258	120	77	1100	72	78	355	389	*4889*
Approved Project Trips													
San Jose ATI	27	73	21	18	22	5	1	21	0	0	9	9	*206*
90 N Winchester Blvd (Santa Clara)	0	0	0	0	0	0	0	0	0	0	0	0	*0*
City Place Phases 1, 2, and 3 (Santa Clara)	0	0	0	0	0	0	0	0	0	0	0	0	*0*
Stevens Creek Subaru Expansion (Santa Clara)	0	0	0	0	0	0	0	0	0	0	0	0	*0*
Yahoo! (Santa Clara)	0	23	0	0	0	0	0	5	0	0	0	0	*28*
Lawson Lane II (Santa Clara)	0	0	0	0	0	0	0	0	0	0	0	0	*0*
Total Approved Trips	*27*	*96*	*21*	*18*	*22*	*5*	*1*	*26*	*0*	*0*	*9*	*9*	*234*
Background Conditions	393	1708	302	199	280	125	78	1126	72	78	364	398	*5123*
Proposed Project Trips	*13*	*59*	*0*	*3*	*0*	*0*	*0*	*48*	*0*	*0*	*0*	*10*	*133*
Pass-By Trips	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*
Background + Project Conditions	406	1767	302	202	280	125	78	1174	72	78	364	408	*5256*
check	0	0	0	0	0	0	0	0	0	0	0	0	*0*
Pending Project Trips													
Winchester Ranch (San Jose)	0	0	0	0	0	0	0	0	0	0	0	0	*0*
4040-4050 Stevens Creek Blvd (San Jose)	0	0	0	0	0	0	0	0	0	0	0	0	*0*
425 Winchester Blvd (San Jose)	0	0	0	0	0	0	0	0	0	0	0	0	*0*
335 S Winchester Blvd (San Jose)	0	0	0	0	0	0	0	0	0	0	0	0	*0*
4500 Stevens Creek Blvd (San Jose)	0	0	0	0	0	0	0	0	0	0	0	0	*0*
City Place Remaining Phases (Santa Clara)	0	0	0	0	0	0	0	0	0	0	0	0	*0*
Lawson Lane West (Santa Clara)	0	0	0	0	0	0	0	0	0	0	0	0	*0*
3625 Peterson Way (Santa Clara)	0	0	0	0	0	0	0	0	0	0	0	0	*0*
Kylli Phase I (Santa Clara)	0	-4	0	0	0	0	0	10	0	0	0	0	*6*
Total Pending Trips	*0*	*-4*	*0*	*0*	*0*	*0*	*0*	*10*	*0*	*0*	*0*	*0*	*6*
Cumlative No Project Conditions	393	1704	302	199	280	125	78	1136	72	78	364	398	*5129*
Cumulative + Project Conditions	406	1763	302	202	280	125	78	1184	72	78	364	408	*5262*
check	0	0	0	0	0	0	0	0	0	0	0	0	*0*

Intersection Number: 8
Traffix Node Number: 3039
Intersection Name: Saratoga Avenue and I-280 (S)
Peak Hour: PM
Date of Analysis: 03/09/20
Count Date: 11/15/18

Scenario	Southbound Approach RT	Southbound Approach TH	Southbound Approach LT	Westbound Approach RT	Westbound Approach TH	Westbound Approach LT	Northbound Approach RT	Northbound Approach TH	Northbound Approach LT	Eastbound Approach RT	Eastbound Approach TH	Eastbound Approach LT	Total
Existing Conditions	0	1877	540	0	0	0	696	1058	0	389	15	200	*4775*
Approved Project Trips													
San Jose ATI	0	100	68	0	0	0	6	32	0	0	0	0	*206*
90 N Winchester Blvd (Santa Clara)	0	0	0	0	0	0	0	0	0	0	0	0	*0*
City Place Phases 1, 2, and 3 (Santa Clara)	0	0	34	0	0	0	0	0	0	0	0	8	*42*
Stevens Creek Subaru Expansion (Santa Clara)	0	0	0	0	0	0	0	0	0	0	0	1	*1*
Yahoo! (Santa Clara)	0	23	0	0	0	0	0	5	0	0	0	0	*28*
Lawson Lane II (Santa Clara)	0	0	0	0	0	0	0	0	0	0	0	0	*0*
Total Approved Trips	*0*	*123*	*102*	*0*	*0*	*0*	*6*	*37*	*0*	*0*	*0*	*9*	*277*
Background Conditions	0	2000	642	0	0	0	702	1095	0	389	15	209	*5052*
Proposed Project Trips	*0*	*72*	*76*	*0*	*0*	*0*	*0*	*61*	*0*	*0*	*0*	*36*	*245*
Pass-By Trips	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*
Background + Project Conditions	0	2072	718	0	0	0	702	1156	0	389	15	245	*5297*
check	0	0	0	0	0	0	0	0	0	0	0	0	*0*
Pending Project Trips													
Winchester Ranch (San Jose)	0	0	0	0	0	0	0	0	0	0	0	0	*0*
4040-4050 Stevens Creek Blvd (San Jose)	0	0	7	0	0	0	0	0	0	0	0	1	*8*
425 Winchester Blvd (San Jose)	0	0	5	0	0	0	0	0	0	0	0	4	*9*
335 S Winchester Blvd (San Jose)	0	0	0	0	0	0	0	0	0	0	0	0	*0*
4500 Stevens Creek Blvd (San Jose)	0	0	0	0	0	0	0	0	0	0	0	0	*0*
City Place Remaining Phases (Santa Clara)	0	0	15	0	0	0	0	0	0	0	0	10	*25*
Lawson Lane West (Santa Clara)	0	0	0	0	0	0	0	0	0	0	0	0	*0*
3625 Peterson Way (Santa Clara)	0	0	0	0	0	0	0	0	0	0	0	0	*0*
Kylli Phase I (Santa Clara)	0	-4	0	0	0	0	0	10	0	0	0	0	*6*
Total Pending Trips	*0*	*-4*	*27*	*0*	*0*	*0*	*0*	*10*	*0*	*0*	*0*	*15*	*48*
Cumlative No Project Conditions	0	1996	669	0	0	0	702	1105	0	389	15	224	*5100*
Cumulative + Project Conditions	0	2068	745	0	0	0	702	1166	0	389	15	260	*5345*
check	0	0	0	0	0	0	0	0	0	0	0	0	*0*

Intersection Number: 9
Traffix Node Number: 3038
Intersection Name: Saratoga Avenue and I-280 (N)
Peak Hour: PM
Date of Analysis: 03/09/20
Count Date: 11/15/18

Scenario	Southbound Approach RT	Southbound Approach TH	Southbound Approach LT	Westbound Approach RT	Westbound Approach TH	Westbound Approach LT	Northbound Approach RT	Northbound Approach TH	Northbound Approach LT	Eastbound Approach RT	Eastbound Approach TH	Eastbound Approach LT	Total
Existing Conditions	272	1378	46	24	56	136	96	1562	364	0	0	0	3934
Approved Project Trips													
San Jose ATI	25	147	0	0	0	0	0	74	1	0	0	0	247
90 N Winchester Blvd (Santa Clara)	0	0	0	0	0	0	0	0	0	0	0	0	0
City Place Phases 1, 2, and 3 (Santa Clara)	34	34	0	8	0	0	0	8	0	0	0	0	84
Stevens Creek Subaru Expansion (Santa Clara)	2	0	0	0	0	0	0	1	0	0	0	0	3
Yahoo! (Santa Clara)	0	23	0	0	0	0	0	5	0	0	0	0	28
Lawson Lane II (Santa Clara)	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Approved Trips	*61*	*204*	*0*	*8*	*0*	*0*	*0*	*88*	*1*	*0*	*0*	*0*	*362*
Background Conditions	333	1582	46	32	56	136	96	1650	365	0	0	0	4296
Proposed Project Trips	*61*	*148*	*0*	*0*	*0*	*0*	*0*	*136*	*0*	*0*	*0*	*0*	*345*
Pass-By Trips	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*
Background + Project Conditions	394	1730	46	32	56	136	96	1786	365	0	0	0	4641
check	0	0	0	0	0	0	0	0	0	0	0	0	0
Pending Project Trips													
Winchester Ranch (San Jose)	0	0	0	0	0	0	0	0	0	0	0	0	0
4040-4050 Stevens Creek Blvd (San Jose)	8	7	0	2	0	0	0	1	0	0	0	0	18
425 Winchester Blvd (San Jose)	5	5	0	4	0	0	0	4	0	0	0	0	18
335 S Winchester Blvd (San Jose)	0	0	0	0	0	0	0	0	0	0	0	0	0
4500 Stevens Creek Blvd (San Jose)	0	0	0	0	0	0	0	0	0	0	0	0	0
City Place Remaining Phases (Santa Clara)	15	15	0	10	0	0	0	10	0	0	0	0	50
Lawson Lane West (Santa Clara)	0	0	0	0	0	0	0	0	0	0	0	0	0
3625 Peterson Way (Santa Clara)	0	0	0	0	0	0	0	0	0	0	0	0	0
Kylli Phase I (Santa Clara)	0	-4	0	0	0	0	0	10	0	0	0	0	6
Total Pending Trips	*28*	*23*	*0*	*16*	*0*	*0*	*0*	*25*	*0*	*0*	*0*	*0*	*92*
Cumlative No Project Conditions	361	1605	46	48	56	136	96	1675	365	0	0	0	4388
Cumulative + Project Conditions	422	1753	46	48	56	136	96	1811	365	0	0	0	4733
check	0	0	0	0	0	0	0	0	0	0	0	0	0

Intersection Number: 10
Traffix Node Number: 3103
Intersection Name: Saratoga Avenue and Kiely Boulevard
Peak Hour: PM
Date of Analysis: 03/09/20
Count Date: 11/15/18

Scenario	Southbound Approach RT	Southbound Approach TH	Southbound Approach LT	Westbound Approach RT	Westbound Approach TH	Westbound Approach LT	Northbound Approach RT	Northbound Approach TH	Northbound Approach LT	Eastbound Approach RT	Eastbound Approach TH	Eastbound Approach LT	Total
Existing Conditions	73	727	44	43	69	178	221	727	658	693	108	70	3611
Approved Project Trips													
San Jose ATI	1	58	1	0	0	0	1	18	57	110	0	0	246
90 N Winchester Blvd (Santa Clara)	0	0	0	0	0	0	0	0	0	0	0	0	0
City Place Phases 1, 2, and 3 (Santa Clara)	0	68	0	0	0	0	0	16	0	0	0	0	84
Stevens Creek Subaru Expansion (Santa Clara)	0	2	0	0	0	0	0	1	0	0	0	0	3
Yahoo! (Santa Clara)	0	23	0	0	0	0	0	5	0	0	0	0	28
Lawson Lane II (Santa Clara)	0	0	0	0	0	0	0	0	0	0	0	0	
Total Approved Trips	*1*	*151*	*1*	*0*	*0*	*0*	*1*	*40*	*57*	*110*	*0*	*0*	361
Background Conditions	74	878	45	43	69	178	222	767	715	803	108	70	3972
Proposed Project Trips	*0*	*86*	*0*	*0*	*0*	*124*	*0*	*136*	*0*	*0*	*0*	*10*	*356*
Pass-By Trips	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*
Background + Project Conditions	74	964	45	43	69	302	222	903	715	803	108	80	4328
check	0	0	0	0	0	0	0	0	0	0	0	0	0
Pending Project Trips													
Winchester Ranch (San Jose)	0	0	0	0	0	0	0	0	0	0	0	0	0
4040-4050 Stevens Creek Blvd (San Jose)	0	15	0	0	0	0	0	3	0	0	0	0	18
425 Winchester Blvd (San Jose)	0	10	0	0	0	0	0	8	0	0	0	0	18
335 S Winchester Blvd (San Jose)	0	0	0	0	0	0	0	0	0	0	0	0	0
4500 Stevens Creek Blvd (San Jose)	0	0	0	0	0	0	0	0	0	0	0	0	0
City Place Remaining Phases (Santa Clara)	0	30	0	0	0	0	0	20	0	0	0	0	50
Lawson Lane West (Santa Clara)	0	0	0	0	0	0	0	0	0	0	0	0	0
3625 Peterson Way (Santa Clara)	0	0	0	0	0	0	0	0	0	0	0	0	0
Kylli Phase I (Santa Clara)	0	-4	0	0	0	0	0	10	0	0	0	0	6
Total Pending Trips	*0*	*51*	*0*	*0*	*0*	*0*	*0*	*41*	*0*	*0*	*0*	*0*	92
Cumlative No Project Conditions	74	929	45	43	69	178	222	808	715	803	108	70	4064
Cumulative + Project Conditions	74	1015	45	43	69	302	222	944	715	803	108	80	4420
check	0	0	0	0	0	0	0	0	0	0	0	0	0

3896 Stevens Creek Blvd
San Jose, CA

Intersection Number: 11
Traffix Node Number: 5422
Intersection Name: San Tomas Expressway and Saratoga Avenue
Peak Hour: PM
Date of Analysis: 03/09/20
Count Date: 11/08/18

Scenario	Southbound Approach RT	Southbound Approach TH	Southbound Approach LT	Westbound Approach RT	Westbound Approach TH	Westbound Approach LT	Northbound Approach RT	Northbound Approach TH	Northbound Approach LT	Eastbound Approach RT	Eastbound Approach TH	Eastbound Approach LT	Total
Existing Conditions	302	2521	11	22	484	293	178	982	27	81	653	190	5744
Approved Project Trips													
San Jose ATI	0	69	0	0	57	0	0	98	0	0	37	0	261
90 N Winchester Blvd (Santa Clara)	0	0	0	0	0	0	0	0	0	0	0	0	0
City Place Phases 1, 2, and 3 (Santa Clara)	57	257	58	8	8	0	1	28	3	0	8	8	436
Stevens Creek Subaru Expansion (Santa Clara)	0	2	0	0	0	1	2	5	0	0	0	0	10
Yahoo! (Santa Clara)	11	114	0	0	0	0	0	23	0	0	0	2	150
Lawson Lane II (Santa Clara)	11	23	0	0	0	0	0	5	0	0	0	2	41
Total Approved Trips	*79*	*465*	*58*	*8*	*65*	*1*	*3*	*159*	*3*	*0*	*45*	*12*	*898*
Background Conditions	381	2986	69	30	549	294	181	1141	30	81	698	202	6642
Proposed Project Trips	*31*	*0*	*0*	*0*	*15*	*0*	*0*	*0*	*0*	*0*	*15*	*37*	*98*
Pass-By Trips	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*
Background + Project Conditions	412	2986	69	30	564	294	181	1141	30	81	713	239	6740
check	0	0	0	0	0	0	0	0	0	0	0	0	0
Pending Project Trips													
Winchester Ranch (San Jose)	0	0	0	0	0	0	0	0	0	0	0	0	0
4040-4050 Stevens Creek Blvd (San Jose)	0	0	0	0	0	0	0	0	0	0	0	0	0
425 Winchester Blvd (San Jose)	0	0	0	0	0	0	0	0	0	0	0	0	0
335 S Winchester Blvd (San Jose)	0	0	0	0	0	0	0	0	0	0	0	0	0
4500 Stevens Creek Blvd (San Jose)	0	0	0	0	0	0	0	0	0	0	0	0	0
City Place Remaining Phases (Santa Clara)	20	40	0	0	10	0	0	90	0	0	0	20	180
Lawson Lane West (Santa Clara)	6	12	0	0	0	0	0	2	0	0	0	1	21
3625 Peterson Way (Santa Clara)	0	16	0	0	0	0	0	3	0	0	0	0	19
Kylli Phase I (Santa Clara)	-2	-20	0	0	0	0	0	48	0	0	0	5	31
Total Pending Trips	*24*	*48*	*0*	*0*	*10*	*0*	*0*	*143*	*0*	*0*	*0*	*26*	*251*
Cumlative No Project Conditions	405	3034	69	30	559	294	181	1284	30	81	698	228	6893
Cumulative + Project Conditions	436	3034	69	30	574	294	181	1284	30	81	713	265	6991
check	0	0	0	0	0	0	0	0	0	0	0	0	0

Intersection Number: 12
Traffix Node Number: 101
Intersection Name: Northlake Drive and Stevens Creek Boulevard
Peak Hour: PM
Date of Analysis: 03/09/20
Count Date: 01/22/19

Scenario	Southbound Approach RT	Southbound Approach TH	Southbound Approach LT	Westbound Approach RT	Westbound Approach TH	Westbound Approach LT	Northbound Approach RT	Northbound Approach TH	Northbound Approach LT	Eastbound Approach RT	Eastbound Approach TH	Eastbound Approach LT	Total
Existing Conditions	0	0	0	0	639	83	63	0	0	45	1249	0	2079
Approved Project Trips													
San Jose ATI	0	0	0	0	173	0	0	0	0	0	132	0	305
90 N Winchester Blvd (Santa Clara)	0	0	0	0	3	0	0	0	0	0	6	0	9
City Place Phases 1, 2, and 3 (Santa Clara)	0	0	0	0	0	0	0	0	0	0	0	0	0
Stevens Creek Subaru Expansion (Santa Clara)	0	0	0	0	12	0	0	0	0	0	6	0	18
Yahoo! (Santa Clara)	0	0	0	0	0	0	0	0	0	0	0	0	0
Lawson Lane II (Santa Clara)	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Approved Trips	*0*	*0*	*0*	*0*	*188*	*0*	*0*	*0*	*0*	*0*	*144*	*0*	*332*
Background Conditions	0	0	0	0	827	83	63	0	0	45	1393	0	2411
Proposed Project Trips	*0*	*0*	*0*	*0*	*0*	*89*	*112*	*0*	*0*	*49*	*-1*	*0*	*249*
Pass-By Trips	*0*	*0*	*0*	*0*	*-2*	*2*	*3*	*0*	*0*	*0*	*-3*	*0*	*0*
Background + Project Conditions	0	0	0	0	825	174	178	0	0	94	1389	0	2660
check	0	0	0	0	0	0	0	0	0	0	0	0	0
Pending Project Trips													
Winchester Ranch (San Jose)	0	0	0	0	9	0	0	0	0	0	15	0	24
4040-4050 Stevens Creek Blvd (San Jose)	0	0	0	0	4	0	0	0	0	0	10	0	14
425 Winchester Blvd (San Jose)	0	0	0	0	21	0	0	0	0	0	15	0	36
335 S Winchester Blvd (San Jose)	0	0	0	0	9	0	0	0	0	0	3	0	12
4500 Stevens Creek Blvd (San Jose)	0	0	0	0	0	0	0	0	0	0	0	0	0
City Place Remaining Phases (Santa Clara)	0	0	0	0	0	0	0	0	0	0	0	0	0
Lawson Lane West (Santa Clara)	0	0	0	0	0	0	0	0	0	0	0	0	0
3625 Peterson Way (Santa Clara)	0	0	0	0	0	0	0	0	0	0	0	0	0
Kylli Phase I (Santa Clara)	0	0	0	0	10	0	0	0	0	0	-4	0	6
Total Pending Trips	*0*	*0*	*0*	*0*	*53*	*0*	*0*	*0*	*0*	*0*	*39*	*0*	*92*
Cumlative No Project Conditions	0	0	0	0	880	83	63	0	0	45	1432	0	2503
Cumulative + Project Conditions	0	0	0	0	878	174	178	0	0	94	1428	0	2752
check	0	0	0	0	0	0	0	0	0	0	0	0	0

3896 Stevens Creek Blvd
San Jose, CA

Intersection Number: 13
Traffix Node Number: 102
Intersection Name: Northlake Drive and Kiely Boulevard
Peak Hour: PM
Date of Analysis: 03/09/20
Count Date: 01/22/19

	Movements												
	Southbound Approach			Westbound Approach			Northbound Approach			Eastbound Approach			
Scenario	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	*Total*
Existing Conditions	45	46	18	8	85	13	6	15	50	94	162	33	*575*
Approved Project Trips													
San Jose ATI	0	0	0	0	0	0	0	0	0	0	0	0	*0*
90 N Winchester Blvd (Santa Clara)	0	0	0	0	0	0	0	0	0	0	0	0	*0*
City Place Phases 1, 2, and 3 (Santa Clara)	0	0	0	0	0	0	0	0	0	0	0	0	*0*
Stevens Creek Subaru Expansion (Santa Clara)	0	0	0	0	0	0	0	0	0	0	0	0	*0*
Yahoo! (Santa Clara)	0	0	0	0	0	0	0	0	0	0	0	0	*0*
Lawson Lane II (Santa Clara)	0	0	0	0	0	0	0	0	0	0	0	0	*0*
Total Approved Trips	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*
Background Conditions	45	46	18	8	85	13	6	15	50	94	162	33	*575*
Proposed Project Trips	*124*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*124*
Pass-By Trips	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*
Background + Project Conditions	169	46	18	8	85	13	6	15	50	94	162	33	*699*
check	0	0	0	0	0	0	0	0	0	0	0	0	*0*
Pending Project Trips													
Winchester Ranch (San Jose)	0	0	0	0	0	0	0	0	0	0	0	0	*0*
4040-4050 Stevens Creek Blvd (San Jose)	0	0	0	0	0	0	0	0	0	0	0	0	*0*
425 Winchester Blvd (San Jose)	0	0	0	0	0	0	0	0	0	0	0	0	*0*
335 S Winchester Blvd (San Jose)	0	0	0	0	0	0	0	0	0	0	0	0	*0*
4500 Stevens Creek Blvd (San Jose)	0	0	0	0	0	0	0	0	0	0	0	0	*0*
City Place Remaining Phases (Santa Clara)	0	0	0	0	0	0	0	0	0	0	0	0	*0*
Lawson Lane West (Santa Clara)	0	0	0	0	0	0	0	0	0	0	0	0	*0*
3625 Peterson Way (Santa Clara)	0	0	0	0	0	0	0	0	0	0	0	0	*0*
Kylli Phase I (Santa Clara)	0	0	0	0	0	0	0	0	0	0	0	0	*0*
Total Pending Trips	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*
Cumlative No Project Conditions	45	46	18	8	85	13	6	15	50	94	162	33	*575*
Cumulative + Project Conditions	169	46	18	8	85	13	6	15	50	94	162	33	*699*
check	0	0	0	0	0	0	0	0	0	0	0	0	*0*

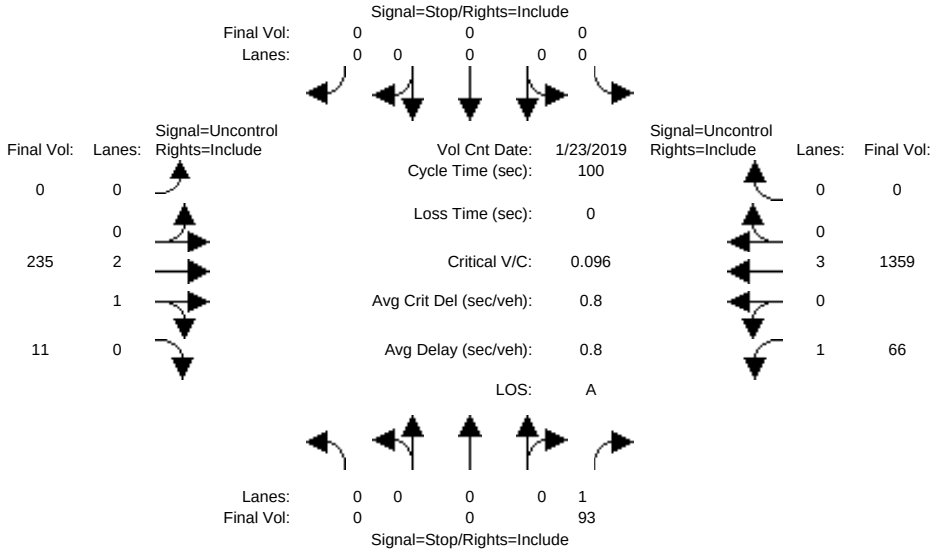
Appendix D

Level of Service Calculations

3896 Stevens Creek Blvd TA
San Jose, CA
Hexagon Transportation Consultants, Inc.

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

Intersection #101: Northlake Dr/Stevens Creek Blvd




```
Street Name:         Northlake Dr                Stevens Creek Blvd
Approach:     North Bound     South Bound      East Bound      West Bound
Movement:    L  -  T  -  R   L  -  T  -  R   L  -  T  -  R   L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Volume Module: >> Count Date: 23 Jan 2019 << 7:15-8:15 AM
Base Vol:      0    0   93    0    0    0    0  235   11   66 1359    0
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:   0    0   93    0    0    0    0  235   11   66 1359    0
Added Vol:     0    0    0    0    0    0    0    0    0    0    0    0
PasserByVol:   0    0    0    0    0    0    0    0    0    0    0    0
Initial Fut:   0    0   93    0    0    0    0  235   11   66 1359    0
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:    0    0   93    0    0    0    0  235   11   66 1359    0
Reduct Vol:    0    0    0    0    0    0    0    0    0    0    0    0
FinalVolume:   0    0   93    0    0    0    0  235   11   66 1359    0
------------|---------------||---------------||---------------||---------------|
Critical Gap Module:
Critical Gp:xxxxx xxxx   6.9 xxxxx xxxx xxxxx xxxxx xxxx xxxxx   4.1 xxxx xxxxx
FollowUpTim:xxxxx xxxx   3.3 xxxxx xxxx xxxxx xxxxx xxxx xxxxx   2.2 xxxx xxxxx
------------|---------------||---------------||---------------||---------------|
Capacity Module:
Cnflict Vol: xxxx xxxx    84  xxxx xxxx xxxxx  xxxx xxxx xxxxx   246 xxxx xxxxx
Potent Cap.: xxxx xxxx   965  xxxx xxxx xxxxx  xxxx xxxx xxxxx  1332 xxxx xxxxx
Move Cap.:   xxxx xxxx   965  xxxx xxxx xxxxx  xxxx xxxx xxxxx  1332 xxxx xxxxx
Volume/Cap:  xxxx xxxx  0.10  xxxx xxxx  xxxx  xxxx xxxx  xxxx  0.05 xxxx  xxxx
------------|---------------||---------------||---------------||---------------|
Level Of Service Module:
2Way95thQ:   xxxx xxxx   0.3  xxxx xxxx xxxxx  xxxx xxxx xxxxx   0.2 xxxx xxxxx
Control Del:xxxxx xxxx   9.1 xxxxx xxxx xxxxx xxxxx xxxx xxxxx   7.8 xxxx xxxxx
LOS by Move:    *    *     A     *    *     *     *    *     *     A     *     *
Movement:    LT - LTR - RT   LT - LTR - RT   LT - LTR - RT   LT - LTR - RT
Shared Cap.: xxxx xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx
SharedQueue:xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx
Shrd ConDel:xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx
Shared LOS:     *    *     *     *    *     *     *    *     *     *    *     *
ApproachDel:       9.1          xxxxxx          xxxxxx          xxxxxx
ApproachLOS:         A              *               *               *
Note: Queue reported is the number of cars per lane.
                  Peak Hour Delay Signal Warrant Report
*******************************************************************************
Intersection #101 Northlake Dr/Stevens Creek Blvd
*******************************************************************************
Future Volume Alternative: Peak Hour Warrant NOT Met
```

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```
------------|---------------||---------------||---------------||---------------|
Approach:     North Bound     South Bound      East Bound      West Bound
Movement:    L  -  T  -  R   L  -  T  -  R   L  -  T  -  R   L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:       Stop Sign       Stop Sign      Uncontrolled    Uncontrolled
Lanes:       0  0  0  0  1   0  0  0  0  0   0  0  2  1  0   1  0  3  0  0
Initial Vol:    0    0   93    0    0    0    0  235   11   66 1359    0
ApproachDel:      9.1         xxxxxx         xxxxxx         xxxxxx
------------|---------------||---------------||---------------||---------------|
Approach[northbound][lanes=1][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=0.2]
  FAIL - Vehicle-hours less than 4 for one lane approach.
Signal Warrant Rule #2: [approach volume=93]
  FAIL - Approach volume less than 100 for one lane approach.
Signal Warrant Rule #3: [approach count=3][total volume=1764]
  SUCCEED - Total volume greater than or equal to 650 for intersection
          with less than four approaches.
--------------------------------------------------------------------------------
SIGNAL WARRANT DISCLAIMER
This peak hour signal warrant analysis should be considered solely as an
"indicator" of the likelihood of an unsignalized intersection warranting
a traffic signal in the future.  Intersections that exceed this warrant
are probably more likely to meet one or more of the other volume based
signal warrant (such as the 4-hour or 8-hour warrants).

The peak hour warrant analysis in this report is not intended to replace
a rigorous and complete traffic signal warrant analysis by the responsible
jurisdiction.  Consideration of the other signal warrants, which is beyond
the scope of this software, may yield different results.
            Peak Hour Volume Signal Warrant Report [Urban]
********************************************************************************
Intersection #101 Northlake Dr/Stevens Creek Blvd
********************************************************************************
Future Volume Alternative: Peak Hour Warrant NOT Met
------------|---------------||---------------||---------------||---------------|
Approach:     North Bound     South Bound      East Bound      West Bound
Movement:    L  -  T  -  R   L  -  T  -  R   L  -  T  -  R   L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:       Stop Sign       Stop Sign      Uncontrolled    Uncontrolled
Lanes:       0  0  0  0  1   0  0  0  0  0   0  0  2  1  0   1  0  3  0  0
Initial Vol:    0    0   93    0    0    0    0  235   11   66 1359    0
------------|---------------||---------------||---------------||---------------|
Major Street Volume:           1671
Minor Approach Volume:          93
Minor Approach Volume Threshold: 108
--------------------------------------------------------------------------------
SIGNAL WARRANT DISCLAIMER
This peak hour signal warrant analysis should be considered solely as an
"indicator" of the likelihood of an unsignalized intersection warranting
a traffic signal in the future.  Intersections that exceed this warrant
are probably more likely to meet one or more of the other volume based
signal warrant (such as the 4-hour or 8-hour warrants).

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


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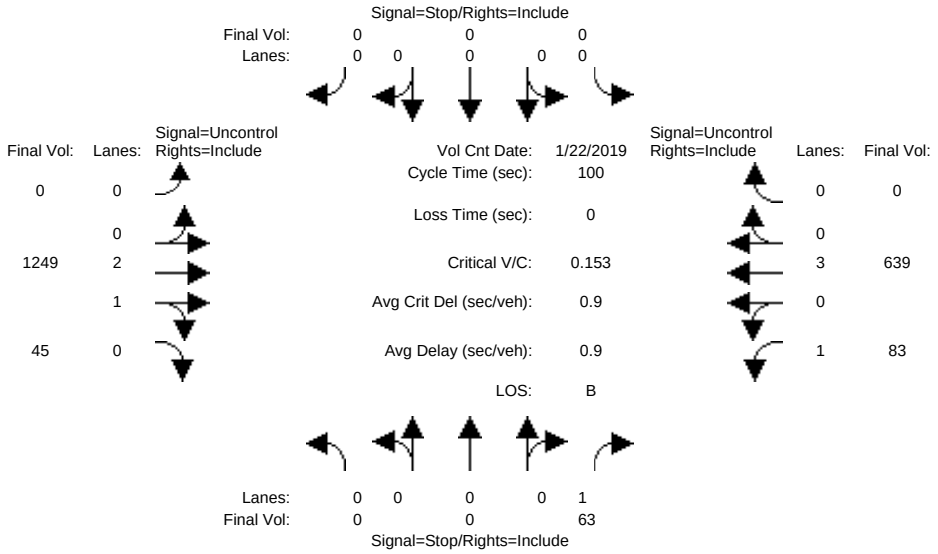
3896 Stevens Creek Blvd TA
San Jose, CA
Hexagon Transportation Consultants, Inc.

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

Intersection #101: Northlake Dr/Stevens Creek Blvd




```
Street Name:          Northlake Dr                Stevens Creek Blvd
Approach:     North Bound     South Bound      East Bound      West Bound
Movement:     L  -  T  -  R   L  -  T  -  R   L  -  T  -  R   L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Volume Module: >> Count Date: 22 Jan 2019 << 5:00-6:00 PM
Base Vol:      0    0   63    0    0    0    0 1249   45   83  639    0
Growth Adj:  1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse:   0    0   63    0    0    0    0 1249   45   83  639    0
Added Vol:     0    0    0    0    0    0    0    0    0    0    0    0
PasserByVol:   0    0    0    0    0    0    0    0    0    0    0    0
Initial Fut:   0    0   63    0    0    0    0 1249   45   83  639    0
User Adj:   1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj:    1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume:    0    0   63    0    0    0    0 1249   45   83  639    0
Reduct Vol:    0    0    0    0    0    0    0    0    0    0    0    0
FinalVolume:   0    0   63    0    0    0    0 1249   45   83  639    0
------------|---------------||---------------||---------------||---------------|
Critical Gap Module:
Critical Gp:xxxxx xxxx   6.9 xxxxx xxxx xxxxx xxxxx xxxx xxxxx   4.1 xxxx xxxxx
FollowUpTim:xxxxx xxxx   3.3 xxxxx xxxx xxxxx xxxxx xxxx xxxxx   2.2 xxxx xxxxx
------------|---------------||---------------||---------------||---------------|
Capacity Module:
Cnflict Vol: xxxx xxxx   439  xxxx xxxx xxxxx  xxxx xxxx xxxxx  1294 xxxx xxxxx
Potent Cap.: xxxx xxxx   571  xxxx xxxx xxxxx  xxxx xxxx xxxxx   542 xxxx xxxxx
Move Cap.:   xxxx xxxx   571  xxxx xxxx xxxxx  xxxx xxxx xxxxx   542 xxxx xxxxx
Volume/Cap:  xxxx xxxx  0.11  xxxx xxxx  xxxx  xxxx xxxx  xxxx  0.15 xxxx  xxxx
------------|---------------||---------------||---------------||---------------|
Level Of Service Module:
2Way95thQ:   xxxx xxxx   0.4  xxxx xxxx xxxxx  xxxx xxxx xxxxx   0.5 xxxx xxxxx
Control Del:xxxxx xxxx  12.1 xxxxx xxxx xxxxx xxxxx xxxx xxxxx  12.8 xxxx xxxxx
LOS by Move:    *    *     B     *    *     *     *    *     *     B    *     *
Movement:    LT - LTR - RT   LT - LTR - RT   LT - LTR - RT   LT - LTR - RT
Shared Cap.: xxxx xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx
SharedQueue:xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx
Shrd ConDel:xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx
Shared LOS:     *    *     *     *    *     *     *    *     *     *    *     *
ApproachDel:      12.1          xxxxxx          xxxxxx          xxxxxx
ApproachLOS:        B               *               *               *
Note: Queue reported is the number of cars per lane.
                  Peak Hour Delay Signal Warrant Report
*******************************************************************************
Intersection #101 Northlake Dr/Stevens Creek Blvd
*******************************************************************************
Future Volume Alternative: Peak Hour Warrant NOT Met
```

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```
------------|---------------||---------------||---------------||---------------|
Approach:     North Bound     South Bound      East Bound      West Bound
Movement:    L  -  T  -  R   L  -  T  -  R   L  -  T  -  R   L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:       Stop Sign       Stop Sign      Uncontrolled    Uncontrolled
Lanes:       0  0  0  0  1   0  0  0  0  0   0  0  2  1  0   1  0  3  0  0
Initial Vol:    0    0   63    0    0    0    0 1249   45   83  639    0
ApproachDel:     12.1         xxxxxx         xxxxxx         xxxxxx
------------|---------------||---------------||---------------||---------------|
Approach[northbound][lanes=1][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=0.2]
  FAIL - Vehicle-hours less than 4 for one lane approach.
Signal Warrant Rule #2: [approach volume=63]
  FAIL - Approach volume less than 100 for one lane approach.
Signal Warrant Rule #3: [approach count=3][total volume=2079]
  SUCCEED - Total volume greater than or equal to 650 for intersection
          with less than four approaches.
-------------------------------------------------------------------------------
SIGNAL WARRANT DISCLAIMER
This peak hour signal warrant analysis should be considered solely as an
"indicator" of the likelihood of an unsignalized intersection warranting
a traffic signal in the future.  Intersections that exceed this warrant
are probably more likely to meet one or more of the other volume based
signal warrant (such as the 4-hour or 8-hour warrants).

The peak hour warrant analysis in this report is not intended to replace
a rigorous and complete traffic signal warrant analysis by the responsible
jurisdiction.  Consideration of the other signal warrants, which is beyond
the scope of this software, may yield different results.
            Peak Hour Volume Signal Warrant Report [Urban]
*******************************************************************************
Intersection #101 Northlake Dr/Stevens Creek Blvd
*******************************************************************************
Future Volume Alternative: Peak Hour Warrant NOT Met
------------|---------------||---------------||---------------||---------------|
Approach:     North Bound     South Bound      East Bound      West Bound
Movement:    L  -  T  -  R   L  -  T  -  R   L  -  T  -  R   L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:       Stop Sign       Stop Sign      Uncontrolled    Uncontrolled
Lanes:       0  0  0  0  1   0  0  0  0  0   0  0  2  1  0   1  0  3  0  0
Initial Vol:    0    0   63    0    0    0    0 1249   45   83  639    0
------------|---------------||---------------||---------------||---------------|
Major Street Volume:           2016
Minor Approach Volume:          63
Minor Approach Volume Threshold: 43 [less than minimum of 100]
-------------------------------------------------------------------------------
SIGNAL WARRANT DISCLAIMER
This peak hour signal warrant analysis should be considered solely as an
"indicator" of the likelihood of an unsignalized intersection warranting
a traffic signal in the future.  Intersections that exceed this warrant
are probably more likely to meet one or more of the other volume based
signal warrant (such as the 4-hour or 8-hour warrants).

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


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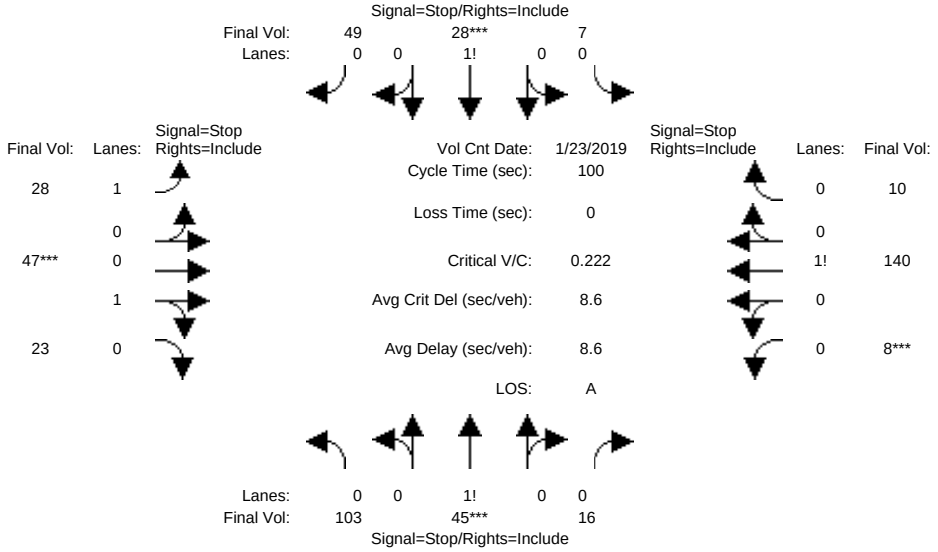
3896 Stevens Creek Blvd TA
San Jose, CA
Hexagon Transportation Consultants, Inc.

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

Intersection #102: Northlake Dr/Kiely Blvd




```
Street Name:          Northlake Dr                    Kiely Blvd
Approach:     North Bound     South Bound      East Bound      West Bound
Movement:     L  -  T  -  R   L  -  T  -  R   L  -  T  -  R   L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Min. Green:    0    0    0    0    0    0    0    0    0    0    0    0
------------|---------------||---------------||---------------||---------------|
Volume Module: >> Count Date: 23 Jan 2019 << 7:45-8:45 AM
Base Vol:    103   45   16    7   28   49   28   47   23    8  140   10
Growth Adj:  1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 103   45   16    7   28   49   28   47   23    8  140   10
Added Vol:     0    0    0    0    0    0    0    0    0    0    0    0
PasserByVol:   0    0    0    0    0    0    0    0    0    0    0    0
Initial Fut: 103   45   16    7   28   49   28   47   23    8  140   10
User Adj:   1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj:    1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 103   45   16    7   28   49   28   47   23    8  140   10
Reduct Vol:    0    0    0    0    0    0    0    0    0    0    0    0
Reduced Vol: 103   45   16    7   28   49   28   47   23    8  140   10
PCE Adj:    1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj:    1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 103   45   16    7   28   49   28   47   23    8  140   10
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes:      0.63 0.27 0.10 0.08 0.33 0.59 1.00 0.67 0.33 0.05 0.89 0.06
Final Sat.:  463  202   72   65  259  452  605  463  226   37  656   47
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:    0.22 0.22 0.22 0.11 0.11 0.11 0.05 0.10 0.10 0.21 0.21 0.21
Crit Moves:      ****           ****           ****       ****
Delay/Veh:   8.9  8.9  8.9  7.9  7.9  7.9  8.7  8.2  8.2  8.9  8.9  8.9
Delay Adj:  1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
AdjDel/Veh:  8.9  8.9  8.9  7.9  7.9  7.9  8.7  8.2  8.2  8.9  8.9  8.9
LOS by Move:   A    A    A    A    A    A    A    A    A    A    A    A
ApproachDel:      8.9            7.9            8.3            8.9
Delay Adj:       1.00           1.00           1.00           1.00
ApprAdjDel:       8.9            7.9            8.3            8.9
LOS by Appr:        A              A              A              A
AllWayAvgQ:  0.3  0.3  0.3  0.1  0.1  0.1  0.0  0.1  0.1  0.2  0.2  0.2
Note: Queue reported is the number of cars per lane.
```

Peak Hour Volume Signal Warrant Report [Urban]

****

Intersection #102 Northlake Dr/Kiely Blvd

****

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```
Future Volume Alternative: Peak Hour Warrant NOT Met
------------|---------------||---------------||---------------||---------------|
Approach:     North Bound     South Bound      East Bound      West Bound
Movement:    L  -  T  -  R   L  -  T  -  R   L  -  T  -  R   L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:       Stop Sign       Stop Sign       Stop Sign       Stop Sign
Lanes:       0  0  1! 0  0   0  0  1! 0  0   1  0  0  1  0   0  0  1! 0  0
Initial Vol:  103   45   16    7   28   49   28   47   23    8  140   10
------------|---------------||---------------||---------------||---------------|
Major Street Volume:           256
Minor Approach Volume:         164
Minor Approach Volume Threshold: 754
-------------------------------------------------------------------------------
```

SIGNAL WARRANT DISCLAIMER

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

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

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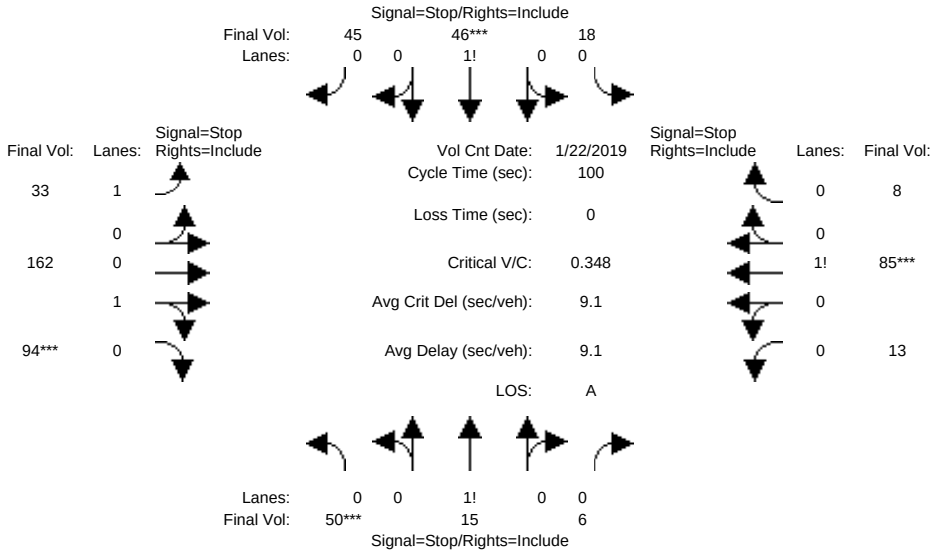
3896 Stevens Creek Blvd TA
San Jose, CA
Hexagon Transportation Consultants, Inc.

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

Intersection #102: Northlake Dr/Kiely Blvd




```
Street Name:          Northlake Dr                    Kiely Blvd
Approach:     North Bound     South Bound      East Bound      West Bound
Movement:     L  -  T  -  R   L  -  T  -  R   L  -  T  -  R   L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Min. Green:     0    0    0    0    0    0    0    0    0    0    0    0
------------|---------------||---------------||---------------||---------------|
Volume Module: >> Count Date: 22 Jan 2019 << 5 - 6 PM
Base Vol:      50   15    6   18   46   45   33  162   94   13   85    8
Growth Adj:  1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse:   50   15    6   18   46   45   33  162   94   13   85    8
Added Vol:      0    0    0    0    0    0    0    0    0    0    0    0
PasserByVol:    0    0    0    0    0    0    0    0    0    0    0    0
Initial Fut:   50   15    6   18   46   45   33  162   94   13   85    8
User Adj:    1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj:     1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume:    50   15    6   18   46   45   33  162   94   13   85    8
Reduct Vol:     0    0    0    0    0    0    0    0    0    0    0    0
Reduced Vol:   50   15    6   18   46   45   33  162   94   13   85    8
PCE Adj:     1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj:     1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume:   50   15    6   18   46   45   33  162   94   13   85    8
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Adjustment:  1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes:       0.71 0.21 0.08 0.17 0.42 0.41 1.00 0.63 0.37 0.12 0.80 0.08
Final Sat.:   469  141   56  118  303  296  637  466  270   89  584   55
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.11 0.11 0.11 0.15 0.15 0.15 0.05 0.35 0.35 0.15 0.15 0.15
Crit Moves:  ****              ****              ****      ****
Delay/Veh:    8.6  8.6  8.6  8.5  8.5  8.5  8.5  9.9  9.9  8.5  8.5  8.5
Delay Adj:   1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
AdjDel/Veh:   8.6  8.6  8.6  8.5  8.5  8.5  8.5  9.9  9.9  8.5  8.5  8.5
LOS by Move:    A    A    A    A    A    A    A    A    A    A    A    A
ApproachDel:       8.6            8.5            9.7            8.5
Delay Adj:        1.00           1.00           1.00           1.00
ApprAdjDel:        8.6            8.5            9.7            8.5
LOS by Appr:         A              A              A              A
AllWayAvgQ:   0.1  0.1  0.1  0.2  0.2  0.2  0.1  0.5  0.5  0.2  0.2  0.2
Note: Queue reported is the number of cars per lane.
```

Peak Hour Volume Signal Warrant Report [Urban]

****

Intersection #102 Northlake Dr/Kiely Blvd

****

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```
Future Volume Alternative: Peak Hour Warrant NOT Met
------------|---------------||---------------||---------------||---------------|
Approach:     North Bound     South Bound      East Bound      West Bound
Movement:    L  -  T  -  R   L  -  T  -  R   L  -  T  -  R   L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:       Stop Sign       Stop Sign       Stop Sign       Stop Sign
Lanes:       0  0  1! 0  0   0  0  1! 0  0   1  0  0  1  0   0  0  1! 0  0
Initial Vol:   50   15    6   18   46   45   33  162   94   13   85    8
------------|---------------||---------------||---------------||---------------|
Major Street Volume:           395
Minor Approach Volume:         109
Minor Approach Volume Threshold: 605
-------------------------------------------------------------------------------
SIGNAL WARRANT DISCLAIMER
This peak hour signal warrant analysis should be considered solely as an
"indicator" of the likelihood of an unsignalized intersection warranting
a traffic signal in the future.  Intersections that exceed this warrant
are probably more likely to meet one or more of the other volume based
signal warrant (such as the 4-hour or 8-hour warrants).

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


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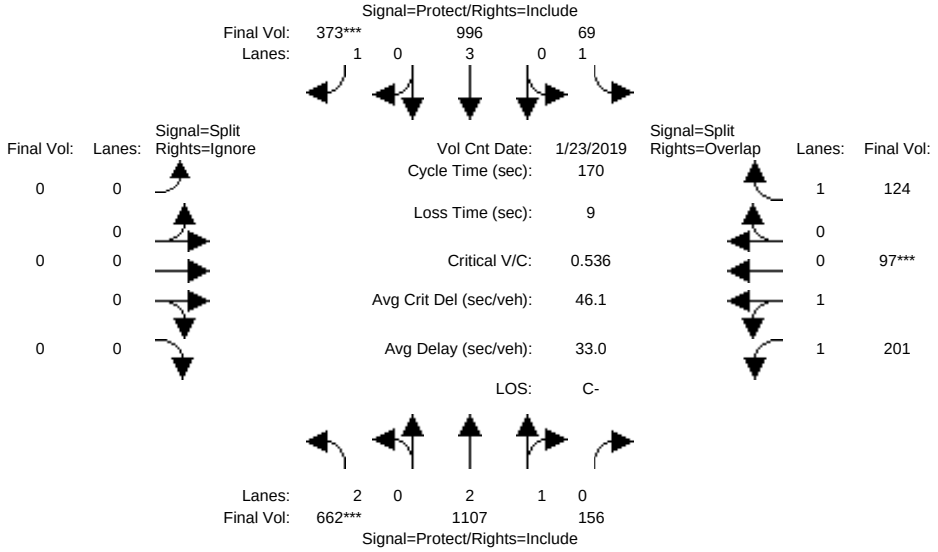
3896 Stevens Creek Blvd TA
San Jose, CA
Hexagon Transportation Consultants, Inc.

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

Intersection #3038: Saratoga Ave/I-280(N)




```
Street Name:          Saratoga Ave                    I280 NB Ramp
Approach:     North Bound      South Bound      East Bound      West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Min. Green:     7   10    10     7   10    10     0    0     0   10   10    10
Y+R:          4.0  4.0   4.0   4.0  4.0   4.0   4.0  4.0   4.0  4.0  4.0   4.0
------------|---------------||---------------||---------------||---------------|
Volume Module: >> Count Date: 23 Jan 2019 << 7:30-8:30 AM
Base Vol:     662 1107   156    69  996   373     0    0     0  201   97   124
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:  662 1107   156    69  996   373     0    0     0  201   97   124
Added Vol:      0    0     0     0    0     0     0    0     0    0    0     0
PasserByVol:    0    0     0     0    0     0     0    0     0    0    0     0
Initial Fut:  662 1107   156    69  996   373     0    0     0  201   97   124
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  0.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  0.00  1.00 1.00  1.00
PHF Volume:   662 1107   156    69  996   373     0    0     0  201   97   124
Reduct Vol:     0    0     0     0    0     0     0    0     0    0    0     0
Reduced Vol:  662 1107   156    69  996   373     0    0     0  201   97   124
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  0.00  1.00 1.00  1.00
MLF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  0.00  1.00 1.00  1.00
FinalVolume:  662 1107   156    69  996   373     0    0     0  201   97   124
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1900 1900  1900  1900 1900  1900  1900 1900  1900  1900 1900  1900
Adjustment:   0.83 0.99  0.95  0.92 1.00  0.92  0.92 1.00  0.92  0.93 0.95  0.92
Lanes:       2.00 2.62  0.38  1.00 3.00  1.00  0.00 0.00  0.00  1.36 0.64  1.00
Final Sat.:  3150 4907   692  1750 5700  1750     0    0     0  2394 1155  1750
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.21 0.23  0.23  0.04 0.17  0.21  0.00 0.00  0.00  0.08 0.08  0.07
Crit Moves:  ****                      ****                      ****
Green Time:   66.7  114 113.6  20.7 67.7  67.7   0.0  0.0   0.0  26.6 26.6  47.4
Volume/Cap:   0.54 0.34  0.34  0.32 0.44  0.54  0.00 0.00  0.00  0.54 0.54  0.25
Delay/Veh:    40.2 12.1  12.1  69.1 37.5  40.0   0.0  0.0   0.0  67.0 67.0  47.9
User DelAdj: 1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
AdjDel/Veh:   40.2 12.1  12.1  69.1 37.5  40.0   0.0  0.0   0.0  67.0 67.0  47.9
LOS by Move:    D    B     B     E   D+     D     A    A     A     E    E     D
HCM2kAvgQ:     16    9     9     3   12    15     0    0     0     8    8     5
Note: Queue reported is the number of cars per lane.
```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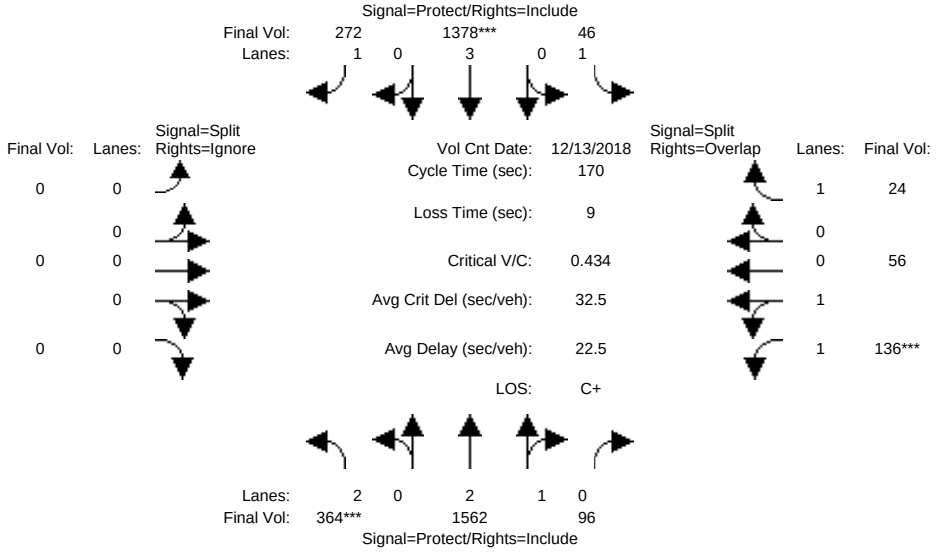
3896 Stevens Creek Blvd TA
San Jose, CA
Hexagon Transportation Consultants, Inc.

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

Intersection #3038: Saratoga Ave/I-280(N)

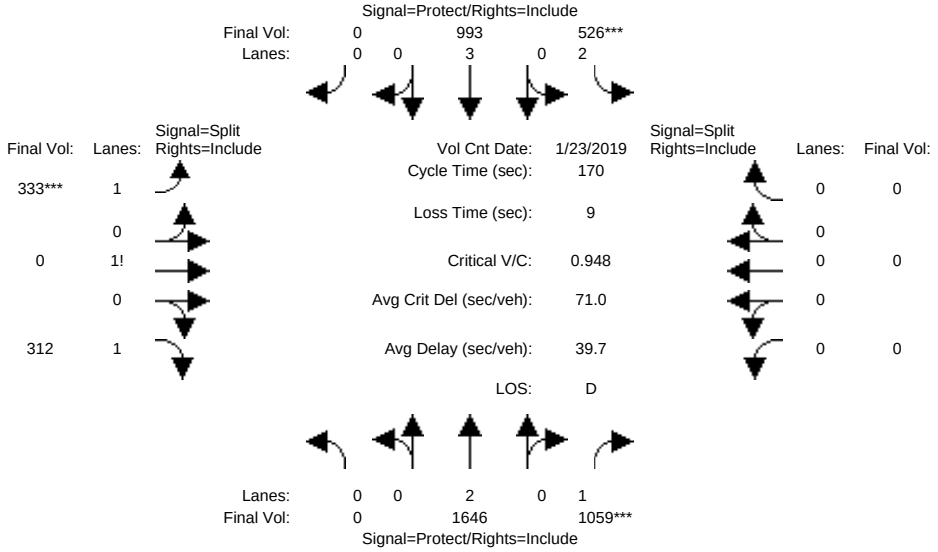



```
Street Name:          Saratoga Ave                    I280 NB Ramp
Approach:     North Bound      South Bound      East Bound      West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Min. Green:     7   10    10     7   10    10     0    0     0   10   10    10
Y+R:          4.0  4.0   4.0   4.0  4.0   4.0   4.0  4.0   4.0  4.0  4.0   4.0
------------|---------------||---------------||---------------||---------------|
Volume Module: >> Count Date: 13 Dec 2018 << 4:30-5:30 PM
Base Vol:     364 1562    96    46 1378   272     0    0     0  136   56    24
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:  364 1562    96    46 1378   272     0    0     0  136   56    24
Added Vol:      0    0     0     0    0     0     0    0     0    0    0     0
PasserByVol:    0    0     0     0    0     0     0    0     0    0    0     0
Initial Fut:  364 1562    96    46 1378   272     0    0     0  136   56    24
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  0.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  0.00  1.00 1.00  1.00
PHF Volume:   364 1562    96    46 1378   272     0    0     0  136   56    24
Reduct Vol:     0    0     0     0    0     0     0    0     0    0    0     0
Reduced Vol:  364 1562    96    46 1378   272     0    0     0  136   56    24
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  0.00  1.00 1.00  1.00
MLF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  0.00  1.00 1.00  1.00
FinalVolume:  364 1562    96    46 1378   272     0    0     0  136   56    24
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1900 1900  1900  1900 1900  1900  1900 1900  1900  1900 1900  1900
Adjustment:   0.83 0.98  0.95  0.92 1.00  0.92  0.92 1.00  0.92  0.93 0.95  0.92
Lanes:       2.00 2.82  0.18  1.00 3.00  1.00  0.00 0.00  0.00  1.42 0.58  1.00
Final Sat.:  3150 5275   324  1750 5700  1750     0    0     0  2514 1035  1750
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.12 0.30  0.30  0.03 0.24  0.16  0.00 0.00  0.00  0.05 0.05  0.01
Crit Moves:  ****               ****                     ****
Green Time:   45.2  123 122.8  17.1 94.6  94.6   0.0  0.0   0.0  21.2 21.2  38.2
Volume/Cap:   0.43 0.41  0.41  0.26 0.43  0.28  0.00 0.00  0.00  0.43 0.43  0.06
Delay/Veh:    52.1  9.4   9.4  71.4 22.1  20.0   0.0  0.0   0.0  69.6 69.6  51.8
User DelAdj: 1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
AdjDel/Veh:   52.1  9.4   9.4  71.4 22.1  20.0   0.0  0.0   0.0  69.6 69.6  51.8
LOS by Move:   D-    A     A     E   C+    B-     A    A     A     E    E    D-
HCM2kAvgQ:      9   11    11     2   13     8     0    0     0     5    5     1
Note: Queue reported is the number of cars per lane.
```

3896 Stevens Creek Blvd TA
San Jose, CA
Hexagon Transportation Consultants, Inc.

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

Intersection #3039: Saratoga Ave/I-280(S)




```
Street Name:          Saratoga Ave                    I280 SB Ramps
Approach:     North Bound      South Bound      East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Min. Green:     0   10    10     7   10     0    10   10    10     0    0     0
Y+R:          4.0  4.0   4.0   4.0  4.0   4.0   4.0  4.0   4.0   4.0  4.0   4.0
------------|---------------||---------------||---------------||---------------|
Volume Module: >> Count Date: 23 Jan 2019 << 7:30-8:30 AM
Base Vol:       0 1646  1059   526  993     0   333    0   312     0    0     0
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:    0 1646  1059   526  993     0   333    0   312     0    0     0
Added Vol:      0    0     0     0    0     0     0    0     0     0    0     0
PasserByVol:    0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:    0 1646  1059   526  993     0   333    0   312     0    0     0
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:     0 1646  1059   526  993     0   333    0   312     0    0     0
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:    0 1646  1059   526  993     0   333    0   312     0    0     0
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
FinalVolume:    0 1646  1059   526  993     0   333    0   312     0    0     0
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1900 1900  1900  1900 1900  1900  1900 1900  1900  1900 1900  1900
Adjustment:  0.92 1.00  0.92  0.83 1.00  0.92  0.92 1.00  0.92  0.92 1.00  0.92
Lanes:       0.00 2.00  1.00  2.00 3.00  0.00  1.52 0.00  1.48  0.00 0.00  0.00
Final Sat.:     0 3800  1750  3150 5700     0  2653    0  2597     0    0     0
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.00 0.43  0.61  0.17 0.17  0.00  0.13 0.00  0.12  0.00 0.00  0.00
Crit Moves:             ****  ****            ****
Green Time:   0.0  109 108.5  30.0  138   0.0  22.5  0.0  22.5   0.0  0.0   0.0
Volume/Cap:  0.00 0.68  0.95  0.95 0.21  0.00  0.95 0.00  0.91  0.00 0.00  0.00
Delay/Veh:    0.0 20.4  44.1  95.0  3.6   0.0  95.6  0.0  88.2   0.0  0.0   0.0
User DelAdj: 1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
AdjDel/Veh:   0.0 20.4  44.1  95.0  3.6   0.0  95.6  0.0  88.2   0.0  0.0   0.0
LOS by Move:    A   C+     D     F    A     A     F    A     F     A    A     A
HCM2kAvgQ:      0   26    57    18    4     0    16    0    15     0    0     0
Note: Queue reported is the number of cars per lane.
```

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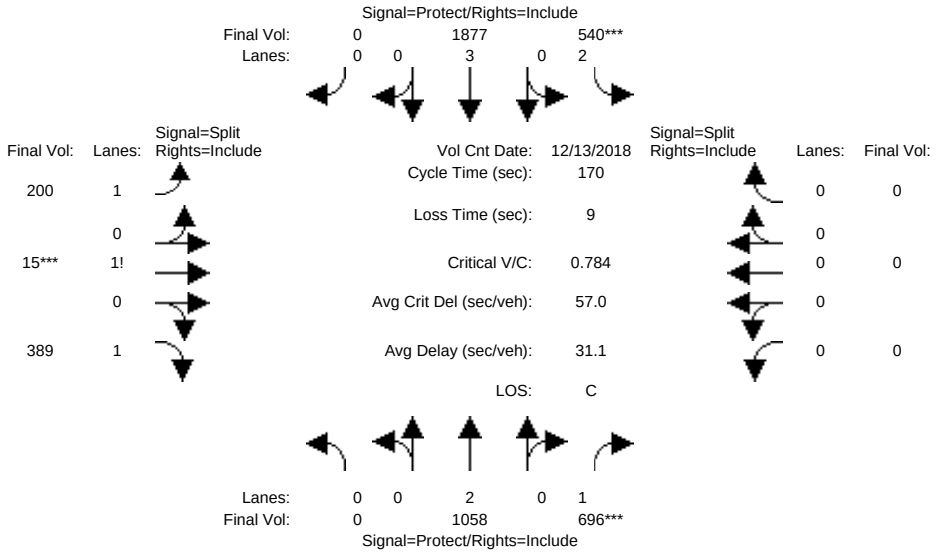
San Jose, CA
Hexagon Transportation Consultants, Inc.

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

Intersection #3039: Saratoga Ave/I-280(S)




```
Street Name:          Saratoga Ave                    I280 SB Ramps
Approach:     North Bound      South Bound      East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Min. Green:     0   10    10     7   10     0    10   10    10     0    0     0
Y+R:          4.0  4.0   4.0   4.0  4.0   4.0   4.0  4.0   4.0   4.0  4.0   4.0
------------|---------------||---------------||---------------||---------------|
Volume Module: >> Count Date: 13 Dec 2018 << 4:30 - 5:30 PM
Base Vol:       0 1058   696   540 1877     0   200   15   389     0    0     0
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:    0 1058   696   540 1877     0   200   15   389     0    0     0
Added Vol:      0    0     0     0    0     0     0    0     0     0    0     0
PasserByVol:    0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:    0 1058   696   540 1877     0   200   15   389     0    0     0
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:     0 1058   696   540 1877     0   200   15   389     0    0     0
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:    0 1058   696   540 1877     0   200   15   389     0    0     0
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
FinalVolume:    0 1058   696   540 1877     0   200   15   389     0    0     0
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1900 1900  1900  1900 1900  1900  1900 1900  1900  1900 1900  1900
Adjustment:  0.92 1.00  0.92  0.83 1.00  0.92  0.92 0.95  0.95  0.92 1.00  0.92
Lanes:       0.00 2.00  1.00  2.00 3.00  0.00  1.33 0.05  1.62  0.00 0.00  0.00
Final Sat.:     0 3800  1750  3150 5700     0  2326   86  2921     0    0     0
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.00 0.28  0.40  0.17 0.33  0.00  0.09 0.17  0.13  0.00 0.00  0.00
Crit Moves:            ****  ****                ****
Green Time:   0.0 86.2  86.2  37.2  123   0.0  37.6 37.6  37.6   0.0  0.0   0.0
Volume/Cap:  0.00 0.55  0.78  0.78 0.45  0.00  0.39 0.78  0.60  0.00 0.00  0.00
Delay/Veh:    0.0 28.9  38.9  68.5  9.6   0.0  56.6 67.7  60.5   0.0  0.0   0.0
User DelAdj: 1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
AdjDel/Veh:   0.0 28.9  38.9  68.5  9.6   0.0  56.6 67.7  60.5   0.0  0.0   0.0
LOS by Move:    A    C    D+     E    A     A    E+    E     E     A    A     A
HCM2kAvgQ:      0   18    32    16   13     0     7   18    12     0    0     0
Note: Queue reported is the number of cars per lane.
```

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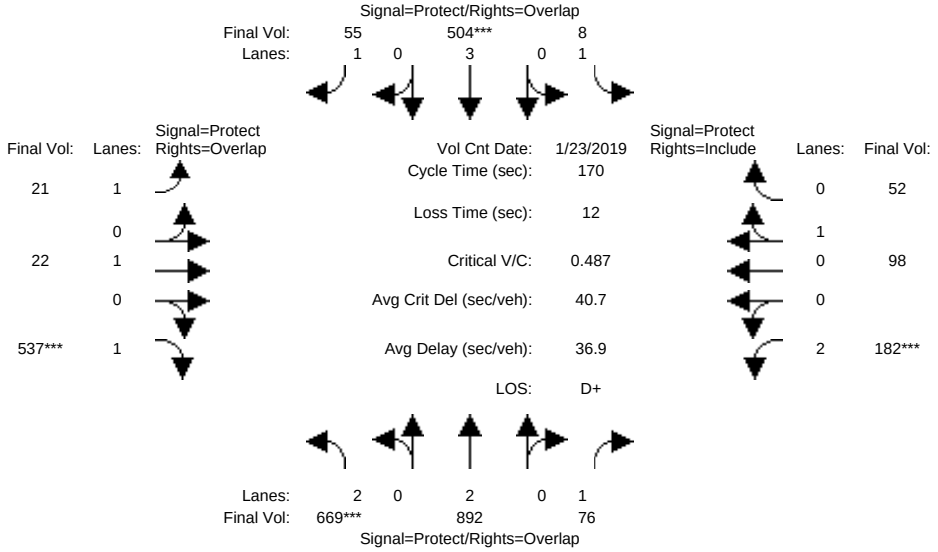
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Existing AM

Intersection #3103: Saratoga Ave/Kiely Blvd




```
Street Name:          Saratoga Ave                    Kiely Blvd
Approach:     North Bound      South Bound      East Bound      West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Min. Green:     7   10    10     7   10    10     7   10    10     7   10    10
Y+R:          4.0  4.0   4.0   4.0  4.0   4.0   4.0  4.0   4.0   4.0  4.0   4.0
------------|---------------||---------------||---------------||---------------|
Volume Module: >> Count Date: 23 Jan 2019 << 8:00-9:00 AM
Base Vol:     669  892    76     8  504    55    21   22   537   182   98    52
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:  669  892    76     8  504    55    21   22   537   182   98    52
Added Vol:      0    0     0     0    0     0     0    0     0     0    0     0
PasserByVol:    0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:  669  892    76     8  504    55    21   22   537   182   98    52
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:   669  892    76     8  504    55    21   22   537   182   98    52
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:  669  892    76     8  504    55    21   22   537   182   98    52
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
FinalVolume:  669  892    76     8  504    55    21   22   537   182   98    52
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1900 1900  1900  1900 1900  1900  1900 1900  1900  1900 1900  1900
Adjustment:   0.83 1.00  0.92  0.92 1.00  0.92  0.92 1.00  0.92  0.83 0.95  0.95
Lanes:       2.00 2.00  1.00  1.00 3.00  1.00  1.00 1.00  1.00  2.00 0.65  0.35
Final Sat.:  3150 3800  1750  1750 5700  1750  1750 1900  1750  3150 1176   624
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.21 0.23  0.04  0.00 0.09  0.03  0.01 0.01  0.31  0.06 0.08  0.08
Crit Moves:  ****                ****                ****  ****
Green Time:  74.1 89.2 109.4  15.7 30.8  48.4  17.6 32.9 107.0  20.1 35.5  35.5
Volume/Cap:  0.49 0.45  0.07  0.05 0.49  0.11  0.12 0.06  0.49  0.49 0.40  0.40
Delay/Veh:   34.6 25.2  11.3  70.5 62.8  45.0  69.5 56.0  17.2  71.1 58.7  58.7
User DelAdj: 1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
AdjDel/Veh:  34.6 25.2  11.3  70.5 62.8  45.0  69.5 56.0  17.2  71.1 58.7  58.7
LOS by Move:   C-    C    B+     E    E     D     E   E+     B     E   E+    E+
HCM2kAvgQ:     14   14     2     0    8     2     1    1    16     6    7     7
Note: Queue reported is the number of cars per lane.
```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3896 Stevens Creek Blvd TA
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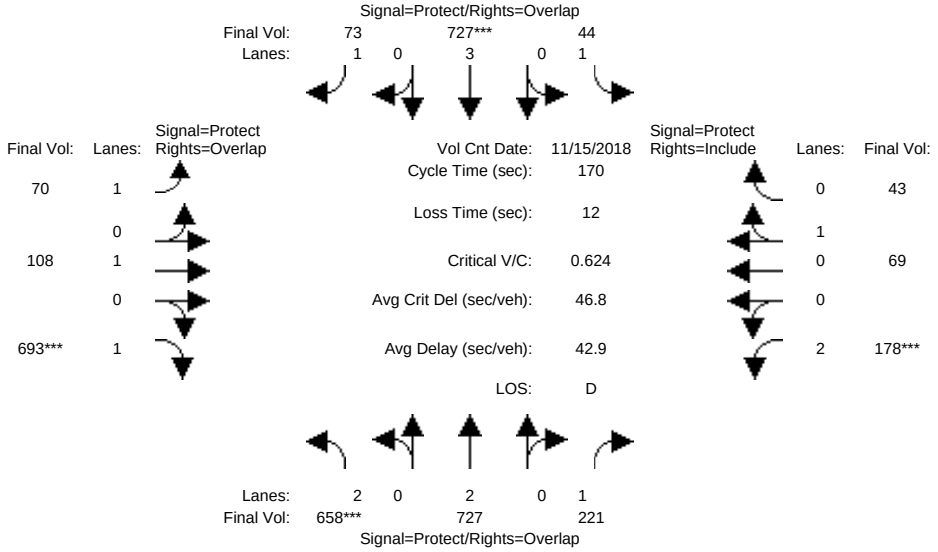
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Existing PM

Intersection #3103: Saratoga Ave/Kiely Blvd




```
Street Name:          Saratoga Ave                    Kiely Blvd
Approach:     North Bound      South Bound      East Bound      West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Min. Green:     7   10    10     7   10    10     7   10    10     7   10    10
Y+R:          4.0  4.0   4.0   4.0  4.0   4.0   4.0  4.0   4.0   4.0  4.0   4.0
------------|---------------||---------------||---------------||---------------|
Volume Module: >> Count Date: 15 Nov 2018 << 4:45 - 5:45 PM
Base Vol:     658  727   221    44  727    73    70  108   693   178   69    43
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:  658  727   221    44  727    73    70  108   693   178   69    43
Added Vol:      0    0     0     0    0     0     0    0     0     0    0     0
PasserByVol:    0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:  658  727   221    44  727    73    70  108   693   178   69    43
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:   658  727   221    44  727    73    70  108   693   178   69    43
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:  658  727   221    44  727    73    70  108   693   178   69    43
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
FinalVolume:  658  727   221    44  727    73    70  108   693   178   69    43
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1900 1900  1900  1900 1900  1900  1900 1900  1900  1900 1900  1900
Adjustment:  0.83 1.00  0.92  0.92 1.00  0.92  0.92 1.00  0.92  0.83 0.95  0.95
Lanes:       2.00 2.00  1.00  1.00 3.00  1.00  1.00 1.00  1.00  2.00 0.62  0.38
Final Sat.:  3150 3800  1750  1750 5700  1750  1750 1900  1750  3150 1109   691
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.21 0.19  0.13  0.03 0.13  0.04  0.04 0.06  0.40  0.06 0.06  0.06
Crit Moves:  ****                ****                ****  ****
Green Time:  56.9 75.4  90.8  16.2 34.7  61.2  26.4 51.0 107.9  15.4 39.9  39.9
Volume/Cap:  0.62 0.43  0.24  0.26 0.62  0.12  0.26 0.19  0.62  0.62 0.26  0.26
Delay/Veh:   48.7 32.7  21.2  72.2 62.7  36.4  63.7 44.3  19.9  78.8 53.4  53.4
User DelAdj: 1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
AdjDel/Veh:  48.7 32.7  21.2  72.2 62.7  36.4  63.7 44.3  19.9  78.8 53.4  53.4
LOS by Move:    D   C-    C+     E    E    D+     E    D    B-    E-   D-    D-
HCM2kAvgQ:     17   12     6     2   12     3     3    4    23     6    5     5
Note: Queue reported is the number of cars per lane.
```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3896 Stevens Creek Blvd TA
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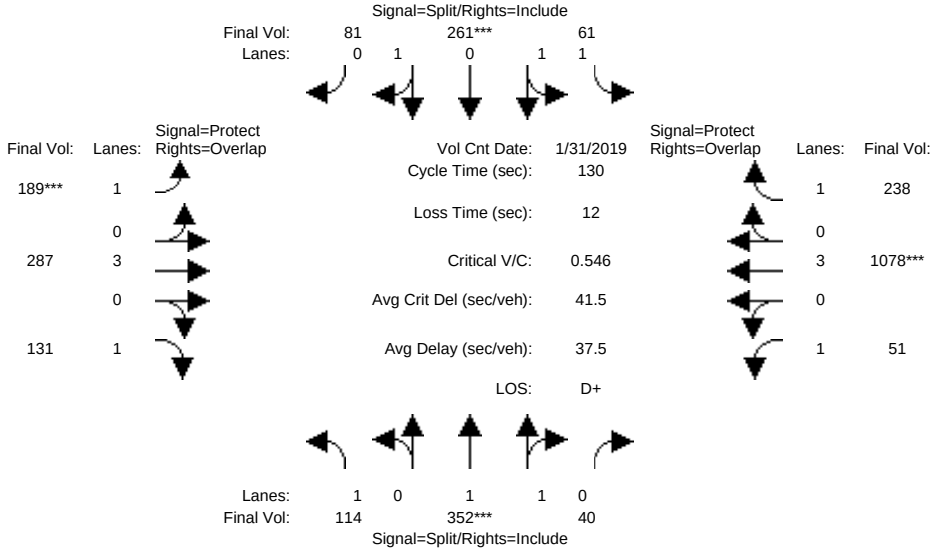
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Existing AM

Intersection #3104: Kiely Blvd/Stevens Creek Blvd



Street Name:	Kiely Blvd						Stevens Creek Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module: >> Count Date: 31 Jan 2019 << 8:00-9:00 AM

Base Vol:	114	352	40	61	261	81	189	287	131	51	1078	238
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	114	352	40	61	261	81	189	287	131	51	1078	238
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	114	352	40	61	261	81	189	287	131	51	1078	238
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	114	352	40	61	261	81	189	287	131	51	1078	238
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	114	352	40	61	261	81	189	287	131	51	1078	238
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	114	352	40	61	261	81	189	287	131	51	1078	238

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	0.98	0.95	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	1.79	0.21	1.00	1.51	0.49	1.00	3.00	1.00	1.00	3.00	1.00
Final Sat.:	1750	3322	378	1750	2823	876	1750	5700	1750	1750	5700	1750

Capacity Analysis Module:

Vol/Sat:	0.07	0.11	0.11	0.03	0.09	0.09	0.11	0.05	0.07	0.03	0.19	0.14
Crit Moves:		****			****			****			****	
Green Time:	25.2	25.2	25.2	22.0	22.0	22.0	25.7	41.6	66.9	29.1	45.0	67.1
Volume/Cap:	0.34	0.55	0.55	0.21	0.55	0.55	0.55	0.16	0.15	0.13	0.55	0.26
Delay/Veh:	45.7	48.1	48.1	46.5	50.3	50.3	48.7	31.7	16.7	40.5	34.6	17.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	45.7	48.1	48.1	46.5	50.3	50.3	48.7	31.7	16.7	40.5	34.6	17.8
LOS by Move:	D	D	D	D	D	D	D	C	B	D	C-	B
HCM2kAvgQ:	4	8	8	2	7	7	8	3	3	2	12	6

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

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3896 Stevens Creek Blvd TA
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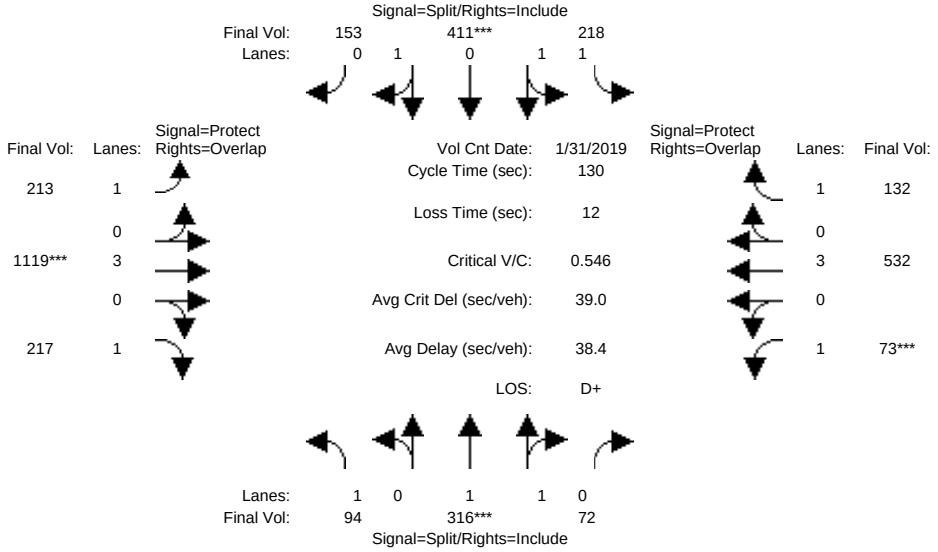
Hexagon Transportation Consultants, Inc.

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

Intersection #3104: Kiely Blvd/Stevens Creek Blvd




```
Street Name:          Kiely Blvd                  Stevens Creek Blvd
Approach:     North Bound     South Bound      East Bound      West Bound
Movement:     L  -  T  -  R   L  -  T  -  R   L  -  T  -  R   L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Min. Green:    10   10   10   10   10   10    7   10   10    7   10   10
Y+R:         4.0  4.0  4.0  4.0  4.0  4.0  4.0  4.0  4.0  4.0  4.0  4.0
------------|---------------||---------------||---------------||---------------|
Volume Module: >> Count Date: 31 Jan 2019 << 5:00 - 6:00 PM
Base Vol:      94  316   72  218  411  153  213 1119  217   73  532  132
Growth Adj:  1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse:   94  316   72  218  411  153  213 1119  217   73  532  132
Added Vol:      0    0    0    0    0    0    0    0    0    0    0    0
PasserByVol:    0    0    0    0    0    0    0    0    0    0    0    0
Initial Fut:   94  316   72  218  411  153  213 1119  217   73  532  132
User Adj:    1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj:     1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume:    94  316   72  218  411  153  213 1119  217   73  532  132
Reduct Vol:     0    0    0    0    0    0    0    0    0    0    0    0
Reduced Vol:   94  316   72  218  411  153  213 1119  217   73  532  132
PCE Adj:     1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj:     1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume:   94  316   72  218  411  153  213 1119  217   73  532  132
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
Adjustment:  0.92 0.98 0.95 0.92 0.98 0.95 0.92 1.00 0.92 0.92 1.00 0.92
Lanes:       1.00 1.62 0.38 1.00 1.44 0.56 1.00 3.00 1.00 1.00 3.00 1.00
Final Sat.:  1750 3013  686 1750 2696 1003 1750 5700 1750 1750 5700 1750
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.05 0.10 0.10 0.12 0.15 0.15 0.12 0.20 0.12 0.04 0.09 0.08
Crit Moves:       ****           ****           ****       ****
Green Time:  25.0 25.0 25.0 36.3 36.3 36.3 32.1 46.8 71.7  9.9 24.6 60.9
Volume/Cap:  0.28 0.55 0.55 0.45 0.55 0.55 0.49 0.55 0.22 0.55 0.49 0.16
Delay/Veh:   45.3 48.3 48.3 38.7 40.3 40.3 42.9 33.5 15.0 62.5 47.5 19.9
User DelAdj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
AdjDel/Veh:  45.3 48.3 48.3 38.7 40.3 40.3 42.9 33.5 15.0 62.5 47.5 19.9
LOS by Move:   D    D    D   D+    D    D    D   C-    B    E    D   B-
HCM2kAvgQ:     4    8    8    8   10   10    8   12    5    4    7    3
Note: Queue reported is the number of cars per lane.
```

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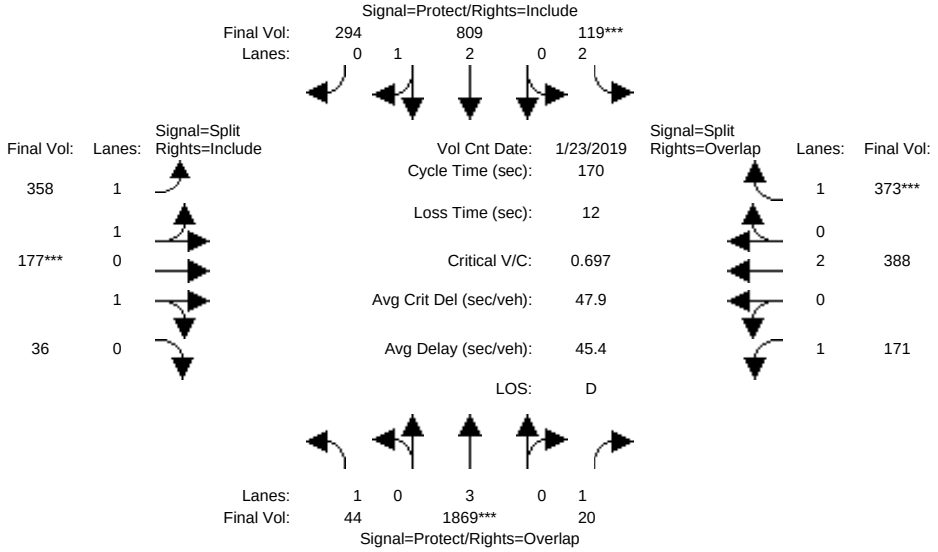
3896 Stevens Creek Blvd TA
San Jose, CA
Hexagon Transportation Consultants, Inc.

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

Intersection #3113: Saratoga Ave/Moorpark Ave




