APPENDIX D
TRANSPORTATION IMPACT ANALYSIS

North San Jose Development Policy

Transportation Impact Analysis

Prepared for:

City of San Jose

Prepared by:

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February 24, 2005

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NSJ Development Policy
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Executive Summary

This report presents the results of the traffic analysis conducted for proposed intensification of future development within the North San Jose area. The North San Jose area is primarily an industrial area made up of one to four story buildings housing high-tech companies and other industrial businesses. Though there are some residential developments within the North San Jose area, it has generally been viewed as a major employment center for the city. The proposed development levels would allow for the intensification of employment, while also adding additional housing to balance land uses in the North San Jose area. The proposed future development levels for each type of land use, or what is referred to as the "project," are as follows:

26.7 msf of Industrial Space
1.7 msf of Commercial Space
50,000 Residential Units

The residential levels include residential development within and outside of North San Jose, though the majority, approximately 32,000 units would be located within North San Jose. With the additional housing located within the North San Jose area in close proximity to employment, it is expected that less of a demand will be placed on regional transportation facilities.

The North San Jose area, also known as the Golden Triangle, is generally bounded by US 101, I-880, and SR 237. There currently are two development policies in place for the North San Jose area, the North San Jose Deficiency Plan administered by the Congestion Management Program (CMP) and the North San Jose Development Policy that is administered by the City of San Jose. The proposed development levels will require that the existing development policies be revised. As such, this analysis consists of a near-term and long-range traffic analysis of the proposed development levels and their effects on transportation facilities based on the standard City of San Jose and CMP level of service policies. Results of the analysis can then be used to revise development policies as necessary.

The study included the analysis of 220 signalized intersections located throughout Santa Clara County. All intersections within North San Jose were studied. Additionally, intersections that are currently operating at LOS D or worse conditions and to which the project would likely add a significant amount of traffic were also studied. In San Jose, the study intersections include 55 intersections located within North

San Jose (of which 22 are CMP intersections), 48 other CMP designated intersections and 53 otherwise undesignated intersections located outside of North San Jose. In the City of Santa Clara, the study intersections include 35 intersections, including 23 CMP intersections. Five CMP intersections were studied in Campbell, two in Cupertino, four in Sunnyvale, and nine in Mountain View. In the City of Milpitas the study intersections include 9 intersections, including four CMP intersections. Freeway facility analysis included 124 directional freeway segments.

The potential level of service impacts of the planned North San Jose development levels were evaluated in accordance with the standards and methodologies set forth by the Cities of San Jose, Santa Clara, Campbell, Cupertino, Sunnyvale, Milpitas, and Mountain View and the Santa Clara Valley Transportation Authority (VTA). The VTA administers the county Congestion Management Program (CMP).

Project Impacts

Intersection Impacts

Results of the intersection level of service analysis show that 48 of the 220 study intersections would be impacted by the project according to applicable level of service standards.

Improvements for 23 of the 48 impacted intersections have been identified to fully mitigate project impacts. The location of each of the mitigated intersections is presented below:

- 12 intersections are located in San Jose
- 7 intersections are located in Santa Clara
- 1 intersection is located in Campbell
- 3 intersections are located in Milpitas

Improvements were identified for a further 12 of the 48 impacted intersections, but the identified improvements would not be sufficient to improve the intersection operating conditions to acceptable levels. The locations of each of these intersections are presented below:

- 10 intersections are located within North San Jose
- 2 intersections are located in Santa Clara

Of the 48 impacted intersections, there are 13 intersections at which there are no feasible improvements that could be made to mitigate project impacts.

- 2 intersections are located within North San Jose
- 9 intersections are located in San Jose
- 1 intersection is located in Santa Clara
- 1 intersection is located in Milpitas

Proposed mitigation measures are presented in Chapter 4.

Freeway Segment Impacts

The results of the freeway segment analysis showed that 72 of the 124 freeway segments studied would be impacted by the project according to CMP level of service standards for freeways.

Mitigation of freeway facility impacts would require widening of the freeways, which is infeasible due to constraints in acquisition and cost of right-of-way. Therefore, these impacts must be considered significant and unavoidable. However, there are measures that could reduce the impacts. The measures primarily consist of transit improvements and enhancements as outlined below:

- Extension of BART to San Jose
- Further expansion of LRT lines
- Enhanced Bus Service
- Successful implementation of a parking plan, possibly including increased parking rates, that leads to a greater transit mode-split

Transit Impacts

The robust demand for transit would exceed the existing capacity of the transit system. The existing system would not be able to accommodate all of the new riders in the area. This would result in a significant impact caused by the project. The high density transit oriented proposed project development plan characterized by mixed land uses and high rise buildings along the North First Street creates opportunities for strong transit demand. It should be noted that the capacity thresholds per light rail car were used to maintain comfort levels to the maximum extent possible for commuters. The capacity of each of the cars is actually greater than assumed, but it would require that more commuters than desirable would stand during their commute. The following measures would serve to meet anticipated transit service demands:

- Enhancement of bus service to each of the intensified development areas of North San Jose and along the new grid system streets.
- Coordination of extensive shuttle services between employment, transit stations, and large residential areas.
- Implementation of planned specific improvements as described below

VTA Specific Transit Improvements

Station and Bus Stop Related Improvements

- Specialized passenger shelters and bus/shuttle stop improvements including: curb bulbouts depending on location and new [additional] locations

- Station Improvements:
  - LRT northbound shelters at Orchard, Bonaventura, Component, (in the project area) and Tasman (lengthen existing plus SB shelter) and River Oaks outside the project area
  - Intersection and crosswalk improvements; lane or intersection narrowing, including reducing curve radii and/or curb bulbouts; sidewalks along median from intersections to station platform
  - Lighting, furniture and landscaping at LRT stations, bus stops and key pedestrian locations
  - Station platform improvements

- Other stop and station amenities such as sidewalks (locations) or sidewalk widening and lengthening
- Self-cleaning bathrooms (2-4 locations)
- Real-time information infrastructure (on LRVs and at 17 stations and stops.)
- Duck outs (most important @ Tasman station)
- Shuttles between residential areas, businesses and transit stops/stations.

- New bus/shuttle stop locations (noted around Tasman LRT station) including dedication of ROW

Light Rail Specific

- Bi-directional full priority with ability to cascade calls for green signals for LRT along North First Street

- LRT operations capital improvements such as, but not limited to:
  - Trackway improvements
  - Switches
  - Tail/storage/layover tracks
  - Platform improvements

Pedestrian and Bicycle Facilities

With the large amount of planned development, increases in vehicular traffic are expected. It is undesirable to inhibit pedestrian flow throughout North San Jose with the narrowing or elimination of sidewalks for street widening to accommodate vehicular traffic. Rather, existing pedestrian facilities will be improved and future development designed to better serve pedestrians. As development progresses within North San Jose, the following pedestrian and bicycle facility enhancements will occur:

- Sidewalks and bicycle facilities will be constructed along the new grid system streets that will serve pedestrians and bicyclists more efficiently than the major arterials that serve large volumes of vehicular traffic.
- Enhance the existing bicycle facilities along the North San Jose roadway network. The enhancements will provide for continuos bicycle connections throughout North San Jose. Bicycle facilities will be provided on all major streets and where feasible.

Year 2025 Long-Term Analysis

Long-term traffic analysis of the proposed development levels for North San Jose as well as land use growth and transportation improvements within the entire nine Bay Area region indicate that the development levels will have adverse impacts on the major roadway facilities serving North San Jose. Traffic associated with future growth will cause gateway facilities serving North San Jose to exceed capacity, cause increases in vehicle miles traveled under congested conditions, and cause freeway facilities already projected to operate at unacceptable levels to worsen. The improvements outlined above will aid in reducing the severity of the long-term impacts on facilities serving North San Jose.

General Plan Amendment Analysis

An analysis of long-term traffic impacts on the citywide transportation system associated with the land use changes due to the proposed development levels for North San Jose as well as all other pending General Plan Amendments (GPA) in the City of San Jose was also completed. The analysis indicates that the proposed development levels for North San Jose would result in a significant increase in jobs and households in the North San Jose area. The traffic associated with the growth would result in increases in peak direction volumes across the identified screenlines for the Special Subareas, Vehicle Miles Traveled, Vehicle Hours Traveled, and the number of links operating at LOS E/F. As part of the traffic analysis for the project, mitigation for each of the identified impacts was identified to meet the City's level of service policy. The proposed mitigation measures would serve to reduce impacts and be in conformance with

General Plan policies.

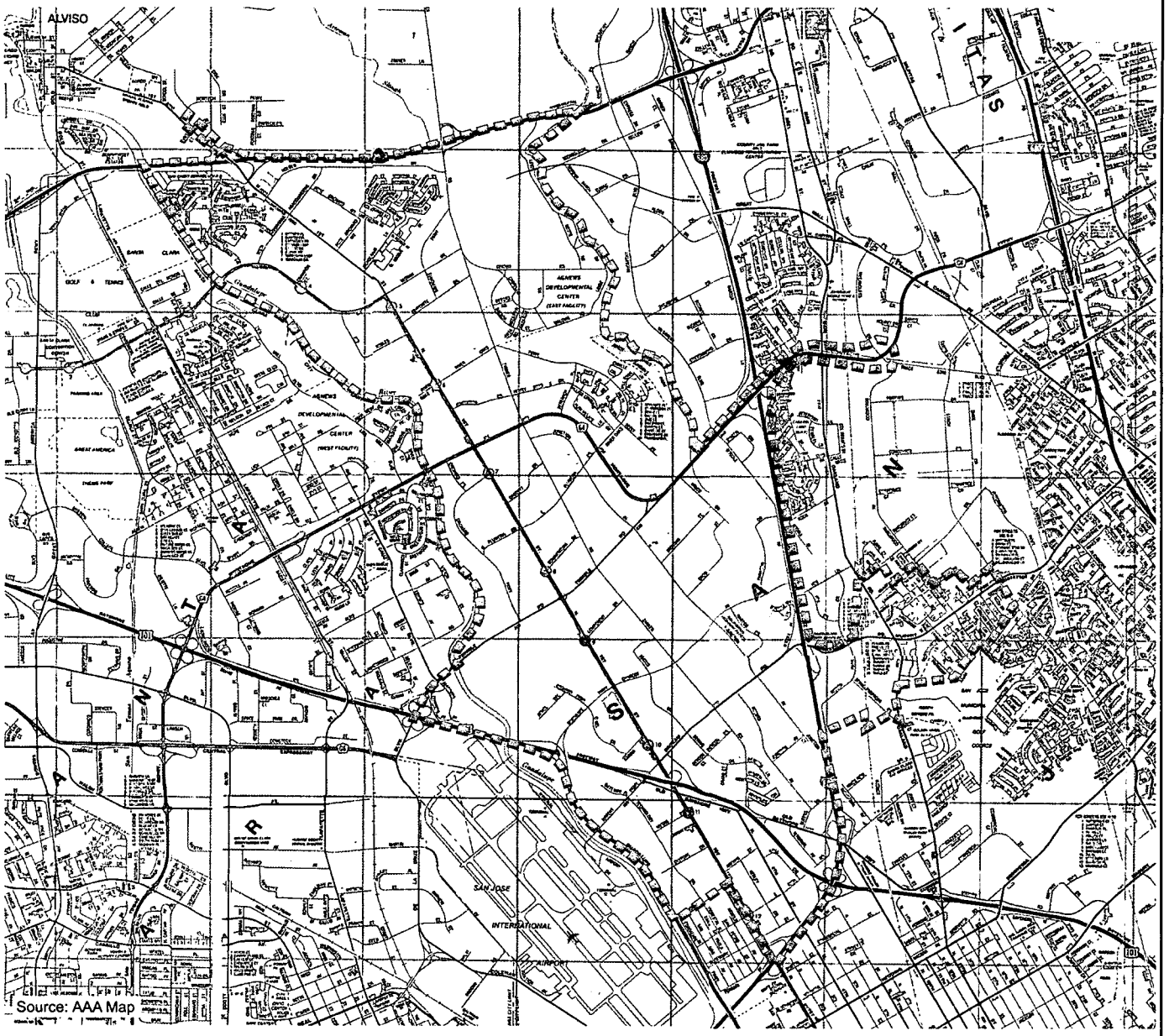
1. Introduction

This report presents the results of the traffic analysis conducted for proposed intensification of future development within the North San Jose area. The North San Jose area is primarily an industrial area made up of one to four story buildings housing high-tech companies and other industrial businesses. Though there are some residential developments within the North San Jose area, it has generally been viewed as a major employment center for the city. The proposed development levels would allow for the intensification of employment, while also adding additional housing to balance land uses in the North San Jose area. The proposed future development levels for each type of land use, or what is referred to as the "project," are as follows:

26.7 msf of Industrial Space
1.7 msf of Commercial Space
50,000 residential Units

The residential levels include residential development within and outside of North San Jose, though the majority, approximately 32,000 units would be located within North San Jose. With the additional housing located within the North San Jose area in close proximity to employment, it is expected that less of a demand will be placed on regional transportation facilities. The project area is shown on Figure 1.

The North San Jose area, also known as the Golden Triangle, is generally bounded by US 101, I-880, and SR 237. There currently are two development policies in place for the North San Jose area, the North San Jose Deficiency Plan administered by the Congestion Management Program (CMP) and the North San Jose Development Policy that is administered by the City of San Jose. The proposed development levels will require that the existing development policies be revised. As such, this analysis consists of a near-term traffic and long-range analysis of the proposed development levels and their effects on transportation facilities based on the standard City of San Jose and CMP level of service policies. Results of the analysis can then be used to revise development policies as necessary.



= Project Area Boundary

Figure 1

NORTH SAN JOSE PROJECT AREA

North San Jose

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Scope of Study

This study was conducted for the purpose of identifying potential traffic impacts related to the proposed development levels on the immediate and surrounding transportation system of the North San Jose area.

Due to the scale of the project, facilities outside of the City of San Jose will be affected by the project. Thus, the impacts of the project were evaluated following the standards and methodologies set forth by the Cities of San Jose, Santa Clara, Campbell, Cupertino, Sunnyvale, Milpitas, and Mountain View and the Santa Clara Valley Transportation Authority (VTA). The VTA administers the county Congestion Management Program (CMP). The traffic analysis is based on peak-hour levels of service for signalized intersections and freeway segments. Traffic conditions were evaluated for the following scenarios:

Scenario 1: *Year 2000 Existing Conditions.* Existing conditions were represented by existing peak-hour traffic volumes on the existing roadway network. Traffic volumes collected in approximately the Year 2000 were used. The use of Year 2000 counts allows for consistency with the traffic model since it uses 2000 as its base year and reflects peak traffic conditions in North San Jose since volumes have since decreased slightly.

Scenario 2: *Background Conditions.* Background conditions were represented by background traffic volumes on the near-term roadway network. Background traffic volumes were estimated by adding to Year 2000 existing peak-hour volumes the projected volumes from approved but not yet completed developments.

Scenario 3: *Project Conditions.* Project conditions were represented by background traffic volumes, with the proposed project, on the near-term roadway network. Background traffic volumes with the project (hereafter called *project traffic volumes*) were estimated by adding to background traffic volumes the additional traffic generated by the project. Project conditions were evaluated relative to background conditions in order to determine potential project impacts.

Scenario 4: *Year 2025 Conditions.* Traffic projections for the year 2025 were developed with the use of a traffic model. The Year 2025 forecasts include traffic associated with the identified future development levels within North San Jose as well as future development in Santa Clara County as a whole.

Methodology

This section presents the methods used to determine the traffic conditions for each scenario described above. It includes descriptions of the data requirements, the analysis methodologies, and the applicable level of service standards.

Data Requirements

The data required for the analysis were obtained from each of the applicable cities and the 2000 CMP Annual Monitoring Report. The following data were collected from these sources:

- existing traffic volumes

- lane configurations
- signal timing and phasing (for signalized intersections only)
- average speed (for freeway segments only)

The Traffic Model

This section describes the travel demand modeling methodology used for the analysis. The model chosen for use in the analysis is an enhanced and improved version of the Metropolitan Transportation Commission (MTC) regional model. The MTC regional model encompasses the nine-county San Francisco Bay Area and is used to develop traffic projections and travel patterns in support of the Regional Transportation Plan and to prepare travel forecasts for major regional corridor studies. VTA staff made improvements and refinements to the MTC model in order to improve the model's performance in Santa Clara County so that it could be used for the BART extension to San Jose study. These improvements resulted in a better representation of existing travel patterns in Santa Clara County, especially in the BART corridor.

Model Refinements

Within the North San Jose project area boundaries, the project includes many parcels with high density residential and employment-based land uses. The project includes a detailed supporting roadway system to serve project traffic in North San Jose. Specifically, in the core area along North First Street, a dense local roadway network is proposed to provide access to the project's land uses. Although the VTA/BART model is adequately refined to forecast traffic volumes on regional roads and major arterials, it does not provide sufficient detail to model the all the roadways and intersections that needed to be analyzed for this project. The zone system and roadway network of the VTA/BART model is too coarse to provide reasonable traffic assignment loadings and intersection turning movements. In the model, the North San Jose area is represented by 17 TAZ's and the roadway network only includes the major streets in this area. Therefore, significant refinements were made to the zone system and transportation network in and within the immediate vicinity of the North San Jose area. The 17 traffic zones in North San Jose were split into approximately 135 smaller zones, and the 10 TAZ's in the surrounding area were disaggregated into 35 smaller zones. In addition, the network was refined to include all minor arterials and local streets to create a "balanced" transportation system of zones and roadways.

The primary objective in creating a new zone system in North San Jose was to provide additional detail to better represent the project's land uses and to create more accurate traffic assignments. In order to develop the traffic forecasts for the project, the VTA/BART model was run using a more accurate and up-to-date land use data set for the project area (provided by City of San Jose staff) at the local and regional zone level. The end product of this model run was a set of AM and PM peak hour vehicle trip tables for all the zones in the region. Next, AM and PM peak-hour trip generation calculations were performed for each of the approximately 170 zones in the North San Jose area. Appropriate ITE trip generation rates were applied to the specific land uses for all the 170 TAZ's. The resulting (inbound and outbound) traffic volumes were then used to apportion the trips from the larger regional zones into the smaller North San Jose zones. With this step, new AM and PM peak hour trip tables were created for the smaller zones that were then assigned to the North San Jose sub area transportation network.