```
Street Name:          Saratoga Ave                    Moorpark Ave
Approach:     North Bound     South Bound      East Bound      West Bound
Movement:     L  -  T  -  R   L  -  T  -  R   L  -  T  -  R   L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Min. Green:     7   10    10    7   10    10   10   10    10   10   10    10
Y+R:          4.0  4.0   4.0  4.0  4.0   4.0  4.0  4.0   4.0  4.0  4.0   4.0
------------|---------------||---------------||---------------||---------------|
Volume Module: >> Count Date: 23 Jan 2019 << 7:00-8:00 AM
Base Vol:      44 1869    20  119  809   294  358  177    36  171  388   373
Growth Adj:  1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00
Initial Bse:   44 1869    20  119  809   294  358  177    36  171  388   373
Added Vol:      0    0     0    0    0     0    0    0     0    0    0     0
PasserByVol:    0    0     0    0    0     0    0    0     0    0    0     0
Initial Fut:   44 1869    20  119  809   294  358  177    36  171  388   373
User Adj:    1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00
PHF Volume:    44 1869    20  119  809   294  358  177    36  171  388   373
Reduct Vol:     0    0     0    0    0     0    0    0     0    0    0     0
Reduced Vol:   44 1869    20  119  809   294  358  177    36  171  388   373
PCE Adj:     1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00
MLF Adj:     1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00
FinalVolume:   44 1869    20  119  809   294  358  177    36  171  388   373
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1900 1900  1900 1900 1900  1900 1900 1900  1900 1900 1900  1900
Adjustment:  0.92 1.00  0.92 0.83 1.00  0.95 0.93 0.95  0.95 0.92 1.00  0.92
Lanes:       1.00 3.00  1.00 2.00 2.17  0.83 1.89 0.92  0.19 1.00 2.00  1.00
Final Sat.:  1750 5700  1750 3150 4105  1492 3354 1658   337 1750 3800  1750
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.03 0.33  0.01 0.04 0.20  0.20 0.11 0.11  0.11 0.10 0.10  0.21
Crit Moves:       ****       ****                ****                ****
Green Time:  15.4 80.0 121.9  9.2 73.8  73.8 26.0 26.0  26.0 41.9 41.9  51.2
Volume/Cap:  0.28 0.70  0.02 0.70 0.45  0.45 0.70 0.70  0.70 0.40 0.41  0.71
Delay/Veh:   73.1 36.3   6.9 91.0 34.1  34.1 70.9 70.9  70.9 54.1 54.0  57.2
User DelAdj: 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00
AdjDel/Veh:  73.1 36.3   6.9 91.0 34.1  34.1 70.9 70.9  70.9 54.1 54.0  57.2
LOS by Move:    E   D+     A    F   C-    C-    E    E     E   D-   D-    E+
HCM2kAvgQ:      2   25     0    4   13    13   11   11    11    8    8    18
Note: Queue reported is the number of cars per lane.
```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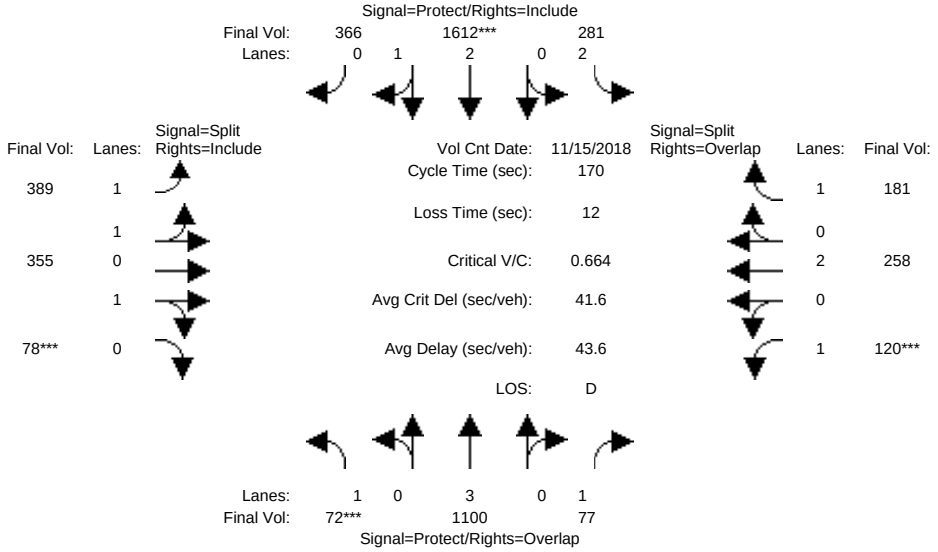
3896 Stevens Creek Blvd TA
San Jose, CA
Hexagon Transportation Consultants, Inc.

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

Intersection #3113: Saratoga Ave/Moorpark Ave




```
Street Name:          Saratoga Ave                    Moorpark Ave
Approach:     North Bound     South Bound      East Bound      West Bound
Movement:     L  -  T  -  R   L  -  T  -  R   L  -  T  -  R   L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Min. Green:     7   10    10    7   10    10   10   10    10   10   10    10
Y+R:          4.0  4.0   4.0  4.0  4.0   4.0  4.0  4.0   4.0  4.0  4.0   4.0
------------|---------------||---------------||---------------||---------------|
Volume Module: >> Count Date: 15 Nov 2018 << 5:00 - 6:00 PM
Base Vol:      72 1100    77  281 1612   366  389  355    78  120  258   181
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:   72 1100    77  281 1612   366  389  355    78  120  258   181
Added Vol:      0    0     0    0    0     0    0    0     0    0    0     0
PasserByVol:    0    0     0    0    0     0    0    0     0    0    0     0
Initial Fut:   72 1100    77  281 1612   366  389  355    78  120  258   181
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:    72 1100    77  281 1612   366  389  355    78  120  258   181
Reduct Vol:     0    0     0    0    0     0    0    0     0    0    0     0
Reduced Vol:   72 1100    77  281 1612   366  389  355    78  120  258   181
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
FinalVolume:   72 1100    77  281 1612   366  389  355    78  120  258   181
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1900 1900  1900  1900 1900  1900  1900 1900  1900  1900 1900  1900
Adjustment:  0.92 1.00  0.92  0.83 0.99  0.95  0.93 0.95  0.95  0.92 1.00  0.92
Lanes:       1.00 3.00  1.00  2.00 2.42  0.58  1.44 1.28  0.28  1.00 2.00  1.00
Final Sat.:  1750 5700  1750  3150 4562  1036  2532 2310   508  1750 3800  1750
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.04 0.19  0.04  0.09 0.35  0.35  0.15 0.15  0.15  0.07 0.07  0.10
Crit Moves:  ****                ****                ****  ****
Green Time:  10.5 69.1  86.7  31.9 90.5  90.5  39.4 39.4  39.4  17.6 17.6  49.5
Volume/Cap:  0.66 0.47  0.09  0.47 0.66  0.66  0.66 0.66  0.66  0.66 0.66  0.36
Delay/Veh:   92.4 37.2  21.4  62.1 29.3  29.3  60.7 60.7  60.7  82.3 77.3  48.0
User DelAdj: 1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
AdjDel/Veh:  92.4 37.2  21.4  62.1 29.3  29.3  60.7 60.7  60.7  82.3 77.3  48.0
LOS by Move:    F   D+    C+     E    C     C     E    E     E     F   E-     D
HCM2kAvgQ:      5   14     2     8   25    25    14   14    14     7    7     8
Note: Queue reported is the number of cars per lane.
```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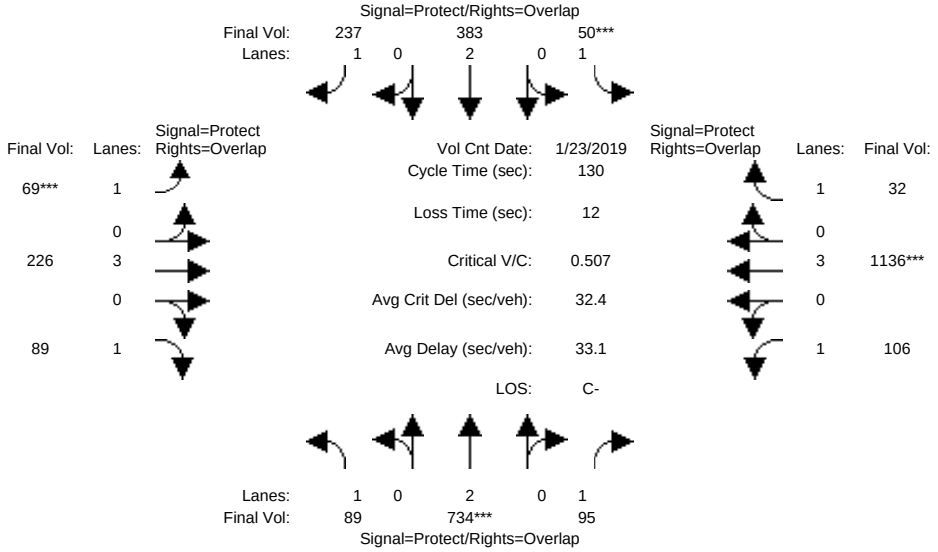
3896 Stevens Creek Blvd TA
San Jose, CA
Hexagon Transportation Consultants, Inc.

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

Intersection #3116: Saratoga Ave/Stevens Creek Blvd

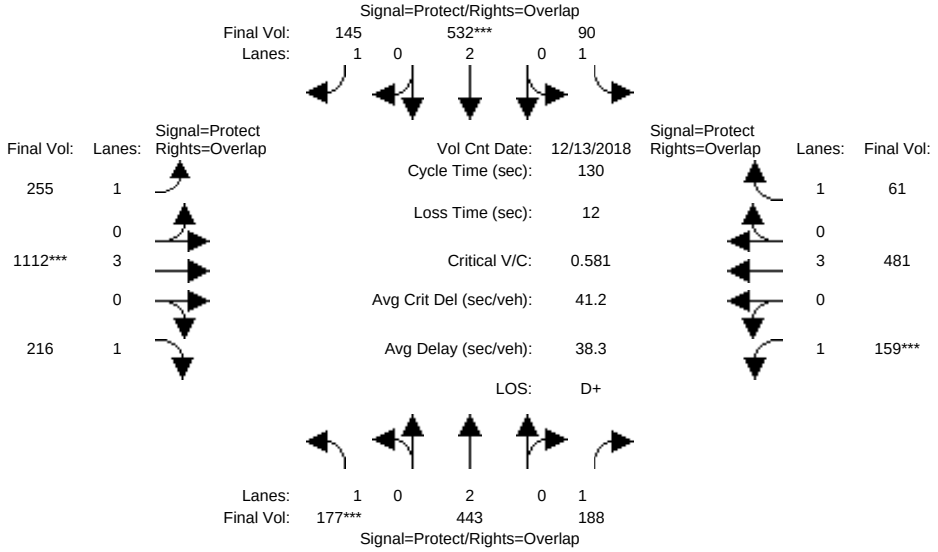



```
Street Name:          Saratoga Ave                 Stevens Creek Blvd
Approach:     North Bound      South Bound      East Bound      West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Min. Green:     7   10    10     7   10    10     7   10    10     7   10    10
Y+R:          4.0  4.0   4.0   4.0  4.0   4.0   4.0  4.0   4.0   4.0  4.0   4.0
------------|---------------||---------------||---------------||---------------|
Volume Module: >> Count Date: 23 Jan 2019 << 8:00-9:00 AM
Base Vol:      89  734    95    50  383   237    69  226    89   106 1136    32
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:   89  734    95    50  383   237    69  226    89   106 1136    32
Added Vol:      0    0     0     0    0     0     0    0     0     0    0     0
PasserByVol:    0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:   89  734    95    50  383   237    69  226    89   106 1136    32
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:    89  734    95    50  383   237    69  226    89   106 1136    32
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:   89  734    95    50  383   237    69  226    89   106 1136    32
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
FinalVolume:   89  734    95    50  383   237    69  226    89   106 1136    32
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1900 1900  1900  1900 1900  1900  1900 1900  1900  1900 1900  1900
Adjustment:  0.92 1.00  0.92  0.92 1.00  0.92  0.92 1.00  0.92  0.92 1.00  0.92
Lanes:       1.00 2.00  1.00  1.00 2.00  1.00  1.00 3.00  1.00  1.00 3.00  1.00
Final Sat.:  1750 3800  1750  1750 3800  1750  1750 5700  1750  1750 5700  1750
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.05 0.19  0.05  0.03 0.10  0.14  0.04 0.04  0.05  0.06 0.20  0.02
Crit Moves:       ****       ****            ****                ****
Green Time:   19.8 49.5  76.5   7.3 37.0  47.1  10.1 34.2  54.0  27.0 51.1  58.4
Volume/Cap:   0.33 0.51  0.09  0.51 0.35  0.37  0.51 0.15  0.12  0.29 0.51  0.04
Delay/Veh:    50.0 31.2  11.7  63.9 37.2  30.9  60.7 36.8  23.5  43.9 30.1  20.1
User DelAdj: 1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
AdjDel/Veh:   50.0 31.2  11.7  63.9 37.2  30.9  60.7 36.8  23.5  43.9 30.1  20.1
LOS by Move:    D    C    B+     E   D+     C     E   D+     C     D    C    C+
HCM2kAvgQ:      4   11     2     2    6     7     3    2     2     4   11     1
Note: Queue reported is the number of cars per lane.
```

3896 Stevens Creek Blvd TA
San Jose, CA
Hexagon Transportation Consultants, Inc.

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

Intersection #3116: Saratoga Ave/Stevens Creek Blvd

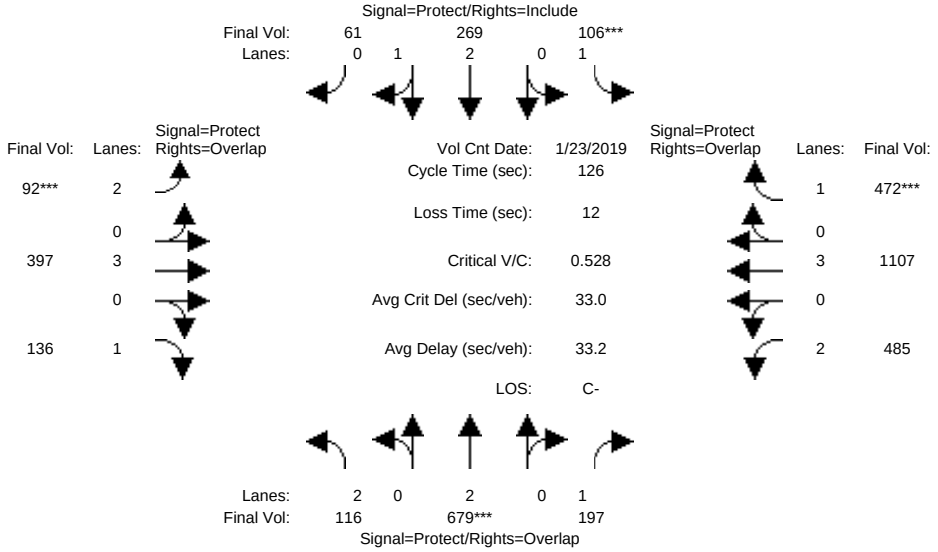



```
Street Name:          Saratoga Ave                Stevens Creek Blvd
Approach:     North Bound     South Bound      East Bound      West Bound
Movement:     L  -  T  -  R   L  -  T  -  R   L  -  T  -  R   L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Min. Green:     7   10    10    7   10    10    7   10    10    7   10    10
Y+R:          4.0  4.0   4.0  4.0  4.0   4.0  4.0  4.0   4.0  4.0  4.0   4.0
------------|---------------||---------------||---------------||---------------|
Volume Module: >> Count Date: 13 Dec 2018 << 5:15 - 6:15 PM
Base Vol:     177  443   188   90  532   145  255 1112   216  159  481    61
Growth Adj:  1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00
Initial Bse:  177  443   188   90  532   145  255 1112   216  159  481    61
Added Vol:      0    0     0    0    0     0    0    0     0    0    0     0
PasserByVol:    0    0     0    0    0     0    0    0     0    0    0     0
Initial Fut:  177  443   188   90  532   145  255 1112   216  159  481    61
User Adj:    1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00
PHF Volume:   177  443   188   90  532   145  255 1112   216  159  481    61
Reduct Vol:     0    0     0    0    0     0    0    0     0    0    0     0
Reduced Vol:  177  443   188   90  532   145  255 1112   216  159  481    61
PCE Adj:     1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00
MLF Adj:     1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00
FinalVolume:  177  443   188   90  532   145  255 1112   216  159  481    61
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1900 1900  1900 1900 1900  1900 1900 1900  1900 1900 1900  1900
Adjustment:  0.92 1.00  0.92 0.92 1.00  0.92 0.92 1.00  0.92 0.92 1.00  0.92
Lanes:       1.00 2.00  1.00 1.00 2.00  1.00 1.00 3.00  1.00 1.00 3.00  1.00
Final Sat.:  1750 3800  1750 1750 3800  1750 1750 5700  1750 1750 5700  1750
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.10 0.12  0.11 0.05 0.14  0.08 0.15 0.20  0.12 0.09 0.08  0.03
Crit Moves:  ****               ****           ****       ****
Green Time:  22.6 36.9  57.3 17.1 31.3  71.9 40.5 43.7  66.3 20.3 23.5  40.5
Volume/Cap:  0.58 0.41  0.24 0.39 0.58  0.15 0.47 0.58  0.24 0.58 0.47  0.11
Delay/Veh:   52.1 38.0  23.0 52.8 44.5  14.2 36.7 36.1  17.9 54.0 48.0  32.0
User DelAdj: 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00
AdjDel/Veh:  52.1 38.0  23.0 52.8 44.5  14.2 36.7 36.1  17.9 54.0 48.0  32.0
LOS by Move:   D-   D+    C+   D-    D     B   D+   D+     B   D-    D     C
HCM2kAvgQ:      8    7     5    3    9     3    9   12     5    6    6     2
Note: Queue reported is the number of cars per lane.
```

3896 Stevens Creek Blvd TA
San Jose, CA
Hexagon Transportation Consultants, Inc.

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

Intersection #3118: Winchester Blvd/Stevens Creek Blvd

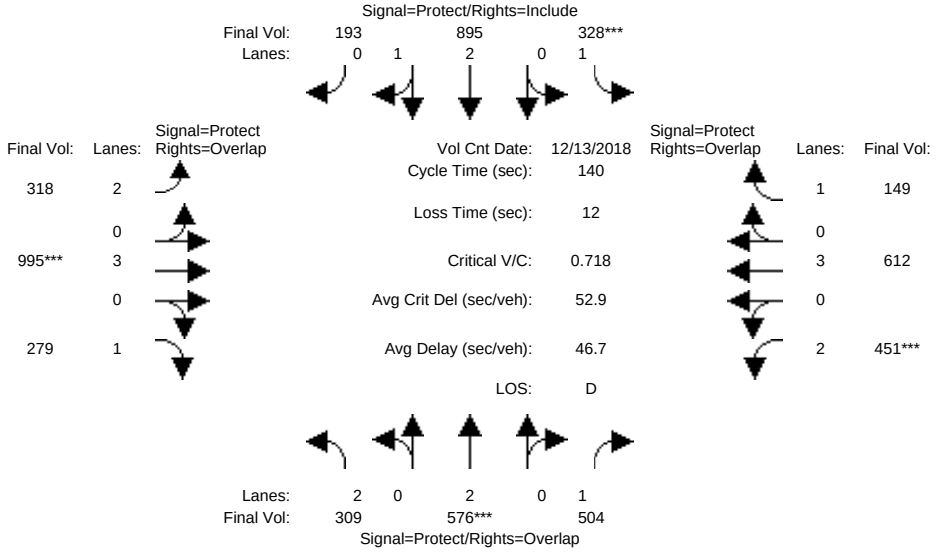



```
Street Name:        Winchester Blvd                Stevens Creek Blvd
Approach:     North Bound      South Bound      East Bound      West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Min. Green:     7   10    10     7   10    10     7   10    10     7   10    10
Y+R:          4.0  4.0   4.0   4.0  4.0   4.0   4.0  4.0   4.0   4.0  4.0   4.0
------------|---------------||---------------||---------------||---------------|
Volume Module: >> Count Date: 23 Jan 2019 << 7:45-8:45 AM
Base Vol:     116  679   197   106  269    61    92  397   136   485 1107   472
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:  116  679   197   106  269    61    92  397   136   485 1107   472
Added Vol:      0    0     0     0    0     0     0    0     0     0    0     0
PasserByVol:    0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:  116  679   197   106  269    61    92  397   136   485 1107   472
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:   116  679   197   106  269    61    92  397   136   485 1107   472
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:  116  679   197   106  269    61    92  397   136   485 1107   472
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
FinalVolume:  116  679   197   106  269    61    92  397   136   485 1107   472
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1900 1900  1900  1900 1900  1900  1900 1900  1900  1900 1900  1900
Adjustment:  0.83 1.00  0.92  0.92 0.99  0.95  0.83 1.00  0.92  0.83 1.00  0.92
Lanes:       2.00 2.00  1.00  1.00 2.43  0.57  2.00 3.00  1.00  2.00 3.00  1.00
Final Sat.:  3150 3800  1750  1750 4563  1035  3150 5700  1750  3150 5700  1750
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.04 0.18  0.11  0.06 0.06  0.06  0.03 0.07  0.08  0.15 0.19  0.27
Crit Moves:       ****       ****            ****                      ****
Green Time:  23.5 42.6  80.2  14.5 33.6  33.6   7.0 19.4  42.9  37.6 49.9  64.4
Volume/Cap:  0.20 0.53  0.18  0.53 0.22  0.22  0.53 0.45  0.23  0.52 0.49  0.53
Delay/Veh:   43.4 34.0   9.5  55.2 36.1  36.1  60.8 48.9  29.9  37.2 28.7  21.2
User DelAdj: 1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
AdjDel/Veh:  43.4 34.0   9.5  55.2 36.1  36.1  60.8 48.9  29.9  37.2 28.7  21.2
LOS by Move:    D   C-     A    E+   D+    D+     E    D     C    D+    C    C+
HCM2kAvgQ:      2   11     3     5    3     3     3    5     4    10   11    13
Note: Queue reported is the number of cars per lane.
```

3896 Stevens Creek Blvd TA
San Jose, CA
Hexagon Transportation Consultants, Inc.

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

Intersection #3118: Winchester Blvd/Stevens Creek Blvd




```
Street Name:        Winchester Blvd                Stevens Creek Blvd
Approach:     North Bound      South Bound      East Bound      West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Min. Green:     7   10    10     7   10    10     7   10    10     7   10    10
Y+R:          4.0  4.0   4.0   4.0  4.0   4.0   4.0  4.0   4.0   4.0  4.0   4.0
------------|---------------||---------------||---------------||---------------|
Volume Module: >> Count Date: 13 Dec 2018 << 4:45 - 5:45 PM
Base Vol:     309  576   504   328  895   193   318  995   279   451  612   149
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:  309  576   504   328  895   193   318  995   279   451  612   149
Added Vol:      0    0     0     0    0     0     0    0     0     0    0     0
PasserByVol:    0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:  309  576   504   328  895   193   318  995   279   451  612   149
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:   309  576   504   328  895   193   318  995   279   451  612   149
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:  309  576   504   328  895   193   318  995   279   451  612   149
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
FinalVolume:  309  576   504   328  895   193   318  995   279   451  612   149
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1900 1900  1900  1900 1900  1900  1900 1900  1900  1900 1900  1900
Adjustment:  0.83 1.00  0.92  0.92 0.99  0.95  0.83 1.00  0.92  0.83 1.00  0.92
Lanes:       2.00 2.00  1.00  1.00 2.45  0.55  2.00 3.00  1.00  2.00 3.00  1.00
Final Sat.:  3150 3800  1750  1750 4605   993  3150 5700  1750  3150 5700  1750
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.10 0.15  0.29  0.19 0.19  0.19  0.10 0.17  0.16  0.14 0.11  0.09
Crit Moves:       ****       ****                ****       ****
Green Time:   22.2 29.5  57.4  36.5 43.9  43.9  30.0 34.0  56.2  27.9 31.9  68.4
Volume/Cap:   0.62 0.72  0.70  0.72 0.62  0.62  0.47 0.72  0.40  0.72 0.47  0.17
Delay/Veh:    57.4 54.5  37.3  52.5 41.6  41.6  48.6 50.4  30.2  56.4 47.0  20.1
User DelAdj: 1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
AdjDel/Veh:   57.4 54.5  37.3  52.5 41.6  41.6  48.6 50.4  30.2  56.4 47.0  20.1
LOS by Move:   E+   D-    D+    D-    D     D     D    D     C    E+    D    C+
HCM2kAvgQ:      8   13    20    15   14    14     7   14     9    12    8     4
Note: Queue reported is the number of cars per lane.
```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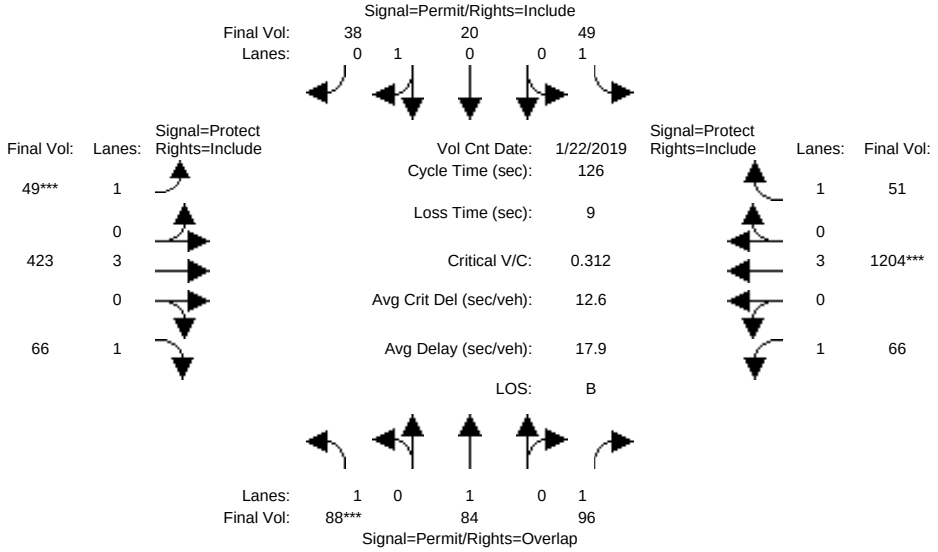
3896 Stevens Creek Blvd TA
San Jose, CA
Hexagon Transportation Consultants, Inc.

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

Intersection #3442: Cypress Ave/Stevens Creek Blvd



Street Name:	Cypress Ave						Stevens Creek Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module: >> Count Date: 22 Jan 2019 << 8:00-9:00 AM

Base Vol:	88	84	96	49	20	38	49	423	66	66	1204	51
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	88	84	96	49	20	38	49	423	66	66	1204	51
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	88	84	96	49	20	38	49	423	66	66	1204	51
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	88	84	96	49	20	38	49	423	66	66	1204	51
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	88	84	96	49	20	38	49	423	66	66	1204	51
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	88	84	96	49	20	38	49	423	66	66	1204	51

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	0.95	0.95	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	1.00	1.00	1.00	0.34	0.66	1.00	3.00	1.00	1.00	3.00	1.00
Final Sat.:	1750	1900	1750	1750	621	1179	1750	5700	1750	1750	5700	1750

Capacity Analysis Module:

Vol/Sat:	0.05	0.04	0.05	0.03	0.03	0.03	0.03	0.07	0.04	0.04	0.21	0.03
Crit Moves:	****						****			****		
Green Time:	20.3	20.3	60.1	20.3	20.3	20.3	11.3	56.9	56.9	39.8	85.4	85.4
Volume/Cap:	0.31	0.27	0.11	0.17	0.20	0.20	0.31	0.16	0.08	0.12	0.31	0.04
Delay/Veh:	47.3	46.9	18.3	45.9	46.1	46.1	54.8	20.5	19.8	30.7	8.4	6.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	47.3	46.9	18.3	45.9	46.1	46.1	54.8	20.5	19.8	30.7	8.4	6.8
LOS by Move:	D	D	B-	D	D	D	D-	C+	B-	C	A	A
HCM2kAvgQ:	3	3	2	2	2	2	2	3	2	2	6	1

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

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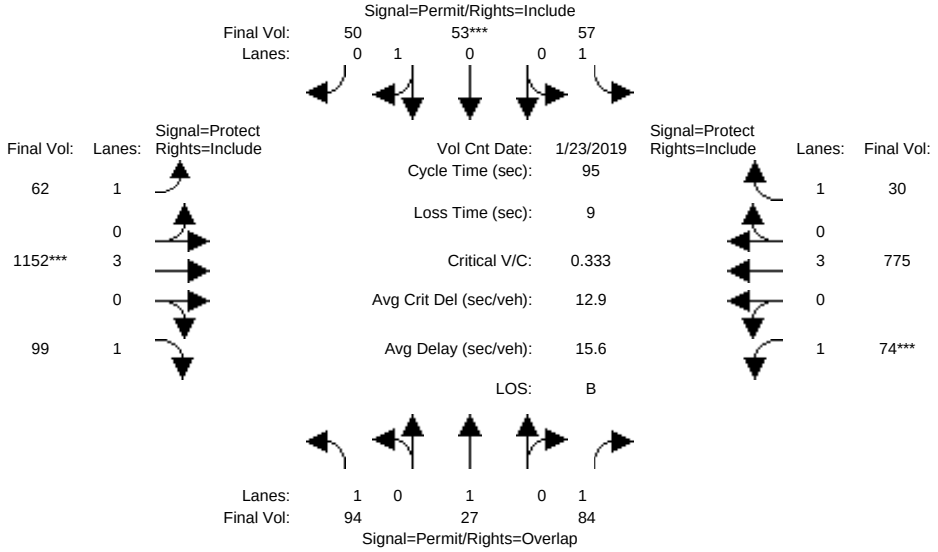
3896 Stevens Creek Blvd TA
San Jose, CA
Hexagon Transportation Consultants, Inc.

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

Intersection #3442: Cypress Ave/Stevens Creek Blvd



Street Name:	Cypress Ave						Stevens Creek Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module: >> Count Date: 23 Jan 2019 << 4:45-5:45 PM

Base Vol:	94	27	84	57	53	50	62	1152	99	74	775	30
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	94	27	84	57	53	50	62	1152	99	74	775	30
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	94	27	84	57	53	50	62	1152	99	74	775	30
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	94	27	84	57	53	50	62	1152	99	74	775	30
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	94	27	84	57	53	50	62	1152	99	74	775	30
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	94	27	84	57	53	50	62	1152	99	74	775	30

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	0.95	0.95	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	1.00	1.00	1.00	0.51	0.49	1.00	3.00	1.00	1.00	3.00	1.00
Final Sat.:	1750	1900	1750	1750	926	874	1750	5700	1750	1750	5700	1750

Capacity Analysis Module:

Vol/Sat:	0.05	0.01	0.05	0.03	0.06	0.06	0.04	0.20	0.06	0.04	0.14	0.02
Crit Moves:				****			****		****			
Green Time:	16.3	16.3	28.4	16.3	16.3	16.3	24.5	57.6	57.6	12.1	45.2	45.2
Volume/Cap:	0.31	0.08	0.16	0.19	0.33	0.33	0.14	0.33	0.09	0.33	0.29	0.04
Delay/Veh:	35.0	33.2	24.7	34.0	35.2	35.2	27.3	9.3	7.8	38.7	15.2	13.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	35.0	33.2	24.7	34.0	35.2	35.2	27.3	9.3	7.8	38.7	15.2	13.3
LOS by Move:	D+	C-	C	C-	D+	D+	C	A	A	D+	B	B
HCM2kAvgQ:	3	1	2	2	3	3	2	5	1	2	5	0

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

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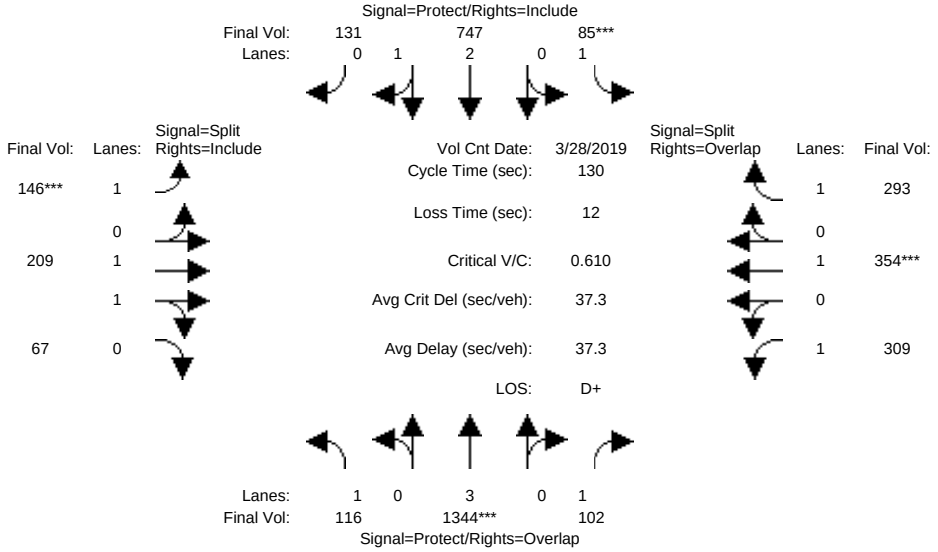
3896 Stevens Creek Blvd TA
San Jose, CA
Hexagon Transportation Consultants, Inc.

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

Intersection #3793: Saratoga Ave/Williams Rd

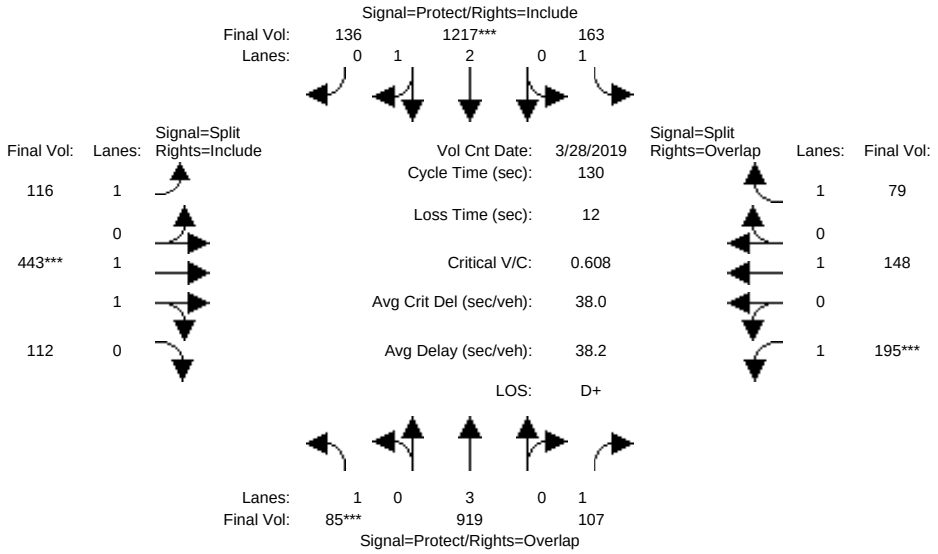



```
Street Name:          Saratoga Ave                    Williams Rd
Approach:     North Bound      South Bound      East Bound      West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Min. Green:     7   10    10     7   10    10    10   10    10    10   10    10
Y+R:          4.0  4.0   4.0   4.0  4.0   4.0   4.0  4.0   4.0   4.0  4.0   4.0
------------|---------------||---------------||---------------||---------------|
Volume Module: >> Count Date: 28 Mar 2019 << 7:30-8:30
Base Vol:     116 1344   102    85  747   131   146  209    67   309  354   293
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:  116 1344   102    85  747   131   146  209    67   309  354   293
Added Vol:      0    0     0     0    0     0     0    0     0     0    0     0
PasserByVol:    0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:  116 1344   102    85  747   131   146  209    67   309  354   293
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:   116 1344   102    85  747   131   146  209    67   309  354   293
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:  116 1344   102    85  747   131   146  209    67   309  354   293
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
FinalVolume:  116 1344   102    85  747   131   146  209    67   309  354   293
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1900 1900  1900  1900 1900  1900  1900 1900  1900  1900 1900  1900
Adjustment:  0.92 1.00  0.92  0.92 0.99  0.95  0.92 0.98  0.95  0.92 1.00  0.92
Lanes:       1.00 3.00  1.00  1.00 2.54  0.46  1.00 1.50  0.50  1.00 1.00  1.00
Final Sat.:  1750 5700  1750  1750 4763   835  1750 2801   898  1750 1900  1750
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.07 0.24  0.06  0.05 0.16  0.16  0.08 0.07  0.07  0.18 0.19  0.17
Crit Moves:       ****       ****            ****                ****
Green Time:   18.0 50.2  89.9  10.3 42.6  42.6  17.8 17.8  17.8  39.7 39.7  50.0
Volume/Cap:   0.48 0.61  0.08  0.61 0.48  0.48  0.61 0.55  0.55  0.58 0.61  0.44
Delay/Veh:    53.2 32.5   6.6  65.6 35.1  35.1  57.4 53.6  53.6  39.7 40.5  30.0
User DelAdj: 1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
AdjDel/Veh:   53.2 32.5   6.6  65.6 35.1  35.1  57.4 53.6  53.6  39.7 40.5  30.0
LOS by Move:   D-   C-     A     E   D+    D+    E+   D-    D-     D    D     C
HCM2kAvgQ:      5   14     1     5    9     9     7    6     6    12   12     9
Note: Queue reported is the number of cars per lane.
```

3896 Stevens Creek Blvd TA
San Jose, CA
Hexagon Transportation Consultants, Inc.

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

Intersection #3793: Saratoga Ave/Williams Rd




```
Street Name:          Saratoga Ave                    Williams Rd
Approach:     North Bound      South Bound      East Bound      West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Min. Green:     7   10    10     7   10    10    10   10    10    10   10    10
Y+R:          4.0  4.0   4.0   4.0  4.0   4.0   4.0  4.0   4.0   4.0  4.0   4.0
------------|---------------||---------------||---------------||---------------|
Volume Module: >> Count Date: 28 Mar 2019 << 5:00-6:00 PM
Base Vol:      85  919   107   163 1217   136   116  443   112   195  148    79
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:   85  919   107   163 1217   136   116  443   112   195  148    79
Added Vol:      0    0     0     0    0     0     0    0     0     0    0     0
PasserByVol:    0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:   85  919   107   163 1217   136   116  443   112   195  148    79
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:    85  919   107   163 1217   136   116  443   112   195  148    79
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:   85  919   107   163 1217   136   116  443   112   195  148    79
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
FinalVolume:   85  919   107   163 1217   136   116  443   112   195  148    79
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1900 1900  1900  1900 1900  1900  1900 1900  1900  1900 1900  1900
Adjustment:  0.92 1.00  0.92  0.92 0.99  0.95  0.92 0.98  0.95  0.92 1.00  0.92
Lanes:       1.00 3.00  1.00  1.00 2.69  0.31  1.00 1.59  0.41  1.00 1.00  1.00
Final Sat.:  1750 5700  1750  1750 5036   563  1750 2953   747  1750 1900  1750
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.05 0.16  0.06  0.09 0.24  0.24  0.07 0.15  0.15  0.11 0.08  0.05
Crit Moves:  ****               ****           ****       ****
Green Time:  10.4 39.3  63.2  22.7 51.7  51.7  32.1 32.1  32.1  23.8 23.8  46.6
Volume/Cap:  0.61 0.53  0.13  0.53 0.61  0.61  0.27 0.61  0.61  0.61 0.42  0.13
Delay/Veh:   65.3 38.0  18.4  50.6 31.6  31.6  39.8 44.6  44.6  52.1 47.8  28.1
User DelAdj: 1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
AdjDel/Veh:  65.3 38.0  18.4  50.6 31.6  31.6  39.8 44.6  44.6  52.1 47.8  28.1
LOS by Move:    E   D+    B-     D    C     C     D    D     D    D-    D     C
HCM2kAvgQ:      5   10     2     7   15    15     4   11    11     8    5     2
Note: Queue reported is the number of cars per lane.
```

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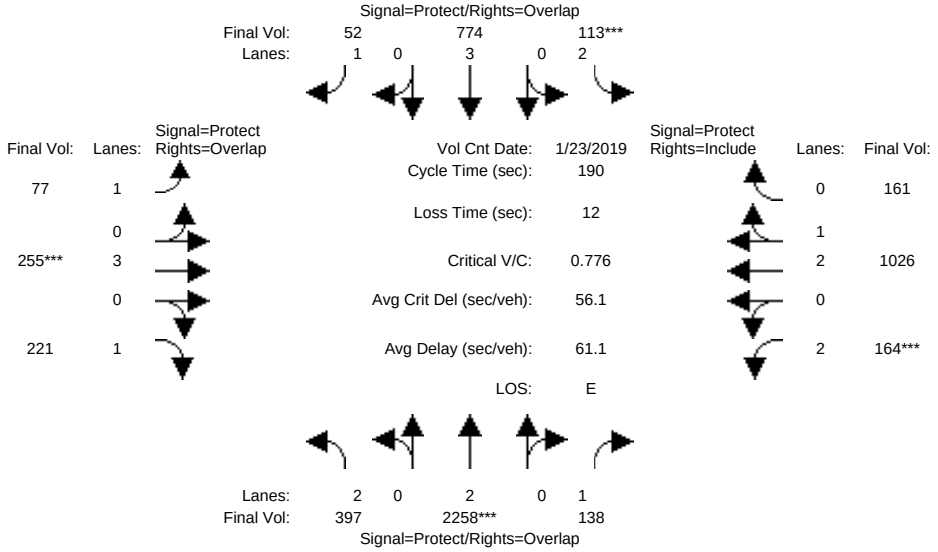
3896 Stevens Creek Blvd TA
San Jose, CA
Hexagon Transportation Consultants, Inc.

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

Intersection #5405: San Tomas Expwy/Stevens Creek Blvd [HOV: NB(AM) SB(PM)]

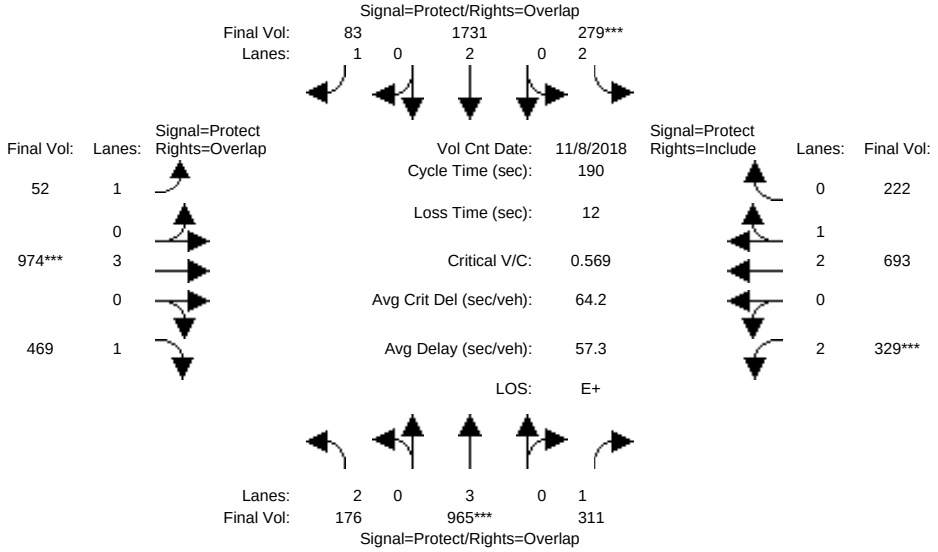



```
Street Name:        San Tomas Expwy                Stevens Creek Blvd
Approach:     North Bound      South Bound      East Bound      West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Min. Green:    27  100   100    12   85    85    14   41    41    15   42    42
Y+R:         5.6  5.8   5.8   5.5  5.8   5.8   5.3  5.1   5.1   5.4  5.4   5.4
------------|---------------||---------------||---------------||---------------|
Volume Module: >> Count Date: 23 Jan 2019 << 7:45-8:45 AM
Base Vol:     397 2657   138   113  774    52    77  255   221   164 1026   161
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:  397 2657   138   113  774    52    77  255   221   164 1026   161
Added Vol:      0    0     0     0    0     0     0    0     0     0    0     0
PasserByVol:    0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:  397 2657   138   113  774    52    77  255   221   164 1026   161
User Adj:    1.00 0.85  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:   397 2258   138   113  774    52    77  255   221   164 1026   161
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:  397 2258   138   113  774    52    77  255   221   164 1026   161
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
FinalVolume:  397 2258   138   113  774    52    77  255   221   164 1026   161
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1900 1900  1900  1900 1900  1900  1900 1900  1900  1900 1900  1900
Adjustment:  0.83 1.00  0.92  0.83 1.00  0.92  0.92 1.00  0.92  0.83 0.99  0.95
Lanes:       2.00 2.00  1.00  2.00 3.00  1.00  1.00 3.00  1.00  2.00 2.58  0.42
Final Sat.:  3150 3800  1750  3150 5700  1750  1750 5700  1750  3150 4839   759
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.13 0.59  0.08  0.04 0.14  0.03  0.04 0.04  0.13  0.05 0.21  0.21
Crit Moves:       ****       ****                ****       ****
Green Time:   29.4  110 125.0  12.0 92.6 106.6  14.0 41.0  70.4  15.0 42.0  42.0
Volume/Cap:   0.81 1.03  0.12  0.57 0.28  0.05  0.60 0.21  0.34  0.66 0.96  0.96
Delay/Veh:    87.8 51.2   5.0  90.3 35.4  25.0  92.7 61.2  43.4  91.4 89.9  89.9
User DelAdj: 1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
AdjDel/Veh:   87.8 51.2   5.0  90.3 35.4  25.0  92.7 61.2  43.4  91.4 89.9  89.9
LOS by Move:    F   D-     A     F   D+     C     F    E     D     F    F     F
HCM2kAvgQ:     14   73     1     4   10     2     5    4    10     7   27    27
Note: Queue reported is the number of cars per lane.
```

3896 Stevens Creek Blvd TA
San Jose, CA
Hexagon Transportation Consultants, Inc.

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

Intersection #5405: San Tomas Expwy/Stevens Creek Blvd [HOV: NB(AM) SB(PM)]




```
Street Name:        San Tomas Expwy                Stevens Creek Blvd
Approach:     North Bound      South Bound      East Bound      West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Min. Green:    14   73   73    35   93   93    12   43   43    18   49   49
Y+R:          5.6  5.8  5.8   5.5  5.8  5.8   5.3  5.1  5.1   5.4  5.4  5.4
------------|---------------||---------------||---------------||---------------|
Volume Module: >> Count Date: 8 Nov 2018 << 5:15 - 6:15 PM
Base Vol:     176  965  311   279 2545   83   52  974  469   329  693  222
Growth Adj:  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
Initial Bse:  176  965  311   279 2545   83   52  974  469   329  693  222
Added Vol:      0    0    0     0    0    0    0    0    0     0    0    0
PasserByVol:    0    0    0     0    0    0    0    0    0     0    0    0
Initial Fut:  176  965  311   279 2545   83   52  974  469   329  693  222
User Adj:    1.00 1.00 1.00  1.00 0.68 1.00  1.00 1.00 1.00  1.00 1.00 1.00
PHF Adj:     1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
PHF Volume:   176  965  311   279 1731   83   52  974  469   329  693  222
Reduct Vol:     0    0    0     0    0    0    0    0    0     0    0    0
Reduced Vol:  176  965  311   279 1731   83   52  974  469   329  693  222
PCE Adj:     1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
MLF Adj:     1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
FinalVolume:  176  965  311   279 1731   83   52  974  469   329  693  222
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1900 1900 1900  1900 1900 1900  1900 1900 1900  1900 1900 1900
Adjustment:  0.83 1.00 0.92  0.83 1.00 0.92  0.92 1.00 0.92  0.83 0.99 0.95
Lanes:       2.00 3.00 1.00  2.00 2.00 1.00  1.00 3.00 1.00  2.00 2.25 0.75
Final Sat.:  3150 5700 1750  3150 3800 1750  1750 5700 1750  3150 4240 1358
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.06 0.17 0.18  0.09 0.46 0.05  0.03 0.17 0.27  0.10 0.16 0.16
Crit Moves:       ****      ****                ****      ****
Green Time:  14.1 73.0 99.6  35.0 93.9 107.6 13.8 43.4 57.6  26.6 56.2 56.2
Volume/Cap:  0.75 0.44 0.34  0.48 0.92 0.08  0.41 0.75 0.88  0.75 0.55 0.55
Delay/Veh:   99.0 48.9 33.5  70.0 42.7 12.2  86.4 70.6 79.2  85.4 56.7 56.7
User DelAdj: 1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
AdjDel/Veh:  99.0 48.9 33.5  70.0 42.7 12.2  86.4 70.6 79.2  85.4 56.7 56.7
LOS by Move:    F    D   C-     E    D    B     F    E   E-     F   E+   E+
HCM2kAvgQ:      6   15   14     8   44    1     3   17   29    12   15   15
Note: Queue reported is the number of cars per lane.
```

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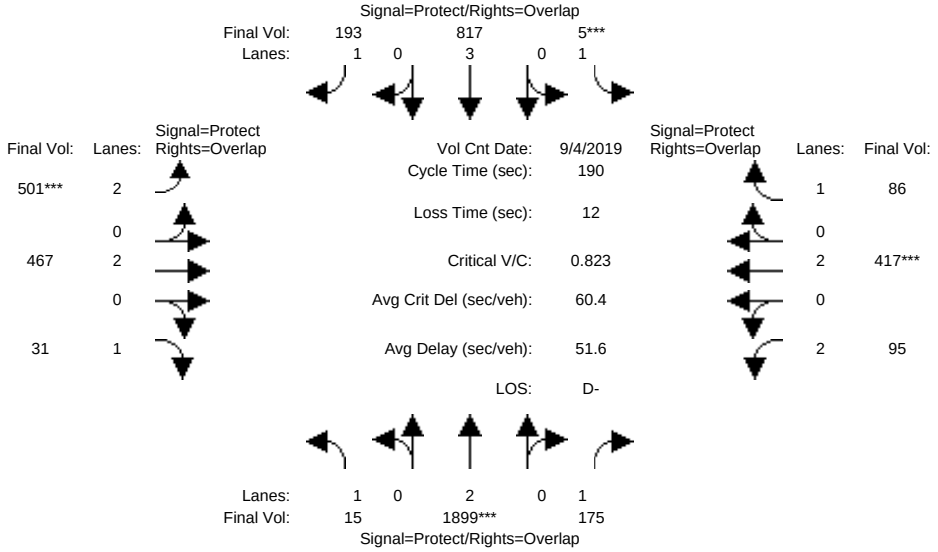
3896 Stevens Creek Blvd TA
San Jose, CA
Hexagon Transportation Consultants, Inc.

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

Intersection #5422: SAN TOMAS EXPWY/SARATOGA AVE [HOV: NB(AM) SB(PM)]




```
Street Name:        SAN TOMAS EXPWY                  SARATOGA AVE
Approach:     North Bound     South Bound      East Bound      West Bound
Movement:     L  -  T  -  R   L  -  T  -  R   L  -  T  -  R   L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Min. Green:     4  104   104    1  101   101   31   50    50   13   32    32
Y+R:          5.1  5.8   5.8  5.3  5.8   5.8  5.5  5.6   5.6  5.5  5.5   5.5
------------|---------------||---------------||---------------||---------------|
Volume Module: >> Count Date: 4 Sep 2019 << 8:00-9:00 AM
Base Vol:      15 2234   175    5  817   193  501  467    31   95  417    86
Growth Adj:  1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00
Initial Bse:   15 2234   175    5  817   193  501  467    31   95  417    86
Added Vol:      0    0     0    0    0     0    0    0     0    0    0     0
PasserByVol:    0    0     0    0    0     0    0    0     0    0    0     0
Initial Fut:   15 2234   175    5  817   193  501  467    31   95  417    86
User Adj:    1.00 0.85  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00
PHF Volume:    15 1899   175    5  817   193  501  467    31   95  417    86
Reduct Vol:     0    0     0    0    0     0    0    0     0    0    0     0
Reduced Vol:   15 1899   175    5  817   193  501  467    31   95  417    86
PCE Adj:     1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00
MLF Adj:     1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00
FinalVolume:   15 1899   175    5  817   193  501  467    31   95  417    86
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1900 1900  1900 1900 1900  1900 1900 1900  1900 1900 1900  1900
Adjustment:  0.92 1.00  0.92 0.92 1.00  0.92 0.83 1.00  0.92 0.83 1.00  0.92
Lanes:       1.00 2.00  1.00 1.00 3.00  1.00 2.00 2.00  1.00 2.00 2.00  1.00
Final Sat.:  1750 3800  1750 1750 5700  1750 3150 3800  1750 3150 3800  1750
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.01 0.50  0.10 0.00 0.14  0.11 0.16 0.12  0.02 0.03 0.11  0.05
Crit Moves:       ****       ****            ****                ****
Green Time:   4.2  110 123.8  1.0  107 141.8 35.0 53.2  57.4 13.8 32.0  33.0
Volume/Cap:  0.39 0.86  0.15 0.54 0.26  0.15 0.86 0.44  0.06 0.41 0.65  0.28
Delay/Veh:   97.8 49.5  19.4 147.5 28.3  12.7 87.8 56.5  47.1 85.4 76.2  68.7
User DelAdj: 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00
AdjDel/Veh:  97.8 49.5  19.4 147.5 28.3  12.7 87.8 56.5  47.1 85.4 76.2  68.7
LOS by Move:    F    D    B-     F    C     B    F   E+     D    F   E-     E
HCM2kAvgQ:      1   47     6     0   10     6   18   11     1    3   11     5
Note: Queue reported is the number of cars per lane.
```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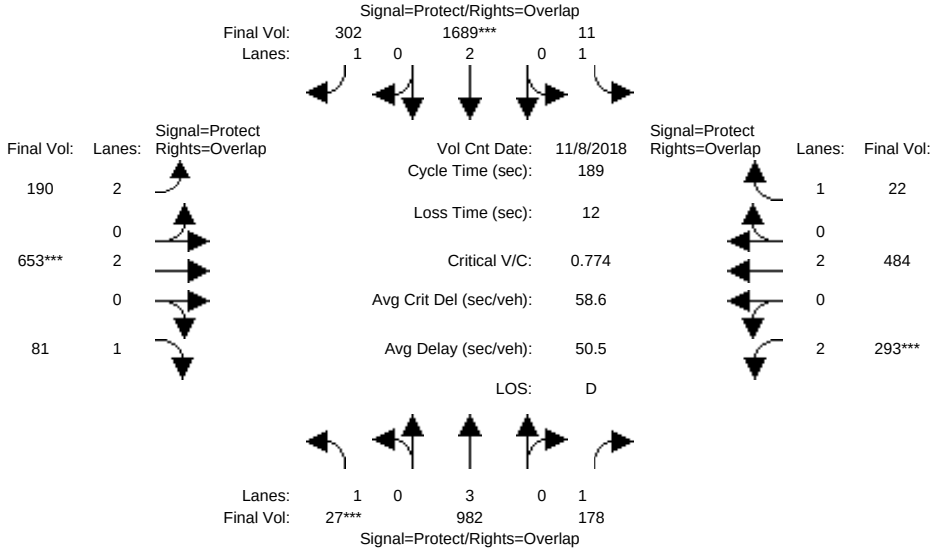
3896 Stevens Creek Blvd TA
San Jose, CA
Hexagon Transportation Consultants, Inc.

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

Intersection #5422: SAN TOMAS EXPWY/SARATOGA AVE [HOV: NB(AM) SB(PM)]




```
Street Name:        SAN TOMAS EXPWY                  SARATOGA AVE
Approach:     North Bound     South Bound      East Bound      West Bound
Movement:     L  -  T  -  R   L  -  T  -  R   L  -  T  -  R   L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Min. Green:     8  104   104    8  104   104   15   41   41   14   41   41
Y+R:          5.1  5.8   5.8  5.3  5.8   5.8  5.5  5.6   5.6  5.5  5.5   5.5
------------|---------------||---------------||---------------||---------------|
Volume Module: >> Count Date: 8 Nov 2018 << 5:30 - 6:30 PM
Base Vol:      27  982   178   11 2521   302  190  653   81  293  484   22
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:   27  982   178   11 2521   302  190  653   81  293  484   22
Added Vol:      0    0     0    0    0     0    0    0    0    0    0    0
PasserByVol:    0    0     0    0    0     0    0    0    0    0    0    0
Initial Fut:   27  982   178   11 2521   302  190  653   81  293  484   22
User Adj:    1.00 1.00  1.00  1.00 0.67  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:    27  982   178   11 1689   302  190  653   81  293  484   22
Reduct Vol:     0    0     0    0    0     0    0    0    0    0    0    0
Reduced Vol:   27  982   178   11 1689   302  190  653   81  293  484   22
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
FinalVolume:   27  982   178   11 1689   302  190  653   81  293  484   22
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1900 1900  1900  1900 1900  1900  1900 1900  1900  1900 1900  1900
Adjustment:  0.92 1.00  0.92  0.92 1.00  0.92  0.83 1.00  0.92  0.83 1.00  0.92
Lanes:       1.00 3.00  1.00  1.00 2.00  1.00  2.00 2.00  1.00  2.00 2.00  1.00
Final Sat.:  1750 5700  1750  1750 3800  1750  3150 3800  1750  3150 3800  1750
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.02 0.17  0.10  0.01 0.44  0.17  0.06 0.17  0.05  0.09 0.13  0.01
Crit Moves:  ****               ****           ****       ****
Green Time:   8.0  106 127.9   8.1  106 122.8  16.9 41.0  49.0  22.2 46.2  54.4
Volume/Cap:  0.36 0.31  0.15  0.15 0.79  0.27  0.67 0.79  0.18  0.79 0.52  0.04
Delay/Veh:   91.1 29.4  17.4  88.0 45.7  21.2  89.7 75.2  54.6  92.4 62.3  48.6
User DelAdj: 1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
AdjDel/Veh:  91.1 29.4  17.4  88.0 45.7  21.2  89.7 75.2  54.6  92.4 62.3  48.6
LOS by Move:    F    C     B     F    D    C+     F   E-    D-     F    E     D
HCM2kAvgQ:      2   13     6     1   43    11     6   18     4    10   12     1
Note: Queue reported is the number of cars per lane.
```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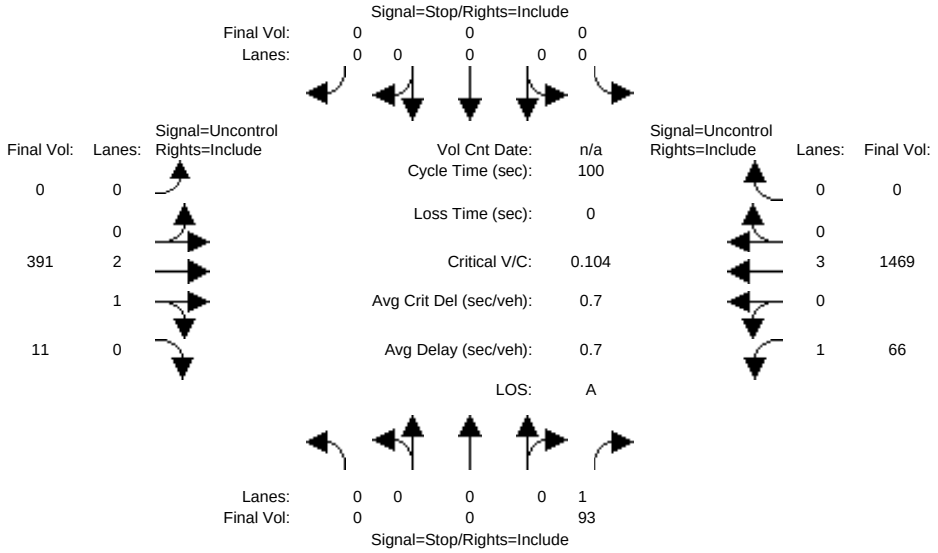
3896 Stevens Creek Blvd TA
San Jose, CA
Hexagon Transportation Consultants, Inc.

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

Intersection #101: Northlake Dr/Stevens Creek Blvd




```
Street Name:         Northlake Dr                Stevens Creek Blvd
Approach:     North Bound     South Bound      East Bound      West Bound
Movement:    L  -  T  -  R   L  -  T  -  R   L  -  T  -  R   L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:      0    0   93    0    0    0    0  391   11   66 1469    0
Growth Adj:  1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse:   0    0   93    0    0    0    0  391   11   66 1469    0
Added Vol:     0    0    0    0    0    0    0    0    0    0    0    0
PasserByVol:   0    0    0    0    0    0    0    0    0    0    0    0
Initial Fut:   0    0   93    0    0    0    0  391   11   66 1469    0
User Adj:   1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj:    1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume:    0    0   93    0    0    0    0  391   11   66 1469    0
Reduct Vol:    0    0    0    0    0    0    0    0    0    0    0    0
FinalVolume:   0    0   93    0    0    0    0  391   11   66 1469    0
------------|---------------||---------------||---------------||---------------|
Critical Gap Module:
Critical Gp:xxxxx xxxx   6.9 xxxxx xxxx xxxxx xxxxx xxxx xxxxx   4.1 xxxx xxxxx
FollowUpTim:xxxxx xxxx   3.3 xxxxx xxxx xxxxx xxxxx xxxx xxxxx   2.2 xxxx xxxxx
------------|---------------||---------------||---------------||---------------|
Capacity Module:
Cnflict Vol: xxxx xxxx   136  xxxx xxxx xxxxx  xxxx xxxx xxxxx   402 xxxx xxxxx
Potent Cap.: xxxx xxxx   894  xxxx xxxx xxxxx  xxxx xxxx xxxxx  1168 xxxx xxxxx
Move Cap.:   xxxx xxxx   894  xxxx xxxx xxxxx  xxxx xxxx xxxxx  1168 xxxx xxxxx
Volume/Cap:  xxxx xxxx  0.10  xxxx xxxx  xxxx  xxxx xxxx  xxxx  0.06 xxxx  xxxx
------------|---------------||---------------||---------------||---------------|
Level Of Service Module:
2Way95thQ:   xxxx xxxx   0.3  xxxx xxxx xxxxx  xxxx xxxx xxxxx   0.2 xxxx xxxxx
Control Del:xxxxx xxxx   9.5 xxxxx xxxx xxxxx xxxxx xxxx xxxxx   8.3 xxxx xxxxx
LOS by Move:    *    *     A     *    *    *     *    *    *     A    *    *
Movement:    LT - LTR - RT   LT - LTR - RT   LT - LTR - RT   LT - LTR - RT
Shared Cap.: xxxx xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx
SharedQueue:xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx
Shrd ConDel:xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx
Shared LOS:     *    *     *     *    *     *     *    *     *     *    *     *
ApproachDel:       9.5          xxxxxx          xxxxxx          xxxxxx
ApproachLOS:         A              *               *               *
Note: Queue reported is the number of cars per lane.
```

Peak Hour Delay Signal Warrant Report

****

Intersection #101 Northlake Dr/Stevens Creek Blvd

****

Future Volume Alternative: Peak Hour Warrant NOT Met

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```
------------|---------------||---------------||---------------||---------------|
Approach:     North Bound     South Bound      East Bound      West Bound
Movement:    L  -  T  -  R   L  -  T  -  R   L  -  T  -  R   L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:       Stop Sign       Stop Sign      Uncontrolled    Uncontrolled
Lanes:       0  0  0  0  1   0  0  0  0  0   0  0  2  1  0   1  0  3  0  0
Initial Vol:    0    0   93    0    0    0    0  391   11   66 1469    0
ApproachDel:      9.5         xxxxxx         xxxxxx         xxxxxx
------------|---------------||---------------||---------------||---------------|
Approach[northbound][lanes=1][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=0.2]
  FAIL - Vehicle-hours less than 4 for one lane approach.
Signal Warrant Rule #2: [approach volume=93]
  FAIL - Approach volume less than 100 for one lane approach.
Signal Warrant Rule #3: [approach count=3][total volume=2030]
  SUCCEED - Total volume greater than or equal to 650 for intersection
          with less than four approaches.
--------------------------------------------------------------------------------
SIGNAL WARRANT DISCLAIMER
This peak hour signal warrant analysis should be considered solely as an
"indicator" of the likelihood of an unsignalized intersection warranting
a traffic signal in the future.  Intersections that exceed this warrant
are probably more likely to meet one or more of the other volume based
signal warrant (such as the 4-hour or 8-hour warrants).

The peak hour warrant analysis in this report is not intended to replace
a rigorous and complete traffic signal warrant analysis by the responsible
jurisdiction.  Consideration of the other signal warrants, which is beyond
the scope of this software, may yield different results.
            Peak Hour Volume Signal Warrant Report [Urban]
********************************************************************************
Intersection #101 Northlake Dr/Stevens Creek Blvd
********************************************************************************
Future Volume Alternative: Peak Hour Warrant NOT Met
------------|---------------||---------------||---------------||---------------|
Approach:     North Bound     South Bound      East Bound      West Bound
Movement:    L  -  T  -  R   L  -  T  -  R   L  -  T  -  R   L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:       Stop Sign       Stop Sign      Uncontrolled    Uncontrolled
Lanes:       0  0  0  0  1   0  0  0  0  0   0  0  2  1  0   1  0  3  0  0
Initial Vol:    0    0   93    0    0    0    0  391   11   66 1469    0
------------|---------------||---------------||---------------||---------------|
Major Street Volume:           1937
Minor Approach Volume:          93
Minor Approach Volume Threshold: 57 [less than minimum of 100]
--------------------------------------------------------------------------------
SIGNAL WARRANT DISCLAIMER
This peak hour signal warrant analysis should be considered solely as an
"indicator" of the likelihood of an unsignalized intersection warranting
a traffic signal in the future.  Intersections that exceed this warrant
are probably more likely to meet one or more of the other volume based
signal warrant (such as the 4-hour or 8-hour warrants).

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


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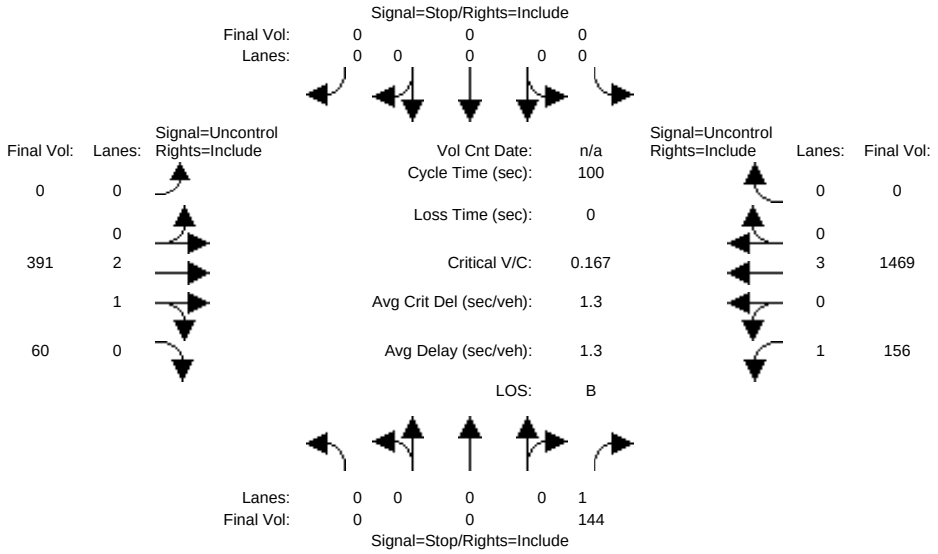
3896 Stevens Creek Blvd TA
San Jose, CA
Hexagon Transportation Consultants, Inc.

Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
Bckg + Prj AM

Intersection #101: Northlake Dr/Stevens Creek Blvd




```
Street Name:          Northlake Dr                Stevens Creek Blvd
Approach:     North Bound     South Bound      East Bound      West Bound
Movement:    L  -  T  -  R   L  -  T  -  R   L  -  T  -  R   L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:      0    0   93    0    0    0    0  391   11   66 1469    0
Growth Adj:  1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse:   0    0   93    0    0    0    0  391   11   66 1469    0
Added Vol:     0    0   51    0    0    0    0    0   49   90    0    0
PasserByVol:   0    0    0    0    0    0    0    0    0    0    0    0
Initial Fut:   0    0  144    0    0    0    0  391   60  156 1469    0
User Adj:   1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj:    1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume:    0    0  144    0    0    0    0  391   60  156 1469    0
Reduct Vol:    0    0    0    0    0    0    0    0    0    0    0    0
FinalVolume:   0    0  144    0    0    0    0  391   60  156 1469    0
------------|---------------||---------------||---------------||---------------|
Critical Gap Module:
Critical Gp:xxxxx xxxx   6.9 xxxxx xxxx xxxxx xxxxx xxxx xxxxx   4.1 xxxx xxxxx
FollowUpTim:xxxxx xxxx   3.3 xxxxx xxxx xxxxx xxxxx xxxx xxxxx   2.2 xxxx xxxxx
------------|---------------||---------------||---------------||---------------|
Capacity Module:
Cnflict Vol: xxxx xxxx  160  xxxx xxxx xxxxx  xxxx xxxx xxxxx  451 xxxx xxxxx
Potent Cap.: xxxx xxxx  863  xxxx xxxx xxxxx  xxxx xxxx xxxxx 1120 xxxx xxxxx
Move Cap.:   xxxx xxxx  863  xxxx xxxx xxxxx  xxxx xxxx xxxxx 1120 xxxx xxxxx
Volume/Cap:  xxxx xxxx 0.17  xxxx xxxx  xxxx  xxxx xxxx  xxxx 0.14 xxxx  xxxx
------------|---------------||---------------||---------------||---------------|
Level Of Service Module:
2Way95thQ:   xxxx xxxx  0.6  xxxx xxxx xxxxx  xxxx xxxx xxxxx   0.5 xxxx xxxxx
Control Del:xxxxx xxxx 10.0 xxxxx xxxx xxxxx xxxxx xxxx xxxxx   8.7 xxxx xxxxx
LOS by Move:    *    *    B     *    *    *    *    *    *    A    *    *
Movement:    LT - LTR - RT   LT - LTR - RT   LT - LTR - RT   LT - LTR - RT
Shared Cap.: xxxx xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx
SharedQueue:xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx
Shrd ConDel:xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx
Shared LOS:     *    *    *    *    *    *    *    *    *    *    *    *
ApproachDel:      10.0          xxxxxx          xxxxxx          xxxxxx
ApproachLOS:        B               *               *               *
Note: Queue reported is the number of cars per lane.
                    Peak Hour Delay Signal Warrant Report
*******************************************************************************
Intersection #101 Northlake Dr/Stevens Creek Blvd
*******************************************************************************
Future Volume Alternative: Peak Hour Warrant NOT Met
```

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```
------------|---------------||---------------||---------------||---------------|
Approach:     North Bound     South Bound      East Bound      West Bound
Movement:    L  -  T  -  R   L  -  T  -  R   L  -  T  -  R   L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:       Stop Sign       Stop Sign      Uncontrolled    Uncontrolled
Lanes:       0  0  0  0  1   0  0  0  0  0   0  0  2  1  0   1  0  3  0  0
Initial Vol:    0   0  144    0   0    0    0  391   60  156 1469    0
ApproachDel:     10.0         xxxxxx         xxxxxx         xxxxxx
------------|---------------||---------------||---------------||---------------|
Approach[northbound][lanes=1][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=0.4]
  FAIL - Vehicle-hours less than 4 for one lane approach.
Signal Warrant Rule #2: [approach volume=144]
  SUCCEED - Approach volume greater than or equal to 100 for one lane approach.
Signal Warrant Rule #3: [approach count=3][total volume=2220]
  SUCCEED - Total volume greater than or equal to 650 for intersection
          with less than four approaches.
-------------------------------------------------------------------------------
SIGNAL WARRANT DISCLAIMER
This peak hour signal warrant analysis should be considered solely as an
"indicator" of the likelihood of an unsignalized intersection warranting
a traffic signal in the future.  Intersections that exceed this warrant
are probably more likely to meet one or more of the other volume based
signal warrant (such as the 4-hour or 8-hour warrants).

The peak hour warrant analysis in this report is not intended to replace
a rigorous and complete traffic signal warrant analysis by the responsible
jurisdiction.  Consideration of the other signal warrants, which is beyond
the scope of this software, may yield different results.
            Peak Hour Volume Signal Warrant Report [Urban]
*******************************************************************************
Intersection #101 Northlake Dr/Stevens Creek Blvd
*******************************************************************************
Future Volume Alternative: Peak Hour Warrant Met
------------|---------------||---------------||---------------||---------------|
Approach:     North Bound     South Bound      East Bound      West Bound
Movement:    L  -  T  -  R   L  -  T  -  R   L  -  T  -  R   L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:       Stop Sign       Stop Sign      Uncontrolled    Uncontrolled
Lanes:       0  0  0  0  1   0  0  0  0  0   0  0  2  1  0   1  0  3  0  0
Initial Vol:    0   0  144    0   0    0    0  391   60  156 1469    0
------------|---------------||---------------||---------------||---------------|
Major Street Volume:           2076
Minor Approach Volume:          144
Minor Approach Volume Threshold: 33 [less than minimum of 100]
-------------------------------------------------------------------------------
SIGNAL WARRANT DISCLAIMER
This peak hour signal warrant analysis should be considered solely as an
"indicator" of the likelihood of an unsignalized intersection warranting
a traffic signal in the future.  Intersections that exceed this warrant
are probably more likely to meet one or more of the other volume based
signal warrant (such as the 4-hour or 8-hour warrants).

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


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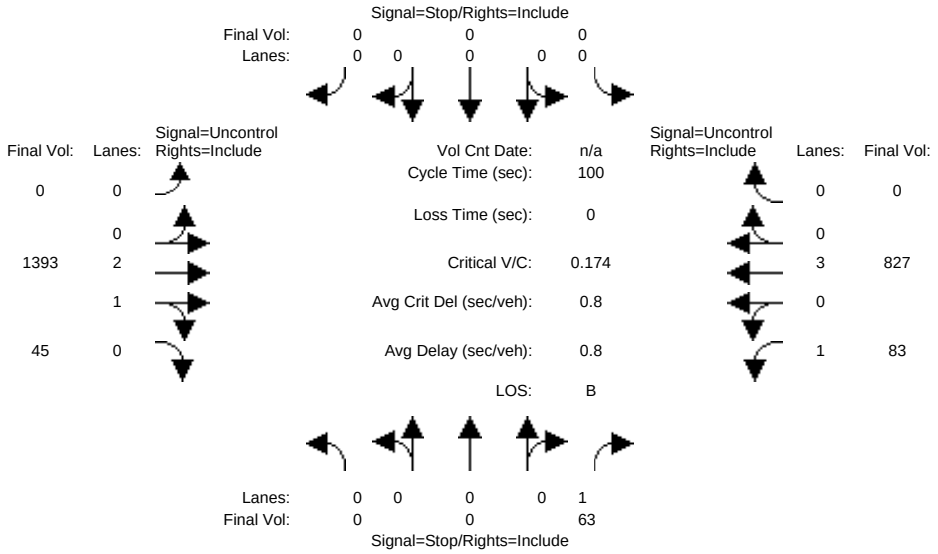
Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
Background PM

Intersection #101: Northlake Dr/Stevens Creek Blvd




```
Street Name:          Northlake Dr                Stevens Creek Blvd
Approach:     North Bound     South Bound      East Bound      West Bound
Movement:    L  -  T  -  R   L  -  T  -  R   L  -  T  -  R   L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:      0    0   63    0    0    0    0 1393   45   83  827    0
Growth Adj:  1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse:   0    0   63    0    0    0    0 1393   45   83  827    0
Added Vol:     0    0    0    0    0    0    0    0    0    0    0    0
PasserByVol:   0    0    0    0    0    0    0    0    0    0    0    0
Initial Fut:   0    0   63    0    0    0    0 1393   45   83  827    0
User Adj:   1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj:    1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume:    0    0   63    0    0    0    0 1393   45   83  827    0
Reduct Vol:    0    0    0    0    0    0    0    0    0    0    0    0
FinalVolume:   0    0   63    0    0    0    0 1393   45   83  827    0
------------|---------------||---------------||---------------||---------------|
Critical Gap Module:
Critical Gp:xxxxx xxxx   6.9 xxxxx xxxx xxxxx xxxxx xxxx xxxxx   4.1 xxxx xxxxx
FollowUpTim:xxxxx xxxx   3.3 xxxxx xxxx xxxxx xxxxx xxxx xxxxx   2.2 xxxx xxxxx
------------|---------------||---------------||---------------||---------------|
Capacity Module:
Cnflict Vol: xxxx xxxx   487  xxxx xxxx xxxxx  xxxx xxxx xxxxx  1438 xxxx xxxxx
Potent Cap.: xxxx xxxx   532  xxxx xxxx xxxxx  xxxx xxxx xxxxx   478 xxxx xxxxx
Move Cap.:   xxxx xxxx   532  xxxx xxxx xxxxx  xxxx xxxx xxxxx   478 xxxx xxxxx
Volume/Cap:  xxxx xxxx  0.12  xxxx xxxx  xxxx  xxxx xxxx  xxxx  0.17 xxxx  xxxx
------------|---------------||---------------||---------------||---------------|
Level Of Service Module:
2Way95thQ:   xxxx xxxx   0.4  xxxx xxxx xxxxx  xxxx xxxx xxxxx   0.6 xxxx xxxxx
Control Del:xxxxx xxxx  12.7 xxxxx xxxx xxxxx xxxxx xxxx xxxxx  14.1 xxxx xxxxx
LOS by Move:    *    *     B     *    *     *     *    *     *     B    *     *
Movement:    LT - LTR - RT   LT - LTR - RT   LT - LTR - RT   LT - LTR - RT
Shared Cap.: xxxx xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx
SharedQueue:xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx
Shrd ConDel:xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx
Shared LOS:     *    *     *     *    *     *     *    *     *     *    *     *
ApproachDel:      12.7          xxxxxx          xxxxxx          xxxxxx
ApproachLOS:        B               *               *               *
Note: Queue reported is the number of cars per lane.
                    Peak Hour Delay Signal Warrant Report
*******************************************************************************
Intersection #101 Northlake Dr/Stevens Creek Blvd
*******************************************************************************
Future Volume Alternative: Peak Hour Warrant NOT Met
```

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```
------------|---------------||---------------||---------------||---------------|
Approach:     North Bound     South Bound      East Bound      West Bound
Movement:    L  -  T  -  R   L  -  T  -  R   L  -  T  -  R   L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:       Stop Sign       Stop Sign      Uncontrolled    Uncontrolled
Lanes:       0  0  0  0  1   0  0  0  0  0   0  0  2  1  0   1  0  3  0  0
Initial Vol:    0    0   63    0    0    0    0 1393   45   83  827    0
ApproachDel:     12.7         xxxxxx         xxxxxx         xxxxxx
------------|---------------||---------------||---------------||---------------|
Approach[northbound][lanes=1][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=0.2]
  FAIL - Vehicle-hours less than 4 for one lane approach.
Signal Warrant Rule #2: [approach volume=63]
  FAIL - Approach volume less than 100 for one lane approach.
Signal Warrant Rule #3: [approach count=3][total volume=2411]
  SUCCEED - Total volume greater than or equal to 650 for intersection
          with less than four approaches.
-------------------------------------------------------------------------------
SIGNAL WARRANT DISCLAIMER
This peak hour signal warrant analysis should be considered solely as an
"indicator" of the likelihood of an unsignalized intersection warranting
a traffic signal in the future.  Intersections that exceed this warrant
are probably more likely to meet one or more of the other volume based
signal warrant (such as the 4-hour or 8-hour warrants).

The peak hour warrant analysis in this report is not intended to replace
a rigorous and complete traffic signal warrant analysis by the responsible
jurisdiction.  Consideration of the other signal warrants, which is beyond
the scope of this software, may yield different results.
            Peak Hour Volume Signal Warrant Report [Urban]
*******************************************************************************
Intersection #101 Northlake Dr/Stevens Creek Blvd
*******************************************************************************
Future Volume Alternative: Peak Hour Warrant NOT Met
------------|---------------||---------------||---------------||---------------|
Approach:     North Bound     South Bound      East Bound      West Bound
Movement:    L  -  T  -  R   L  -  T  -  R   L  -  T  -  R   L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:       Stop Sign       Stop Sign      Uncontrolled    Uncontrolled
Lanes:       0  0  0  0  1   0  0  0  0  0   0  0  2  1  0   1  0  3  0  0
Initial Vol:    0    0   63    0    0    0    0 1393   45   83  827    0
------------|---------------||---------------||---------------||---------------|
Major Street Volume:           2348
Minor Approach Volume:          63
Minor Approach Volume Threshold: -9 [less than minimum of 100]
-------------------------------------------------------------------------------
SIGNAL WARRANT DISCLAIMER
This peak hour signal warrant analysis should be considered solely as an
"indicator" of the likelihood of an unsignalized intersection warranting
a traffic signal in the future.  Intersections that exceed this warrant
are probably more likely to meet one or more of the other volume based
signal warrant (such as the 4-hour or 8-hour warrants).

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


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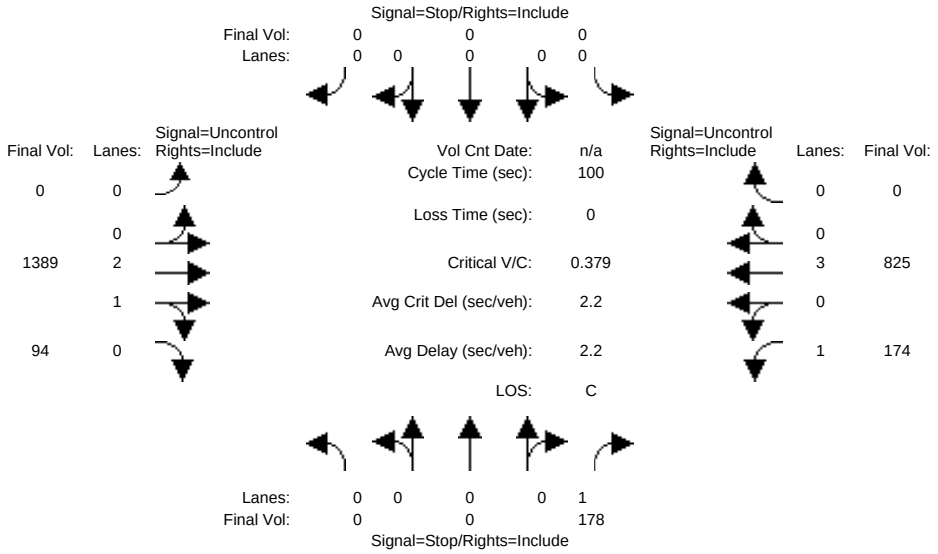
Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
Bckg + Prj PM

Intersection #101: Northlake Dr/Stevens Creek Blvd