Year 2000 Base Model Validation Check in North San Jose

Although the VTA/BART model was validated against year 2000 traffic conditions, comparisons to AM and PM peak hour traffic counts at the gateways to the North San Jose project area indicated that the model underestimated observed 2000 traffic counts at the gateways of North San Jose. Upon review of

the land use data, it was determined that the number of jobs assumed in the model were underestimated and did not represent the level of employment that existed during the peak of economic times of 2000. With assistance from City of San Jose staff, the employment figures within the North San Jose were adjusted to better reflect the actual job market for the year 2000. After implementation of these land use adjustments, the model estimated volumes for 2000 compared much better to the actual counts at the gateway locations.

Model Forecasts and Traffic Growth Factors

It was agreed to develop and use intersection specific traffic growth to factor up the Year 2000 existing traffic counts for all study intersections being used in the traffic analysis. This decision was based on a successful recent experience (Citywide LOS Study) where the growth factors were developed using the 2000 and 2025 CMP traffic model scenarios.

The traffic growth for each of the intersections was calculated by taking the difference between the year 2000 and the year 2000 + Project traffic forecasts for each of the intersection approaches. The calculated approach traffic growth was then applied to year 2000 traffic counts proportionally.

Signalized Intersection Analysis

Study Intersections

The study included the analysis of 220 signalized intersections located throughout Santa Clara County. Traffic conditions at the selected study intersections were analyzed for the weekday AM and PM peak hours of traffic. The AM peak hour of traffic is generally between 7:00 and 9:00 AM, and the 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 an average day.

All intersections within North San Jose were studied. Additionally, intersections that are currently operating at LOS D or worse conditions and to which the project would likely add a significant amount of traffic, 10 trips or more per lane, were also studied. Any intersections operating at LOS C or better outside of the North San Jose area would not be significantly affected by the project. In San Jose, the study intersections include 55 intersections located within North San Jose (of which 22 are CMP intersections), 48 other CMP designated intersections and 53 otherwise undesignated intersections located outside of North San Jose. In the City of Santa Clara, the study intersections include 35 intersections, including 23 CMP intersections. Five CMP intersections were studied in Campbell, two in Cupertino, four in Sunnyvale, and nine in Mountain View. In the City of Milpitas the study intersections include 9 intersections, including four CMP intersections. The study intersections are listed below and shown graphically in Figures 2 though 8.

North San Jose CMP Intersections

1. North First Street and SR 237 (North)
2. North First Street and SR 237 (South)
3. Zanker Road and SR 237 (North)
4. Zanker Road and SR 237 (South)
5. North First Street and Montague Expressway
6. Zanker Road and Montague Expressway
7. River Oaks Parkway and Montague Expressway
8. Trimble Road and Montague Expressway

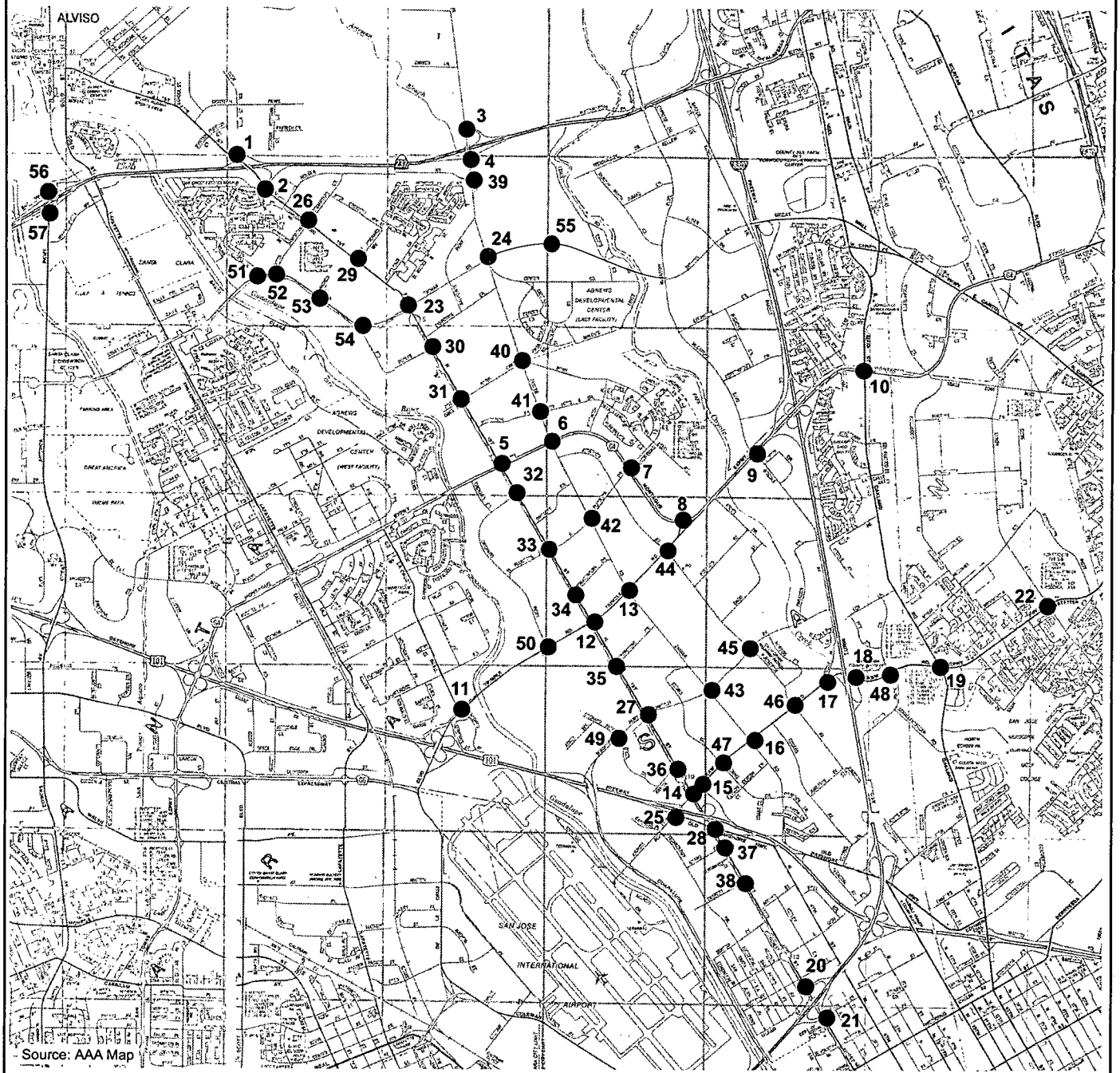

Figure 2

NORTH SAN JOSE STUDY INTERSECTIONS

North San Jose

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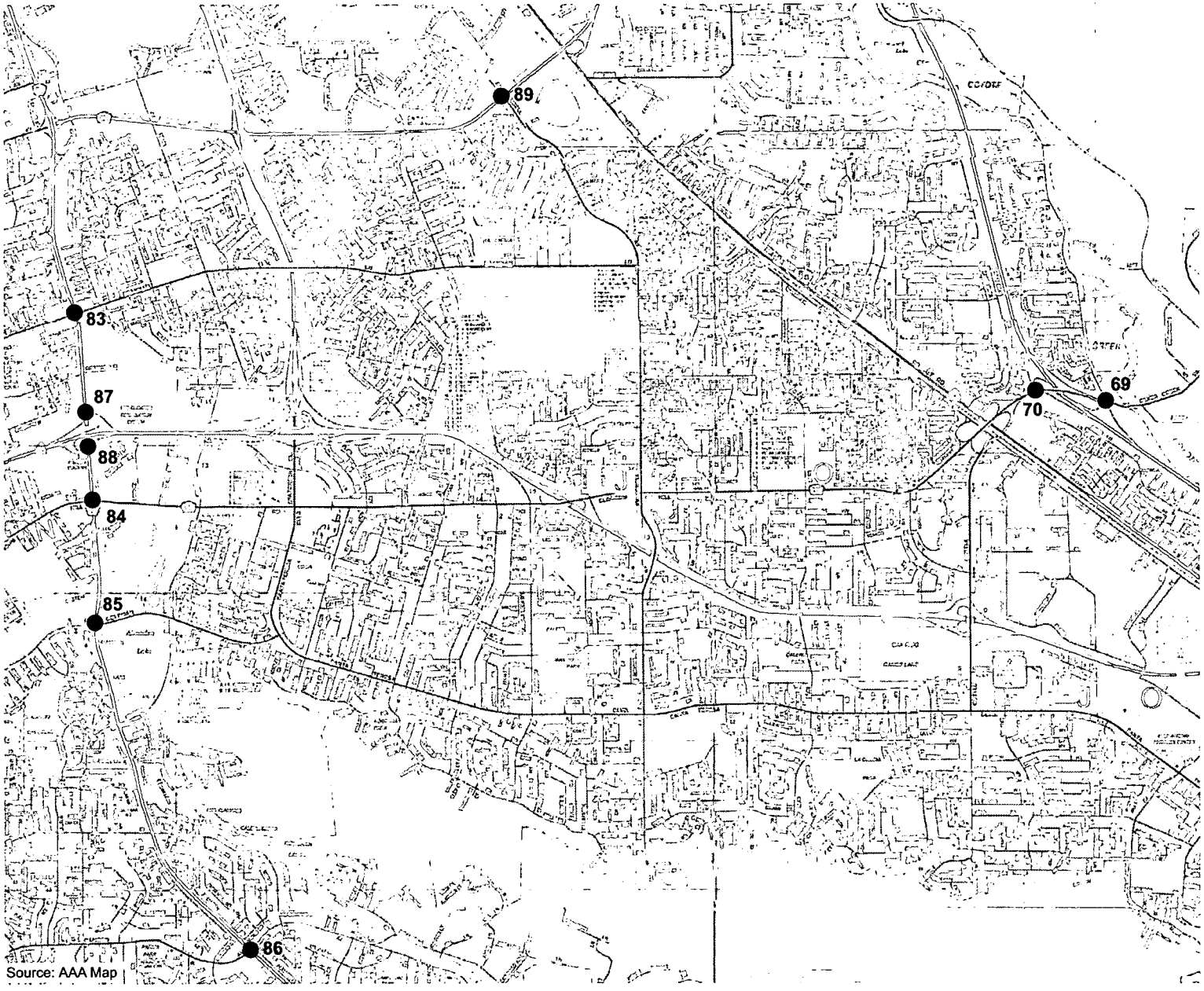

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Figure 3A

CITY OF SAN JOSE STUDY INTERSECTIONS

North San Jose

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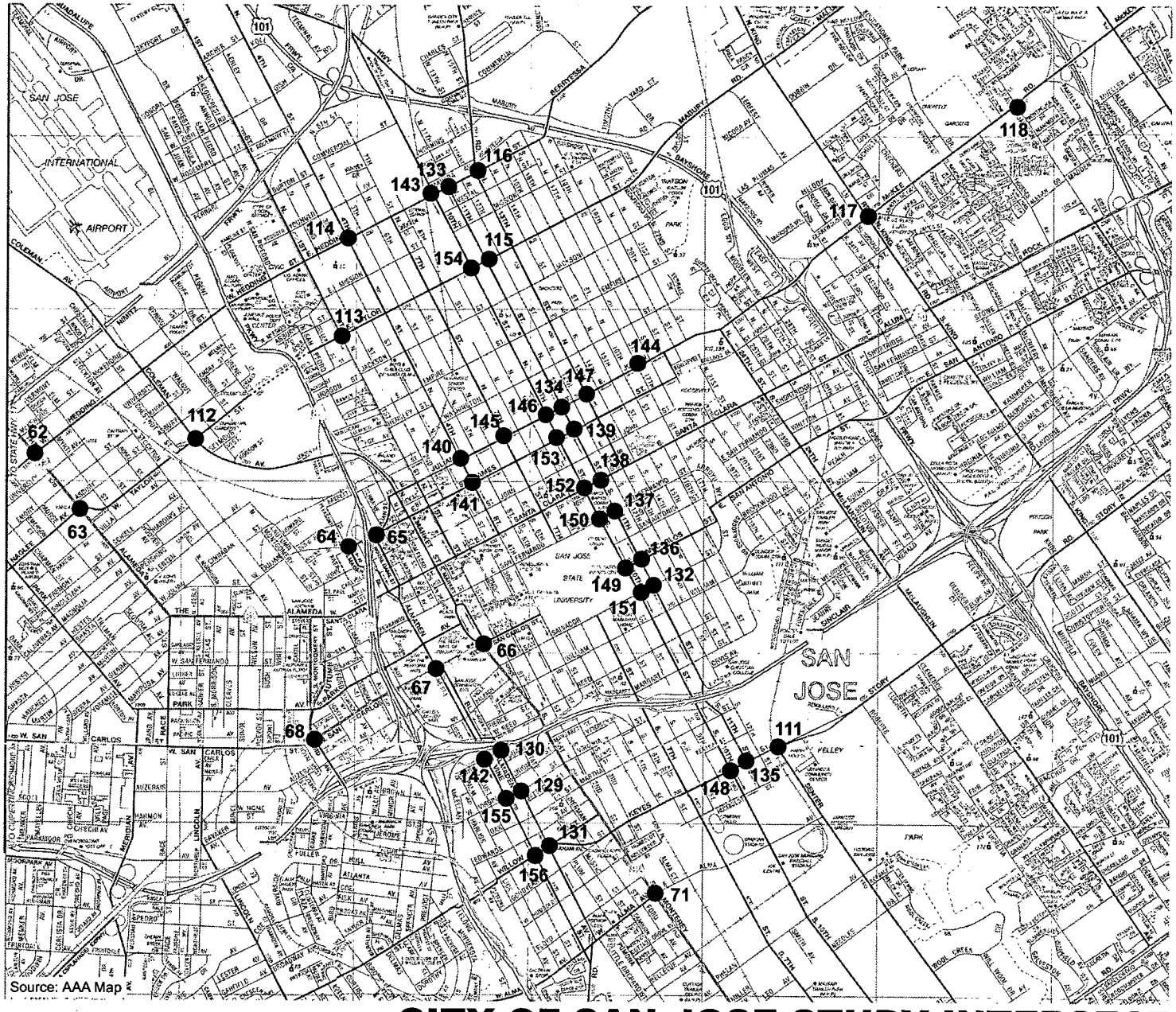

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Figure 3B

CITY OF SAN JOSE STUDY INTERSECTIONS

North San Jose

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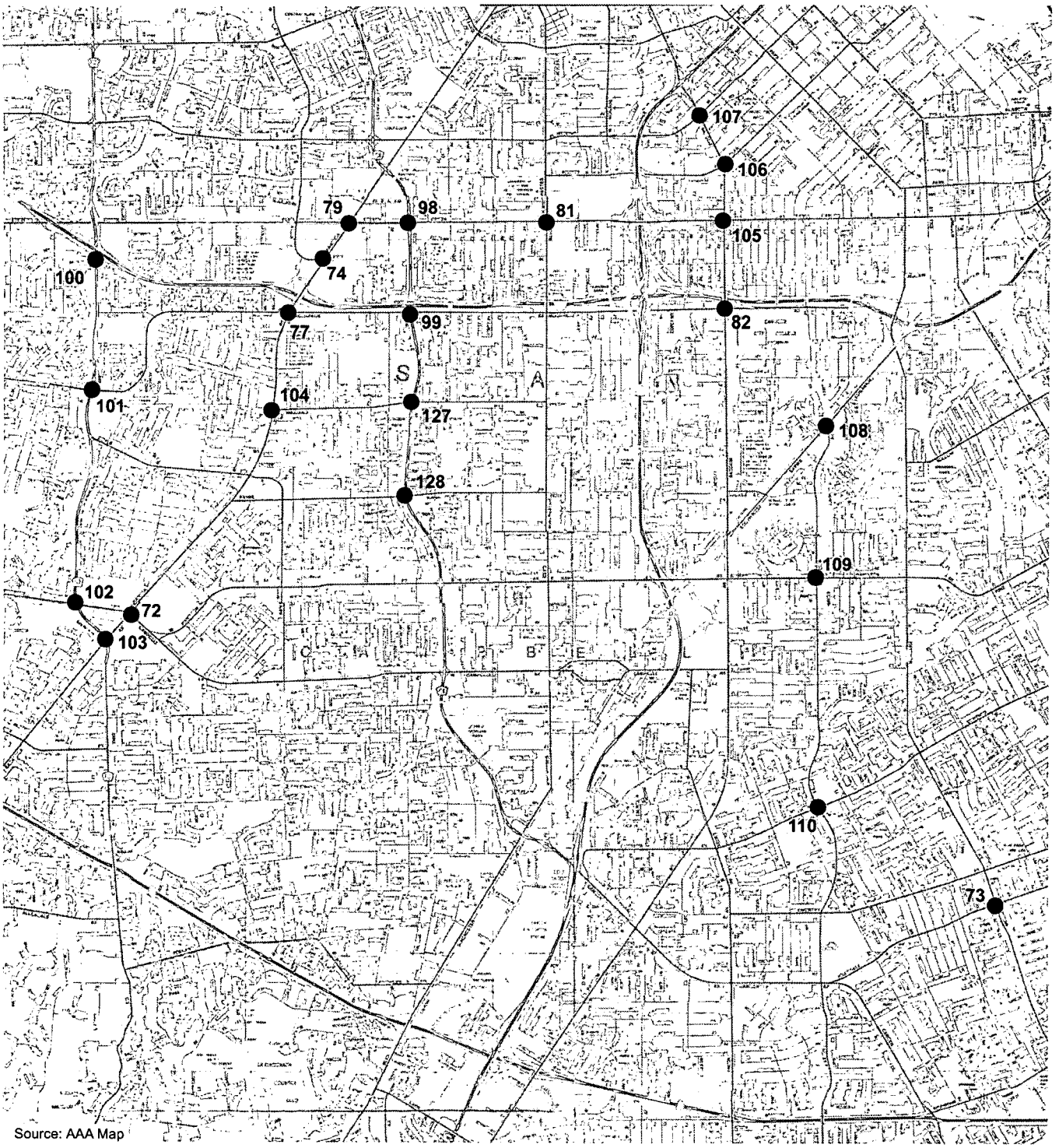