```
Street Name:          Northlake Dr                Stevens Creek Blvd
Approach:     North Bound     South Bound      East Bound      West Bound
Movement:     L  -  T  -  R   L  -  T  -  R   L  -  T  -  R   L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:      0    0   63    0    0    0    0 1393   45   83  827    0
Growth Adj:  1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse:   0    0   63    0    0    0    0 1393   45   83  827    0
Added Vol:     0    0  112    0    0    0    0   -1   49   89    0    0
PasserByVol:   0    0    3    0    0    0    0   -3    0    2   -2    0
Initial Fut:   0    0  178    0    0    0    0 1389   94  174  825    0
User Adj:   1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj:    1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume:    0    0  178    0    0    0    0 1389   94  174  825    0
Reduct Vol:    0    0    0    0    0    0    0    0    0    0    0    0
FinalVolume:   0    0  178    0    0    0    0 1389   94  174  825    0
------------|---------------||---------------||---------------||---------------|
Critical Gap Module:
Critical Gp:xxxxx xxxx   6.9 xxxxx xxxx xxxxx xxxxx xxxx xxxxx   4.1 xxxx xxxxx
FollowUpTim:xxxxx xxxx   3.3 xxxxx xxxx xxxxx xxxxx xxxx xxxxx   2.2 xxxx xxxxx
------------|---------------||---------------||---------------||---------------|
Capacity Module:
Cnflict Vol: xxxx xxxx   510  xxxx xxxx xxxxx  xxxx xxxx xxxxx  1483 xxxx xxxxx
Potent Cap.: xxxx xxxx   514  xxxx xxxx xxxxx  xxxx xxxx xxxxx   460 xxxx xxxxx
Move Cap.:   xxxx xxxx   514  xxxx xxxx xxxxx  xxxx xxxx xxxxx   460 xxxx xxxxx
Volume/Cap:  xxxx xxxx  0.35  xxxx xxxx  xxxx  xxxx xxxx  xxxx  0.38 xxxx  xxxx
------------|---------------||---------------||---------------||---------------|
Level Of Service Module:
2Way95thQ:   xxxx xxxx   1.5  xxxx xxxx xxxxx  xxxx xxxx xxxxx   1.7 xxxx xxxxx
Control Del:xxxxx xxxx  15.7 xxxxx xxxx xxxxx xxxxx xxxx xxxxx  17.5 xxxx xxxxx
LOS by Move:    *    *     C     *    *     *     *    *     *     C     *     *
Movement:    LT - LTR - RT   LT - LTR - RT   LT - LTR - RT   LT - LTR - RT
Shared Cap.: xxxx xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx
SharedQueue:xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx
Shrd ConDel:xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx
Shared LOS:     *    *     *     *    *     *     *    *     *     *    *     *
ApproachDel:      15.7          xxxxxx          xxxxxx          xxxxxx
ApproachLOS:        C               *               *               *
Note: Queue reported is the number of cars per lane.
                    Peak Hour Delay Signal Warrant Report
*******************************************************************************
Intersection #101 Northlake Dr/Stevens Creek Blvd
*******************************************************************************
Future Volume Alternative: Peak Hour Warrant NOT Met
```

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```
------------|---------------||---------------||---------------||---------------|
Approach:     North Bound     South Bound      East Bound      West Bound
Movement:    L  -  T  -  R   L  -  T  -  R   L  -  T  -  R   L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:       Stop Sign       Stop Sign      Uncontrolled    Uncontrolled
Lanes:       0  0  0  0  1   0  0  0  0  0   0  0  2  1  0   1  0  3  0  0
Initial Vol:    0   0  178    0   0    0    0 1389   94  174  825    0
ApproachDel:     15.7         xxxxxx         xxxxxx         xxxxxx
------------|---------------||---------------||---------------||---------------|
Approach[northbound][lanes=1][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=0.8]
  FAIL - Vehicle-hours less than 4 for one lane approach.
Signal Warrant Rule #2: [approach volume=178]
  SUCCEED - Approach volume greater than or equal to 100 for one lane approach.
Signal Warrant Rule #3: [approach count=3][total volume=2660]
  SUCCEED - Total volume greater than or equal to 650 for intersection
          with less than four approaches.
--------------------------------------------------------------------------------
SIGNAL WARRANT DISCLAIMER
This peak hour signal warrant analysis should be considered solely as an
"indicator" of the likelihood of an unsignalized intersection warranting
a traffic signal in the future.  Intersections that exceed this warrant
are probably more likely to meet one or more of the other volume based
signal warrant (such as the 4-hour or 8-hour warrants).

The peak hour warrant analysis in this report is not intended to replace
a rigorous and complete traffic signal warrant analysis by the responsible
jurisdiction.  Consideration of the other signal warrants, which is beyond
the scope of this software, may yield different results.
            Peak Hour Volume Signal Warrant Report [Urban]
********************************************************************************
Intersection #101 Northlake Dr/Stevens Creek Blvd
********************************************************************************
Future Volume Alternative: Peak Hour Warrant Met
------------|---------------||---------------||---------------||---------------|
Approach:     North Bound     South Bound      East Bound      West Bound
Movement:    L  -  T  -  R   L  -  T  -  R   L  -  T  -  R   L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:       Stop Sign       Stop Sign      Uncontrolled    Uncontrolled
Lanes:       0  0  0  0  1   0  0  0  0  0   0  0  2  1  0   1  0  3  0  0
Initial Vol:    0   0  178    0   0    0    0 1389   94  174  825    0
------------|---------------||---------------||---------------||---------------|
Major Street Volume:           2482
Minor Approach Volume:          178
Minor Approach Volume Threshold: -28 [less than minimum of 100]
--------------------------------------------------------------------------------
SIGNAL WARRANT DISCLAIMER
This peak hour signal warrant analysis should be considered solely as an
"indicator" of the likelihood of an unsignalized intersection warranting
a traffic signal in the future.  Intersections that exceed this warrant
are probably more likely to meet one or more of the other volume based
signal warrant (such as the 4-hour or 8-hour warrants).

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


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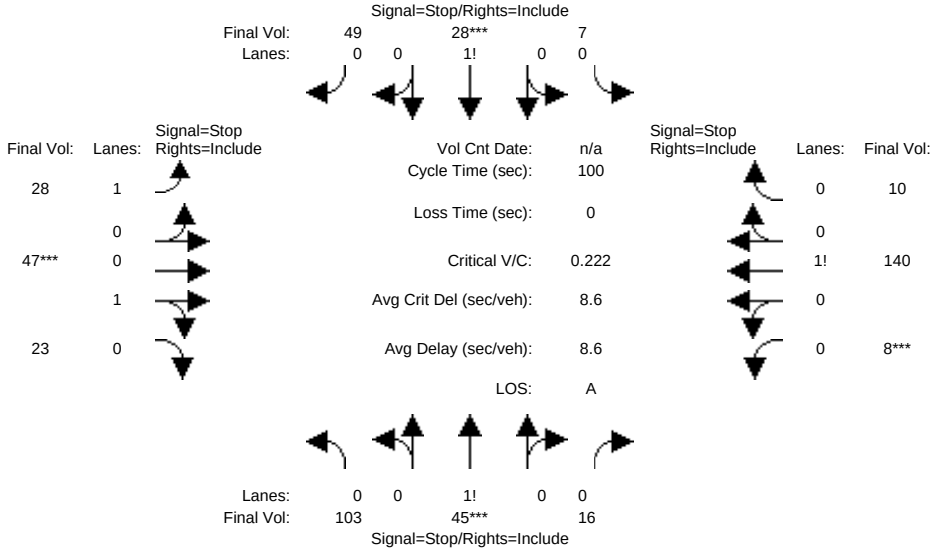
Level Of Service Computation Report
2000 HCM 4-Way Stop (Future Volume Alternative)
Background AM

Intersection #102: Northlake Dr/Kiely Blvd




```
Street Name:          Northlake Dr                    Kiely Blvd
Approach:     North Bound     South Bound      East Bound      West Bound
Movement:     L  -  T  -  R   L  -  T  -  R   L  -  T  -  R   L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Min. Green:    0    0    0    0    0    0    0    0    0    0    0    0
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:    103   45   16    7   28   49   28   47   23    8  140   10
Growth Adj:  1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 103   45   16    7   28   49   28   47   23    8  140   10
Added Vol:     0    0    0    0    0    0    0    0    0    0    0    0
PasserByVol:   0    0    0    0    0    0    0    0    0    0    0    0
Initial Fut: 103   45   16    7   28   49   28   47   23    8  140   10
User Adj:   1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj:    1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 103   45   16    7   28   49   28   47   23    8  140   10
Reduct Vol:    0    0    0    0    0    0    0    0    0    0    0    0
Reduced Vol: 103   45   16    7   28   49   28   47   23    8  140   10
PCE Adj:    1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj:    1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 103   45   16    7   28   49   28   47   23    8  140   10
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes:      0.63 0.27 0.10 0.08 0.33 0.59 1.00 0.67 0.33 0.05 0.89 0.06
Final Sat.:  463  202   72   65  259  452  605  463  226   37  656   47
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:    0.22 0.22 0.22 0.11 0.11 0.11 0.05 0.10 0.10 0.21 0.21 0.21
Crit Moves:      ****           ****           ****       ****
Delay/Veh:   8.9  8.9  8.9  7.9  7.9  7.9  8.7  8.2  8.2  8.9  8.9  8.9
Delay Adj:  1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
AdjDel/Veh:  8.9  8.9  8.9  7.9  7.9  7.9  8.7  8.2  8.2  8.9  8.9  8.9
LOS by Move:   A    A    A    A    A    A    A    A    A    A    A    A
ApproachDel:      8.9            7.9            8.3            8.9
Delay Adj:       1.00           1.00           1.00           1.00
ApprAdjDel:       8.9            7.9            8.3            8.9
LOS by Appr:        A              A              A              A
AllWayAvgQ:  0.3  0.3  0.3  0.1  0.1  0.1  0.0  0.1  0.1  0.2  0.2  0.2
Note: Queue reported is the number of cars per lane.
```

Peak Hour Volume Signal Warrant Report [Urban]

****

Intersection #102 Northlake Dr/Kiely Blvd

****

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```
Future Volume Alternative: Peak Hour Warrant NOT Met
------------|---------------||---------------||---------------||---------------|
Approach:     North Bound     South Bound      East Bound      West Bound
Movement:    L  -  T  -  R   L  -  T  -  R   L  -  T  -  R   L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:       Stop Sign       Stop Sign       Stop Sign       Stop Sign
Lanes:       0  0  1! 0  0   0  0  1! 0  0   1  0  0  1  0   0  0  1! 0  0
Initial Vol:  103   45   16    7   28   49   28   47   23    8  140   10
------------|---------------||---------------||---------------||---------------|
Major Street Volume:           256
Minor Approach Volume:         164
Minor Approach Volume Threshold: 754
-------------------------------------------------------------------------------
SIGNAL WARRANT DISCLAIMER
This peak hour signal warrant analysis should be considered solely as an
"indicator" of the likelihood of an unsignalized intersection warranting
a traffic signal in the future.  Intersections that exceed this warrant
are probably more likely to meet one or more of the other volume based
signal warrant (such as the 4-hour or 8-hour warrants).

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


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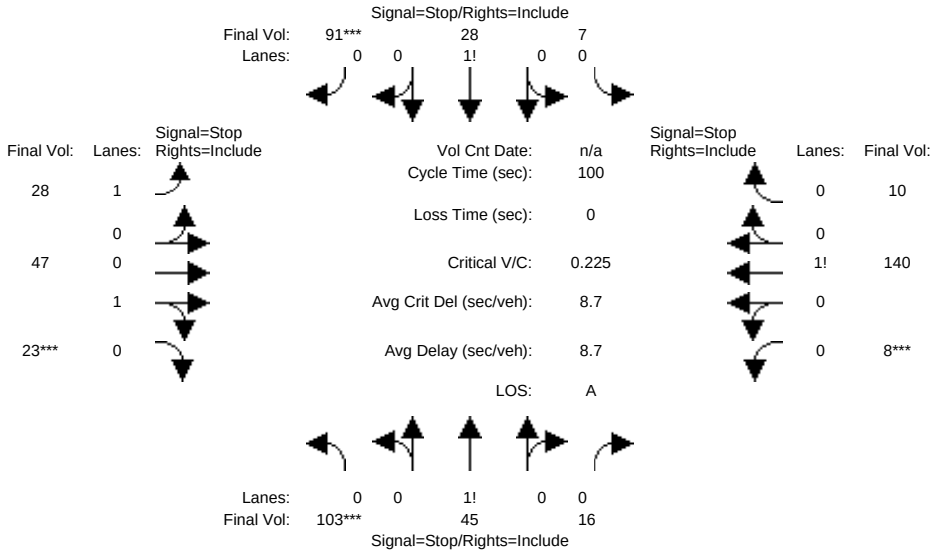
Level Of Service Computation Report
2000 HCM 4-Way Stop (Future Volume Alternative)
Bckg + Prj AM

Intersection #102: Northlake Dr/Kiely Blvd




```
Street Name:          Northlake Dr                    Kiely Blvd
Approach:     North Bound     South Bound      East Bound      West Bound
Movement:     L  -  T  -  R   L  -  T  -  R   L  -  T  -  R   L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Min. Green:    0    0    0    0    0    0    0    0    0    0    0    0
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:    103   45   16    7   28   49   28   47   23    8  140   10
Growth Adj:  1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 103   45   16    7   28   49   28   47   23    8  140   10
Added Vol:     0    0    0    0    0   42    0    0    0    0    0    0
PasserByVol:   0    0    0    0    0    0    0    0    0    0    0    0
Initial Fut: 103   45   16    7   28   91   28   47   23    8  140   10
User Adj:   1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj:    1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 103   45   16    7   28   91   28   47   23    8  140   10
Reduct Vol:    0    0    0    0    0    0    0    0    0    0    0    0
Reduced Vol: 103   45   16    7   28   91   28   47   23    8  140   10
PCE Adj:    1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj:    1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 103   45   16    7   28   91   28   47   23    8  140   10
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes:      0.63 0.27 0.10 0.06 0.22 0.72 1.00 0.67 0.33 0.05 0.89 0.06
Final Sat.:  457  200   71   44  176  572  592  452  221   37  639   46
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:    0.23 0.23 0.23 0.16 0.16 0.16 0.05 0.10 0.10 0.22 0.22 0.22
Crit Moves:  ****                    ****          ****  ****
Delay/Veh:   9.0  9.0  9.0  8.1  8.1  8.1  8.8  8.3  8.3  9.0  9.0  9.0
Delay Adj:  1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
AdjDel/Veh:  9.0  9.0  9.0  8.1  8.1  8.1  8.8  8.3  8.3  9.0  9.0  9.0
LOS by Move:   A    A    A    A    A    A    A    A    A    A    A    A
ApproachDel:      9.0            8.1            8.5            9.0
Delay Adj:       1.00           1.00           1.00           1.00
ApprAdjDel:       9.0            8.1            8.5            9.0
LOS by Appr:        A              A              A              A
AllWayAvgQ:  0.3  0.3  0.3  0.2  0.2  0.2  0.0  0.1  0.1  0.3  0.3  0.3
Note: Queue reported is the number of cars per lane.
```

Peak Hour Volume Signal Warrant Report [Urban]

****

Intersection #102 Northlake Dr/Kiely Blvd

****

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```
Future Volume Alternative: Peak Hour Warrant NOT Met
------------|---------------||---------------||---------------||---------------|
Approach:     North Bound     South Bound      East Bound      West Bound
Movement:    L  -  T  -  R   L  -  T  -  R   L  -  T  -  R   L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:       Stop Sign       Stop Sign       Stop Sign       Stop Sign
Lanes:       0  0  1! 0  0   0  0  1! 0  0   1  0  0  1  0   0  0  1! 0  0
Initial Vol:  103   45   16    7   28   91   28   47   23    8  140   10
------------|---------------||---------------||---------------||---------------|
Major Street Volume:           290
Minor Approach Volume:         158
Minor Approach Volume Threshold: 550
-------------------------------------------------------------------------------
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This peak hour signal warrant analysis should be considered solely as an
"indicator" of the likelihood of an unsignalized intersection warranting
a traffic signal in the future.  Intersections that exceed this warrant
are probably more likely to meet one or more of the other volume based
signal warrant (such as the 4-hour or 8-hour warrants).

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


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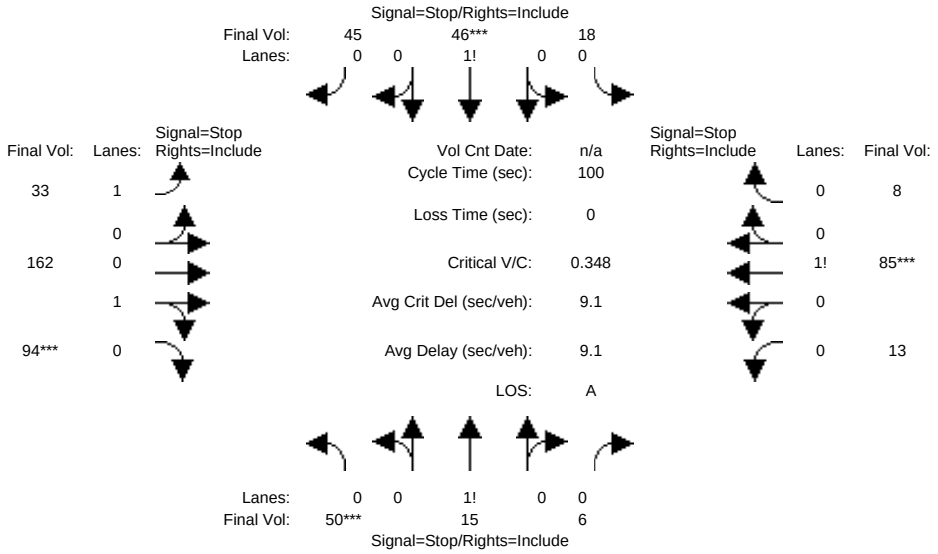
3896 Stevens Creek Blvd TA
San Jose, CA
Hexagon Transportation Consultants, Inc.

Level Of Service Computation Report
2000 HCM 4-Way Stop (Future Volume Alternative)
Background PM

Intersection #102: Northlake Dr/Kiely Blvd




```
Street Name:          Northlake Dr                    Kiely Blvd
Approach:     North Bound     South Bound      East Bound      West Bound
Movement:     L  -  T  -  R   L  -  T  -  R   L  -  T  -  R   L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Min. Green:    0    0    0    0    0    0    0    0    0    0    0    0
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:     50   15    6   18   46   45   33  162   94   13   85    8
Growth Adj:  1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse:  50   15    6   18   46   45   33  162   94   13   85    8
Added Vol:     0    0    0    0    0    0    0    0    0    0    0    0
PasserByVol:   0    0    0    0    0    0    0    0    0    0    0    0
Initial Fut:  50   15    6   18   46   45   33  162   94   13   85    8
User Adj:   1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj:    1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume:   50   15    6   18   46   45   33  162   94   13   85    8
Reduct Vol:    0    0    0    0    0    0    0    0    0    0    0    0
Reduced Vol:  50   15    6   18   46   45   33  162   94   13   85    8
PCE Adj:    1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj:    1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume:  50   15    6   18   46   45   33  162   94   13   85    8
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes:      0.71 0.21 0.08 0.17 0.42 0.41 1.00 0.63 0.37 0.12 0.80 0.08
Final Sat.:  469  141   56  118  303  296  637  466  270   89  584   55
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:    0.11 0.11 0.11 0.15 0.15 0.15 0.05 0.35 0.35 0.15 0.15 0.15
Crit Moves:  ****              ****              ****      ****
Delay/Veh:   8.6  8.6  8.6  8.5  8.5  8.5  8.5  9.9  9.9  8.5  8.5  8.5
Delay Adj:  1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
AdjDel/Veh:  8.6  8.6  8.6  8.5  8.5  8.5  8.5  9.9  9.9  8.5  8.5  8.5
LOS by Move:   A    A    A    A    A    A    A    A    A    A    A    A
ApproachDel:      8.6            8.5            9.7            8.5
Delay Adj:       1.00           1.00           1.00           1.00
ApprAdjDel:       8.6            8.5            9.7            8.5
LOS by Appr:        A              A              A              A
AllWayAvgQ:  0.1  0.1  0.1  0.2  0.2  0.2  0.1  0.5  0.5  0.2  0.2  0.2
Note: Queue reported is the number of cars per lane.
```

Peak Hour Volume Signal Warrant Report [Urban]

****

Intersection #102 Northlake Dr/Kiely Blvd

****

```
Future Volume Alternative: Peak Hour Warrant NOT Met
------------|---------------||---------------||---------------||---------------|
Approach:     North Bound     South Bound      East Bound      West Bound
Movement:    L  -  T  -  R   L  -  T  -  R   L  -  T  -  R   L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:       Stop Sign       Stop Sign       Stop Sign       Stop Sign
Lanes:       0  0  1! 0  0   0  0  1! 0  0   1  0  0  1  0   0  0  1! 0  0
Initial Vol:   50   15    6   18   46   45   33  162   94   13   85    8
------------|---------------||---------------||---------------||---------------|
Major Street Volume:           395
Minor Approach Volume:         109
Minor Approach Volume Threshold: 605
-------------------------------------------------------------------------------
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This peak hour signal warrant analysis should be considered solely as an
"indicator" of the likelihood of an unsignalized intersection warranting
a traffic signal in the future.  Intersections that exceed this warrant
are probably more likely to meet one or more of the other volume based
signal warrant (such as the 4-hour or 8-hour warrants).

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


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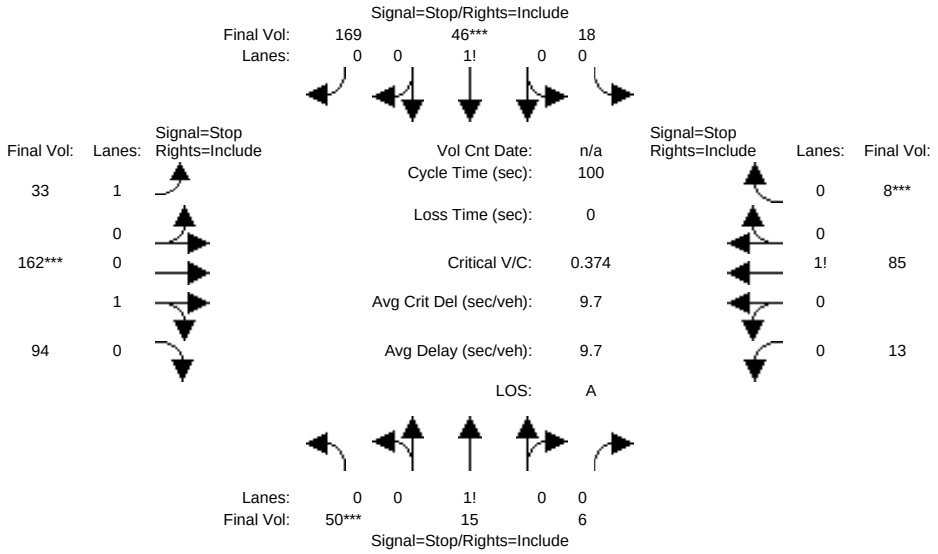
Level Of Service Computation Report
2000 HCM 4-Way Stop (Future Volume Alternative)
Bckg + Prj PM

Intersection #102: Northlake Dr/Kiely Blvd




```
Street Name:          Northlake Dr                    Kiely Blvd
Approach:     North Bound     South Bound      East Bound      West Bound
Movement:     L  -  T  -  R   L  -  T  -  R   L  -  T  -  R   L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Min. Green:    0    0    0    0    0    0    0    0    0    0    0    0
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:     50   15    6   18   46   45   33  162   94   13   85    8
Growth Adj:  1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse:  50   15    6   18   46   45   33  162   94   13   85    8
Added Vol:     0    0    0    0    0  124    0    0    0    0    0    0
PasserByVol:   0    0    0    0    0    0    0    0    0    0    0    0
Initial Fut:  50   15    6   18   46  169   33  162   94   13   85    8
User Adj:   1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj:    1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume:   50   15    6   18   46  169   33  162   94   13   85    8
Reduct Vol:    0    0    0    0    0    0    0    0    0    0    0    0
Reduced Vol:  50   15    6   18   46  169   33  162   94   13   85    8
PCE Adj:    1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj:    1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume:  50   15    6   18   46  169   33  162   94   13   85    8
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes:      0.71 0.21 0.08 0.08 0.20 0.72 1.00 0.63 0.37 0.12 0.80 0.08
Final Sat.:  447  134   54   58  148  543  598  433  251   82  536   50
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:    0.11 0.11 0.11 0.31 0.31 0.31 0.06 0.37 0.37 0.16 0.16 0.16
Crit Moves:  ****              ****           ****              ****
Delay/Veh:   8.9  8.9  8.9  9.4  9.4  9.4  8.8 10.6 10.6  8.9  8.9  8.9
Delay Adj:  1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
AdjDel/Veh:  8.9  8.9  8.9  9.4  9.4  9.4  8.8 10.6 10.6  8.9  8.9  8.9
LOS by Move:   A    A    A    A    A    A    A    B    B    A    A    A
ApproachDel:      8.9            9.4           10.4            8.9
Delay Adj:       1.00           1.00           1.00           1.00
ApprAdjDel:       8.9            9.4           10.4            8.9
LOS by Appr:        A              A              B              A
AllWayAvgQ:  0.1  0.1  0.1  0.4  0.4  0.4  0.1  0.5  0.5  0.2  0.2  0.2
Note: Queue reported is the number of cars per lane.
```

Peak Hour Volume Signal Warrant Report [Urban]

****

Intersection #102 Northlake Dr/Kiely Blvd

****

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```
Future Volume Alternative: Peak Hour Warrant NOT Met
------------|---------------||---------------||---------------||---------------|
Approach:     North Bound     South Bound      East Bound      West Bound
Movement:    L  -  T  -  R   L  -  T  -  R   L  -  T  -  R   L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:       Stop Sign       Stop Sign       Stop Sign       Stop Sign
Lanes:       0  0  1! 0  0   0  0  1! 0  0   1  0  0  1  0   0  0  1! 0  0
Initial Vol:   50   15    6   18   46   169   33  162   94   13   85    8
------------|---------------||---------------||---------------||---------------|
Major Street Volume:           395
Minor Approach Volume:         233
Minor Approach Volume Threshold: 605
-------------------------------------------------------------------------------
SIGNAL WARRANT DISCLAIMER
This peak hour signal warrant analysis should be considered solely as an
"indicator" of the likelihood of an unsignalized intersection warranting
a traffic signal in the future.  Intersections that exceed this warrant
are probably more likely to meet one or more of the other volume based
signal warrant (such as the 4-hour or 8-hour warrants).

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


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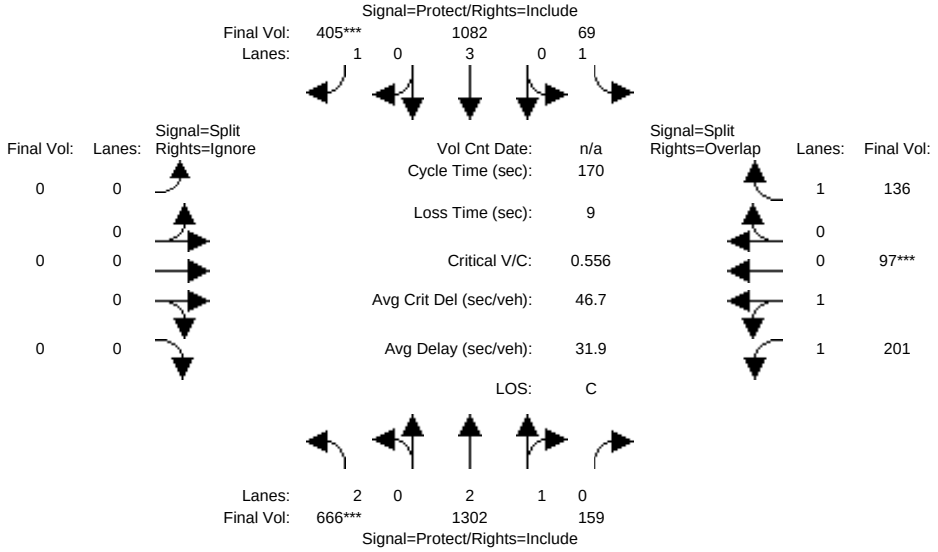
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Background AM

Intersection #3038: Saratoga Ave/I-280(N)




```
Street Name:          Saratoga Ave                    I280 NB Ramp
Approach:     North Bound     South Bound      East Bound      West Bound
Movement:     L  -  T  -  R   L  -  T  -  R   L  -  T  -  R   L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Min. Green:     7   10    10    7   10    10    0    0    0   10   10   10
Y+R:          4.0  4.0   4.0  4.0  4.0   4.0  4.0  4.0  4.0  4.0  4.0  4.0
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:     666 1302   159   69 1082   405    0    0    0  201   97  136
Growth Adj:  1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse:  666 1302   159   69 1082   405    0    0    0  201   97  136
Added Vol:      0    0     0    0    0     0    0    0    0    0    0    0
PasserByVol:    0    0     0    0    0     0    0    0    0    0    0    0
Initial Fut:  666 1302   159   69 1082   405    0    0    0  201   97  136
User Adj:    1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00 0.00 1.00 1.00 1.00
PHF Adj:     1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00 0.00 1.00 1.00 1.00
PHF Volume:   666 1302   159   69 1082   405    0    0    0  201   97  136
Reduct Vol:     0    0     0    0    0     0    0    0    0    0    0    0
Reduced Vol:  666 1302   159   69 1082   405    0    0    0  201   97  136
PCE Adj:     1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00 0.00 1.00 1.00 1.00
MLF Adj:     1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00 0.00 1.00 1.00 1.00
FinalVolume:  666 1302   159   69 1082   405    0    0    0  201   97  136
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1900 1900  1900 1900 1900  1900 1900 1900 1900 1900 1900 1900
Adjustment:  0.83 0.99  0.95 0.92 1.00  0.92 0.92 1.00 0.92 0.93 0.95 0.92
Lanes:       2.00 2.66  0.34 1.00 3.00  1.00 0.00 0.00 0.00 1.36 0.64 1.00
Final Sat.:  3150 4990   609 1750 5700  1750    0    0    0 2394 1155 1750
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.21 0.26  0.26 0.04 0.19  0.23 0.00 0.00 0.00 0.08 0.08 0.08
Crit Moves:  ****                    ****                    ****
Green Time:  64.6  117 116.9 18.4 70.7  70.7  0.0  0.0  0.0 25.7 25.7 44.1
Volume/Cap:  0.56 0.38  0.38 0.36 0.46  0.56 0.00 0.00 0.00 0.56 0.56 0.30
Delay/Veh:   42.0 11.3  11.3 71.5 35.9  38.7  0.0  0.0  0.0 68.2 68.2 50.9
User DelAdj: 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00 1.00 1.00 1.00 1.00
AdjDel/Veh:  42.0 11.3  11.3 71.5 35.9  38.7  0.0  0.0  0.0 68.2 68.2 50.9
LOS by Move:    D   B+    B+    E   D+    D+    A    A    A    E    E    D
HCM2kAvgQ:     16   11    11    3   13    17    0    0    0    8    8    6
Note: Queue reported is the number of cars per lane.
```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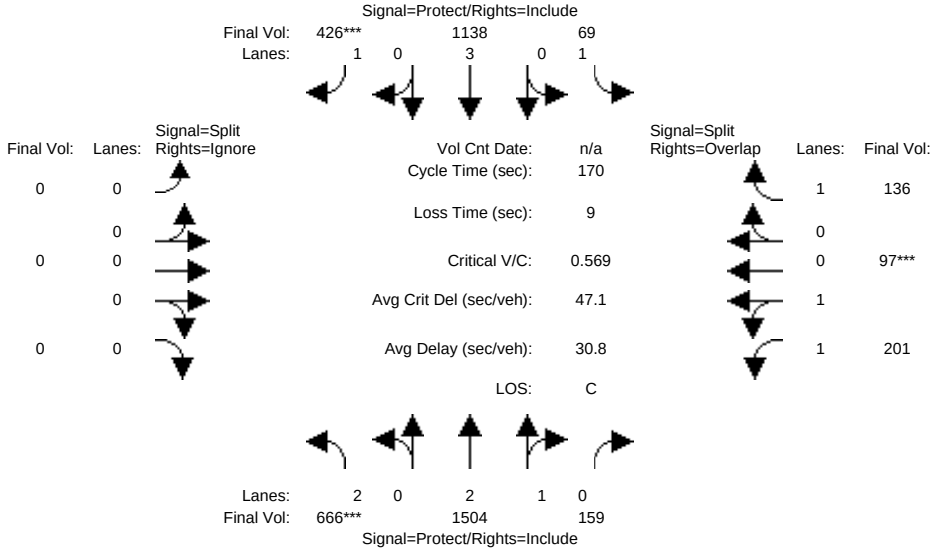
San Jose, CA
Hexagon Transportation Consultants, Inc.

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Bckg + Prj AM

Intersection #3038: Saratoga Ave/I-280(N)




```
Street Name:          Saratoga Ave                    I280 NB Ramp
Approach:     North Bound      South Bound      East Bound      West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Min. Green:     7   10    10     7   10    10     0    0     0   10   10    10
Y+R:          4.0  4.0   4.0   4.0  4.0   4.0   4.0  4.0   4.0  4.0  4.0   4.0
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:     666 1302   159    69 1082   405     0    0     0   201   97   136
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:  666 1302   159    69 1082   405     0    0     0   201   97   136
Added Vol:      0  202     0     0   56    21     0    0     0     0    0     0
PasserByVol:    0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:  666 1504   159    69 1138   426     0    0     0   201   97   136
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  0.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  0.00  1.00 1.00  1.00
PHF Volume:   666 1504   159    69 1138   426     0    0     0   201   97   136
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:  666 1504   159    69 1138   426     0    0     0   201   97   136
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  0.00  1.00 1.00  1.00
MLF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  0.00  1.00 1.00  1.00
FinalVolume:  666 1504   159    69 1138   426     0    0     0   201   97   136
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1900 1900  1900  1900 1900  1900  1900 1900  1900  1900 1900  1900
Adjustment:   0.83 0.99  0.95  0.92 1.00  0.92  0.92 1.00  0.92  0.93 0.95  0.92
Lanes:       2.00 2.70  0.30  1.00 3.00  1.00  0.00 0.00  0.00  1.36 0.64  1.00
Final Sat.:  3150 5064   535  1750 5700  1750     0    0     0  2394 1155  1750
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.21 0.30  0.30  0.04 0.20  0.24  0.00 0.00  0.00  0.08 0.08  0.08
Crit Moves:  ****                      ****                      ****
Green Time:   63.2  119 119.4  16.5 72.7  72.7   0.0  0.0   0.0  25.1 25.1  41.6
Volume/Cap:   0.57 0.42  0.42  0.41 0.47  0.57  0.00 0.00  0.00  0.57 0.57  0.32
Delay/Veh:    43.2 10.8  10.8  73.7 34.9  37.8   0.0  0.0   0.0  68.9 68.9  53.0
User DelAdj: 1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
AdjDel/Veh:   43.2 10.8  10.8  73.7 34.9  37.8   0.0  0.0   0.0  68.9 68.9  53.0
LOS by Move:    D   B+    B+     E   C-    D+     A    A     A     E    E    D-
HCM2kAvgQ:     16   12    12     4   13    17     0    0     0     8    8     6
Note: Queue reported is the number of cars per lane.
```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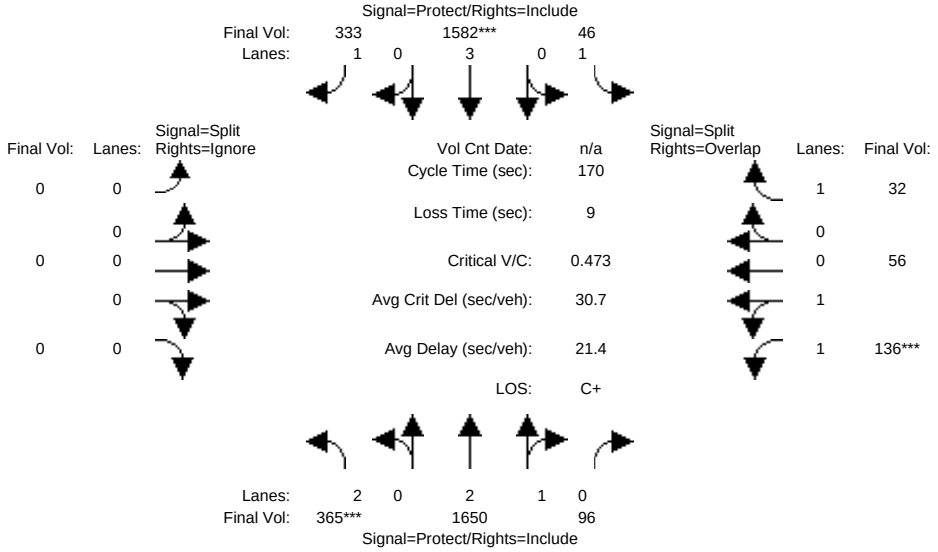
San Jose, CA
Hexagon Transportation Consultants, Inc.

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

Intersection #3038: Saratoga Ave/I-280(N)

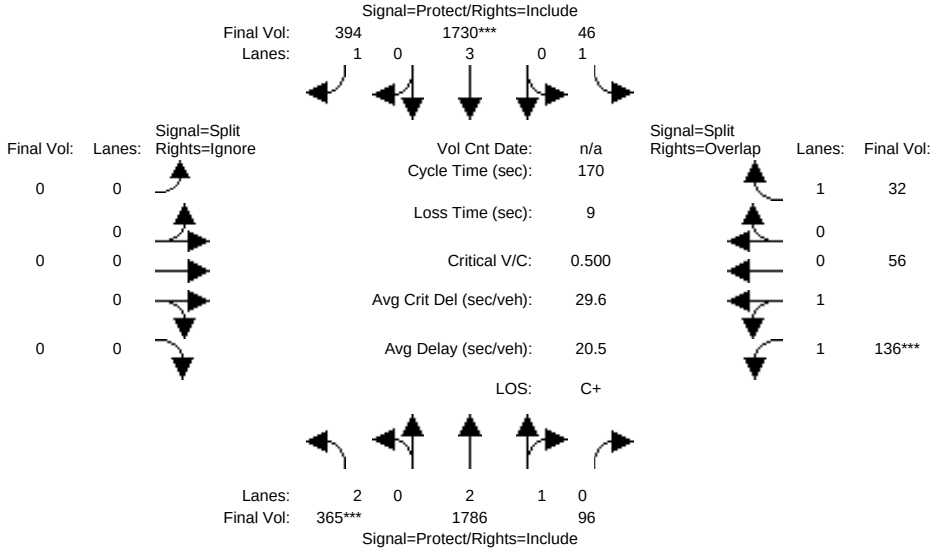



```
Street Name:          Saratoga Ave                    I280 NB Ramp
Approach:     North Bound     South Bound      East Bound      West Bound
Movement:     L  -  T  -  R   L  -  T  -  R   L  -  T  -  R   L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Min. Green:     7   10    10    7   10    10    0    0    0   10   10   10
Y+R:          4.0  4.0   4.0  4.0  4.0   4.0  4.0  4.0  4.0  4.0  4.0  4.0
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:     365 1650   96   46 1582  333    0    0    0  136   56   32
Growth Adj:  1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse:  365 1650   96   46 1582  333    0    0    0  136   56   32
Added Vol:      0    0    0    0    0    0    0    0    0    0    0    0
PasserByVol:    0    0    0    0    0    0    0    0    0    0    0    0
Initial Fut:  365 1650   96   46 1582  333    0    0    0  136   56   32
User Adj:    1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 0.00 1.00 1.00 1.00
PHF Adj:     1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 0.00 1.00 1.00 1.00
PHF Volume:   365 1650   96   46 1582  333    0    0    0  136   56   32
Reduct Vol:     0    0    0    0    0    0    0    0    0    0    0    0
Reduced Vol:  365 1650   96   46 1582  333    0    0    0  136   56   32
PCE Adj:     1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 0.00 1.00 1.00 1.00
MLF Adj:     1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 0.00 1.00 1.00 1.00
FinalVolume:  365 1650   96   46 1582  333    0    0    0  136   56   32
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
Adjustment:  0.83 0.98 0.95 0.92 1.00 0.92 0.92 1.00 0.92 0.93 0.95 0.92
Lanes:       2.00 2.83 0.17 1.00 3.00 1.00 0.00 0.00 0.00 1.42 0.58 1.00
Final Sat.:  3150 5292  308 1750 5700 1750    0    0    0 2514 1035 1750
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.12 0.31 0.31 0.03 0.28 0.19 0.00 0.00 0.00 0.05 0.05 0.02
Crit Moves:  ****              ****                   ****
Green Time:  41.7  125 125.0 16.5 99.9 99.9  0.0  0.0  0.0 19.5 19.5 36.0
Volume/Cap:  0.47 0.42 0.42 0.27 0.47 0.32 0.00 0.00 0.00 0.47 0.47 0.09
Delay/Veh:   55.2  8.7  8.7 72.0 20.1 18.1  0.0  0.0  0.0 71.3 71.3 53.9
User DelAdj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
AdjDel/Veh:  55.2  8.7  8.7 72.0 20.1 18.1  0.0  0.0  0.0 71.3 71.3 53.9
LOS by Move:   E+    A    A    E   C+   B-    A    A    A    E    E   D-
HCM2kAvgQ:     10   11   11    2   15    9    0    0    0    5    5    1
Note: Queue reported is the number of cars per lane.
```

3896 Stevens Creek Blvd TA
San Jose, CA
Hexagon Transportation Consultants, Inc.

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Bckg + Prj PM

Intersection #3038: Saratoga Ave/I-280(N)

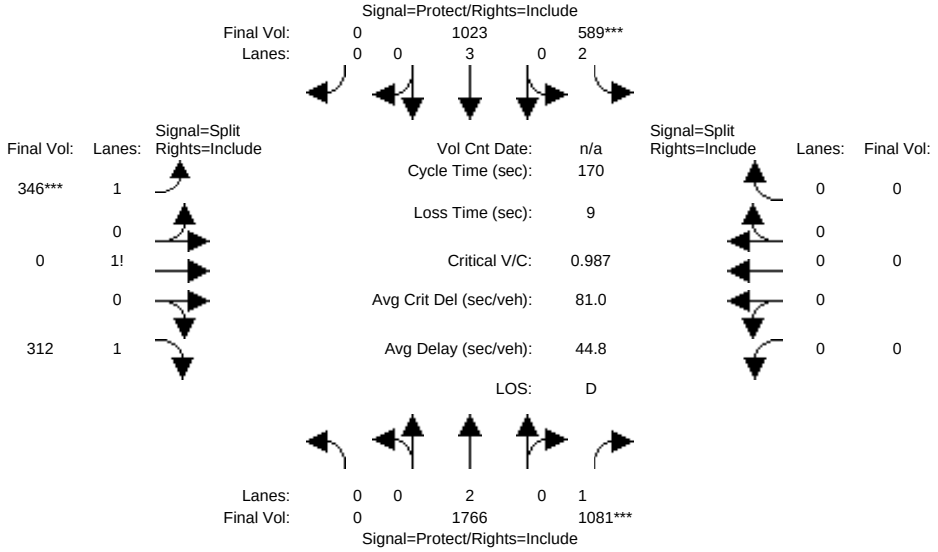



```
Street Name:          Saratoga Ave                    I280 NB Ramp
Approach:     North Bound      South Bound      East Bound      West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Min. Green:     7   10    10     7   10    10     0    0     0   10   10    10
Y+R:          4.0  4.0   4.0   4.0  4.0   4.0   4.0  4.0   4.0  4.0  4.0   4.0
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:     365 1650    96    46 1582   333     0    0     0  136   56    32
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:  365 1650    96    46 1582   333     0    0     0  136   56    32
Added Vol:      0  136     0     0  148    61     0    0     0    0    0     0
PasserByVol:    0    0     0     0    0     0     0    0     0    0    0     0
Initial Fut:  365 1786    96    46 1730   394     0    0     0  136   56    32
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  0.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  0.00  1.00 1.00  1.00
PHF Volume:   365 1786    96    46 1730   394     0    0     0  136   56    32
Reduct Vol:     0    0     0     0    0     0     0    0     0    0    0     0
Reduced Vol:  365 1786    96    46 1730   394     0    0     0  136   56    32
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  0.00  1.00 1.00  1.00
MLF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  0.00  1.00 1.00  1.00
FinalVolume:  365 1786    96    46 1730   394     0    0     0  136   56    32
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1900 1900  1900  1900 1900  1900  1900 1900  1900  1900 1900  1900
Adjustment:   0.83 0.98  0.95  0.92 1.00  0.92  0.92 1.00  0.92  0.93 0.95  0.92
Lanes:       2.00 2.84  0.16  1.00 3.00  1.00  0.00 0.00  0.00  1.42 0.58  1.00
Final Sat.:  3150 5314   286  1750 5700  1750     0    0     0  2514 1035  1750
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.12 0.34  0.34  0.03 0.30  0.23  0.00 0.00  0.00  0.05 0.05  0.02
Crit Moves:  ****                ****                      ****
Green Time:   39.4  127 127.0  15.6  103 103.2   0.0  0.0   0.0  18.4 18.4  34.0
Volume/Cap:   0.50 0.45  0.45  0.29 0.50  0.37  0.00 0.00  0.00  0.50 0.50  0.09
Delay/Veh:    57.3  8.3   8.3  73.0 19.0  17.2   0.0  0.0   0.0  72.5 72.5  55.6
User DelAdj: 1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
AdjDel/Veh:   57.3  8.3   8.3  73.0 19.0  17.2   0.0  0.0   0.0  72.5 72.5  55.6
LOS by Move:   E+    A     A     E   B-     B     A    A     A     E    E    E+
HCM2kAvgQ:     10   12    12     2   16    11     0    0     0     6    6     1
Note: Queue reported is the number of cars per lane.
```

3896 Stevens Creek Blvd TA
San Jose, CA
Hexagon Transportation Consultants, Inc.

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

Intersection #3039: Saratoga Ave/I-280(S)

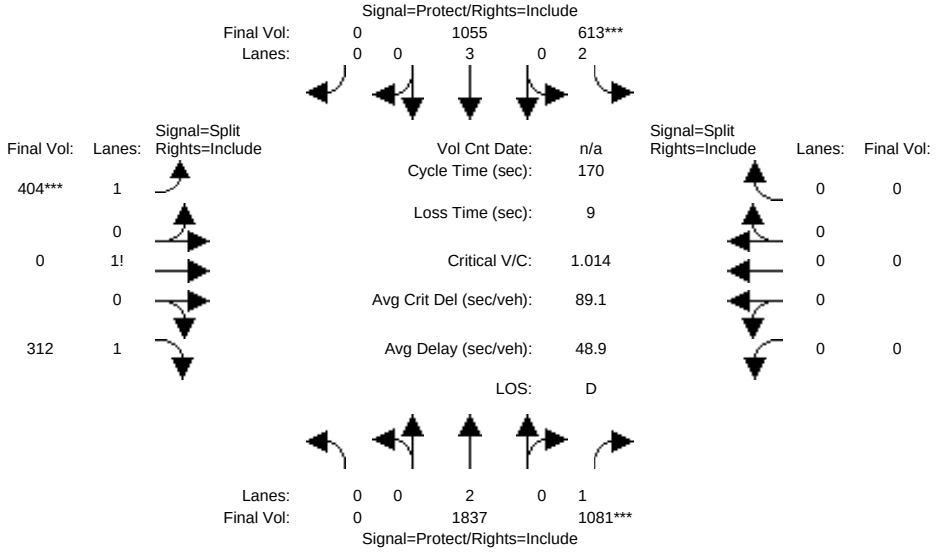



```
Street Name:          Saratoga Ave                    I280 SB Ramps
Approach:     North Bound      South Bound      East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Min. Green:     0   10    10     7   10     0    10   10    10     0    0     0
Y+R:          4.0  4.0   4.0   4.0  4.0   4.0   4.0  4.0   4.0   4.0  4.0   4.0
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:       0 1766  1081   589 1023     0   346    0   312     0    0     0
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:    0 1766  1081   589 1023     0   346    0   312     0    0     0
Added Vol:      0    0     0     0    0     0     0    0     0     0    0     0
PasserByVol:    0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:    0 1766  1081   589 1023     0   346    0   312     0    0     0
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:     0 1766  1081   589 1023     0   346    0   312     0    0     0
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:    0 1766  1081   589 1023     0   346    0   312     0    0     0
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
FinalVolume:    0 1766  1081   589 1023     0   346    0   312     0    0     0
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1900 1900  1900  1900 1900  1900  1900 1900  1900  1900 1900  1900
Adjustment:  0.92 1.00  0.92  0.83 1.00  0.92  0.92 1.00  0.92  0.92 1.00  0.92
Lanes:       0.00 2.00  1.00  2.00 3.00  0.00  1.53 0.00  1.47  0.00 0.00  0.00
Final Sat.:     0 3800  1750  3150 5700     0  2670    0  2580     0    0     0
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.00 0.46  0.62  0.19 0.18  0.00  0.13 0.00  0.12  0.00 0.00  0.00
Crit Moves:            ****  ****            ****
Green Time:   0.0  106 106.4  32.2  139   0.0  22.3  0.0  22.3   0.0  0.0   0.0
Volume/Cap:  0.00 0.74  0.99  0.99 0.22  0.00  0.99 0.00  0.92  0.00 0.00  0.00
Delay/Veh:    0.0 23.5  54.9 101.9  3.5   0.0 105.0  0.0  90.2   0.0  0.0   0.0
User DelAdj: 1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
AdjDel/Veh:   0.0 23.5  54.9 101.9  3.5   0.0 105.0  0.0  90.2   0.0  0.0   0.0
LOS by Move:    A    C    D-     F    A     A     F    A     F     A    A     A
HCM2kAvgQ:      0   31    63    21    4     0    17    0    15     0    0     0
Note: Queue reported is the number of cars per lane.
```

3896 Stevens Creek Blvd TA
San Jose, CA
Hexagon Transportation Consultants, Inc.

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Bckg + Prj AM

Intersection #3039: Saratoga Ave/I-280(S)




```
Street Name:          Saratoga Ave                    I280 SB Ramps
Approach:     North Bound      South Bound      East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Min. Green:     0   10    10     7   10     0    10   10    10     0    0     0
Y+R:          4.0  4.0   4.0   4.0  4.0   4.0   4.0  4.0   4.0   4.0  4.0   4.0
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:       0 1766  1081   589 1023     0   346    0   312     0    0     0
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:    0 1766  1081   589 1023     0   346    0   312     0    0     0
Added Vol:      0   71     0    24   32     0    58    0     0     0    0     0
PasserByVol:    0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:    0 1837  1081   613 1055     0   404    0   312     0    0     0
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:     0 1837  1081   613 1055     0   404    0   312     0    0     0
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:    0 1837  1081   613 1055     0   404    0   312     0    0     0
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
FinalVolume:    0 1837  1081   613 1055     0   404    0   312     0    0     0
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1900 1900  1900  1900 1900  1900  1900 1900  1900  1900 1900  1900
Adjustment:  0.92 1.00  0.92  0.83 1.00  0.92  0.92 1.00  0.92  0.92 1.00  0.92
Lanes:       0.00 2.00  1.00  2.00 3.00  0.00  1.56 0.00  1.44  0.00 0.00  0.00
Final Sat.:     0 3800  1750  3150 5700     0  2737    0  2513     0    0     0
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.00 0.48  0.62  0.19 0.19  0.00  0.15 0.00  0.12  0.00 0.00  0.00
Crit Moves:            ****  ****            ****
Green Time:   0.0  104 103.6  32.6  136   0.0  24.8  0.0  24.8   0.0  0.0   0.0
Volume/Cap:  0.00 0.79  1.01  1.01 0.23  0.00  1.01 0.00  0.85  0.00 0.00  0.00
Delay/Veh:    0.0 27.1  64.2 108.7  4.1   0.0 109.9  0.0  79.3   0.0  0.0   0.0
User DelAdj: 1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
AdjDel/Veh:   0.0 27.1  64.2 108.7  4.1   0.0 109.9  0.0  79.3   0.0  0.0   0.0
LOS by Move:    A    C     E     F    A     A     F    A    E-     A    A     A
HCM2kAvgQ:      0   35    66    23    4     0    19    0    14     0    0     0
Note: Queue reported is the number of cars per lane.
```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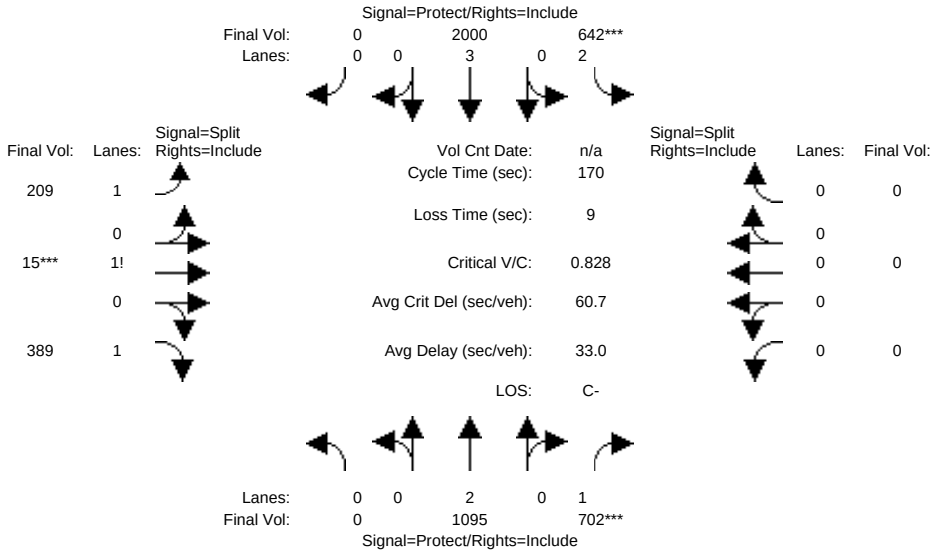
San Jose, CA
Hexagon Transportation Consultants, Inc.

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

Intersection #3039: Saratoga Ave/I-280(S)




```
Street Name:          Saratoga Ave                    I280 SB Ramps
Approach:     North Bound      South Bound      East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Min. Green:     0   10    10     7   10     0    10   10    10     0    0     0
Y+R:          4.0  4.0   4.0   4.0  4.0   4.0   4.0  4.0   4.0   4.0  4.0   4.0
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:       0 1095   702   642 2000     0   209   15   389     0    0     0
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:    0 1095   702   642 2000     0   209   15   389     0    0     0
Added Vol:      0    0     0     0    0     0     0    0     0     0    0     0
PasserByVol:    0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:    0 1095   702   642 2000     0   209   15   389     0    0     0
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:     0 1095   702   642 2000     0   209   15   389     0    0     0
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:    0 1095   702   642 2000     0   209   15   389     0    0     0
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
FinalVolume:    0 1095   702   642 2000     0   209   15   389     0    0     0
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1900 1900  1900  1900 1900  1900  1900 1900  1900  1900 1900  1900
Adjustment:  0.92 1.00  0.92  0.83 1.00  0.92  0.92 0.92  0.92  0.92 1.00  0.92
Lanes:       0.00 2.00  1.00  2.00 3.00  0.00  1.33 0.05  1.62  0.00 0.00  0.00
Final Sat.:     0 3800  1750  3150 5700     0  2332   84  2834     0    0     0
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.00 0.29  0.40  0.20 0.35  0.00  0.09 0.18  0.14  0.00 0.00  0.00
Crit Moves:            ****  ****               ****
Green Time:   0.0 82.3  82.3  41.8  124   0.0  36.8 36.8  36.8   0.0  0.0   0.0
Volume/Cap:  0.00 0.59  0.83  0.83 0.48  0.00  0.41 0.83  0.63  0.00 0.00  0.00
Delay/Veh:    0.0 32.3  44.6  68.1  9.6   0.0  57.5 71.3  61.8   0.0  0.0   0.0
User DelAdj: 1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
AdjDel/Veh:   0.0 32.3  44.6  68.1  9.6   0.0  57.5 71.3  61.8   0.0  0.0   0.0
LOS by Move:    A   C-     D     E    A     A    E+    E     E     A    A     A
HCM2kAvgQ:      0   20    34    20   14     0     8   19    13     0    0     0
Note: Queue reported is the number of cars per lane.
```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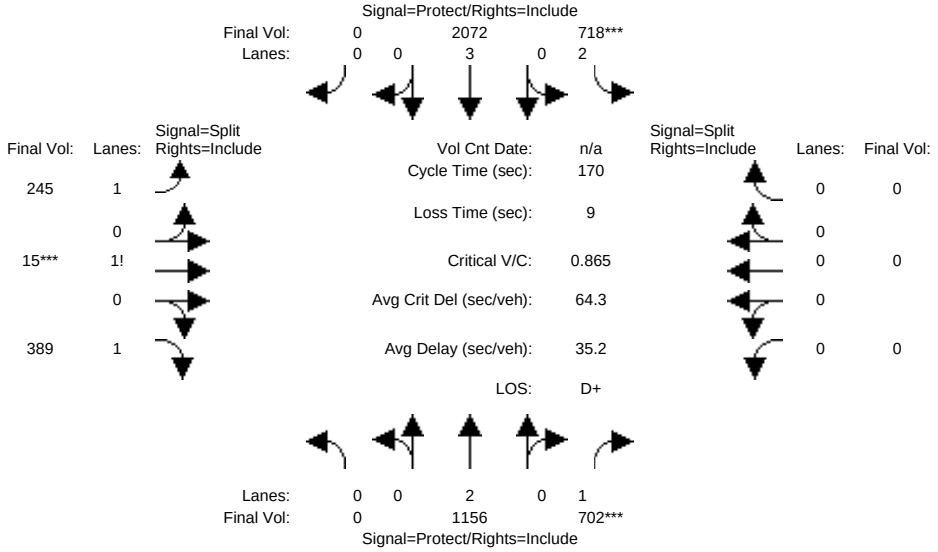
San Jose, CA
Hexagon Transportation Consultants, Inc.

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Bckg + Prj PM

Intersection #3039: Saratoga Ave/I-280(S)




```
Street Name:          Saratoga Ave                    I280 SB Ramps
Approach:     North Bound      South Bound      East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Min. Green:     0   10    10     7   10     0    10   10    10     0    0     0
Y+R:          4.0  4.0   4.0   4.0  4.0   4.0   4.0  4.0   4.0   4.0  4.0   4.0
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:       0 1095   702   642 2000     0   209   15   389     0    0     0
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:    0 1095   702   642 2000     0   209   15   389     0    0     0
Added Vol:      0   61     0    76   72     0    36    0     0     0    0     0
PasserByVol:    0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:    0 1156   702   718 2072     0   245   15   389     0    0     0
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:     0 1156   702   718 2072     0   245   15   389     0    0     0
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:    0 1156   702   718 2072     0   245   15   389     0    0     0
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
FinalVolume:    0 1156   702   718 2072     0   245   15   389     0    0     0
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1900 1900  1900  1900 1900  1900  1900 1900  1900  1900 1900  1900
Adjustment:  0.92 1.00  0.92  0.83 1.00  0.92  0.92 0.92  0.92  0.92 1.00  0.92
Lanes:       0.00 2.00  1.00  2.00 3.00  0.00  1.37 0.04  1.59  0.00 0.00  0.00
Final Sat.:     0 3800  1750  3150 5700     0  2396   79  2775     0    0     0
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.00 0.30  0.40  0.23 0.36  0.00  0.10 0.19  0.14  0.00 0.00  0.00
Crit Moves:            ****  ****                ****
Green Time:   0.0 78.9  78.9  44.8  124   0.0  37.3 37.3  37.3   0.0  0.0   0.0
Volume/Cap:  0.00 0.66  0.86  0.86 0.50  0.00  0.47 0.86  0.64  0.00 0.00  0.00
Delay/Veh:    0.0 36.0  50.4  69.1 10.0   0.0  57.9 74.2  61.6   0.0  0.0   0.0
User DelAdj: 1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
AdjDel/Veh:   0.0 36.0  50.4  69.1 10.0   0.0  57.9 74.2  61.6   0.0  0.0   0.0
LOS by Move:    A   D+     D     E   B+     A    E+    E     E     A    A     A
HCM2kAvgQ:      0   22    36    22   15     0     9   20    13     0    0     0
Note: Queue reported is the number of cars per lane.
```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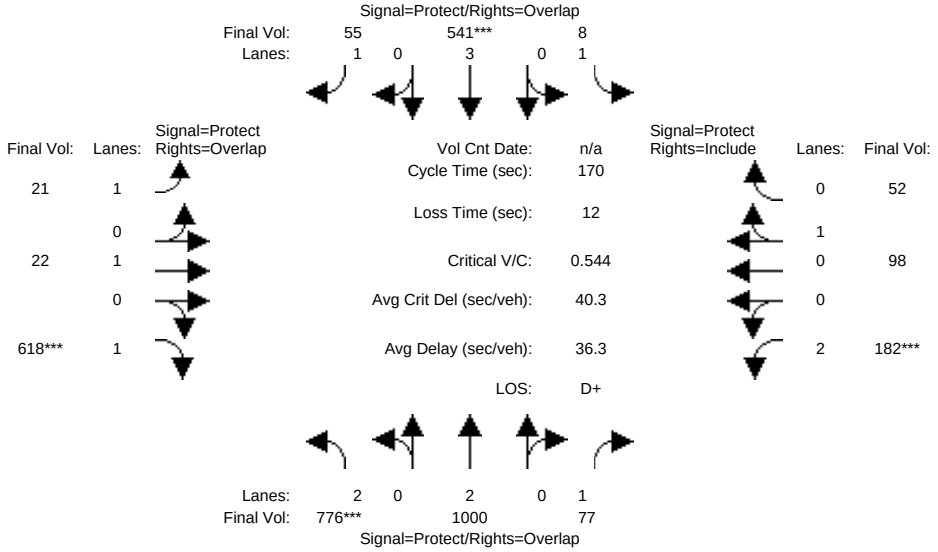
3896 Stevens Creek Blvd TA
San Jose, CA
Hexagon Transportation Consultants, Inc.

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

Intersection #3103: Saratoga Ave/Kiely Blvd




```
Street Name:          Saratoga Ave                    Kiely Blvd
Approach:     North Bound      South Bound      East Bound      West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Min. Green:     7   10    10     7   10    10     7   10    10     7   10    10
Y+R:          4.0  4.0   4.0   4.0  4.0   4.0   4.0  4.0   4.0   4.0  4.0   4.0
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:     776 1000    77     8  541    55    21   22   618   182   98    52
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:  776 1000    77     8  541    55    21   22   618   182   98    52
Added Vol:      0    0     0     0    0     0     0    0     0     0    0     0
PasserByVol:    0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:  776 1000    77     8  541    55    21   22   618   182   98    52
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:   776 1000    77     8  541    55    21   22   618   182   98    52
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:  776 1000    77     8  541    55    21   22   618   182   98    52
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
FinalVolume:  776 1000    77     8  541    55    21   22   618   182   98    52
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1900 1900  1900  1900 1900  1900  1900 1900  1900  1900 1900  1900
Adjustment:  0.83 1.00  0.92  0.92 1.00  0.92  0.92 1.00  0.92  0.83 0.95  0.95
Lanes:       2.00 2.00  1.00  1.00 3.00  1.00  1.00 1.00  1.00  2.00 0.65  0.35
Final Sat.:  3150 3800  1750  1750 5700  1750  1750 1900  1750  3150 1176   624
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.25 0.26  0.04  0.00 0.09  0.03  0.01 0.01  0.35  0.06 0.08  0.08
Crit Moves:  ****                ****                ****  ****
Green Time:  76.9 92.2 110.2  14.4 29.6  46.6  17.0 33.4 110.3  18.0 34.4  34.4
Volume/Cap:  0.54 0.49  0.07  0.05 0.54  0.11  0.12 0.06  0.54  0.54 0.41  0.41
Delay/Veh:   34.2 24.4  11.0  71.7 64.6  46.3  70.0 55.6  16.8  73.9 59.8  59.8
User DelAdj: 1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
AdjDel/Veh:  34.2 24.4  11.0  71.7 64.6  46.3  70.0 55.6  16.8  73.9 59.8  59.8
LOS by Move:   C-    C    B+     E    E     D     E   E+     B     E   E+    E+
HCM2kAvgQ:     17   16     2     0    9     2     1    1    18     6    7     7
Note: Queue reported is the number of cars per lane.
```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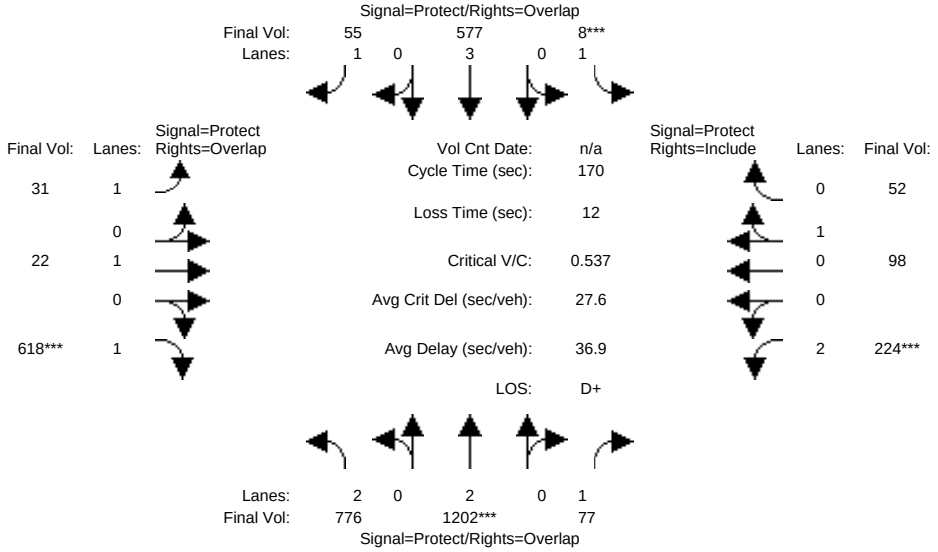
3896 Stevens Creek Blvd TA
San Jose, CA
Hexagon Transportation Consultants, Inc.

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Bckg + Prj AM

Intersection #3103: Saratoga Ave/Kiely Blvd




```
Street Name:          Saratoga Ave                    Kiely Blvd
Approach:     North Bound     South Bound      East Bound      West Bound
Movement:     L  -  T  -  R   L  -  T  -  R   L  -  T  -  R   L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Min. Green:     7   10    10    7   10    10    7   10    10    7   10    10
Y+R:          4.0  4.0   4.0  4.0  4.0   4.0  4.0  4.0   4.0  4.0  4.0   4.0
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:     776 1000    77    8  541    55   21   22   618  182   98    52
Growth Adj:  1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00
Initial Bse:  776 1000    77    8  541    55   21   22   618  182   98    52
Added Vol:      0  202     0    0   36     0   10    0     0   42    0     0
PasserByVol:    0    0     0    0    0     0    0    0     0    0    0     0
Initial Fut:  776 1202    77    8  577    55   31   22   618  224   98    52
User Adj:    1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00
PHF Volume:   776 1202    77    8  577    55   31   22   618  224   98    52
Reduct Vol:     0    0     0    0    0     0    0    0     0    0    0     0
Reduced Vol:  776 1202    77    8  577    55   31   22   618  224   98    52
PCE Adj:     1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00
MLF Adj:     1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00
FinalVolume:  776 1202    77    8  577    55   31   22   618  224   98    52
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1900 1900  1900 1900 1900  1900 1900 1900  1900 1900 1900  1900
Adjustment:  0.83 1.00  0.92 0.92 1.00  0.92 0.92 1.00  0.92 0.83 0.95  0.95
Lanes:       2.00 2.00  1.00 1.00 3.00  1.00 1.00 1.00  1.00 2.00 0.65  0.35
Final Sat.:  3150 3800  1750 1750 5700  1750 1750 1900  1750 3150 1176   624
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.25 0.32  0.04 0.00 0.10  0.03 0.02 0.01  0.35 0.07 0.08  0.08
Crit Moves:       ****       ****                     ****  ****
Green Time:   73.5 96.6 118.4  7.0 30.2  48.2 18.0 32.6 106.1 21.7 36.4  36.4
Volume/Cap:   0.57 0.56  0.06 0.11 0.57  0.11 0.17 0.06  0.57 0.56 0.39  0.39
Delay/Veh:    37.0 23.5   8.2 79.2 64.8  45.2 69.6 56.2  19.3 71.3 57.9  57.9
User DelAdj: 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00
AdjDel/Veh:   37.0 23.5   8.2 79.2 64.8  45.2 69.6 56.2  19.3 71.3 57.9  57.9
LOS by Move:   D+    C     A   E-    E     D    E   E+    B-    E   E+    E+
HCM2kAvgQ:     18   19     1    1   10     2    2    1    20    7    7     7
Note: Queue reported is the number of cars per lane.
```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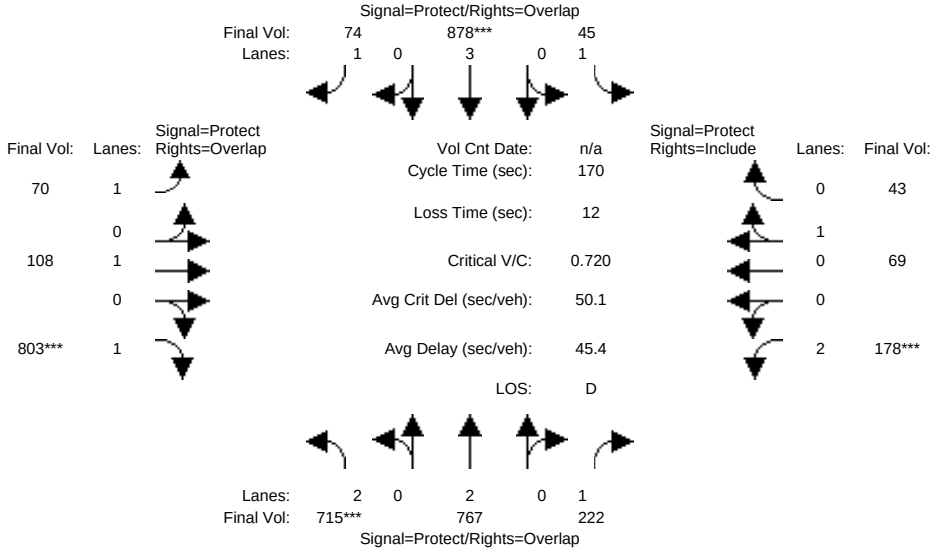
3896 Stevens Creek Blvd TA
San Jose, CA
Hexagon Transportation Consultants, Inc.

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

Intersection #3103: Saratoga Ave/Kiely Blvd




```
Street Name:          Saratoga Ave                    Kiely Blvd
Approach:     North Bound     South Bound      East Bound      West Bound
Movement:     L  -  T  -  R   L  -  T  -  R   L  -  T  -  R   L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Min. Green:     7   10    10    7   10    10    7   10    10    7   10    10
Y+R:          4.0  4.0   4.0  4.0  4.0   4.0  4.0  4.0   4.0  4.0  4.0   4.0
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:     715  767   222   45  878    74   70  108   803  178   69    43
Growth Adj:  1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00
Initial Bse:  715  767   222   45  878    74   70  108   803  178   69    43
Added Vol:      0    0     0    0    0     0    0    0     0    0    0     0
PasserByVol:    0    0     0    0    0     0    0    0     0    0    0     0
Initial Fut:  715  767   222   45  878    74   70  108   803  178   69    43
User Adj:    1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00
PHF Volume:   715  767   222   45  878    74   70  108   803  178   69    43
Reduct Vol:     0    0     0    0    0     0    0    0     0    0    0     0
Reduced Vol:  715  767   222   45  878    74   70  108   803  178   69    43
PCE Adj:     1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00
MLF Adj:     1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00
FinalVolume:  715  767   222   45  878    74   70  108   803  178   69    43
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1900 1900  1900 1900 1900  1900 1900 1900  1900 1900 1900  1900
Adjustment:  0.83 1.00  0.92 0.92 1.00  0.92 0.92 1.00  0.92 0.83 0.95  0.95
Lanes:       2.00 2.00  1.00 1.00 3.00  1.00 1.00 1.00  1.00 2.00 0.62  0.38
Final Sat.:  3150 3800  1750 1750 5700  1750 1750 1900  1750 3150 1109   691
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.23 0.20  0.13 0.03 0.15  0.04 0.04 0.06  0.46 0.06 0.06  0.06
Crit Moves:  ****               ****               ****  ****
Green Time:  53.6 74.7  88.0 15.2 36.4  63.5 27.1 54.7 108.3 13.3 41.0  41.0
Volume/Cap:  0.72 0.46  0.24 0.29 0.72  0.11 0.25 0.18  0.72 0.72 0.26  0.26
Delay/Veh:   54.2 33.7  22.8 73.3 64.2  34.9 63.0 41.6  23.0 86.4 52.5  52.5
User DelAdj: 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00
AdjDel/Veh:  54.2 33.7  22.8 73.3 64.2  34.9 63.0 41.6  23.0 86.4 52.5  52.5
LOS by Move:   D-   C-    C+    E    E    C-    E    D    C    F   D-    D-
HCM2kAvgQ:     20   13     7    3   15     3    3    4   30    7    5     5
Note: Queue reported is the number of cars per lane.
```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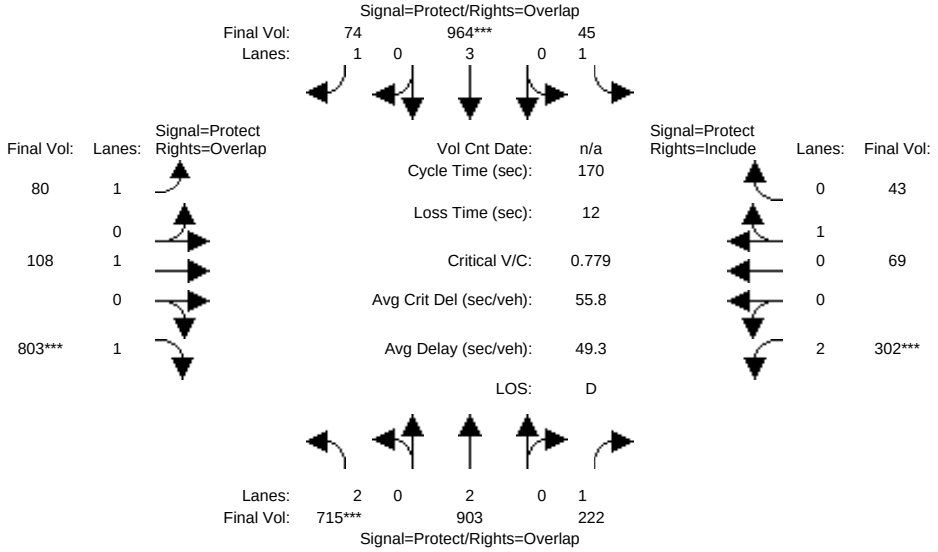
3896 Stevens Creek Blvd TA
San Jose, CA
Hexagon Transportation Consultants, Inc.

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Bckg + Prj PM

Intersection #3103: Saratoga Ave/Kiely Blvd

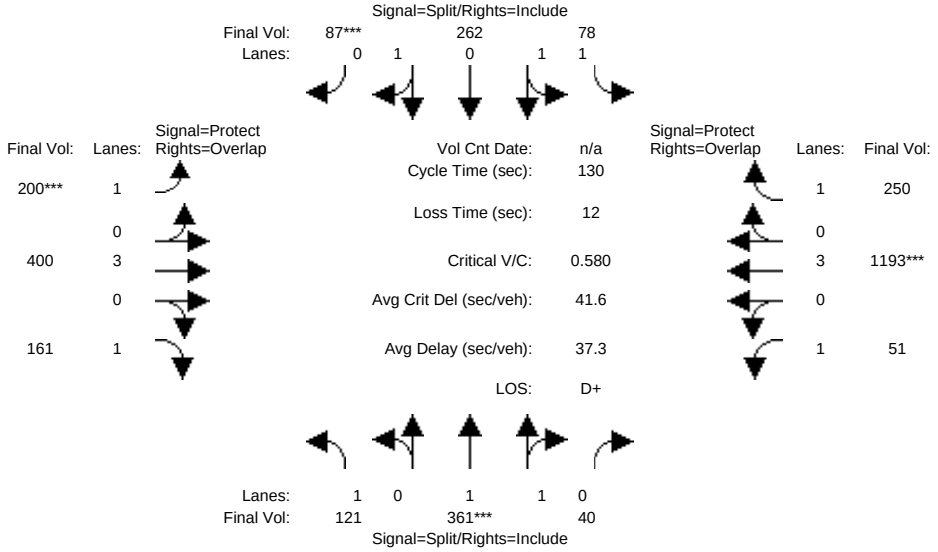



```
Street Name:          Saratoga Ave                    Kiely Blvd
Approach:     North Bound      South Bound      East Bound      West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Min. Green:     7   10    10     7   10    10     7   10    10     7   10    10
Y+R:          4.0  4.0   4.0   4.0  4.0   4.0   4.0  4.0   4.0   4.0  4.0   4.0
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:     715  767   222    45  878    74    70  108   803   178   69    43
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:  715  767   222    45  878    74    70  108   803   178   69    43
Added Vol:      0  136     0     0   86     0    10    0     0   124    0     0
PasserByVol:    0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:  715  903   222    45  964    74    80  108   803   302   69    43
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:   715  903   222    45  964    74    80  108   803   302   69    43
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:  715  903   222    45  964    74    80  108   803   302   69    43
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
FinalVolume:  715  903   222    45  964    74    80  108   803   302   69    43
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1900 1900  1900  1900 1900  1900  1900 1900  1900  1900 1900  1900
Adjustment:  0.83 1.00  0.92  0.92 1.00  0.92  0.92 1.00  0.92  0.83 0.95  0.95
Lanes:       2.00 2.00  1.00  1.00 3.00  1.00  1.00 1.00  1.00  2.00 0.62  0.38
Final Sat.:  3150 3800  1750  1750 5700  1750  1750 1900  1750  3150 1109   691
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.23 0.24  0.13  0.03 0.17  0.04  0.05 0.06  0.46  0.10 0.06  0.06
Crit Moves:  ****                ****                ****  ****
Green Time:  49.5 73.7  94.6  12.8 36.9  67.2  30.3 50.6 100.2  20.9 41.2  41.2
Volume/Cap:  0.78 0.55  0.23  0.34 0.78  0.11  0.26 0.19  0.78  0.78 0.26  0.26
Delay/Veh:   59.5 36.2  19.3  76.2 65.9  32.5  60.6 44.6  30.4  82.0 52.3  52.3
User DelAdj: 1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
AdjDel/Veh:  59.5 36.2  19.3  76.2 65.9  32.5  60.6 44.6  30.4  82.0 52.3  52.3
LOS by Move:   E+   D+    B-    E-    E    C-     E    D     C     F   D-    D-
HCM2kAvgQ:     21   17     6     3   17     3     4    4    34    11    5     5
Note: Queue reported is the number of cars per lane.
```

3896 Stevens Creek Blvd TA
San Jose, CA
Hexagon Transportation Consultants, Inc.

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

Intersection #3104: Kiely Blvd/Stevens Creek Blvd



Street Name:	Kiely Blvd						Stevens Creek Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	121	361	40	78	262	87	200	400	161	51	1193	250
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	121	361	40	78	262	87	200	400	161	51	1193	250
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	121	361	40	78	262	87	200	400	161	51	1193	250
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	121	361	40	78	262	87	200	400	161	51	1193	250
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	121	361	40	78	262	87	200	400	161	51	1193	250
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	121	361	40	78	262	87	200	400	161	51	1193	250
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	0.98	0.95	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	1.79	0.21	1.00	1.49	0.51	1.00	3.00	1.00	1.00	3.00	1.00
Final Sat.:	1750	3331	369	1750	2777	922	1750	5700	1750	1750	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.07	0.11	0.11	0.04	0.09	0.09	0.11	0.07	0.09	0.03	0.21	0.14
Crit Moves:		****				****	****			****		
Green Time:	24.3	24.3	24.3	21.2	21.2	21.2	25.6	42.7	67.0	29.9	46.9	68.1
Volume/Cap:	0.37	0.58	0.58	0.27	0.58	0.58	0.58	0.21	0.18	0.13	0.58	0.27
Delay/Veh:	46.9	49.4	49.4	47.8	51.5	51.5	49.8	31.6	16.9	39.9	34.0	17.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	46.9	49.4	49.4	47.8	51.5	51.5	49.8	31.6	16.9	39.9	34.0	17.4
LOS by Move:	D	D	D	D	D-	D-	D	C	B	D	C-	B
HCM2kAvgQ:	5	8	8	3	7	7	8	4	4	2	13	6

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

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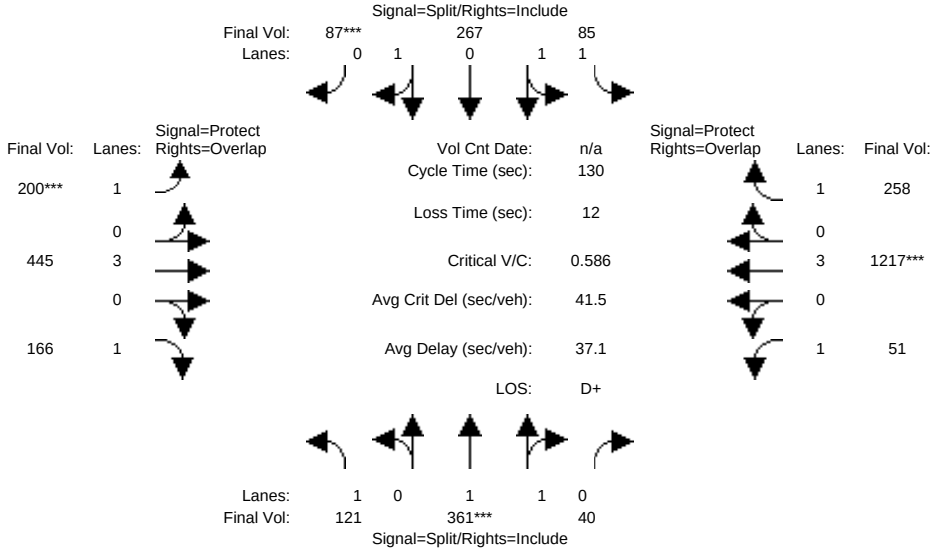
3896 Stevens Creek Blvd TA
San Jose, CA
Hexagon Transportation Consultants, Inc.

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Bckg + Prj AM

Intersection #3104: Kiely Blvd/Stevens Creek Blvd



Street Name:	Kiely Blvd						Stevens Creek Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	121	361	40	78	262	87	200	400	161	51	1193	250
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	121	361	40	78	262	87	200	400	161	51	1193	250
Added Vol:	0	0	0	7	5	0	0	45	5	0	24	8
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	121	361	40	85	267	87	200	445	166	51	1217	258
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	121	361	40	85	267	87	200	445	166	51	1217	258
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	121	361	40	85	267	87	200	445	166	51	1217	258
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	121	361	40	85	267	87	200	445	166	51	1217	258
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	0.98	0.95	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	1.79	0.21	1.00	1.49	0.51	1.00	3.00	1.00	1.00	3.00	1.00
Final Sat.:	1750	3331	369	1750	2790	909	1750	5700	1750	1750	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.07	0.11	0.11	0.05	0.10	0.10	0.11	0.08	0.09	0.03	0.21	0.15
Crit Moves:		****				****	****			****		
Green Time:	24.0	24.0	24.0	21.2	21.2	21.2	25.4	43.0	67.1	29.7	47.4	68.6
Volume/Cap:	0.37	0.59	0.59	0.30	0.59	0.59	0.59	0.24	0.18	0.13	0.59	0.28
Delay/Veh:	47.1	49.7	49.7	47.9	51.5	51.5	50.2	31.6	16.9	40.0	33.8	17.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	47.1	49.7	49.7	47.9	51.5	51.5	50.2	31.6	16.9	40.0	33.8	17.2
LOS by Move:	D	D	D	D	D-	D-	D	C	B	D	C-	B
HCM2kAvgQ:	5	8	8	3	7	7	8	4	4	2	13	6

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

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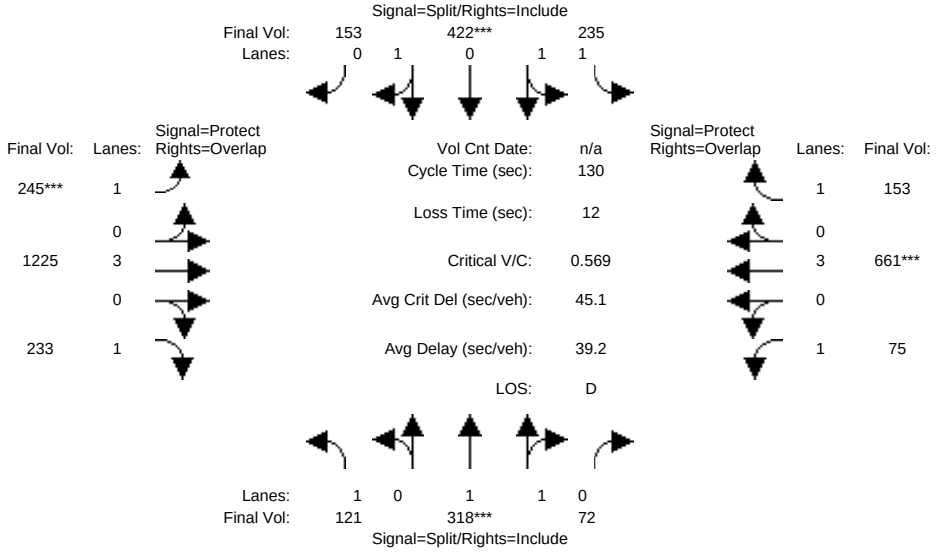
3896 Stevens Creek Blvd TA
San Jose, CA
Hexagon Transportation Consultants, Inc.