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Figure 3C

CITY OF SAN JOSE STUDY INTERSECTIONS

North San Jose

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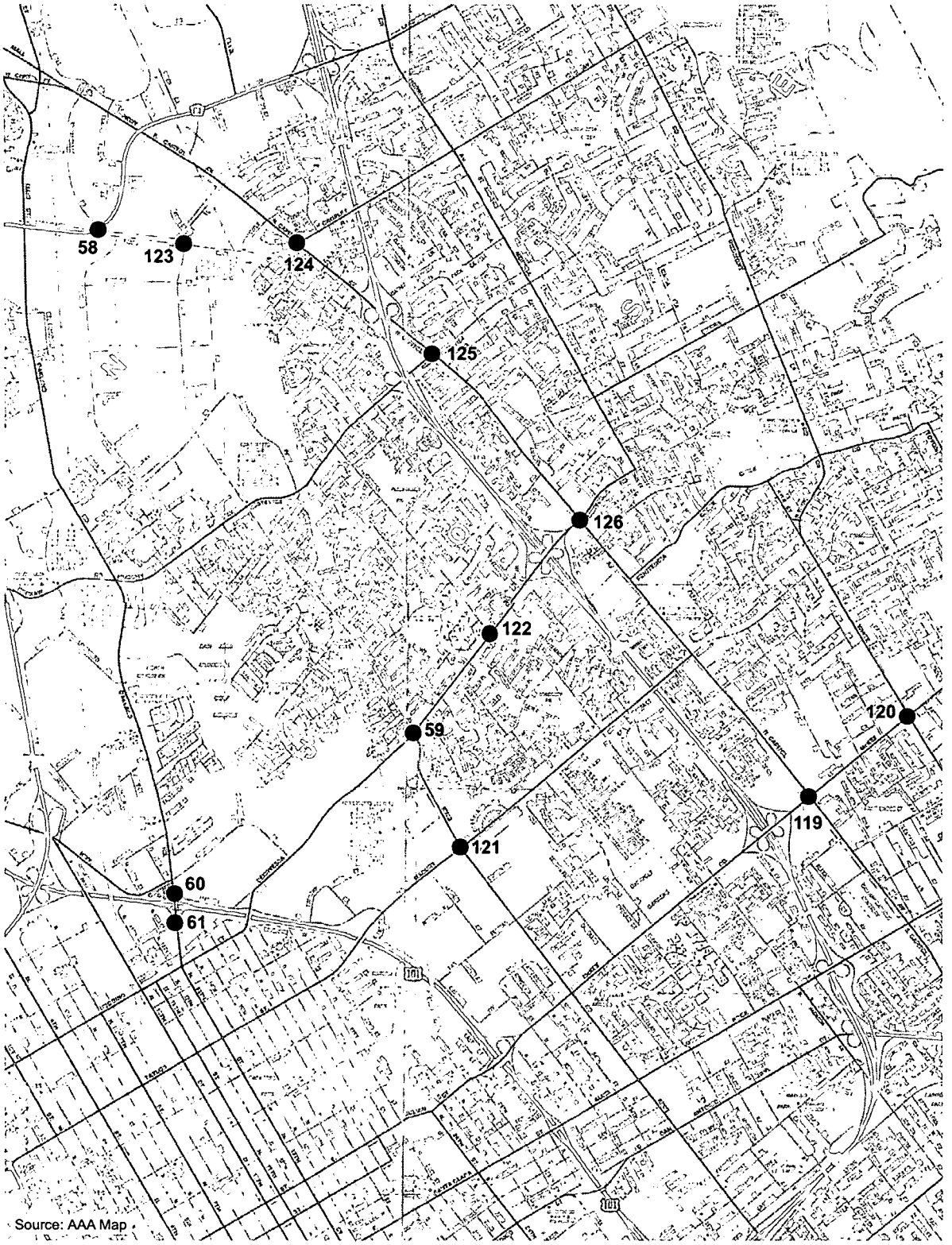

Figure 3D

CITY OF SAN JOSE STUDY INTERSECTIONS

North San Jose

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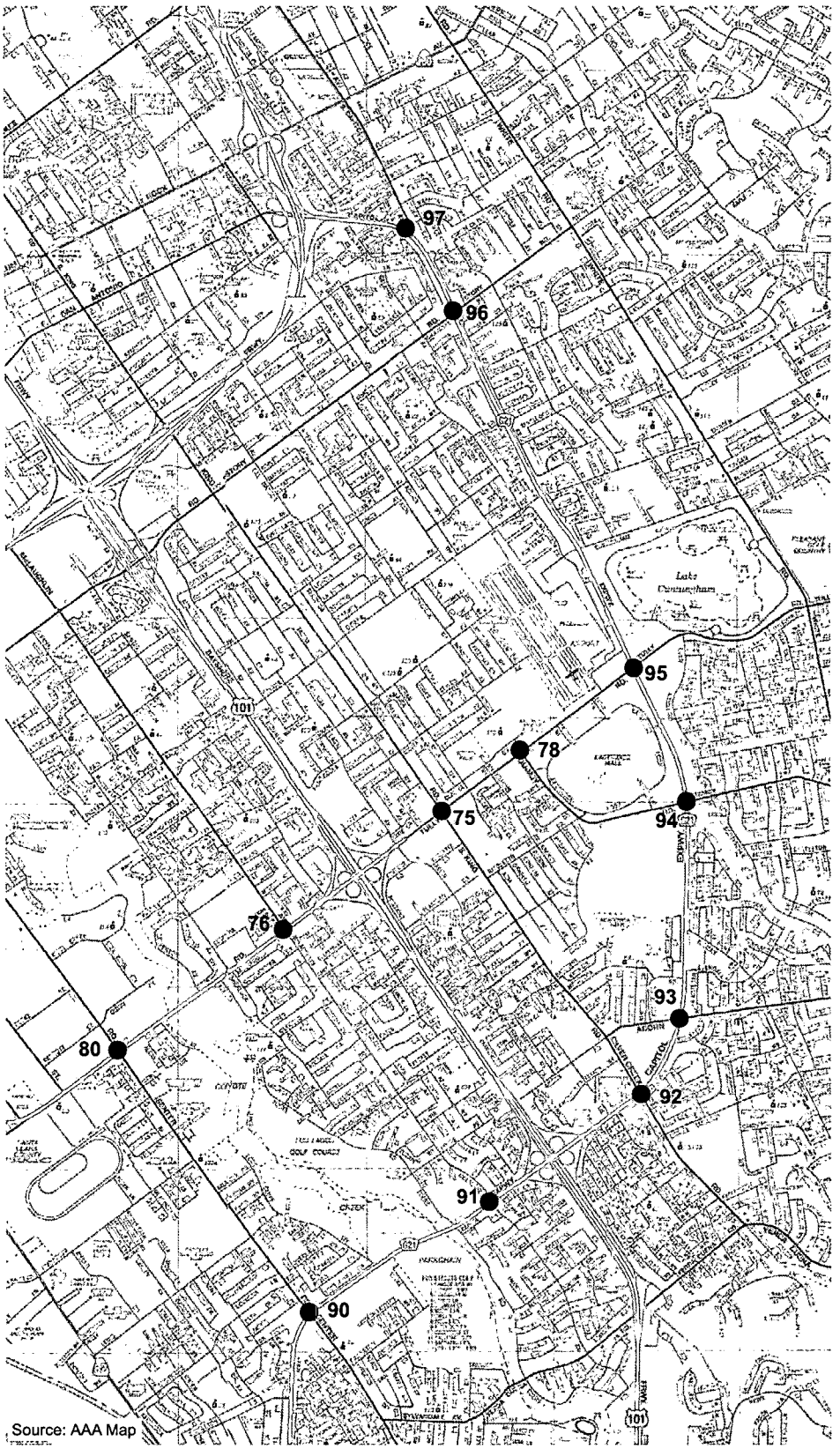

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Figure 3E

CITY OF SAN JOSE STUDY INTERSECTIONS

North San Jose

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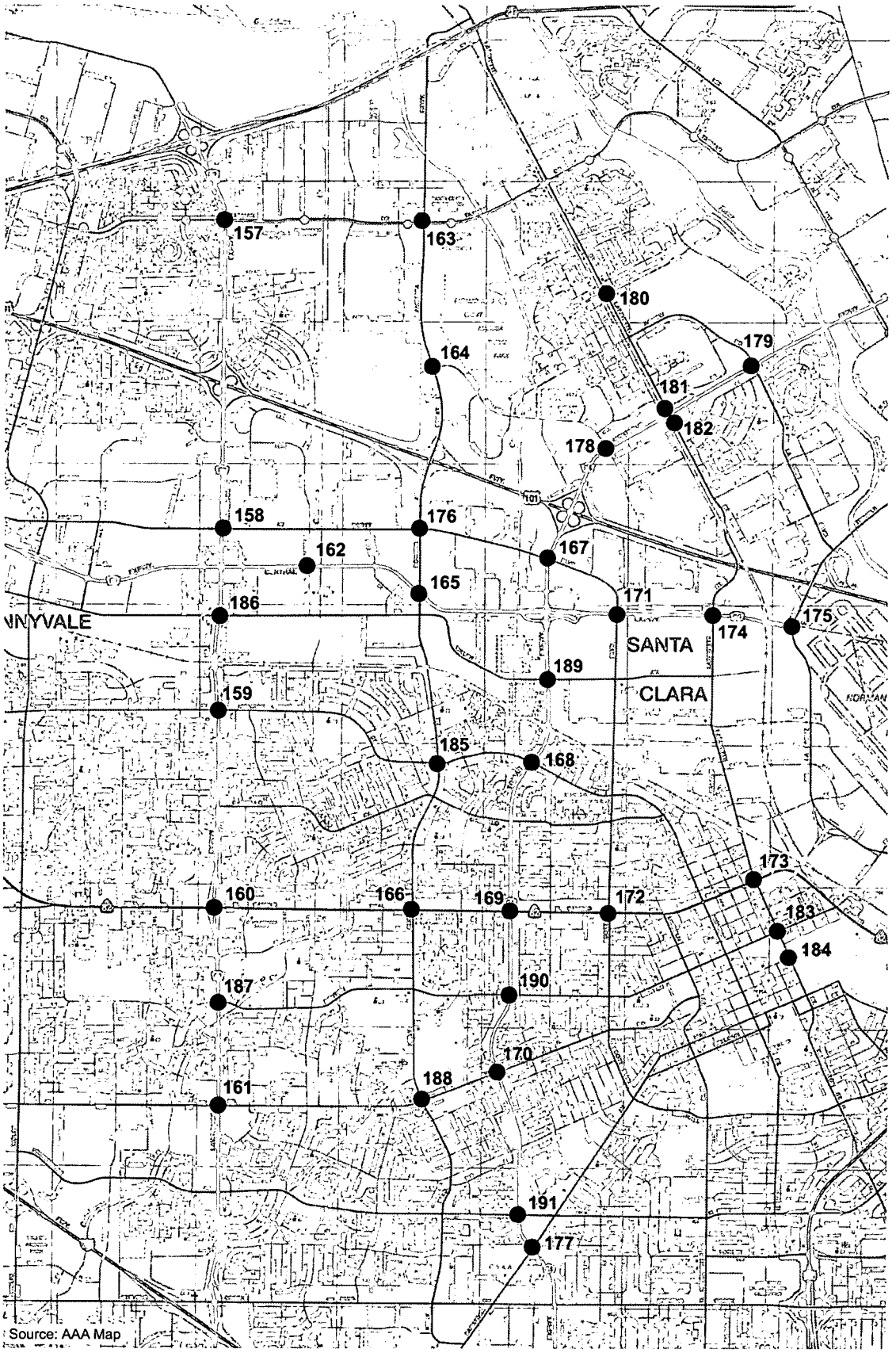

Figure 4

CITY OF SANTA CLARA STUDY INTERSECTIONS

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North San Jose

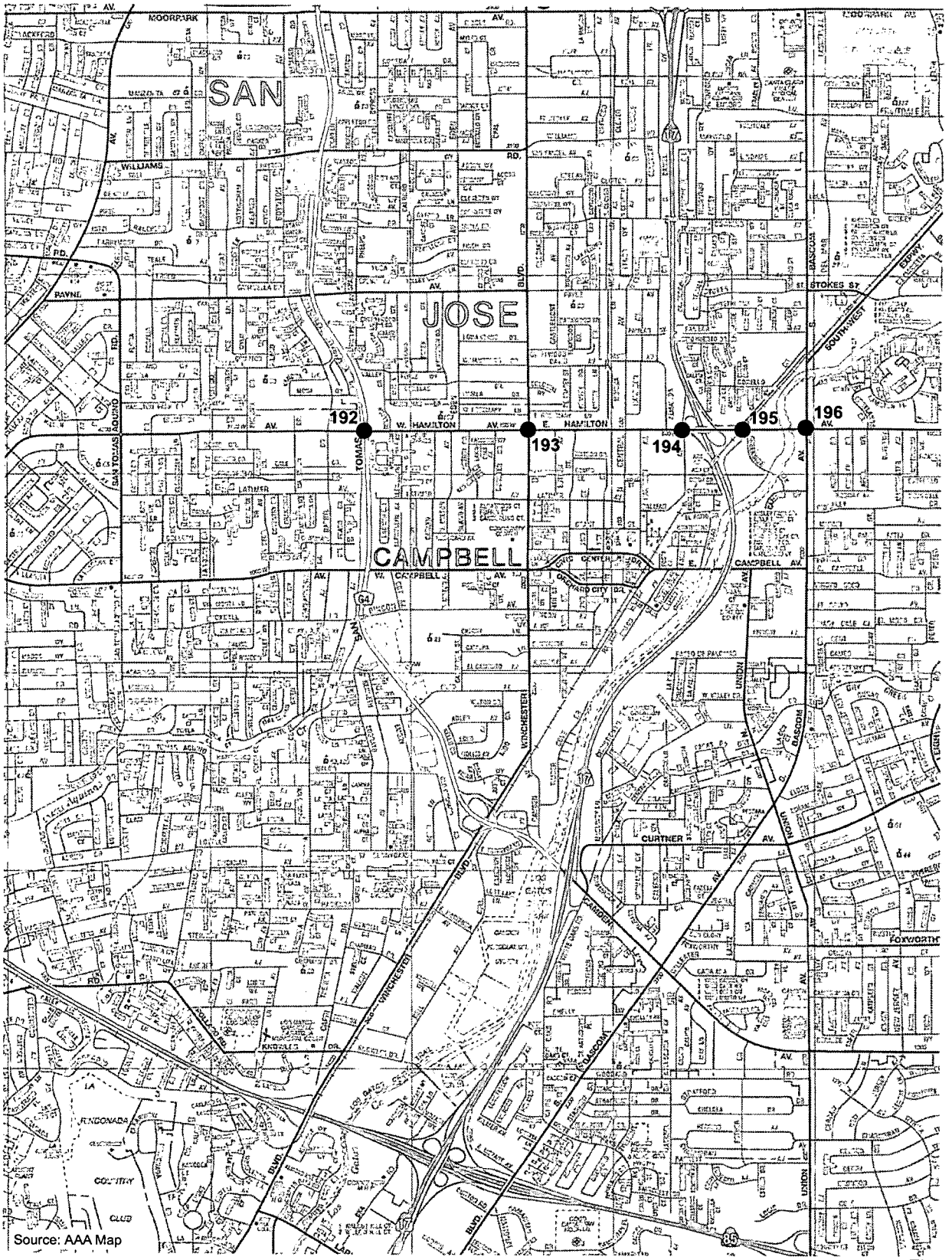

Figure 5

CITY OF CAMPBELL STUDY INTERSECTIONS

North San Jose

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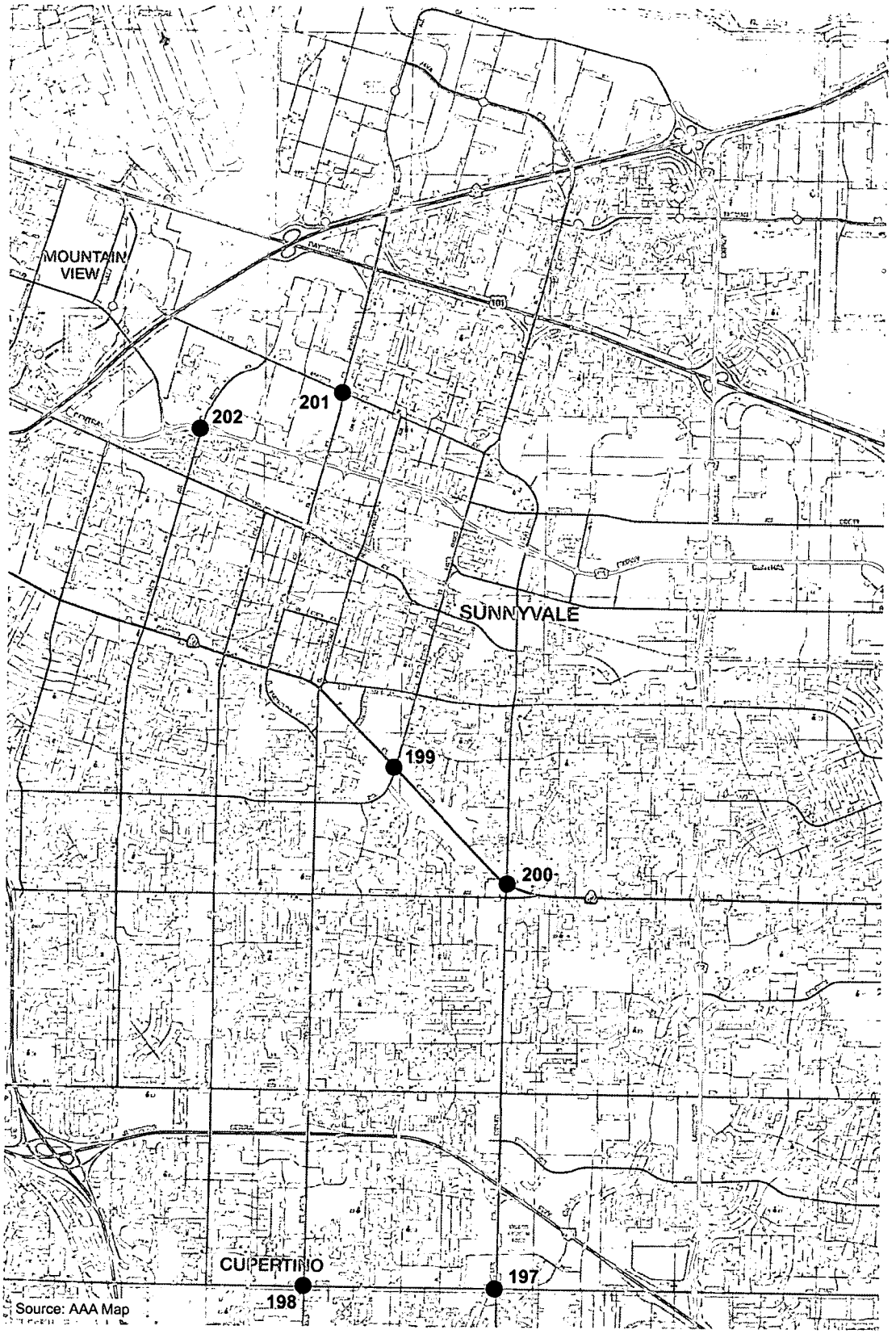