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

Intersection #3104: Kiely Blvd/Stevens Creek Blvd



Street Name:	Kiely Blvd						Stevens Creek Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	121	318	72	235	422	153	245	1225	233	75	661	153
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	121	318	72	235	422	153	245	1225	233	75	661	153
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	121	318	72	235	422	153	245	1225	233	75	661	153
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	121	318	72	235	422	153	245	1225	233	75	661	153
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	121	318	72	235	422	153	245	1225	233	75	661	153
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	121	318	72	235	422	153	245	1225	233	75	661	153
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	0.98	0.95	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	1.62	0.38	1.00	1.45	0.55	1.00	3.00	1.00	1.00	3.00	1.00
Final Sat.:	1750	3016	683	1750	2715	984	1750	5700	1750	1750	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.07	0.11	0.11	0.13	0.16	0.16	0.14	0.21	0.13	0.04	0.12	0.09
Crit Moves:		****			****			****			****	
Green Time:	24.1	24.1	24.1	35.5	35.5	35.5	32.0	46.7	70.8	11.7	26.5	62.0
Volume/Cap:	0.37	0.57	0.57	0.49	0.57	0.57	0.57	0.60	0.24	0.48	0.57	0.18
Delay/Veh:	47.1	49.4	49.4	39.9	41.2	41.2	44.8	34.5	15.7	58.5	47.3	19.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	47.1	49.4	49.4	39.9	41.2	41.2	44.8	34.5	15.7	58.5	47.3	19.6
LOS by Move:	D	D	D	D	D	D	D	C-	B	E+	D	B-
HCM2kAvgQ:	5	8	8	9	10	10	10	13	5	4	8	4

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

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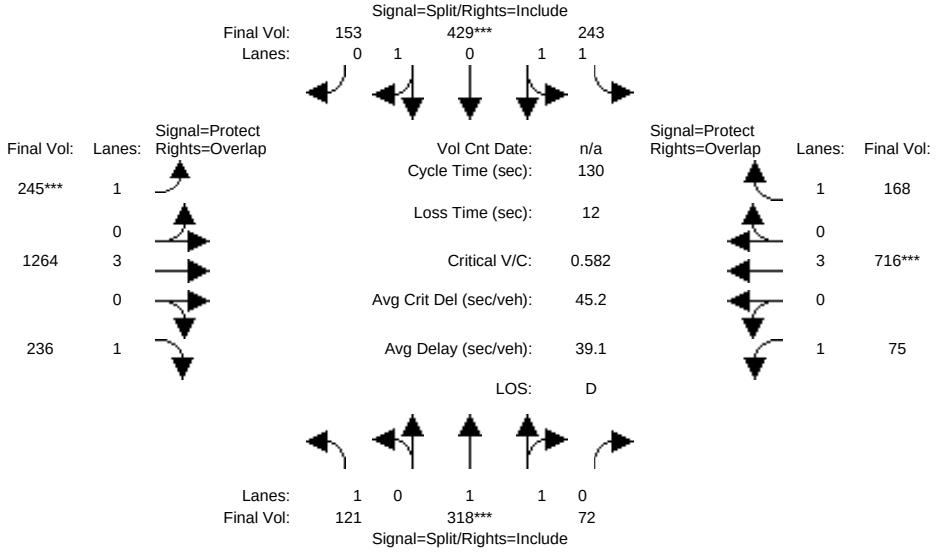
3896 Stevens Creek Blvd TA
San Jose, CA
Hexagon Transportation Consultants, Inc.

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Bckg + Prj PM

Intersection #3104: Kiely Blvd/Stevens Creek Blvd



Street Name:	Kiely Blvd						Stevens Creek Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	121	318	72	235	422	153	245	1225	233	75	661	153
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	121	318	72	235	422	153	245	1225	233	75	661	153
Added Vol:	0	0	0	8	7	0	0	39	3	0	55	15
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	121	318	72	243	429	153	245	1264	236	75	716	168
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	121	318	72	243	429	153	245	1264	236	75	716	168
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	121	318	72	243	429	153	245	1264	236	75	716	168
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	121	318	72	243	429	153	245	1264	236	75	716	168
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	0.98	0.95	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	1.62	0.38	1.00	1.46	0.54	1.00	3.00	1.00	1.00	3.00	1.00
Final Sat.:	1750	3016	683	1750	2727	972	1750	5700	1750	1750	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.07	0.11	0.11	0.14	0.16	0.16	0.14	0.22	0.13	0.04	0.13	0.10
Crit Moves:		****			****			****			****	
Green Time:	23.5	23.5	23.5	35.1	35.1	35.1	31.3	47.7	71.3	11.6	28.1	63.2
Volume/Cap:	0.38	0.58	0.58	0.51	0.58	0.58	0.58	0.60	0.25	0.48	0.58	0.20
Delay/Veh:	47.6	50.0	50.0	40.5	41.7	41.7	45.7	34.0	15.5	58.7	46.4	19.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	47.6	50.0	50.0	40.5	41.7	41.7	45.7	34.0	15.5	58.7	46.4	19.1
LOS by Move:	D	D	D	D	D	D	D	C-	B	E+	D	B-
HCM2kAvgQ:	5	8	8	9	11	11	10	14	5	4	9	4

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

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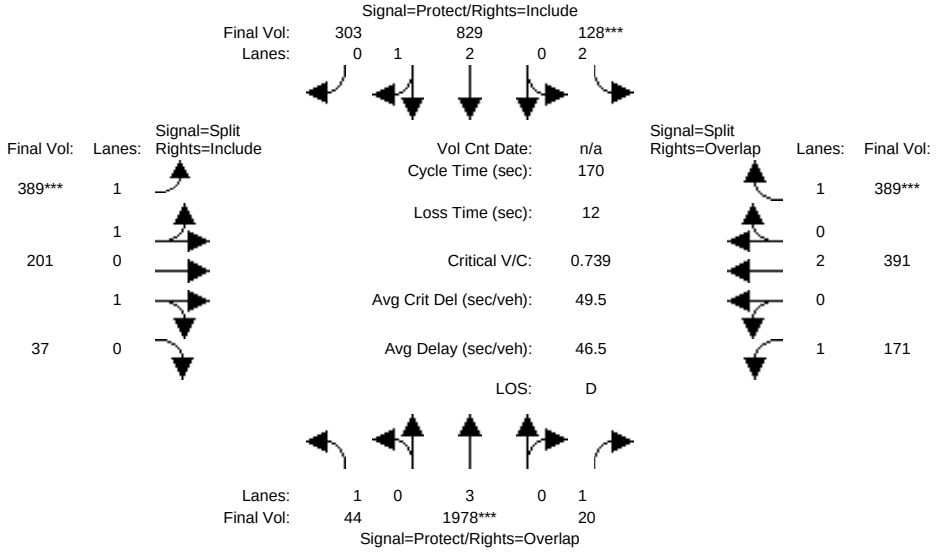
3896 Stevens Creek Blvd TA
San Jose, CA
Hexagon Transportation Consultants, Inc.

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

Intersection #3113: Saratoga Ave/Moorpark Ave

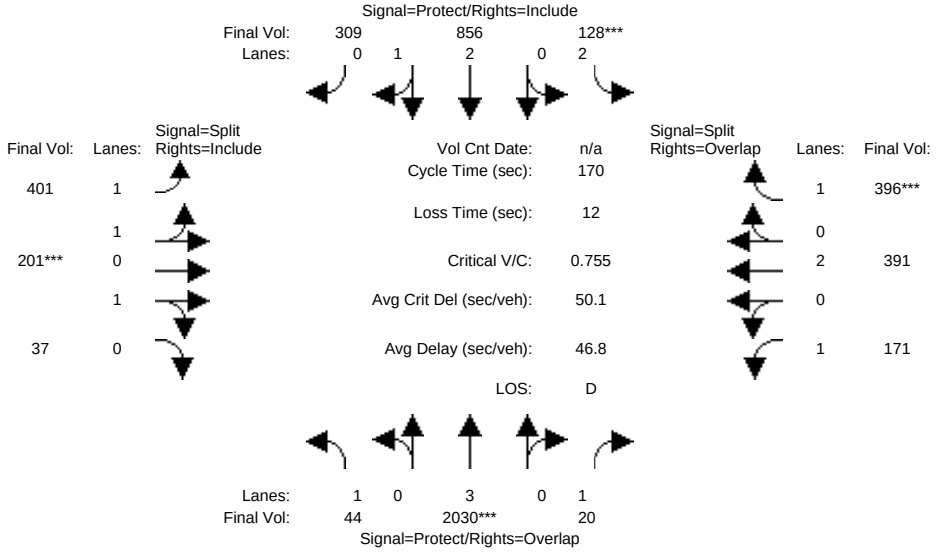



```
Street Name:          Saratoga Ave                    Moorpark Ave
Approach:     North Bound     South Bound      East Bound      West Bound
Movement:     L  -  T  -  R   L  -  T  -  R   L  -  T  -  R   L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Min. Green:     7   10    10    7   10    10   10   10    10   10   10    10
Y+R:          4.0  4.0   4.0  4.0  4.0   4.0  4.0  4.0   4.0  4.0  4.0   4.0
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:      44 1978    20  128  829   303  389  201    37  171  391   389
Growth Adj:  1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00
Initial Bse:   44 1978    20  128  829   303  389  201    37  171  391   389
Added Vol:      0    0     0    0    0     0    0    0     0    0    0     0
PasserByVol:    0    0     0    0    0     0    0    0     0    0    0     0
Initial Fut:   44 1978    20  128  829   303  389  201    37  171  391   389
User Adj:    1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00
PHF Volume:    44 1978    20  128  829   303  389  201    37  171  391   389
Reduct Vol:     0    0     0    0    0     0    0    0     0    0    0     0
Reduced Vol:   44 1978    20  128  829   303  389  201    37  171  391   389
PCE Adj:     1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00
MLF Adj:     1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00
FinalVolume:   44 1978    20  128  829   303  389  201    37  171  391   389
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1900 1900  1900 1900 1900  1900 1900 1900  1900 1900 1900  1900
Adjustment:  0.92 1.00  0.92 0.83 1.00  0.95 0.93 0.95  0.95 0.92 1.00  0.92
Lanes:       1.00 3.00  1.00 2.00 2.17  0.83 1.87 0.95  0.18 1.00 2.00  1.00
Final Sat.:  1750 5700  1750 3150 4099  1498 3319 1715   316 1750 3800  1750
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.03 0.35  0.01 0.04 0.20  0.20 0.12 0.12  0.12 0.10 0.10  0.22
Crit Moves:       ****       ****           ****                     ****
Green Time:  15.1 79.9 121.5  9.4 74.1  74.1 27.0 27.0  27.0 41.7 41.7  51.0
Volume/Cap:  0.28 0.74  0.02 0.74 0.46  0.46 0.74 0.74  0.74 0.40 0.42  0.74
Delay/Veh:   73.4 37.7   7.0 94.5 34.0  34.0 71.6 71.6  71.6 54.3 54.3  59.1
User DelAdj: 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00
AdjDel/Veh:  73.4 37.7   7.0 94.5 34.0  34.0 71.6 71.6  71.6 54.3 54.3  59.1
LOS by Move:    E   D+     A    F   C-    C-    E    E    E   D-   D-    E+
HCM2kAvgQ:      2   28     0    4   14    14   12   12   12    8    8    20
Note: Queue reported is the number of cars per lane.
```

3896 Stevens Creek Blvd TA
San Jose, CA
Hexagon Transportation Consultants, Inc.

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Bckg + Prj AM

Intersection #3113: Saratoga Ave/Moorpark Ave




```
Street Name:          Saratoga Ave                    Moorpark Ave
Approach:     North Bound     South Bound      East Bound      West Bound
Movement:     L  -  T  -  R   L  -  T  -  R   L  -  T  -  R   L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Min. Green:     7   10    10    7   10    10   10   10    10   10   10    10
Y+R:          4.0  4.0   4.0  4.0  4.0   4.0  4.0  4.0   4.0  4.0  4.0   4.0
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:      44 1978    20   128  829   303   389  201    37   171  391   389
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:   44 1978    20   128  829   303   389  201    37   171  391   389
Added Vol:      0   52     0     0   27     6    12    0     0     0    0     7
PasserByVol:    0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:   44 2030    20   128  856   309   401  201    37   171  391   396
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:    44 2030    20   128  856   309   401  201    37   171  391   396
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:   44 2030    20   128  856   309   401  201    37   171  391   396
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
FinalVolume:   44 2030    20   128  856   309   401  201    37   171  391   396
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1900 1900  1900  1900 1900  1900  1900 1900  1900  1900 1900  1900
Adjustment:  0.92 1.00  0.92  0.83 1.00  0.95  0.93 0.95  0.95  0.92 1.00  0.92
Lanes:       1.00 3.00  1.00  2.00 2.18  0.82  1.90 0.93  0.17  1.00 2.00  1.00
Final Sat.:  1750 5700  1750  3150 4113  1485  3357 1683   310  1750 3800  1750
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.03 0.36  0.01  0.04 0.21  0.21  0.12 0.12  0.12  0.10 0.10  0.23
Crit Moves:       ****       ****                ****                ****
Green Time:  14.8 80.2 121.8   9.1 74.6  74.6  26.9 26.9  26.9  41.7 41.7  50.8
Volume/Cap:  0.29 0.76  0.02  0.76 0.47  0.47  0.76 0.76  0.76  0.40 0.42  0.76
Delay/Veh:   73.8 38.1   6.9  96.8 34.0  34.0  72.3 72.3  72.3  54.3 54.3  60.3
User DelAdj: 1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
AdjDel/Veh:  73.8 38.1   6.9  96.8 34.0  34.0  72.3 72.3  72.3  54.3 54.3  60.3
LOS by Move:    E   D+     A     F   C-    C-     E    E     E    D-   D-     E
HCM2kAvgQ:      3   29     0     4   14    14    13   13    13     8    8    20
Note: Queue reported is the number of cars per lane.
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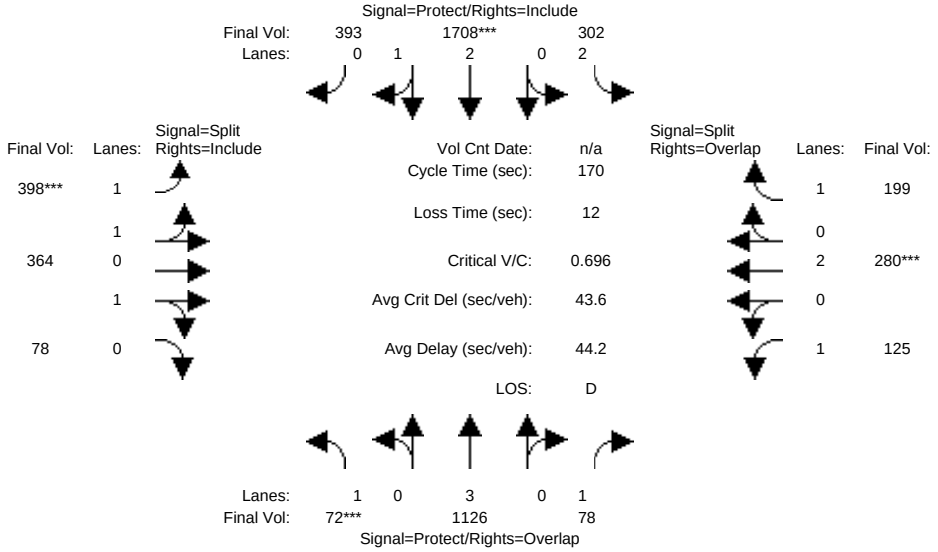
3896 Stevens Creek Blvd TA
San Jose, CA
Hexagon Transportation Consultants, Inc.

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

Intersection #3113: Saratoga Ave/Moorpark Ave

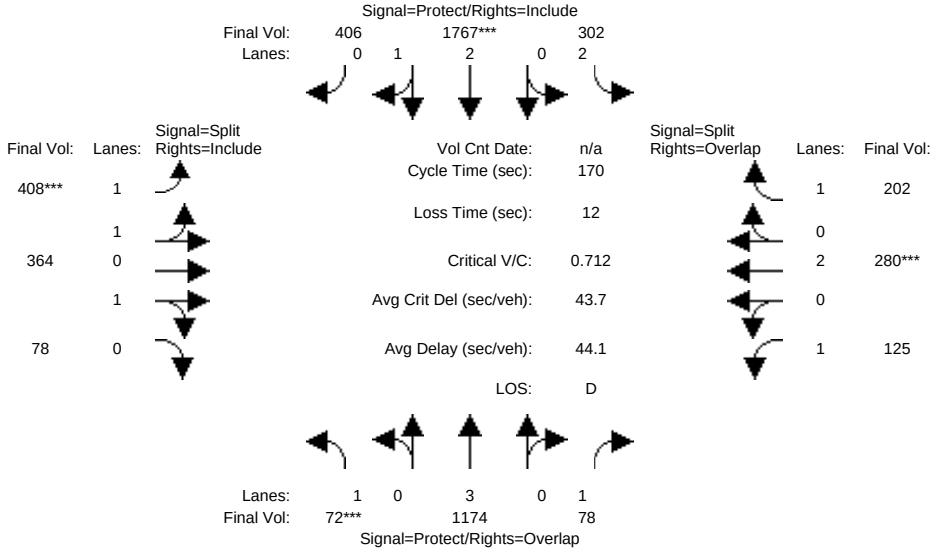



```
Street Name:          Saratoga Ave                    Moorpark Ave
Approach:     North Bound     South Bound      East Bound      West Bound
Movement:     L  -  T  -  R   L  -  T  -  R   L  -  T  -  R   L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Min. Green:     7   10    10    7   10    10   10   10    10   10   10    10
Y+R:          4.0  4.0   4.0  4.0  4.0   4.0  4.0  4.0   4.0  4.0  4.0   4.0
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:      72 1126    78  302 1708   393  398  364    78  125  280   199
Growth Adj:  1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00
Initial Bse:   72 1126    78  302 1708   393  398  364    78  125  280   199
Added Vol:      0    0     0    0    0     0    0    0     0    0    0     0
PasserByVol:    0    0     0    0    0     0    0    0     0    0    0     0
Initial Fut:   72 1126    78  302 1708   393  398  364    78  125  280   199
User Adj:    1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00
PHF Volume:    72 1126    78  302 1708   393  398  364    78  125  280   199
Reduct Vol:     0    0     0    0    0     0    0    0     0    0    0     0
Reduced Vol:   72 1126    78  302 1708   393  398  364    78  125  280   199
PCE Adj:     1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00
MLF Adj:     1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00
FinalVolume:   72 1126    78  302 1708   393  398  364    78  125  280   199
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1900 1900  1900 1900 1900  1900 1900 1900  1900 1900 1900  1900
Adjustment:  0.92 1.00  0.92 0.83 0.99  0.95 0.93 0.95  0.95 0.92 1.00  0.92
Lanes:       1.00 3.00  1.00 2.00 2.42  0.58 1.44 1.29  0.27 1.00 2.00  1.00
Final Sat.:  1750 5700  1750 3150 4551  1047 2535 2318   497 1750 3800  1750
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.04 0.20  0.04 0.10 0.38  0.38 0.16 0.16  0.16 0.07 0.07  0.11
Crit Moves:  ****               ****       ****               ****
Green Time:  10.0 68.5  86.4 33.2 91.6  91.6 38.3 38.3  38.3 18.0 18.0  51.2
Volume/Cap:  0.70 0.49  0.09 0.49 0.70  0.70 0.70 0.70  0.70 0.67 0.70  0.38
Delay/Veh:   97.2 38.0  21.5 61.5 29.6  29.6 62.3 62.3  62.3 82.7 78.6  47.3
User DelAdj: 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00
AdjDel/Veh:  97.2 38.0  21.5 61.5 29.6  29.6 62.3 62.3  62.3 82.7 78.6  47.3
LOS by Move:    F   D+    C+    E    C     C    E    E     E    F   E-    D
HCM2kAvgQ:      5   14     2    8   27    27   15   15    15    7    7    8
Note: Queue reported is the number of cars per lane.
```

3896 Stevens Creek Blvd TA
San Jose, CA
Hexagon Transportation Consultants, Inc.

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Bckg + Prj PM

Intersection #3113: Saratoga Ave/Moorpark Ave




```
Street Name:          Saratoga Ave                    Moorpark Ave
Approach:     North Bound     South Bound      East Bound      West Bound
Movement:     L  -  T  -  R   L  -  T  -  R   L  -  T  -  R   L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Min. Green:     7   10    10    7   10    10   10   10    10   10   10    10
Y+R:          4.0  4.0   4.0  4.0  4.0   4.0  4.0  4.0   4.0  4.0  4.0   4.0
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:      72 1126    78  302 1708   393  398  364    78  125  280   199
Growth Adj:  1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00
Initial Bse:   72 1126    78  302 1708   393  398  364    78  125  280   199
Added Vol:      0   48     0    0   59    13   10    0     0    0    0     3
PasserByVol:    0    0     0    0    0     0    0    0     0    0    0     0
Initial Fut:   72 1174    78  302 1767   406  408  364    78  125  280   202
User Adj:    1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00
PHF Volume:    72 1174    78  302 1767   406  408  364    78  125  280   202
Reduct Vol:     0    0     0    0    0     0    0    0     0    0    0     0
Reduced Vol:   72 1174    78  302 1767   406  408  364    78  125  280   202
PCE Adj:     1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00
MLF Adj:     1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00
FinalVolume:   72 1174    78  302 1767   406  408  364    78  125  280   202
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1900 1900  1900 1900 1900  1900 1900 1900  1900 1900 1900  1900
Adjustment:  0.92 1.00  0.92 0.83 0.99  0.95 0.93 0.95  0.95 0.92 1.00  0.92
Lanes:       1.00 3.00  1.00 2.00 2.42  0.58 1.46 1.27  0.27 1.00 2.00  1.00
Final Sat.:  1750 5700  1750 3150 4552  1046 2568 2291   491 1750 3800  1750
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.04 0.21  0.04 0.10 0.39  0.39 0.16 0.16  0.16 0.07 0.07  0.12
Crit Moves:  ****               ****       ****               ****
Green Time:   9.8 69.9  87.5 32.6 92.7  92.7 37.9 37.9  37.9 17.6 17.6  50.1
Volume/Cap:  0.71 0.50  0.09 0.50 0.71  0.71 0.71 0.71  0.71 0.69 0.71  0.39
Delay/Veh:   99.8 37.3  21.0 62.1 29.6  29.6 63.0 63.0  63.0 84.4 79.8  48.3
User DelAdj: 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00
AdjDel/Veh:  99.8 37.3  21.0 62.1 29.6  29.6 63.0 63.0  63.0 84.4 79.8  48.3
LOS by Move:    F   D+    C+    E    C     C    E    E     E    F   E-    D
HCM2kAvgQ:      5   15     2    8   28    28   15   15    15    7    7    9
Note: Queue reported is the number of cars per lane.
```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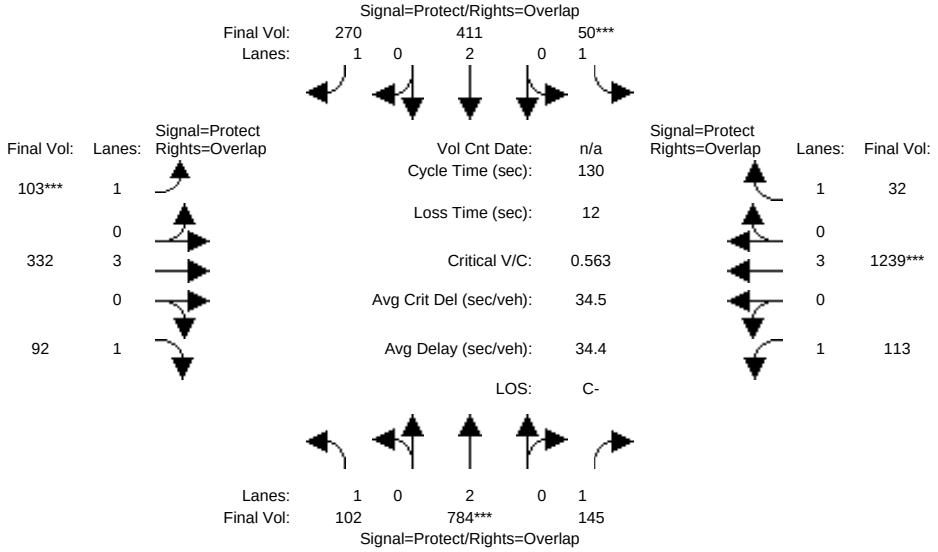
3896 Stevens Creek Blvd TA
San Jose, CA
Hexagon Transportation Consultants, Inc.

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

Intersection #3116: Saratoga Ave/Stevens Creek Blvd

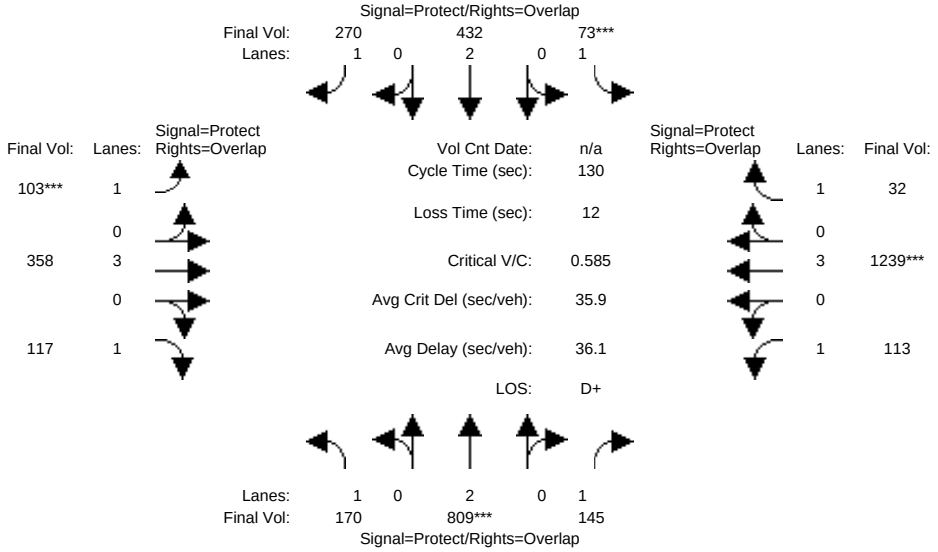



```
Street Name:          Saratoga Ave                Stevens Creek Blvd
Approach:     North Bound     South Bound      East Bound      West Bound
Movement:     L  -  T  -  R   L  -  T  -  R   L  -  T  -  R   L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Min. Green:     7   10    10    7   10    10    7   10    10    7   10    10
Y+R:          4.0  4.0   4.0  4.0  4.0   4.0  4.0  4.0   4.0  4.0  4.0   4.0
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:     102  784   145   50  411   270  103  332    92  113 1239    32
Growth Adj:  1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00
Initial Bse:  102  784   145   50  411   270  103  332    92  113 1239    32
Added Vol:      0    0     0    0    0     0    0    0     0    0    0     0
PasserByVol:    0    0     0    0    0     0    0    0     0    0    0     0
Initial Fut:  102  784   145   50  411   270  103  332    92  113 1239    32
User Adj:    1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00
PHF Volume:   102  784   145   50  411   270  103  332    92  113 1239    32
Reduct Vol:     0    0     0    0    0     0    0    0     0    0    0     0
Reduced Vol:  102  784   145   50  411   270  103  332    92  113 1239    32
PCE Adj:     1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00
MLF Adj:     1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00
FinalVolume:  102  784   145   50  411   270  103  332    92  113 1239    32
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1900 1900  1900 1900 1900  1900 1900 1900  1900 1900 1900  1900
Adjustment:  0.92 1.00  0.92 0.92 1.00  0.92 0.92 1.00  0.92 0.92 1.00  0.92
Lanes:       1.00 2.00  1.00 1.00 2.00  1.00 1.00 3.00  1.00 1.00 3.00  1.00
Final Sat.:  1750 3800  1750 1750 3800  1750 1750 5700  1750 1750 5700  1750
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.06 0.21  0.08 0.03 0.11  0.15 0.06 0.06  0.05 0.06 0.22  0.02
Crit Moves:       ****       ****            ****                ****
Green Time:   19.1 47.5  76.5  7.0 35.4  48.9 13.5 34.5  53.6 29.0 50.0  57.0
Volume/Cap:   0.40 0.57  0.14 0.53 0.40  0.41 0.57 0.22  0.13 0.29 0.57  0.04
Delay/Veh:    51.3 33.6  12.1 65.6 38.9  30.3 59.5 37.3  23.8 42.4 31.8  20.9
User DelAdj: 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00
AdjDel/Veh:   51.3 33.6  12.1 65.6 38.9  30.3 59.5 37.3  23.8 42.4 31.8  20.9
LOS by Move:   D-   C-     B    E   D+     C   E+   D+     C    D    C   C+
HCM2kAvgQ:      4   13     3    2    6     8    4    3     2    4   12    1
Note: Queue reported is the number of cars per lane.
```

3896 Stevens Creek Blvd TA
San Jose, CA
Hexagon Transportation Consultants, Inc.

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Bckg + Prj AM

Intersection #3116: Saratoga Ave/Stevens Creek Blvd

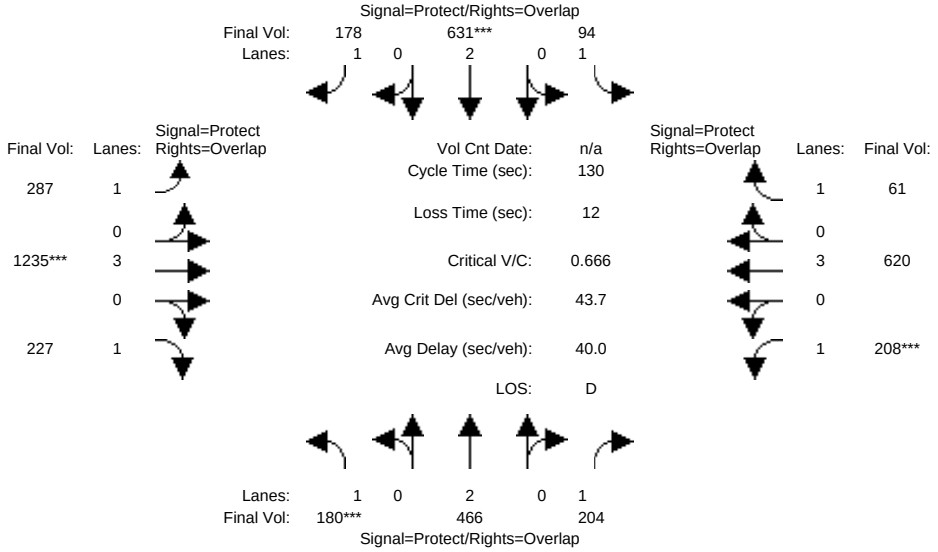



```
Street Name:          Saratoga Ave                Stevens Creek Blvd
Approach:     North Bound     South Bound      East Bound      West Bound
Movement:     L  -  T  -  R   L  -  T  -  R   L  -  T  -  R   L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Min. Green:     7   10    10    7   10    10    7   10    10    7   10    10
Y+R:          4.0  4.0   4.0  4.0  4.0   4.0  4.0  4.0   4.0  4.0  4.0   4.0
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:     102  784   145   50  411   270  103  332    92  113 1239    32
Growth Adj:  1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00
Initial Bse:  102  784   145   50  411   270  103  332    92  113 1239    32
Added Vol:     68   25     0   23   21     0    0   26    25    0    0     0
PasserByVol:    0    0     0    0    0     0    0    0     0    0    0     0
Initial Fut:  170  809   145   73  432   270  103  358   117  113 1239    32
User Adj:    1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00
PHF Volume:   170  809   145   73  432   270  103  358   117  113 1239    32
Reduct Vol:     0    0     0    0    0     0    0    0     0    0    0     0
Reduced Vol:  170  809   145   73  432   270  103  358   117  113 1239    32
PCE Adj:     1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00
MLF Adj:     1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00
FinalVolume:  170  809   145   73  432   270  103  358   117  113 1239    32
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1900 1900  1900 1900 1900  1900 1900 1900  1900 1900 1900  1900
Adjustment:  0.92 1.00  0.92 0.92 1.00  0.92 0.92 1.00  0.92 0.92 1.00  0.92
Lanes:       1.00 2.00  1.00 1.00 2.00  1.00 1.00 3.00  1.00 1.00 3.00  1.00
Final Sat.:  1750 3800  1750 1750 3800  1750 1750 5700  1750 1750 5700  1750
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.10 0.21  0.08 0.04 0.11  0.15 0.06 0.06  0.07 0.06 0.22  0.02
Crit Moves:       ****       ****            ****                ****
Green Time:   26.1 47.3  75.3  9.3 30.5  43.6 13.1 33.4  59.5 28.0 48.3  57.6
Volume/Cap:   0.48 0.58  0.14 0.58 0.48  0.46 0.58 0.24  0.15 0.30 0.58  0.04
Delay/Veh:    47.1 34.0  12.6 65.5 43.4  34.5 60.9 38.4  20.6 43.2 33.2  20.6
User DelAdj: 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00
AdjDel/Veh:   47.1 34.0  12.6 65.5 43.4  34.5 60.9 38.4  20.6 43.2 33.2  20.6
LOS by Move:    D   C-     B    E    D    C-    E   D+    C+    D   C-    C+
HCM2kAvgQ:      7   13     3    3    7     9    4    4     3    4   12     1
Note: Queue reported is the number of cars per lane.
```

3896 Stevens Creek Blvd TA
San Jose, CA
Hexagon Transportation Consultants, Inc.

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

Intersection #3116: Saratoga Ave/Stevens Creek Blvd




```
Street Name:          Saratoga Ave                Stevens Creek Blvd
Approach:     North Bound     South Bound      East Bound      West Bound
Movement:     L  -  T  -  R   L  -  T  -  R   L  -  T  -  R   L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Min. Green:     7   10    10    7   10    10    7   10    10    7   10    10
Y+R:          4.0  4.0   4.0  4.0  4.0   4.0  4.0  4.0   4.0  4.0  4.0   4.0
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:     180  466   204   94  631   178  287 1235   227  208  620    61
Growth Adj:  1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00
Initial Bse:  180  466   204   94  631   178  287 1235   227  208  620    61
Added Vol:      0    0     0    0    0     0    0    0     0    0    0     0
PasserByVol:    0    0     0    0    0     0    0    0     0    0    0     0
Initial Fut:  180  466   204   94  631   178  287 1235   227  208  620    61
User Adj:    1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00
PHF Volume:   180  466   204   94  631   178  287 1235   227  208  620    61
Reduct Vol:     0    0     0    0    0     0    0    0     0    0    0     0
Reduced Vol:  180  466   204   94  631   178  287 1235   227  208  620    61
PCE Adj:     1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00
MLF Adj:     1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00
FinalVolume:  180  466   204   94  631   178  287 1235   227  208  620    61
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1900 1900  1900 1900 1900  1900 1900 1900  1900 1900 1900  1900
Adjustment:  0.92 1.00  0.92 0.92 1.00  0.92 0.92 1.00  0.92 0.92 1.00  0.92
Lanes:       1.00 2.00  1.00 1.00 2.00  1.00 1.00 3.00  1.00 1.00 3.00  1.00
Final Sat.:  1750 3800  1750 1750 3800  1750 1750 5700  1750 1750 5700  1750
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.10 0.12  0.12 0.05 0.17  0.10 0.16 0.22  0.13 0.12 0.11  0.03
Crit Moves:  ****               ****           ****       ****
Green Time:  20.1 36.5  59.7 16.0 32.4  71.8 39.4 42.3  62.4 23.2 26.1  42.1
Volume/Cap:  0.67 0.44  0.25 0.44 0.67  0.18 0.54 0.67  0.27 0.67 0.54  0.11
Delay/Veh:   58.0 38.6  21.7 54.2 45.7  14.6 38.9 38.7  20.4 55.2 47.1  30.8
User DelAdj: 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00
AdjDel/Veh:  58.0 38.6  21.7 54.2 45.7  14.6 38.9 38.7  20.4 55.2 47.1  30.8
LOS by Move:   E+   D+    C+   D-    D     B    D+   D+    C+    E+    D     C
HCM2kAvgQ:      8    8     5    3   11     4    10   14     6     8    7     2
Note: Queue reported is the number of cars per lane.
```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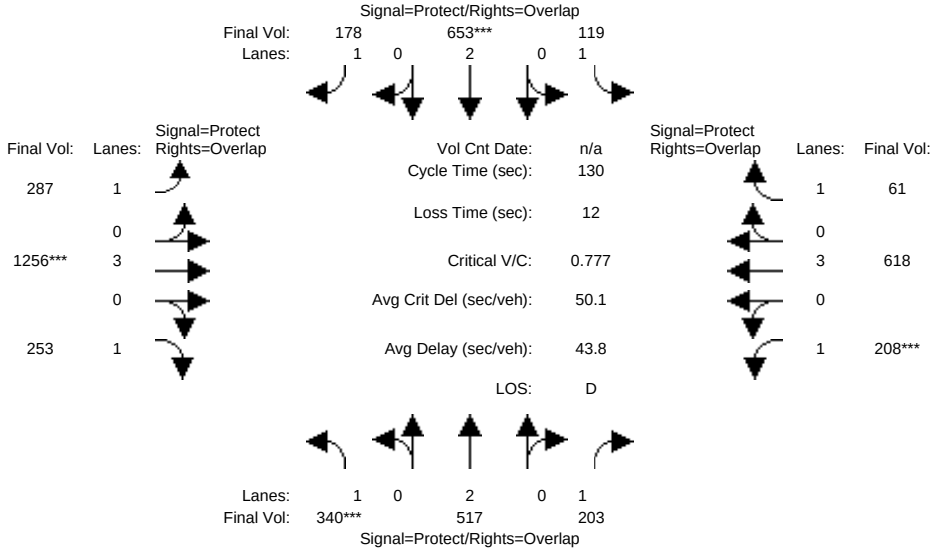
3896 Stevens Creek Blvd TA
San Jose, CA
Hexagon Transportation Consultants, Inc.

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Bckg + Prj PM

Intersection #3116: Saratoga Ave/Stevens Creek Blvd




```
Street Name:          Saratoga Ave                 Stevens Creek Blvd
Approach:     North Bound      South Bound      East Bound      West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Min. Green:     7   10    10     7   10    10     7   10    10     7   10    10
Y+R:          4.0  4.0   4.0   4.0  4.0   4.0   4.0  4.0   4.0   4.0  4.0   4.0
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:     180  466   204    94  631   178   287 1235   227   208  620    61
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:  180  466   204    94  631   178   287 1235   227   208  620    61
Added Vol:    155   51    -1    25   22     0     0   24    23     0    0     0
PasserByVol:    5    0     0     0    0     0     0   -3     3     0   -2     0
Initial Fut:  340  517   203   119  653   178   287 1256   253   208  618    61
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:   340  517   203   119  653   178   287 1256   253   208  618    61
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:  340  517   203   119  653   178   287 1256   253   208  618    61
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
FinalVolume:  340  517   203   119  653   178   287 1256   253   208  618    61
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1900 1900  1900  1900 1900  1900  1900 1900  1900  1900 1900  1900
Adjustment:  0.92 1.00  0.92  0.92 1.00  0.92  0.92 1.00  0.92  0.92 1.00  0.92
Lanes:       1.00 2.00  1.00  1.00 2.00  1.00  1.00 3.00  1.00  1.00 3.00  1.00
Final Sat.:  1750 3800  1750  1750 3800  1750  1750 5700  1750  1750 5700  1750
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.19 0.14  0.12  0.07 0.17  0.10  0.16 0.22  0.14  0.12 0.11  0.03
Crit Moves:  ****                ****           ****       ****
Green Time:  32.5 40.8  60.7  20.4 28.7  62.9  34.2 36.9  69.4  19.9 22.6  43.0
Volume/Cap:  0.78 0.43  0.25  0.43 0.78  0.21  0.62 0.78  0.27  0.78 0.62  0.11
Delay/Veh:   53.9 35.6  21.0  50.7 52.2  19.4  44.9 45.2  16.7  66.3 51.0  30.2
User DelAdj: 1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
AdjDel/Veh:  53.9 35.6  21.0  50.7 52.2  19.4  44.9 45.2  16.7  66.3 51.0  30.2
LOS by Move:   D-   D+    C+     D   D-    B-     D    D     B     E   D-     C
HCM2kAvgQ:     15    8     5     4   12     4    11   15     6     9    7     2
Note: Queue reported is the number of cars per lane.
```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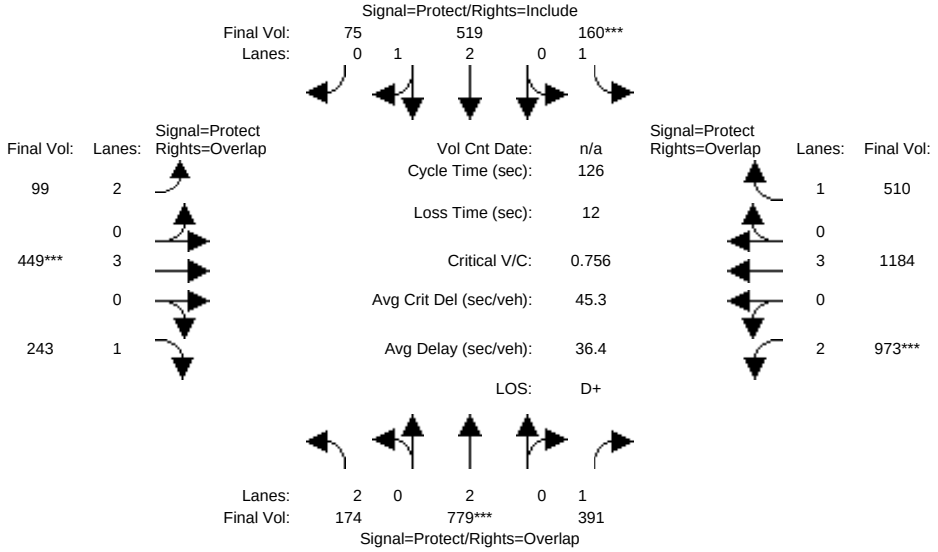
3896 Stevens Creek Blvd TA
San Jose, CA
Hexagon Transportation Consultants, Inc.

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

Intersection #3118: Winchester Blvd/Stevens Creek Blvd

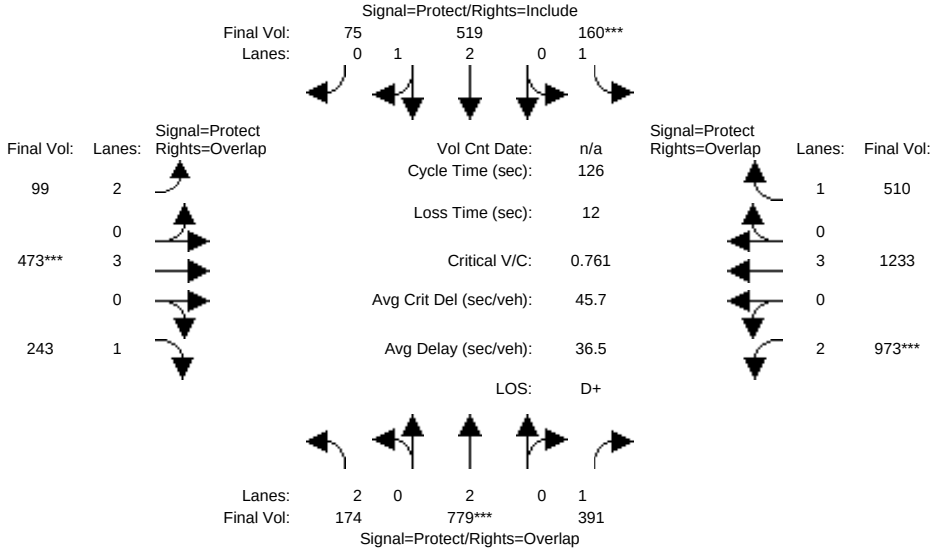



```
Street Name:        Winchester Blvd                Stevens Creek Blvd
Approach:     North Bound      South Bound      East Bound      West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Min. Green:     7   10    10     7   10    10     7   10    10     7   10    10
Y+R:          4.0  4.0   4.0   4.0  4.0   4.0   4.0  4.0   4.0   4.0  4.0   4.0
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:     174  779   391   160  519    75    99  449   243   973 1184   510
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:  174  779   391   160  519    75    99  449   243   973 1184   510
Added Vol:      0    0     0     0    0     0     0    0     0     0    0     0
PasserByVol:    0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:  174  779   391   160  519    75    99  449   243   973 1184   510
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:   174  779   391   160  519    75    99  449   243   973 1184   510
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:  174  779   391   160  519    75    99  449   243   973 1184   510
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
FinalVolume:  174  779   391   160  519    75    99  449   243   973 1184   510
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1900 1900  1900  1900 1900  1900  1900 1900  1900  1900 1900  1900
Adjustment:  0.83 1.00  0.92  0.92 0.99  0.95  0.83 1.00  0.92  0.83 1.00  0.92
Lanes:       2.00 2.00  1.00  1.00 2.61  0.39  2.00 3.00  1.00  2.00 3.00  1.00
Final Sat.:  3150 3800  1750  1750 4892   707  3150 5700  1750  3150 5700  1750
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.06 0.21  0.22  0.09 0.11  0.11  0.03 0.08  0.14  0.31 0.21  0.29
Crit Moves:       ****       ****                ****       ****
Green Time:   17.0 34.2  85.6  15.2 32.4  32.4  13.6 13.1  30.1  51.5 51.0  66.2
Volume/Cap:   0.41 0.76  0.33  0.76 0.41  0.41  0.29 0.76  0.58  0.76 0.51  0.55
Delay/Veh:    50.6 45.4   8.5  68.0 39.1  39.1  52.2 60.4  44.4  34.5 28.4  20.8
User DelAdj: 1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
AdjDel/Veh:   50.6 45.4   8.5  68.0 39.1  39.1  52.2 60.4  44.4  34.5 28.4  20.8
LOS by Move:    D    D     A     E    D     D    D-    E     D    C-    C    C+
HCM2kAvgQ:      4   15     7     8    7     7     2    7     9    20   11    14
Note: Queue reported is the number of cars per lane.
```

3896 Stevens Creek Blvd TA
San Jose, CA
Hexagon Transportation Consultants, Inc.

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Bckg + Prj AM

Intersection #3118: Winchester Blvd/Stevens Creek Blvd

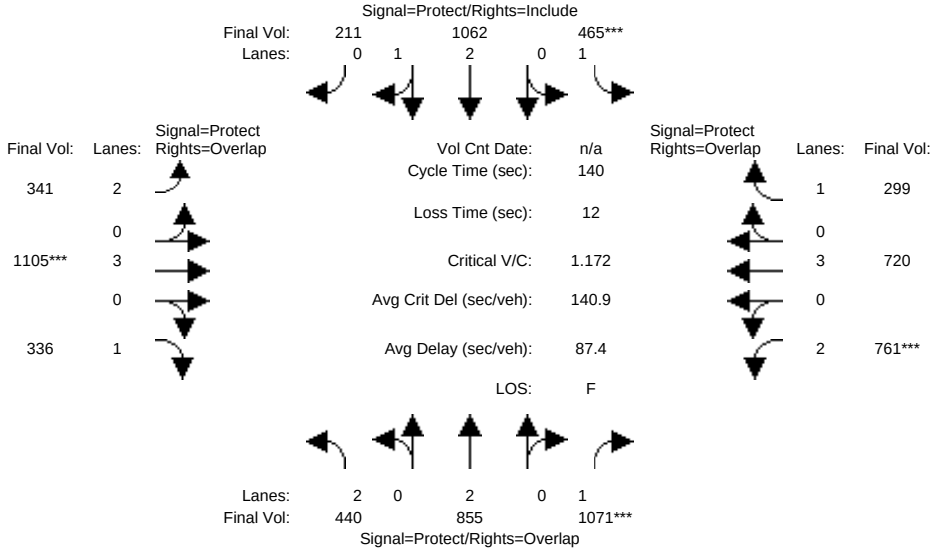



```
Street Name:        Winchester Blvd                Stevens Creek Blvd
Approach:     North Bound      South Bound      East Bound      West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Min. Green:     7   10    10     7   10    10     7   10    10     7   10    10
Y+R:          4.0  4.0   4.0   4.0  4.0   4.0   4.0  4.0   4.0   4.0  4.0   4.0
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:     174  779   391   160  519    75    99  449   243   973 1184   510
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:  174  779   391   160  519    75    99  449   243   973 1184   510
Added Vol:      0    0     0     0    0     0     0   24     0     0   49     0
PasserByVol:    0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:  174  779   391   160  519    75    99  473   243   973 1233   510
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:   174  779   391   160  519    75    99  473   243   973 1233   510
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:  174  779   391   160  519    75    99  473   243   973 1233   510
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
FinalVolume:  174  779   391   160  519    75    99  473   243   973 1233   510
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1900 1900  1900  1900 1900  1900  1900 1900  1900  1900 1900  1900
Adjustment:  0.83 1.00  0.92  0.92 0.99  0.95  0.83 1.00  0.92  0.83 1.00  0.92
Lanes:       2.00 2.00  1.00  1.00 2.61  0.39  2.00 3.00  1.00  2.00 3.00  1.00
Final Sat.:  3150 3800  1750  1750 4892   707  3150 5700  1750  3150 5700  1750
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.06 0.21  0.22  0.09 0.11  0.11  0.03 0.08  0.14  0.31 0.22  0.29
Crit Moves:       ****       ****                ****       ****
Green Time:   16.9 34.0  85.1  15.1 32.2  32.2  13.3 13.7  30.6  51.2 51.6  66.8
Volume/Cap:   0.41 0.76  0.33  0.76 0.41  0.41  0.30 0.76  0.57  0.76 0.53  0.55
Delay/Veh:    50.7 45.7   8.7  68.6 39.2  39.2  52.6 60.0  43.8  34.9 28.2  20.3
User DelAdj: 1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
AdjDel/Veh:   50.7 45.7   8.7  68.6 39.2  39.2  52.6 60.0  43.8  34.9 28.2  20.3
LOS by Move:    D    D     A     E    D     D    D-    E     D    C-    C    C+
HCM2kAvgQ:      4   15     7     8    7     7     2    8     9    20   12    14
Note: Queue reported is the number of cars per lane.
```

3896 Stevens Creek Blvd TA
San Jose, CA
Hexagon Transportation Consultants, Inc.

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

Intersection #3118: Winchester Blvd/Stevens Creek Blvd

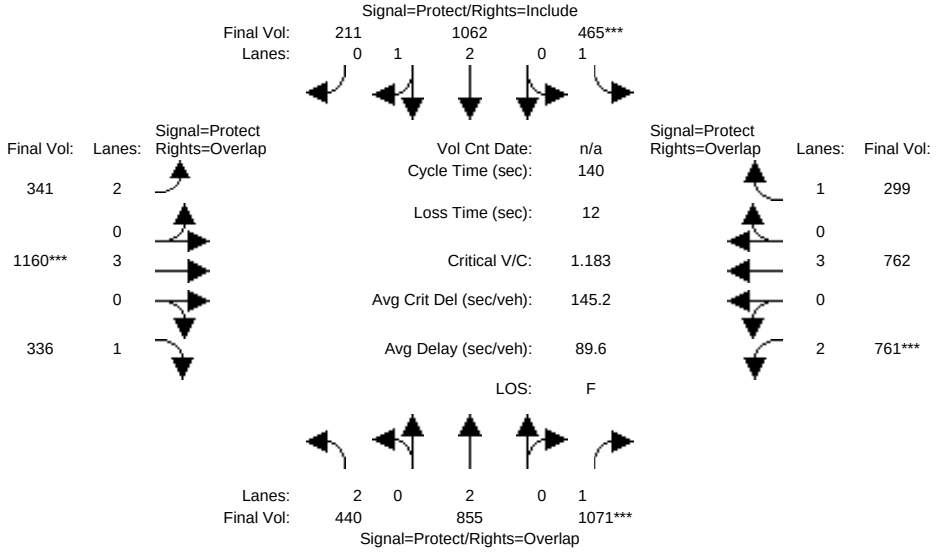



```
Street Name:        Winchester Blvd                Stevens Creek Blvd
Approach:     North Bound      South Bound      East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Min. Green:     7   10    10     7   10    10     7   10    10     7   10    10
Y+R:          4.0  4.0   4.0   4.0  4.0   4.0   4.0  4.0   4.0   4.0  4.0   4.0
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:     440  855  1071   465 1062   211   341 1105   336   761  720   299
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:  440  855  1071   465 1062   211   341 1105   336   761  720   299
Added Vol:      0    0     0     0    0     0     0    0     0     0    0     0
PasserByVol:    0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:  440  855  1071   465 1062   211   341 1105   336   761  720   299
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:   440  855  1071   465 1062   211   341 1105   336   761  720   299
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:  440  855  1071   465 1062   211   341 1105   336   761  720   299
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
FinalVolume:  440  855  1071   465 1062   211   341 1105   336   761  720   299
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1900 1900  1900  1900 1900  1900  1900 1900  1900  1900 1900  1900
Adjustment:  0.83 1.00  0.92  0.92 0.99  0.95  0.83 1.00  0.92  0.83 1.00  0.92
Lanes:       2.00 2.00  1.00  1.00 2.48  0.52  2.00 3.00  1.00  2.00 3.00  1.00
Final Sat.:  3150 3800  1750  1750 4671   928  3150 5700  1750  3150 5700  1750
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.14 0.23  0.61  0.27 0.23  0.23  0.11 0.19  0.19  0.24 0.13  0.17
Crit Moves:            ****  ****                ****       ****
Green Time:   28.9 44.2  73.1  31.7 47.1  47.1  24.0 23.2  52.1  28.9 28.0  59.7
Volume/Cap:   0.68 0.71  1.17  1.17 0.68  0.68  0.63 1.17  0.52  1.17 0.63  0.40
Delay/Veh:    54.1 44.3 122.5 155.2 40.9  40.9  56.3  147  34.9 148.7 52.4  28.1
User DelAdj: 1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
AdjDel/Veh:   54.1 44.3 122.5 155.2 40.9  40.9  56.3  147  34.9 148.7 52.4  28.1
LOS by Move:   D-    D     F     F    D     D    E+    F    C-     F   D-     C
HCM2kAvgQ:     11   17    72    33   16    16     9   25    12    31   10     9
Note: Queue reported is the number of cars per lane.
```

3896 Stevens Creek Blvd TA
San Jose, CA
Hexagon Transportation Consultants, Inc.

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Bckg + Prj PM

Intersection #3118: Winchester Blvd/Stevens Creek Blvd

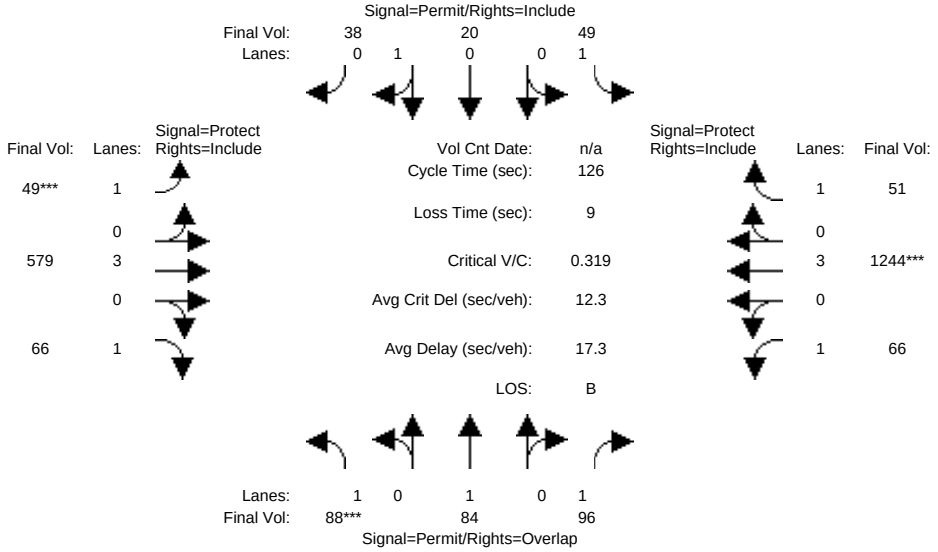



```
Street Name:        Winchester Blvd                Stevens Creek Blvd
Approach:     North Bound      South Bound      East Bound      West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Min. Green:     7   10    10     7   10    10     7   10    10     7   10    10
Y+R:          4.0  4.0   4.0   4.0  4.0   4.0   4.0  4.0   4.0   4.0  4.0   4.0
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:     440  855  1071   465 1062   211   341 1105   336   761  720   299
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:  440  855  1071   465 1062   211   341 1105   336   761  720   299
Added Vol:      0    0     0     0    0     0     0   55     0     0   42     0
PasserByVol:    0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:  440  855  1071   465 1062   211   341 1160   336   761  762   299
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:   440  855  1071   465 1062   211   341 1160   336   761  762   299
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:  440  855  1071   465 1062   211   341 1160   336   761  762   299
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
FinalVolume:  440  855  1071   465 1062   211   341 1160   336   761  762   299
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1900 1900  1900  1900 1900  1900  1900 1900  1900  1900 1900  1900
Adjustment:  0.83 1.00  0.92  0.92 0.99  0.95  0.83 1.00  0.92  0.83 1.00  0.92
Lanes:       2.00 2.00  1.00  1.00 2.48  0.52  2.00 3.00  1.00  2.00 3.00  1.00
Final Sat.:  3150 3800  1750  1750 4671   928  3150 5700  1750  3150 5700  1750
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.14 0.23  0.61  0.27 0.23  0.23  0.11 0.20  0.19  0.24 0.13  0.17
Crit Moves:            ****  ****                ****       ****
Green Time:  28.7 43.9  72.5  31.5 46.6  46.6  23.6 24.1  52.7  28.6 29.1  60.6
Volume/Cap:  0.68 0.72  1.18  1.18 0.68  0.68  0.64 1.18  0.51  1.18 0.64  0.39
Delay/Veh:   54.5 44.7 127.3 159.6 41.3  41.3  57.0  151  34.3 153.1 51.9  27.5
User DelAdj: 1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
AdjDel/Veh:  54.5 44.7 127.3 159.6 41.3  41.3  57.0  151  34.3 153.1 51.9  27.5
LOS by Move:   D-    D     F     F    D     D    E+    F    C-     F   D-     C
HCM2kAvgQ:     11   17    73    34   16    16     9   27    12    31   11     9
Note: Queue reported is the number of cars per lane.
```

3896 Stevens Creek Blvd TA
San Jose, CA
Hexagon Transportation Consultants, Inc.

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

Intersection #3442: Cypress Ave/Stevens Creek Blvd



Street Name:	Cypress Ave						Stevens Creek Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	88	84	96	49	20	38	49	579	66	66	1244	51
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	88	84	96	49	20	38	49	579	66	66	1244	51
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	88	84	96	49	20	38	49	579	66	66	1244	51
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	88	84	96	49	20	38	49	579	66	66	1244	51
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	88	84	96	49	20	38	49	579	66	66	1244	51
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	88	84	96	49	20	38	49	579	66	66	1244	51
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	0.95	0.95	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	1.00	1.00	1.00	0.34	0.66	1.00	3.00	1.00	1.00	3.00	1.00
Final Sat.:	1750	1900	1750	1750	621	1179	1750	5700	1750	1750	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.05	0.04	0.05	0.03	0.03	0.03	0.03	0.10	0.04	0.04	0.22	0.03
Crit Moves:	****						****			****		
Green Time:	19.8	19.8	54.2	19.8	19.8	19.8	11.0	62.8	62.8	34.4	86.1	86.1
Volume/Cap:	0.32	0.28	0.13	0.18	0.20	0.20	0.32	0.20	0.08	0.14	0.32	0.04
Delay/Veh:	47.8	47.3	21.7	46.3	46.6	46.6	55.2	17.7	16.5	34.8	8.1	6.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	47.8	47.3	21.7	46.3	46.6	46.6	55.2	17.7	16.5	34.8	8.1	6.5
LOS by Move:	D	D	C+	D	D	D	E+	B	B	C-	A	A
HCM2kAvgQ:	3	3	2	2	2	2	2	4	1	2	6	1

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

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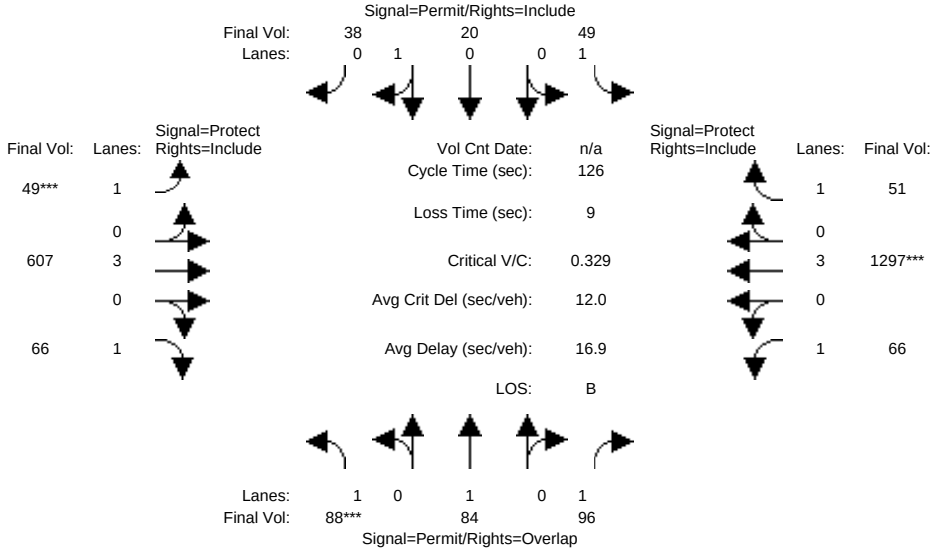
3896 Stevens Creek Blvd TA
San Jose, CA
Hexagon Transportation Consultants, Inc.

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Bckg + Prj AM

Intersection #3442: Cypress Ave/Stevens Creek Blvd



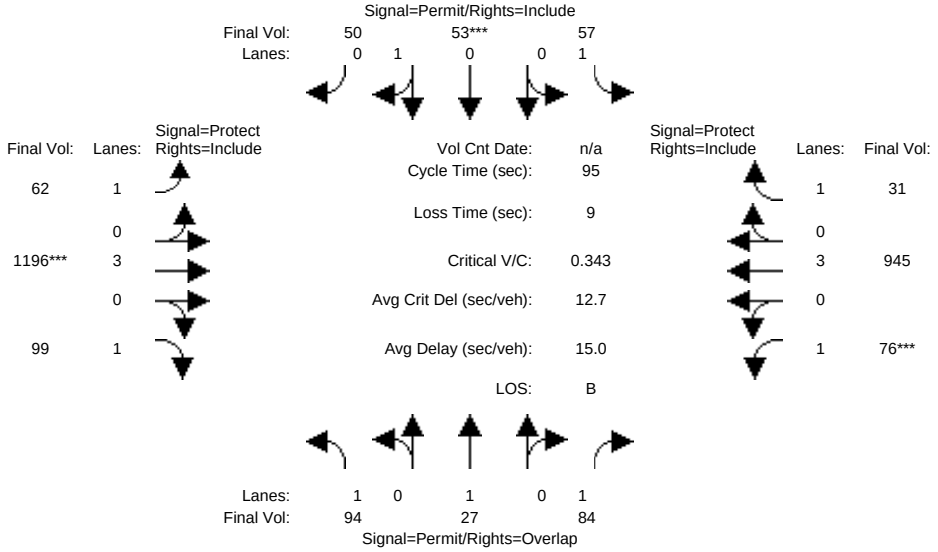
Street Name:	Cypress Ave						Stevens Creek Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	88	84	96	49	20	38	49	579	66	66	1244	51
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	88	84	96	49	20	38	49	579	66	66	1244	51
Added Vol:	0	0	0	0	0	0	0	28	0	0	53	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	88	84	96	49	20	38	49	607	66	66	1297	51
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	88	84	96	49	20	38	49	607	66	66	1297	51
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	88	84	96	49	20	38	49	607	66	66	1297	51
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	88	84	96	49	20	38	49	607	66	66	1297	51
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	0.95	0.95	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	1.00	1.00	1.00	0.34	0.66	1.00	3.00	1.00	1.00	3.00	1.00
Final Sat.:	1750	1900	1750	1750	621	1179	1750	5700	1750	1750	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.05	0.04	0.05	0.03	0.03	0.03	0.03	0.11	0.04	0.04	0.23	0.03
Crit Moves:	****						****			****		
Green Time:	19.2	19.2	52.8	19.2	19.2	19.2	10.7	64.2	64.2	33.5	87.1	87.1
Volume/Cap:	0.33	0.29	0.13	0.18	0.21	0.21	0.33	0.21	0.07	0.14	0.33	0.04
Delay/Veh:	48.4	47.9	22.6	46.9	47.1	47.1	55.6	17.0	15.8	35.4	7.8	6.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	48.4	47.9	22.6	46.9	47.1	47.1	55.6	17.0	15.8	35.4	7.8	6.2
LOS by Move:	D	D	C+	D	D	D	E+	B	B	D+	A	A
HCM2kAvgQ:	3	3	2	2	2	2	2	4	1	2	7	1

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

3896 Stevens Creek Blvd TA
San Jose, CA
Hexagon Transportation Consultants, Inc.

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

Intersection #3442: Cypress Ave/Stevens Creek Blvd



Street Name:	Cypress Ave						Stevens Creek Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	94	27	84	57	53	50	62	1196	99	76	945	31
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	94	27	84	57	53	50	62	1196	99	76	945	31
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	94	27	84	57	53	50	62	1196	99	76	945	31
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	94	27	84	57	53	50	62	1196	99	76	945	31
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	94	27	84	57	53	50	62	1196	99	76	945	31
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	94	27	84	57	53	50	62	1196	99	76	945	31
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	0.95	0.95	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	1.00	1.00	1.00	0.51	0.49	1.00	3.00	1.00	1.00	3.00	1.00
Final Sat.:	1750	1900	1750	1750	926	874	1750	5700	1750	1750	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.05	0.01	0.05	0.03	0.06	0.06	0.04	0.21	0.06	0.04	0.17	0.02
Crit Moves:				****			****		****			
Green Time:	15.9	15.9	27.9	15.9	15.9	15.9	21.6	58.1	58.1	12.0	48.6	48.6
Volume/Cap:	0.32	0.09	0.16	0.20	0.34	0.34	0.16	0.34	0.09	0.34	0.32	0.03
Delay/Veh:	35.5	33.6	25.1	34.4	35.7	35.7	29.6	9.1	7.6	38.8	13.7	11.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	35.5	33.6	25.1	34.4	35.7	35.7	29.6	9.1	7.6	38.8	13.7	11.6
LOS by Move:	D+	C-	C	C-	D+	D+	C	A	A	D+	B	B+
HCM2kAvgQ:	3	1	2	2	3	3	2	6	1	2	5	0

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

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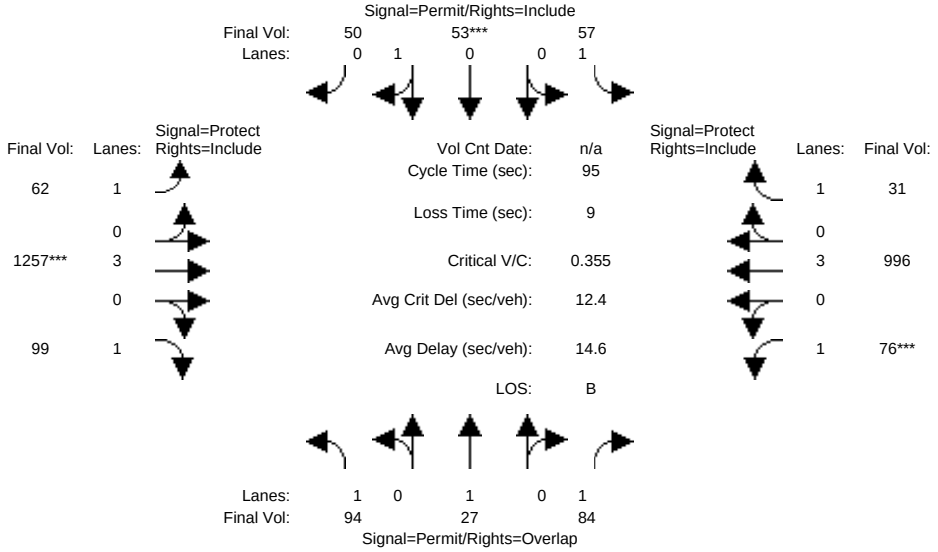
3896 Stevens Creek Blvd TA
San Jose, CA
Hexagon Transportation Consultants, Inc.

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Bckg + Prj PM

Intersection #3442: Cypress Ave/Stevens Creek Blvd




```
Street Name:          Cypress Ave                  Stevens Creek Blvd
Approach:     North Bound     South Bound      East Bound      West Bound
Movement:     L  -  T  -  R   L  -  T  -  R   L  -  T  -  R   L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Min. Green:    10   10   10    10   10   10    7   10   10    7   10   10
Y+R:         4.0  4.0  4.0   4.0  4.0  4.0  4.0  4.0  4.0  4.0  4.0  4.0
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:      94   27   84    57   53   50   62 1196   99   76  945   31
Growth Adj:  1.00 1.00 1.00  1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse:   94   27   84    57   53   50   62 1196   99   76  945   31
Added Vol:      0    0    0     0    0    0    0   61    0    0   51    0
PasserByVol:    0    0    0     0    0    0    0    0    0    0    0    0
Initial Fut:   94   27   84    57   53   50   62 1257   99   76  996   31
User Adj:    1.00 1.00 1.00  1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj:     1.00 1.00 1.00  1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume:    94   27   84    57   53   50   62 1257   99   76  996   31
Reduct Vol:     0    0    0     0    0    0    0    0    0    0    0    0
Reduced Vol:   94   27   84    57   53   50   62 1257   99   76  996   31
PCE Adj:     1.00 1.00 1.00  1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj:     1.00 1.00 1.00  1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume:   94   27   84    57   53   50   62 1257   99   76  996   31
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1900 1900 1900  1900 1900 1900 1900 1900 1900 1900 1900 1900
Adjustment:  0.92 1.00 0.92  0.92 0.95 0.95 0.92 1.00 0.92 0.92 1.00 0.92
Lanes:       1.00 1.00 1.00  1.00 0.51 0.49 1.00 3.00 1.00 1.00 3.00 1.00
Final Sat.:  1750 1900 1750  1750  926  874 1750 5700 1750 1750 5700 1750
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.05 0.01 0.05  0.03 0.06 0.06 0.04 0.22 0.06 0.04 0.17 0.02
Crit Moves:                   ****          ****      ****
Green Time:  15.3 15.3 27.0  15.3 15.3 15.3 21.0 59.0 59.0 11.6 49.7 49.7
Volume/Cap:  0.33 0.09 0.17  0.20 0.35 0.35 0.16 0.35 0.09 0.35 0.33 0.03
Delay/Veh:   36.0 34.0 25.8  34.9 36.2 36.2 30.1  8.8  7.2 39.3 13.1 11.0
User DelAdj: 1.00 1.00 1.00  1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
AdjDel/Veh:  36.0 34.0 25.8  34.9 36.2 36.2 30.1  8.8  7.2 39.3 13.1 11.0
LOS by Move:   D+   C-    C    C-   D+   D+    C    A    A    D    B   B+
HCM2kAvgQ:      3    1    2     2    3    3    2    6    1    3    6    0
Note: Queue reported is the number of cars per lane.
```

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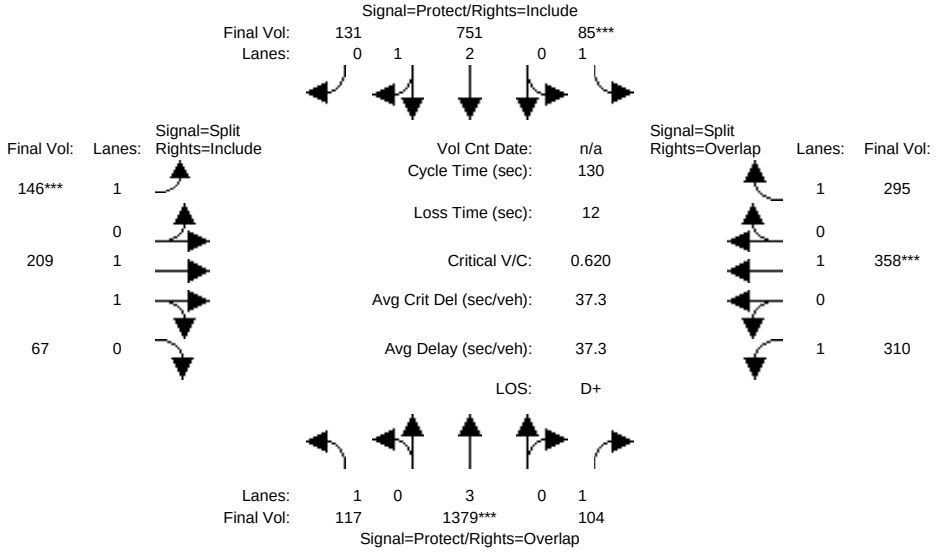
3896 Stevens Creek Blvd TA
San Jose, CA
Hexagon Transportation Consultants, Inc.

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

Intersection #3793: Saratoga Ave/Williams Rd




```
Street Name:          Saratoga Ave                    Williams Rd
Approach:     North Bound     South Bound      East Bound      West Bound
Movement:     L  -  T  -  R   L  -  T  -  R   L  -  T  -  R   L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Min. Green:     7   10    10    7   10    10   10   10    10   10   10    10
Y+R:          4.0  4.0   4.0  4.0  4.0   4.0  4.0  4.0   4.0  4.0  4.0   4.0
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:     117 1379   104   85  751   131  146  209    67  310  358   295
Growth Adj:  1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00
Initial Bse:  117 1379   104   85  751   131  146  209    67  310  358   295
Added Vol:      0    0     0    0    0     0    0    0     0    0    0     0
PasserByVol:    0    0     0    0    0     0    0    0     0    0    0     0
Initial Fut:  117 1379   104   85  751   131  146  209    67  310  358   295
User Adj:    1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00
PHF Volume:   117 1379   104   85  751   131  146  209    67  310  358   295
Reduct Vol:     0    0     0    0    0     0    0    0     0    0    0     0
Reduced Vol:  117 1379   104   85  751   131  146  209    67  310  358   295
PCE Adj:     1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00
MLF Adj:     1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00
FinalVolume:  117 1379   104   85  751   131  146  209    67  310  358   295
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1900 1900  1900 1900 1900  1900 1900 1900  1900 1900 1900  1900
Adjustment:  0.92 1.00  0.92 0.92 0.99  0.95 0.92 0.98  0.95 0.92 1.00  0.92
Lanes:       1.00 3.00  1.00 1.00 2.54  0.46 1.00 1.50  0.50 1.00 1.00  1.00
Final Sat.:  1750 5700  1750 1750 4767   832 1750 2801   898 1750 1900  1750
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.07 0.24  0.06 0.05 0.16  0.16 0.08 0.07  0.07 0.18 0.19  0.17
Crit Moves:       ****       ****            ****                ****
Green Time:   18.2 50.8  90.3 10.2 42.8  42.8 17.5 17.5  17.5 39.5 39.5  49.7
Volume/Cap:   0.48 0.62  0.09 0.62 0.48  0.48 0.62 0.55  0.55 0.58 0.62  0.44
Delay/Veh:    53.0 32.4   6.5 66.4 34.9  34.9 58.1 54.0  54.0 39.9 40.8  30.3
User DelAdj: 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00
AdjDel/Veh:   53.0 32.4   6.5 66.4 34.9  34.9 58.1 54.0  54.0 39.9 40.8  30.3
LOS by Move:   D-   C-     A    E   C-    C-   E+   D-    D-    D    D     C
HCM2kAvgQ:      5   15     1    5   10    10    7    6     6   12   13     9
Note: Queue reported is the number of cars per lane.
```

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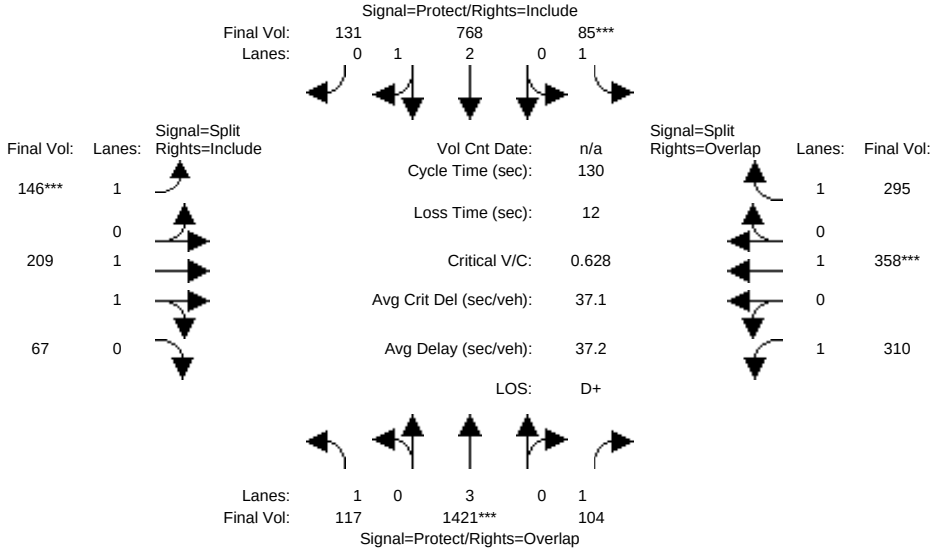
3896 Stevens Creek Blvd TA
San Jose, CA
Hexagon Transportation Consultants, Inc.

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Bckg + Prj AM

Intersection #3793: Saratoga Ave/Williams Rd




```
Street Name:          Saratoga Ave                    Williams Rd
Approach:     North Bound     South Bound      East Bound      West Bound
Movement:     L  -  T  -  R   L  -  T  -  R   L  -  T  -  R   L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Min. Green:     7   10    10    7   10    10   10   10    10   10   10    10
Y+R:          4.0  4.0   4.0  4.0  4.0   4.0  4.0  4.0   4.0  4.0  4.0   4.0
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:     117 1379   104   85  751   131  146  209    67  310  358   295
Growth Adj:  1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00
Initial Bse:  117 1379   104   85  751   131  146  209    67  310  358   295
Added Vol:      0   42     0    0   17     0    0    0     0    0    0     0
PasserByVol:    0    0     0    0    0     0    0    0     0    0    0     0
Initial Fut:  117 1421   104   85  768   131  146  209    67  310  358   295
User Adj:    1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00
PHF Volume:   117 1421   104   85  768   131  146  209    67  310  358   295
Reduct Vol:     0    0     0    0    0     0    0    0     0    0    0     0
Reduced Vol:  117 1421   104   85  768   131  146  209    67  310  358   295
PCE Adj:     1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00
MLF Adj:     1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00
FinalVolume:  117 1421   104   85  768   131  146  209    67  310  358   295
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1900 1900  1900 1900 1900  1900 1900 1900  1900 1900 1900  1900
Adjustment:  0.92 1.00  0.92 0.92 0.99  0.95 0.92 0.98  0.95 0.92 1.00  0.92
Lanes:       1.00 3.00  1.00 1.00 2.55  0.45 1.00 1.50  0.50 1.00 1.00  1.00
Final Sat.:  1750 5700  1750 1750 4783   816 1750 2801   898 1750 1900  1750
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.07 0.25  0.06 0.05 0.16  0.16 0.08 0.07  0.07 0.18 0.19  0.17
Crit Moves:       ****       ****            ****                ****
Green Time:   18.1 51.6  90.7 10.1 43.6  43.6 17.3 17.3  17.3 39.0 39.0  49.1
Volume/Cap:   0.48 0.63  0.09 0.63 0.48  0.48 0.63 0.56  0.56 0.59 0.63  0.45
Delay/Veh:    53.1 32.0   6.4 67.2 34.4  34.4 58.7 54.3  54.3 40.5 41.4  30.8
User DelAdj: 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00
AdjDel/Veh:   53.1 32.0   6.4 67.2 34.4  34.4 58.7 54.3  54.3 40.5 41.4  30.8
LOS by Move:   D-   C-     A    E   C-    C-   E+   D-    D-    D    D    C
HCM2kAvgQ:      5   15     1    5   10    10    7    6     6   12   13    9
Note: Queue reported is the number of cars per lane.
```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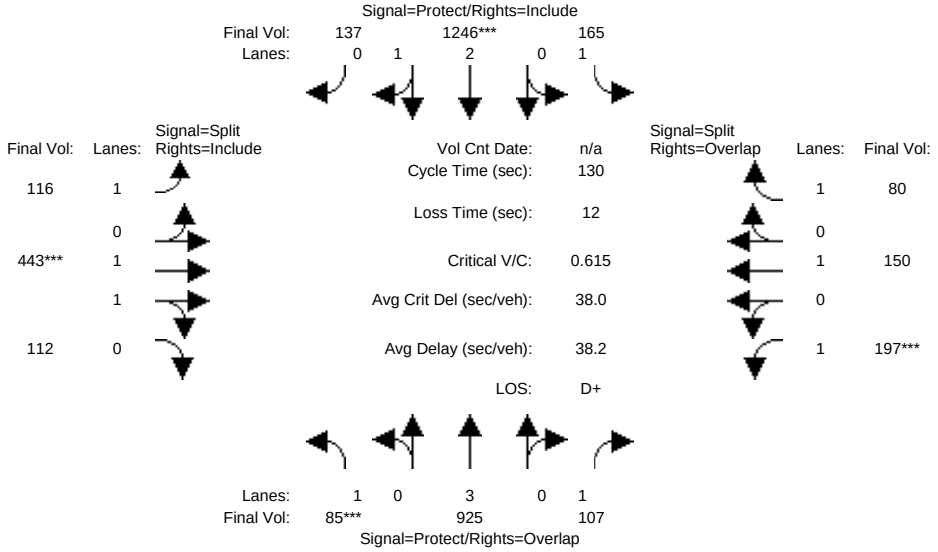
3896 Stevens Creek Blvd TA
San Jose, CA
Hexagon Transportation Consultants, Inc.

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

Intersection #3793: Saratoga Ave/Williams Rd




```
Street Name:          Saratoga Ave                    Williams Rd
Approach:     North Bound     South Bound      East Bound      West Bound
Movement:     L  -  T  -  R   L  -  T  -  R   L  -  T  -  R   L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Min. Green:     7   10    10    7   10    10   10   10    10   10   10    10
Y+R:          4.0  4.0   4.0  4.0  4.0   4.0  4.0  4.0   4.0  4.0  4.0   4.0
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:      85  925   107  165 1246   137  116  443   112  197  150    80
Growth Adj:  1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00
Initial Bse:   85  925   107  165 1246   137  116  443   112  197  150    80
Added Vol:      0    0     0    0    0     0    0    0     0    0    0     0
PasserByVol:    0    0     0    0    0     0    0    0     0    0    0     0
Initial Fut:   85  925   107  165 1246   137  116  443   112  197  150    80
User Adj:    1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00
PHF Volume:    85  925   107  165 1246   137  116  443   112  197  150    80
Reduct Vol:     0    0     0    0    0     0    0    0     0    0    0     0
Reduced Vol:   85  925   107  165 1246   137  116  443   112  197  150    80
PCE Adj:     1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00
MLF Adj:     1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00
FinalVolume:   85  925   107  165 1246   137  116  443   112  197  150    80
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1900 1900  1900 1900 1900  1900 1900 1900  1900 1900 1900  1900
Adjustment:  0.92 1.00  0.92 0.92 0.99  0.95 0.92 0.98  0.95 0.92 1.00  0.92
Lanes:       1.00 3.00  1.00 1.00 2.69  0.31 1.00 1.59  0.41 1.00 1.00  1.00
Final Sat.:  1750 5700  1750 1750 5045   555 1750 2953   747 1750 1900  1750
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.05 0.16  0.06 0.09 0.25  0.25 0.07 0.15  0.15 0.11 0.08  0.05
Crit Moves:  ****               ****           ****       ****
Green Time:  10.3 39.5  63.3 23.0 52.2  52.2 31.7 31.7  31.7 23.8 23.8  46.8
Volume/Cap:  0.61 0.53  0.13 0.53 0.61  0.61 0.27 0.61  0.61 0.61 0.43  0.13
Delay/Veh:   66.0 37.9  18.3 50.5 31.4  31.4 40.1 45.0  45.0 52.4 48.0  28.0
User DelAdj: 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00
AdjDel/Veh:  66.0 37.9  18.3 50.5 31.4  31.4 40.1 45.0  45.0 52.4 48.0  28.0
LOS by Move:    E   D+    B-    D    C     C    D    D     D   D-    D     C
HCM2kAvgQ:      5   10     2    7   15    15    4   11    11    9    6     2
Note: Queue reported is the number of cars per lane.
```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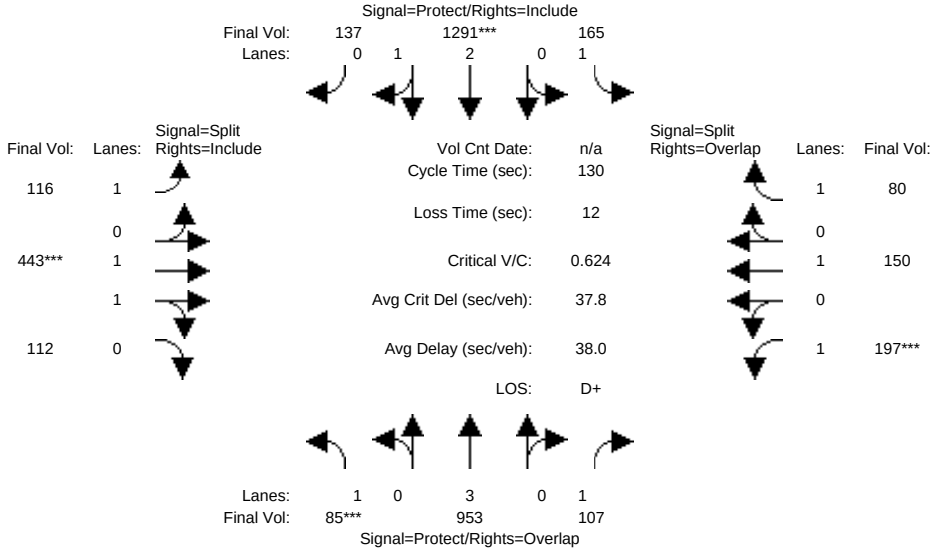
3896 Stevens Creek Blvd TA
San Jose, CA
Hexagon Transportation Consultants, Inc.

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Bckg + Prj PM

Intersection #3793: Saratoga Ave/Williams Rd




```
Street Name:          Saratoga Ave                    Williams Rd
Approach:     North Bound      South Bound      East Bound      West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Min. Green:     7   10    10     7   10    10    10   10    10    10   10    10
Y+R:          4.0  4.0   4.0   4.0  4.0   4.0   4.0  4.0   4.0   4.0  4.0   4.0
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:      85  925   107   165 1246   137   116  443   112   197  150    80
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:   85  925   107   165 1246   137   116  443   112   197  150    80
Added Vol:      0   28     0     0   45     0     0    0     0     0    0     0
PasserByVol:    0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:   85  953   107   165 1291   137   116  443   112   197  150    80
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:    85  953   107   165 1291   137   116  443   112   197  150    80
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:   85  953   107   165 1291   137   116  443   112   197  150    80
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
FinalVolume:   85  953   107   165 1291   137   116  443   112   197  150    80
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1900 1900  1900  1900 1900  1900  1900 1900  1900  1900 1900  1900
Adjustment:  0.92 1.00  0.92  0.92 0.99  0.95  0.92 0.98  0.95  0.92 1.00  0.92
Lanes:       1.00 3.00  1.00  1.00 2.70  0.30  1.00 1.59  0.41  1.00 1.00  1.00
Final Sat.:  1750 5700  1750  1750 5062   537  1750 2953   747  1750 1900  1750
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.05 0.17  0.06  0.09 0.26  0.26  0.07 0.15  0.15  0.11 0.08  0.05
Crit Moves:  ****                ****           ****       ****
Green Time:  10.1 40.5  63.9  22.8 53.2  53.2  31.3 31.3  31.3  23.5 23.5  46.3
Volume/Cap:  0.62 0.54  0.12  0.54 0.62  0.62  0.28 0.62  0.62  0.62 0.44  0.13
Delay/Veh:   66.8 37.4  18.0  50.7 31.0  31.0  40.5 45.5  45.5  53.1 48.3  28.3
User DelAdj: 1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
AdjDel/Veh:  66.8 37.4  18.0  50.7 31.0  31.0  40.5 45.5  45.5  53.1 48.3  28.3
LOS by Move:    E   D+     B     D    C     C     D    D     D    D-    D     C
HCM2kAvgQ:      5   11     2     7   15    15     4   11    11     9    6     2
Note: Queue reported is the number of cars per lane.
```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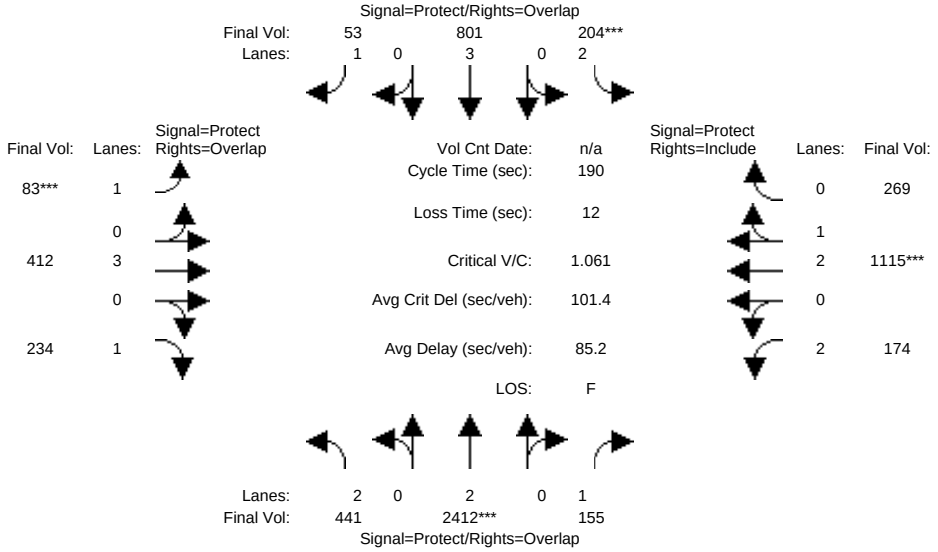
3896 Stevens Creek Blvd TA
San Jose, CA
Hexagon Transportation Consultants, Inc.

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

Intersection #5405: San Tomas Expwy/Stevens Creek Blvd [HOV: NB(AM) SB(PM)]

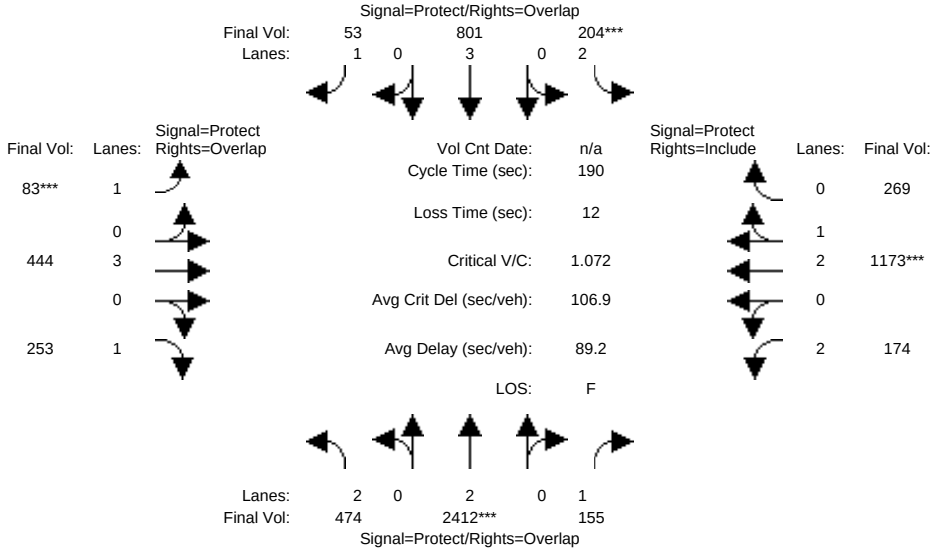



```
Street Name:        San Tomas Expwy                Stevens Creek Blvd
Approach:     North Bound      South Bound      East Bound      West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Min. Green:    27  100   100    12   85   85    14   41   41    15   42   42
Y+R:         5.6  5.8   5.8   5.5  5.8  5.8   5.3  5.1  5.1   5.4  5.4  5.4
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:     441 2838   155   204  801   53    83  412  234   174 1115  269
Growth Adj:  1.00 1.00  1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
Initial Bse:  441 2838   155   204  801   53    83  412  234   174 1115  269
Added Vol:      0    0     0     0    0    0     0    0    0     0    0    0
PasserByVol:    0    0     0     0    0    0     0    0    0     0    0    0
Initial Fut:  441 2838   155   204  801   53    83  412  234   174 1115  269
User Adj:    1.00 0.85  1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
PHF Volume:   441 2412   155   204  801   53    83  412  234   174 1115  269
Reduct Vol:     0    0     0     0    0    0     0    0    0     0    0    0
Reduced Vol:  441 2412   155   204  801   53    83  412  234   174 1115  269
PCE Adj:     1.00 1.00  1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
MLF Adj:     1.00 1.00  1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
FinalVolume:  441 2412   155   204  801   53    83  412  234   174 1115  269
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1900 1900  1900  1900 1900 1900  1900 1900 1900  1900 1900 1900
Adjustment:  0.83 1.00  0.92  0.83 1.00 0.92  0.92 1.00 0.92  0.83 0.99 0.95
Lanes:       2.00 2.00  1.00  2.00 3.00 1.00  1.00 3.00 1.00  2.00 2.40 0.60
Final Sat.:  3150 3800  1750  3150 5700 1750  1750 5700 1750  3150 4510 1088
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.14 0.63  0.09  0.06 0.14 0.03  0.05 0.07 0.13  0.06 0.25 0.25
Crit Moves:       ****       ****            ****                ****
Green Time:   29.3  109 124.6  12.0 92.1 106.1  14.0 41.4 70.7  15.2 42.6 42.6
Volume/Cap:   0.91 1.10  0.14  1.03 0.29 0.05  0.64 0.33 0.36  0.69 1.10 1.10
Delay/Veh:   100.0 79.1   5.3 159.6 35.9 25.3  96.2 62.8 43.6  93.2  132 132.0
User DelAdj: 1.00 1.00  1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
AdjDel/Veh: 100.0 79.1   5.3 159.6 35.9 25.3  96.2 62.8 43.6  93.2  132 132.0
LOS by Move:    F   E-     A     F   D+     C     F    E     D     F    F     F
HCM2kAvgQ:     17   86     1     9   11     2     5    6    10     7   36    36
Note: Queue reported is the number of cars per lane.
```

3896 Stevens Creek Blvd TA
San Jose, CA
Hexagon Transportation Consultants, Inc.

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Bckg + Prj AM

Intersection #5405: San Tomas Expwy/Stevens Creek Blvd [HOV: NB(AM) SB(PM)]

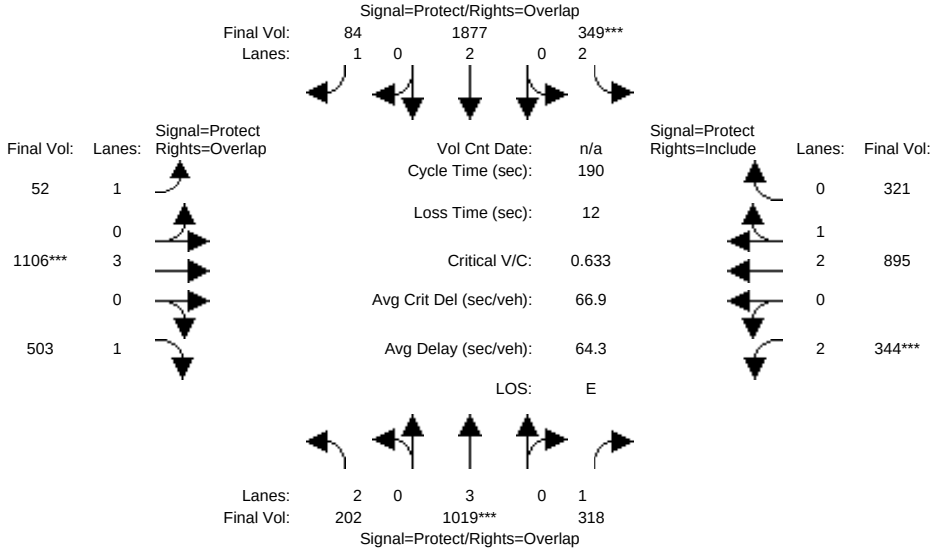



```
Street Name:        San Tomas Expwy                Stevens Creek Blvd
Approach:     North Bound      South Bound      East Bound      West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Min. Green:    27  100   100    12   85   85    14   41   41    15   42   42
Y+R:         5.6  5.8   5.8   5.5  5.8  5.8   5.3  5.1  5.1   5.4  5.4  5.4
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:     441 2838   155   204  801   53    83  412  234   174 1115  269
Growth Adj:  1.00 1.00  1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
Initial Bse:  441 2838   155   204  801   53    83  412  234   174 1115  269
Added Vol:     33    0     0     0    0    0     0   32   19     0   58    0
PasserByVol:    0    0     0     0    0    0     0    0    0     0    0    0
Initial Fut:  474 2838   155   204  801   53    83  444  253   174 1173  269
User Adj:    1.00 0.85  1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
PHF Volume:   474 2412   155   204  801   53    83  444  253   174 1173  269
Reduct Vol:     0    0     0     0    0    0     0    0    0     0    0    0
Reduced Vol:  474 2412   155   204  801   53    83  444  253   174 1173  269
PCE Adj:     1.00 1.00  1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
MLF Adj:     1.00 1.00  1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
FinalVolume:  474 2412   155   204  801   53    83  444  253   174 1173  269
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1900 1900  1900  1900 1900 1900  1900 1900 1900  1900 1900 1900
Adjustment:  0.83 1.00  0.92  0.83 1.00 0.92  0.92 1.00 0.92  0.83 0.99 0.95
Lanes:       2.00 2.00  1.00  2.00 3.00 1.00  1.00 3.00 1.00  2.00 2.42 0.58
Final Sat.:  3150 3800  1750  3150 5700 1750  1750 5700 1750  3150 4554 1044
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.15 0.63  0.09  0.06 0.14 0.03  0.05 0.08 0.14  0.06 0.26 0.26
Crit Moves:       ****       ****           ****               ****
Green Time:   30.2  108 123.6  12.0 89.9 103.9  14.0 42.4 72.6  15.5 43.9 43.9
Volume/Cap:   0.95 1.12  0.14  1.03 0.30 0.06  0.64 0.35 0.38  0.68 1.12 1.12
Delay/Veh:   106.1 85.4   5.6 159.6 37.1 26.3  96.2 62.4 42.8  91.9  136 136.1
User DelAdj: 1.00 1.00  1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
AdjDel/Veh: 106.1 85.4   5.6 159.6 37.1 26.3  96.2 62.4 42.8  91.9  136 136.1
LOS by Move:    F    F     A     F   D+    C     F    E    D     F    F    F
HCM2kAvgQ:     18   87     2     9   11    2     5    7   11     7   37   37
Note: Queue reported is the number of cars per lane.
```

3896 Stevens Creek Blvd TA
San Jose, CA
Hexagon Transportation Consultants, Inc.

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

Intersection #5405: San Tomas Expwy/Stevens Creek Blvd [HOV: NB(AM) SB(PM)]




```
Street Name:        San Tomas Expwy                Stevens Creek Blvd
Approach:     North Bound      South Bound      East Bound      West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Min. Green:    14   73   73    35   93   93    12   43   43    18   49   49
Y+R:          5.6  5.8  5.8   5.5  5.8  5.8   5.3  5.1  5.1   5.4  5.4  5.4
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:     202 1019  318   349 2760   84    52 1106  503   344  895  321
Growth Adj:  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
Initial Bse:  202 1019  318   349 2760   84    52 1106  503   344  895  321
Added Vol:      0    0    0     0    0    0     0    0    0     0    0    0
PasserByVol:    0    0    0     0    0    0     0    0    0     0    0    0
Initial Fut:  202 1019  318   349 2760   84    52 1106  503   344  895  321
User Adj:    1.00 1.00 1.00  1.00 0.68 1.00  1.00 1.00 1.00  1.00 1.00 1.00
PHF Adj:     1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
PHF Volume:   202 1019  318   349 1877   84    52 1106  503   344  895  321
Reduct Vol:     0    0    0     0    0    0     0    0    0     0    0    0
Reduced Vol:  202 1019  318   349 1877   84    52 1106  503   344  895  321
PCE Adj:     1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
MLF Adj:     1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
FinalVolume:  202 1019  318   349 1877   84    52 1106  503   344  895  321
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1900 1900 1900  1900 1900 1900  1900 1900 1900  1900 1900 1900
Adjustment:  0.83 1.00 0.92  0.83 1.00 0.92  0.92 1.00 0.92  0.83 1.00 0.95
Lanes:       2.00 3.00 1.00  2.00 2.00 1.00  1.00 3.00 1.00  2.00 2.18 0.82
Final Sat.:  3150 5700 1750  3150 3800 1750  1750 5700 1750  3150 4120 1478
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.06 0.18 0.18  0.11 0.49 0.05  0.03 0.19 0.29  0.11 0.22 0.22
Crit Moves:       ****      ****                ****      ****
Green Time:  14.0 73.0 98.2  35.0 94.0 107.7  13.8 44.8 58.8  25.2 56.2 56.2
Volume/Cap:  0.87 0.47 0.35  0.60 1.00 0.08  0.41 0.82 0.93  0.82 0.73 0.73
Delay/Veh:  114.7 49.4 34.4  72.9 57.5 12.2  86.4 73.1 86.1  92.7 61.9 61.9
User DelAdj: 1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
AdjDel/Veh: 114.7 49.4 34.4  72.9 57.5 12.2  86.4 73.1 86.1  92.7 61.9 61.9
LOS by Move:    F    D   C-     E   E+     B     F    E     F     F    E     E
HCM2kAvgQ:      8   16   14    10   55     1     3   20    32    14   22    22
Note: Queue reported is the number of cars per lane.
```

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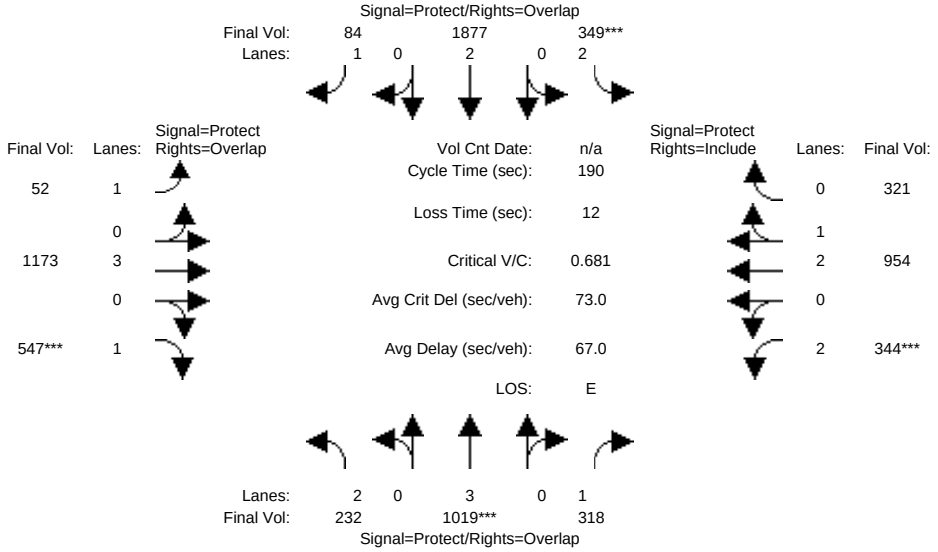
3896 Stevens Creek Blvd TA
San Jose, CA
Hexagon Transportation Consultants, Inc.

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Bckg + Prj PM

Intersection #5405: San Tomas Expwy/Stevens Creek Blvd [HOV: NB(AM) SB(PM)]




```
Street Name:        San Tomas Expwy                Stevens Creek Blvd
Approach:     North Bound      South Bound      East Bound      West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Min. Green:    14   73   73    35   93   93    12   43   43    18   49   49
Y+R:          5.6  5.8  5.8   5.5  5.8  5.8   5.3  5.1  5.1   5.4  5.4  5.4
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:     202 1019  318   349 2760   84    52 1106  503   344  895  321
Growth Adj:  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
Initial Bse:  202 1019  318   349 2760   84    52 1106  503   344  895  321
Added Vol:     30    0    0     0    0    0     0   67   44     0   59    0
PasserByVol:    0    0    0     0    0    0     0    0    0     0    0    0
Initial Fut:  232 1019  318   349 2760   84    52 1173  547   344  954  321
User Adj:    1.00 1.00 1.00  1.00 0.68 1.00  1.00 1.00 1.00  1.00 1.00 1.00
PHF Adj:     1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
PHF Volume:   232 1019  318   349 1877   84    52 1173  547   344  954  321
Reduct Vol:     0    0    0     0    0    0     0    0    0     0    0    0
Reduced Vol:  232 1019  318   349 1877   84    52 1173  547   344  954  321
PCE Adj:     1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
MLF Adj:     1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
FinalVolume:  232 1019  318   349 1877   84    52 1173  547   344  954  321
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1900 1900 1900  1900 1900 1900  1900 1900 1900  1900 1900 1900
Adjustment:  0.83 1.00 0.92  0.83 1.00 0.92  0.92 1.00 0.92  0.83 0.99 0.95
Lanes:       2.00 3.00 1.00  2.00 2.00 1.00  1.00 3.00 1.00  2.00 2.22 0.78
Final Sat.:  3150 5700 1750  3150 3800 1750  1750 5700 1750  3150 4188 1409
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.07 0.18 0.18  0.11 0.49 0.05  0.03 0.21 0.31  0.11 0.23 0.23
Crit Moves:       ****      ****                    ****  ****
Green Time:  14.0 73.0 95.0  35.0 94.0 107.7 13.8 48.0 62.1  22.0 56.2 56.2
Volume/Cap:  1.00 0.47 0.36  0.60 1.00 0.08  0.41 0.81 0.96  0.94 0.77 0.77
Delay/Veh:  146.4 49.4 36.3  72.9 57.5 12.2  86.4 70.5 89.8 116.5 63.2 63.2
User DelAdj: 1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
AdjDel/Veh: 146.4 49.4 36.3  72.9 57.5 12.2  86.4 70.5 89.8 116.5 63.2 63.2
LOS by Move:    F    D   D+     E   E+     B     F    E     F     F    E     E
HCM2kAvgQ:     10   16   14    10   55     1     3   21    35    15   24    24
Note: Queue reported is the number of cars per lane.
```

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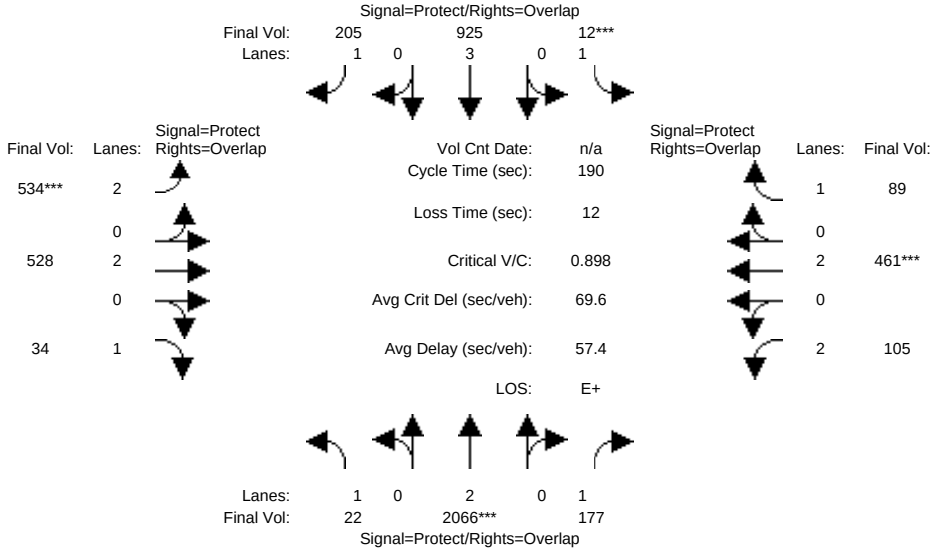
3896 Stevens Creek Blvd TA
San Jose, CA
Hexagon Transportation Consultants, Inc.

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

Intersection #5422: SAN TOMAS EXPWY/SARATOGA AVE [HOV: NB(AM) SB(PM)]




```
Street Name:        SAN TOMAS EXPWY                  SARATOGA AVE
Approach:     North Bound     South Bound      East Bound      West Bound
Movement:    L  -  T  -  R   L  -  T  -  R   L  -  T  -  R   L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Min. Green:     4  104   104    1  101   101   31   50    50   13   32    32
Y+R:         5.1  5.8   5.8  5.3  5.8   5.8  5.5  5.6   5.6  5.5  5.5   5.5
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:      22 2430   177   12  925   205  534  528    34  105  461    89
Growth Adj:  1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00
Initial Bse:   22 2430   177   12  925   205  534  528    34  105  461    89
Added Vol:      0    0     0    0    0     0    0    0     0    0    0     0
PasserByVol:    0    0     0    0    0     0    0    0     0    0    0     0
Initial Fut:   22 2430   177   12  925   205  534  528    34  105  461    89
User Adj:    1.00 0.85  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00
PHF Volume:    22 2066   177   12  925   205  534  528    34  105  461    89
Reduct Vol:     0    0     0    0    0     0    0    0     0    0    0     0
Reduced Vol:   22 2066   177   12  925   205  534  528    34  105  461    89
PCE Adj:     1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00
MLF Adj:     1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00
FinalVolume:   22 2066   177   12  925   205  534  528    34  105  461    89
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1900 1900  1900 1900 1900  1900 1900 1900  1900 1900 1900  1900
Adjustment:  0.92 1.00  0.92 0.92 1.00  0.92 0.83 1.00  0.92 0.83 1.00  0.92
Lanes:       1.00 2.00  1.00 1.00 3.00  1.00 2.00 2.00  1.00 2.00 2.00  1.00
Final Sat.:  1750 3800  1750 1750 5700  1750 3150 3800  1750 3150 3800  1750
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.01 0.54  0.10 0.01 0.16  0.12 0.17 0.14  0.02 0.03 0.12  0.05
Crit Moves:       ****       ****            ****                ****
Green Time:   4.3  110 123.9  1.4  107 141.7 34.4 52.7  56.9 13.7 32.0  33.4
Volume/Cap:  0.56 0.94  0.16 0.94 0.29  0.16 0.94 0.50  0.06 0.46 0.72  0.29
Delay/Veh:  109.2 58.2  19.4 311.3 28.6  12.8 99.9 58.0  47.6 86.1 78.8  68.5
User DelAdj: 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00
AdjDel/Veh: 109.2 58.2  19.4 311.3 28.6  12.8 99.9 58.0  47.6 86.1 78.8  68.5
LOS by Move:    F   E+    B-    F    C     B    F   E+    D    F   E-    E
HCM2kAvgQ:      1   54     6    1   12     7   20   12    1    3   13    5
Note: Queue reported is the number of cars per lane.
```

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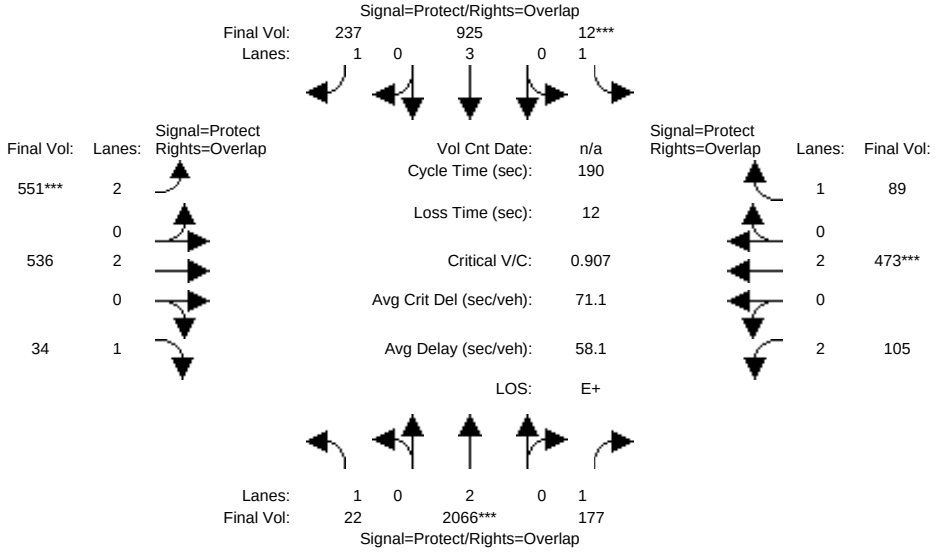
3896 Stevens Creek Blvd TA
San Jose, CA
Hexagon Transportation Consultants, Inc.

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Bckg + Prj AM

Intersection #5422: SAN TOMAS EXPWY/SARATOGA AVE [HOV: NB(AM) SB(PM)]




```
Street Name:        SAN TOMAS EXPWY                  SARATOGA AVE
Approach:     North Bound     South Bound      East Bound      West Bound
Movement:     L  -  T  -  R   L  -  T  -  R   L  -  T  -  R   L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Min. Green:     4  104   104    1  101   101   31   50    50   13   32    32
Y+R:          5.1  5.8   5.8  5.3  5.8   5.8  5.5  5.6   5.6  5.5  5.5   5.5
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:      22 2430   177   12  925   205  534  528    34  105  461    89
Growth Adj:  1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00
Initial Bse:   22 2430   177   12  925   205  534  528    34  105  461    89
Added Vol:      0    0     0    0    0    32   17    8     0    0   12     0
PasserByVol:    0    0     0    0    0     0    0    0     0    0    0     0
Initial Fut:   22 2430   177   12  925   237  551  536    34  105  473    89
User Adj:    1.00 0.85  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00
PHF Volume:    22 2066   177   12  925   237  551  536    34  105  473    89
Reduct Vol:     0    0     0    0    0     0    0    0     0    0    0     0
Reduced Vol:   22 2066   177   12  925   237  551  536    34  105  473    89
PCE Adj:     1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00
MLF Adj:     1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00
FinalVolume:   22 2066   177   12  925   237  551  536    34  105  473    89
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1900 1900  1900 1900 1900  1900 1900 1900  1900 1900 1900  1900
Adjustment:  0.92 1.00  0.92 0.92 1.00  0.92 0.83 1.00  0.92 0.83 1.00  0.92
Lanes:       1.00 2.00  1.00 1.00 3.00  1.00 2.00 2.00  1.00 2.00 2.00  1.00
Final Sat.:  1750 3800  1750 1750 5700  1750 3150 3800  1750 3150 3800  1750
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.01 0.54  0.10 0.01 0.16  0.14 0.17 0.14  0.02 0.03 0.12  0.05
Crit Moves:       ****       ****            ****                ****
Green Time:   4.2  109 123.3  1.4  107 141.8 35.2 53.3  57.6 13.9 32.0  33.4
Volume/Cap:  0.57 0.94  0.16 0.94 0.29  0.18 0.94 0.50  0.06 0.46 0.74  0.29
Delay/Veh:  110.0 59.8  19.7 316.0 29.0  13.1 100.6 57.6  47.1 85.9 79.6  68.5
User DelAdj: 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00
AdjDel/Veh: 110.0 59.8  19.7 316.0 29.0  13.1 100.6 57.6  47.1 85.9 79.6  68.5
LOS by Move:    F   E+    B-    F    C     B    F   E+    D    F   E-    E
HCM2kAvgQ:      1   54     6    1   12     8   21   13    1    3   13    5
Note: Queue reported is the number of cars per lane.
```

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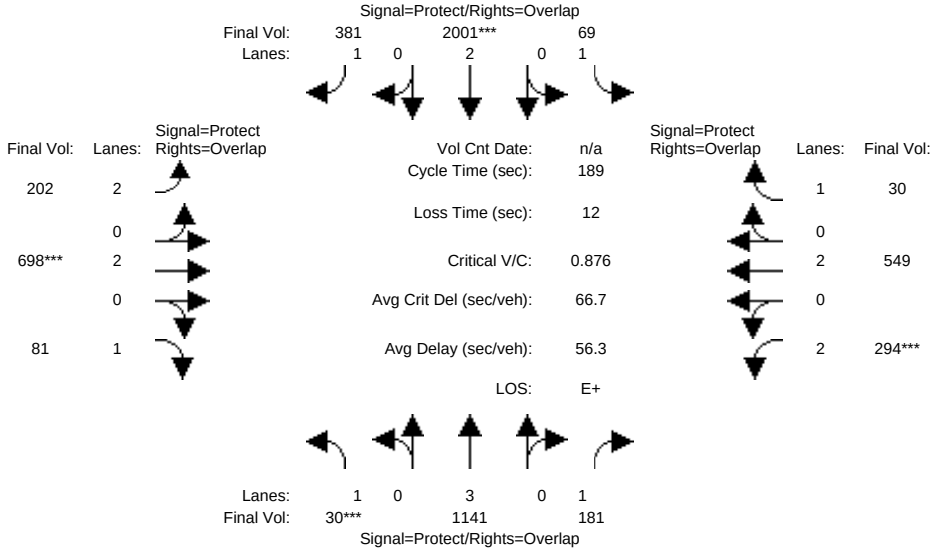
3896 Stevens Creek Blvd TA
San Jose, CA
Hexagon Transportation Consultants, Inc.

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

Intersection #5422: SAN TOMAS EXPWY/SARATOGA AVE [HOV: NB(AM) SB(PM)]

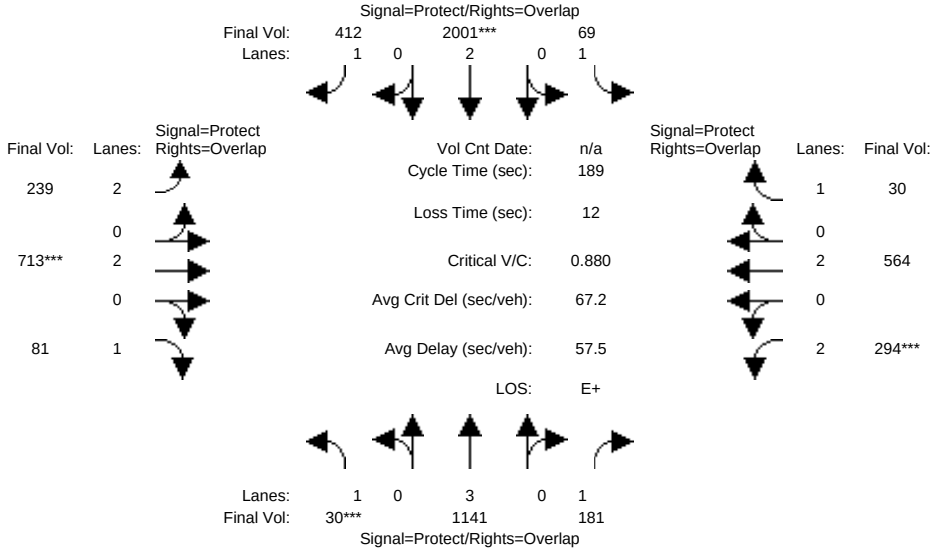



```
Street Name:        SAN TOMAS EXPWY                  SARATOGA AVE
Approach:     North Bound     South Bound      East Bound      West Bound
Movement:     L  -  T  -  R   L  -  T  -  R   L  -  T  -  R   L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Min. Green:     8  104   104    8  104   104   15   41   41   14   41   41
Y+R:          5.1  5.8   5.8  5.3  5.8   5.8  5.5  5.6   5.6  5.5  5.5   5.5
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:      30 1141   181   69 2986   381  202  698   81  294  549   30
Growth Adj:  1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00 1.00 1.00 1.00  1.00
Initial Bse:   30 1141   181   69 2986   381  202  698   81  294  549   30
Added Vol:      0    0     0    0    0     0    0    0    0    0    0    0
PasserByVol:    0    0     0    0    0     0    0    0    0    0    0    0
Initial Fut:   30 1141   181   69 2986   381  202  698   81  294  549   30
User Adj:    1.00 1.00  1.00 1.00 0.67  1.00 1.00 1.00 1.00 1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00 1.00 1.00 1.00  1.00
PHF Volume:    30 1141   181   69 2001   381  202  698   81  294  549   30
Reduct Vol:     0    0     0    0    0     0    0    0    0    0    0    0
Reduced Vol:   30 1141   181   69 2001   381  202  698   81  294  549   30
PCE Adj:     1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00 1.00 1.00 1.00  1.00
MLF Adj:     1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00 1.00 1.00 1.00  1.00
FinalVolume:   30 1141   181   69 2001   381  202  698   81  294  549   30
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1900 1900  1900 1900 1900  1900 1900 1900 1900 1900 1900  1900
Adjustment:  0.92 1.00  0.92 0.92 1.00  0.92 0.83 1.00 0.92 0.83 1.00  0.92
Lanes:       1.00 3.00  1.00 1.00 2.00  1.00 2.00 2.00 1.00 2.00 2.00  1.00
Final Sat.:  1750 5700  1750 1750 3800  1750 3150 3800 1750 3150 3800  1750
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.02 0.20  0.10 0.04 0.53  0.22 0.06 0.18 0.05 0.09 0.14  0.02
Crit Moves:  ****               ****           ****       ****
Green Time:   8.0  108 127.7   8.3  109 124.9 16.1 41.0 49.0 19.3 44.1  52.5
Volume/Cap:  0.40 0.35  0.15 0.89 0.92  0.33 0.75 0.85 0.18 0.92 0.62  0.06
Delay/Veh:   91.8 29.0  17.5 157.4 55.2  21.5 95.7 79.1 54.6 113.5 66.2  50.2
User DelAdj: 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00 1.00 1.00 1.00  1.00
AdjDel/Veh:  91.8 29.0  17.5 157.4 55.2  21.5 95.7 79.1 54.6 113.5 66.2  50.2
LOS by Move:    F    C     B     F   E+    C+     F   E-    D-     F    E     D
HCM2kAvgQ:      2   15     6     5   57    15     7   20     4    11   14     1
Note: Queue reported is the number of cars per lane.
```

3896 Stevens Creek Blvd TA
San Jose, CA
Hexagon Transportation Consultants, Inc.

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Bckg + Prj PM

Intersection #5422: SAN TOMAS EXPWY/SARATOGA AVE [HOV: NB(AM) SB(PM)]




```
Street Name:        SAN TOMAS EXPWY                  SARATOGA AVE
Approach:     North Bound     South Bound      East Bound      West Bound
Movement:     L  -  T  -  R   L  -  T  -  R   L  -  T  -  R   L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Min. Green:     8  104   104    8  104   104   15   41   41   14   41   41
Y+R:          5.1  5.8   5.8  5.3  5.8   5.8  5.5  5.6   5.6  5.5  5.5   5.5
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:      30 1141   181   69 2986   381  202  698   81  294  549   30
Growth Adj:  1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00
Initial Bse:   30 1141   181   69 2986   381  202  698   81  294  549   30
Added Vol:      0    0     0    0    0    31   37   15    0    0   15    0
PasserByVol:    0    0     0    0    0     0    0    0    0    0    0    0
Initial Fut:   30 1141   181   69 2986   412  239  713   81  294  564   30
User Adj:    1.00 1.00  1.00 1.00 0.67  1.00 1.00 1.00  1.00 1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00
PHF Volume:    30 1141   181   69 2001   412  239  713   81  294  564   30
Reduct Vol:     0    0     0    0    0     0    0    0    0    0    0    0
Reduced Vol:   30 1141   181   69 2001   412  239  713   81  294  564   30
PCE Adj:     1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00
MLF Adj:     1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00
FinalVolume:   30 1141   181   69 2001   412  239  713   81  294  564   30
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1900 1900  1900 1900 1900  1900 1900 1900  1900 1900 1900  1900
Adjustment:  0.92 1.00  0.92 0.92 1.00  0.92 0.83 1.00  0.92 0.83 1.00  0.92
Lanes:       1.00 3.00  1.00 1.00 2.00  1.00 2.00 2.00  1.00 2.00 2.00  1.00
Final Sat.:  1750 5700  1750 1750 3800  1750 3150 3800  1750 3150 3800  1750
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.02 0.20  0.10 0.04 0.53  0.24 0.08 0.19  0.05 0.09 0.15  0.02
Crit Moves:  ****               ****           ****       ****
Green Time:   8.0  108 127.7   8.3  109 124.9 16.1 41.0  49.0 19.3 44.1  52.5
Volume/Cap:  0.40 0.35  0.15 0.89 0.92  0.36 0.89 0.86  0.18 0.92 0.64  0.06
Delay/Veh:   91.8 29.0  17.5 157.4 55.2  22.0 113.6 80.8  54.6 113.5 66.7  50.2
User DelAdj: 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00
AdjDel/Veh:  91.8 29.0  17.5 157.4 55.2  22.0 113.6 80.8  54.6 113.5 66.7  50.2
LOS by Move:    F    C     B     F   E+    C+     F    F    D-     F    E     D
HCM2kAvgQ:      2   15     6     5   57    16     9   20     4    11   14     1
Note: Queue reported is the number of cars per lane.
```

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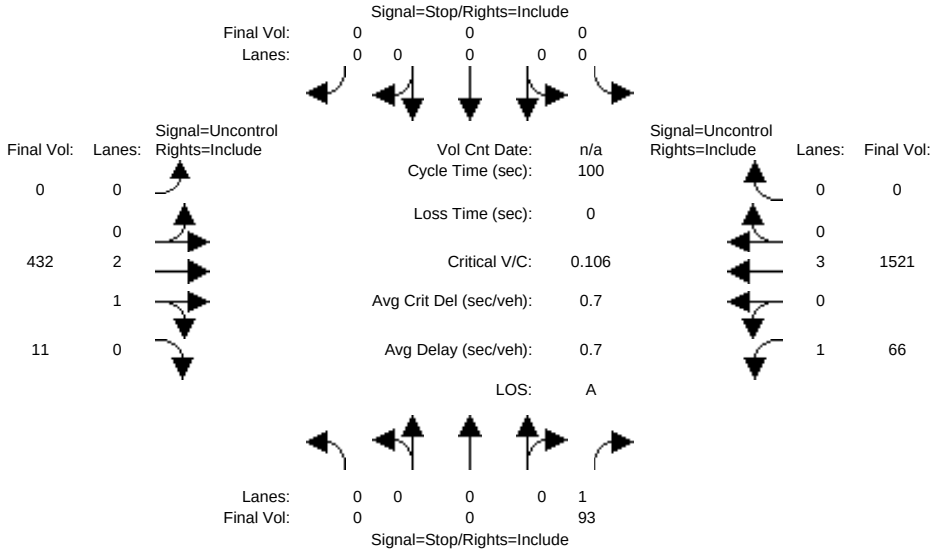
3896 Stevens Creek Blvd TA
San Jose, CA
Hexagon Transportation Consultants, Inc.

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

Intersection #101: Northlake Dr/Stevens Creek Blvd




```
Street Name:         Northlake Dr                Stevens Creek Blvd
Approach:     North Bound     South Bound      East Bound      West Bound
Movement:    L  -  T  -  R   L  -  T  -  R   L  -  T  -  R   L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:      0    0   93    0    0    0    0  432   11   66 1521    0
Growth Adj:  1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse:   0    0   93    0    0    0    0  432   11   66 1521    0
Added Vol:     0    0    0    0    0    0    0    0    0    0    0    0
PasserByVol:   0    0    0    0    0    0    0    0    0    0    0    0
Initial Fut:   0    0   93    0    0    0    0  432   11   66 1521    0
User Adj:   1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj:    1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume:    0    0   93    0    0    0    0  432   11   66 1521    0
Reduct Vol:    0    0    0    0    0    0    0    0    0    0    0    0
FinalVolume:   0    0   93    0    0    0    0  432   11   66 1521    0
------------|---------------||---------------||---------------||---------------|
Critical Gap Module:
Critical Gp:xxxxx xxxx   6.9 xxxxx xxxx xxxxx xxxxx xxxx xxxxx   4.1 xxxx xxxxx
FollowUpTim:xxxxx xxxx   3.3 xxxxx xxxx xxxxx xxxxx xxxx xxxxx   2.2 xxxx xxxxx
------------|---------------||---------------||---------------||---------------|
Capacity Module:
Cnflict Vol: xxxx xxxx   150  xxxx xxxx xxxxx  xxxx xxxx xxxxx   443 xxxx xxxxx
Potent Cap.: xxxx xxxx   877  xxxx xxxx xxxxx  xxxx xxxx xxxxx  1128 xxxx xxxxx
Move Cap.:   xxxx xxxx   877  xxxx xxxx xxxxx  xxxx xxxx xxxxx  1128 xxxx xxxxx
Volume/Cap:  xxxx xxxx  0.11  xxxx xxxx  xxxx  xxxx xxxx  xxxx  0.06 xxxx  xxxx
------------|---------------||---------------||---------------||---------------|
Level Of Service Module:
2Way95thQ:   xxxx xxxx   0.4  xxxx xxxx xxxxx  xxxx xxxx xxxxx   0.2 xxxx xxxxx
Control Del:xxxxx xxxx   9.6 xxxxx xxxx xxxxx xxxxx xxxx xxxxx   8.4 xxxx xxxxx
LOS by Move:    *    *     A     *    *    *     *    *    *     A    *    *
Movement:    LT - LTR - RT   LT - LTR - RT   LT - LTR - RT   LT - LTR - RT
Shared Cap.: xxxx xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx
SharedQueue:xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx
Shrd ConDel:xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx
Shared LOS:     *    *    *     *    *    *     *    *    *     *    *    *
ApproachDel:      9.6          xxxxxx          xxxxxx          xxxxxx
ApproachLOS:        A              *               *               *
Note: Queue reported is the number of cars per lane.
```

Peak Hour Delay Signal Warrant Report

****

Intersection #101 Northlake Dr/Stevens Creek Blvd

****

Future Volume Alternative: Peak Hour Warrant NOT Met

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```
------------|---------------||---------------||---------------||---------------|
Approach:     North Bound     South Bound      East Bound      West Bound
Movement:    L  -  T  -  R   L  -  T  -  R   L  -  T  -  R   L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:       Stop Sign       Stop Sign      Uncontrolled    Uncontrolled
Lanes:       0  0  0  0  1   0  0  0  0  0   0  0  2  1  0   1  0  3  0  0
Initial Vol:    0    0   93    0    0    0    0  432   11   66 1521    0
ApproachDel:      9.6         xxxxxx         xxxxxx         xxxxxx
------------|---------------||---------------||---------------||---------------|
Approach[northbound][lanes=1][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=0.2]
  FAIL - Vehicle-hours less than 4 for one lane approach.
Signal Warrant Rule #2: [approach volume=93]
  FAIL - Approach volume less than 100 for one lane approach.
Signal Warrant Rule #3: [approach count=3][total volume=2123]
  SUCCEED - Total volume greater than or equal to 650 for intersection
          with less than four approaches.
--------------------------------------------------------------------------------
SIGNAL WARRANT DISCLAIMER
This peak hour signal warrant analysis should be considered solely as an
"indicator" of the likelihood of an unsignalized intersection warranting
a traffic signal in the future.  Intersections that exceed this warrant
are probably more likely to meet one or more of the other volume based
signal warrant (such as the 4-hour or 8-hour warrants).

The peak hour warrant analysis in this report is not intended to replace
a rigorous and complete traffic signal warrant analysis by the responsible
jurisdiction.  Consideration of the other signal warrants, which is beyond
the scope of this software, may yield different results.
            Peak Hour Volume Signal Warrant Report [Urban]
********************************************************************************
Intersection #101 Northlake Dr/Stevens Creek Blvd
********************************************************************************
Future Volume Alternative: Peak Hour Warrant NOT Met
------------|---------------||---------------||---------------||---------------|
Approach:     North Bound     South Bound      East Bound      West Bound
Movement:    L  -  T  -  R   L  -  T  -  R   L  -  T  -  R   L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:       Stop Sign       Stop Sign      Uncontrolled    Uncontrolled
Lanes:       0  0  0  0  1   0  0  0  0  0   0  0  2  1  0   1  0  3  0  0
Initial Vol:    0    0   93    0    0    0    0  432   11   66 1521    0
------------|---------------||---------------||---------------||---------------|
Major Street Volume:           2030
Minor Approach Volume:          93
Minor Approach Volume Threshold: 41 [less than minimum of 100]
--------------------------------------------------------------------------------
SIGNAL WARRANT DISCLAIMER
This peak hour signal warrant analysis should be considered solely as an
"indicator" of the likelihood of an unsignalized intersection warranting
a traffic signal in the future.  Intersections that exceed this warrant
are probably more likely to meet one or more of the other volume based
signal warrant (such as the 4-hour or 8-hour warrants).

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


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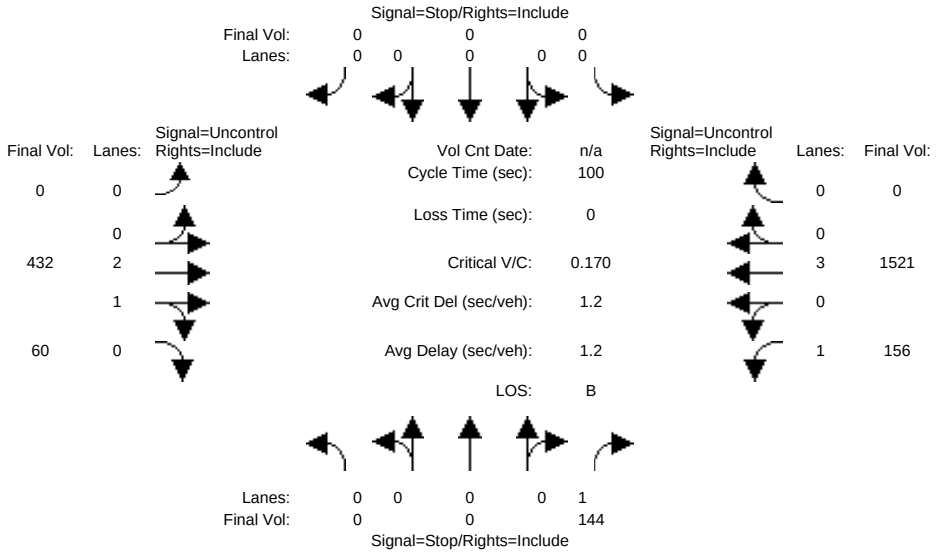
Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
Cum + Prj AM

Intersection #101: Northlake Dr/Stevens Creek Blvd




```
Street Name:          Northlake Dr                Stevens Creek Blvd
Approach:     North Bound     South Bound      East Bound      West Bound
Movement:     L  -  T  -  R   L  -  T  -  R   L  -  T  -  R   L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:      0    0   93    0    0    0    0  432   11   66 1521    0
Growth Adj:  1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse:   0    0   93    0    0    0    0  432   11   66 1521    0
Added Vol:     0    0   51    0    0    0    0    0   49   90    0    0
PasserByVol:   0    0    0    0    0    0    0    0    0    0    0    0
Initial Fut:   0    0  144    0    0    0    0  432   60  156 1521    0
User Adj:   1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj:    1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume:    0    0  144    0    0    0    0  432   60  156 1521    0
Reduct Vol:    0    0    0    0    0    0    0    0    0    0    0    0
FinalVolume:   0    0  144    0    0    0    0  432   60  156 1521    0
------------|---------------||---------------||---------------||---------------|
Critical Gap Module:
Critical Gp:xxxxx xxxx   6.9 xxxxx xxxx xxxxx xxxxx xxxx xxxxx   4.1 xxxx xxxxx
FollowUpTim:xxxxx xxxx   3.3 xxxxx xxxx xxxxx xxxxx xxxx xxxxx   2.2 xxxx xxxxx
------------|---------------||---------------||---------------||---------------|
Capacity Module:
Cnflict Vol: xxxx xxxx  174  xxxx xxxx xxxxx  xxxx xxxx xxxxx  492 xxxx xxxxx
Potent Cap.: xxxx xxxx  846  xxxx xxxx xxxxx  xxxx xxxx xxxxx 1082 xxxx xxxxx
Move Cap.:   xxxx xxxx  846  xxxx xxxx xxxxx  xxxx xxxx xxxxx 1082 xxxx xxxxx
Volume/Cap:  xxxx xxxx 0.17  xxxx xxxx  xxxx  xxxx xxxx  xxxx 0.14 xxxx  xxxx
------------|---------------||---------------||---------------||---------------|
Level Of Service Module:
2Way95thQ:   xxxx xxxx  0.6  xxxx xxxx xxxxx  xxxx xxxx xxxxx   0.5 xxxx xxxxx
Control Del:xxxxx xxxx 10.1 xxxxx xxxx xxxxx xxxxx xxxx xxxxx   8.9 xxxx xxxxx
LOS by Move:    *    *    B    *    *    *    *    *    *    A    *    *
Movement:    LT - LTR - RT   LT - LTR - RT   LT - LTR - RT   LT - LTR - RT
Shared Cap.: xxxx xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx
SharedQueue:xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx
Shrd ConDel:xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx
Shared LOS:     *    *    *    *    *    *    *    *    *    *    *    *
ApproachDel:     10.1          xxxxxx          xxxxxx          xxxxxx
ApproachLOS:        B              *               *               *
Note: Queue reported is the number of cars per lane.
                  Peak Hour Delay Signal Warrant Report
*******************************************************************************
Intersection #101 Northlake Dr/Stevens Creek Blvd
*******************************************************************************
Future Volume Alternative: Peak Hour Warrant NOT Met
```

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```
------------|---------------||---------------||---------------||---------------|
Approach:     North Bound     South Bound      East Bound      West Bound
Movement:    L  -  T  -  R   L  -  T  -  R   L  -  T  -  R   L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:       Stop Sign       Stop Sign      Uncontrolled    Uncontrolled
Lanes:       0  0  0  0  1   0  0  0  0  0   0  0  2  1  0   1  0  3  0  0
Initial Vol:    0   0  144    0   0    0    0  432   60  156 1521    0
ApproachDel:     10.1         xxxxxx         xxxxxx         xxxxxx
------------|---------------||---------------||---------------||---------------|
Approach[northbound][lanes=1][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=0.4]
  FAIL - Vehicle-hours less than 4 for one lane approach.
Signal Warrant Rule #2: [approach volume=144]
  SUCCEED - Approach volume greater than or equal to 100 for one lane approach.
Signal Warrant Rule #3: [approach count=3][total volume=2313]
  SUCCEED - Total volume greater than or equal to 650 for intersection
          with less than four approaches.
--------------------------------------------------------------------------------
SIGNAL WARRANT DISCLAIMER
This peak hour signal warrant analysis should be considered solely as an
"indicator" of the likelihood of an unsignalized intersection warranting
a traffic signal in the future.  Intersections that exceed this warrant
are probably more likely to meet one or more of the other volume based
signal warrant (such as the 4-hour or 8-hour warrants).

The peak hour warrant analysis in this report is not intended to replace
a rigorous and complete traffic signal warrant analysis by the responsible
jurisdiction.  Consideration of the other signal warrants, which is beyond
the scope of this software, may yield different results.
            Peak Hour Volume Signal Warrant Report [Urban]
********************************************************************************
Intersection #101 Northlake Dr/Stevens Creek Blvd
********************************************************************************
Future Volume Alternative: Peak Hour Warrant Met
------------|---------------||---------------||---------------||---------------|
Approach:     North Bound     South Bound      East Bound      West Bound
Movement:    L  -  T  -  R   L  -  T  -  R   L  -  T  -  R   L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:       Stop Sign       Stop Sign      Uncontrolled    Uncontrolled
Lanes:       0  0  0  0  1   0  0  0  0  0   0  0  2  1  0   1  0  3  0  0
Initial Vol:    0   0  144    0   0    0    0  432   60  156 1521    0
------------|---------------||---------------||---------------||---------------|
Major Street Volume:           2169
Minor Approach Volume:          144
Minor Approach Volume Threshold: 18 [less than minimum of 100]
--------------------------------------------------------------------------------
SIGNAL WARRANT DISCLAIMER
This peak hour signal warrant analysis should be considered solely as an
"indicator" of the likelihood of an unsignalized intersection warranting
a traffic signal in the future.  Intersections that exceed this warrant
are probably more likely to meet one or more of the other volume based
signal warrant (such as the 4-hour or 8-hour warrants).

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jurisdiction.  Consideration of the other signal warrants, which is beyond
the scope of this software, may yield different results.
```


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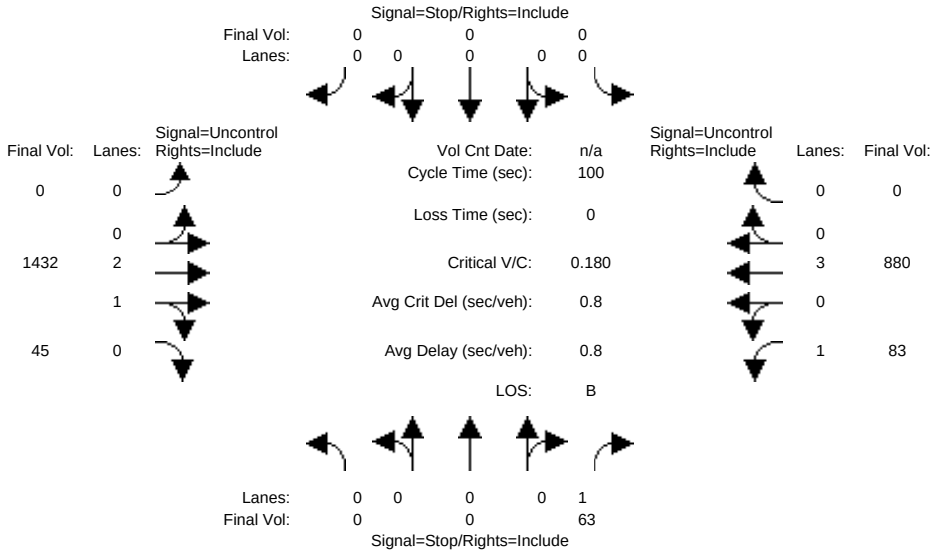
Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
Cumulative PM

Intersection #101: Northlake Dr/Stevens Creek Blvd




```
Street Name:          Northlake Dr                Stevens Creek Blvd
Approach:     North Bound     South Bound      East Bound      West Bound
Movement:    L  -  T  -  R   L  -  T  -  R   L  -  T  -  R   L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:      0    0   63    0    0    0    0 1432   45   83  880    0
Growth Adj:  1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse:   0    0   63    0    0    0    0 1432   45   83  880    0
Added Vol:     0    0    0    0    0    0    0    0    0    0    0    0
PasserByVol:   0    0    0    0    0    0    0    0    0    0    0    0
Initial Fut:   0    0   63    0    0    0    0 1432   45   83  880    0
User Adj:   1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj:    1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume:    0    0   63    0    0    0    0 1432   45   83  880    0
Reduct Vol:    0    0    0    0    0    0    0    0    0    0    0    0
FinalVolume:   0    0   63    0    0    0    0 1432   45   83  880    0
------------|---------------||---------------||---------------||---------------|
Critical Gap Module:
Critical Gp:xxxxx xxxx   6.9 xxxxx xxxx xxxxx xxxxx xxxx xxxxx   4.1 xxxx xxxxx
FollowUpTim:xxxxx xxxx   3.3 xxxxx xxxx xxxxx xxxxx xxxx xxxxx   2.2 xxxx xxxxx
------------|---------------||---------------||---------------||---------------|
Capacity Module:
Cnflict Vol: xxxx xxxx   500  xxxx xxxx xxxxx  xxxx xxxx xxxxx  1477 xxxx xxxxx
Potent Cap.: xxxx xxxx   522  xxxx xxxx xxxxx  xxxx xxxx xxxxx   462 xxxx xxxxx
Move Cap.:   xxxx xxxx   522  xxxx xxxx xxxxx  xxxx xxxx xxxxx   462 xxxx xxxxx
Volume/Cap:  xxxx xxxx  0.12  xxxx xxxx  xxxx  xxxx xxxx  xxxx  0.18 xxxx  xxxx
------------|---------------||---------------||---------------||---------------|
Level Of Service Module:
2Way95thQ:   xxxx xxxx   0.4  xxxx xxxx xxxxx  xxxx xxxx xxxxx   0.6 xxxx xxxxx
Control Del:xxxxx xxxx  12.8 xxxxx xxxx xxxxx xxxxx xxxx xxxxx  14.5 xxxx xxxxx
LOS by Move:    *    *     B     *    *     *     *    *     *     B    *     *
Movement:    LT - LTR - RT   LT - LTR - RT   LT - LTR - RT   LT - LTR - RT
Shared Cap.: xxxx xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx
SharedQueue:xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx
Shrd ConDel:xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx
Shared LOS:     *    *     *     *    *     *     *    *     *     *    *     *
ApproachDel:      12.8          xxxxxx          xxxxxx          xxxxxx
ApproachLOS:        B               *               *               *
Note: Queue reported is the number of cars per lane.
                    Peak Hour Delay Signal Warrant Report
*******************************************************************************
Intersection #101 Northlake Dr/Stevens Creek Blvd
*******************************************************************************
Future Volume Alternative: Peak Hour Warrant NOT Met
```

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```
------------|---------------||---------------||---------------||---------------|
Approach:     North Bound     South Bound      East Bound      West Bound
Movement:    L  -  T  -  R   L  -  T  -  R   L  -  T  -  R   L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:       Stop Sign       Stop Sign      Uncontrolled    Uncontrolled
Lanes:       0  0  0  0  1   0  0  0  0  0   0  0  2  1  0   1  0  3  0  0
Initial Vol:    0    0   63    0    0    0    0 1432   45   83  880    0
ApproachDel:     12.8         xxxxxx         xxxxxx         xxxxxx
------------|---------------||---------------||---------------||---------------|
Approach[northbound][lanes=1][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=0.2]
  FAIL - Vehicle-hours less than 4 for one lane approach.
Signal Warrant Rule #2: [approach volume=63]
  FAIL - Approach volume less than 100 for one lane approach.
Signal Warrant Rule #3: [approach count=3][total volume=2503]
  SUCCEED - Total volume greater than or equal to 650 for intersection
          with less than four approaches.
-------------------------------------------------------------------------------
SIGNAL WARRANT DISCLAIMER
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"indicator" of the likelihood of an unsignalized intersection warranting
a traffic signal in the future.  Intersections that exceed this warrant
are probably more likely to meet one or more of the other volume based
signal warrant (such as the 4-hour or 8-hour warrants).

The peak hour warrant analysis in this report is not intended to replace
a rigorous and complete traffic signal warrant analysis by the responsible
jurisdiction.  Consideration of the other signal warrants, which is beyond
the scope of this software, may yield different results.
            Peak Hour Volume Signal Warrant Report [Urban]
*******************************************************************************
Intersection #101 Northlake Dr/Stevens Creek Blvd
*******************************************************************************
Future Volume Alternative: Peak Hour Warrant NOT Met
------------|---------------||---------------||---------------||---------------|
Approach:     North Bound     South Bound      East Bound      West Bound
Movement:    L  -  T  -  R   L  -  T  -  R   L  -  T  -  R   L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:       Stop Sign       Stop Sign      Uncontrolled    Uncontrolled
Lanes:       0  0  0  0  1   0  0  0  0  0   0  0  2  1  0   1  0  3  0  0
Initial Vol:    0    0   63    0    0    0    0 1432   45   83  880    0
------------|---------------||---------------||---------------||---------------|
Major Street Volume:           2440
Minor Approach Volume:          63
Minor Approach Volume Threshold: -22 [less than minimum of 100]
-------------------------------------------------------------------------------
SIGNAL WARRANT DISCLAIMER
This peak hour signal warrant analysis should be considered solely as an
"indicator" of the likelihood of an unsignalized intersection warranting
a traffic signal in the future.  Intersections that exceed this warrant
are probably more likely to meet one or more of the other volume based
signal warrant (such as the 4-hour or 8-hour warrants).

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```


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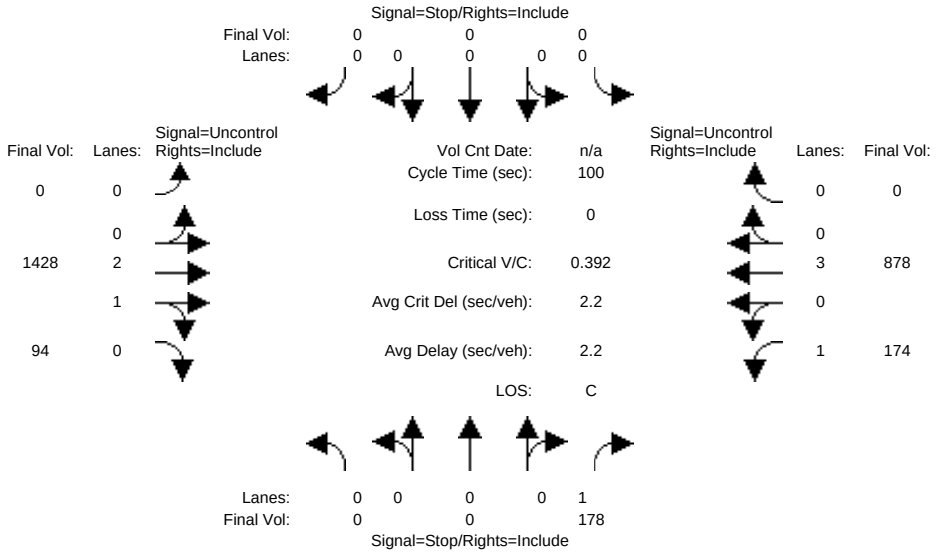
Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
Cum + Prj PM

Intersection #101: Northlake Dr/Stevens Creek Blvd




```
Street Name:          Northlake Dr                Stevens Creek Blvd
Approach:     North Bound     South Bound      East Bound      West Bound
Movement:    L  -  T  -  R   L  -  T  -  R   L  -  T  -  R   L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:      0    0   63    0    0    0    0 1432   45   83  880    0
Growth Adj:  1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse:   0    0   63    0    0    0    0 1432   45   83  880    0
Added Vol:     0    0  112    0    0    0    0   -1   49   89    0    0
PasserByVol:   0    0    3    0    0    0    0   -3    0    2   -2    0
Initial Fut:   0    0  178    0    0    0    0 1428   94  174  878    0
User Adj:   1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj:    1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume:    0    0  178    0    0    0    0 1428   94  174  878    0
Reduct Vol:    0    0    0    0    0    0    0    0    0    0    0    0
FinalVolume:   0    0  178    0    0    0    0 1428   94  174  878    0
------------|---------------||---------------||---------------||---------------|
Critical Gap Module:
Critical Gp:xxxxx xxxx   6.9 xxxxx xxxx xxxxx xxxxx xxxx xxxxx   4.1 xxxx xxxxx
FollowUpTim:xxxxx xxxx   3.3 xxxxx xxxx xxxxx xxxxx xxxx xxxxx   2.2 xxxx xxxxx
------------|---------------||---------------||---------------||---------------|
Capacity Module:
Cnflict Vol: xxxx xxxx   523  xxxx xxxx xxxxx  xxxx xxxx xxxxx  1522 xxxx xxxxx
Potent Cap.: xxxx xxxx   504  xxxx xxxx xxxxx  xxxx xxxx xxxxx   444 xxxx xxxxx
Move Cap.:   xxxx xxxx   504  xxxx xxxx xxxxx  xxxx xxxx xxxxx   444 xxxx xxxxx
Volume/Cap:  xxxx xxxx  0.35  xxxx xxxx  xxxx  xxxx xxxx  xxxx  0.39 xxxx  xxxx
------------|---------------||---------------||---------------||---------------|
Level Of Service Module:
2Way95thQ:   xxxx xxxx   1.6  xxxx xxxx xxxxx  xxxx xxxx xxxxx   1.8 xxxx xxxxx
Control Del:xxxxx xxxx  16.0 xxxxx xxxx xxxxx xxxxx xxxx xxxxx  18.2 xxxx xxxxx
LOS by Move:    *    *     C     *    *     *     *    *     *     C     *     *
Movement:    LT - LTR - RT   LT - LTR - RT   LT - LTR - RT   LT - LTR - RT
Shared Cap.: xxxx xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx
SharedQueue:xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx
Shrd ConDel:xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx
Shared LOS:     *    *     *     *    *     *     *    *     *     *    *     *
ApproachDel:      16.0          xxxxxx          xxxxxx          xxxxxx
ApproachLOS:        C               *               *               *
Note: Queue reported is the number of cars per lane.
                  Peak Hour Delay Signal Warrant Report
*******************************************************************************
Intersection #101 Northlake Dr/Stevens Creek Blvd
*******************************************************************************
Future Volume Alternative: Peak Hour Warrant NOT Met
```

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```
------------|---------------||---------------||---------------||---------------|
Approach:     North Bound     South Bound      East Bound      West Bound
Movement:    L  -  T  -  R   L  -  T  -  R   L  -  T  -  R   L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:       Stop Sign       Stop Sign      Uncontrolled    Uncontrolled
Lanes:       0  0  0  0  1   0  0  0  0  0   0  0  2  1  0   1  0  3  0  0
Initial Vol:    0   0  178    0   0    0    0 1428   94  174  878    0
ApproachDel:     16.0         xxxxxx         xxxxxx         xxxxxx
------------|---------------||---------------||---------------||---------------|
Approach[northbound][lanes=1][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=0.8]
  FAIL - Vehicle-hours less than 4 for one lane approach.
Signal Warrant Rule #2: [approach volume=178]
  SUCCEED - Approach volume greater than or equal to 100 for one lane approach.
Signal Warrant Rule #3: [approach count=3][total volume=2752]
  SUCCEED - Total volume greater than or equal to 650 for intersection
          with less than four approaches.
--------------------------------------------------------------------------------
SIGNAL WARRANT DISCLAIMER
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"indicator" of the likelihood of an unsignalized intersection warranting
a traffic signal in the future.  Intersections that exceed this warrant
are probably more likely to meet one or more of the other volume based
signal warrant (such as the 4-hour or 8-hour warrants).

The peak hour warrant analysis in this report is not intended to replace
a rigorous and complete traffic signal warrant analysis by the responsible
jurisdiction.  Consideration of the other signal warrants, which is beyond
the scope of this software, may yield different results.
            Peak Hour Volume Signal Warrant Report [Urban]
********************************************************************************
Intersection #101 Northlake Dr/Stevens Creek Blvd
********************************************************************************
Future Volume Alternative: Peak Hour Warrant Met
------------|---------------||---------------||---------------||---------------|
Approach:     North Bound     South Bound      East Bound      West Bound
Movement:    L  -  T  -  R   L  -  T  -  R   L  -  T  -  R   L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:       Stop Sign       Stop Sign      Uncontrolled    Uncontrolled
Lanes:       0  0  0  0  1   0  0  0  0  0   0  0  2  1  0   1  0  3  0  0
Initial Vol:    0   0  178    0   0    0    0 1428   94  174  878    0
------------|---------------||---------------||---------------||---------------|
Major Street Volume:           2574
Minor Approach Volume:          178
Minor Approach Volume Threshold: -41 [less than minimum of 100]
--------------------------------------------------------------------------------
SIGNAL WARRANT DISCLAIMER
This peak hour signal warrant analysis should be considered solely as an
"indicator" of the likelihood of an unsignalized intersection warranting
a traffic signal in the future.  Intersections that exceed this warrant
are probably more likely to meet one or more of the other volume based
signal warrant (such as the 4-hour or 8-hour warrants).

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


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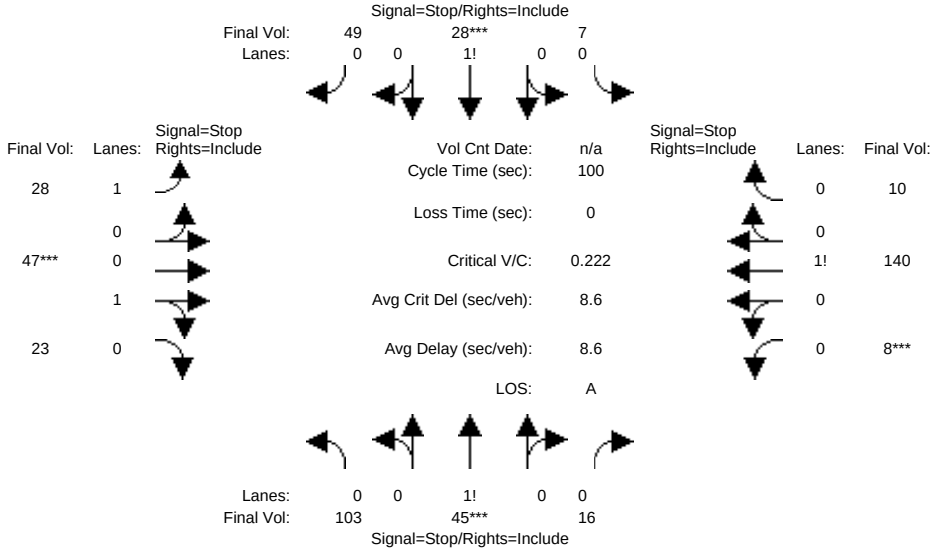
Level Of Service Computation Report
2000 HCM 4-Way Stop (Future Volume Alternative)
Cumulative AM

Intersection #102: Northlake Dr/Kiely Blvd




```
Street Name:          Northlake Dr                    Kiely Blvd
Approach:     North Bound     South Bound      East Bound      West Bound
Movement:     L  -  T  -  R   L  -  T  -  R   L  -  T  -  R   L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Min. Green:    0    0    0    0    0    0    0    0    0    0    0    0
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:    103   45   16    7   28   49   28   47   23    8  140   10
Growth Adj:  1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 103   45   16    7   28   49   28   47   23    8  140   10
Added Vol:     0    0    0    0    0    0    0    0    0    0    0    0
PasserByVol:   0    0    0    0    0    0    0    0    0    0    0    0
Initial Fut: 103   45   16    7   28   49   28   47   23    8  140   10
User Adj:   1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj:    1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 103   45   16    7   28   49   28   47   23    8  140   10
Reduct Vol:    0    0    0    0    0    0    0    0    0    0    0    0
Reduced Vol: 103   45   16    7   28   49   28   47   23    8  140   10
PCE Adj:    1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj:    1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 103   45   16    7   28   49   28   47   23    8  140   10
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes:      0.63 0.27 0.10 0.08 0.33 0.59 1.00 0.67 0.33 0.05 0.89 0.06
Final Sat.:  463  202   72   65  259  452  605  463  226   37  656   47
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:    0.22 0.22 0.22 0.11 0.11 0.11 0.05 0.10 0.10 0.21 0.21 0.21
Crit Moves:      ****           ****           ****       ****
Delay/Veh:   8.9  8.9  8.9  7.9  7.9  7.9  8.7  8.2  8.2  8.9  8.9  8.9
Delay Adj:  1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
AdjDel/Veh:  8.9  8.9  8.9  7.9  7.9  7.9  8.7  8.2  8.2  8.9  8.9  8.9
LOS by Move:   A    A    A    A    A    A    A    A    A    A    A    A
ApproachDel:      8.9            7.9            8.3            8.9
Delay Adj:       1.00           1.00           1.00           1.00
ApprAdjDel:       8.9            7.9            8.3            8.9
LOS by Appr:        A              A              A              A
AllWayAvgQ:  0.3  0.3  0.3  0.1  0.1  0.1  0.0  0.1  0.1  0.2  0.2  0.2
Note: Queue reported is the number of cars per lane.
```

Peak Hour Volume Signal Warrant Report [Urban]

****

Intersection #102 Northlake Dr/Kiely Blvd

****

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```
Future Volume Alternative: Peak Hour Warrant NOT Met
------------|---------------||---------------||---------------||---------------|
Approach:     North Bound     South Bound      East Bound      West Bound
Movement:    L  -  T  -  R   L  -  T  -  R   L  -  T  -  R   L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:       Stop Sign       Stop Sign       Stop Sign       Stop Sign
Lanes:       0  0  1! 0  0   0  0  1! 0  0   1  0  0  1  0   0  0  1! 0  0
Initial Vol:  103   45   16    7   28   49   28   47   23    8  140   10
------------|---------------||---------------||---------------||---------------|
Major Street Volume:           256
Minor Approach Volume:         164
Minor Approach Volume Threshold: 754
-------------------------------------------------------------------------------
SIGNAL WARRANT DISCLAIMER
This peak hour signal warrant analysis should be considered solely as an
"indicator" of the likelihood of an unsignalized intersection warranting
a traffic signal in the future.  Intersections that exceed this warrant
are probably more likely to meet one or more of the other volume based
signal warrant (such as the 4-hour or 8-hour warrants).

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


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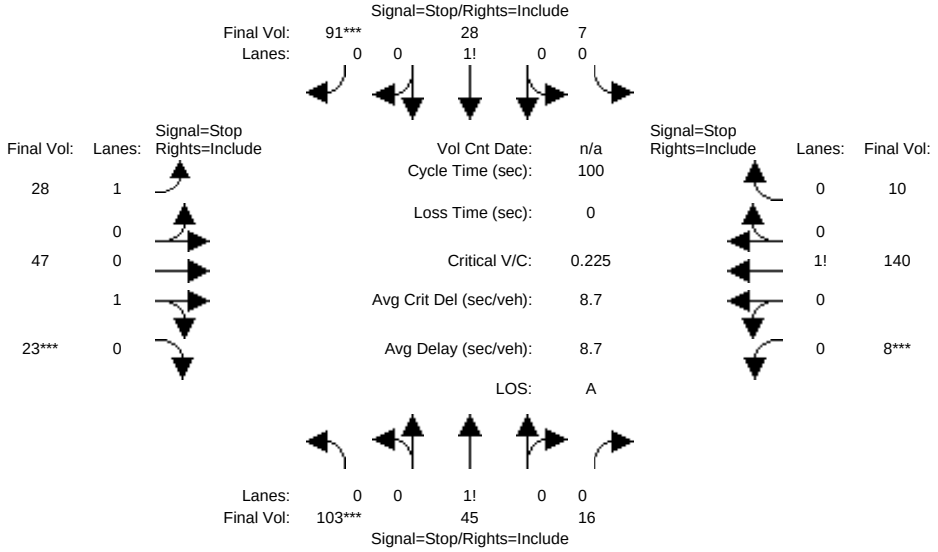
3896 Stevens Creek Blvd TA
San Jose, CA
Hexagon Transportation Consultants, Inc.

Level Of Service Computation Report
2000 HCM 4-Way Stop (Future Volume Alternative)
Cum + Prj AM

Intersection #102: Northlake Dr/Kiely Blvd




```
Street Name:          Northlake Dr                    Kiely Blvd
Approach:     North Bound     South Bound      East Bound      West Bound
Movement:     L  -  T  -  R   L  -  T  -  R   L  -  T  -  R   L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Min. Green:    0    0    0    0    0    0    0    0    0    0    0    0
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:    103   45   16    7   28   49   28   47   23    8  140   10
Growth Adj:  1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 103   45   16    7   28   49   28   47   23    8  140   10
Added Vol:     0    0    0    0    0   42    0    0    0    0    0    0
PasserByVol:   0    0    0    0    0    0    0    0    0    0    0    0
Initial Fut: 103   45   16    7   28   91   28   47   23    8  140   10
User Adj:   1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj:    1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 103   45   16    7   28   91   28   47   23    8  140   10
Reduct Vol:    0    0    0    0    0    0    0    0    0    0    0    0
Reduced Vol: 103   45   16    7   28   91   28   47   23    8  140   10
PCE Adj:    1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj:    1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 103   45   16    7   28   91   28   47   23    8  140   10
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes:      0.63 0.27 0.10 0.06 0.22 0.72 1.00 0.67 0.33 0.05 0.89 0.06
Final Sat.:  457  200   71   44  176  572  592  452  221   37  639   46
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:    0.23 0.23 0.23 0.16 0.16 0.16 0.05 0.10 0.10 0.22 0.22 0.22
Crit Moves:  ****                    ****          ****  ****
Delay/Veh:   9.0  9.0  9.0  8.1  8.1  8.1  8.8  8.3  8.3  9.0  9.0  9.0
Delay Adj:  1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
AdjDel/Veh:  9.0  9.0  9.0  8.1  8.1  8.1  8.8  8.3  8.3  9.0  9.0  9.0
LOS by Move:   A    A    A    A    A    A    A    A    A    A    A    A
ApproachDel:      9.0            8.1            8.5            9.0
Delay Adj:       1.00           1.00           1.00           1.00
ApprAdjDel:       9.0            8.1            8.5            9.0
LOS by Appr:        A              A              A              A
AllWayAvgQ:  0.3  0.3  0.3  0.2  0.2  0.2  0.0  0.1  0.1  0.3  0.3  0.3
Note: Queue reported is the number of cars per lane.
```

Peak Hour Volume Signal Warrant Report [Urban]

****

Intersection #102 Northlake Dr/Kiely Blvd

****

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```
Future Volume Alternative: Peak Hour Warrant NOT Met
------------|---------------||---------------||---------------||---------------|
Approach:     North Bound     South Bound      East Bound      West Bound
Movement:    L  -  T  -  R   L  -  T  -  R   L  -  T  -  R   L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:       Stop Sign       Stop Sign       Stop Sign       Stop Sign
Lanes:       0  0  1! 0  0   0  0  1! 0  0   1  0  0  1  0   0  0  1! 0  0
Initial Vol:  103   45   16    7   28   91   28   47   23    8  140   10
------------|---------------||---------------||---------------||---------------|
Major Street Volume:           290
Minor Approach Volume:         158
Minor Approach Volume Threshold: 550
-------------------------------------------------------------------------------
SIGNAL WARRANT DISCLAIMER
This peak hour signal warrant analysis should be considered solely as an
"indicator" of the likelihood of an unsignalized intersection warranting
a traffic signal in the future.  Intersections that exceed this warrant
are probably more likely to meet one or more of the other volume based
signal warrant (such as the 4-hour or 8-hour warrants).