Figure 6

CITIES OF CUPERTINO & SUNNYVALE STUDY INTERSECTIONS

North San Jose

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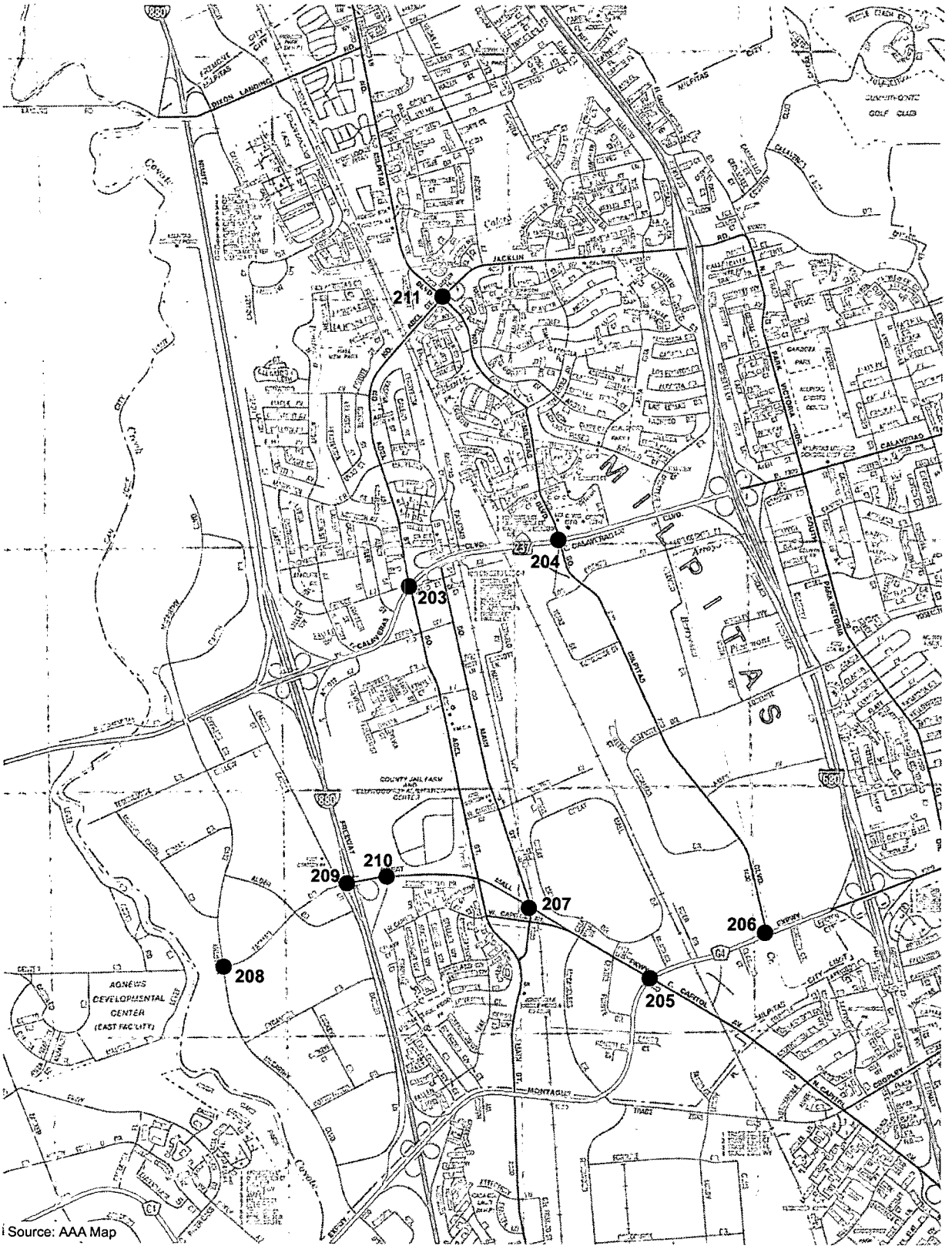

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Figure 7

CITY OF MILPITAS STUDY INTERSECTIONS

North San Jose

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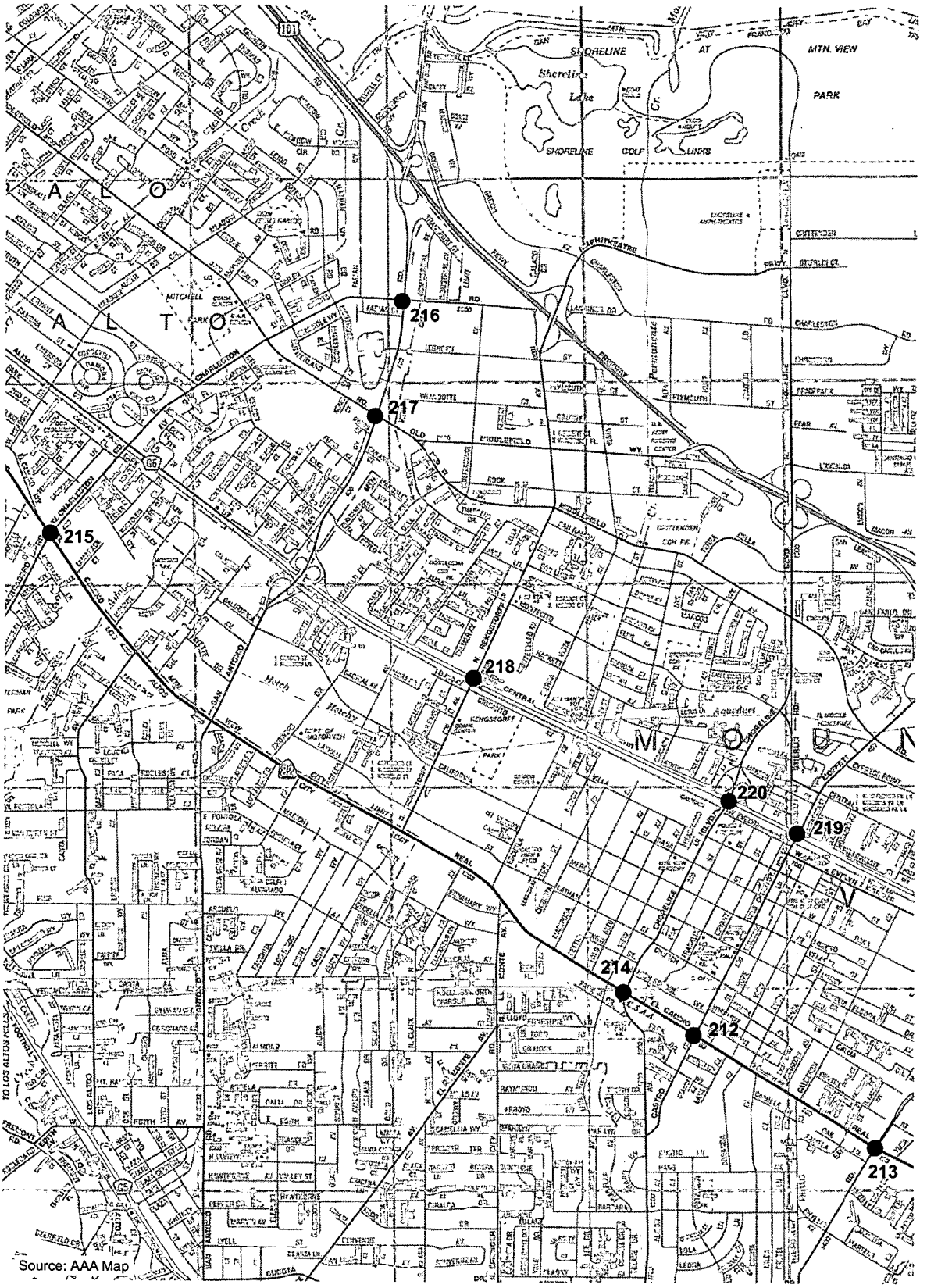

Source: AAA Map

Figure 8

CITY OF MOUNTAIN VIEW STUDY INTERSECTIONS

North San Jose

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9 McCarthy Boulevard and Montague Expressway
10 Old Oakland Road and Montague Expressway
11 De La Cruz Boulevard and Trimble Road
12 North First Street and Trimble Road
13 Zanker Road and Trimble Road
14 North First Street and Brokaw Road
15 US 101 and Brokaw Road
16 Zanker Road and Brokaw Road
17 I-880 and Brokaw Road (West)
18 I-880 and Brokaw Road (East)
19 Old Oakland Road and Brokaw Road
20 North First Street and I-880 (North)
21 North First Street and I-880 (South)
22 Lundy Avenue and Murphy Avenue

Other North San Jose Intersections

23 North First Street and Tasman Drive
24 Zanker Road and Tasman Drive
25 Airport Parkway and Old Bayshore Highway
26 North First Street and Headquarters Drive
27 North First Street and Charcot Avenue
28 North First Street and Old Bayshore Highway
29 North First Street and Rose Orchard Way
30 North First Street and Rio Robles
31 North First Street and River Oaks Parkway
32 North First Street and Orchard Parkway
33 North First Street and Plumeria Drive
34 North First Street and Bonaventura Drive
35 North First Street and Component Drive
36 North First Street and Karina Court
37 North First Street and Metro Drive
38 North First Street and Skyport Drive
39 Zanker Road and Holger Way
40 Zanker Road and River Oaks Parkway
41 Zanker Road and Innovation Drive
42 Zanker Road and Plumeria Drive
43 Zanker Road and Charcot Avenue
44 Junction Avenue and Trimble Road
45 Junction Avenue and Charcot Avenue
46 Junction Avenue and Brokaw Road
47 Bering Drive and Brokaw Road
48 Ridder Park Drive and Brokaw Road
49 Orchard Parkway and Guadalupe Parkway
50 Orchard Parkway and Trimble Road
51 Renaissance Drive and Tasman Drive
52 Vista Montana and Tasman Drive
53 Champion Court and Tasman Drive
54 Rio Robles and Tasman Drive
55 Morgridge Drive and Tasman Drive

Other San Jose CMP Intersections

56 Great America Parkway and SR 237 (North)
57 Great America Parkway and SR 237 (South)
58 Trade Zone Boulevard and Montague Expressway
59 Lundy Avenue and Berryessa Road
60 Oakland Road and US 101 (N)
61 Oakland Road and US 101 (S)
62 The Alameda and Hedding Street
63 The Alameda and Taylor Street
64 SR 87 and Julian Street (W)
65 SR 87 and Julian Street (E)
66 Market Street and San Carlos Street
67 Almaden Boulevard and San Carlos Street
68 Bird Avenue and San Carlos Street
69 US 101 and Blossom Hill (East)
70 US 101 and Blossom Hill (West)
71 Alma Avenue and Monterey Road
72 Saratoga Avenue and Campbell Avenue
73 Meridian Avenue and Hillsdale Avenue
74 Saratoga Avenue and Kiely Boulevard
75 King Road and Tully Road
76 McLaughlin Avenue and Tully Road
77 Saratoga Avenue and Moorpark Avenue
78 Quimby Road and Tully Road
79 Saratoga Avenue and Stevens Creek Boulevard
80 Senter Road and Tully Road
81 Winchester Boulevard and Stevens Creek Boulevard
82 Bascom Avenue and Moorpark Avenue
83 Alamden Expressway and Branham Lane
84 Almaden Expressway and Blossom Hill Road
85 Almaden Expressway and Coleman Road
86 Almaden Expressway and Camden Avenue
87 Almaden Expressway and SR 85 (North)
88 Almaden Expressway and SR 85 (South)
89 Snell Avenue and Capitol Expressway
90 Senter Road and Capitol Expressway
91 McLaughlin Avenue and Capitol Expressway
92 Silver Creek Road and Capitol Expressway
93 Capitol Expressway and Aborn Road
94 Capitol Expressway and Quimby Road
95 Capitol Expressway and Tully Road
96 Capitol Expressway and Story Road
97 Capitol Expressway and Capitol Avenue
98 San Tomas Expressway and Stevens Creek Boulevard
99 San Tomas Expressway and Moorpark Avenue
100 Lawrence Expressway and I-280/Calvert
101 Lawrence Expressway and Moorpark Avenue
102 Lawrence Expressway and Prospect Road
103 Lawrence Expressway and Saratoga Avenue

Other San Jose Intersections

104 Saratoga Avenue and Williams Road
105 Bascom Avenue and San Carlos Street
106 Bascom Avenue and Naglee Avenue
107 Bascom Avenue and Hedding Street
108 Leigh Avenue and Southwest Expressway
109 Leigh Avenue and Hamilton Avenue
110 Leigh Avenue and Curtner Avenue
111 Senter Road and Keyes Street
112 Coleman Avenue and Taylor Street
113 First Street and Taylor Street
114 Fourth Street and Hedding Street
115 Eleventh Street and Taylor Street
116 Thirteenth Street and Hedding Street
117 King Road and McKee Road
118 Jackson Avenue and McKee Road
119 Capitol Avenue and McKee Road
120 White Road and McKee Road
121 King Road and Mabury Road
122 Jackson Avenue and Berryessa Road
123 Lundy Avenue and Trade Zone Boulevard
124 Capitol Avenue and Cropley Avenue
125 Capitol Avenue and Hostetter Road
126 Capitol Avenue and Berryessa Road
127 San Tomas Expressway and Williams Road
128 San Tomas Expressway and Payne Avenue
129 Almaden Avenue and Virginia Street
130 Almaden Avenue and Grant Street
131 Almaden Avenue and Willow Street
132 Eleventh Street and San Salvador Street
133 Eleventh Street and Hedding Street
134 Eleventh Street and Julian Street
135 Eleventh Street and Keyes Street
136 Eleventh Street and San Carlos Street
137 Eleventh Street and San Fernando Street
138 Eleventh Street and Santa Clara Street
139 Eleventh Street and St. James Street
140 Fourth Street and Julian Street
141 Fourth Street and St, James Street
142 Vine Street and Grant Street
143 Tenth Street and Hedding Street
144 Seventeenth Street and Julian Street
145 Seventh Street and Julian Street
146 Tenth Street and Julian Street
147 Thirteenth Street and Julian Street
148 Tenth Street and Keyes Street
149 Tenth Street and San Carlos Street
150 Tenth Street and San Fernando Street
151 Tenth Street and San Salvador Street
152 Tenth Street and Santa Clara Street

153 Tenth Street and St. James Street
154 Tenth Street and Taylor Street
155 Vine Street and Virginia Street
156 Vine Street and Willow Street

Santa Clara CMP Intersections

157 Lawrence Expressway and Tasman Drive
158 Lawrence Expressway and Arques Avenue/Scott Boulevard
159 Lawrence Expressway and Reed Street/Monroe Street
160 Lawrence Expressway and El Camino Real
161 Lawrence Expressway and Homestead Road
162 Oakmead Parkway and Central Expressway
163 Great America Parkway and Tasman Drive
164 Great America Parkway and Mission College Boulevard
165 Bowers Avenue and Central Expressway
166 Bowers Avenue and El Camino Real
167 San Tomas Expressway and Scott Boulevard
168 San Tomas Expressway and Monroe Street
169 San Tomas Expressway and El Camino Real
170 San Tomas Expressway and Homestead Road
171 Scott Boulevard and Central Expressway
172 Scott Boulevard and El Camino Real
173 Lafayette Street and El Camino Real
174 Lafayette Street and Central Expressway
175 De La Cruz Boulevard and Central Expressway
176 Bowers Avenue and Scott Boulevard
177 San Tomas Expressway and Saratoga Avenue
178 Mission College Boulevard and Montague Expressway
179 De La Cruz Boulevard and Montague Expressway

Other Santa Clara Intersections

180 Lafayette Street and Hope Drive
181 Lafayette Street and Montague Expressway (North)
182 Lafayette Street and Montague Expressway (South)
183 Lafayette Street and Benton Street
184 Lafayette Street and Homestead Road
185 Bowers Avenue and Monroe Street
186 Lawrence Expressway and Kifer Road
187 Lawrence Expressway and Benton Street
188 Kiely Boulevard and Homestead Road
189 San Tomas Expressway and Walsh Avenue
190 San Tomas Expressway and Benton Street
191 San Tomas Expressway and Pruneridge Avenue

Campbell CMP Intersections

192 San Tomas Expressway and Hamilton Avenue
193 Winchester Boulevard and Hamilton Avenue
194 SR 17 and Hamilton Avenue (West)
195 SR 17 and Hamilton Avenue (East)
196 Bascom Avenue and Hamilton Avenue

Cupertino CMP Intersections

197 Wolfe Road and Stevens Creek Boulevard
198 De Anza Boulevard and Stevens Creek Boulevard

Sunnyvale CMP Intersections

199 Fair Oaks Avenue and El Camino Real
200 Wolfe Road and El Camino Real
201 Mathilda Avenue and Maude Avenue
202 Mary Avenue and Central Expressway

Milpitas CMP Intersections

203 Abel Street and Calaveras Boulevard
204 Milpitas Boulevard and Calaveras Boulevard
205 Great Mall Parkway and Montague Expressway
206 Milpitas Boulevard and Montague Expressway

Other Milpitas Intersections

207 Main Street and Great Mall Parkway
208 McCarthy Boulevard and Tasman Drive
209 I-880 and Tasman Drive
210 I-880 and Great Mall Parkway
211 Jacklin Road and Milpitas Boulevard

Mountain View CMP Intersections

212 Castro Street and El Camino Real
213 Grant Road and El Camino Real
214 Shoreline Boulevard and El Camino Real
215 Arastradero Road and El Camino Real
216 San Antonio Road and Charleston Road
217 San Antonio Road and Middlefield Road
218 Regstorff Avenue and Central Expressway
219 Castro Street and Central Expressway
220 Shoreline Boulevard and Central Expressway

Intersections Analysis Methodologies and Level of Service 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 various analysis methods are described below.

Each of the cities' level of service methodology for signalized intersections is the 2000 *Highway Capacity Manual* (HCM) method, which is applied using the TRAFFIX software. The 2000 HCM operations method, via TRAFFIX, evaluates signalized intersection operations on the basis of average control delay time for all vehicles at the intersection. Since TRAFFIX is also the CMP-designated intersection level of service methodology, each of the cities' methodology employs the CMP default values for the analysis parameters. The local city level of service standard for signalized intersections is LOS D or better. The only difference between the local city and CMP level of service analyses is that the project impacts are determined on the basis of different level of service standards, the CMP level of service standard for

signalized intersections is LOS E or better. The correlation between average control delay and level of service is shown in Table 1.

Table 1
Intersection Level of Service Definitions Based on 2000 HCM

Level of Service	Description	Average Control Delay Per Vehicle (Sec.)
A	Operations with very low delay occurring with favorable progression and/or short cycle lengths.	Less than 10.0
B	Operations with low delay occurring with good progression and/or short cycle lengths.	10.1 to 20.0
C	Operations with average delays resulting from fair progression and/or longer cycle lengths. Individual cycle failures begin to appear.	20.1 to 35.0
D	Operations with longer delays due to a combination of unfavorable progression, long cycle lengths, or high V/C ratios. Many vehicles stop and individual cycle failures are noticeable.	35.1 to 55.0
E	Operations with high delay values indicating poor progression, long cycle lengths, and high V/C ratios. Individual cycle failures are frequent occurrences. This is considered to be the limit of acceptable delay.	55.1 to 80.0
F	Operation with delays unacceptable to most drivers occurring due to oversaturation, poor progression, or very long cycle lengths.	Greater than 80.0

Source: Transportation Research Board, Highway Capacity Manual (Washington, D.C., 2000), p. 16-2

Significant Intersection Impact Criteria

Local City Definition of Significant Intersection Impacts

The project is said to create a significant adverse impact on traffic conditions at non-CMP signalized intersections if for either peak hour:

1. The level of service at the intersection degrades from an acceptable LOS D or better under existing conditions to an unacceptable LOS E or F under project conditions, <u>or</u>

2. The level of service at the intersection is an unacceptable LOS E or F under existing conditions and the addition of project trips causes both the critical-movement delay at the intersection to increase by four or more seconds and the demand-to-capacity ratio (V/C) to increase by .01 or more.

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

A significant impact by local municipal standards is said to be satisfactorily mitigated when measures are implemented that would restore intersection level of service to background conditions or better.

CMP Definition of Significant Intersection Impacts

The definition of a significant impact at a CMP intersection is the same as for each of the local municipalities, except that the CMP standard for acceptable level of service at a CMP intersection is LOS E or better. A significant impact by CMP standards is said to be satisfactorily mitigated when measures are implemented that would restore intersection conditions to LOS E or better. Designated CMP intersections located within the City of San Jose are evaluated against the city level of service policy as well as CMP policy.

Freeway Segment Analysis

Freeway segments that serve the North San Jose area were also analyzed as part of the study. Similar to the selected study intersections, freeway segments were analyzed for the weekday AM and PM peak hours of traffic. The following 124 directional freeway segments were studied:

SR 237,El Camino Real to SR 85
SR 237,SR 85 to El Camino Real
SR 237,SR 85 to Central Expressway
SR 237,Central Expressway to SR 85
SR 237,Central Expressway to Maude Avenue
SR 237,Maude Avenue to Central Expressway
SR 237,Maude Avenue to US 101
SR 237,US 101 to Maude Avenue
SR 237,US 101 to Mathilda Avenue
SR 237,Mathilda Avenue to US 101
SR 237,Mathilda Avenue to N. Fair Oaks Avenue
SR 237,N. Fair Oaks Avenue to Mathilda Avenue
SR 237,N. Fair Oaks Avenue to Lawrence Expressway
SR 237,Lawrence Expressway to N. Fair Oaks Avenue
SR 237,Lawrence Expressway to Great America Parkway
SR 237,Great America Parkway to Lawrence Expressway
SR 237,Great America Parkway to N. First Street
SR 237,N. First Street to Great America Parkway
SR 237, N. First Street to Zanker Road
SR 237,Zanker Road to N. First Street
SR 237,Zanker Road to McCarthy Boulevard
SR 237,McCarthy Boulevard to Zanker Road
SR 237,McCarthy Boulevard to I-880
SR 237, I-880 to McCarthy Boulevard
I-880, I-280 to Stevens Creek Boulevard
I-880, Stevens Creek Boulevard to I-280
I-880, Stevens Creek Boulevard to Bascom Avenue
I-880, Bascom Avenue to Stevens Creek Boulevard

I-880, Bascom Avenue to The Alameda
I-880, The Alameda to Bascom Avenue
I-880, The Alameda to Coleman Avenue
I-880, Coleman Avenue to The Alameda
I-880, Coleman Avenue to SR 87
I-880, SR 87 to Coleman Avenue
I-880, SR 87 to N. First Street
I-880, N. First Street to SR 87
I-880, N. First Street to US 101
I-880, US 101 to N. First Street
I-880, US 101 to Brokaw Road
I-880, Brokaw Road to US 101
I-880, Brokaw Road to Montague Expressway
I-880, Montague Expressway to Brokaw Road
I-880, Montague Expressway to Great Mall Parkway
I-880, Great Mall Parkway to Montague Expressway
I-880, Great Mall Parkway to SR 237
I-880, SR 237 to Great Mall Parkway
I-880, SR 237 to Dixon Landing
I-880, Dixon Landing to SR 237
US 101,Yerba Buena Road to Capitol Expressway
US 101, Capitol Expressway to Yerba Buena Road
US 101, Capitol Expressway to Tully Road
US 101, Tully Road to Capitol Expressway
US 101, Tully Road to Story Road
US 101, Story Road to Tully Road
US 101, Story Road to I-280
US 101, I-280 to Story Road
US 101, I-280 to Santa Clara Street
US 101, Santa Clara Street to I-280
US 101, Santa Clara Street to McKee Road
US 101, McKee Road to Santa Clara Street
US 101, McKee Road to Mabury Road (Future)
US 101, Mabury Road to McKee Road (Future)
US 101, Mabury Road to Oakland Road (Future)
US 101, Oakland Road to Mabury Road (Future)
US 101, Oakland Road to I-880
US 101, I-880 to Oakland Road
US 101, I-880 to Old Bayshore Highway
US 101, Old Bayshore Highway to I-880
US 101, Old Bayshore Highway to First Street
US 101, First Street to Old Bayshore Highway
US 101, First Street to Guadalupe Parkway
US 101, Guadalupe Parkway to First Street
US 101, Guadalupe Parkway to De La Cruz Boulevard
US 101, De La Cruz Boulevard to Guadalupe Parkway
US 101, De La Cruz Boulevard to Montague Expressway
US 101, Montague Expressway to De La Cruz Boulevard
US 101, Montague Expressway to Great America Pkwy
US 101, Great America Pkwy to Montague Expressway

US 101, Great America Pkwy to Lawrence Expressway
US 101, Lawrence Expressway to Great America Parkway
US 101, Lawrence Expressway to N. Fair Oaks Avenue
US 101, N. Fair Oaks Avenue to Lawrence Expressway
US 101, N. Fair Oaks Avenue to Mathilda Avenue
US 101, Mathilda Avenue to N. Fair Oaks Avenue
US 101, Mathilda Avenue to SR 237
US 101, SR 237 to Mathilda Avenue
US 101, SR 237 to Moffett Boulevard
US 101, Moffett Boulevard to SR 237
I-280, Winchester Boulevard to I-880
I-280, I-880 to Winchester Boulevard
I-280, I-880 to Meridian Avenue
I-280, Meridian Avenue to I-880
I-280, Meridian Avenue to Bird Avenue
I-280, Bird Avenue to Meridian Avenue
I-280, Bird Avenue to SR 87
I-280, SR 87 to Bird Avenue
I-280, SR 87 to 10th Street
I-280, 10th Street to SR 87
I-280, 10th Street to McLaughlin Avenue
I-280, McLaughlin Avenue to 10th Street
I-280, McLaughlin Avenue to US 101
I-280, US 101 to McLaughlin Avenue
I-680, US 101 to King Road
I-680, King Road to US 101
I-680, King Road to Capitol Expressway
I-680, Capitol Expressway to King Road
I-680, Capitol Expressway to Alum Rock Avenue
I-680, Alum Rock Avenue to Capitol Expressway
I-680, Alum Rock Avenue to McKee Road
I-680, McKee Road to Alum Rock Avenue
I-680, McKee Road to Berryessa Road
I-680, Berryessa Road to McKee Road
I-680, Berryessa Road to Hostetter Road
I-680, Hostetter Road to Berryessa Road
I-680, Hostetter Road to Capitol Avenue
I-680, Capitol Avenue to Hostetter Road
I-680, Capitol Avenue to Montague Expressway
I-680, Montague Expressway to Capitol Avenue
I-680, Montague Expressway to Yosemite Street
I-680, Yosemite Street to Montague Expressway
I-680, Yosemite Street to Calaveras Boulevard/SR 237
I-680, Calaveras Boulevard/SR 237 to Yosemite Street
I-680, Calaveras Boulevard/SR 237 to Jacklin Avenue
I-680, Jacklin Avenue to Calaveras Boulevard/SR 237

Freeway Segment Level of Service Methodology

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

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

where:

D= density, in vehicles per mile per lane (vpmpl)
V= peak hour volume, in vehicles per hour (vph)
N= number of travel lanes
S= average travel speed, in miles per hour (mph)

The vehicle density on a segment is correlated to level of service as shown in Table 2. The CMP requires that mixed-flow lanes and auxiliary lanes be analyzed separately from HOV (carpool) lanes. The CMP specifies that a capacity of 2,300 vehicles per hour per lane (vphpl) be used for segments six lanes or wider in both directions and a capacity of 2,200 vphpl be used for segments four lanes wide in both directions. The CMP defines an acceptable level of service for freeway segments as LOS E or better.

Table 2
Freeway Level of Service Based on Density

Level of Service	Density (vehicles/mile/lane)
A	< 11.0
B	11.0 - 18.0
C	18.0 - 26.0
D	26.0 - 46.0
E	46.0 - 58.0
F	> 58.0

CMP Definition of Significant Freeway Segment Impacts

A project is said to create a significant adverse impact on traffic conditions on a CMP freeway segment if for either peak hour:

1. The level of service on the freeway segment is an unacceptable LOS F under project conditions, <u>and</u>

2. The number of project trips on that segment constitutes at least one percent of capacity on that segment.

3. The level of service on the freeway segment degrades from an acceptable LOS under existing conditions to an unacceptable LOS F under project conditions.

A significant impact by CMP standards is said to be satisfactorily mitigated when measures are implemented that would restore freeway conditions to LOS E or better.

Report Organization

The remainder of this report is divided into six chapters. Chapter 2 describes existing conditions in terms of the existing roadway network, transit service, and existing bicycle and pedestrian facilities. Chapter 3 presents the intersection operations under background conditions. Chapter 4 describes the method used to estimate project traffic, its impact on the transportation system, and the identified mitigation measures. Chapter 5 presents the intersection operations under Year 2025 Future conditions. Chapter 6 presents the conclusions of the traffic impact analysis.

2. Existing Conditions

This chapter describes the existing conditions for all of the major transportation facilities serving the North San Jose area, including the roadway network, transit service, and bicycle and pedestrian facilities. It includes an evaluation of existing traffic conditions at signalized intersections, major arterials, and freeways within and surrounding the North San Jose area.

Existing Roadway Network

Freeways serving the North San Jose area include SR 237, US 101, I-880, and SR 87. These facilities are described below.

SR 237 is a six-lane freeway located along the northern boundary of the North San Jose area. It extends in an east/west direction between Sunnyvale and Milpitas and provides access to I-880 and U.S. 101. Two of the six lanes (one in each direction) are designated as HOV lanes. Access to the North San Jose area is provided via its interchanges with Great America Parkway, North First Street, Zanker Road, and McCarthy Boulevard.

US 101 is an eight-lane freeway (three mixed-flow lanes and one high-occupancy vehicle (HOV) lane in each direction) north of Cochrane Road in Morgan Hill. South of Cochrane Road, it narrows to six-lanes with no HOV lanes provided. US 101 provides connections to I-880, SR 237, and SR 87. Existing access to and from the North San Jose area is provided via interchanges at Trimble Road and Montague Expressway.

I-880 is a six-lane freeway between its transition from SR 17 in Los Gatos to Montague Expressway. North of Montague Expressway four lanes in each direction are provided. It extends north to Oakland and south to Campbell at which point it makes a transition into SR 17 to Santa Cruz. I-880 provides connections to both US 101 and SR 237. Access to the North San Jose area is provided via interchanges at Old Bayshore Highway, Brokaw Road, Montague Expressway, and Tasman Drive.

SR 87 connects from SR 85 in south San Jose to US 101 near the San Jose airport. It is generally a four-lane freeway from SR 85 to Coleman, with auxiliary lanes near the I-280 interchange. North of Coleman,

SR 87 becomes an at-grade arterial street with signalized intersections. The arterial section is currently being upgraded to a freeway, with a projected completion date of later this year. SR 87 provides direct service to the North San Jose area through its termination at Guadalupe Parkway and connection to North First Street.

Major arterials serving the North San Jose area are North First Street, Zanker Road, Tasman Drive, Montague Expressway, Trimble Road, and Brokaw Road. These roadways are described below.

North First Street is a four-lane arterial running through the center of North San Jose. It extends from downtown San Jose to Alviso. It provides access to the North San Jose area from all freeways serving the area. The Santa Clara County Light Rail Transit (LRT) system operates in the median of the roadway between downtown San Jose and Tasman Drive.

Zanker Road runs in a north-south direction through North San Jose. It extends south from Alviso to its termination at Old Bayshore Highway. Direct freeway access is provided via its interchange with SR 237. Between SR 237 and River Oaks Parkway, Zanker Road is a six-lane roadway. South of River Oaks Parkway, the cross-section of this facility varies from two to four lanes.

Tasman Drive is an east/west arterial that extends from Lawrence Expressway to I-880. The roadway is generally a four-lane facility in the North San Jose area, but widens to six-lanes east of McCarthy Boulevard to I-880 in Milpitas.

Montague Expressway is a six-lane expressway that extends in an east-west direction between I-880 and U.S. 101. Montague Expressway serves as the primary east-west arterial through the North San Jose area.

Trimble Road is an east-west arterial that extends from Montague Expressway to U.S. 101. It serves as a six-lane facility from Montague Expressway to Orchard Parkway, and as a four-lane street west of Orchard Parkway across the four-lane bridge over the Guadalupe River. At its intersection with De La Cruz Boulevard, near the U.S. 101 interchange, Trimble Road becomes De La Cruz Boulevard.

Brokaw Road is a six-lane east/west arterial that extends from US 101 to I-880. It provides connections to North First Street and Zanker Road.

Existing Bicycle and Pedestrian Facilities

According to the City of San Jose Transportation Bicycle Network and the Valley Transportation Agency (VTA) Santa Clara Valley Bikeways Map, there are numerous city- and county-designated bikeways within the North San Jose area.

- North First Street has a City of San Jose Class II bicycle lane between SR 237 and Brokaw Road.
- Zanker Road has a City of San Jose Class II bicycle lane between SR 237 and Taylor Street.
- Oakland Road has a City of San Jose Class II bicycle lane between Great Mall Parkway and US 101.
- Tasman Drive has a City of San Jose Class II bicycle lane between Guadalupe River and Zanker Road.
- Trimble Road has a City of San Jose Class II bicycle lane between US 101 and Montague Expressway.
- Brokaw Road has a City of San Jose Class II bicycle lane between Guadalupe River and I-880

In addition, there is a Santa Clara County Class I bicycle path along the Guadalupe River from Lafayette Street to First Street.

Though other roadway facilities in the vicinity of the project area do not provide designated bike lanes, there are identified bike routes as shown in Table 3. Streets designated as bike routes are rated according to the following three categories: extreme caution, alert, and moderate. Streets are classified in the extreme category due to the heavy traffic volumes, high traffic speeds, and narrow-width travel area for bicycles. Streets are classified in the alert category due to the moderate traffic volumes, moderate speeds, and medium-width travel area for bicycles. Streets are classified in the moderate category due to the low traffic volumes, moderate to low speeds, and wide travel area for bicycles. Bicycles are permitted on Montague Expressway. Although not specifically designated as bike routes, most neighborhood streets are also suitable for bicycle travel due to the low traffic volumes and low vehicle speeds.

The bicycle facilities are presented in Table 3 and shown on Figure 9.