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


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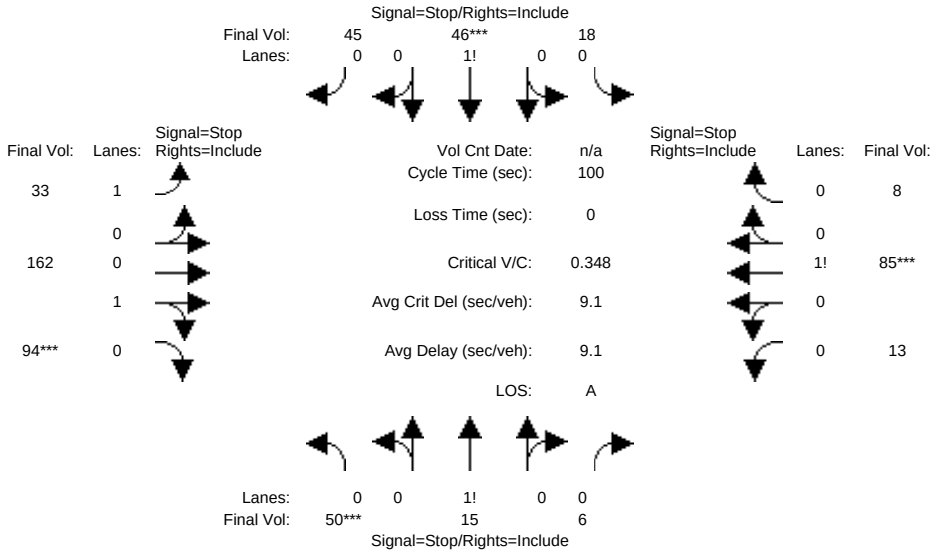
3896 Stevens Creek Blvd TA
San Jose, CA
Hexagon Transportation Consultants, Inc.

Level Of Service Computation Report
2000 HCM 4-Way Stop (Future Volume Alternative)
Cumulative PM

Intersection #102: Northlake Dr/Kiely Blvd




```
Street Name:          Northlake Dr                    Kiely Blvd
Approach:     North Bound     South Bound      East Bound      West Bound
Movement:     L  -  T  -  R   L  -  T  -  R   L  -  T  -  R   L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Min. Green:    0    0    0    0    0    0    0    0    0    0    0    0
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:     50   15    6   18   46   45   33  162   94   13   85    8
Growth Adj:  1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse:  50   15    6   18   46   45   33  162   94   13   85    8
Added Vol:     0    0    0    0    0    0    0    0    0    0    0    0
PasserByVol:   0    0    0    0    0    0    0    0    0    0    0    0
Initial Fut:  50   15    6   18   46   45   33  162   94   13   85    8
User Adj:   1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj:    1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume:   50   15    6   18   46   45   33  162   94   13   85    8
Reduct Vol:    0    0    0    0    0    0    0    0    0    0    0    0
Reduced Vol:  50   15    6   18   46   45   33  162   94   13   85    8
PCE Adj:    1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj:    1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume:  50   15    6   18   46   45   33  162   94   13   85    8
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes:      0.71 0.21 0.08 0.17 0.42 0.41 1.00 0.63 0.37 0.12 0.80 0.08
Final Sat.:  469  141   56  118  303  296  637  466  270   89  584   55
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:    0.11 0.11 0.11 0.15 0.15 0.15 0.05 0.35 0.35 0.15 0.15 0.15
Crit Moves:  ****              ****              ****      ****
Delay/Veh:   8.6  8.6  8.6  8.5  8.5  8.5  8.5  9.9  9.9  8.5  8.5  8.5
Delay Adj:  1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
AdjDel/Veh:  8.6  8.6  8.6  8.5  8.5  8.5  8.5  9.9  9.9  8.5  8.5  8.5
LOS by Move:   A    A    A    A    A    A    A    A    A    A    A    A
ApproachDel:      8.6            8.5            9.7            8.5
Delay Adj:       1.00           1.00           1.00           1.00
ApprAdjDel:       8.6            8.5            9.7            8.5
LOS by Appr:        A              A              A              A
AllWayAvgQ:  0.1  0.1  0.1  0.2  0.2  0.2  0.1  0.5  0.5  0.2  0.2  0.2
Note: Queue reported is the number of cars per lane.
```

Peak Hour Volume Signal Warrant Report [Urban]

****

Intersection #102 Northlake Dr/Kiely Blvd

****

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```
Future Volume Alternative: Peak Hour Warrant NOT Met
------------|---------------||---------------||---------------||---------------|
Approach:     North Bound     South Bound      East Bound      West Bound
Movement:    L  -  T  -  R   L  -  T  -  R   L  -  T  -  R   L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:       Stop Sign       Stop Sign       Stop Sign       Stop Sign
Lanes:       0  0  1! 0  0   0  0  1! 0  0   1  0  0  1  0   0  0  1! 0  0
Initial Vol:   50   15    6   18   46   45   33  162   94   13   85    8
------------|---------------||---------------||---------------||---------------|
Major Street Volume:           395
Minor Approach Volume:         109
Minor Approach Volume Threshold: 605
-------------------------------------------------------------------------------
SIGNAL WARRANT DISCLAIMER
This peak hour signal warrant analysis should be considered solely as an
"indicator" of the likelihood of an unsignalized intersection warranting
a traffic signal in the future.  Intersections that exceed this warrant
are probably more likely to meet one or more of the other volume based
signal warrant (such as the 4-hour or 8-hour warrants).

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


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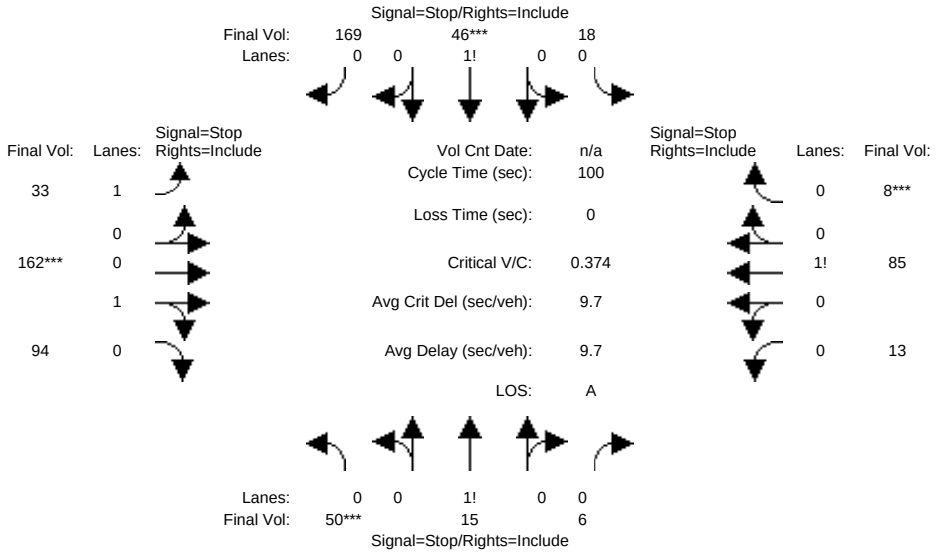
3896 Stevens Creek Blvd TA
San Jose, CA
Hexagon Transportation Consultants, Inc.

Level Of Service Computation Report
2000 HCM 4-Way Stop (Future Volume Alternative)
Cum + Prj PM

Intersection #102: Northlake Dr/Kiely Blvd




```
Street Name:          Northlake Dr                    Kiely Blvd
Approach:     North Bound     South Bound      East Bound      West Bound
Movement:     L  -  T  -  R   L  -  T  -  R   L  -  T  -  R   L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Min. Green:    0    0    0    0    0    0    0    0    0    0    0    0
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:     50   15    6   18   46   45   33  162   94   13   85    8
Growth Adj:  1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse:  50   15    6   18   46   45   33  162   94   13   85    8
Added Vol:     0    0    0    0    0  124    0    0    0    0    0    0
PasserByVol:   0    0    0    0    0    0    0    0    0    0    0    0
Initial Fut:  50   15    6   18   46  169   33  162   94   13   85    8
User Adj:   1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj:    1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume:   50   15    6   18   46  169   33  162   94   13   85    8
Reduct Vol:    0    0    0    0    0    0    0    0    0    0    0    0
Reduced Vol:  50   15    6   18   46  169   33  162   94   13   85    8
PCE Adj:    1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj:    1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume:  50   15    6   18   46  169   33  162   94   13   85    8
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes:      0.71 0.21 0.08 0.08 0.20 0.72 1.00 0.63 0.37 0.12 0.80 0.08
Final Sat.:  447  134   54   58  148  543  598  433  251   82  536   50
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:    0.11 0.11 0.11 0.31 0.31 0.31 0.06 0.37 0.37 0.16 0.16 0.16
Crit Moves:  ****              ****           ****              ****
Delay/Veh:   8.9  8.9  8.9  9.4  9.4  9.4  8.8 10.6 10.6  8.9  8.9  8.9
Delay Adj:  1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
AdjDel/Veh:  8.9  8.9  8.9  9.4  9.4  9.4  8.8 10.6 10.6  8.9  8.9  8.9
LOS by Move:   A    A    A    A    A    A    A    B    B    A    A    A
ApproachDel:      8.9            9.4           10.4            8.9
Delay Adj:       1.00           1.00           1.00           1.00
ApprAdjDel:       8.9            9.4           10.4            8.9
LOS by Appr:        A              A              B              A
AllWayAvgQ:  0.1  0.1  0.1  0.4  0.4  0.4  0.1  0.5  0.5  0.2  0.2  0.2
Note: Queue reported is the number of cars per lane.
```

Peak Hour Volume Signal Warrant Report [Urban]

****

Intersection #102 Northlake Dr/Kiely Blvd

****

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Future Volume Alternative: Peak Hour Warrant NOT Met

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	- T	- R	L	- T	- R	L	- T	- R	L	- T	- R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Lanes:	0 0	1! 0	0	0 0	1! 0	0	1 0	0 1	0	0 0	1! 0	0
Initial Vol:	50	15	6	18	46	169	33	162	94	13	85	8

Major Street Volume: 395
Minor Approach Volume: 233
Minor Approach Volume Threshold: 605

SIGNAL WARRANT DISCLAIMER

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

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

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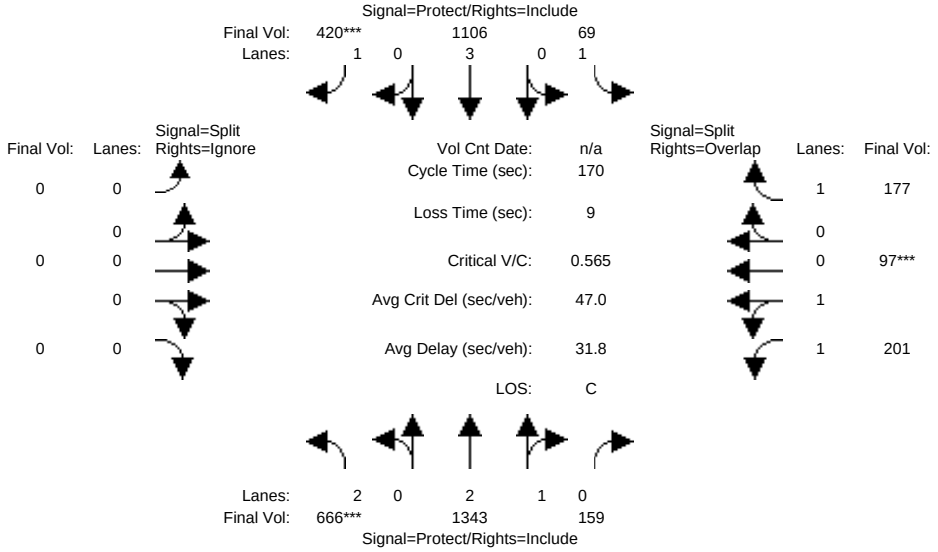
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative AM

Intersection #3038: Saratoga Ave/I-280(N)

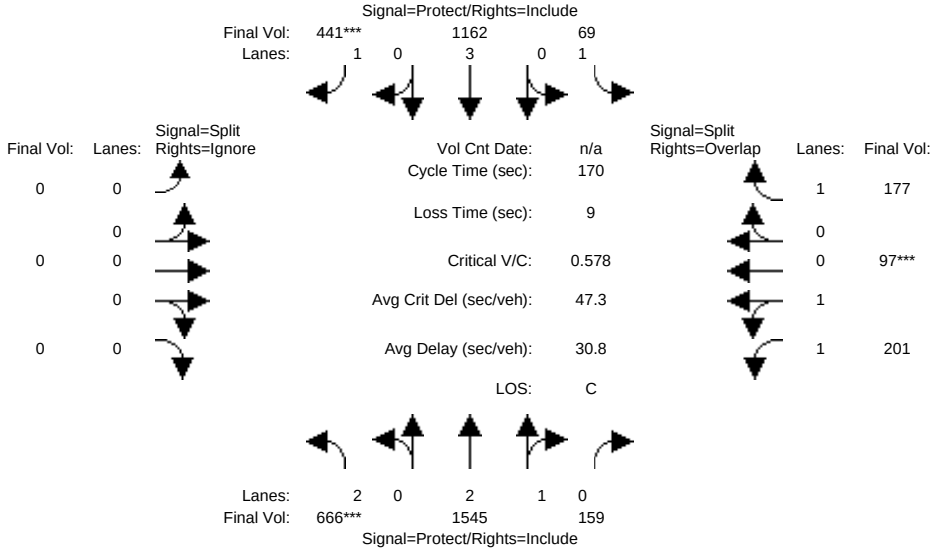



```
Street Name:          Saratoga Ave                    I280 NB Ramp
Approach:     North Bound     South Bound      East Bound      West Bound
Movement:     L  -  T  -  R   L  -  T  -  R   L  -  T  -  R   L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Min. Green:     7   10    10    7   10    10    0    0    0   10   10   10
Y+R:          4.0  4.0   4.0  4.0  4.0   4.0  4.0  4.0  4.0  4.0  4.0  4.0
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:     666 1343   159   69 1106   420    0    0    0  201   97  177
Growth Adj:  1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse:  666 1343   159   69 1106   420    0    0    0  201   97  177
Added Vol:      0    0     0    0    0     0    0    0    0    0    0    0
PasserByVol:    0    0     0    0    0     0    0    0    0    0    0    0
Initial Fut:  666 1343   159   69 1106   420    0    0    0  201   97  177
User Adj:    1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00 0.00 1.00 1.00 1.00
PHF Adj:     1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00 0.00 1.00 1.00 1.00
PHF Volume:   666 1343   159   69 1106   420    0    0    0  201   97  177
Reduct Vol:     0    0     0    0    0     0    0    0    0    0    0    0
Reduced Vol:  666 1343   159   69 1106   420    0    0    0  201   97  177
PCE Adj:     1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00 0.00 1.00 1.00 1.00
MLF Adj:     1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00 0.00 1.00 1.00 1.00
FinalVolume:  666 1343   159   69 1106   420    0    0    0  201   97  177
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1900 1900  1900 1900 1900  1900 1900 1900 1900 1900 1900 1900
Adjustment:  0.83 0.99  0.95 0.92 1.00  0.92 0.92 1.00 0.92 0.93 0.95 0.92
Lanes:       2.00 2.67  0.33 1.00 3.00  1.00 0.00 0.00 0.00 1.36 0.64 1.00
Final Sat.:  3150 5006   593 1750 5700  1750    0    0    0 2394 1155 1750
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.21 0.27  0.27 0.04 0.19  0.24 0.00 0.00 0.00 0.08 0.08 0.10
Crit Moves:  ****                    ****                    ****
Green Time:  63.6  118 117.7 18.1 72.2  72.2  0.0  0.0  0.0 25.2 25.2 43.3
Volume/Cap:  0.57 0.39  0.39 0.37 0.46  0.57 0.00 0.00 0.00 0.57 0.57 0.40
Delay/Veh:   42.9 11.1  11.1 71.9 35.1  38.1  0.0  0.0  0.0 68.7 68.7 53.1
User DelAdj: 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00 1.00 1.00 1.00 1.00
AdjDel/Veh:  42.9 11.1  11.1 71.9 35.1  38.1  0.0  0.0  0.0 68.7 68.7 53.1
LOS by Move:    D   B+    B+    E   D+    D+    A    A    A    E    E    D-
HCM2kAvgQ:     16   11    11    3   13    17    0    0    0    8    8    8
Note: Queue reported is the number of cars per lane.
```

3896 Stevens Creek Blvd TA
San Jose, CA
Hexagon Transportation Consultants, Inc.

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cum + Prj AM

Intersection #3038: Saratoga Ave/I-280(N)

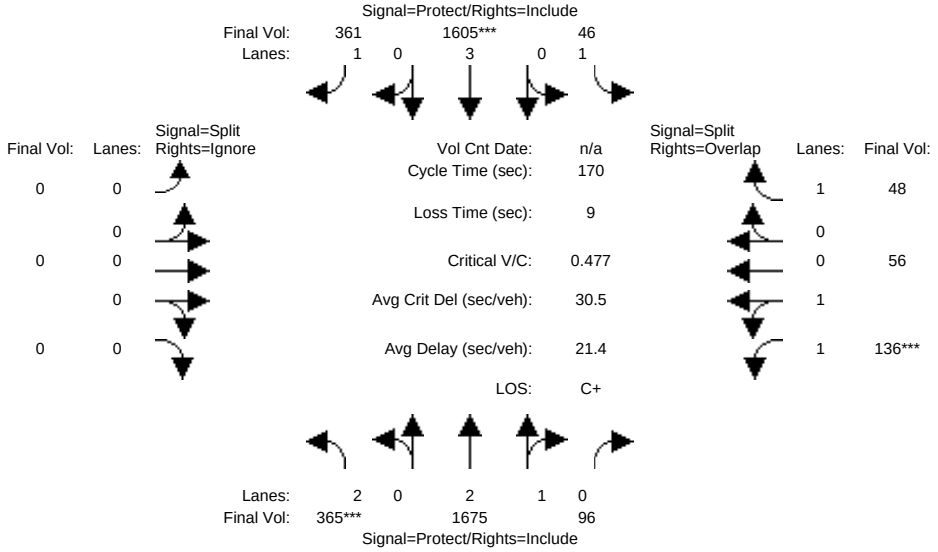



```
Street Name:          Saratoga Ave                    I280 NB Ramp
Approach:     North Bound     South Bound      East Bound      West Bound
Movement:     L  -  T  -  R   L  -  T  -  R   L  -  T  -  R   L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Min. Green:     7   10    10    7   10    10    0    0    0   10   10   10
Y+R:          4.0  4.0   4.0  4.0  4.0   4.0  4.0  4.0  4.0  4.0  4.0  4.0
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:     666 1343   159   69 1106   420    0    0    0  201   97  177
Growth Adj:  1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse:  666 1343   159   69 1106   420    0    0    0  201   97  177
Added Vol:      0  202     0    0   56    21    0    0    0    0    0    0
PasserByVol:    0    0     0    0    0     0    0    0    0    0    0    0
Initial Fut:  666 1545   159   69 1162   441    0    0    0  201   97  177
User Adj:    1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00 0.00 1.00 1.00 1.00
PHF Adj:     1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00 0.00 1.00 1.00 1.00
PHF Volume:   666 1545   159   69 1162   441    0    0    0  201   97  177
Reduct Vol:     0    0     0    0    0     0    0    0    0    0    0    0
Reduced Vol:  666 1545   159   69 1162   441    0    0    0  201   97  177
PCE Adj:     1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00 0.00 1.00 1.00 1.00
MLF Adj:     1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00 0.00 1.00 1.00 1.00
FinalVolume:  666 1545   159   69 1162   441    0    0    0  201   97  177
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1900 1900  1900 1900 1900  1900 1900 1900 1900 1900 1900 1900
Adjustment:  0.83 0.99  0.95 0.92 1.00  0.92 0.92 1.00 0.92 0.93 0.95 0.92
Lanes:       2.00 2.71  0.29 1.00 3.00  1.00 0.00 0.00 0.00 1.36 0.64 1.00
Final Sat.:  3150 5077   522 1750 5700  1750    0    0    0 2394 1155 1750
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.21 0.30  0.30 0.04 0.20  0.25 0.00 0.00 0.00 0.08 0.08 0.10
Crit Moves:  ****                    ****                    ****
Green Time:  62.2  120 120.1 16.2 74.1  74.1  0.0  0.0  0.0 24.7 24.7 40.9
Volume/Cap:  0.58 0.43  0.43 0.41 0.47  0.58 0.00 0.00 0.00 0.58 0.58 0.42
Delay/Veh:   44.1 10.6  10.6 74.0 34.1  37.3  0.0  0.0  0.0 69.4 69.4 55.2
User DelAdj: 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00 1.00 1.00 1.00 1.00
AdjDel/Veh:  44.1 10.6  10.6 74.0 34.1  37.3  0.0  0.0  0.0 69.4 69.4 55.2
LOS by Move:    D   B+    B+    E   C-    D+    A    A    A    E    E   E+
HCM2kAvgQ:     17   12    12    4   14    18    0    0    0    8    8    8
Note: Queue reported is the number of cars per lane.
```

3896 Stevens Creek Blvd TA
San Jose, CA
Hexagon Transportation Consultants, Inc.

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

Intersection #3038: Saratoga Ave/I-280(N)




```
Street Name:          Saratoga Ave                    I280 NB Ramp
Approach:     North Bound     South Bound      East Bound      West Bound
Movement:     L  -  T  -  R   L  -  T  -  R   L  -  T  -  R   L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Min. Green:     7   10    10    7   10    10    0    0    0   10   10   10
Y+R:          4.0  4.0   4.0  4.0  4.0   4.0  4.0  4.0  4.0  4.0  4.0  4.0
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:     365 1675    96   46 1605   361    0    0    0  136   56   48
Growth Adj:  1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse:  365 1675    96   46 1605   361    0    0    0  136   56   48
Added Vol:      0    0     0    0    0     0    0    0    0    0    0    0
PasserByVol:    0    0     0    0    0     0    0    0    0    0    0    0
Initial Fut:  365 1675    96   46 1605   361    0    0    0  136   56   48
User Adj:    1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00 0.00 1.00 1.00 1.00
PHF Adj:     1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00 0.00 1.00 1.00 1.00
PHF Volume:   365 1675    96   46 1605   361    0    0    0  136   56   48
Reduct Vol:     0    0     0    0    0     0    0    0    0    0    0    0
Reduced Vol:  365 1675    96   46 1605   361    0    0    0  136   56   48
PCE Adj:     1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00 0.00 1.00 1.00 1.00
MLF Adj:     1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00 0.00 1.00 1.00 1.00
FinalVolume:  365 1675    96   46 1605   361    0    0    0  136   56   48
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1900 1900  1900 1900 1900  1900 1900 1900 1900 1900 1900 1900
Adjustment:  0.83 0.98  0.95 0.92 1.00  0.92 0.92 1.00 0.92 0.93 0.95 0.92
Lanes:       2.00 2.83  0.17 1.00 3.00  1.00 0.00 0.00 0.00 1.42 0.58 1.00
Final Sat.:  3150 5296   304 1750 5700  1750    0    0    0 2514 1035 1750
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.12 0.32  0.32 0.03 0.28  0.21 0.00 0.00 0.00 0.05 0.05 0.03
Crit Moves:  ****               ****                    ****
Green Time:  41.3  125 125.4 16.3  100 100.4  0.0  0.0  0.0 19.3 19.3 35.6
Volume/Cap:  0.48 0.43  0.43 0.27 0.48  0.35 0.00 0.00 0.00 0.48 0.48 0.13
Delay/Veh:   55.6  8.6   8.6 72.2 19.9  18.2  0.0  0.0  0.0 71.5 71.5 54.8
User DelAdj: 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00 1.00 1.00 1.00 1.00
AdjDel/Veh:  55.6  8.6   8.6 72.2 19.9  18.2  0.0  0.0  0.0 71.5 71.5 54.8
LOS by Move:   E+    A     A    E   B-    B-    A    A    A    E    E   D-
HCM2kAvgQ:     10   12    12    2   15    10    0    0    0    5    5    2
Note: Queue reported is the number of cars per lane.
```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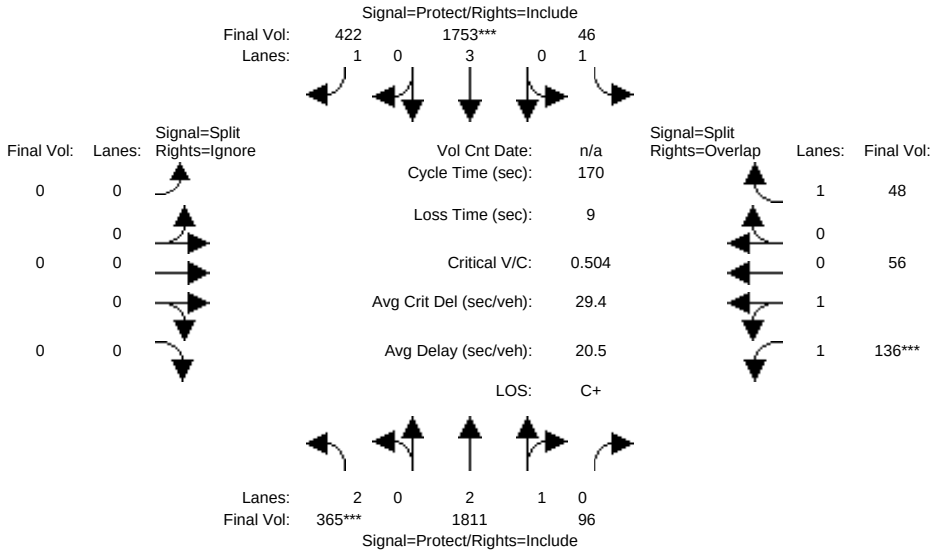
Hexagon Transportation Consultants, Inc.

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cum + Prj PM

Intersection #3038: Saratoga Ave/I-280(N)

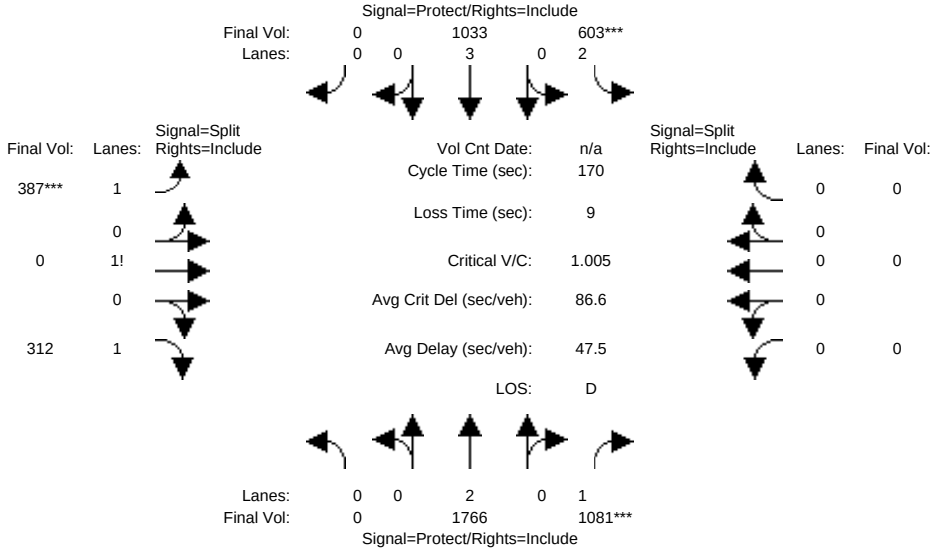



```
Street Name:          Saratoga Ave                    I280 NB Ramp
Approach:     North Bound      South Bound      East Bound      West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Min. Green:     7   10    10     7   10    10     0    0     0    10   10    10
Y+R:          4.0  4.0   4.0   4.0  4.0   4.0   4.0  4.0   4.0   4.0  4.0   4.0
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:     365 1675    96    46 1605   361     0    0     0   136   56    48
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:  365 1675    96    46 1605   361     0    0     0   136   56    48
Added Vol:      0  136     0     0  148    61     0    0     0     0    0     0
PasserByVol:    0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:  365 1811    96    46 1753   422     0    0     0   136   56    48
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  0.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  0.00  1.00 1.00  1.00
PHF Volume:   365 1811    96    46 1753   422     0    0     0   136   56    48
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:  365 1811    96    46 1753   422     0    0     0   136   56    48
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  0.00  1.00 1.00  1.00
MLF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  0.00  1.00 1.00  1.00
FinalVolume:  365 1811    96    46 1753   422     0    0     0   136   56    48
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1900 1900  1900  1900 1900  1900  1900 1900  1900  1900 1900  1900
Adjustment:   0.83 0.98  0.95  0.92 1.00  0.92  0.92 1.00  0.92  0.93 0.95  0.92
Lanes:       2.00 2.84  0.16  1.00 3.00  1.00  0.00 0.00  0.00  1.42 0.58  1.00
Final Sat.:  3150 5318   282  1750 5700  1750     0    0     0  2514 1035  1750
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.12 0.34  0.34  0.03 0.31  0.24  0.00 0.00  0.00  0.05 0.05  0.03
Crit Moves:  ****                ****                      ****
Green Time:   39.1  127 127.4  15.4  104 103.7   0.0  0.0   0.0  18.2 18.2  33.6
Volume/Cap:   0.50 0.45  0.45  0.29 0.50  0.40  0.00 0.00  0.00  0.50 0.50  0.14
Delay/Veh:    57.6  8.2   8.2  73.2 18.8  17.3   0.0  0.0   0.0  72.7 72.7  56.4
User DelAdj: 1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
AdjDel/Veh:   57.6  8.2   8.2  73.2 18.8  17.3   0.0  0.0   0.0  72.7 72.7  56.4
LOS by Move:   E+    A     A     E   B-     B     A    A     A     E    E    E+
HCM2kAvgQ:     10   12    12     2   16    11     0    0     0     6    6     2
Note: Queue reported is the number of cars per lane.
```

3896 Stevens Creek Blvd TA
San Jose, CA
Hexagon Transportation Consultants, Inc.

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

Intersection #3039: Saratoga Ave/I-280(S)




```
Street Name:          Saratoga Ave                    I280 SB Ramps
Approach:     North Bound      South Bound      East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Min. Green:     0   10    10     7   10     0    10   10    10     0    0     0
Y+R:          4.0  4.0   4.0   4.0  4.0   4.0   4.0  4.0   4.0   4.0  4.0   4.0
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:       0 1766  1081   603 1033     0   387    0   312     0    0     0
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:    0 1766  1081   603 1033     0   387    0   312     0    0     0
Added Vol:      0    0     0     0    0     0     0    0     0     0    0     0
PasserByVol:    0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:    0 1766  1081   603 1033     0   387    0   312     0    0     0
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:     0 1766  1081   603 1033     0   387    0   312     0    0     0
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:    0 1766  1081   603 1033     0   387    0   312     0    0     0
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
FinalVolume:    0 1766  1081   603 1033     0   387    0   312     0    0     0
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1900 1900  1900  1900 1900  1900  1900 1900  1900  1900 1900  1900
Adjustment:  0.92 1.00  0.92  0.83 1.00  0.92  0.92 1.00  0.92  0.92 1.00  0.92
Lanes:       0.00 2.00  1.00  2.00 3.00  0.00  1.55 0.00  1.45  0.00 0.00  0.00
Final Sat.:     0 3800  1750  3150 5700     0  2719    0  2531     0    0     0
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.00 0.46  0.62  0.19 0.18  0.00  0.14 0.00  0.12  0.00 0.00  0.00
Crit Moves:            ****  ****            ****
Green Time:   0.0  105 104.5  32.4  137   0.0  24.1  0.0  24.1   0.0  0.0   0.0
Volume/Cap:  0.00 0.76  1.00  1.00 0.23  0.00  1.00 0.00  0.87  0.00 0.00  0.00
Delay/Veh:    0.0 25.0  61.3 106.7  4.0   0.0 108.2  0.0  81.6   0.0  0.0   0.0
User DelAdj: 1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
AdjDel/Veh:   0.0 25.0  61.3 106.7  4.0   0.0 108.2  0.0  81.6   0.0  0.0   0.0
LOS by Move:    A    C     E     F    A     A     F    A     F     A    A     A
HCM2kAvgQ:      0   32    66    22    4     0    19    0    14     0    0     0
Note: Queue reported is the number of cars per lane.
```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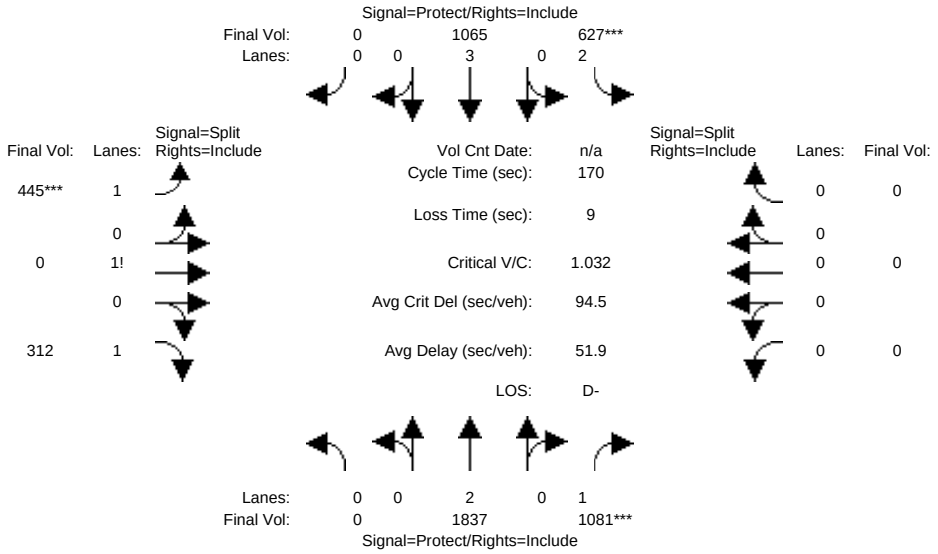
Hexagon Transportation Consultants, Inc.

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cum + Prj AM

Intersection #3039: Saratoga Ave/I-280(S)




```
Street Name:          Saratoga Ave                    I280 SB Ramps
Approach:     North Bound      South Bound      East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Min. Green:     0   10    10     7   10     0    10   10    10     0    0     0
Y+R:          4.0  4.0   4.0   4.0  4.0   4.0   4.0  4.0   4.0   4.0  4.0   4.0
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:       0 1766  1081   603 1033     0   387    0   312     0    0     0
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:    0 1766  1081   603 1033     0   387    0   312     0    0     0
Added Vol:      0   71     0    24   32     0    58    0     0     0    0     0
PasserByVol:    0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:    0 1837  1081   627 1065     0   445    0   312     0    0     0
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:     0 1837  1081   627 1065     0   445    0   312     0    0     0
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:    0 1837  1081   627 1065     0   445    0   312     0    0     0
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
FinalVolume:    0 1837  1081   627 1065     0   445    0   312     0    0     0
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1900 1900  1900  1900 1900  1900  1900 1900  1900  1900 1900  1900
Adjustment:  0.92 1.00  0.92  0.83 1.00  0.92  0.92 1.00  0.92  0.92 1.00  0.92
Lanes:       0.00 2.00  1.00  2.00 3.00  0.00  1.59 0.00  1.41  0.00 0.00  0.00
Final Sat.:     0 3800  1750  3150 5700     0  2779    0  2471     0    0     0
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.00 0.48  0.62  0.20 0.19  0.00  0.16 0.00  0.13  0.00 0.00  0.00
Crit Moves:            ****  ****            ****
Green Time:   0.0  102 101.8  32.8  135   0.0  26.4  0.0  26.4   0.0  0.0   0.0
Volume/Cap:  0.00 0.81  1.03  1.03 0.24  0.00  1.03 0.00  0.81  0.00 0.00  0.00
Delay/Veh:    0.0 28.7  70.3 113.4  4.6   0.0 113.4  0.0  75.0   0.0  0.0   0.0
User DelAdj: 1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
AdjDel/Veh:   0.0 28.7  70.3 113.4  4.6   0.0 113.4  0.0  75.0   0.0  0.0   0.0
LOS by Move:    A    C     E     F    A     A     F    A     E     A    A     A
HCM2kAvgQ:      0   36    67    23    5     0    21    0    14     0    0     0
Note: Queue reported is the number of cars per lane.
```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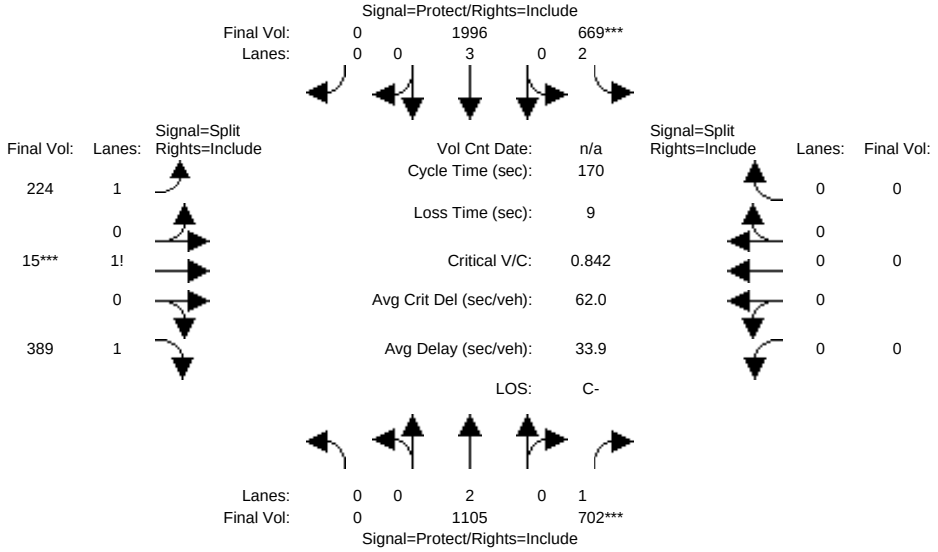
San Jose, CA
Hexagon Transportation Consultants, Inc.

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

Intersection #3039: Saratoga Ave/I-280(S)

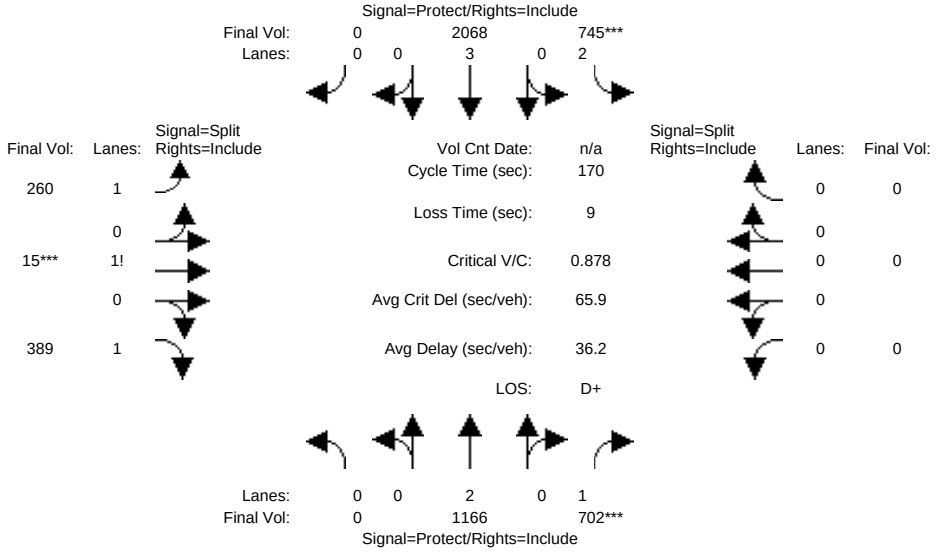



```
Street Name:          Saratoga Ave                    I280 SB Ramps
Approach:     North Bound      South Bound      East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Min. Green:     0   10    10     7   10     0    10   10    10     0    0     0
Y+R:          4.0  4.0   4.0   4.0  4.0   4.0   4.0  4.0   4.0   4.0  4.0   4.0
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:       0 1105   702   669 1996     0   224   15   389     0    0     0
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:    0 1105   702   669 1996     0   224   15   389     0    0     0
Added Vol:      0    0     0     0    0     0     0    0     0     0    0     0
PasserByVol:    0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:    0 1105   702   669 1996     0   224   15   389     0    0     0
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:     0 1105   702   669 1996     0   224   15   389     0    0     0
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:    0 1105   702   669 1996     0   224   15   389     0    0     0
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
FinalVolume:    0 1105   702   669 1996     0   224   15   389     0    0     0
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1900 1900  1900  1900 1900  1900  1900 1900  1900  1900 1900  1900
Adjustment:  0.92 1.00  0.92  0.83 1.00  0.92  0.92 0.92  0.92  0.92 1.00  0.92
Lanes:       0.00 2.00  1.00  2.00 3.00  0.00  1.35 0.05  1.60  0.00 0.00  0.00
Final Sat.:     0 3800  1750  3150 5700     0  2360   82  2809     0    0     0
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.00 0.29  0.40  0.21 0.35  0.00  0.09 0.18  0.14  0.00 0.00  0.00
Crit Moves:            ****  ****               ****
Green Time:   0.0 81.0  81.0  42.9  124   0.0  37.1 37.1  37.1   0.0  0.0   0.0
Volume/Cap:  0.00 0.61  0.84  0.84 0.48  0.00  0.43 0.84  0.63  0.00 0.00  0.00
Delay/Veh:    0.0 33.5  46.6  68.4  9.7   0.0  57.6 72.2  61.7   0.0  0.0   0.0
User DelAdj: 1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
AdjDel/Veh:   0.0 33.5  46.6  68.4  9.7   0.0  57.6 72.2  61.7   0.0  0.0   0.0
LOS by Move:    A   C-     D     E    A     A    E+    E     E     A    A     A
HCM2kAvgQ:      0   21    35    21   14     0     8   19    13     0    0     0
Note: Queue reported is the number of cars per lane.
```

3896 Stevens Creek Blvd TA
San Jose, CA
Hexagon Transportation Consultants, Inc.

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cum + Prj PM

Intersection #3039: Saratoga Ave/I-280(S)




```
Street Name:          Saratoga Ave                    I280 SB Ramps
Approach:     North Bound      South Bound      East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Min. Green:     0   10    10     7   10     0    10   10    10     0    0     0
Y+R:          4.0  4.0   4.0   4.0  4.0   4.0   4.0  4.0   4.0   4.0  4.0   4.0
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:       0 1105   702   669 1996     0   224   15   389     0    0     0
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:    0 1105   702   669 1996     0   224   15   389     0    0     0
Added Vol:      0   61     0    76   72     0    36    0     0     0    0     0
PasserByVol:    0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:    0 1166   702   745 2068     0   260   15   389     0    0     0
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:     0 1166   702   745 2068     0   260   15   389     0    0     0
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:    0 1166   702   745 2068     0   260   15   389     0    0     0
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
FinalVolume:    0 1166   702   745 2068     0   260   15   389     0    0     0
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1900 1900  1900  1900 1900  1900  1900 1900  1900  1900 1900  1900
Adjustment:  0.92 1.00  0.92  0.83 1.00  0.92  0.92 0.92  0.92  0.92 1.00  0.92
Lanes:       0.00 2.00  1.00  2.00 3.00  0.00  1.38 0.04  1.58  0.00 0.00  0.00
Final Sat.:     0 3800  1750  3150 5700     0  2420   77  2753     0    0     0
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.00 0.31  0.40  0.24 0.36  0.00  0.11 0.19  0.14  0.00 0.00  0.00
Crit Moves:            ****  ****                ****
Green Time:   0.0 77.7  77.7  45.8  123   0.0  37.6 37.6  37.6   0.0  0.0   0.0
Volume/Cap:  0.00 0.67  0.88  0.88 0.50  0.00  0.49 0.88  0.64  0.00 0.00  0.00
Delay/Veh:    0.0 37.2  52.8  69.8 10.1   0.0  58.1 75.4  61.4   0.0  0.0   0.0
User DelAdj: 1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
AdjDel/Veh:   0.0 37.2  52.8  69.8 10.1   0.0  58.1 75.4  61.4   0.0  0.0   0.0
LOS by Move:    A   D+    D-     E   B+     A    E+   E-     E     A    A     A
HCM2kAvgQ:      0   23    37    23   15     0     9   21    13     0    0     0
Note: Queue reported is the number of cars per lane.
```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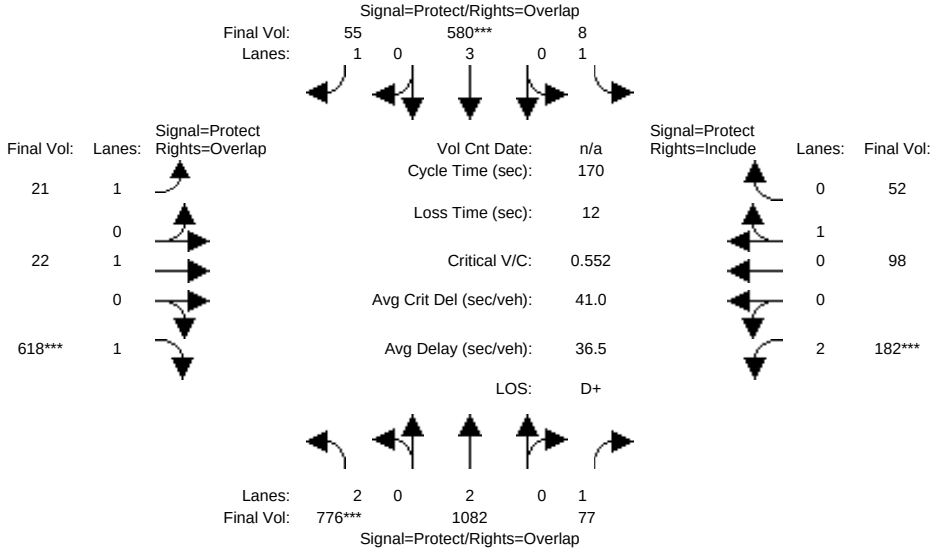
3896 Stevens Creek Blvd TA
San Jose, CA
Hexagon Transportation Consultants, Inc.

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

Intersection #3103: Saratoga Ave/Kiely Blvd

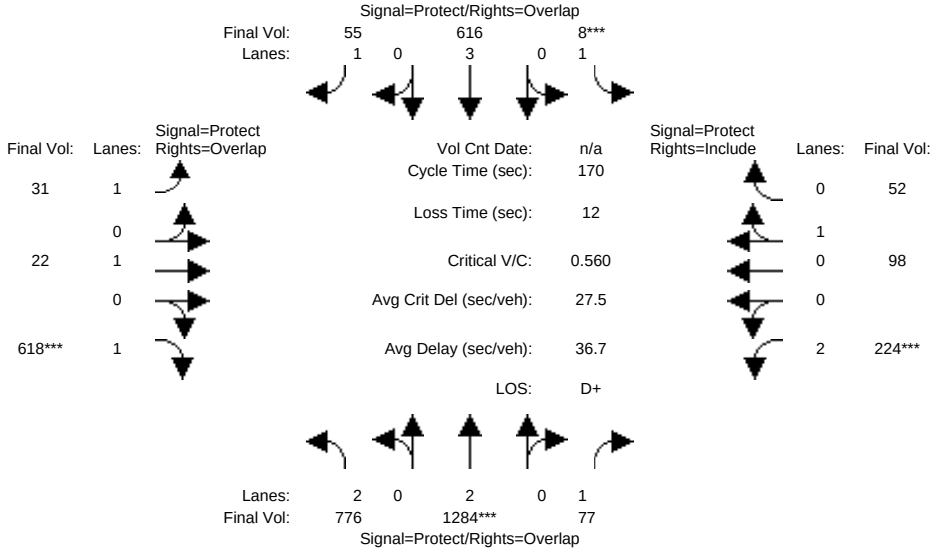



```
Street Name:          Saratoga Ave                    Kiely Blvd
Approach:     North Bound     South Bound      East Bound      West Bound
Movement:     L  -  T  -  R   L  -  T  -  R   L  -  T  -  R   L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Min. Green:     7   10    10    7   10    10    7   10    10    7   10    10
Y+R:          4.0  4.0   4.0  4.0  4.0   4.0  4.0  4.0   4.0  4.0  4.0   4.0
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:     776 1082    77    8  580    55   21   22   618   182   98    52
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:  776 1082    77    8  580    55   21   22   618   182   98    52
Added Vol:      0    0     0    0    0     0    0    0     0     0    0     0
PasserByVol:    0    0     0    0    0     0    0    0     0     0    0     0
Initial Fut:  776 1082    77    8  580    55   21   22   618   182   98    52
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:   776 1082    77    8  580    55   21   22   618   182   98    52
Reduct Vol:     0    0     0    0    0     0    0    0     0     0    0     0
Reduced Vol:  776 1082    77    8  580    55   21   22   618   182   98    52
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
FinalVolume:  776 1082    77    8  580    55   21   22   618   182   98    52
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1900 1900  1900  1900 1900  1900  1900 1900  1900  1900 1900  1900
Adjustment:   0.83 1.00  0.92  0.92 1.00  0.92  0.92 1.00  0.92  0.83 0.95  0.95
Lanes:       2.00 2.00  1.00  1.00 3.00  1.00  1.00 1.00  1.00  2.00 0.65  0.35
Final Sat.:  3150 3800  1750  1750 5700  1750  1750 1900  1750  3150 1176   624
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.25 0.28  0.04  0.00 0.10  0.03  0.01 0.01  0.35  0.06 0.08  0.08
Crit Moves:  ****                ****                ****  ****
Green Time:  75.9 93.7 111.5  13.6 31.4  48.1  16.8 32.9 108.8  17.8 33.9  33.9
Volume/Cap:  0.55 0.52  0.07  0.06 0.55  0.11  0.12 0.06  0.55  0.55 0.42  0.42
Delay/Veh:   35.0 24.1  10.5  72.5 63.6  45.2  70.2 56.0  17.6  74.3 60.2  60.2
User DelAdj: 1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
AdjDel/Veh:  35.0 24.1  10.5  72.5 63.6  45.2  70.2 56.0  17.6  74.3 60.2  60.2
LOS by Move:   D+    C    B+     E    E     D     E   E+     B     E    E     E
HCM2kAvgQ:     17   17     1     0    9     2     1    1    19     6    7     7
Note: Queue reported is the number of cars per lane.
```

3896 Stevens Creek Blvd TA
San Jose, CA
Hexagon Transportation Consultants, Inc.

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cum + Prj AM

Intersection #3103: Saratoga Ave/Kiely Blvd




```
Street Name:          Saratoga Ave                    Kiely Blvd
Approach:     North Bound     South Bound      East Bound      West Bound
Movement:     L  -  T  -  R   L  -  T  -  R   L  -  T  -  R   L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Min. Green:     7   10    10    7   10    10    7   10    10    7   10    10
Y+R:          4.0  4.0   4.0  4.0  4.0   4.0  4.0  4.0   4.0  4.0  4.0   4.0
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:     776 1082    77    8  580    55   21   22   618  182   98    52
Growth Adj:  1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00
Initial Bse:  776 1082    77    8  580    55   21   22   618  182   98    52
Added Vol:      0  202     0    0   36     0   10    0     0   42    0     0
PasserByVol:    0    0     0    0    0     0    0    0     0    0    0     0
Initial Fut:  776 1284    77    8  616    55   31   22   618  224   98    52
User Adj:    1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00
PHF Volume:   776 1284    77    8  616    55   31   22   618  224   98    52
Reduct Vol:     0    0     0    0    0     0    0    0     0    0    0     0
Reduced Vol:  776 1284    77    8  616    55   31   22   618  224   98    52
PCE Adj:     1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00
MLF Adj:     1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00
FinalVolume:  776 1284    77    8  616    55   31   22   618  224   98    52
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1900 1900  1900 1900 1900  1900 1900 1900  1900 1900 1900  1900
Adjustment:  0.83 1.00  0.92 0.92 1.00  0.92 0.92 1.00  0.92 0.83 0.95  0.95
Lanes:       2.00 2.00  1.00 1.00 3.00  1.00 1.00 1.00  1.00 2.00 0.65  0.35
Final Sat.:  3150 3800  1750 1750 5700  1750 1750 1900  1750 3150 1176   624
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.25 0.34  0.04 0.00 0.11  0.03 0.02 0.01  0.35 0.07 0.08  0.08
Crit Moves:       ****       ****                     ****  ****
Green Time:  73.6 98.9 119.7  7.0 32.3  49.5 17.2 31.3 104.9 20.8 34.9  34.9
Volume/Cap:  0.57 0.58  0.06 0.11 0.57  0.11 0.17 0.06  0.57 0.58 0.41  0.41
Delay/Veh:   36.8 22.8   7.8 79.2 63.2  44.2 70.4 57.4  20.0 72.7 59.3  59.3
User DelAdj: 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00
AdjDel/Veh:  36.8 22.8   7.8 79.2 63.2  44.2 70.4 57.4  20.0 72.7 59.3  59.3
LOS by Move:   D+   C+     A   E-    E     D    E   E+    C+    E   E+    E+
HCM2kAvgQ:     18   20     1    1   10     2    2    1    20    7    7     7
Note: Queue reported is the number of cars per lane.
```

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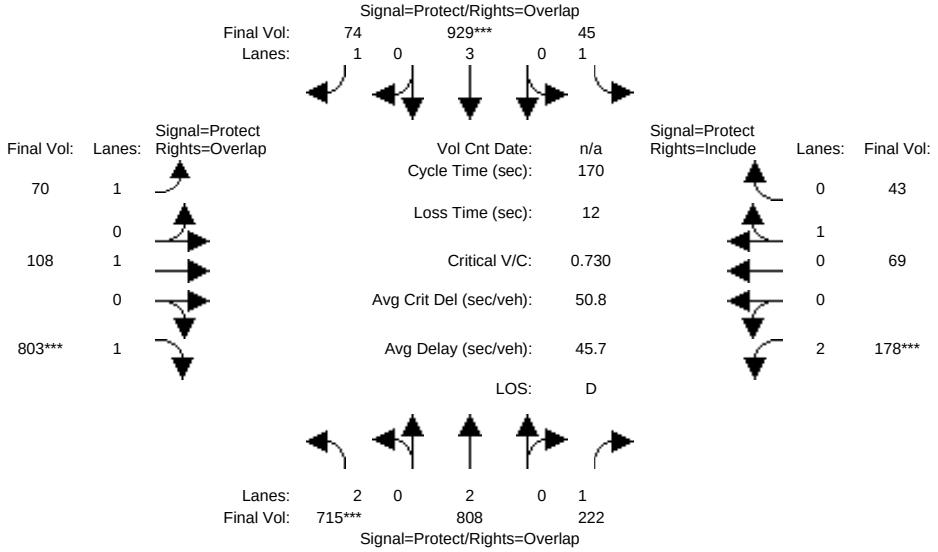
3896 Stevens Creek Blvd TA
San Jose, CA
Hexagon Transportation Consultants, Inc.

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

Intersection #3103: Saratoga Ave/Kiely Blvd




```
Street Name:          Saratoga Ave                    Kiely Blvd
Approach:     North Bound     South Bound      East Bound      West Bound
Movement:     L  -  T  -  R   L  -  T  -  R   L  -  T  -  R   L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Min. Green:     7   10    10    7   10    10    7   10    10    7   10    10
Y+R:          4.0  4.0   4.0  4.0  4.0   4.0  4.0  4.0   4.0  4.0  4.0   4.0
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:     715  808   222   45  929    74   70  108   803  178   69    43
Growth Adj:  1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00
Initial Bse:  715  808   222   45  929    74   70  108   803  178   69    43
Added Vol:      0    0     0    0    0     0    0    0     0    0    0     0
PasserByVol:    0    0     0    0    0     0    0    0     0    0    0     0
Initial Fut:  715  808   222   45  929    74   70  108   803  178   69    43
User Adj:    1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00
PHF Volume:   715  808   222   45  929    74   70  108   803  178   69    43
Reduct Vol:     0    0     0    0    0     0    0    0     0    0    0     0
Reduced Vol:  715  808   222   45  929    74   70  108   803  178   69    43
PCE Adj:     1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00
MLF Adj:     1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00
FinalVolume:  715  808   222   45  929    74   70  108   803  178   69    43
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1900 1900  1900 1900 1900  1900 1900 1900  1900 1900 1900  1900
Adjustment:  0.83 1.00  0.92 0.92 1.00  0.92 0.92 1.00  0.92 0.83 0.95  0.95
Lanes:       2.00 2.00  1.00 1.00 3.00  1.00 1.00 1.00  1.00 2.00 0.62  0.38
Final Sat.:  3150 3800  1750 1750 5700  1750 1750 1900  1750 3150 1109   691
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.23 0.21  0.13 0.03 0.16  0.04 0.04 0.06  0.46 0.06 0.06  0.06
Crit Moves:  ****               ****               ****  ****
Green Time:  52.9 76.1  89.3 14.7 38.0  64.7 26.7 54.0 106.9 13.2 40.4  40.4
Volume/Cap:  0.73 0.48  0.24 0.30 0.73  0.11 0.25 0.18  0.73 0.73 0.26  0.26
Delay/Veh:   55.0 33.2  22.1 73.9 63.4  34.1 63.4 42.1  24.2 87.3 53.0  53.0
User DelAdj: 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00
AdjDel/Veh:  55.0 33.2  22.1 73.9 63.4  34.1 63.4 42.1  24.2 87.3 53.0  53.0
LOS by Move:   E+   C-    C+    E    E    C-    E    D    C    F   D-    D-
HCM2kAvgQ:     20   14     6    3   16     3    3    4   31    7    5     5
Note: Queue reported is the number of cars per lane.
```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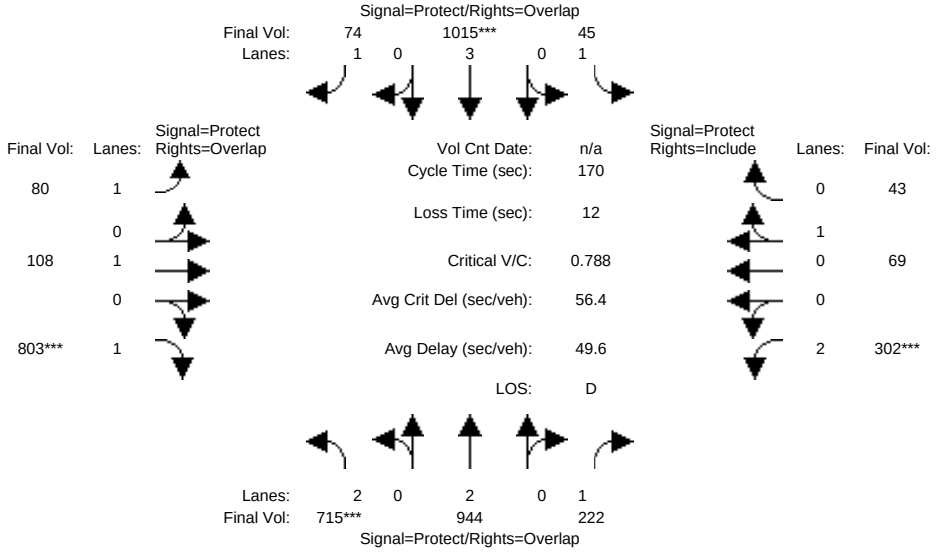
Hexagon Transportation Consultants, Inc.

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cum + Prj PM

Intersection #3103: Saratoga Ave/Kiely Blvd

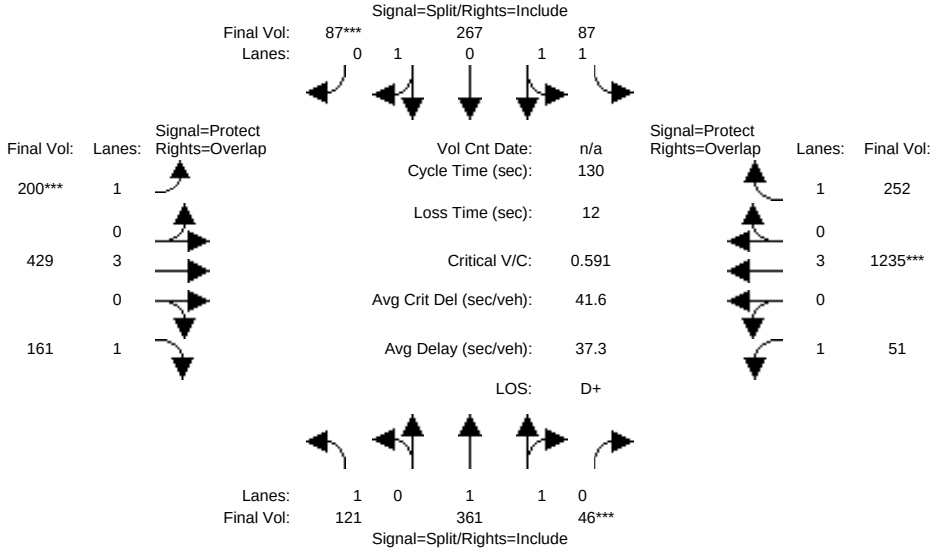



```
Street Name:          Saratoga Ave                    Kiely Blvd
Approach:     North Bound      South Bound      East Bound      West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Min. Green:     7   10    10     7   10    10     7   10    10     7   10    10
Y+R:          4.0  4.0   4.0   4.0  4.0   4.0   4.0  4.0   4.0   4.0  4.0   4.0
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:     715  808   222    45  929    74    70  108   803   178   69    43
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:  715  808   222    45  929    74    70  108   803   178   69    43
Added Vol:      0  136     0     0   86     0    10    0     0   124    0     0
PasserByVol:    0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:  715  944   222    45 1015    74    80  108   803   302   69    43
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:   715  944   222    45 1015    74    80  108   803   302   69    43
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:  715  944   222    45 1015    74    80  108   803   302   69    43
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
FinalVolume:  715  944   222    45 1015    74    80  108   803   302   69    43
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1900 1900  1900  1900 1900  1900  1900 1900  1900  1900 1900  1900
Adjustment:  0.83 1.00  0.92  0.92 1.00  0.92  0.92 1.00  0.92  0.83 0.95  0.95
Lanes:       2.00 2.00  1.00  1.00 3.00  1.00  1.00 1.00  1.00  2.00 0.62  0.38
Final Sat.:  3150 3800  1750  1750 5700  1750  1750 1900  1750  3150 1109   691
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.23 0.25  0.13  0.03 0.18  0.04  0.05 0.06  0.46  0.10 0.06  0.06
Crit Moves:  ****                ****                ****  ****
Green Time:  48.9 74.9  95.6  12.4 38.4  68.3  29.9 50.0  98.9  20.7 40.7  40.7
Volume/Cap:  0.79 0.56  0.23  0.35 0.79  0.11  0.26 0.19  0.79  0.79 0.26  0.26
Delay/Veh:   60.4 35.8  18.8  76.6 65.3  31.8  60.9 45.1  31.6  83.0 52.7  52.7
User DelAdj: 1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
AdjDel/Veh:  60.4 35.8  18.8  76.6 65.3  31.8  60.9 45.1  31.6  83.0 52.7  52.7
LOS by Move:    E   D+    B-    E-    E     C     E    D     C     F   D-    D-
HCM2kAvgQ:     21   18     6     3   18     2     4    4    35    11    5     5
Note: Queue reported is the number of cars per lane.
```

3896 Stevens Creek Blvd TA
San Jose, CA
Hexagon Transportation Consultants, Inc.

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

Intersection #3104: Kiely Blvd/Stevens Creek Blvd



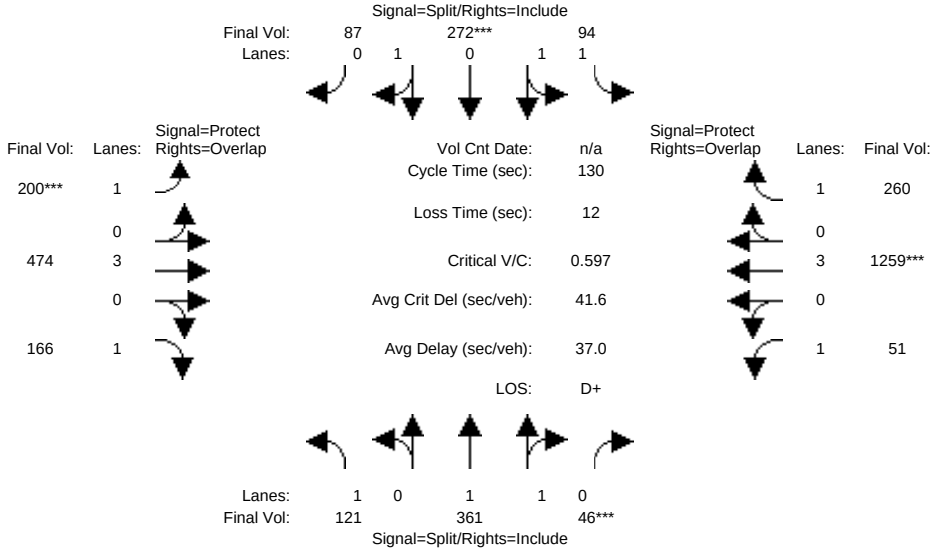
Street Name:	Kiely Blvd						Stevens Creek Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	121	361	46	87	267	87	200	429	161	51	1235	252
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	121	361	46	87	267	87	200	429	161	51	1235	252
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	121	361	46	87	267	87	200	429	161	51	1235	252
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	121	361	46	87	267	87	200	429	161	51	1235	252
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	121	361	46	87	267	87	200	429	161	51	1235	252
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	121	361	46	87	267	87	200	429	161	51	1235	252
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	0.98	0.95	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	1.77	0.23	1.00	1.49	0.51	1.00	3.00	1.00	1.00	3.00	1.00
Final Sat.:	1750	3282	418	1750	2790	909	1750	5700	1750	1750	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.07	0.11	0.11	0.05	0.10	0.10	0.11	0.08	0.09	0.03	0.22	0.14
Crit Moves:			****			****	****			****		
Green Time:	24.2	24.2	24.2	21.0	21.0	21.0	25.1	42.8	67.0	30.0	47.6	68.7
Volume/Cap:	0.37	0.59	0.59	0.31	0.59	0.59	0.59	0.23	0.18	0.13	0.59	0.27
Delay/Veh:	47.0	49.8	49.8	48.2	51.8	51.8	50.5	31.7	16.9	39.8	33.8	17.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	47.0	49.8	49.8	48.2	51.8	51.8	50.5	31.7	16.9	39.8	33.8	17.1
LOS by Move:	D	D	D	D	D-	D-	D	C	B	D	C-	B
HCM2kAvgQ:	5	8	8	3	7	7	8	4	4	2	13	6

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

3896 Stevens Creek Blvd TA
San Jose, CA
Hexagon Transportation Consultants, Inc.

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cum + Prj AM

Intersection #3104: Kiely Blvd/Stevens Creek Blvd

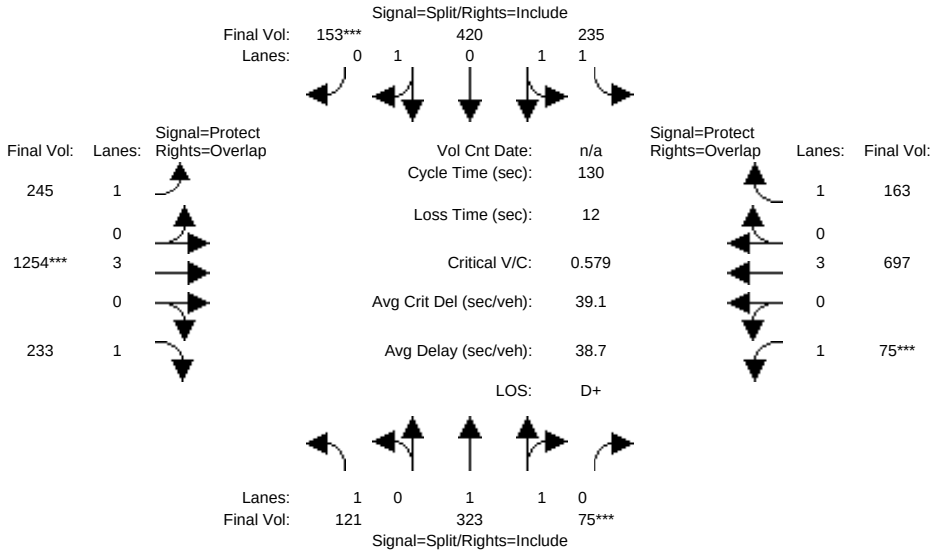



```
Street Name:          Kiely Blvd                  Stevens Creek Blvd
Approach:     North Bound     South Bound      East Bound      West Bound
Movement:     L  -  T  -  R   L  -  T  -  R   L  -  T  -  R   L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Min. Green:    10   10   10   10   10   10    7   10   10    7   10   10
Y+R:         4.0  4.0  4.0  4.0  4.0  4.0  4.0  4.0  4.0  4.0  4.0  4.0
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:     121  361   46   87  267   87  200  429  161   51 1235  252
Growth Adj:  1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse:  121  361   46   87  267   87  200  429  161   51 1235  252
Added Vol:      0    0    0    7    5    0    0   45    5    0   24    8
PasserByVol:    0    0    0    0    0    0    0    0    0    0    0    0
Initial Fut:  121  361   46   94  272   87  200  474  166   51 1259  260
User Adj:    1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj:     1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume:   121  361   46   94  272   87  200  474  166   51 1259  260
Reduct Vol:     0    0    0    0    0    0    0    0    0    0    0    0
Reduced Vol:  121  361   46   94  272   87  200  474  166   51 1259  260
PCE Adj:     1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj:     1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume:  121  361   46   94  272   87  200  474  166   51 1259  260
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
Adjustment:  0.92 0.98 0.95 0.92 0.98 0.95 0.92 1.00 0.92 0.92 1.00 0.92
Lanes:       1.00 1.77 0.23 1.00 1.50 0.50 1.00 3.00 1.00 1.00 3.00 1.00
Final Sat.:  1750 3282  418 1750 2803  896 1750 5700 1750 1750 5700 1750
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.07 0.11 0.11 0.05 0.10 0.10 0.11 0.08 0.09 0.03 0.22 0.15
Crit Moves:            ****      ****      ****               ****
Green Time:  23.9 23.9 23.9 21.1 21.1 21.1 24.9 44.3 68.2 28.7 48.1 69.2
Volume/Cap:  0.38 0.60 0.60 0.33 0.60 0.60 0.60 0.24 0.18 0.13 0.60 0.28
Delay/Veh:   47.2 50.1 50.1 48.3 51.8 51.8 50.9 30.9 16.3 40.8 33.6 16.9
User DelAdj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
AdjDel/Veh:  47.2 50.1 50.1 48.3 51.8 51.8 50.9 30.9 16.3 40.8 33.6 16.9
LOS by Move:    D    D    D    D   D-   D-    D    C    B    D   C-    B
HCM2kAvgQ:      5    8    8    4    8    8    9    4    4    2   14    6
Note: Queue reported is the number of cars per lane.
```

3896 Stevens Creek Blvd TA
San Jose, CA
Hexagon Transportation Consultants, Inc.

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

Intersection #3104: Kiely Blvd/Stevens Creek Blvd

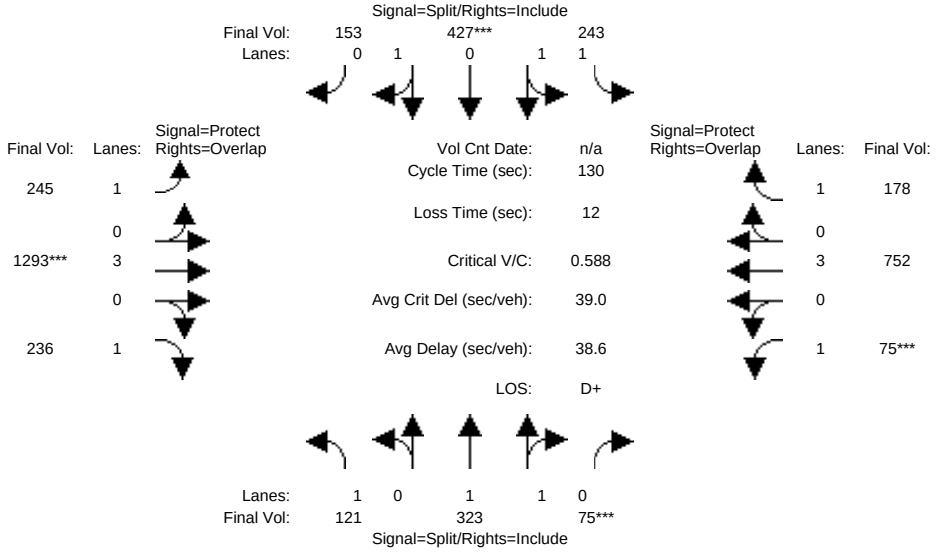



```
Street Name:          Kiely Blvd                  Stevens Creek Blvd
Approach:     North Bound     South Bound      East Bound      West Bound
Movement:     L  -  T  -  R   L  -  T  -  R   L  -  T  -  R   L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Min. Green:    10   10   10    10   10   10    7   10   10    7   10   10
Y+R:         4.0  4.0  4.0   4.0  4.0  4.0  4.0  4.0  4.0  4.0  4.0  4.0
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:     121  323   75   235  420  153  245 1254  233   75  697  163
Growth Adj:  1.00 1.00 1.00  1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse:  121  323   75   235  420  153  245 1254  233   75  697  163
Added Vol:      0    0    0     0    0    0    0    0    0    0    0    0
PasserByVol:    0    0    0     0    0    0    0    0    0    0    0    0
Initial Fut:  121  323   75   235  420  153  245 1254  233   75  697  163
User Adj:    1.00 1.00 1.00  1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj:     1.00 1.00 1.00  1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume:   121  323   75   235  420  153  245 1254  233   75  697  163
Reduct Vol:     0    0    0     0    0    0    0    0    0    0    0    0
Reduced Vol:  121  323   75   235  420  153  245 1254  233   75  697  163
PCE Adj:     1.00 1.00 1.00  1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj:     1.00 1.00 1.00  1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume:  121  323   75   235  420  153  245 1254  233   75  697  163
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1900 1900 1900  1900 1900 1900 1900 1900 1900 1900 1900 1900
Adjustment:  0.92 0.98 0.95  0.92 0.98 0.95 0.92 1.00 0.92 0.92 1.00 0.92
Lanes:       1.00 1.61 0.39  1.00 1.45 0.55 1.00 3.00 1.00 1.00 3.00 1.00
Final Sat.:  1750 3002  697  1750 2711  988 1750 5700 1750 1750 5700 1750
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.07 0.11 0.11  0.13 0.15 0.15  0.14 0.22 0.13  0.04 0.12 0.09
Crit Moves:            ****           ****      ****      ****
Green Time:  24.2 24.2 24.2  34.8 34.8 34.8  31.5 49.4 73.6   9.6 27.5 62.3
Volume/Cap:  0.37 0.58 0.58  0.50 0.58 0.58  0.58 0.58 0.24  0.58 0.58 0.19
Delay/Veh:   47.0 49.5 49.5  40.5 41.9 41.9  45.4 32.4 14.2  64.6 46.7 19.5
User DelAdj: 1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
AdjDel/Veh:  47.0 49.5 49.5  40.5 41.9 41.9  45.4 32.4 14.2  64.6 46.7 19.5
LOS by Move:    D    D    D     D    D    D    D   C-    B    E    D   B-
HCM2kAvgQ:      5    8    8     9   11   11   10   13    5    4    9    4
Note: Queue reported is the number of cars per lane.
```

3896 Stevens Creek Blvd TA
San Jose, CA
Hexagon Transportation Consultants, Inc.

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cum + Prj PM

Intersection #3104: Kiely Blvd/Stevens Creek Blvd

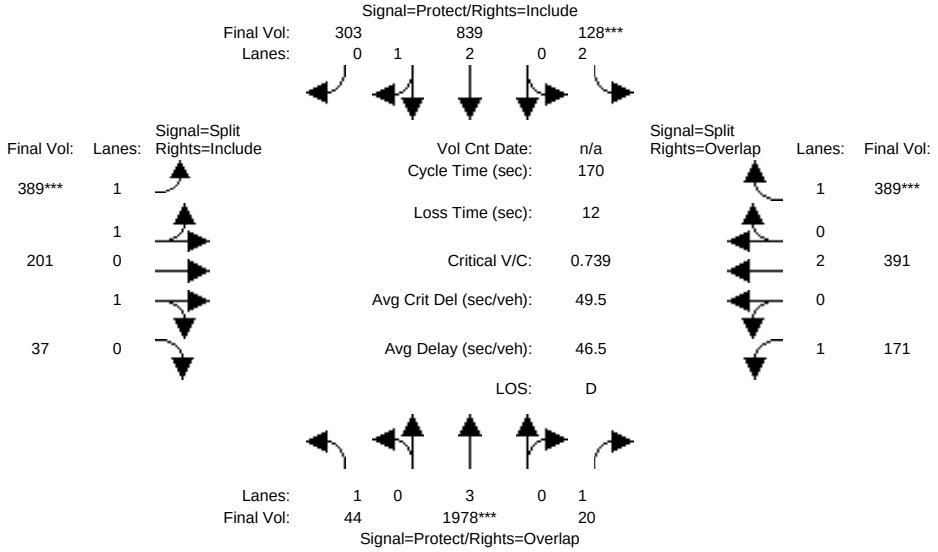



```
Street Name:          Kiely Blvd                  Stevens Creek Blvd
Approach:     North Bound     South Bound      East Bound      West Bound
Movement:     L  -  T  -  R   L  -  T  -  R   L  -  T  -  R   L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Min. Green:    10   10   10    10   10   10    7   10   10    7   10   10
Y+R:         4.0  4.0  4.0   4.0  4.0  4.0  4.0  4.0  4.0  4.0  4.0  4.0
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:     121  323   75   235  420  153  245 1254  233   75  697  163
Growth Adj:  1.00 1.00 1.00  1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse:  121  323   75   235  420  153  245 1254  233   75  697  163
Added Vol:      0    0    0     8    7    0    0   39    3    0   55   15
PasserByVol:    0    0    0     0    0    0    0    0    0    0    0    0
Initial Fut:  121  323   75   243  427  153  245 1293  236   75  752  178
User Adj:    1.00 1.00 1.00  1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj:     1.00 1.00 1.00  1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume:   121  323   75   243  427  153  245 1293  236   75  752  178
Reduct Vol:     0    0    0     0    0    0    0    0    0    0    0    0
Reduced Vol:  121  323   75   243  427  153  245 1293  236   75  752  178
PCE Adj:     1.00 1.00 1.00  1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj:     1.00 1.00 1.00  1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume:  121  323   75   243  427  153  245 1293  236   75  752  178
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1900 1900 1900  1900 1900 1900 1900 1900 1900 1900 1900 1900
Adjustment:  0.92 0.98 0.95  0.92 0.98 0.95 0.92 1.00 0.92 0.92 1.00 0.92
Lanes:       1.00 1.61 0.39  1.00 1.46 0.54 1.00 3.00 1.00 1.00 3.00 1.00
Final Sat.:  1750 3002  697  1750 2723  976 1750 5700 1750 1750 5700 1750
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.07 0.11 0.11  0.14 0.16 0.16  0.14 0.23 0.13  0.04 0.13 0.10
Crit Moves:            ****      ****           ****       ****
Green Time:  23.8 23.8 23.8  34.6 34.6 34.6  30.7 50.1 73.9   9.5 28.9 63.6
Volume/Cap:  0.38 0.59 0.59  0.52 0.59 0.59  0.59 0.59 0.24  0.59 0.59 0.21
Delay/Veh:   47.4 50.0 50.0  40.9 42.1 42.1  46.4 32.2 14.1  65.4 46.0 19.0
User DelAdj: 1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
AdjDel/Veh:  47.4 50.0 50.0  40.9 42.1 42.1  46.4 32.2 14.1  65.4 46.0 19.0
LOS by Move:    D    D    D     D    D    D    D   C-    B     E    D   B-
HCM2kAvgQ:      5    8    8     9   11   11   10   14    5     4    9    4
Note: Queue reported is the number of cars per lane.
```

3896 Stevens Creek Blvd TA
San Jose, CA
Hexagon Transportation Consultants, Inc.

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

Intersection #3113: Saratoga Ave/Moorpark Ave

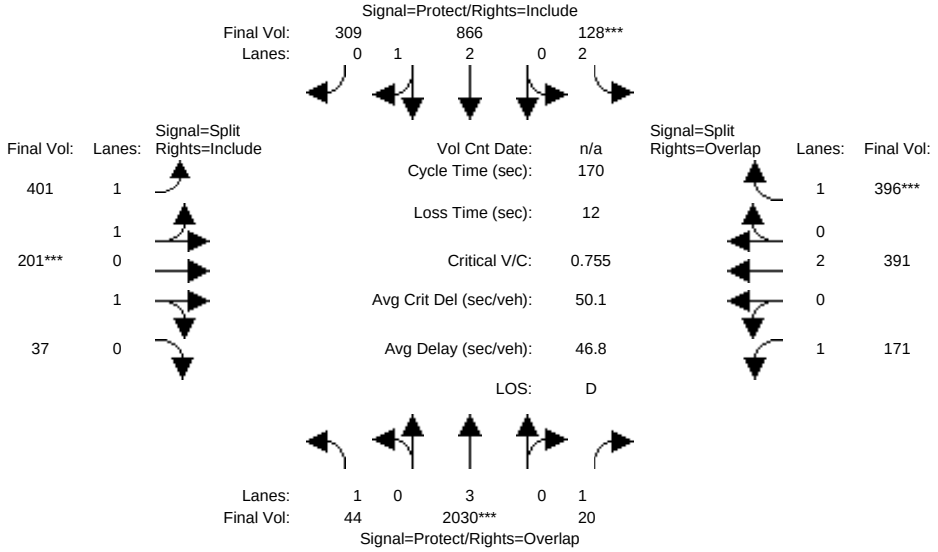



```
Street Name:          Saratoga Ave                    Moorpark Ave
Approach:     North Bound     South Bound      East Bound      West Bound
Movement:     L  -  T  -  R   L  -  T  -  R   L  -  T  -  R   L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Min. Green:     7   10    10    7   10    10   10   10    10   10   10    10
Y+R:          4.0  4.0   4.0  4.0  4.0   4.0  4.0  4.0   4.0  4.0  4.0   4.0
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:      44 1978    20  128  839   303  389  201    37  171  391   389
Growth Adj:  1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00
Initial Bse:   44 1978    20  128  839   303  389  201    37  171  391   389
Added Vol:      0    0     0    0    0     0    0    0     0    0    0     0
PasserByVol:    0    0     0    0    0     0    0    0     0    0    0     0
Initial Fut:   44 1978    20  128  839   303  389  201    37  171  391   389
User Adj:    1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00
PHF Volume:    44 1978    20  128  839   303  389  201    37  171  391   389
Reduct Vol:     0    0     0    0    0     0    0    0     0    0    0     0
Reduced Vol:   44 1978    20  128  839   303  389  201    37  171  391   389
PCE Adj:     1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00
MLF Adj:     1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00
FinalVolume:   44 1978    20  128  839   303  389  201    37  171  391   389
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1900 1900  1900 1900 1900  1900 1900 1900  1900 1900 1900  1900
Adjustment:  0.92 1.00  0.92 0.83 1.00  0.95 0.93 0.95  0.95 0.92 1.00  0.92
Lanes:       1.00 3.00  1.00 2.00 2.17  0.83 1.87 0.95  0.18 1.00 2.00  1.00
Final Sat.:  1750 5700  1750 3150 4112  1485 3319 1715   316 1750 3800  1750
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.03 0.35  0.01 0.04 0.20  0.20 0.12 0.12  0.12 0.10 0.10  0.22
Crit Moves:       ****       ****           ****                     ****
Green Time:  15.0 79.9 121.5  9.4 74.2  74.2 27.0 27.0  27.0 41.7 41.7  51.0
Volume/Cap:  0.29 0.74  0.02 0.74 0.47  0.47 0.74 0.74  0.74 0.40 0.42  0.74
Delay/Veh:   73.5 37.7   7.0 94.5 34.0  34.0 71.6 71.6  71.6 54.3 54.3  59.1
User DelAdj: 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00
AdjDel/Veh:  73.5 37.7   7.0 94.5 34.0  34.0 71.6 71.6  71.6 54.3 54.3  59.1
LOS by Move:    E   D+     A    F   C-    C-    E    E    E   D-   D-    E+
HCM2kAvgQ:      2   28     0    4   14    14   12   12   12    8    8    20
Note: Queue reported is the number of cars per lane.
```