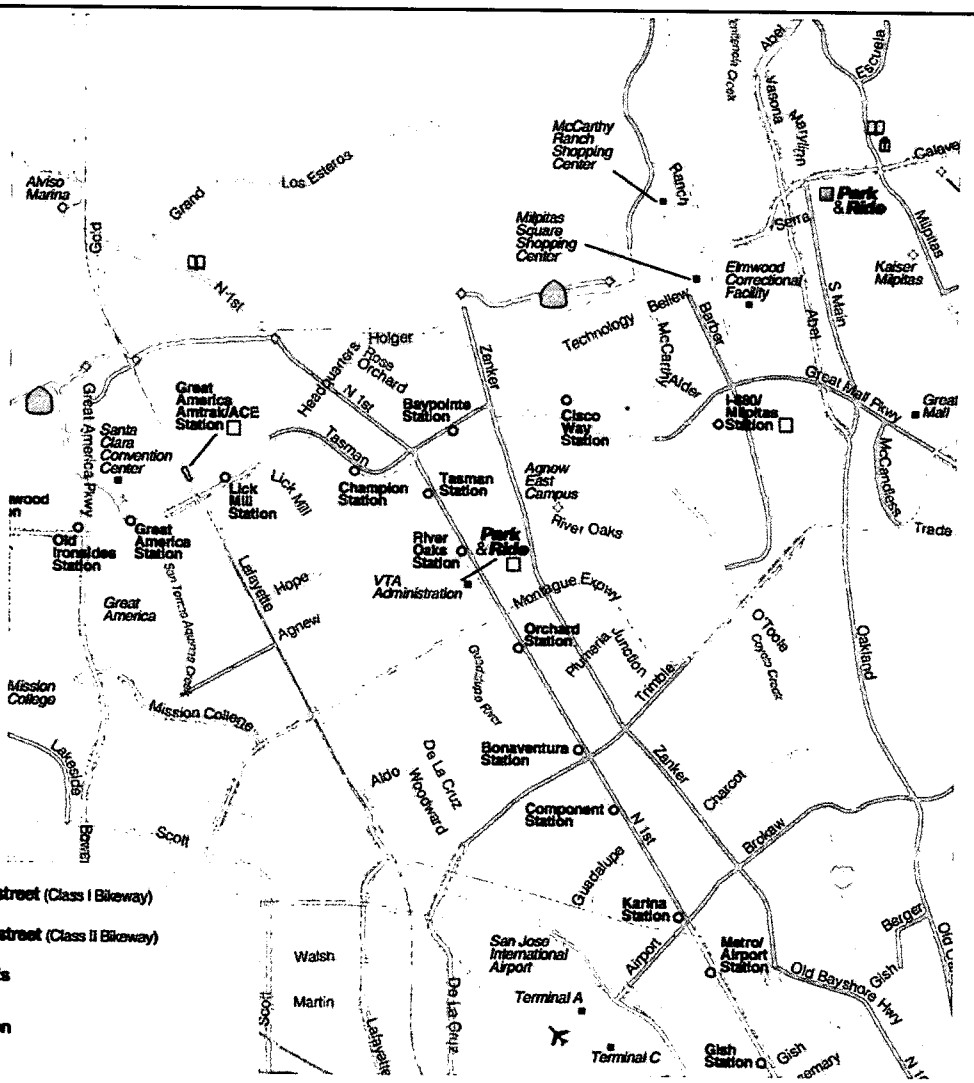
Table 3
Existing Bicycle Facilities

Facility Type	Description	Location	Street Rating
Bike Lanes	First Street	Between SR 237 and Brokaw Rd.	
Bike Lanes	Zanker Road	Between SR 237 and Taylor St.	
Bike Lanes	Oakland Road	Between Great Mall Pkwy. and US 101	
Bike Lanes	Tasman Drive	Between Guadalupe River and Zanker Rd.	
Bike Lanes	Trimble Road	Between US 101 and Montague Expwy.	
Bike Lanes	Brokaw Road	Between Guadalupe River and I-880	
Bike Path	SR 237	Lafayette St. to First St.	
Bike Route	First Street	Gold Street to SR 237	Alert
Bike Route	First Street	South of Brokaw Rd.	Extreme
Bike Route	Grand Boulevard/Los Esteros	First St. to Zanker Rd.	Alert
Bike Route	Headquaters Drive/Holger Way	First St. to Zanker Rd.	Alert
Bike Route	Tasman Drive	Zanker Rd. to McCarthy Blvd.	Alert
Bike Route	Montague Expressway	US 101 to Milpitas Boulevard	Expressway
Bike Route	Charcot Avenue	Zanker Rd. to I-880	Alert

Notes:
Source: VTA Santa Clara County Bikeways Map

Existing Transit Service

Existing transit service within the North San Jose area is provided by the VTA, CalTrain, Altamont Commuter Express, and Amtrak. The services are described below and are presented in Table 4 and shown graphically on Figure 10.



Source: VTA Bike Map

Bike Path: A completely separated paved right-of-way (shared with pedestrians) which excludes general motor vehicle traffic.

Bike Lane: A striped lane for one-way bike travel on a roadway.

Bike Boulevard: Typically a street with low traffic volumes and speeds, with measures for preferential bike treatment.

Rated streets: Streets frequently used by bicyclists, where they share the roadway with motor vehicles. Includes city-designated Class III bike routes. Street ratings are based on the following types of characteristics:

Extreme Caution

- Heavy traffic volumes
- High traffic speeds, at or greater than 35 mph
- High number of motor vehicles turning right or merging across bicyclists' path of travel
- Narrow travel area for bicycles (shoulders or curb lanes)
- Frequent bus service and stops
- High curbside parking turnover

Alert

- Moderate traffic volumes
- Moderate traffic speeds
- Medium-width travel area for bicycles (shoulders or curb lanes)
- Low to moderate number of motor vehicles turning right or merging across bicyclists' path of travel
- Moderate to high parking turnover
- Somewhere in between Extreme Caution and Moderate.

Moderate

- Low traffic volumes
- Moderate to low speed traffic speeds
- Wide travel area for bicycles (shoulders or curb lanes)
- Low parking turnover or no curbside parking

Expressways: Bicycles are permitted on all County expressways. The expressways generally carry high volumes of traffic at high speeds. Bicyclists are therefore advised to exercise caution. Although there are bicycle lanes on some of the expressways, the expressways should only be used by bicyclists with advanced skills.

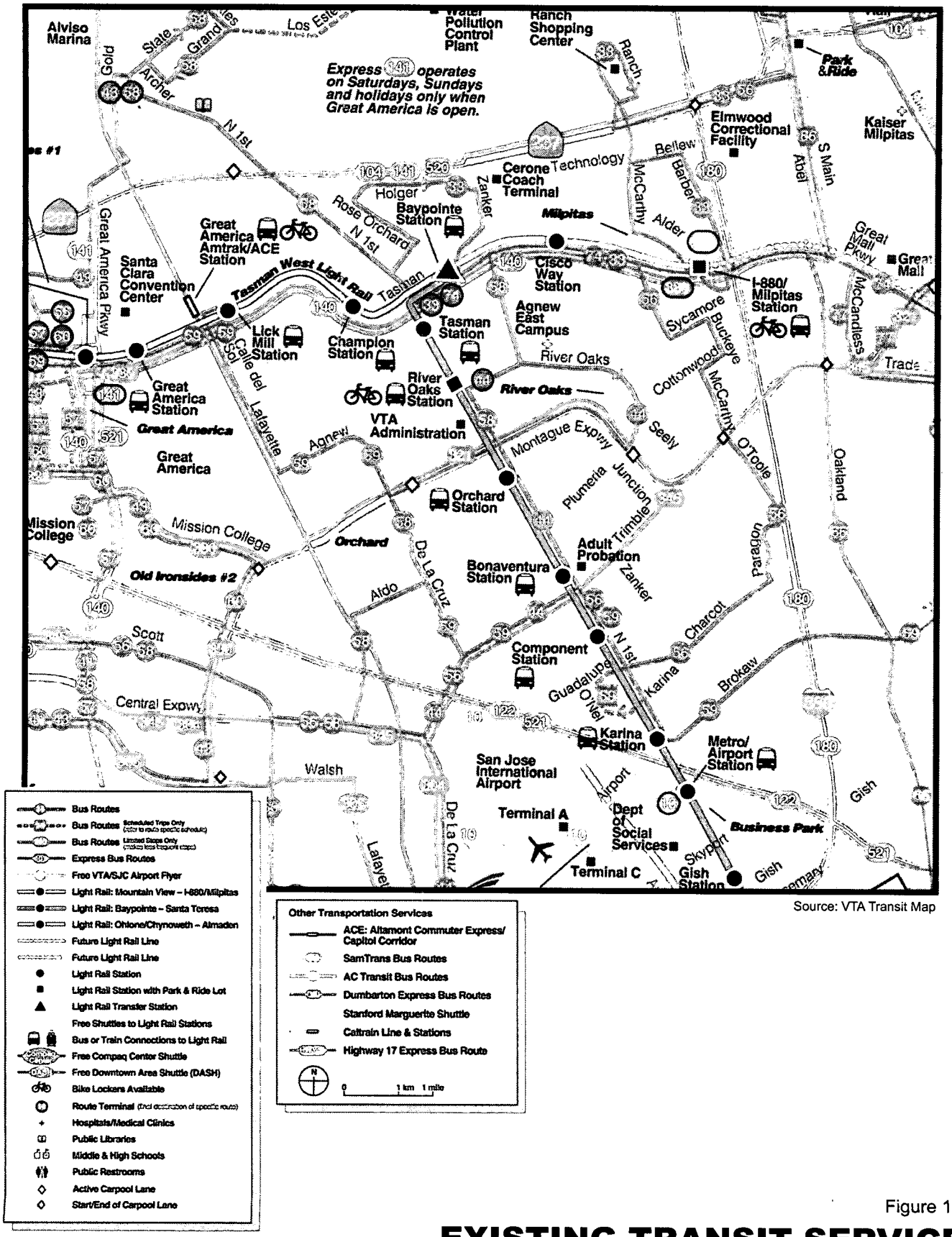
Freeways: Bicycles are prohibited on freeways.

Figure 9

EXISTING BICYCLE FACILITIES

North San Jose

Hexagon Transportation Consultants, Inc.



Source: VTA Transit Map

Figure 10

EXISTING TRANSIT SERVICE

North San Jose

Hexagon Transportation Consultants, Inc.

Table 4
Existing Bus Services

Bus Lines	Route Description	Primary North San Jose Service Roadways	Headway (min.)
Local Bus Routes			
33	Baypointe LRT Station-Weller & Main	Tasman Dr./McCarthy Blvd.	30
44	Santa Clara Caltrain Station-1st & River Oaks	Trimble Rd./First St./River Oaks Pkwy.	30-60
56	Fair Oaks & El Camino-Milpitas	Trimble Rd./First St./O'Toole Av.	30-40
58	West Valley College-Alviso	First St.	30
59	Great America-East San Jose	Trimble Rd./First St./Brokaw Rd.	30-40
66	Santa Teresa Hospital-Milpitas	Old Oakland Rd.	15
74	Eastridge-Baypointe LRT Station	Montague Expwy.	30
Limited Stop/Express Routes			
104	Piedmint Hills-Palo Alto	SR 237	30-45
140	Fremont BART Station-Sunnyvale Caltrain Station	Tasman Dr.	30-45
180	San Jose Diridon Station-Fremaont BART Station	I-880	15-20
321	Eastridge-Lockheed Martin	Montague Expwy.	30-45
330	Almaden Expressway-Camden Avenue-N. San Jose	Tasman Dr.	30-60
520	Fremont BART Station-Shoreline Industrial Park	SR 237	30-75

Notes:
Source: VTA Santa Clara County Bus and Rail Map, July 2002

VTA

Bus Service

The North San Jose area is served by several bus lines operated by VTA. Each of the bus lines that directly serve the North San Jose area is described below. Table 4 lists additional support services.

The 33 line provides regular service between the Baypointe LRT Station and Main Street in Milpitas with 30-minute headways during commute hours.

The 44 line provides regular service between the Santa Clara CalTrain station and N. First Street/River Oaks Parkway via N. First Street (north of Trimble Road) and Trimble Road (west of N. First Street), with 30- to 60-minute headways during commute hours.

The 56 line provides regular service between Sunnyvale and Milpitas via Trimble Road, First Street, Charcot Avenue, and O'Toole Avenue with 30-40 minute headways during commute hours.

The 58 line provides regular service between West Valley College and Alviso via North First Street, with 30-minute headways during commute hours.

The 59 line provides regular service between Great America and East San Jose via Brokaw Road, with 30-40 minute headways during commute hours.

The 74 line provides regular service between the Baypointe LRT Station and Eastridge Mall with 30-minute headways during commute hours.

Light Rail Transit (LRT) Service

The North San Jose area is served by two light rail transit lines. Both LRT lines provide service on 15-minute headways during commute and midday hours. The Guadalupe Corridor LRT line provides service between Santa Teresa in south San Jose and the Tasman Corridor LRT in north San Jose. The Guadalupe line runs along the center of North First Street with six stations located between Brokaw Road and Tasman Drive. The Tasman Corridor LRT line provides service between the Mountain View CalTrain Station and I-880 in Milpitas. The Tasman line runs along the center of Tasman Drive with four stations located between the Guadalupe River and I-880.

CalTrain

Though the North San Jose area is not served directly by CalTrain, there are shuttle services and bus lines that connect CalTrain station to areas in North San Jose. The CalTrain Commuter rail provides service between San Francisco and Gilroy. The nearest CalTrain stations are the Lawrence and Santa Clara stations each approximately 3-4 miles from the center of the North San Jose area. CalTrain provides service with approximately 30-minute headways during commute hours.

Amtrak/ACE

Commuter rail service between Stockton and San Jose is provided by the Altamont Commuter Express (ACE). The nearest station to the North San Jose area is the Great America ACE/CalTrain station and transit center located approximately 1.5 miles away. ACE provides service with three trains during each of the AM and PM commute hours. The VTA provides shuttle service from the station to bus lines and LRT.

Existing Intersection Lane Configurations

The existing lane configurations at the study intersections were provided by city staff and confirmed by observations in the field. Lane configurations for each of the study intersections can be found within the level of service calculations in Appendix B.

Existing Traffic Volumes

Existing peak-hour traffic volumes were obtained from the each of the respective cities. For the purpose of this study traffic counts from approximately the Year 2000 were used. Generally, the count dates vary from 2000 to 2003, though the counts at a few intersections are from 1997 and 1999. Note that the general trend in traffic volumes over the past few years has shown a peak in traffic volumes in 2000 and 2001. Thus, the use of "older" counts actually tends to overstate current (2004) traffic volumes. In an effort to provide a reasonably conservative analysis and in order to avoid planning based on what may be a temporary recessionary state, the use of older counts is considered reasonable. The use of Year 2000 counts also allows for consistency with the model that uses the Year 2000 as its base year. The existing peak-hour intersection volumes at each study intersection are included in Appendix A.

Existing Intersection Levels of Service

Intersection levels of service are evaluated against the applicable municipal and CMP standards per the governing policies described previously. Results indicate that all study intersections in the cities of Cupertino, Sunnyvale and Mountain View are currently operating at acceptable levels. The level of service results for those study intersections operating at unacceptable levels under existing conditions are summarized in Table 5 and shown graphically in Figures 11 though 15. Tables summarizing the results for all intersections, as well as, levels of service calculation sheets are included in Appendix B.

North San Jose Intersection Analysis

North San Jose Intersections

The results of the level of service analysis for study intersections located within North San Jose indicate that five intersections, four of which are CMP designated intersections, currently operate at LOS E or worse.

5	North First Street and Montague Expressway*
9	McCarthy Boulevard and Montague Expressway*
10	Old Oakland Road and Montague Expressway*
16	Zanker Road and Brokaw Road*
28	North First Street and Old Bayshore Highway

*Indicates CMP Intersection

North San Jose CMP Intersections

The level of service results for the CMP study intersections located within North San Jose show that measured against the CMP level of service standards, three intersections currently operate at an unacceptable LOS F under existing conditions. All other CMP study intersections within North San Jose currently operate at LOS E or better.

5	North First Street and Montague Expressway
9	McCarthy Boulevard and Montague Expressway
10	Old Oakland Road and Montague Expressway

Other City of San Jose Intersection Analysis

Other San Jose Intersections

The results of the level of service analysis show that 20, 14 of which are CMP designated intersections, of the other City of San Jose study intersections located outside of North San Jose currently operate at an unacceptable LOS E or worse.

58	Trade Zone Boulevard and Montague Expressway*
76	McLaughlin Avenue and Tully Road*
83	Alamden Expressway and Branham Lane*
84	Almaden Expressway and Blossom Hill Road*

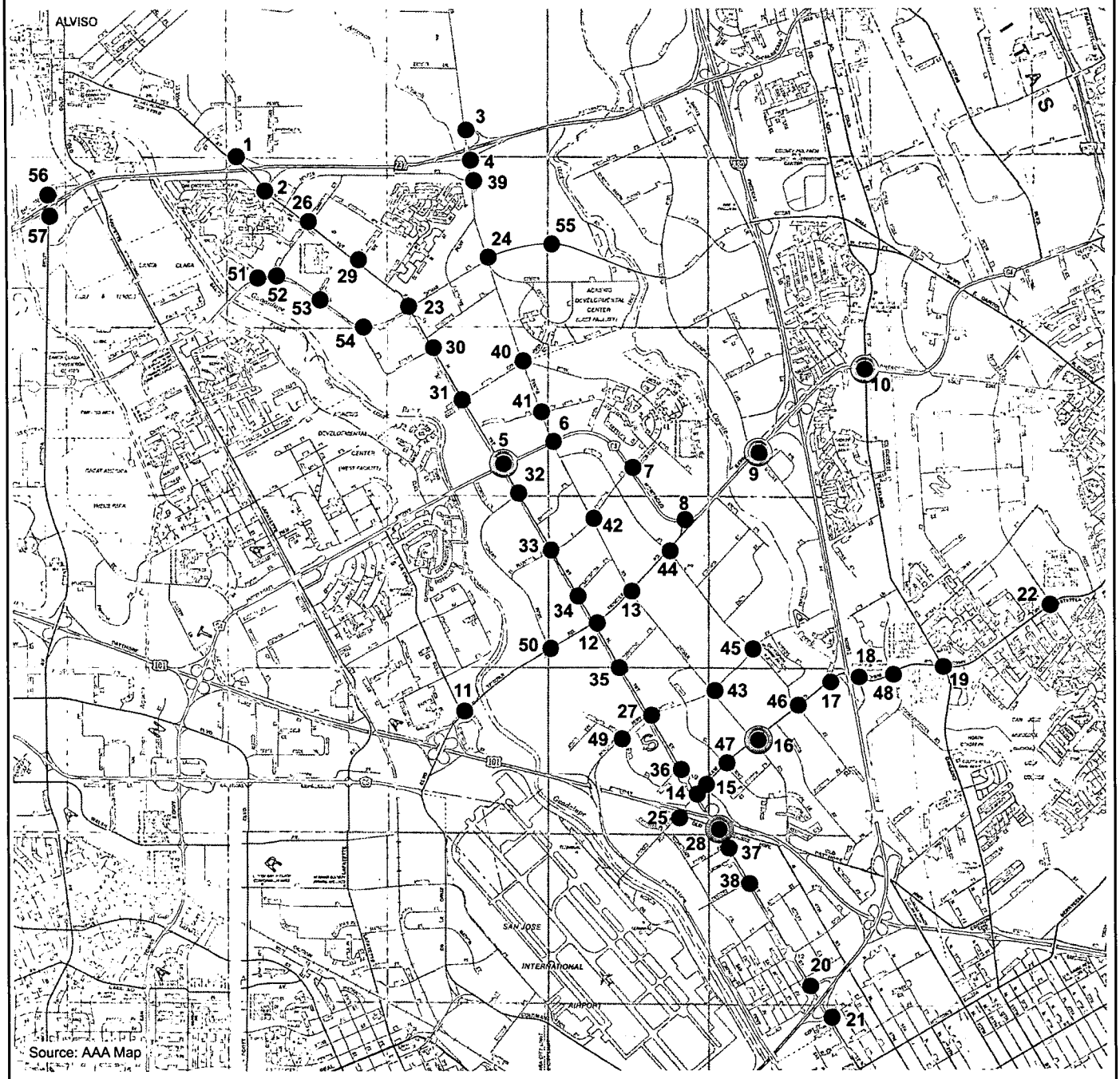
Table 5
Existing Unacceptable Intersection Levels of Service

Study Number		Peak Hour	Count Date	Year 2000 Existing Ave. Delay/a/	LOS
North San Jose Intersections					
5	North First Street and Montague Expressway	AM	5/17/00	63.3	E
		PM	3/9/00	119.7	F
9	McCarthy Boulevard and Montague Expressway	AM	5/17/00	48.2	D
		PM	3/16/00	119.3	F
10	Old Oakland Road and Montague Expressway	AM	5/17/00	78.0	E
		PM	4/26/00	88.8	F
16	Zanker Road and Brokaw Road	AM	2/17/00	49.0	D
		PM	2/17/00	59.7	E
28	North First Street and Old Bayshore Highway	AM	5/31/00	41.4	D
		PM	5/31/00	67.2	E
Other San Jose CMP Intersections					
58	Trade Zone Boulevard and Montague Expressway	AM	5/17/00	45.8	D
		PM	3/16/00	75.8	E
76	McLaughlin Avenue and Tully Road	AM	2/24/00	46.5	D
		PM	5/11/00	62.6	E
83	Alamden Expressway and Branham Lane	AM	9/29/99	69.0	E
		PM	3/14/00	49.0	D
84	Almaden Expressway and Blossom Hill Road	AM	9/28/99	83.4	F
		PM	3/15/00	73.9	E
85	Almaden Expressway and Coleman Road	AM	10/5/99	64.2	E
		PM	3/22/00	50.5	D
86	Almaden Expressway and Camden Avenue	AM	9/30/99	59.1	E
		PM	4/11/00	48.0	D
90	Senter Road and Capitol Expressway	AM	10/13/99	50.9	D
		PM	3/7/00	55.2	E
92	Silver Creek Road and Capitol Expressway	AM	5/25/00	56.6	E
		PM	1/1/00	131.9	F
96	Capitol Expressway and Story Road	AM	5/25/00	58.7	E
		PM	3/7/00	58.7	E
97	Capitol Expressway and Capitol Avenue	AM	2/11/99	29.2	C
		PM	3/8/00	87.3	F
98	San Tomas Expressway and Stevens Creek Boulevard	AM	11/1/01	55.1	E
		PM	4/11/00	80.3	F
99	San Tomas Expressway and Moorpark Avenue	AM	10/22/99	67.8	E
		PM	3/8/00	125.5	F
101	Lawrence Expressway and Moorpark Avenue	AM	10/21/99	85.0	F
		PM	3/23/00	48.1	D
103	Lawrence Expressway and Saratoga Avenue	AM	10/27/99	49.0	D
		PM	3/23/00	55.1	E
Other San Jose Intersections					
112	Coleman Avenue and Taylor Street	AM	1/29/97	62.7	E
		PM	1/29/97	44.9	D
113	First Street and Taylor Street	AM	5/20/97	47.0	D
		PM	2/13/97	67.3	E
119	Capitol Avenue and McKee Road	AM	1/19/99	67.6	E
		PM	1/14/99	43.1	D

Table 5
Existing Unacceptable Intersection Levels of Service

Study Number		Peak Hour	Count Date	Year 2000 Existing Ave. Delay/a/	LOS
124	Capitol Avenue and Cropley Avenue	AM	5/17/00	33.6	C
		PM	5/17/00	78.8	E
125	Capitol Avenue and Hostetter Road	AM	4/29/99	66.2	E
		PM	4/29/99	65.2	E
127	San Tomas Expressway and Williams Road	AM	4/19/00	65.0	E
		PM	3/23/93	73.7	E
Santa Clara CMP Intersections					
157	Lawrence Expressway and Tasman Drive	AM	10/21/99	45.0	D
		PM	4/12/00	272.4	F
158	Lawrence Expressway and Arques Avenue/Scott Boulevard	AM	10/27/99	37.0	D
		PM	4/26/00	84.2	F
159	Lawrence Expressway and Reed Street/Monroe Street	AM	10/20/99	177.9	F
		PM	3/7/00	39.1	D
165	Bowers Avenue and Central Expressway	AM	10/21/99	143.1	F
		PM	3/11/00	67.1	E
168	San Tomas Expressway and Monroe Street	AM	10/21/99	90.6	F
		PM	4/27/00	43.5	D
170	San Tomas Expressway and Homestead Road	AM	10/27/99	83.9	F
		PM	4/25/00	62.1	E
175	De La Cruz Boulevard and Central Expressway	AM	10/28/99	71.2	E
		PM	4/13/00	84.6	F
177	San Tomas Expressway and Saratoga Avenue	AM	10/26/99	70.3	E
		PM	4/25/00	84.5	F
Other Santa Clara Intersections					
183	Lafayette Street and Benton Street	AM	3/20/02	67.7	E
		PM	3/20/02	56.7	E
186	Lawrence Expressway and Kifer Road	AM	10/1/03	25.7	C
		PM	10/1/03	85.8	F
190	San Tomas Expressway and Benton Street	AM	3/20/02	71.2	E
		PM	3/14/02	41.3	D
Campbell CMP Intersections					
192	San Tomas Expressway and Hamilton Avenue	AM	10/12/99	62.4	E
		PM	3/7/00	91.4	F
Milpitas CMP Intersections					
205	Great Mall Parkway and Montague Expressway	AM	10/6/99	51.5	D
		PM	4/26/00	99.7	F
206	Milpitas Boulevard and Montague Expressway	AM	10/7/99	94.9	F
		PM	4/26/00	42.1	D
Other Milpitas Intersections					
210	I-880 and Great Mall Parkway	AM	1/20/00	33.2	C
		PM	10/21/99	75.7	E
211	Jacklin Road and Milpitas Boulevard	AM	1/27/00	70.4	E
		PM	5/21/02	47.4	D

Notes:
* Denotes CMP intersection
/a/ Reported delay based on average control delay as calculated by TRAFFIX using HCM 2000 methodology



◎ = Unacceptable LOS E

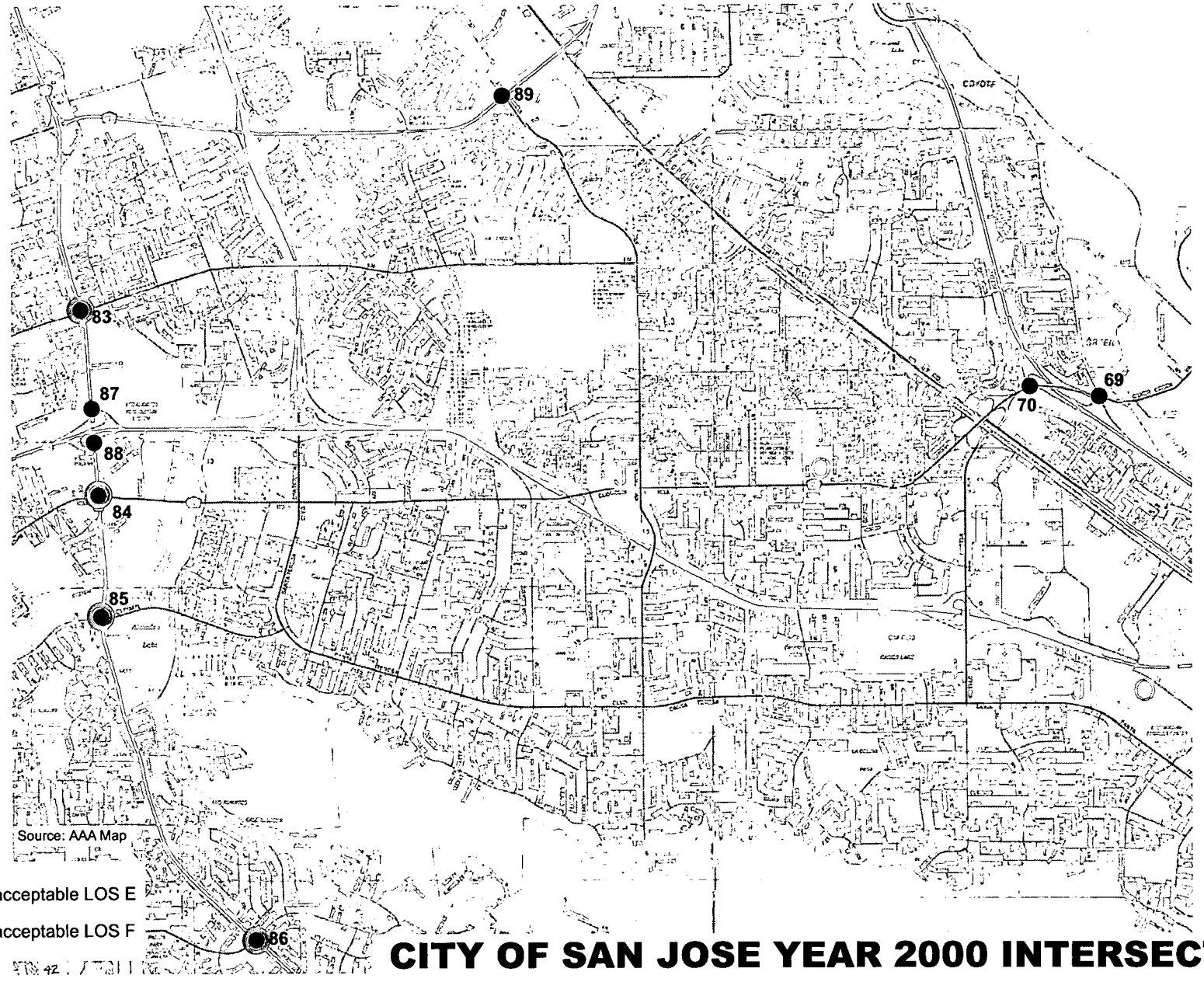
◎ = Unacceptable LOS F

Figure 11

NORTH SAN JOSE YEAR 2000 INTERSECTION LEVEL OF SERVICE CONDITIONS

Hexagon
Transportation Consultants, Inc.

North San Jose



= Unacceptable LOS E

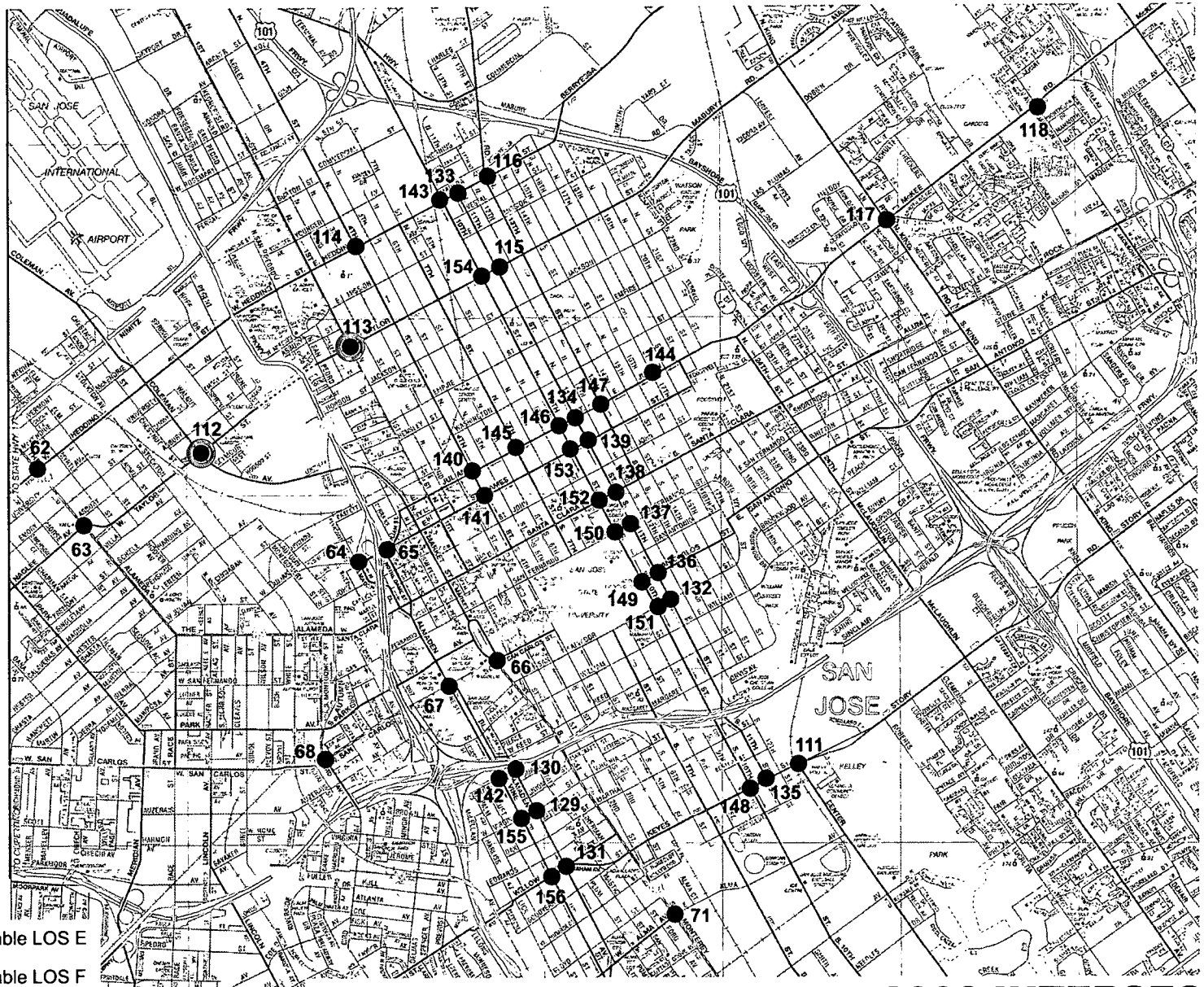
= Unacceptable LOS F

Figure 12A

CITY OF SAN JOSE YEAR 2000 INTERSECTION LEVEL OF SERVICE CONDITIONS

North San Jose

Hexagon
Transportation Consultants, Inc.