3896 Stevens Creek Blvd TA
San Jose, CA
Hexagon Transportation Consultants, Inc.

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cum + Prj AM

Intersection #3113: Saratoga Ave/Moorpark Ave

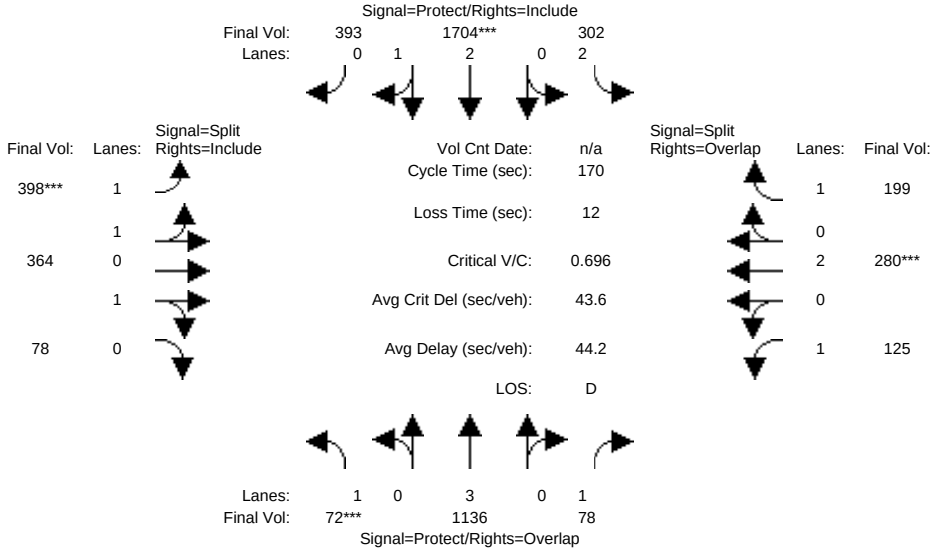



```
Street Name:          Saratoga Ave                    Moorpark Ave
Approach:     North Bound     South Bound      East Bound      West Bound
Movement:     L  -  T  -  R   L  -  T  -  R   L  -  T  -  R   L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Min. Green:     7   10    10    7   10    10   10   10    10   10   10    10
Y+R:          4.0  4.0   4.0  4.0  4.0   4.0  4.0  4.0   4.0  4.0  4.0   4.0
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:      44 1978    20  128  839   303  389  201    37  171  391   389
Growth Adj:  1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00
Initial Bse:   44 1978    20  128  839   303  389  201    37  171  391   389
Added Vol:      0   52     0    0   27     6   12    0     0    0    0     7
PasserByVol:    0    0     0    0    0     0    0    0     0    0    0     0
Initial Fut:   44 2030    20  128  866   309  401  201    37  171  391   396
User Adj:    1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00
PHF Volume:    44 2030    20  128  866   309  401  201    37  171  391   396
Reduct Vol:     0    0     0    0    0     0    0    0     0    0    0     0
Reduced Vol:   44 2030    20  128  866   309  401  201    37  171  391   396
PCE Adj:     1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00
MLF Adj:     1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00
FinalVolume:   44 2030    20  128  866   309  401  201    37  171  391   396
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1900 1900  1900 1900 1900  1900 1900 1900  1900 1900 1900  1900
Adjustment:  0.92 1.00  0.92 0.83 0.99  0.95 0.93 0.95  0.95 0.92 1.00  0.92
Lanes:       1.00 3.00  1.00 2.00 2.18  0.82 1.90 0.93  0.17 1.00 2.00  1.00
Final Sat.:  1750 5700  1750 3150 4125  1472 3357 1683   310 1750 3800  1750
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.03 0.36  0.01 0.04 0.21  0.21 0.12 0.12  0.12 0.10 0.10  0.23
Crit Moves:       ****       ****                ****                ****
Green Time:  14.6 80.2 121.8  9.1 74.7  74.7 26.9 26.9  26.9 41.7 41.7  50.8
Volume/Cap:  0.29 0.76  0.02 0.76 0.48  0.48 0.76 0.76  0.76 0.40 0.42  0.76
Delay/Veh:   73.9 38.1   6.9 96.8 34.0  34.0 72.3 72.3  72.3 54.3 54.3  60.3
User DelAdj: 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00
AdjDel/Veh:  73.9 38.1   6.9 96.8 34.0  34.0 72.3 72.3  72.3 54.3 54.3  60.3
LOS by Move:    E   D+     A    F   C-    C-    E    E    E   D-   D-    E
HCM2kAvgQ:      3   29     0    4   14    14   13   13   13    8    8   20
Note: Queue reported is the number of cars per lane.
```

3896 Stevens Creek Blvd TA
San Jose, CA
Hexagon Transportation Consultants, Inc.

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

Intersection #3113: Saratoga Ave/Moorpark Ave

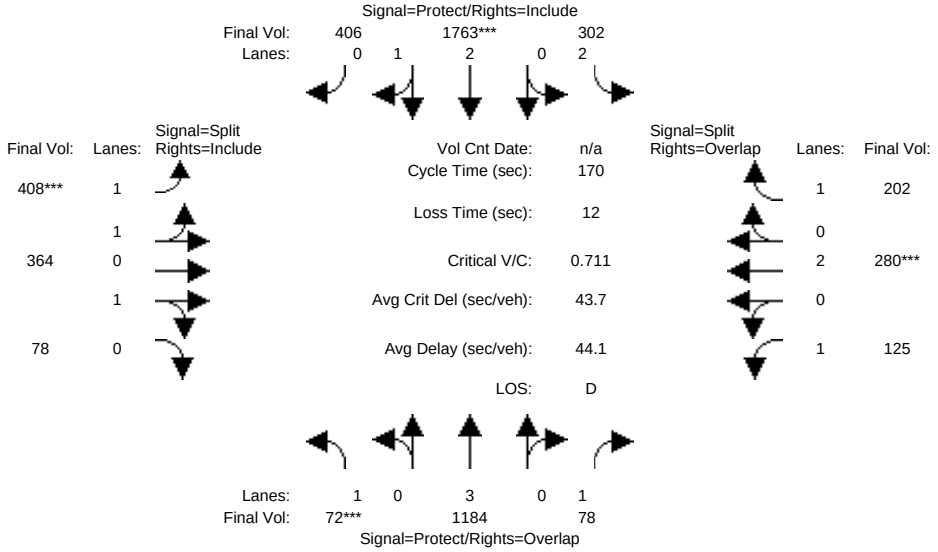



```
Street Name:          Saratoga Ave                    Moorpark Ave
Approach:     North Bound      South Bound      East Bound      West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Min. Green:     7   10    10     7   10    10    10   10    10    10   10    10
Y+R:          4.0  4.0   4.0   4.0  4.0   4.0   4.0  4.0   4.0   4.0  4.0   4.0
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:      72 1136    78   302 1704   393   398  364    78   125  280   199
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:   72 1136    78   302 1704   393   398  364    78   125  280   199
Added Vol:      0    0     0     0    0     0     0    0     0     0    0     0
PasserByVol:    0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:   72 1136    78   302 1704   393   398  364    78   125  280   199
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:    72 1136    78   302 1704   393   398  364    78   125  280   199
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:   72 1136    78   302 1704   393   398  364    78   125  280   199
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
FinalVolume:   72 1136    78   302 1704   393   398  364    78   125  280   199
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1900 1900  1900  1900 1900  1900  1900 1900  1900  1900 1900  1900
Adjustment:  0.92 1.00  0.92  0.83 0.99  0.95  0.93 0.95  0.95  0.92 1.00  0.92
Lanes:       1.00 3.00  1.00  2.00 2.42  0.58  1.44 1.29  0.27  1.00 2.00  1.00
Final Sat.:  1750 5700  1750  3150 4549  1049  2535 2318   497  1750 3800  1750
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.04 0.20  0.04  0.10 0.37  0.37  0.16 0.16  0.16  0.07 0.07  0.11
Crit Moves:  ****                ****       ****                ****
Green Time:  10.1 68.6  86.6  33.0 91.6  91.6  38.4 38.4  38.4  18.0 18.0  51.0
Volume/Cap:  0.70 0.49  0.09  0.49 0.70  0.70  0.70 0.70  0.70  0.67 0.70  0.38
Delay/Veh:   97.1 37.9  21.4  61.7 29.7  29.7  62.2 62.2  62.2  82.6 78.6  47.4
User DelAdj: 1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
AdjDel/Veh:  97.1 37.9  21.4  61.7 29.7  29.7  62.2 62.2  62.2  82.6 78.6  47.4
LOS by Move:    F   D+    C+     E    C     C     E    E     E     F   E-     D
HCM2kAvgQ:      5   14     2     8   27    27    15   15    15     7    7     8
Note: Queue reported is the number of cars per lane.
```

3896 Stevens Creek Blvd TA
San Jose, CA
Hexagon Transportation Consultants, Inc.

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cum + Prj PM

Intersection #3113: Saratoga Ave/Moorpark Ave




```
Street Name:          Saratoga Ave                    Moorpark Ave
Approach:     North Bound     South Bound      East Bound      West Bound
Movement:     L  -  T  -  R   L  -  T  -  R   L  -  T  -  R   L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Min. Green:     7   10    10    7   10    10   10   10    10   10   10    10
Y+R:          4.0  4.0   4.0  4.0  4.0   4.0  4.0  4.0   4.0  4.0  4.0   4.0
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:      72 1136    78  302 1704   393  398  364    78  125  280   199
Growth Adj:  1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00
Initial Bse:   72 1136    78  302 1704   393  398  364    78  125  280   199
Added Vol:      0   48     0    0   59    13   10    0     0    0    0     3
PasserByVol:    0    0     0    0    0     0    0    0     0    0    0     0
Initial Fut:   72 1184    78  302 1763   406  408  364    78  125  280   202
User Adj:    1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00
PHF Volume:    72 1184    78  302 1763   406  408  364    78  125  280   202
Reduct Vol:     0    0     0    0    0     0    0    0     0    0    0     0
Reduced Vol:   72 1184    78  302 1763   406  408  364    78  125  280   202
PCE Adj:     1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00
MLF Adj:     1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00
FinalVolume:   72 1184    78  302 1763   406  408  364    78  125  280   202
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1900 1900  1900 1900 1900  1900 1900 1900  1900 1900 1900  1900
Adjustment:  0.92 1.00  0.92 0.83 0.99  0.95 0.93 0.95  0.95 0.92 1.00  0.92
Lanes:       1.00 3.00  1.00 2.00 2.42  0.58 1.46 1.27  0.27 1.00 2.00  1.00
Final Sat.:  1750 5700  1750 3150 4550  1048 2568 2291   491 1750 3800  1750
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.04 0.21  0.04 0.10 0.39  0.39 0.16 0.16  0.16 0.07 0.07  0.12
Crit Moves:  ****               ****       ****               ****
Green Time:   9.8 70.1  87.7 32.3 92.6  92.6 38.0 38.0  38.0 17.6 17.6  50.0
Volume/Cap:  0.71 0.50  0.09 0.50 0.71  0.71 0.71 0.71  0.71 0.69 0.71  0.39
Delay/Veh:   99.7 37.2  20.9 62.3 29.6  29.6 63.0 63.0  63.0 84.3 79.7  48.4
User DelAdj: 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00
AdjDel/Veh:  99.7 37.2  20.9 62.3 29.6  29.6 63.0 63.0  63.0 84.3 79.7  48.4
LOS by Move:    F   D+    C+    E    C     C    E    E     E    F   E-    D
HCM2kAvgQ:      5   15     2    8   28    28   15   15    15    7    7    9
Note: Queue reported is the number of cars per lane.
```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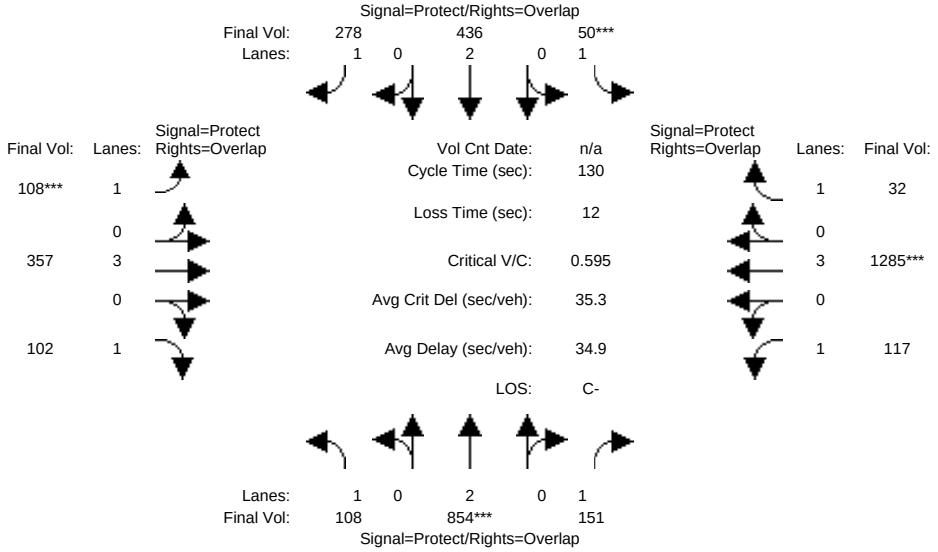
3896 Stevens Creek Blvd TA
San Jose, CA
Hexagon Transportation Consultants, Inc.

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

Intersection #3116: Saratoga Ave/Stevens Creek Blvd




```
Street Name:          Saratoga Ave                 Stevens Creek Blvd
Approach:     North Bound      South Bound      East Bound      West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Min. Green:     7   10    10     7   10    10     7   10    10     7   10    10
Y+R:          4.0  4.0   4.0   4.0  4.0   4.0   4.0  4.0   4.0   4.0  4.0   4.0
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:     108  854   151    50  436   278   108  357   102   117 1285    32
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:  108  854   151    50  436   278   108  357   102   117 1285    32
Added Vol:      0    0     0     0    0     0     0    0     0     0    0     0
PasserByVol:    0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:  108  854   151    50  436   278   108  357   102   117 1285    32
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:   108  854   151    50  436   278   108  357   102   117 1285    32
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:  108  854   151    50  436   278   108  357   102   117 1285    32
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
FinalVolume:  108  854   151    50  436   278   108  357   102   117 1285    32
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1900 1900  1900  1900 1900  1900  1900 1900  1900  1900 1900  1900
Adjustment:  0.92 1.00  0.92  0.92 1.00  0.92  0.92 1.00  0.92  0.92 1.00  0.92
Lanes:       1.00 2.00  1.00  1.00 2.00  1.00  1.00 3.00  1.00  1.00 3.00  1.00
Final Sat.:  1750 3800  1750  1750 3800  1750  1750 5700  1750  1750 5700  1750
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.06 0.22  0.09  0.03 0.11  0.16  0.06 0.06  0.06  0.07 0.23  0.02
Crit Moves:       ****       ****            ****                ****
Green Time:   19.5 48.7  77.7   7.0 36.2  49.6  13.4 33.3  52.8  29.0 48.9  55.9
Volume/Cap:   0.41 0.60  0.14  0.53 0.41  0.42  0.60 0.24  0.14  0.30 0.60  0.04
Delay/Veh:    51.1 33.5  11.6  65.6 38.5  30.0  61.3 38.4  24.4  42.5 33.1  21.5
User DelAdj: 1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
AdjDel/Veh:   51.1 33.5  11.6  65.6 38.5  30.0  61.3 38.4  24.4  42.5 33.1  21.5
LOS by Move:   D-   C-    B+     E   D+     C     E   D+     C     D   C-    C+
HCM2kAvgQ:      5   14     3     2    7     8     5    4     3     4   13     1
Note: Queue reported is the number of cars per lane.
```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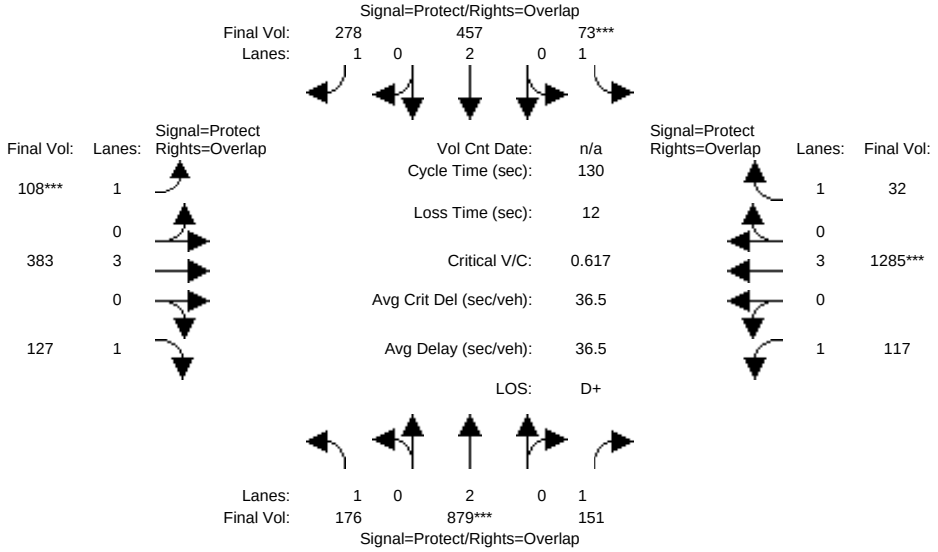
3896 Stevens Creek Blvd TA
San Jose, CA
Hexagon Transportation Consultants, Inc.

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cum + Prj AM

Intersection #3116: Saratoga Ave/Stevens Creek Blvd

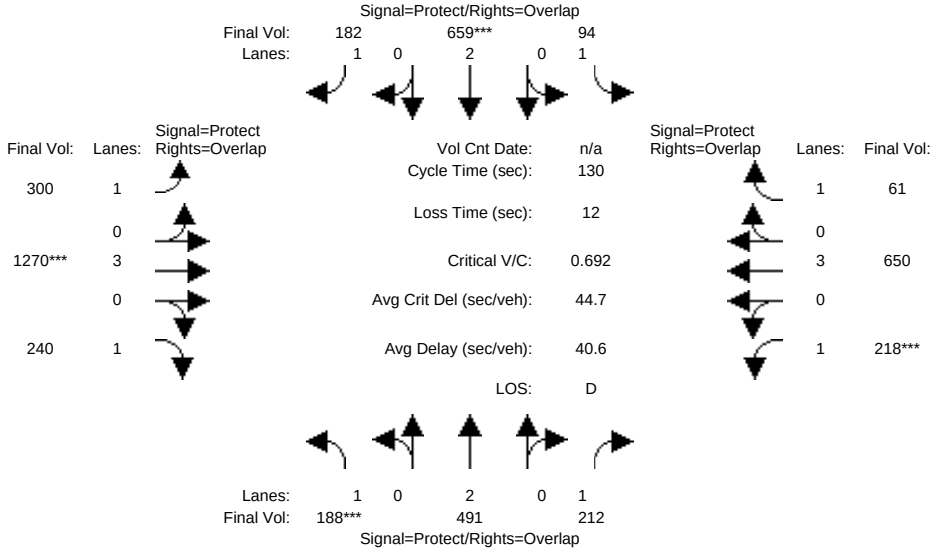



```
Street Name:          Saratoga Ave                Stevens Creek Blvd
Approach:     North Bound     South Bound      East Bound      West Bound
Movement:     L  -  T  -  R   L  -  T  -  R   L  -  T  -  R   L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Min. Green:     7   10    10    7   10    10    7   10    10    7   10    10
Y+R:          4.0  4.0   4.0  4.0  4.0   4.0  4.0  4.0   4.0  4.0  4.0   4.0
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:     108  854   151   50  436   278  108  357   102  117 1285    32
Growth Adj:  1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00
Initial Bse:  108  854   151   50  436   278  108  357   102  117 1285    32
Added Vol:     68   25     0   23   21     0    0   26    25    0    0     0
PasserByVol:    0    0     0    0    0     0    0    0     0    0    0     0
Initial Fut:  176  879   151   73  457   278  108  383   127  117 1285    32
User Adj:    1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00
PHF Volume:   176  879   151   73  457   278  108  383   127  117 1285    32
Reduct Vol:     0    0     0    0    0     0    0    0     0    0    0     0
Reduced Vol:  176  879   151   73  457   278  108  383   127  117 1285    32
PCE Adj:     1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00
MLF Adj:     1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00
FinalVolume:  176  879   151   73  457   278  108  383   127  117 1285    32
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1900 1900  1900 1900 1900  1900 1900 1900  1900 1900 1900  1900
Adjustment:  0.92 1.00  0.92 0.92 1.00  0.92 0.92 1.00  0.92 0.92 1.00  0.92
Lanes:       1.00 2.00  1.00 1.00 2.00  1.00 1.00 3.00  1.00 1.00 3.00  1.00
Final Sat.:  1750 3800  1750 1750 3800  1750 1750 5700  1750 1750 5700  1750
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.10 0.23  0.09 0.04 0.12  0.16 0.06 0.07  0.07 0.07 0.23  0.02
Crit Moves:       ****       ****            ****                ****
Green Time:   26.2 48.7  76.9  8.8 31.3  44.3 13.0 32.4  58.6 28.1 47.5  56.3
Volume/Cap:   0.50 0.62  0.15 0.62 0.50  0.47 0.62 0.27  0.16 0.31 0.62  0.04
Delay/Veh:    47.2 33.9  12.0 68.4 43.0  34.1 62.6 39.4  21.3 43.2 34.4  21.3
User DelAdj: 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00
AdjDel/Veh:   47.2 33.9  12.0 68.4 43.0  34.1 62.6 39.4  21.3 43.2 34.4  21.3
LOS by Move:    D   C-    B+    E    D    C-    E    D    C+    D   C-    C+
HCM2kAvgQ:      7   14     3    3    8     9    5    4     3    4   13     1
Note: Queue reported is the number of cars per lane.
```

3896 Stevens Creek Blvd TA
San Jose, CA
Hexagon Transportation Consultants, Inc.

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

Intersection #3116: Saratoga Ave/Stevens Creek Blvd



Street Name:	Saratoga Ave						Stevens Creek Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	188	491	212	94	659	182	300	1270	240	218	650	61
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	188	491	212	94	659	182	300	1270	240	218	650	61
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	188	491	212	94	659	182	300	1270	240	218	650	61
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	188	491	212	94	659	182	300	1270	240	218	650	61
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	188	491	212	94	659	182	300	1270	240	218	650	61
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	188	491	212	94	659	182	300	1270	240	218	650	61
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	3.00	1.00	1.00	3.00	1.00
Final Sat.:	1750	3800	1750	1750	3800	1750	1750	5700	1750	1750	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.11	0.13	0.12	0.05	0.17	0.10	0.17	0.22	0.14	0.12	0.11	0.03
Crit Moves:	****			****			****		****			
Green Time:	20.2	37.2	60.6	15.5	32.6	71.8	39.2	41.8	62.0	23.4	26.1	41.6
Volume/Cap:	0.69	0.45	0.26	0.45	0.69	0.19	0.57	0.69	0.29	0.69	0.57	0.11
Delay/Veh:	59.4	38.3	21.2	54.8	46.4	14.7	39.8	39.6	20.8	56.4	47.6	31.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	59.4	38.3	21.2	54.8	46.4	14.7	39.8	39.6	20.8	56.4	47.6	31.2
LOS by Move:	E+	D+	C+	D-	D	B	D	D	C+	E+	D	C
HCM2kAvgQ:	9	8	5	4	11	4	11	14	6	8	7	2

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

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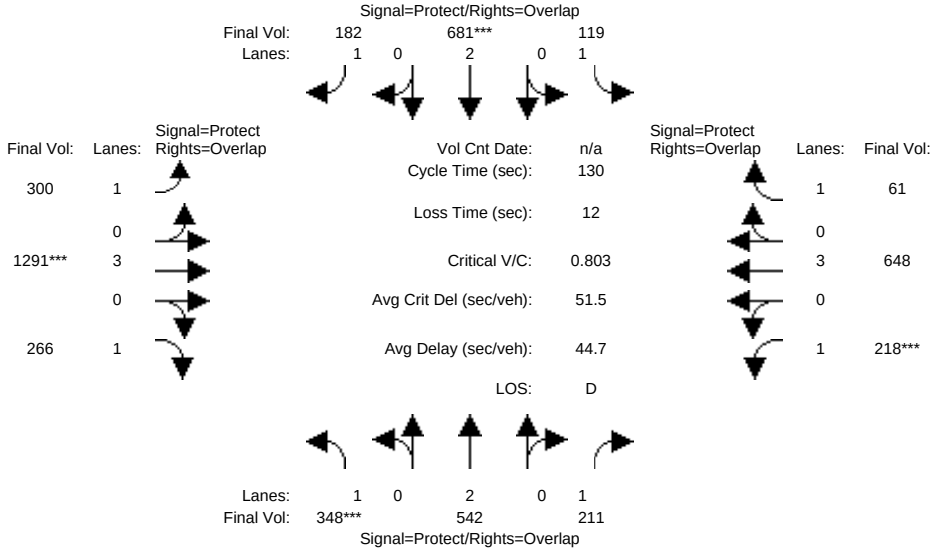
3896 Stevens Creek Blvd TA
San Jose, CA
Hexagon Transportation Consultants, Inc.

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cum + Prj PM

Intersection #3116: Saratoga Ave/Stevens Creek Blvd

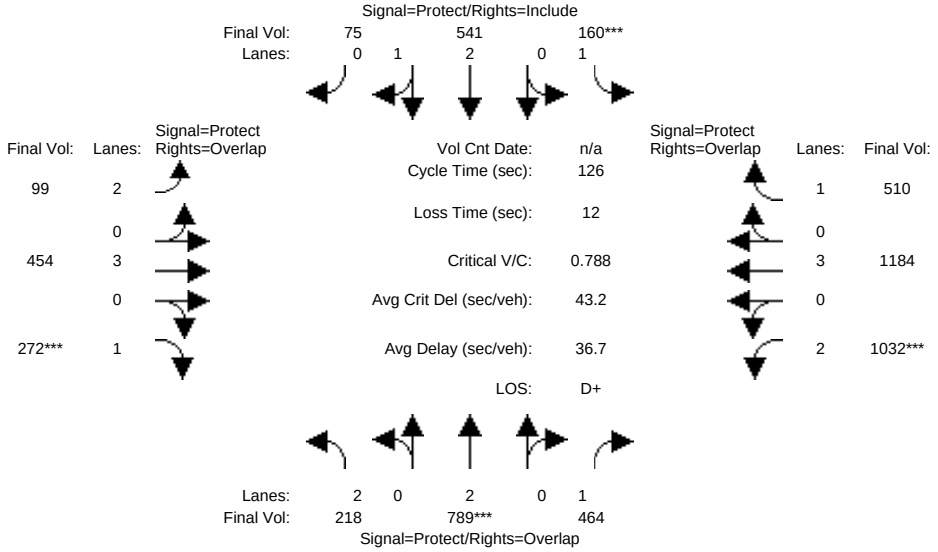



```
Street Name:          Saratoga Ave                Stevens Creek Blvd
Approach:     North Bound     South Bound      East Bound      West Bound
Movement:     L  -  T  -  R   L  -  T  -  R   L  -  T  -  R   L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Min. Green:     7   10    10    7   10    10    7   10    10    7   10    10
Y+R:          4.0  4.0   4.0  4.0  4.0   4.0  4.0  4.0   4.0  4.0  4.0   4.0
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:     188  491   212   94  659   182  300 1270   240  218  650    61
Growth Adj:  1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00
Initial Bse:  188  491   212   94  659   182  300 1270   240  218  650    61
Added Vol:    155   51    -1   25   22     0    0   24    23    0    0     0
PasserByVol:    5    0     0    0    0     0    0   -3     3    0   -2     0
Initial Fut:  348  542   211  119  681   182  300 1291   266  218  648    61
User Adj:    1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00
PHF Volume:   348  542   211  119  681   182  300 1291   266  218  648    61
Reduct Vol:     0    0     0    0    0     0    0    0     0    0    0     0
Reduced Vol:  348  542   211  119  681   182  300 1291   266  218  648    61
PCE Adj:     1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00
MLF Adj:     1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00
FinalVolume:  348  542   211  119  681   182  300 1291   266  218  648    61
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1900 1900  1900 1900 1900  1900 1900 1900  1900 1900 1900  1900
Adjustment:  0.92 1.00  0.92 0.92 1.00  0.92 0.92 1.00  0.92 0.92 1.00  0.92
Lanes:       1.00 2.00  1.00 1.00 2.00  1.00 1.00 3.00  1.00 1.00 3.00  1.00
Final Sat.:  1750 3800  1750 1750 3800  1750 1750 5700  1750 1750 5700  1750
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.20 0.14  0.12 0.07 0.18  0.10 0.17 0.23  0.15 0.12 0.11  0.03
Crit Moves:  ****               ****           ****       ****
Green Time:  32.2 41.4  61.6 19.8 29.0  63.2 34.2 36.7  68.8 20.2 22.7  42.4
Volume/Cap:  0.80 0.45  0.25 0.45 0.80  0.21 0.65 0.80  0.29 0.80 0.65  0.11
Delay/Veh:   56.3 35.5  20.6 51.4 53.4  19.3 46.0 46.4  17.1 68.8 51.6  30.7
User DelAdj: 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00
AdjDel/Veh:  56.3 35.5  20.6 51.4 53.4  19.3 46.0 46.4  17.1 68.8 51.6  30.7
LOS by Move:   E+   D+    C+   D-   D-    B-    D    D     B    E   D-    C
HCM2kAvgQ:     16    9     5    4   12     4   11   16     6    9    8    2
Note: Queue reported is the number of cars per lane.
```

3896 Stevens Creek Blvd TA
San Jose, CA
Hexagon Transportation Consultants, Inc.

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

Intersection #3118: Winchester Blvd/Stevens Creek Blvd

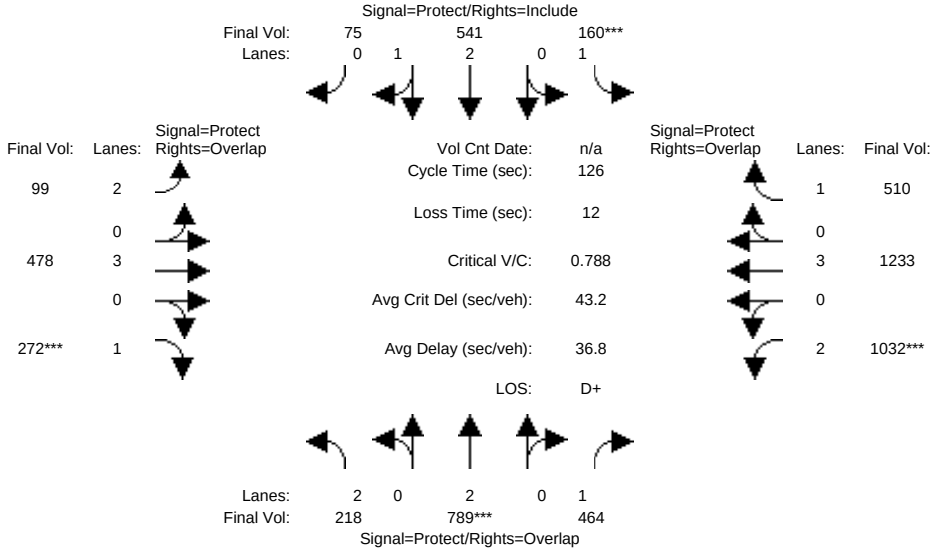



```
Street Name:        Winchester Blvd                Stevens Creek Blvd
Approach:     North Bound      South Bound      East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Min. Green:     7   10    10     7   10    10     7   10    10     7   10    10
Y+R:          4.0  4.0   4.0   4.0  4.0   4.0   4.0  4.0   4.0   4.0  4.0   4.0
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:     218  789   464   160  541    75    99  454   272  1032 1184   510
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:  218  789   464   160  541    75    99  454   272  1032 1184   510
Added Vol:      0    0     0     0    0     0     0    0     0     0    0     0
PasserByVol:    0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:  218  789   464   160  541    75    99  454   272  1032 1184   510
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:   218  789   464   160  541    75    99  454   272  1032 1184   510
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:  218  789   464   160  541    75    99  454   272  1032 1184   510
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
FinalVolume:  218  789   464   160  541    75    99  454   272  1032 1184   510
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1900 1900  1900  1900 1900  1900  1900 1900  1900  1900 1900  1900
Adjustment:  0.83 1.00  0.92  0.92 0.99  0.95  0.83 1.00  0.92  0.83 1.00  0.92
Lanes:       2.00 2.00  1.00  1.00 2.62  0.38  2.00 3.00  1.00  2.00 3.00  1.00
Final Sat.:  3150 3800  1750  1750 4917   682  3150 5700  1750  3150 5700  1750
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.07 0.21  0.27  0.09 0.11  0.11  0.03 0.08  0.16  0.33 0.21  0.29
Crit Moves:       ****       ****                      ****  ****
Green Time:   18.5 33.2  85.6  14.6 29.4  29.4  14.0 13.8  32.3  52.4 52.2  66.8
Volume/Cap:   0.47 0.79  0.39  0.79 0.47  0.47  0.28 0.73  0.61  0.79 0.50  0.55
Delay/Veh:    50.1 47.4   9.0  72.5 41.9  41.9  51.9 58.6  43.7  35.3 27.4  20.3
User DelAdj: 1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
AdjDel/Veh:   50.1 47.4   9.0  72.5 41.9  41.9  51.9 58.6  43.7  35.3 27.4  20.3
LOS by Move:    D    D     A     E    D     D    D-   E+     D    D+    C    C+
HCM2kAvgQ:      5   16     8     8    7     7     2    7    11    22   11    14
Note: Queue reported is the number of cars per lane.
```

3896 Stevens Creek Blvd TA
San Jose, CA
Hexagon Transportation Consultants, Inc.

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cum + Prj AM

Intersection #3118: Winchester Blvd/Stevens Creek Blvd

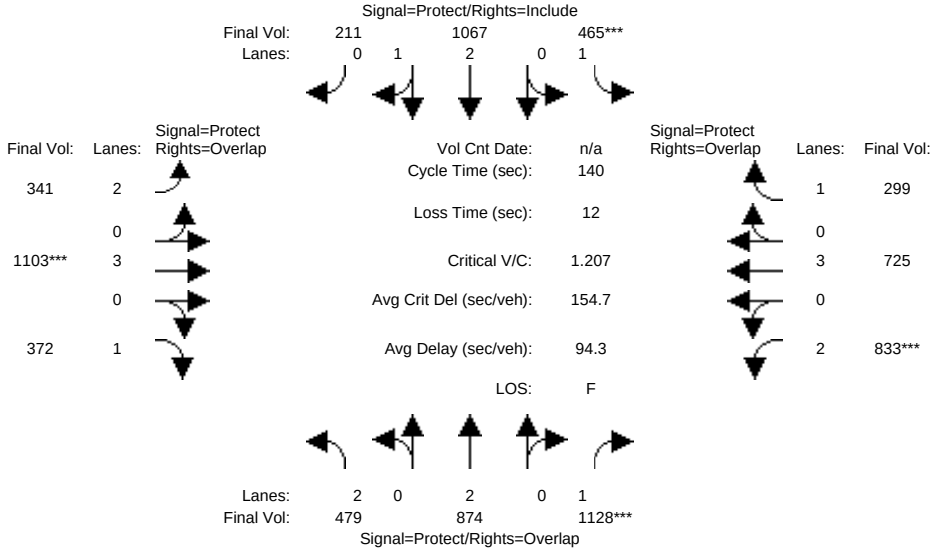



```
Street Name:        Winchester Blvd                Stevens Creek Blvd
Approach:     North Bound      South Bound      East Bound      West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Min. Green:     7   10    10     7   10    10     7   10    10     7   10    10
Y+R:          4.0  4.0   4.0   4.0  4.0   4.0   4.0  4.0   4.0   4.0  4.0   4.0
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:     218  789   464   160  541    75    99  454   272  1032 1184   510
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:  218  789   464   160  541    75    99  454   272  1032 1184   510
Added Vol:      0    0     0     0    0     0     0   24     0     0   49     0
PasserByVol:    0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:  218  789   464   160  541    75    99  478   272  1032 1233   510
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:   218  789   464   160  541    75    99  478   272  1032 1233   510
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:  218  789   464   160  541    75    99  478   272  1032 1233   510
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
FinalVolume:  218  789   464   160  541    75    99  478   272  1032 1233   510
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1900 1900  1900  1900 1900  1900  1900 1900  1900  1900 1900  1900
Adjustment:  0.83 1.00  0.92  0.92 0.99  0.95  0.83 1.00  0.92  0.83 1.00  0.92
Lanes:       2.00 2.00  1.00  1.00 2.62  0.38  2.00 3.00  1.00  2.00 3.00  1.00
Final Sat.:  3150 3800  1750  1750 4917   682  3150 5700  1750  3150 5700  1750
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.07 0.21  0.27  0.09 0.11  0.11  0.03 0.08  0.16  0.33 0.22  0.29
Crit Moves:       ****       ****                      ****  ****
Green Time:   18.5 33.2  85.6  14.6 29.4  29.4  13.5 13.8  32.3  52.4 52.7  67.3
Volume/Cap:   0.47 0.79  0.39  0.79 0.47  0.47  0.29 0.77  0.61  0.79 0.52  0.55
Delay/Veh:    50.1 47.4   9.0  72.5 41.9  41.9  52.3 60.2  43.7  35.3 27.4  20.0
User DelAdj: 1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
AdjDel/Veh:   50.1 47.4   9.0  72.5 41.9  41.9  52.3 60.2  43.7  35.3 27.4  20.0
LOS by Move:    D    D     A     E    D     D    D-    E     D    D+    C    B-
HCM2kAvgQ:      5   16     8     8    7     7     2    8    11    22   12    14
Note: Queue reported is the number of cars per lane.
```

3896 Stevens Creek Blvd TA
San Jose, CA
Hexagon Transportation Consultants, Inc.

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

Intersection #3118: Winchester Blvd/Stevens Creek Blvd




```
Street Name:        Winchester Blvd                Stevens Creek Blvd
Approach:     North Bound      South Bound      East Bound      West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Min. Green:     7   10    10     7   10    10     7   10    10     7   10    10
Y+R:          4.0  4.0   4.0   4.0  4.0   4.0   4.0  4.0   4.0   4.0  4.0   4.0
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:     479  874  1128   465 1067   211   341 1103   372   833  725   299
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:  479  874  1128   465 1067   211   341 1103   372   833  725   299
Added Vol:      0    0     0     0    0     0     0    0     0     0    0     0
PasserByVol:    0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:  479  874  1128   465 1067   211   341 1103   372   833  725   299
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:   479  874  1128   465 1067   211   341 1103   372   833  725   299
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:  479  874  1128   465 1067   211   341 1103   372   833  725   299
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
FinalVolume:  479  874  1128   465 1067   211   341 1103   372   833  725   299
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1900 1900  1900  1900 1900  1900  1900 1900  1900  1900 1900  1900
Adjustment:  0.83 1.00  0.92  0.92 0.99  0.95  0.83 1.00  0.92  0.83 1.00  0.92
Lanes:       2.00 2.00  1.00  1.00 2.49  0.51  2.00 3.00  1.00  2.00 3.00  1.00
Final Sat.:  3150 3800  1750  1750 4674   924  3150 5700  1750  3150 5700  1750
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.15 0.23  0.64  0.27 0.23  0.23  0.11 0.19  0.21  0.26 0.13  0.17
Crit Moves:            ****  ****                ****       ****
Green Time:   29.9 44.1  74.7  30.8 45.0  45.0  24.4 22.4  52.4  30.7 28.7  59.5
Volume/Cap:   0.71 0.73  1.21  1.21 0.71  0.71  0.62 1.21  0.57  1.21 0.62  0.40
Delay/Veh:    54.6 45.0 136.0 169.9 43.2  43.2  55.7  162  36.0 161.2 51.7  28.3
User DelAdj: 1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
AdjDel/Veh:   54.6 45.0 136.0 169.9 43.2  43.2  55.7  162  36.0 161.2 51.7  28.3
LOS by Move:   D-    D     F     F    D     D    E+    F    D+     F   D-     C
HCM2kAvgQ:     13   18    79    35   17    17     9   26    14    35   10     9
Note: Queue reported is the number of cars per lane.
```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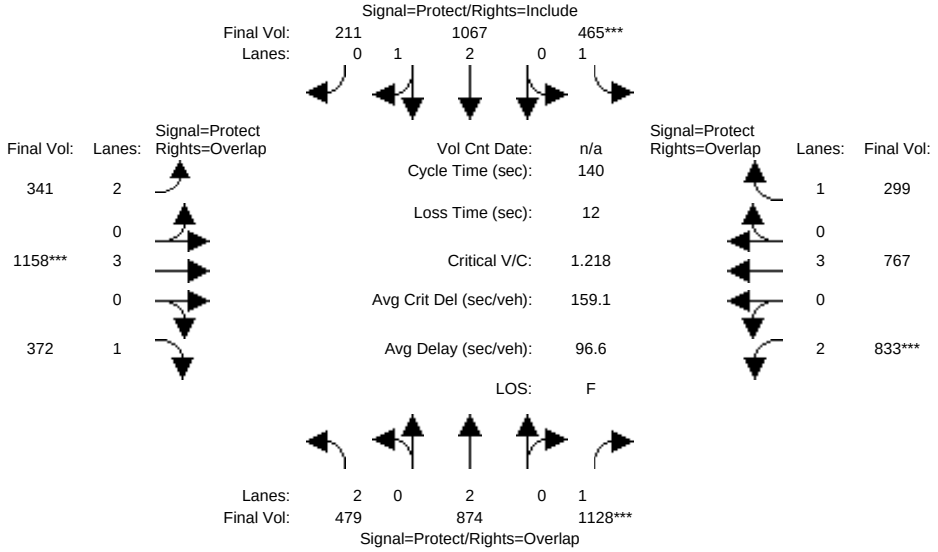
3896 Stevens Creek Blvd TA
San Jose, CA
Hexagon Transportation Consultants, Inc.

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cum + Prj PM

Intersection #3118: Winchester Blvd/Stevens Creek Blvd




```
Street Name:        Winchester Blvd                Stevens Creek Blvd
Approach:     North Bound      South Bound      East Bound      West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Min. Green:     7   10    10     7   10    10     7   10    10     7   10    10
Y+R:          4.0  4.0   4.0   4.0  4.0   4.0   4.0  4.0   4.0   4.0  4.0   4.0
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:     479  874  1128   465 1067   211   341 1103   372   833  725   299
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:  479  874  1128   465 1067   211   341 1103   372   833  725   299
Added Vol:      0    0     0     0    0     0     0   55     0     0   42     0
PasserByVol:    0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:  479  874  1128   465 1067   211   341 1158   372   833  767   299
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:   479  874  1128   465 1067   211   341 1158   372   833  767   299
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:  479  874  1128   465 1067   211   341 1158   372   833  767   299
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
FinalVolume:  479  874  1128   465 1067   211   341 1158   372   833  767   299
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1900 1900  1900  1900 1900  1900  1900 1900  1900  1900 1900  1900
Adjustment:  0.83 1.00  0.92  0.92 0.99  0.95  0.83 1.00  0.92  0.83 1.00  0.92
Lanes:       2.00 2.00  1.00  1.00 2.49  0.51  2.00 3.00  1.00  2.00 3.00  1.00
Final Sat.:  3150 3800  1750  1750 4674   924  3150 5700  1750  3150 5700  1750
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.15 0.23  0.64  0.27 0.23  0.23  0.11 0.20  0.21  0.26 0.13  0.17
Crit Moves:            ****  ****                ****       ****
Green Time:   29.7 43.7  74.1  30.5 44.6  44.6  24.0 23.4  53.0  30.4 29.8  60.3
Volume/Cap:   0.72 0.74  1.22  1.22 0.72  0.72  0.63 1.22  0.56  1.22 0.63  0.40
Delay/Veh:    55.0 45.5 140.8 174.3 43.6  43.6  56.4  166  35.4 165.8 51.2  27.7
User DelAdj: 1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
AdjDel/Veh:   55.0 45.5 140.8 174.3 43.6  43.6  56.4  166  35.4 165.8 51.2  27.7
LOS by Move:   E+    D     F     F    D     D    E+    F    D+     F   D-     C
HCM2kAvgQ:     13   18    80    35   17    17     9   28    14    35   11     9
Note: Queue reported is the number of cars per lane.
```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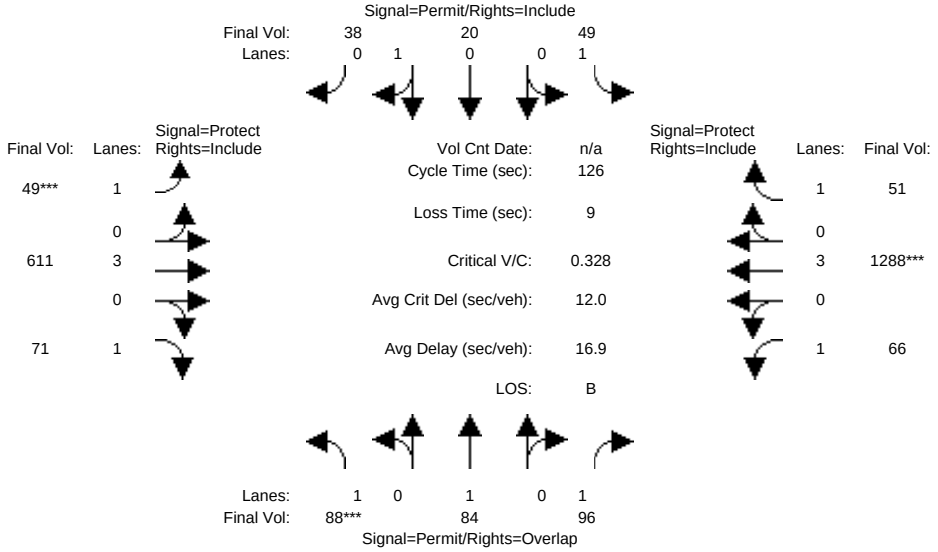
3896 Stevens Creek Blvd TA
San Jose, CA
Hexagon Transportation Consultants, Inc.

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

Intersection #3442: Cypress Ave/Stevens Creek Blvd



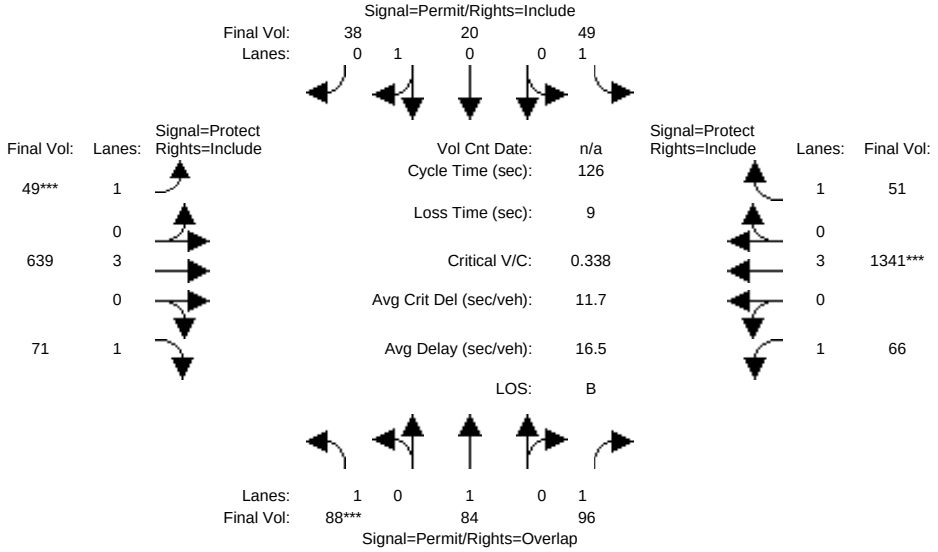
Street Name:	Cypress Ave						Stevens Creek Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	88	84	96	49	20	38	49	611	71	66	1288	51
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	88	84	96	49	20	38	49	611	71	66	1288	51
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	88	84	96	49	20	38	49	611	71	66	1288	51
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	88	84	96	49	20	38	49	611	71	66	1288	51
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	88	84	96	49	20	38	49	611	71	66	1288	51
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	88	84	96	49	20	38	49	611	71	66	1288	51
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	0.95	0.95	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	1.00	1.00	1.00	0.34	0.66	1.00	3.00	1.00	1.00	3.00	1.00
Final Sat.:	1750	1900	1750	1750	621	1179	1750	5700	1750	1750	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.05	0.04	0.05	0.03	0.03	0.03	0.03	0.11	0.04	0.04	0.23	0.03
Crit Moves:	****						****			****		
Green Time:	19.3	19.3	52.7	19.3	19.3	19.3	10.8	64.3	64.3	33.3	86.9	86.9
Volume/Cap:	0.33	0.29	0.13	0.18	0.21	0.21	0.33	0.21	0.08	0.14	0.33	0.04
Delay/Veh:	48.3	47.8	22.7	46.8	47.0	47.0	55.5	16.9	15.8	35.5	7.9	6.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	48.3	47.8	22.7	46.8	47.0	47.0	55.5	16.9	15.8	35.5	7.9	6.3
LOS by Move:	D	D	C+	D	D	D	E+	B	B	D+	A	A
HCM2kAvgQ:	3	3	2	2	2	2	2	4	1	2	7	1

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

3896 Stevens Creek Blvd TA
San Jose, CA
Hexagon Transportation Consultants, Inc.

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cum + Prj AM

Intersection #3442: Cypress Ave/Stevens Creek Blvd



Street Name:	Cypress Ave						Stevens Creek Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	88	84	96	49	20	38	49	611	71	66	1288	51
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	88	84	96	49	20	38	49	611	71	66	1288	51
Added Vol:	0	0	0	0	0	0	0	28	0	0	53	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	88	84	96	49	20	38	49	639	71	66	1341	51
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	88	84	96	49	20	38	49	639	71	66	1341	51
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	88	84	96	49	20	38	49	639	71	66	1341	51
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	88	84	96	49	20	38	49	639	71	66	1341	51
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	0.95	0.95	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	1.00	1.00	1.00	0.34	0.66	1.00	3.00	1.00	1.00	3.00	1.00
Final Sat.:	1750	1900	1750	1750	621	1179	1750	5700	1750	1750	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.05	0.04	0.05	0.03	0.03	0.03	0.03	0.11	0.04	0.04	0.24	0.03
Crit Moves:	****						****			****		
Green Time:	18.8	18.8	51.3	18.8	18.8	18.8	10.4	65.7	65.7	32.6	87.8	87.8
Volume/Cap:	0.34	0.30	0.13	0.19	0.22	0.22	0.34	0.22	0.08	0.15	0.34	0.04
Delay/Veh:	48.8	48.3	23.5	47.3	47.6	47.6	55.9	16.3	15.1	36.2	7.6	6.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	48.8	48.3	23.5	47.3	47.6	47.6	55.9	16.3	15.1	36.2	7.6	6.0
LOS by Move:	D	D	C	D	D	D	E+	B	B	D+	A	A
HCM2kAvgQ:	3	3	2	2	2	2	2	4	1	2	7	1

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

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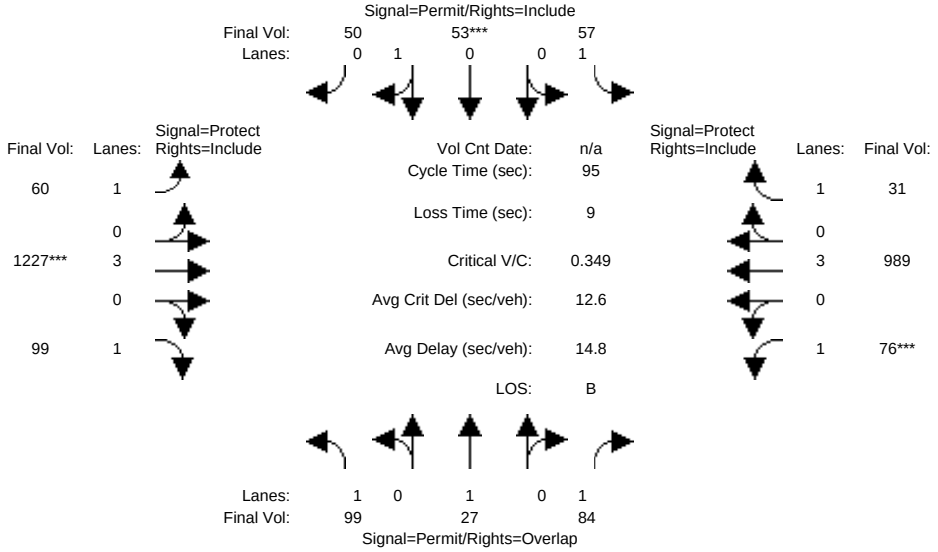
3896 Stevens Creek Blvd TA
San Jose, CA
Hexagon Transportation Consultants, Inc.

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

Intersection #3442: Cypress Ave/Stevens Creek Blvd




```
Street Name:          Cypress Ave                 Stevens Creek Blvd
Approach:     North Bound     South Bound      East Bound      West Bound
Movement:     L  -  T  -  R   L  -  T  -  R   L  -  T  -  R   L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Min. Green:    10   10   10    10   10   10    7   10   10    7   10   10
Y+R:         4.0  4.0  4.0   4.0  4.0  4.0  4.0  4.0  4.0  4.0  4.0  4.0
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:      99   27   84    57   53   50   60 1227   99   76  989   31
Growth Adj:  1.00 1.00 1.00  1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse:   99   27   84    57   53   50   60 1227   99   76  989   31
Added Vol:      0    0    0     0    0    0    0    0    0    0    0    0
PasserByVol:    0    0    0     0    0    0    0    0    0    0    0    0
Initial Fut:   99   27   84    57   53   50   60 1227   99   76  989   31
User Adj:    1.00 1.00 1.00  1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj:     1.00 1.00 1.00  1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume:    99   27   84    57   53   50   60 1227   99   76  989   31
Reduct Vol:     0    0    0     0    0    0    0    0    0    0    0    0
Reduced Vol:   99   27   84    57   53   50   60 1227   99   76  989   31
PCE Adj:     1.00 1.00 1.00  1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj:     1.00 1.00 1.00  1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume:   99   27   84    57   53   50   60 1227   99   76  989   31
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1900 1900 1900  1900 1900 1900 1900 1900 1900 1900 1900 1900
Adjustment:  0.92 1.00 0.92  0.92 0.95 0.95 0.92 1.00 0.92 0.92 1.00 0.92
Lanes:       1.00 1.00 1.00  1.00 0.51 0.49 1.00 3.00 1.00 1.00 3.00 1.00
Final Sat.:  1750 1900 1750  1750  926  874 1750 5700 1750 1750 5700 1750
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.06 0.01 0.05  0.03 0.06 0.06 0.03 0.22 0.06 0.04 0.17 0.02
Crit Moves:                   ****           ****       ****
Green Time:  15.6 15.6 27.4  15.6 15.6 15.6 21.0 58.6 58.6 11.8 49.4 49.4
Volume/Cap:  0.35 0.09 0.17  0.20 0.35 0.35 0.16 0.35 0.09 0.35 0.33 0.03
Delay/Veh:   35.9 33.8 25.4  34.7 35.9 35.9 30.0  8.9  7.4 39.0 13.3 11.1
User DelAdj: 1.00 1.00 1.00  1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
AdjDel/Veh:  35.9 33.8 25.4  34.7 35.9 35.9 30.0  8.9  7.4 39.0 13.3 11.1
LOS by Move:  D+   C-    C    C-   D+   D+    C    A    A    D    B   B+
HCM2kAvgQ:     3    1    2     2    3    3    2    6    1    3    6    0
Note: Queue reported is the number of cars per lane.
```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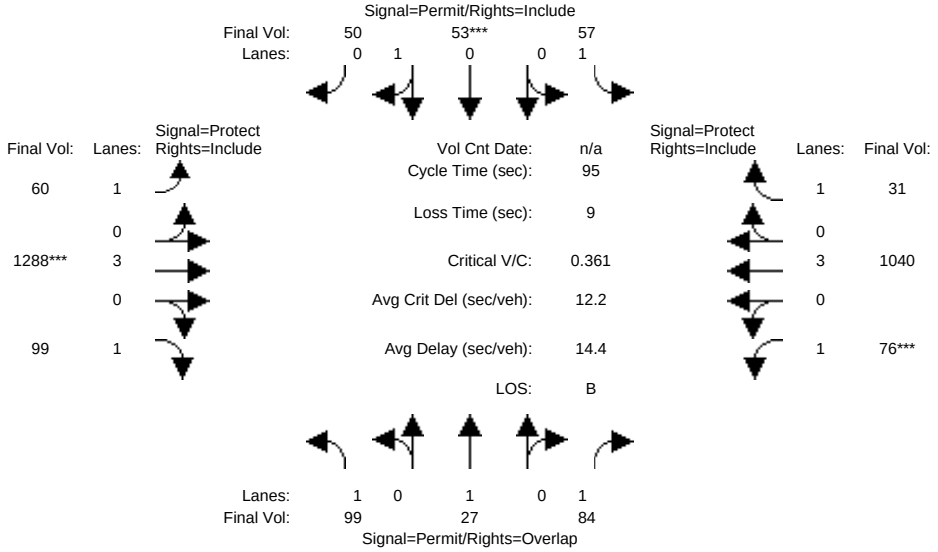
3896 Stevens Creek Blvd TA
San Jose, CA
Hexagon Transportation Consultants, Inc.

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cum + Prj PM

Intersection #3442: Cypress Ave/Stevens Creek Blvd



Street Name:	Cypress Ave						Stevens Creek Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	99	27	84	57	53	50	60	1227	99	76	989	31
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	99	27	84	57	53	50	60	1227	99	76	989	31
Added Vol:	0	0	0	0	0	0	0	61	0	0	51	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	99	27	84	57	53	50	60	1288	99	76	1040	31
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	99	27	84	57	53	50	60	1288	99	76	1040	31
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	99	27	84	57	53	50	60	1288	99	76	1040	31
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	99	27	84	57	53	50	60	1288	99	76	1040	31
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	0.95	0.95	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	1.00	1.00	1.00	0.51	0.49	1.00	3.00	1.00	1.00	3.00	1.00
Final Sat.:	1750	1900	1750	1750	926	874	1750	5700	1750	1750	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.06	0.01	0.05	0.03	0.06	0.06	0.03	0.23	0.06	0.04	0.18	0.02
Crit Moves:				****			****		****			
Green Time:	15.1	15.1	26.5	15.1	15.1	15.1	20.4	59.5	59.5	11.4	50.5	50.5
Volume/Cap:	0.36	0.09	0.17	0.21	0.36	0.36	0.16	0.36	0.09	0.36	0.34	0.03
Delay/Veh:	36.4	34.2	26.1	35.1	36.4	36.4	30.5	8.6	7.1	39.5	12.8	10.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	36.4	34.2	26.1	35.1	36.4	36.4	30.5	8.6	7.1	39.5	12.8	10.6
LOS by Move:	D+	C-	C	D+	D+	D+	C	A	A	D	B	B+
HCM2kAvgQ:	3	1	2	2	3	3	2	6	1	3	6	0

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

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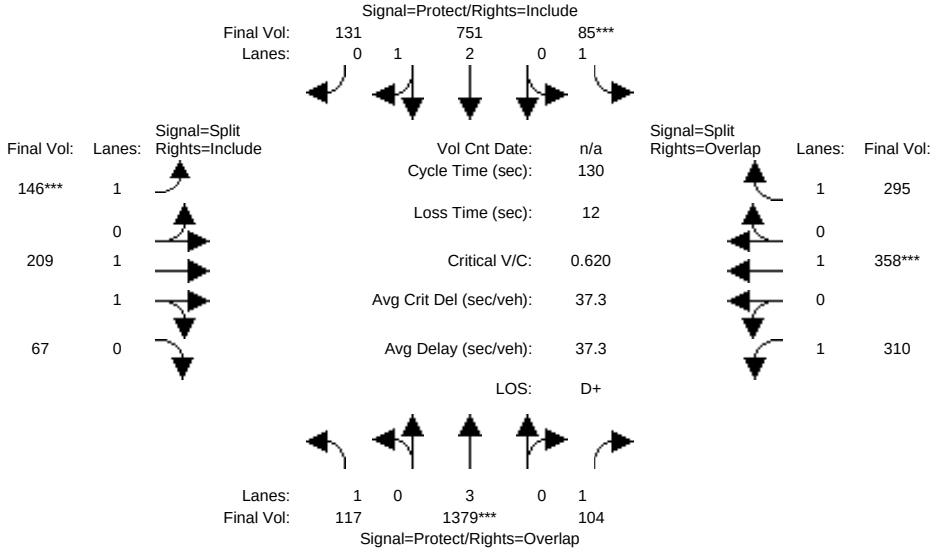
3896 Stevens Creek Blvd TA
San Jose, CA
Hexagon Transportation Consultants, Inc.

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

Intersection #3793: Saratoga Ave/Williams Rd




```
Street Name:          Saratoga Ave                    Williams Rd
Approach:     North Bound      South Bound      East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Min. Green:     7   10    10     7   10    10    10   10    10    10   10    10
Y+R:          4.0  4.0   4.0   4.0  4.0   4.0   4.0  4.0   4.0   4.0  4.0   4.0
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:     117 1379   104    85  751   131   146  209    67   310  358   295
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:  117 1379   104    85  751   131   146  209    67   310  358   295
Added Vol:      0    0     0     0    0     0     0    0     0     0    0     0
PasserByVol:    0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:  117 1379   104    85  751   131   146  209    67   310  358   295
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:   117 1379   104    85  751   131   146  209    67   310  358   295
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:  117 1379   104    85  751   131   146  209    67   310  358   295
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
FinalVolume:  117 1379   104    85  751   131   146  209    67   310  358   295
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1900 1900  1900  1900 1900  1900  1900 1900  1900  1900 1900  1900
Adjustment:  0.92 1.00  0.92  0.92 0.99  0.95  0.92 0.98  0.95  0.92 1.00  0.92
Lanes:       1.00 3.00  1.00  1.00 2.54  0.46  1.00 1.50  0.50  1.00 1.00  1.00
Final Sat.:  1750 5700  1750  1750 4767   832  1750 2801   898  1750 1900  1750
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.07 0.24  0.06  0.05 0.16  0.16  0.08 0.07  0.07  0.18 0.19  0.17
Crit Moves:       ****       ****            ****                ****
Green Time:   18.2 50.8  90.3  10.2 42.8  42.8  17.5 17.5  17.5  39.5 39.5  49.7
Volume/Cap:   0.48 0.62  0.09  0.62 0.48  0.48  0.62 0.55  0.55  0.58 0.62  0.44
Delay/Veh:    53.0 32.4   6.5  66.4 34.9  34.9  58.1 54.0  54.0  39.9 40.8  30.3
User DelAdj: 1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
AdjDel/Veh:   53.0 32.4   6.5  66.4 34.9  34.9  58.1 54.0  54.0  39.9 40.8  30.3
LOS by Move:   D-   C-     A     E   C-    C-    E+   D-    D-     D    D     C
HCM2kAvgQ:      5   15     1     5   10    10     7    6     6    12   13     9
Note: Queue reported is the number of cars per lane.
```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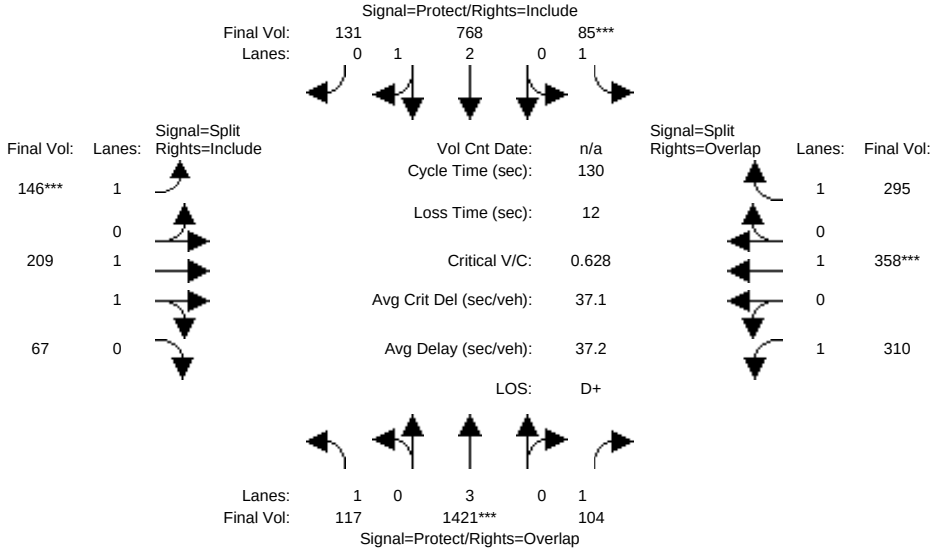
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cum + Prj AM

Intersection #3793: Saratoga Ave/Williams Rd




```
Street Name:          Saratoga Ave                    Williams Rd
Approach:     North Bound     South Bound      East Bound      West Bound
Movement:     L  -  T  -  R   L  -  T  -  R   L  -  T  -  R   L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Min. Green:     7   10    10    7   10    10   10   10    10   10   10    10
Y+R:          4.0  4.0   4.0  4.0  4.0   4.0  4.0  4.0   4.0  4.0  4.0   4.0
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:     117 1379   104   85  751   131  146  209    67  310  358   295
Growth Adj:  1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00
Initial Bse:  117 1379   104   85  751   131  146  209    67  310  358   295
Added Vol:      0   42     0    0   17     0    0    0     0    0    0     0
PasserByVol:    0    0     0    0    0     0    0    0     0    0    0     0
Initial Fut:  117 1421   104   85  768   131  146  209    67  310  358   295
User Adj:    1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00
PHF Volume:   117 1421   104   85  768   131  146  209    67  310  358   295
Reduct Vol:     0    0     0    0    0     0    0    0     0    0    0     0
Reduced Vol:  117 1421   104   85  768   131  146  209    67  310  358   295
PCE Adj:     1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00
MLF Adj:     1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00
FinalVolume:  117 1421   104   85  768   131  146  209    67  310  358   295
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1900 1900  1900 1900 1900  1900 1900 1900  1900 1900 1900  1900
Adjustment:  0.92 1.00  0.92 0.92 0.99  0.95 0.92 0.98  0.95 0.92 1.00  0.92
Lanes:       1.00 3.00  1.00 1.00 2.55  0.45 1.00 1.50  0.50 1.00 1.00  1.00
Final Sat.:  1750 5700  1750 1750 4783   816 1750 2801   898 1750 1900  1750
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.07 0.25  0.06 0.05 0.16  0.16 0.08 0.07  0.07 0.18 0.19  0.17
Crit Moves:       ****       ****            ****                ****
Green Time:  18.1 51.6  90.7 10.1 43.6  43.6 17.3 17.3  17.3 39.0 39.0  49.1
Volume/Cap:  0.48 0.63  0.09 0.63 0.48  0.48 0.63 0.56  0.56 0.59 0.63  0.45
Delay/Veh:   53.1 32.0   6.4 67.2 34.4  34.4 58.7 54.3  54.3 40.5 41.4  30.8
User DelAdj: 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00
AdjDel/Veh:  53.1 32.0   6.4 67.2 34.4  34.4 58.7 54.3  54.3 40.5 41.4  30.8
LOS by Move:   D-   C-     A    E   C-    C-   E+   D-    D-    D    D    C
HCM2kAvgQ:      5   15     1    5   10    10    7    6     6   12   13    9
Note: Queue reported is the number of cars per lane.
```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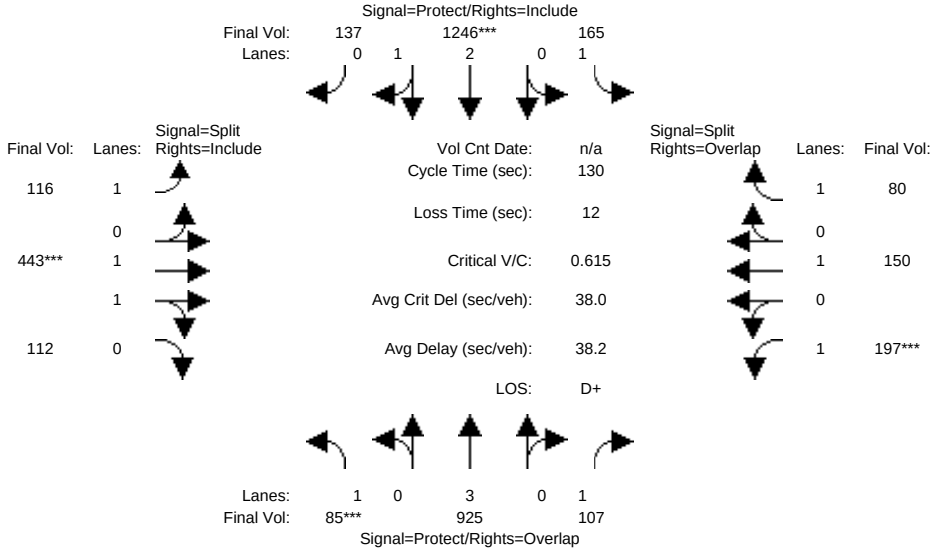
3896 Stevens Creek Blvd TA
San Jose, CA
Hexagon Transportation Consultants, Inc.

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

Intersection #3793: Saratoga Ave/Williams Rd

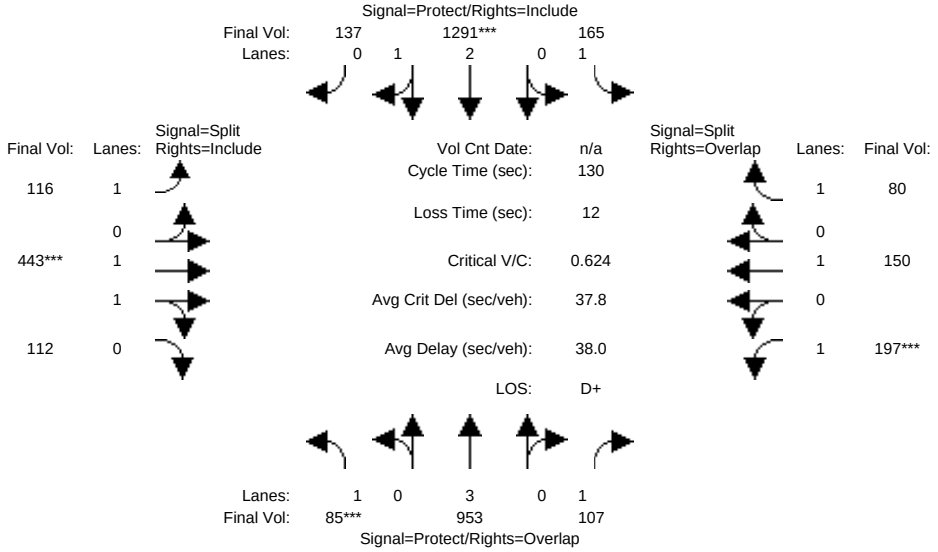



```
Street Name:          Saratoga Ave                    Williams Rd
Approach:     North Bound      South Bound      East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Min. Green:     7   10    10     7   10    10    10   10    10    10   10    10
Y+R:          4.0  4.0   4.0   4.0  4.0   4.0   4.0  4.0   4.0   4.0  4.0   4.0
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:      85  925   107   165 1246   137   116  443   112   197  150    80
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:   85  925   107   165 1246   137   116  443   112   197  150    80
Added Vol:      0    0     0     0    0     0     0    0     0     0    0     0
PasserByVol:    0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:   85  925   107   165 1246   137   116  443   112   197  150    80
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:    85  925   107   165 1246   137   116  443   112   197  150    80
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:   85  925   107   165 1246   137   116  443   112   197  150    80
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
FinalVolume:   85  925   107   165 1246   137   116  443   112   197  150    80
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1900 1900  1900  1900 1900  1900  1900 1900  1900  1900 1900  1900
Adjustment:  0.92 1.00  0.92  0.92 0.99  0.95  0.92 0.98  0.95  0.92 1.00  0.92
Lanes:       1.00 3.00  1.00  1.00 2.69  0.31  1.00 1.59  0.41  1.00 1.00  1.00
Final Sat.:  1750 5700  1750  1750 5045   555  1750 2953   747  1750 1900  1750
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.05 0.16  0.06  0.09 0.25  0.25  0.07 0.15  0.15  0.11 0.08  0.05
Crit Moves:  ****                ****           ****       ****
Green Time:  10.3 39.5  63.3  23.0 52.2  52.2  31.7 31.7  31.7  23.8 23.8  46.8
Volume/Cap:  0.61 0.53  0.13  0.53 0.61  0.61  0.27 0.61  0.61  0.61 0.43  0.13
Delay/Veh:   66.0 37.9  18.3  50.5 31.4  31.4  40.1 45.0  45.0  52.4 48.0  28.0
User DelAdj: 1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
AdjDel/Veh:  66.0 37.9  18.3  50.5 31.4  31.4  40.1 45.0  45.0  52.4 48.0  28.0
LOS by Move:    E   D+    B-     D    C     C     D    D     D    D-    D     C
HCM2kAvgQ:      5   10     2     7   15    15     4   11    11     9    6     2
Note: Queue reported is the number of cars per lane.
```

3896 Stevens Creek Blvd TA
San Jose, CA
Hexagon Transportation Consultants, Inc.

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cum + Prj PM

Intersection #3793: Saratoga Ave/Williams Rd




```
Street Name:          Saratoga Ave                    Williams Rd
Approach:     North Bound     South Bound      East Bound      West Bound
Movement:     L  -  T  -  R   L  -  T  -  R   L  -  T  -  R   L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Min. Green:     7   10    10    7   10    10   10   10    10   10   10    10
Y+R:          4.0  4.0   4.0  4.0  4.0   4.0  4.0  4.0   4.0  4.0  4.0   4.0
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:      85  925   107  165 1246   137  116  443   112  197  150    80
Growth Adj:  1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00
Initial Bse:   85  925   107  165 1246   137  116  443   112  197  150    80
Added Vol:      0   28     0    0   45     0    0    0     0    0    0     0
PasserByVol:    0    0     0    0    0     0    0    0     0    0    0     0
Initial Fut:   85  953   107  165 1291   137  116  443   112  197  150    80
User Adj:    1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00
PHF Volume:    85  953   107  165 1291   137  116  443   112  197  150    80
Reduct Vol:     0    0     0    0    0     0    0    0     0    0    0     0
Reduced Vol:   85  953   107  165 1291   137  116  443   112  197  150    80
PCE Adj:     1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00
MLF Adj:     1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00
FinalVolume:   85  953   107  165 1291   137  116  443   112  197  150    80
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1900 1900  1900 1900 1900  1900 1900 1900  1900 1900 1900  1900
Adjustment:  0.92 1.00  0.92 0.92 0.99  0.95 0.92 0.98  0.95 0.92 1.00  0.92
Lanes:       1.00 3.00  1.00 1.00 2.70  0.30 1.00 1.59  0.41 1.00 1.00  1.00
Final Sat.:  1750 5700  1750 1750 5062   537 1750 2953   747 1750 1900  1750
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.05 0.17  0.06 0.09 0.26  0.26 0.07 0.15  0.15 0.11 0.08  0.05
Crit Moves:  ****               ****           ****       ****
Green Time:  10.1 40.5  63.9 22.8 53.2  53.2 31.3 31.3  31.3 23.5 23.5  46.3
Volume/Cap:  0.62 0.54  0.12 0.54 0.62  0.62 0.28 0.62  0.62 0.62 0.44  0.13
Delay/Veh:   66.8 37.4  18.0 50.7 31.0  31.0 40.5 45.5  45.5 53.1 48.3  28.3
User DelAdj: 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00
AdjDel/Veh:  66.8 37.4  18.0 50.7 31.0  31.0 40.5 45.5  45.5 53.1 48.3  28.3
LOS by Move:    E   D+     B    D    C     C    D    D     D   D-    D     C
HCM2kAvgQ:      5   11     2    7   15    15    4   11    11    9    6     2
Note: Queue reported is the number of cars per lane.
```

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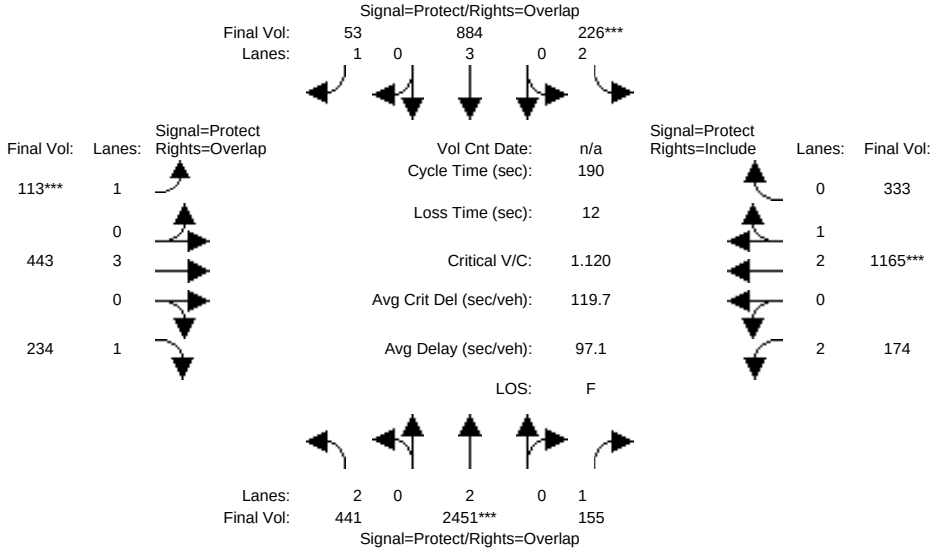
3896 Stevens Creek Blvd TA
San Jose, CA
Hexagon Transportation Consultants, Inc.

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

Intersection #5405: San Tomas Expwy/Stevens Creek Blvd [HOV: NB(AM) SB(PM)]

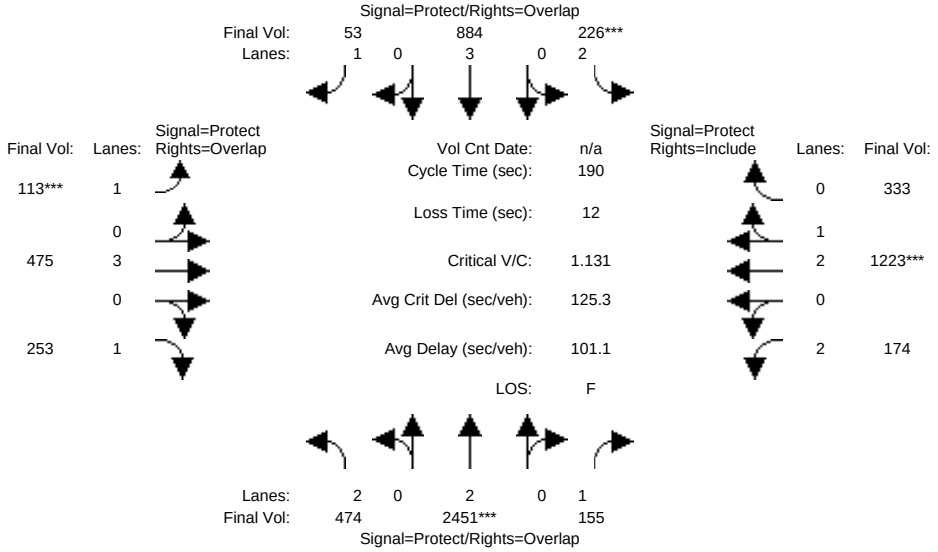



```
Street Name:        San Tomas Expwy                Stevens Creek Blvd
Approach:     North Bound      South Bound      East Bound      West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Min. Green:    27  100   100    12   85   85    14   41   41    15   42   42
Y+R:          5.6  5.8   5.8   5.5  5.8   5.8   5.3  5.1   5.1   5.4  5.4   5.4
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:     441 2884   155   226  884    53   113  443   234   174 1165   333
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:  441 2884   155   226  884    53   113  443   234   174 1165   333
Added Vol:      0    0     0     0    0     0     0    0     0     0    0     0
PasserByVol:    0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:  441 2884   155   226  884    53   113  443   234   174 1165   333
User Adj:    1.00 0.85  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:   441 2451   155   226  884    53   113  443   234   174 1165   333
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:  441 2451   155   226  884    53   113  443   234   174 1165   333
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
FinalVolume:  441 2451   155   226  884    53   113  443   234   174 1165   333
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1900 1900  1900  1900 1900  1900  1900 1900  1900  1900 1900  1900
Adjustment:  0.83 1.00  0.92  0.83 1.00  0.92  0.92 1.00  0.92  0.83 0.99  0.95
Lanes:       2.00 2.00  1.00  2.00 3.00  1.00  1.00 3.00  1.00  2.00 2.31  0.69
Final Sat.:  3150 3800  1750  3150 5700  1750  1750 5700  1750  3150 4354  1244
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.14 0.65  0.09  0.07 0.16  0.03  0.06 0.08  0.13  0.06 0.27  0.27
Crit Moves:       ****       ****            ****                ****
Green Time:   28.8  107 123.1  12.0 90.6 104.6  14.0 42.9  71.7  15.7 44.6  44.6
Volume/Cap:   0.92 1.14  0.14  1.14 0.33  0.05  0.88 0.34  0.35  0.67 1.14  1.14
Delay/Veh:   103.3 96.5   5.8 194.2 37.4  25.9 131.4 61.9  42.9  91.2  146 145.8
User DelAdj: 1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
AdjDel/Veh: 103.3 96.5   5.8 194.2 37.4  25.9 131.4 61.9  42.9  91.2  146 145.8
LOS by Move:    F    F     A     F   D+     C     F    E     D     F    F     F
HCM2kAvgQ:     17   90     2    11   12     2     8    7    10     7   40    40
Note: Queue reported is the number of cars per lane.
```

3896 Stevens Creek Blvd TA
San Jose, CA
Hexagon Transportation Consultants, Inc.

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cum + Prj AM

Intersection #5405: San Tomas Expwy/Stevens Creek Blvd [HOV: NB(AM) SB(PM)]

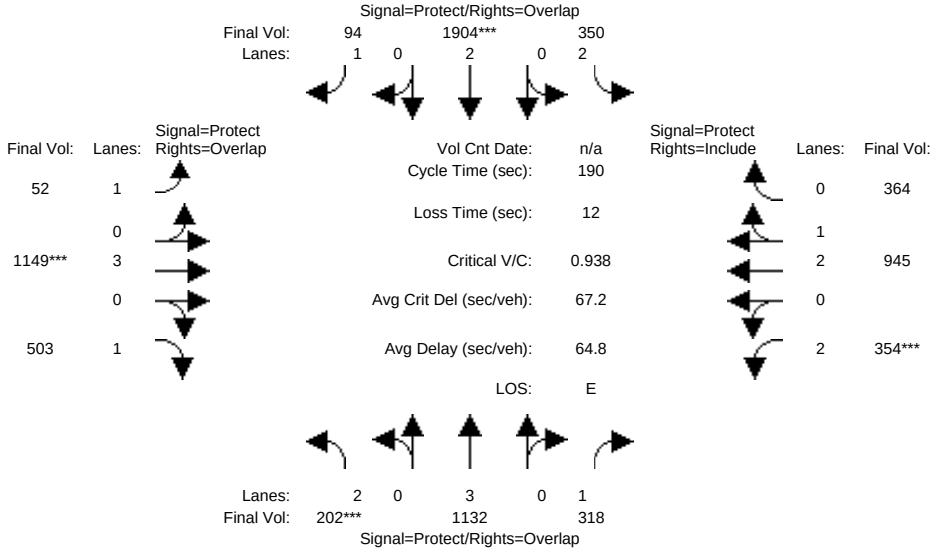



```
Street Name:        San Tomas Expwy                Stevens Creek Blvd
Approach:     North Bound      South Bound      East Bound      West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Min. Green:    27  100   100    12   85   85    14   41   41    15   42   42
Y+R:          5.6  5.8   5.8   5.5  5.8  5.8   5.3  5.1  5.1   5.4  5.4  5.4
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:     441 2884   155   226  884   53   113  443  234   174 1165  333
Growth Adj:  1.00 1.00  1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
Initial Bse:  441 2884   155   226  884   53   113  443  234   174 1165  333
Added Vol:     33    0     0     0    0    0     0   32   19     0   58    0
PasserByVol:    0    0     0     0    0    0     0    0    0     0    0    0
Initial Fut:  474 2884   155   226  884   53   113  475  253   174 1223  333
User Adj:    1.00 0.85  1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
PHF Volume:   474 2451   155   226  884   53   113  475  253   174 1223  333
Reduct Vol:     0    0     0     0    0    0     0    0    0     0    0    0
Reduced Vol:  474 2451   155   226  884   53   113  475  253   174 1223  333
PCE Adj:     1.00 1.00  1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
MLF Adj:     1.00 1.00  1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
FinalVolume:  474 2451   155   226  884   53   113  475  253   174 1223  333
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1900 1900  1900  1900 1900 1900  1900 1900 1900  1900 1900 1900
Adjustment:  0.83 1.00  0.92  0.83 1.00 0.92  0.92 1.00 0.92  0.83 0.99 0.95
Lanes:       2.00 2.00  1.00  2.00 3.00 1.00  1.00 3.00 1.00  2.00 2.33 0.67
Final Sat.:  3150 3800  1750  3150 5700 1750  1750 5700 1750  3150 4400 1198
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.15 0.65  0.09  0.07 0.16 0.03  0.06 0.08 0.14  0.06 0.28 0.28
Crit Moves:       ****       ****           ****               ****
Green Time:   29.8  106 122.2  12.0 88.5 102.5  14.0 43.8 73.5  16.0 45.8 45.8
Volume/Cap:   0.96 1.15  0.14  1.14 0.33 0.06  0.88 0.36 0.37  0.66 1.15 1.15
Delay/Veh:   110.2  103   6.1 194.2 38.6 26.9 131.4 61.6 42.1  90.2  150 150.2
User DelAdj: 1.00 1.00  1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
AdjDel/Veh: 110.2  103   6.1 194.2 38.6 26.9 131.4 61.6 42.1  90.2  150 150.2
LOS by Move:    F    F     A     F   D+    C     F    E    D     F    F    F
HCM2kAvgQ:     19   92     2    11   12    2     8    7   11     7   42   42
Note: Queue reported is the number of cars per lane.
```

3896 Stevens Creek Blvd TA
San Jose, CA
Hexagon Transportation Consultants, Inc.

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

Intersection #5405: San Tomas Expwy/Stevens Creek Blvd [HOV: NB(AM) SB(PM)]




```
Street Name:        San Tomas Expwy                Stevens Creek Blvd
Approach:     North Bound      South Bound      East Bound      West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Min. Green:    14   73   73    35   93   93    12   43   43    18   49   49
Y+R:          5.6  5.8  5.8   5.5  5.8  5.8   5.3  5.1  5.1   5.4  5.4  5.4
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:     202 1132  318   350 2800   94    52 1149  503   354  945  364
Growth Adj:  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
Initial Bse:  202 1132  318   350 2800   94    52 1149  503   354  945  364
Added Vol:      0    0    0     0    0    0     0    0    0     0    0    0
PasserByVol:    0    0    0     0    0    0     0    0    0     0    0    0
Initial Fut:  202 1132  318   350 2800   94    52 1149  503   354  945  364
User Adj:    1.00 1.00 1.00  1.00 0.68 1.00  1.00 1.00 1.00  1.00 1.00 1.00
PHF Adj:     1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
PHF Volume:   202 1132  318   350 1904   94    52 1149  503   354  945  364
Reduct Vol:     0    0    0     0    0    0     0    0    0     0    0    0
Reduced Vol:  202 1132  318   350 1904   94    52 1149  503   354  945  364
PCE Adj:     1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
MLF Adj:     1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
FinalVolume:  202 1132  318   350 1904   94    52 1149  503   354  945  364
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1900 1900 1900  1900 1900 1900  1900 1900 1900  1900 1900 1900
Adjustment:  0.83 1.00 0.92  0.83 1.00 0.92  0.92 1.00 0.92  0.83 1.00 0.95
Lanes:       2.00 3.00 1.00  2.00 2.00 1.00  1.00 3.00 1.00  2.00 2.14 0.86
Final Sat.:  3150 5700 1750  3150 3800 1750  1750 5700 1750  3150 4041 1556
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.06 0.20 0.18  0.11 0.50 0.05  0.03 0.20 0.29  0.11 0.23 0.23
Crit Moves:  ****            ****            ****       ****
Green Time:  14.0 76.3 98.4  36.6 98.8 111.7 12.8 43.0 57.0  22.2 52.3 52.3
Volume/Cap:  0.87 0.49 0.35  0.58 0.96 0.09  0.44 0.89 0.96  0.96 0.85 0.85
Delay/Veh:  115.0 48.5 34.3  71.1 44.9 10.3  87.8 79.3 94.2 120.7 69.7 69.7
User DelAdj: 1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
AdjDel/Veh: 115.0 48.5 34.3  71.1 44.9 10.3  87.8 79.3 94.2 120.7 69.7 69.7
LOS by Move:    F    D   C-     E    D   B+     F   E-     F     F    E     E
HCM2kAvgQ:      8   18   14    10   50    1     3   22    33    16   26    26
Note: Queue reported is the number of cars per lane.
```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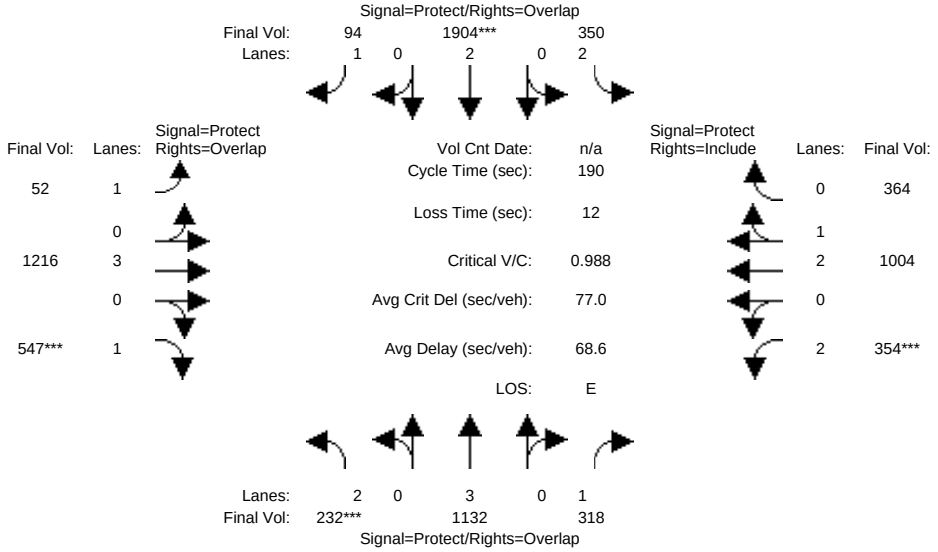
3896 Stevens Creek Blvd TA
San Jose, CA
Hexagon Transportation Consultants, Inc.

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cum + Prj PM

Intersection #5405: San Tomas Expwy/Stevens Creek Blvd [HOV: NB(AM) SB(PM)]




```
Street Name:        San Tomas Expwy                Stevens Creek Blvd
Approach:     North Bound      South Bound      East Bound      West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Min. Green:    14   73   73    35   93   93    12   43   43    18   49   49
Y+R:          5.6  5.8  5.8   5.5  5.8  5.8   5.3  5.1  5.1   5.4  5.4  5.4
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:     202 1132  318   350 2800   94    52 1149  503   354  945  364
Growth Adj:  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
Initial Bse:  202 1132  318   350 2800   94    52 1149  503   354  945  364
Added Vol:     30    0    0     0    0    0     0   67   44     0   59    0
PasserByVol:    0    0    0     0    0    0     0    0    0     0    0    0
Initial Fut:  232 1132  318   350 2800   94    52 1216  547   354 1004  364
User Adj:    1.00 1.00 1.00  1.00 0.68 1.00  1.00 1.00 1.00  1.00 1.00 1.00
PHF Adj:     1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
PHF Volume:   232 1132  318   350 1904   94    52 1216  547   354 1004  364
Reduct Vol:     0    0    0     0    0    0     0    0    0     0    0    0
Reduced Vol:  232 1132  318   350 1904   94    52 1216  547   354 1004  364
PCE Adj:     1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
MLF Adj:     1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
FinalVolume:  232 1132  318   350 1904   94    52 1216  547   354 1004  364
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1900 1900 1900  1900 1900 1900  1900 1900 1900  1900 1900 1900
Adjustment:  0.83 1.00 0.92  0.83 1.00 0.92  0.92 1.00 0.92  0.83 1.00 0.95
Lanes:       2.00 3.00 1.00  2.00 2.00 1.00  1.00 3.00 1.00  2.00 2.17 0.83
Final Sat.:  3150 5700 1750  3150 3800 1750  1750 5700 1750  3150 4108 1489
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.07 0.20 0.18  0.11 0.50 0.05  0.03 0.21 0.31  0.11 0.24 0.24
Crit Moves:  ****            ****            ****  ****
Green Time:  14.2 74.7 96.3  35.8 96.3 109.6 13.3 45.9 60.1  21.6 54.2 54.2
Volume/Cap:  0.99 0.51 0.36  0.59 0.99 0.09  0.43 0.88 0.99  0.99 0.86 0.86
Delay/Veh:  143.2 49.6 35.5  72.0 52.8 11.3  87.1 76.5 99.8 128.4 69.0 69.0
User DelAdj: 1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
AdjDel/Veh: 143.2 49.6 35.5  72.0 52.8 11.3  87.1 76.5 99.8 128.4 69.0 69.0
LOS by Move:   F    D   D+    E   D-   B+    F   E-    F    F    E    E
HCM2kAvgQ:    10   18   14   10   54    1    3   23   36   16   27   27
Note: Queue reported is the number of cars per lane.
```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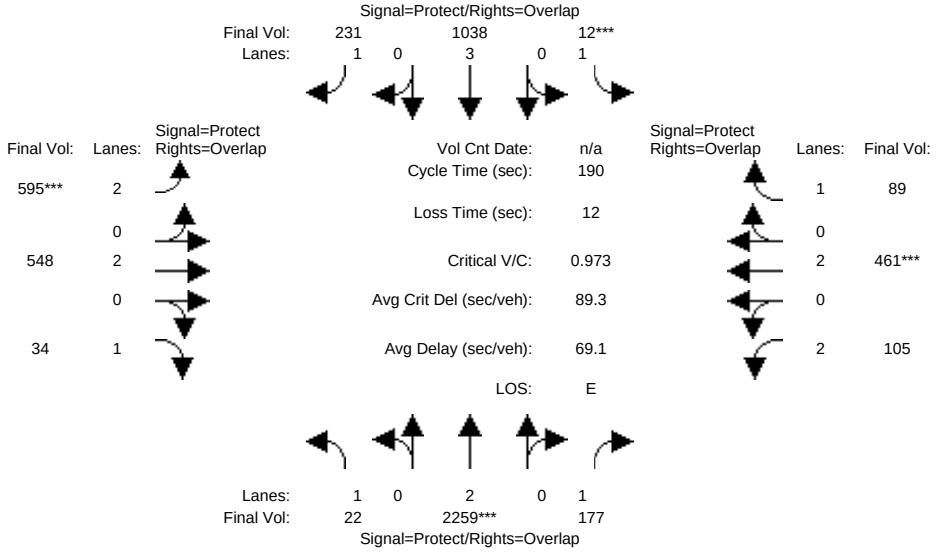
3896 Stevens Creek Blvd TA
San Jose, CA
Hexagon Transportation Consultants, Inc.

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

Intersection #5422: SAN TOMAS EXPWY/SARATOGA AVE [HOV: NB(AM) SB(PM)]

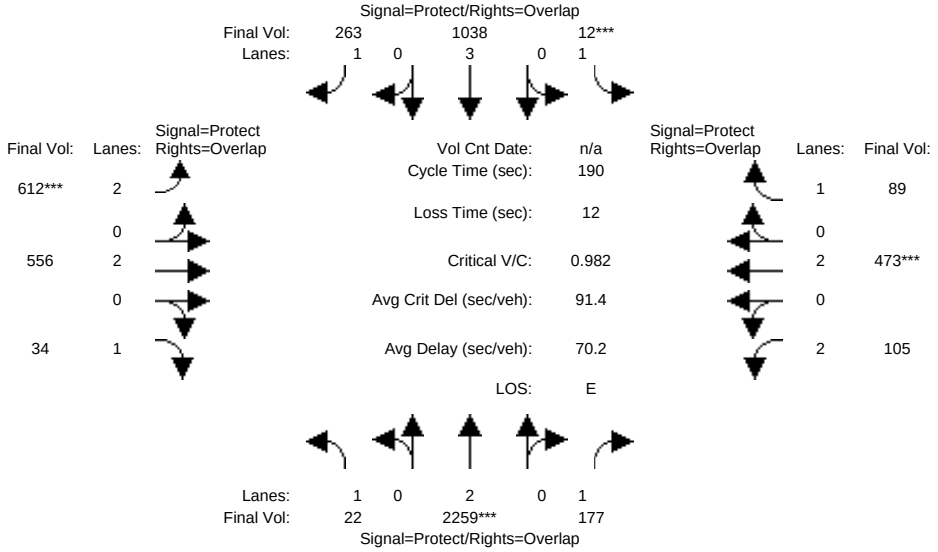



```
Street Name:        SAN TOMAS EXPWY                  SARATOGA AVE
Approach:     North Bound     South Bound      East Bound      West Bound
Movement:     L  -  T  -  R   L  -  T  -  R   L  -  T  -  R   L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Min. Green:     4  104   104    1  101   101   31   50    50   13   32    32
Y+R:          5.1  5.8   5.8  5.3  5.8   5.8  5.5  5.6   5.6  5.5  5.5   5.5
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:      22 2658   177   12 1038   231  595  548    34  105  461    89
Growth Adj:  1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00
Initial Bse:   22 2658   177   12 1038   231  595  548    34  105  461    89
Added Vol:      0    0     0    0    0     0    0    0     0    0    0     0
PasserByVol:    0    0     0    0    0     0    0    0     0    0    0     0
Initial Fut:   22 2658   177   12 1038   231  595  548    34  105  461    89
User Adj:    1.00 0.85  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00
PHF Volume:    22 2259   177   12 1038   231  595  548    34  105  461    89
Reduct Vol:     0    0     0    0    0     0    0    0     0    0    0     0
Reduced Vol:   22 2259   177   12 1038   231  595  548    34  105  461    89
PCE Adj:     1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00
MLF Adj:     1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00
FinalVolume:   22 2259   177   12 1038   231  595  548    34  105  461    89
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1900 1900  1900 1900 1900  1900 1900 1900  1900 1900 1900  1900
Adjustment:  0.92 1.00  0.92 0.92 1.00  0.92 0.83 1.00  0.92 0.83 1.00  0.92
Lanes:       1.00 2.00  1.00 1.00 3.00  1.00 2.00 2.00  1.00 2.00 2.00  1.00
Final Sat.:  1750 3800  1750 1750 5700  1750 3150 3800  1750 3150 3800  1750
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.01 0.59  0.10 0.01 0.18  0.13 0.19 0.14  0.02 0.03 0.12  0.05
Crit Moves:       ****       ****            ****                ****
Green Time:   4.2  110 123.6  1.3  107 141.8 34.9 53.1  57.3 13.8 32.0  33.3
Volume/Cap:  0.56 1.03  0.16 1.03 0.32  0.18 1.03 0.52  0.06 0.46 0.72  0.29
Delay/Veh:  109.7 81.2  19.5 368.1 29.6  13.1 122.4 58.1  47.3 86.0 78.8  68.6
User DelAdj: 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00
AdjDel/Veh: 109.7 81.2  19.5 368.1 29.6  13.1 122.4 58.1  47.3 86.0 78.8  68.6
LOS by Move:    F    F    B-    F    C     B    F   E+    D    F   E-    E
HCM2kAvgQ:      1   66     6    1   14     8   25   13    1    3   13    5
Note: Queue reported is the number of cars per lane.
```

3896 Stevens Creek Blvd TA
San Jose, CA
Hexagon Transportation Consultants, Inc.

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cum + Prj AM

Intersection #5422: SAN TOMAS EXPWY/SARATOGA AVE [HOV: NB(AM) SB(PM)]




```
Street Name:        SAN TOMAS EXPWY                  SARATOGA AVE
Approach:     North Bound     South Bound      East Bound      West Bound
Movement:     L  -  T  -  R   L  -  T  -  R   L  -  T  -  R   L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Min. Green:     4  104   104    1  101   101   31   50    50   13   32    32
Y+R:          5.1  5.8   5.8  5.3  5.8   5.8  5.5  5.6   5.6  5.5  5.5   5.5
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:      22 2658   177   12 1038   231  595  548    34  105  461    89
Growth Adj:  1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00
Initial Bse:   22 2658   177   12 1038   231  595  548    34  105  461    89
Added Vol:      0    0     0    0    0    32   17    8     0    0   12     0
PasserByVol:    0    0     0    0    0     0    0    0     0    0    0     0
Initial Fut:   22 2658   177   12 1038   263  612  556    34  105  473    89
User Adj:    1.00 0.85  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00
PHF Volume:    22 2259   177   12 1038   263  612  556    34  105  473    89
Reduct Vol:     0    0     0    0    0     0    0    0     0    0    0     0
Reduced Vol:   22 2259   177   12 1038   263  612  556    34  105  473    89
PCE Adj:     1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00
MLF Adj:     1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00
FinalVolume:   22 2259   177   12 1038   263  612  556    34  105  473    89
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1900 1900  1900 1900 1900  1900 1900 1900  1900 1900 1900  1900
Adjustment:  0.92 1.00  0.92 0.92 1.00  0.92 0.83 1.00  0.92 0.83 1.00  0.92
Lanes:       1.00 2.00  1.00 1.00 3.00  1.00 2.00 2.00  1.00 2.00 2.00  1.00
Final Sat.:  1750 3800  1750 1750 5700  1750 3150 3800  1750 3150 3800  1750
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.01 0.59  0.10 0.01 0.18  0.15 0.19 0.15  0.02 0.03 0.12  0.05
Crit Moves:       ****       ****            ****                ****
Green Time:   4.2  109 123.1  1.3  106 141.8 35.6 53.7  57.9 14.0 32.0  33.3
Volume/Cap:  0.57 1.04  0.16 1.04 0.33  0.20 1.04 0.52  0.06 0.45 0.74  0.29
Delay/Veh:  110.4 83.7  19.7 371.5 30.0  13.3 123.7 57.7  46.9 85.8 79.6  68.6
User DelAdj: 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00
AdjDel/Veh: 110.4 83.7  19.7 371.5 30.0  13.3 123.7 57.7  46.9 85.8 79.6  68.6
LOS by Move:    F    F    B-    F    C     B    F   E+    D    F   E-    E
HCM2kAvgQ:      1   67     6    1   14     9   25   13    1    3   13    5
Note: Queue reported is the number of cars per lane.
```

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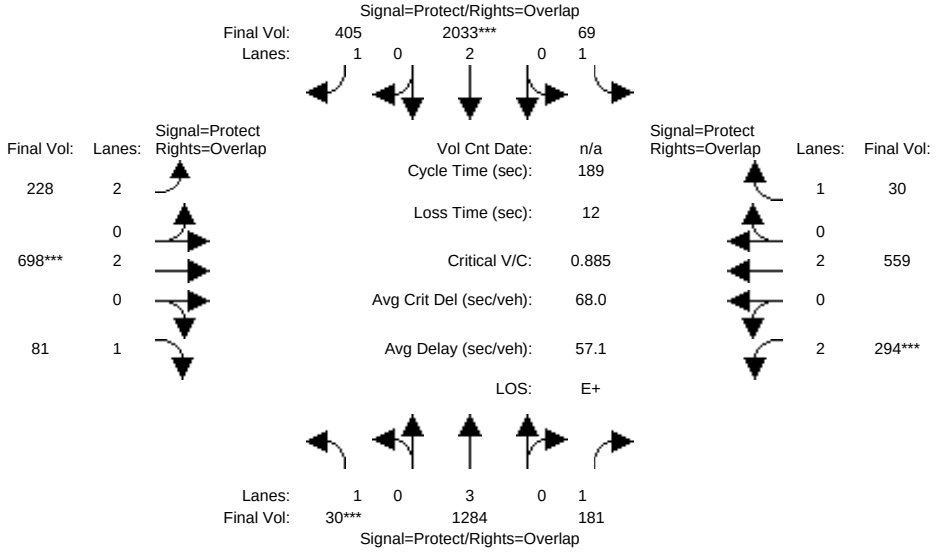
3896 Stevens Creek Blvd TA
San Jose, CA
Hexagon Transportation Consultants, Inc.

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

Intersection #5422: SAN TOMAS EXPWY/SARATOGA AVE [HOV: NB(AM) SB(PM)]




```
Street Name:        SAN TOMAS EXPWY                  SARATOGA AVE
Approach:     North Bound     South Bound      East Bound      West Bound
Movement:     L  -  T  -  R   L  -  T  -  R   L  -  T  -  R   L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Min. Green:     8  104   104    8  104   104   15   41    41   14   41    41
Y+R:          5.1  5.8   5.8  5.3  5.8   5.8  5.5  5.6   5.6  5.5  5.5   5.5
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:      30 1284   181   69 3034   405  228  698    81  294  559    30
Growth Adj:  1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00
Initial Bse:   30 1284   181   69 3034   405  228  698    81  294  559    30
Added Vol:      0    0     0    0    0     0    0    0     0    0    0     0
PasserByVol:    0    0     0    0    0     0    0    0     0    0    0     0
Initial Fut:   30 1284   181   69 3034   405  228  698    81  294  559    30
User Adj:    1.00 1.00  1.00 1.00 0.67  1.00 1.00 1.00  1.00 1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00
PHF Volume:    30 1284   181   69 2033   405  228  698    81  294  559    30
Reduct Vol:     0    0     0    0    0     0    0    0     0    0    0     0
Reduced Vol:   30 1284   181   69 2033   405  228  698    81  294  559    30
PCE Adj:     1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00
MLF Adj:     1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00
FinalVolume:   30 1284   181   69 2033   405  228  698    81  294  559    30
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1900 1900  1900 1900 1900  1900 1900 1900  1900 1900 1900  1900
Adjustment:  0.92 1.00  0.92 0.92 1.00  0.92 0.83 1.00  0.92 0.83 1.00  0.92
Lanes:       1.00 3.00  1.00 1.00 2.00  1.00 2.00 2.00  1.00 2.00 2.00  1.00
Final Sat.:  1750 5700  1750 1750 3800  1750 3150 3800  1750 3150 3800  1750
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.02 0.23  0.10 0.04 0.53  0.23 0.07 0.18  0.05 0.09 0.15  0.02
Crit Moves:  ****               ****           ****       ****
Green Time:   8.0  109 127.6  8.4  109 125.1  16.1 41.0  49.0 19.0 43.9  52.3
Volume/Cap:  0.40 0.39  0.15 0.89 0.93  0.35 0.85 0.85  0.18 0.93 0.63  0.06
Delay/Veh:   91.8 29.8  17.6 156.7 56.8  21.8 107.3 79.1  54.6 116.6 66.8  50.4
User DelAdj: 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00
AdjDel/Veh:  91.8 29.8  17.6 156.7 56.8  21.8 107.3 79.1  54.6 116.6 66.8  50.4
LOS by Move:    F    C     B     F   E+    C+     F   E-    D-     F    E     D
HCM2kAvgQ:      2   17     6     5   59    16     8   19     4    11   14     1
Note: Queue reported is the number of cars per lane.
```

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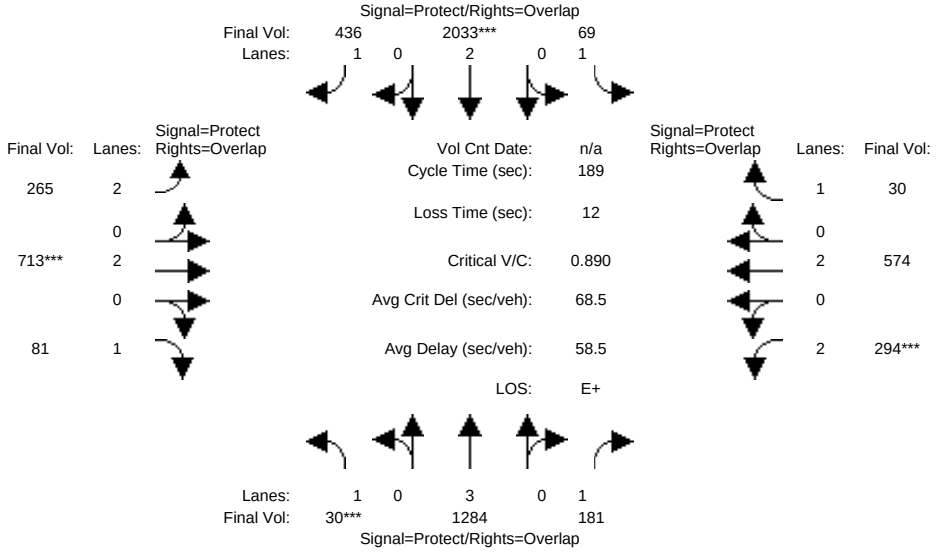
3896 Stevens Creek Blvd TA
San Jose, CA
Hexagon Transportation Consultants, Inc.

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cum + Prj PM

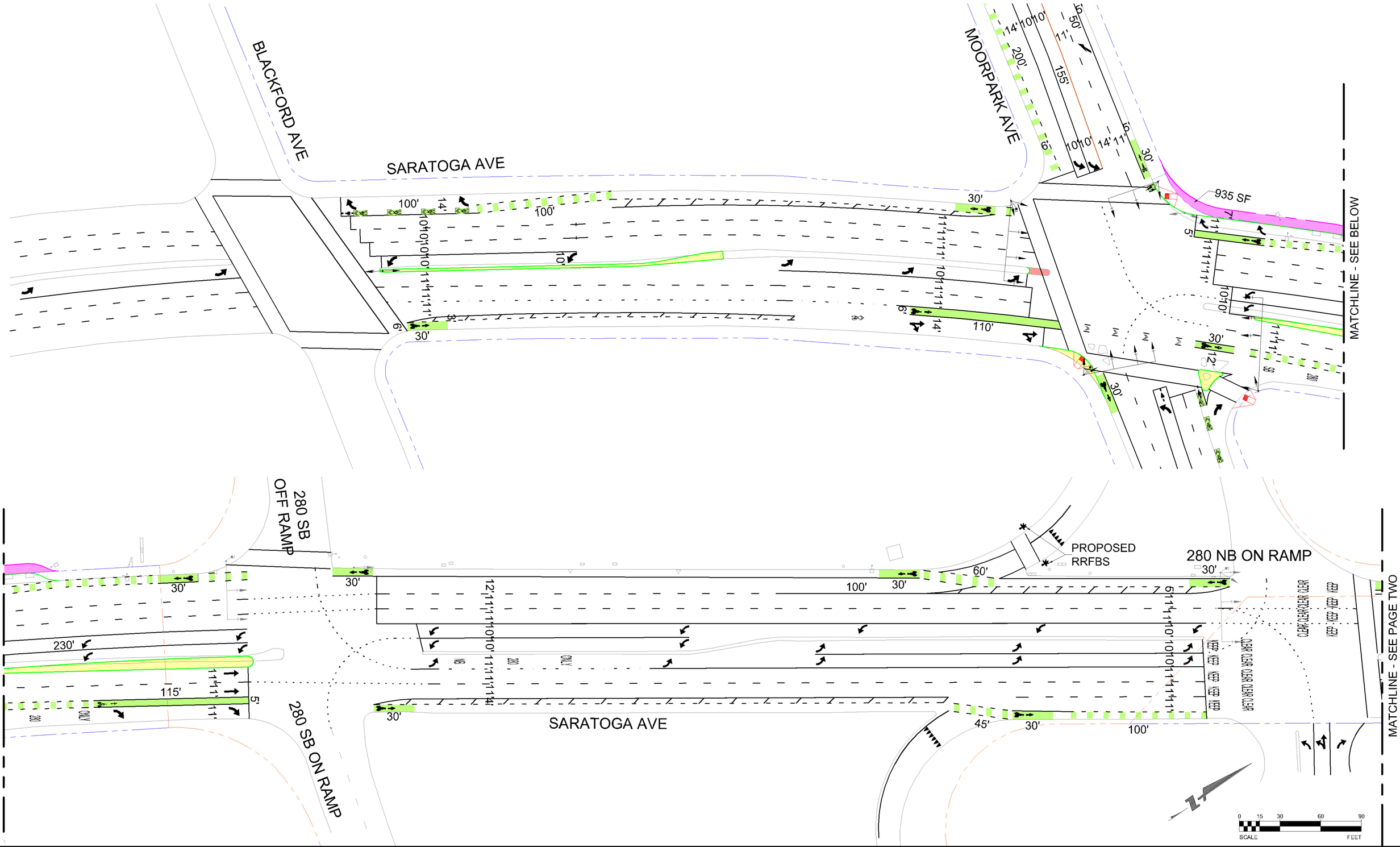
Intersection #5422: SAN TOMAS EXPWY/SARATOGA AVE [HOV: NB(AM) SB(PM)]




```
Street Name:        SAN TOMAS EXPWY                  SARATOGA AVE
Approach:     North Bound     South Bound      East Bound      West Bound
Movement:     L  -  T  -  R   L  -  T  -  R   L  -  T  -  R   L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Min. Green:     8  104   104    8  104   104   15   41   41   14   41   41
Y+R:          5.1  5.8   5.8  5.3  5.8   5.8  5.5  5.6   5.6  5.5  5.5   5.5
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:      30 1284   181   69 3034   405  228  698   81  294  559   30
Growth Adj:  1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00
Initial Bse:   30 1284   181   69 3034   405  228  698   81  294  559   30
Added Vol:      0    0     0    0    0    31   37   15    0    0   15    0
PasserByVol:    0    0     0    0    0     0    0    0    0    0    0    0
Initial Fut:   30 1284   181   69 3034   436  265  713   81  294  574   30
User Adj:    1.00 1.00  1.00 1.00 0.67  1.00 1.00 1.00  1.00 1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00
PHF Volume:    30 1284   181   69 2033   436  265  713   81  294  574   30
Reduct Vol:     0    0     0    0    0     0    0    0    0    0    0    0
Reduced Vol:   30 1284   181   69 2033   436  265  713   81  294  574   30
PCE Adj:     1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00
MLF Adj:     1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00
FinalVolume:   30 1284   181   69 2033   436  265  713   81  294  574   30
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1900 1900  1900 1900 1900  1900 1900 1900  1900 1900 1900  1900
Adjustment:  0.92 1.00  0.92 0.92 1.00  0.92 0.83 1.00  0.92 0.83 1.00  0.92
Lanes:       1.00 3.00  1.00 1.00 2.00  1.00 2.00 2.00  1.00 2.00 2.00  1.00
Final Sat.:  1750 5700  1750 1750 3800  1750 3150 3800  1750 3150 3800  1750
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.02 0.23  0.10 0.04 0.53  0.25 0.08 0.19  0.05 0.09 0.15  0.02
Crit Moves:  ****               ****           ****       ****
Green Time:   8.0  109 127.6   8.4  109 125.8  16.8 41.0  49.0 19.0 43.2  51.6
Volume/Cap:  0.40 0.39  0.15 0.89 0.93  0.37 0.95 0.86  0.18 0.93 0.66  0.06
Delay/Veh:   91.8 29.8  17.6 156.7 56.8  22.0 125.5 80.8  54.6 116.6 68.1  50.9
User DelAdj: 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00
AdjDel/Veh:  91.8 29.8  17.6 156.7 56.8  22.0 125.5 80.8  54.6 116.6 68.1  50.9
LOS by Move:    F    C     B    F   E+    C+    F    F    D-    F    E    D
HCM2kAvgQ:      2   17     6    5   59    17   10   20     4   11   15    1
Note: Queue reported is the number of cars per lane.
```

Appendix E

Saratoga Avenue Planline



SARATOGA AVE AND MOORPARK AVE

LEGEND:

- PROPOSED FACE OF CURB
- EXISTING FACE OF CURB
- CALTRANS RIGHT OF WAY
- PROPOSED RIGHT OF WAY(CSJ)
- EXISTING RIGHT OF WAY(CSJ)
- RIGHT OF WAY DEDICATION/PURCHASE
- PROPOSED CONCRETE WORK

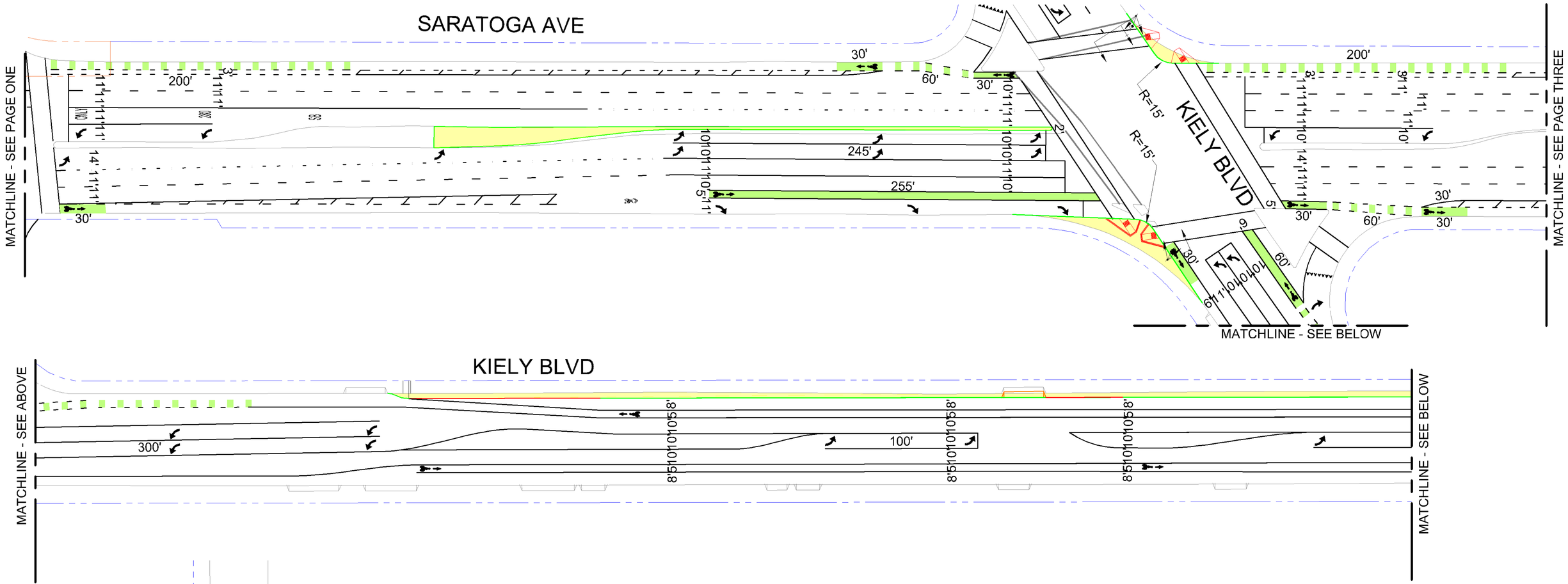
CITY OF SAN JOSE
CAPITAL OF SILICON VALLEY

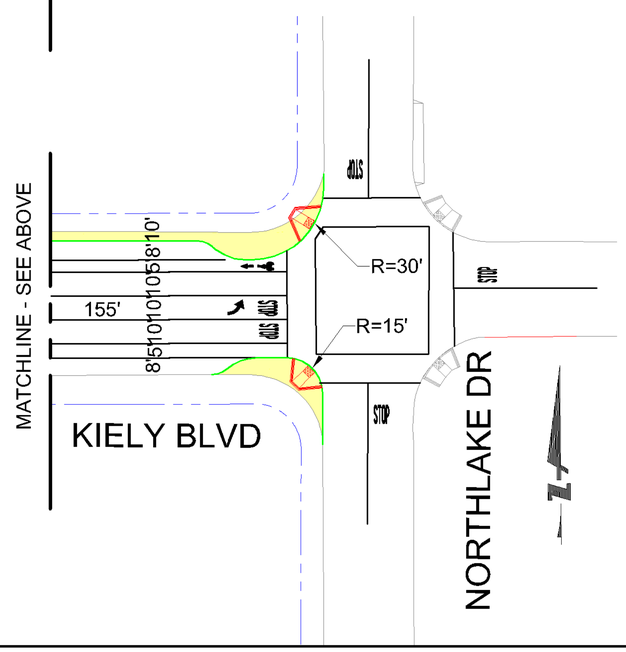
DEPARTMENT OF TRANSPORTATION
SAN JOSE, CALIFORNIA

DESIGNED BY:	X. GAO
CHECKED BY:	F. LAPUSTEA
PROJ MGR:	Z. KHATTAB
DATE:	MARCH 2017
SCALE:	1" = 30'
SHEET NO.	1 OF 3

JIM ORTBAL
DIRECTOR

FILE NO.





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SCALE FEET

SARATOGA AVE AND KIELY BLVD

LEGEND:

PROPOSED FACE OF CURB		EXISTING RIGHT OF WAY(CSJ)	
EXISTING FACE OF CURB		RIGHT OF WAY DEDICATION/PURCHASE	
CALTRANS RIGHT OF WAY		PROPOSED CONCRETE WORK	
PROPOSED RIGHT OF WAY(CSJ)			

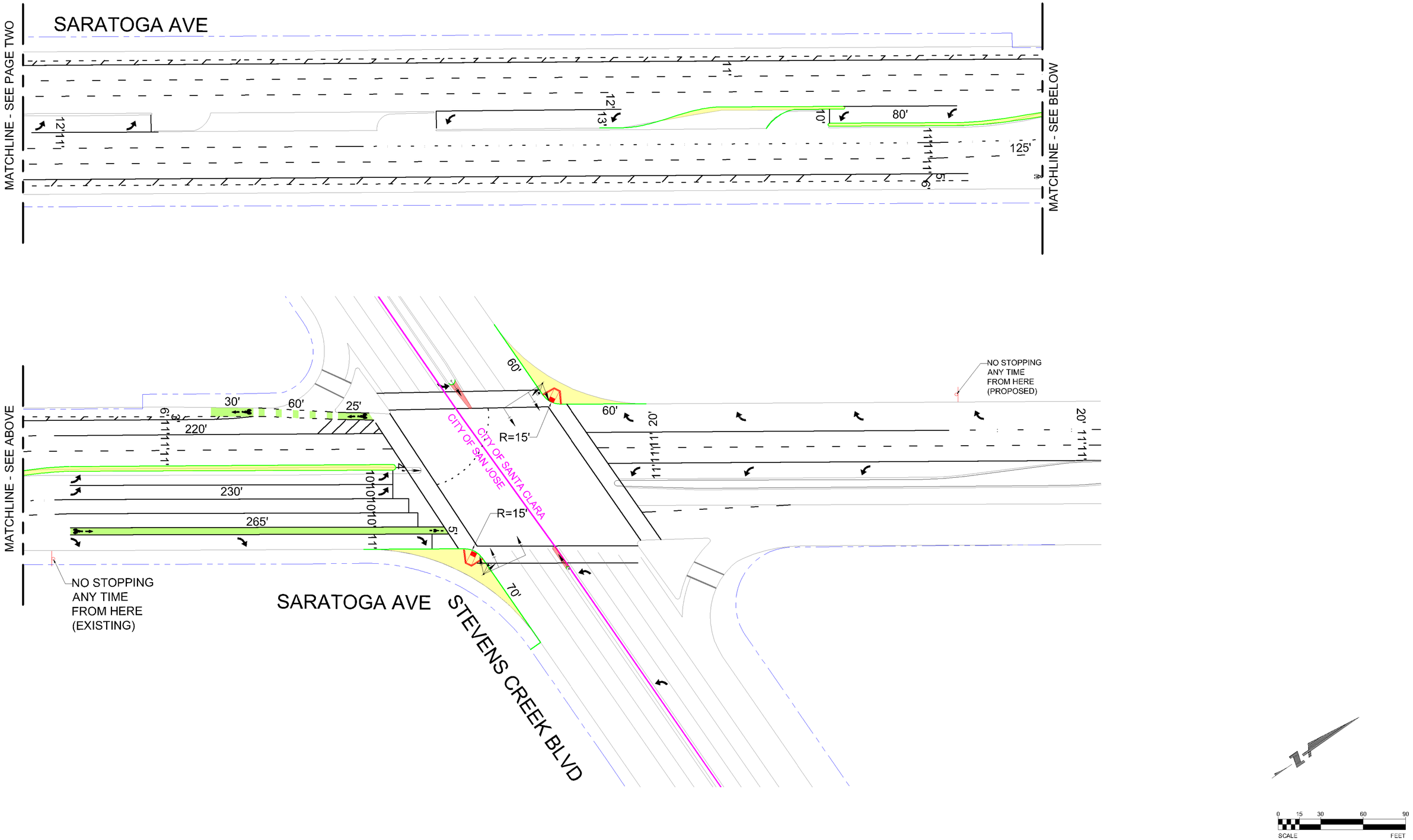
CITY OF SAN JOSE
CAPITAL OF SILICON VALLEY

DEPARTMENT OF TRANSPORTATION
SAN JOSE, CALIFORNIA

DESIGNED BY: X. GAO
CHECKED BY: F. LAPUSTEA
PROJ MGR: Z. KHATTAB
DATE: MARCH 2017
SCALE: 1" = 30'
SHEET NO. 2 OF 3

JIM ORTBAL
DIRECTOR

FILE NO.



SARATOGA AVE AND STEVENS CREEK BLVD

LEGEND:

- PROPOSED FACE OF CURB
- EXISTING FACE OF CURB
- CALTRANS RIGHT OF WAY
- PROPOSED RIGHT OF WAY(CSJ)
- EXISTING RIGHT OF WAY(CSJ)
- RIGHT OF WAY DEDICATION/PURCHASE
- PROPOSED CONCRETE WORK

CITY OF SAN JOSE
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DEPARTMENT OF TRANSPORTATION
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DESIGNED BY: X. GAO
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DATE: MARCH 2017
SCALE: 1" = 30'
SHEET NO. 3 OF 3

JIM ORTBAL
DIRECTOR

FILE NO.

Appendix F

Transportation Demand Management Plan

HEXAGON TRANSPORTATION CONSULTANTS, INC.

3896 Stevens Creek Boulevard Commercial Development

Transportation Demand Management (TDM) Plan

Prepared for:

David J. Powers & Associates, Inc.

July 16, 2020

Hexagon Transportation Consultants, Inc.
Hexagon Office: 4 North Second Street, Suite 400
San Jose, CA 95113
Phone: 408.971.6100
Hexagon Job Number: 18KK07
Client: David J. Powers & Associates, Inc.

Table of Contents

1. Introduction 1
2. Transportation Facilities and Services 4
3. Compliance with the City Parking Code 7
4. Recommended TDM Measures 12
5. TDM Implementation and Monitoring 17

List of Tables

Table 1 Existing Bus Routes 5
Table 2 Bicycle Parking Requirements 10
Table 3 Vehicular Parking Requirements 10

List of Figures

Figure 1 Project Site Location 2
Figure 2 Project Site Plan 3
Figure 3 Existing Transit Services 6
Figure 4 Bicycle Parking Locations 12

1. Introduction

This transportation demand management (TDM) plan has been prepared for the for the commercial development at 3896 Stevens Creek Boulevard in San Jose, California. TDM is a combination of services, incentives, facilities, and actions that reduce single–occupant vehicle (SOV) trips to help relieve traffic congestion, parking demand, and air pollution problems. The purposes of TDM are to (1) reduce the amount of traffic generated by new development; (2) promote more efficient utilization of existing transportation facilities and ensure that new developments are designed to maximize the potential for alternative transportation usage; (3) reduce the parking demand generated by new development and allow for a reduction in parking supply; and (4) establish an ongoing monitoring and enforcement program to guarantee the desired trip and parking reductions are achieved.

The project proposes a 43 percent reduction in the required vehicle parking spaces. To qualify for a 43 percent reduction, the project is required to implement a TDM plan to reduce parking demand and satisfy the parking reduction requirements as specified in Section 20.90.220 of the Zoning Code. The City of San Jose Planning Director may reduce the required number of parking spaces for a project by up to 50 percent, so long as (1) the reduction in parking will not adversely affect surrounding projects; (2) the reduction in parking will not rely upon or reduce the public parking supply; and (3) the project provides a detailed TDM plan and demonstrates that the TDM plan can be maintained indefinitely.

The TDM plan describes the recommended TDM measures and implementation and monitoring of the TDM plan. Implementation of the recommended TDM measures would encourage future employees to use alternative transportation modes (transit, bicycle, and car-share) and reduce the project's SOV trips, vehicle miles traveled (VMT), and parking demand. Monitoring will ensure that the TDM measures are effective and continue to be successfully implemented.

Project Description

The project site is located at 3896 Stevens Creek Boulevard in San Jose, California, and is within the Stevens Creek Boulevard Urban Village boundary (see Figure 1). The project proposes a commercial building with 308,000 s.f. of office space, 10,000 s.f. of retail space, 5,000 s.f. of restaurant space, a fitness center building with 151,258 square feet of floor area, and a parking garage (see Figure 2).

The project proposes a 1,301-space parking garage, accessed via a driveway on Saratoga Avenue and a driveway on Northlake Drive. The driveway on Saratoga Avenue would align with the existing mid-block left-turn pocket, so vehicles would be able to make left turns into the driveway but not out. The project would also provide 64 long-term and 130 short-term bicycle parking spaces for the entire site and four showers for the office/restaurant/retail building.

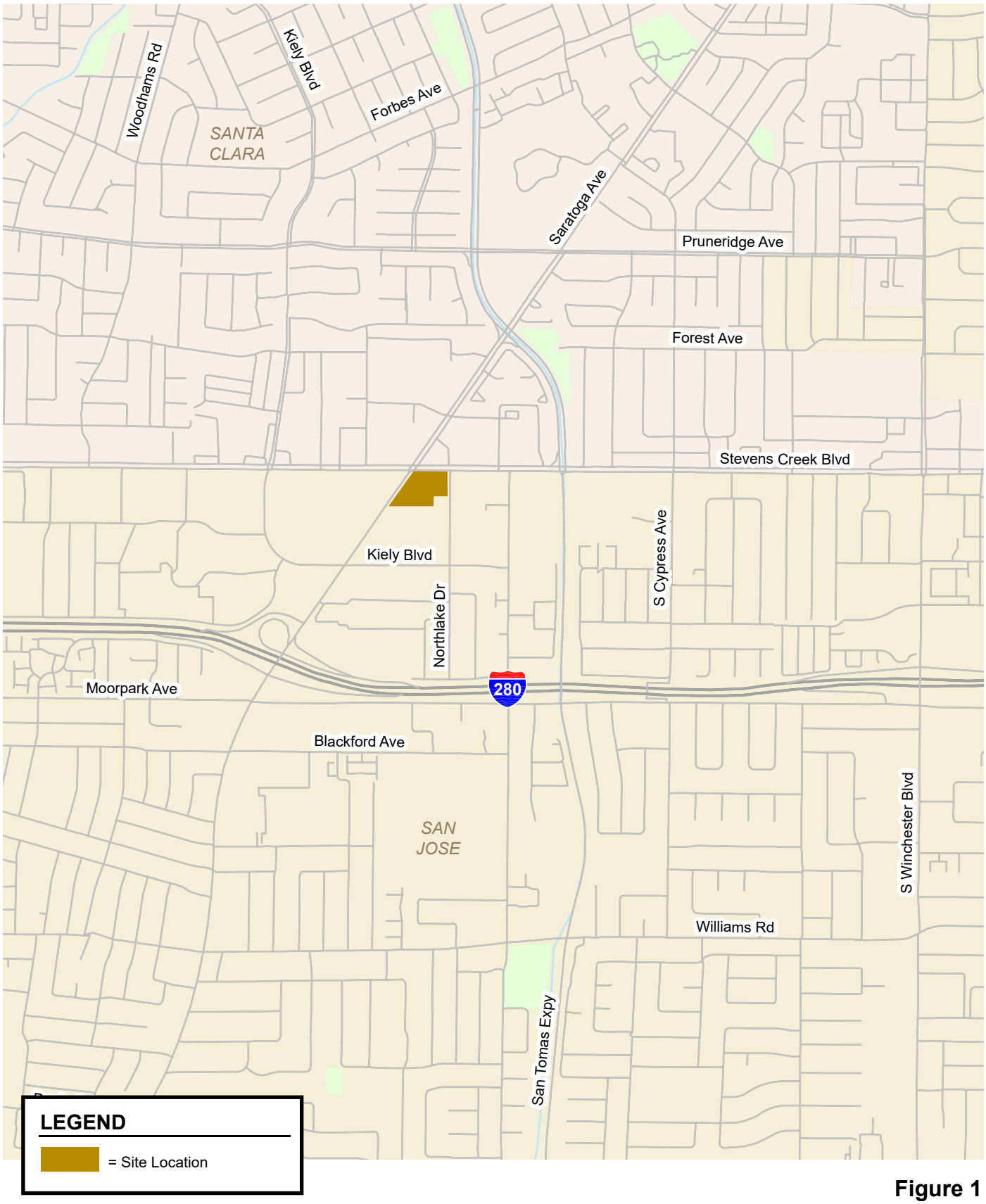

Figure 1
Site Location

NORTH
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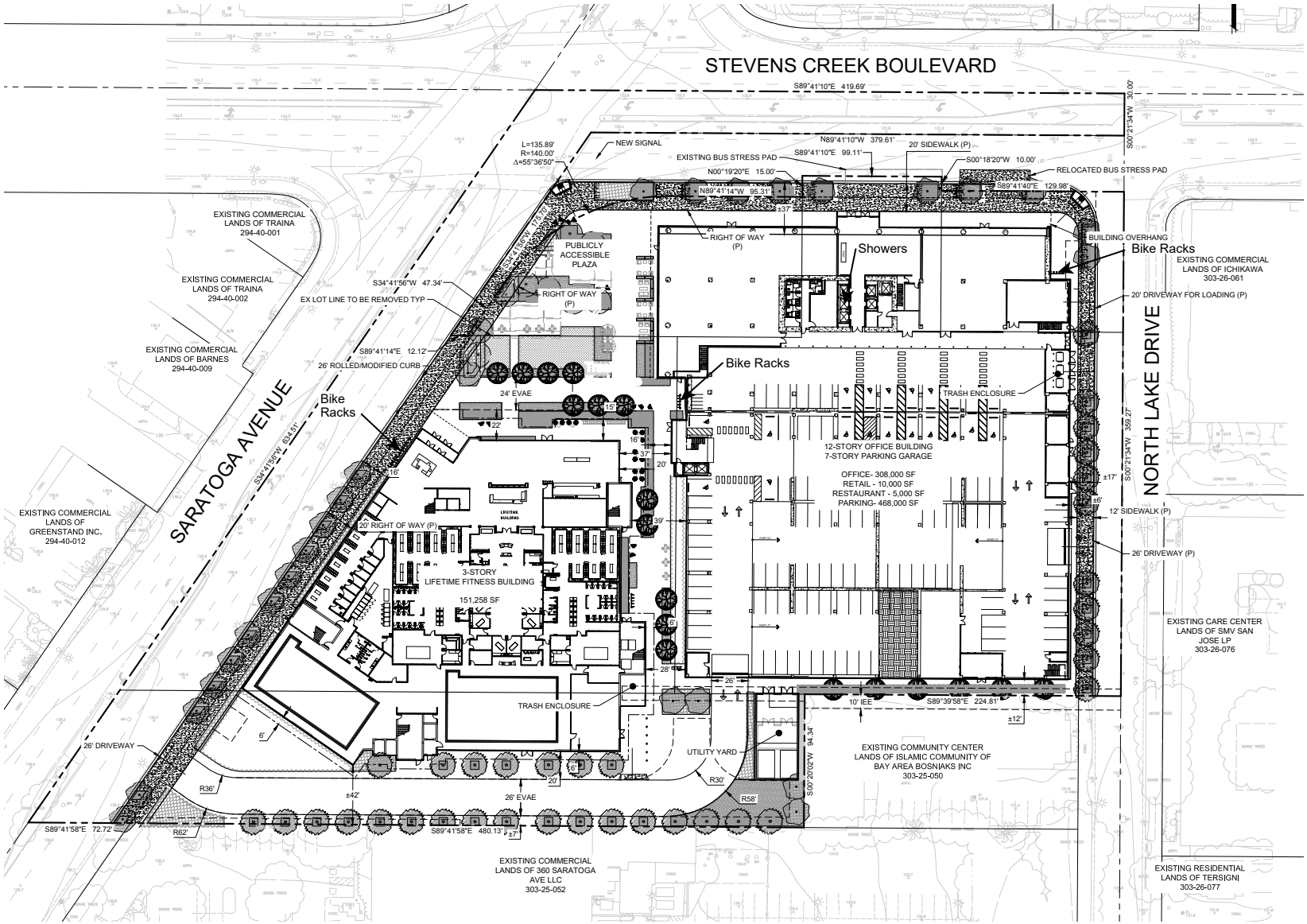

Figure 2
Project Site Plan

NORTH
Not to Scale

2. Transportation Facilities and Services

Transportation facilities and services that support sustainable modes of transportation include commuter rail, buses and shuttle buses, bicycle facilities, and pedestrian facilities. This chapter describes the existing transit services, as well as bicycle and pedestrian facilities, in the vicinity of the project site.

Bicycle and Pedestrian Facilities

All new development projects in San Jose should encourage multi-modal travel, consistent with the goals of the City's General Plan. It is the goal of the General Plan that all development projects accommodate and encourage the use of non-automobile transportation modes to achieve San Jose's mobility goals and reduce vehicle trip generation and vehicle miles traveled. In addition, the adopted City Bike Master Plan establishes goals, policies and actions to make bicycling a daily part of life in San Jose. The Master Plan includes designated bike lanes along many City streets, including designated bike corridors. In order to further the goals of the City, pedestrian and bicycle facilities should be encouraged with new development projects.

Pedestrian Facilities

A complete network of sidewalks is present along the streets in the vicinity of the project site, including Saratoga Avenue, Stevens Creek Boulevard, Northlake Drive, and Kiely Boulevard. The signalized intersections in the vicinity of the project site all have crosswalks. Overall, the existing network of sidewalks and crosswalks has good connectivity and provides pedestrians with safe routes to the project site and transit stops.

Bicycle Facilities

Class II striped bike lanes are present on Saratoga Avenue south of Stevens Creek Boulevard. There are no other designated bike lanes or bike routes on streets in the immediate vicinity of the project site. Northlake Drive and Kiely Boulevard east of Saratoga Avenue are local streets that carry low traffic volumes and are conducive to bicyclists. Stevens Creek Boulevard, Kiely Boulevard, and Saratoga Avenue are arterial streets with high traffic volumes and vehicle speed. Bicyclists need to ride with caution on these streets. Bicycles are also permitted on San Tomas Expressway. However, due to high speeds

and traffic volumes, it is recommended for use only by bicyclists with advanced skills.

Transit Services

Existing transit services near the project site are provided by the Santa Clara Valley Transportation Authority (VTA) (see Figure 3 and Table 1). Four local bus routes (Routes 23, 57, 58) and two limited stop bus routes (Route 323 and 330) serve the vicinity of the project area, as described below. The bus stop closest to the project site is located on Stevens Creek Boulevard along the project frontage.

As part of the VTA's 2019 New Transit Service Plan, VTA is planning to replace the limited route 323 with a new rapid route 523. Rapid route 523 would operate as frequently as route 323, but the service would extend to the Lockheed Martin Transit Center in Sunnyvale and the Berryessa BART Station in San Jose.

Table 1
Existing Bus Routes

Bus Route	Route Description	Closest Stop and Distance to Project Site	Weekday Hours of Operation[1]	Headway (minutes)[1]
Local Bus 23	DeAnza College - Alum Transit Rock Center	On Stevens Creek Blvd (Project Frontage), 125 feet	5:20 AM - 1:00 AM	10-15
Local Bus 57	West Valley College - Great America	On Kiely Blvd at Saratoga Ave, 1,100 feet	5:30 AM - 10:50 PM	30
Local Bus 58	West Valley College - Alviso	On Kiely Blvd at Saratoga Ave, 1,100 feet	6:10 AM - 9:30 AM, 3:20 PM - 8:15 PM	30-35
Limited Stop Route 330	Almaden Expressway & Camden - Tasman Drive	On San Tomas Expy at Stevens Creek Blvd, 1,550 feet	6:45 AM - 9:25 AM, 4:15 PM - 7:30 PM	30-60
Limited Stop Route 323	DeAnza College - Downtown San Jose	On Stevens Creek Blvd at San Tomas Expy, 1,500 feet, and Stevens Creek at Kiely Blvd, 1,500 feet	6:20 AM - 10:40 PM	13-19

1. Approximate weekday operation hours and headways during peak commute periods in the project area, as of October 2019.

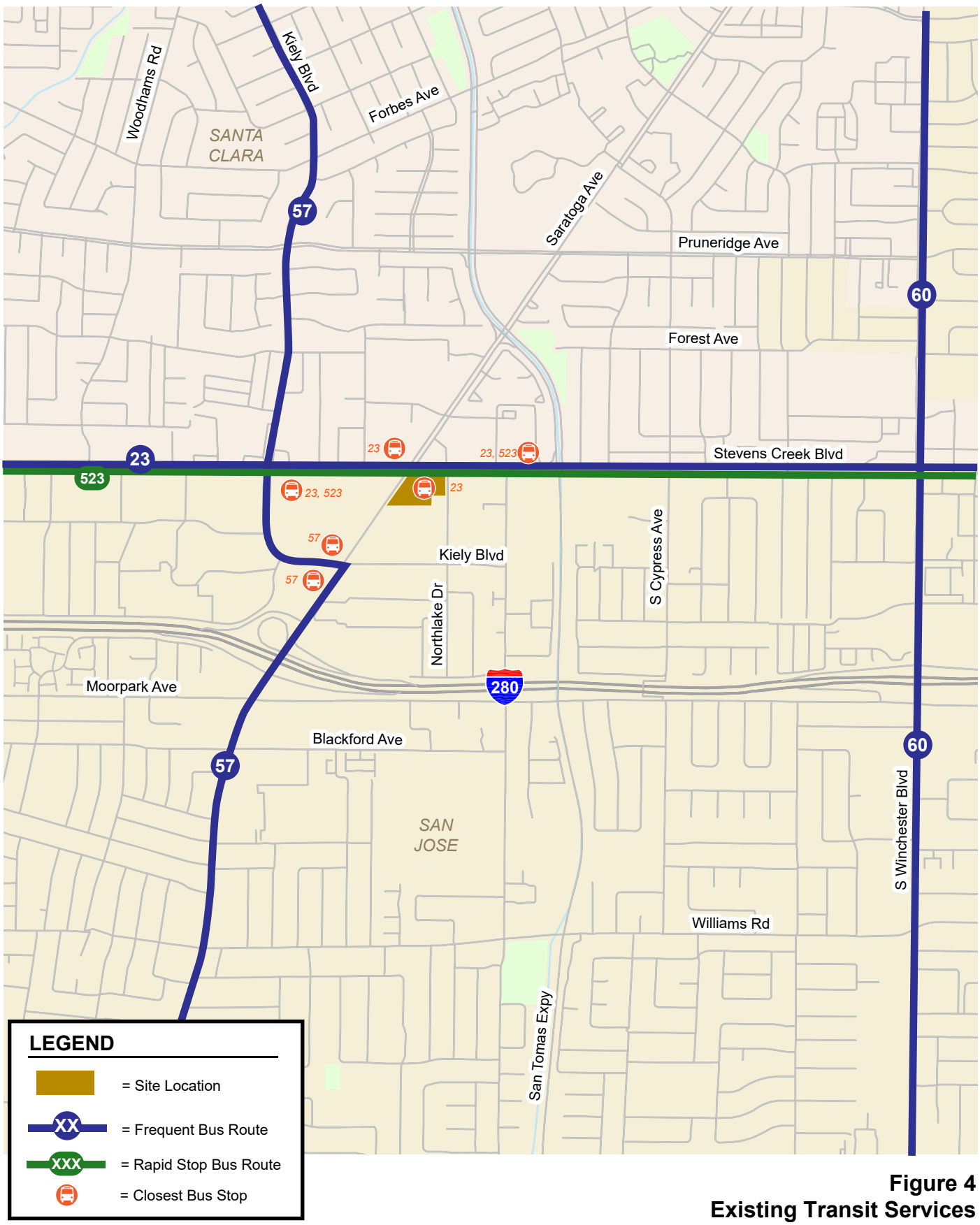

Figure 4
Existing Transit Services

NORTH
Not to Scale

3. Compliance with the City Parking Code

This chapter describes the City of San Jose's parking requirements and allowable parking reductions as outlined in Chapter 20.90 (Tables 20-190 and 20-210) of the San Jose Code of Ordinances. The proposed parking supply and the project's conformance with the City Parking Code are also described.

City of San Jose Parking Code

According to Section 20.90.220.A.1, a reduction in the required off-street vehicle parking spaces of up to 50 percent may be authorized if the project conforms to the transit and bicycle requirements specified in Subsections A and B, and implements at least three TDM measures specified in Subsections c and d. Section 20.90.220.A.1 of the San Jose Parking Code is outlined below.

Section 20.90.220 – Reduction in Required Off-street Parking Spaces

A. Alternative transportation.

1. A reduction in the required off-street vehicle parking spaces of up to fifty percent may be authorized with a development permit or a development exception if no development permit is required, for structures or uses that conform to all the following and implement a total of at least three transportation demand management (TDM) measures as specified in the following provisions:

a. The structure or use is located within two thousand feet of a proposed or an existing rail station or bus rapid transit station, or an area designated as a Neighborhood Business District, or as an Urban Village, or as an area subject to an area development policy in the city's general plan or the use is listed in Section 20.90.220G.; and

b. The structure or use provides bicycle parking spaces in conformance with the requirements of Table 20-90.

c. For any reduction in the required off-street parking spaces that is more than twenty percent, the project shall be required to implement a transportation demand management (TDM) program that contains but is not limited to at least one of the following measures:

i. Implement a carpool/vanpool or car-share program, e.g., carpool ride-matching for employees, assistance with vanpool formation, provision of vanpool or car-share vehicles, etc. and assign car pool, van pool and car-share parking at the most desirable onsite locations at the ratio set forth in the development permit or development exception considering type of use; or

ii. Develop a transit use incentive program for employees and tenants, such as on-site distribution of passes or subsidized transit passes for local transit system (participation in the region-wide Clipper Card or VTA EcoPass system will satisfy this requirement).

d. In addition to the requirements above in Section 20.90.220.A.1.c. for any reduction in the required off-street parking spaces that is more than twenty percent, the project shall be required to implement a transportation demand management (TDM) program that contains but is not limited to at least two of the following measures:

i. Implement a carpool/vanpool or car-share program, e.g., carpool ride-matching for employees, assistance with vanpool formation, provision of vanpool or car-share vehicles, etc. and assign car pool, van pool and car-share parking at the most desirable on-site locations; or

ii. Develop a transit use incentive program for employees, such as on-site distribution of passes or subsidized transit passes for local transit system (participation in the regionwide Clipper Card or VTA EcoPass system will satisfy this requirement); or

iii. Provide preferential parking with charging facility for electric or alternatively-fueled vehicles; or

iv. Provide a guaranteed ride home program; or

v. Implement telecommuting and flexible work schedules; or

vi. Implement parking cash-out program for employees (non-driving employees receive transportation allowance equivalent to the value of subsidized parking); or

vii. Implement public information elements such as designation of an on-site TDM manager and education of employees regarding alternative transportation options; or

viii. Make available transportation during the day for emergency use by employees who commute on alternate transportation. (This service may be provided by access to company vehicles for private errands during the workday and/or combined with contractual or pre-paid use of taxicabs, shuttles, or other privately provided transportation); or

ix. Provide shuttle access to Caltrain stations; or

x. Provide or contract for on-site or nearby child-care services; or

xi. Incorporate on-site support services (food service, ATM, drycleaner, gymnasium, etc. where permitted in zoning districts); or

xii. Provide on-site showers and lockers; or

xiii. Provide a bicycle-share program or free use of bicycles on-site that is available to all tenants of the site; or

xiv. Unbundled parking; and

e. For any project that requires a TDM program:

i. The decision maker for the project application shall first find in addition to other required findings that the project applicant has demonstrated that it can maintain the TDM program for the life of the project, and it is reasonably certain that the parking shall continue to be provided and maintained at the same location for the services of the building or use for which such parking is required, during the life of the building or use; and

ii. The decision maker for the project application also shall first find that the project applicant will provide replacement parking either on-site or off-site within reasonable walking distance for the parking required if the project fails to maintain a TDM program.

Compliance with the City Parking Requirements

The project is located in the Stevens Creek Boulevard Urban Village with mixed-use uses surrounding the site, and there are bus stops and bike lanes adjacent to the site. Therefore, it is reasonable to assume that not all employees and customers would drive to site and require a parking space. Implementation of the proposed TDM measures would encourage employees to utilize alternative transportation modes available in the area to reduce SOV trips and parking demand generated by the project.

Within an Urban Village and Proximity to Transit

The project is in compliance with Subsection a of the Zoning Code Section 20.90.220.A.1 because the project is located in the Stevens Creek Boulevard Urban Village. It is expected that with the mixed-use land uses in the urban village area, some employees and customers may live within walking or biking distance and would not need a parking space.

The project is within walking distance to the bus stops for the VTA frequent bus Route 23 and rapid bus Route 523 on Stevens Creek Boulevard and frequent bus Route 57 on Kiely Boulevard. The project is also next to the bike lanes on Saratoga Avenue. The proximity to the bus services and bike lanes would encourage employees to utilize these transportation modes.

Bicycle Parking

In accordance with the City's Parking Standards (Chapter 20.90, Table 20-190), the project is required to provide short-term and long-term bicycle parking based on each specified land use. The project requires 226 long-term spaces and 102 short-term spaces, for a total of 128 bicycle parking spaces (see Table 2).

The project is proposing to provide 64 short term spaces and 130 long term spaces, for a total of 194 bicycle parking spaces. Therefore, according to Subsection b of the Zoning Code Section 20.90.220.A, the proposed bicycle parking spaces is in conformance with the requirements of Table 20-90.

Vehicle Parking

Based on the City's Zoning Code (Table 20-190) off-street parking requirements, the development would require a total of 2,282 parking spaces (see Table 3). The project proposes to provide 1,301 off-street parking spaces, a 43 percent reduction in the required vehicle parking spaces. The project is proposing to implement various parking reduction strategies as part of a TDM plan to address the parking deficit.

Table 2
Bicycle Parking Requirements

Land Use	Size[1]	Required Parking Rate[2]	Required Spaces[4]		
			Long-Term	Short-Term	Total
Fitness Center	88.7 ksf	1 space per 1.6 ksf of recreational space	11	44	55
Office	308.0 ksf	1 space per 4 ksf of floor area[3]	13	52	65
Restaurant	3.3 ksf	1 space per 0.8 ksf of dining area	1	3	4
Retail	10 ksf	1 space per 3 ksf of floor area[3]	1	2	3
Total Required Spaces			***26***	***102***	***128***
Proposed Spaces			***64***	***130***	***194***

Notes:
ksf = 1,000 square feet
floor area = 0.85 of gross floor area
1. Gross floor area
2. Bicycle parking requirements per Table 20-190 of the San Jose Zoning Code
3. Floor area = 0.85 of gross floor area
4. According to the Zoning Code, at least 80% of the required bicycle parking spaces should be provided in short-term bicycle parking facilities and at most 20% should be provided in long-term bicycle facilities

Table 3
Vehicular Parking Requirements

Land Use	Size[1]	General City Parking Requirements	
		Required Parking Rate[2]	Required Spaces
Fitness Center	88,733 s.f.	1 space per 80 s.f. of recreational space	1,109
Office	308,000 s.f.	1 space per 250 s.f. of floor area[3]	1,047
Restaurant	3,300 s.f.	1 space per 40 s.f. of dining area	83
Retail	10,000 s.f.	1 space per 200 s.f. of floor area[3]	43
Total Required Spaces			***2,282***
Proposed Spaces (43% Reduction from General City Requirements)			***1,301***

Notes:
s.f. = square feet
1. Gross floor area
2. Vehicular parking requirements per Table 20-190 of the San Jose Zoning Code
3. Floor area = 0.85 of gross floor area

4. Recommended TDM Measures

This chapter describes TDM measures recommended for the project, which would include designs, facilities, and services that promote sustainable modes of transportation and reduce parking demand. The TDM measures for the project were developed using Sections 20.90.220 of the San Jose Code of Ordinances and the TDM strategies included in the San Jose VMT Evaluation Tool.

Implementation of the recommended TDM measures would encourage future employees using alternative transportation modes (transit, bicycle, and car-share) to reduce the parking demand and SOV trips generated by the project.

Bicycle Parking Facilities

The property owner will provide at least 194 bicycle parking spaces per the City of San Jose Parking Code. Long-term bicycle parking will be provided for employees in a safe storage room in the ground floor of the parking garage, next to the lobby/elevators of the office building (see Figure 4). Short-term bike racks will be located in various locations along Stevens Creek Boulevard and Saratoga Avenue and within the site (see Figure 4).

By offering accessible and safe storage, nearby employees can commute by bicycle. Additionally, each tenant will be given the option whether to allow future employees to bring their bikes into the building and store the bicycles at their cubical or office area. Both options encourage employees to bike to work knowing they will be able to safely store their bicycle.

On-Site Showers/Lockers

The property owner will include on-site shower facilities to serve all office tenants and the fitness center employees. Four shower and changing rooms will be located next to the bike room (see Figure 4), which meet the required showers established in the Zoning Code (Table 20-216).

Additionally, the office building will be designed to allow future tenants to add additional shower/restroom facilities in each floor. According to LEED standards, shower and changing facilities should be provided for 0.5 percent of full-time equivalent employees. Based on this standard, six unisex showers (two additional showers than the required showers) would be adequate to serve the office building. This estimate assumes 1,232 employees at 250 square feet per employee.

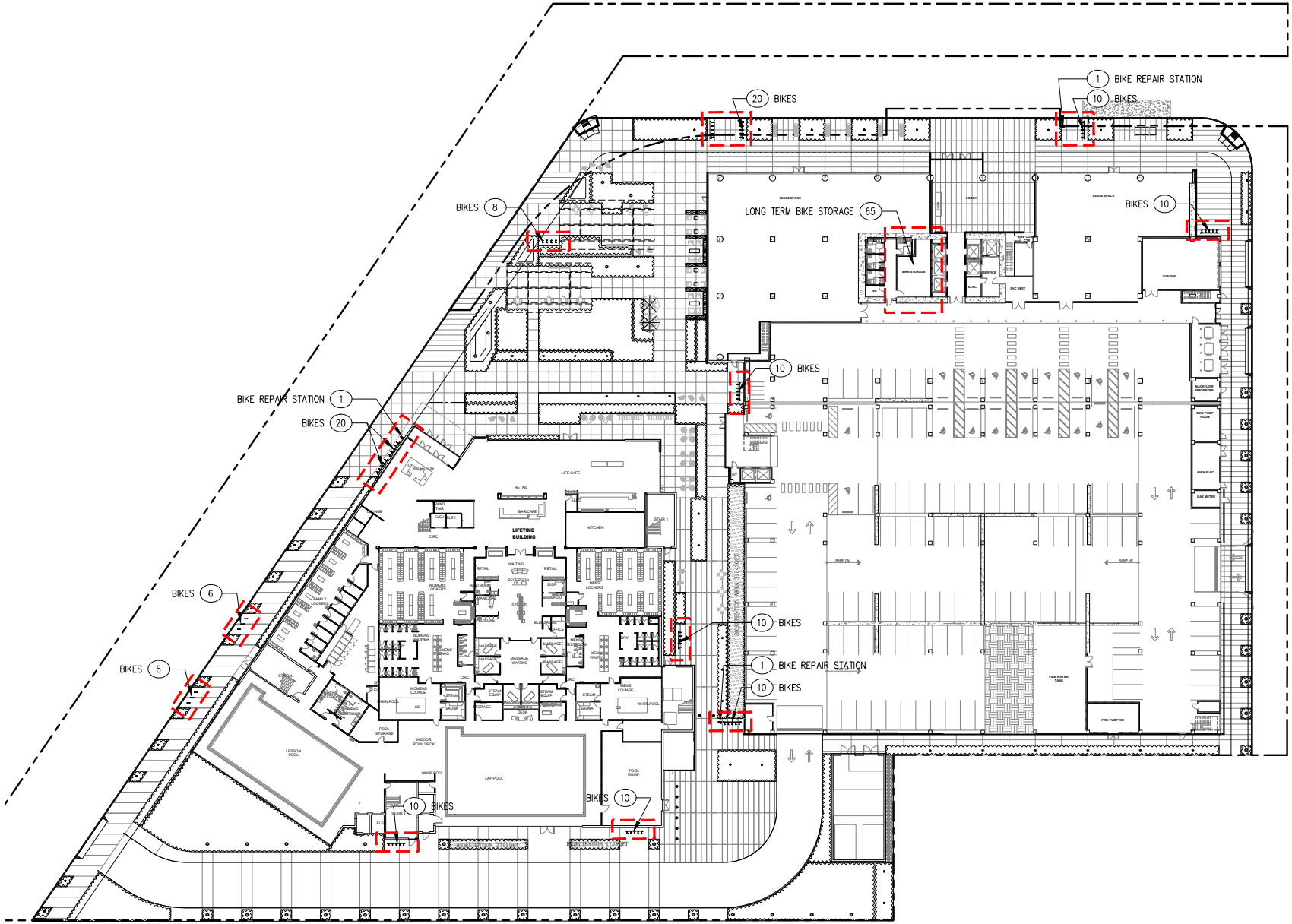

Figure 4
Bicycle Parking Locations

NORTH
Not to Scale

In addition to providing shower and locker facilities for the office building, the project applicant has indicated that there will be on-site lockers for employees of the fitness center component.

Shower facilities encourage employees to utilize multi-modal travel in order to incorporate fitness into their daily routines. This approach is consistent with the goals of the City's General Plan, which aim to encourage the use of non-automobile transportation modes to achieve San Jose's mobility goals and reduce vehicle trip generation and vehicle miles traveled.

Preferential Parking for Carpools

Providing preferential parking spaces in the most convenient locations for carpool vehicles would encourage employees and the fitness customers to carpool and reduce parking demand. Therefore, the property owner should designate some parking spaces on the ground and P2 levels near the lobbies/elevators for carpool vehicles.

Passenger Loading for Rideshare Vehicles

Providing convenient passenger loading zones near the entrances of the office building and fitness center would encourage employees and customers to utilize rideshare services/programs (e.g., Uber, Lyft, Scoop, Waze Carpool, etc.) and reduce parking demand. Therefore, the property owner should designate curbside passenger loading zones on Stevens Creek Boulevard near the office building entrance and on Saratoga Avenue near the fitness center entrance.

Commute Trip Reduction Marketing and Education

The property manager should be responsible for ensuring that tenants and their employees are aware of alternative transportation options. The property manager should provide transportation information packets to all new tenants. The packets should include information about VTA transit maps/schedules for bus routes in the project vicinity, locations of bus stops, bike maps, on-site bicycle parking and showers, ridesharing options, preferential parking for carpools, and passenger loading zones for rideshare. As part of the lease agreement, future tenants should be required to distribute the transportation information packet to employees and ensure employees are aware of alternative transportation options.

Rideshare Resources

The property manager should provide tenants with information on 511.org's RideMatching service and other peer-to-peer rideshare programs. For example, Scoop and Waze Carpool utilize mobile apps to match commuters. As part of the lease agreement, future tenants should be required to inform employees the rideshare services, encourage employees to carpool, and make effort to arrange a similar work schedule for employees that can carpool if possible.

- **511 RideMatch.** The 511 RideMatch service provides an interactive, on-demand system that helps commuters find carpools, vanpools or bicycle partners. This free car and vanpool ride matching service helps commuters find others with similar routes and travel patterns with whom they may share a ride. Registered users are provided with a list of other commuters near their employment or residential ZIP code along with the closest cross street, email, phone number, and hours they are available to commute to and from work. Participants are then able to select and contact others with whom they wish to commute. The service also provides a list of existing carpools and vanpools in their employment or residential area that may have vacancies.

- **Scoop.** Scoop is an app that tries to increase carpooling by connecting riders with drivers. Scoop is aimed at filling empty seats on existing commutes. The night before going to work, a user tells the app that they are looking to either drive or ride and what time they plan on leaving. They're then automatically matched with someone on a similar route. The rider pays the driver a distance-based fee for the ride through the app. In the early afternoon the process repeats for evening commutes. In order to deal with the uncertainty of rides that are only scheduled one-way, Scoop includes a featured called Guaranteed Ride Home. If a rider cannot be matched with a driver for their return trip, Scoop will reimburse them up to $50 per month to take public transportation or a taxi home.
- **Waze Carpool.** Waze is an app that allows users to drive or ride in a carpool. Users get matched with riders on their route by requesting a ride from a driver going in the same direction. Drivers and riders split the cost of gas and drivers are reimbursed for other ride-related costs. Waze carpool allows 5 people to share a ride (1 driver and 4 riders).

Ride-Matching Assistance

One of the greatest impediments to carpool and vanpool formation can be finding suitable riders with similar work schedules, origins, and destinations. Facilitated ride-matching can overcome this obstacle by enabling commuters who are interested in ridesharing to enter their travel preferences into a database and receive a list of potential rideshare partners. The success of these programs is largely determined by the number of participants and, in turn, the number of potential matches that can be made.

The property manager should provide tenants/employees with information on 511.org's RideMatching service and work with 511.org to develop a matching service limited to the tenants/employees of the project buildings. The property manager should create an employee home location map or work with 511.org to create this graphic to share with tenants, and tenants will provide employees with information about potential carpool matches.

Building Designs to Support Telecommute/Flexible Work Schedules

Flexible working schedules whereby employees work a 40-hour week in 4 days or 80 hours in 9 days are another way of reducing trips and VMT. Although it is not known what work schedules would be required or allowed by the future office tenants of the development, it is reasonable to ensure that the building infrastructure supports alternative work schedules. Future office tenants should consider adopting a telecommute/flexible work schedule policy so that their employees can work from home or travel outside the peak travel periods.

The project should include the following infrastructure to support its future tenants to implement an alternative work schedule:

- Heating, cooling, and ventilation systems should be available for extended schedules.
- Fiber optic wiring should be included to facilitate telecommuting.
- Security services should be provided to support extended schedules.
- Access to buildings and parking areas should be available to employees working outside of regular business hours.

Summary of TDM Measures

The TDM measures for the project were developed using the City of San Jose's VMT Evaluation Tool and Section 20.90.220 of the San Jose Code of Ordinances. Implementation of the recommended TDM measures would encourage future fitness center and office employees and fitness center customers to use alternative transportation modes (transit, bicycle, and ride-sharing) to reduce SOV trips, VMT, and parking demand. The proposed TDM plan includes the following measures.

- Bicycle parking facilities
- On-site showers and lockers
- Preferential parking for carpools
- Passenger loading for rideshare vehicles
- Commute trip reduction marketing and education
- Rideshare resources
- Ride-matching assistance
- Building designs to support telecommute/flexible work schedules

5. TDM Implementation and Monitoring

Implementation of the recommended TDM measures would encourage future employees, fitness center patrons, and retail customers to use alternative transportation modes (transit, bicycle, and ride-sharing) to reduce the SOV trips generated by the project, thereby reducing VMT and parking demand. Per Section 20.90.220 of the San Jose Code of Ordinances, monitoring will be necessary to ensure that the TDM measures are effective and continue to be successfully implemented for the life of the project.

Implementation

The property owner must submit this TDM plan to the City of San Jose and will be responsible for ensuring that the TDM measures are incorporated into the project. After the development is constructed and the office space is leased, the property manager needs to notify the tenants of the TDM measures. It is assumed that the property manager for the project will be responsible for implementing the ongoing TDM measures. If the property manager changes for any reason, the City and tenants should be notified of the name and contact information of the new designated property manager.

Monitoring and Reporting

The TDM plan will be evaluated annually to ensure that adequate parking continues to be provided on-site. It is recommended that the property manager consult with City staff to ensure the monitoring and reporting meets the City's expectations. Monitoring should include the following components:

- Annual Vehicle Parking Counts
- Annual Employee Mode Share Survey

Annual Vehicle Parking Counts

Annual parking counts will be conducted by a third party on a typical weekday (Tuesday, Wednesday, or Thursday). Counts of the number of parked vehicles and vacant spaces will be conducted between 10:00 AM - 2:00 PM. The goal of the TDM plan is to avoid parking spillover. If this occurs, the applicant will revise this TDM plan within six weeks and incorporate additional measures to reduce parking demand such that spaces are less than fully occupied. The revised TDM plan will be submitted to the Department of Planning. Building, and Code Enforcement's Environmental Review team. A supplemental TDM monitoring report will be completed six months after the revisions to the TDM plan occur. The six-month supplemental TDM monitoring report will be submitted to the Department of Planning, Building, and Code Enforcement's Environmental Review team. If parking demand is again not reduced to where there are available spaces, additional measures shall be incorporated and monitoring will occur at six month intervals (as described above) until demand is reduced.

Annual Employee Mode Share Survey

The annual survey will provide qualitative data regarding employee perceptions of the alternative transportation programs and perceptions of the obstacles to using an alternative mode of transportation. The annual survey also will provide quantitative data regarding the number of employees who utilize alternative modes of transportation (e.g., transit, bike-to-work, or rideshare) to commute to work, including the frequency of use. The employee mode share survey results will measure the effectiveness of the individual measures and facilitate the design of possible program enhancements.

Annual Monitoring Report

The property manager should submit annual monitoring prepared by a qualified traffic engineer to the City of San Jose for the life of the project with the following information:

- Findings of the vehicle parking counts.
- Effectiveness of individual measures from the annual employee mode share survey.
- A description of the TDM programs and services that were offered to the office and fitness center tenants/employees and the fitness center customers in the preceding year, with an explanation of any changes or new programs offered or planned.