= Unacceptable LOS E

= Unacceptable LOS F

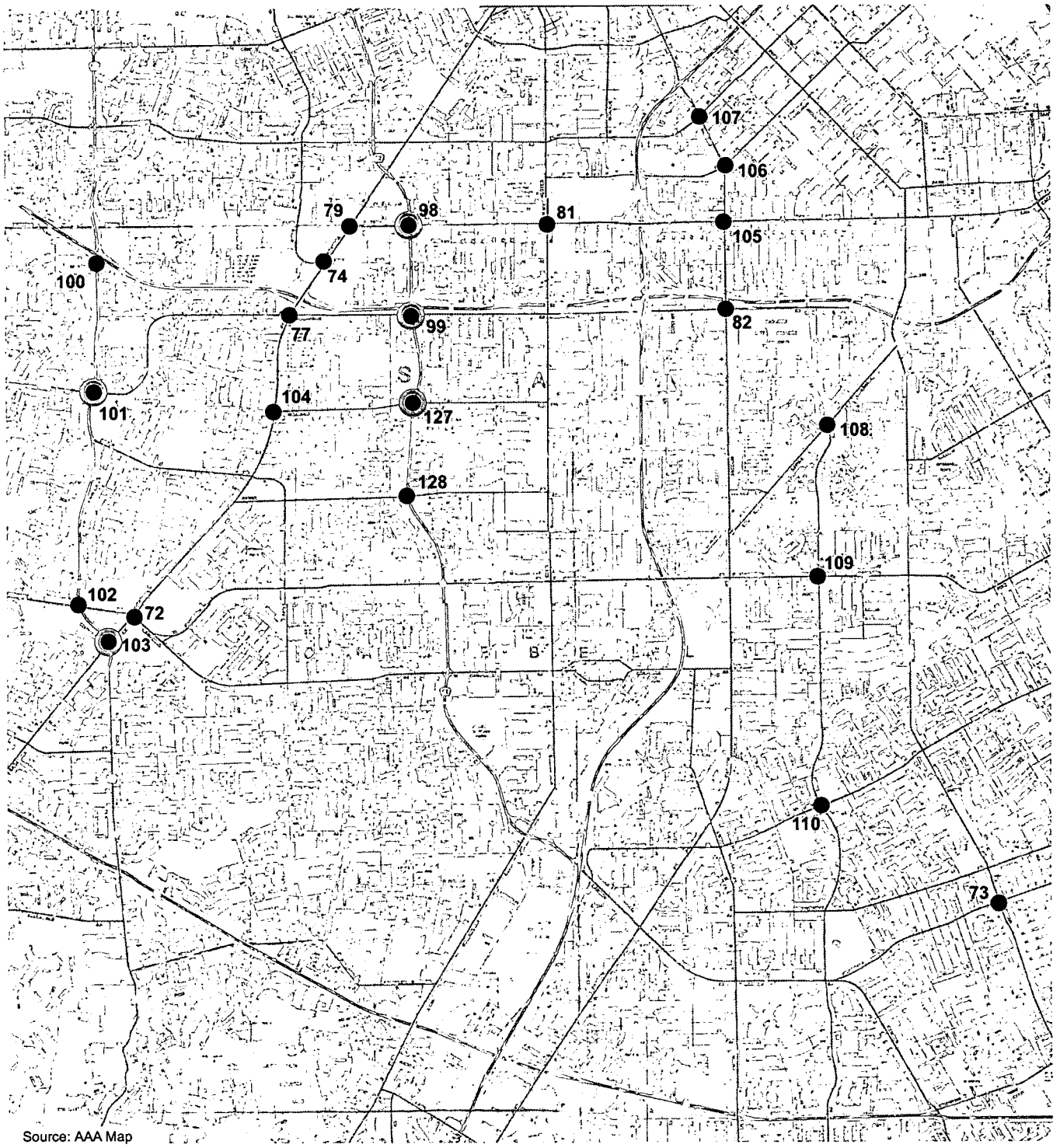
Source: AAA Map

Figure 12B

CITY OF SAN JOSE YEAR 2000 INTERSECTION LEVEL OF SERVICE CONDITIONS

North San Jose

Hexagon
Transportation Consultants, Inc.



Source: AAA Map

◎ = Unacceptable LOS E

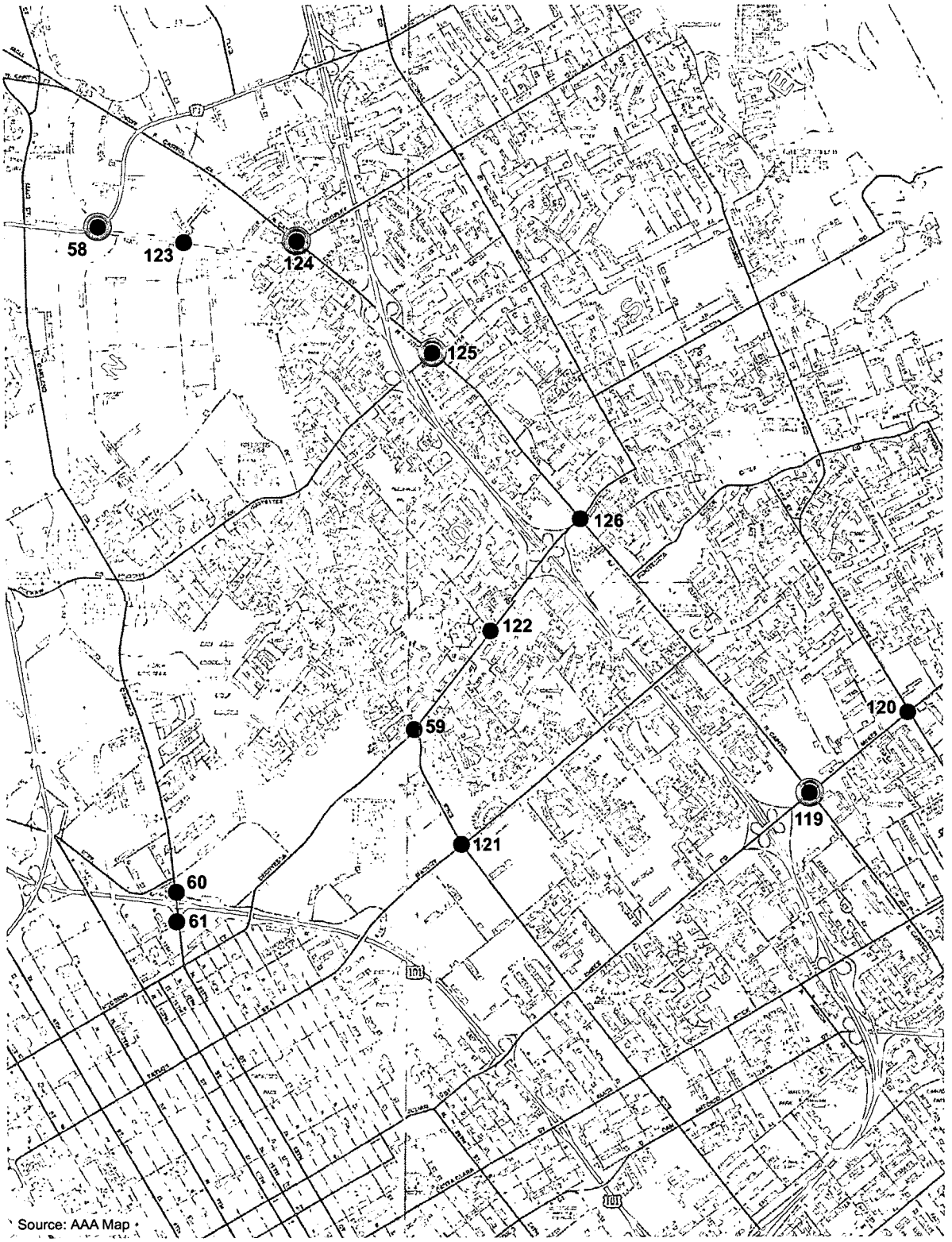
◎ = Unacceptable LOS F

Figure 12C

CITY OF SAN JOSE YEAR 2000 INTERSECTION LEVEL OF SERVICE CONDITIONS

North San Jose

Hexagon
Transportation Consultants, Inc.



Source: AAA Map

◎ = Unacceptable LOS E

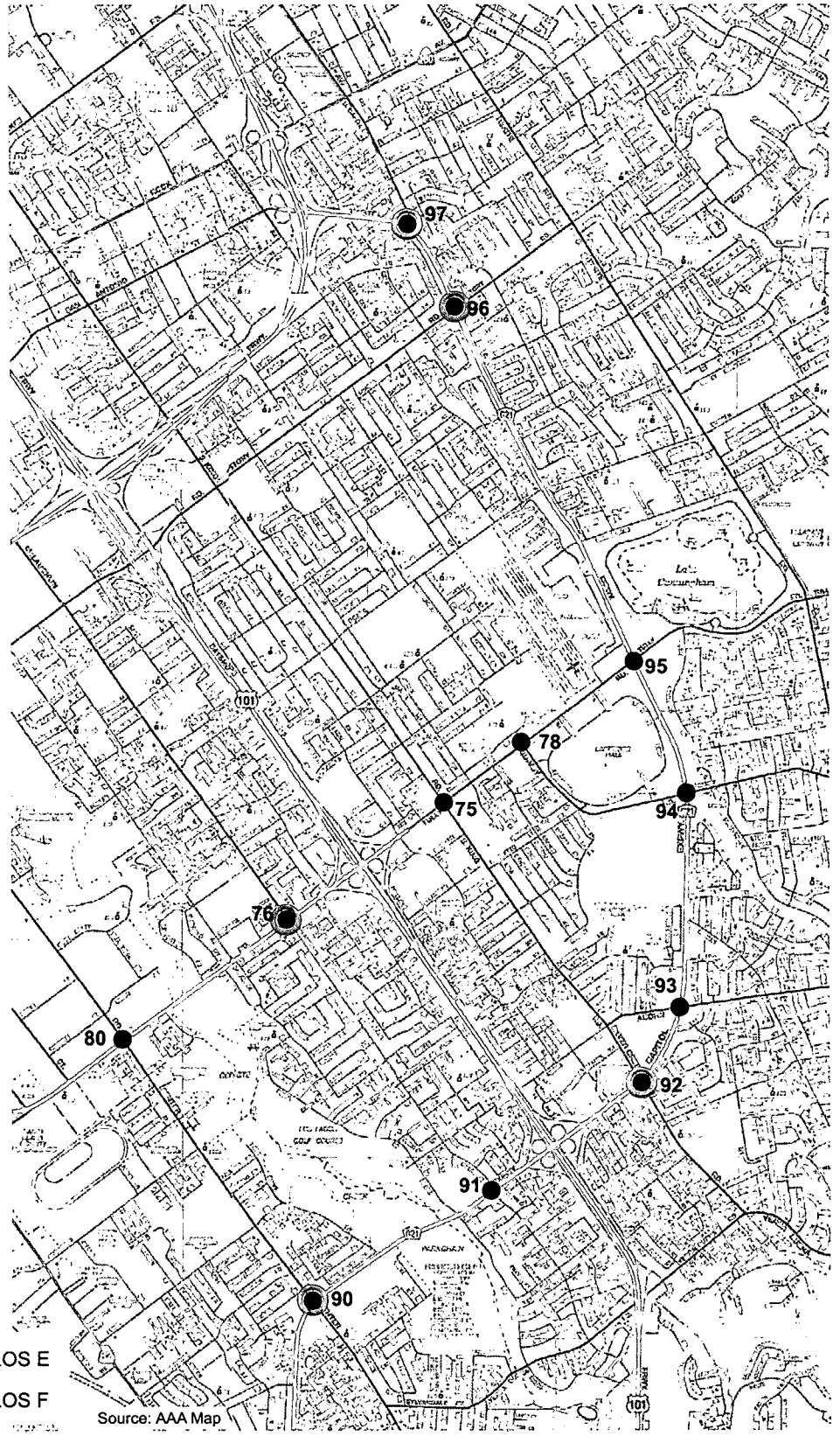
◎ = Unacceptable LOS F

Figure 12D

CITY OF SAN JOSE YEAR 2000 INTERSECTION LEVEL OF SERVICE CONDITIONS

North San Jose

Hexagon
Transportation Consultants, Inc.



◎ = Unacceptable LOS E

◎ = Unacceptable LOS F

Source: AAA Map

Figure 12E

CITY OF SAN JOSE YEAR 2000 INTERSECTION LEVEL OF SERVICE CONDITIONS

North San Jose

Hexagon
Transportation Consultants, Inc.

85	Almaden Expressway and Coleman Road*
86	Almaden Expressway and Camden Avenue*
90	Senter Road and Capitol Expressway*
92	Silver Creek Road and Capitol Expressway*
96	Capitol Expressway and Story Road*
97	Capitol Expressway and Capitol Avenue*
98	San Tomas Expressway and Stevens Creek Boulevard*
99	San Tomas Expressway and Moorpark Avenue*
101	Lawrence Expressway and Moorpark Avenue*
103	Lawrence Expressway and Saratoga Avenue*
112	Coleman Avenue and Taylor Street
113	First Street and Taylor Street
119	Capitol Avenue and McKee Road
124	Capitol Avenue and Cropley Avenue
125	Capitol Avenue and Hostetter Road
127	San Tomas Expressway and Williams Road

*Indicates CMP Intersection

CMP Intersections

The level of service results for the other CMP intersections show that measured against the CMP level of service standards, six intersections currently operate at an unacceptable LOS F.

84	Almaden Expressway and Blossom Hill Road
92	Silver Creek Road and Capitol Expressway
97	Capitol Expressway and Capitol Avenue
98	San Tomas Expressway and Stevens Creek Boulevard
99	San Tomas Expressway and Moorpark Avenue
101	Lawrence Expressway and Moorpark Avenue

City of Santa Clara Intersection Analysis

Local City Intersections

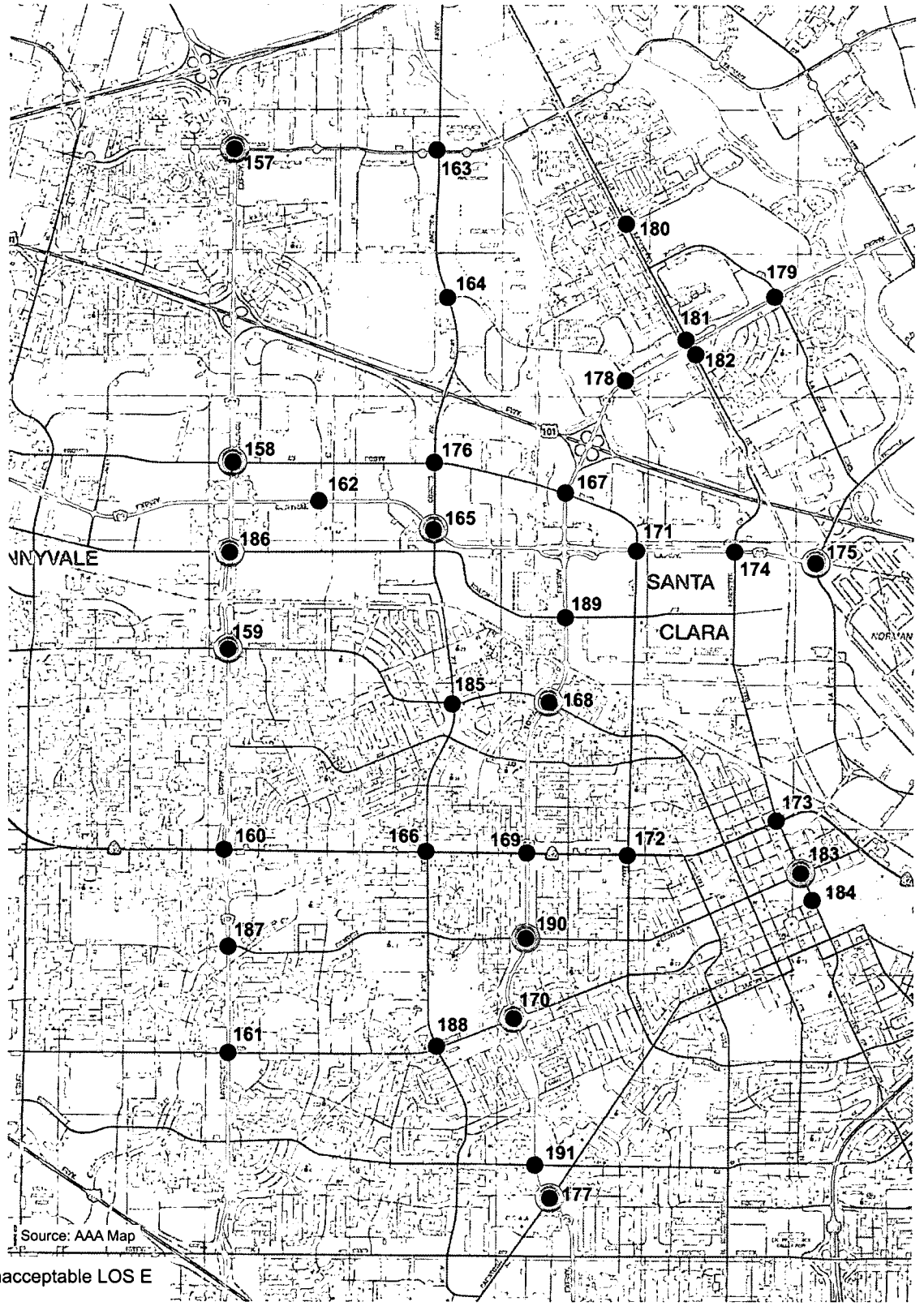
The results of the level of service analysis show that three of City of Santa Clara study intersections currently operate at an unacceptable LOS E or worse.

183	Lafayette Street and Benton Street
186	Lawrence Expressway and Kifer Road
190	San Tomas Expressway and Benton Street

CMP Intersections

The level of service results for the CMP intersections located in the City of Santa Clara show that measured against the CMP level of service standards, eight intersections currently operate at an unacceptable LOS F.

157	Lawrence Expressway and Tasman Drive
158	Lawrence Expressway and Arques Avenue/Scott Boulevard



= Unacceptable LOS E

= Unacceptable LOS F

Figure 13

CITY OF SANTA CLARA YEAR 2000 INTERSECTION LEVEL OF SERVICE CONDITIONS

Hexagon
Transportation Consultants, Inc.

North San Jose

159 Lawrence Expressway and Reed Street/Monroe Street
165 Bowers Avenue and Central Expressway
168 San Tomas Expressway and Monroe Street
170 San Tomas Expressway and Homestead Road
175 De La Cruz Boulevard and Central Expressway
177 San Tomas Expressway and Saratoga Avenue

City of Campbell CMP Intersection Analysis

The level of service results for the CMP intersections located in the City of Campbell show that measured against the CMP level of service standards, one intersection currently operates at an unacceptable LOS F.

192 San Tomas Expressway and Hamilton Avenue

City of Milpitas Intersection Analysis

Local City Intersections

The results of the level of service analysis show that two of City of Milpitas study intersections currently operate at an unacceptable LOS E or worse.

210 I-880 and Great Mall Parkway
211 Jacklin Road and Milpitas Boulevard

CMP Intersections

The level of service results for the CMP intersections located in the City of Milpitas show that measured against the CMP level of service standards, two intersections currently operate at an unacceptable LOS F.

205 Great Mall Parkway and Montague Expressway
206 Milpitas Boulevard and Montague Expressway

Existing Freeway Levels of Service

Traffic volumes for the subject freeway segments were obtained from the 2000 CMP Annual Monitoring Report. Based on the monitoring report, 84 of the 122 directional freeway segments analyzed currently operate at an unacceptable LOS F during at least one of the peak hours. The HOV lanes on 22 of the 55 directional freeway segments (with HOV lanes) analyzed currently operate at an unacceptable LOS F during at least one of the peak hours. Summary tables of the freeway segment analysis are presented in Appendix C.

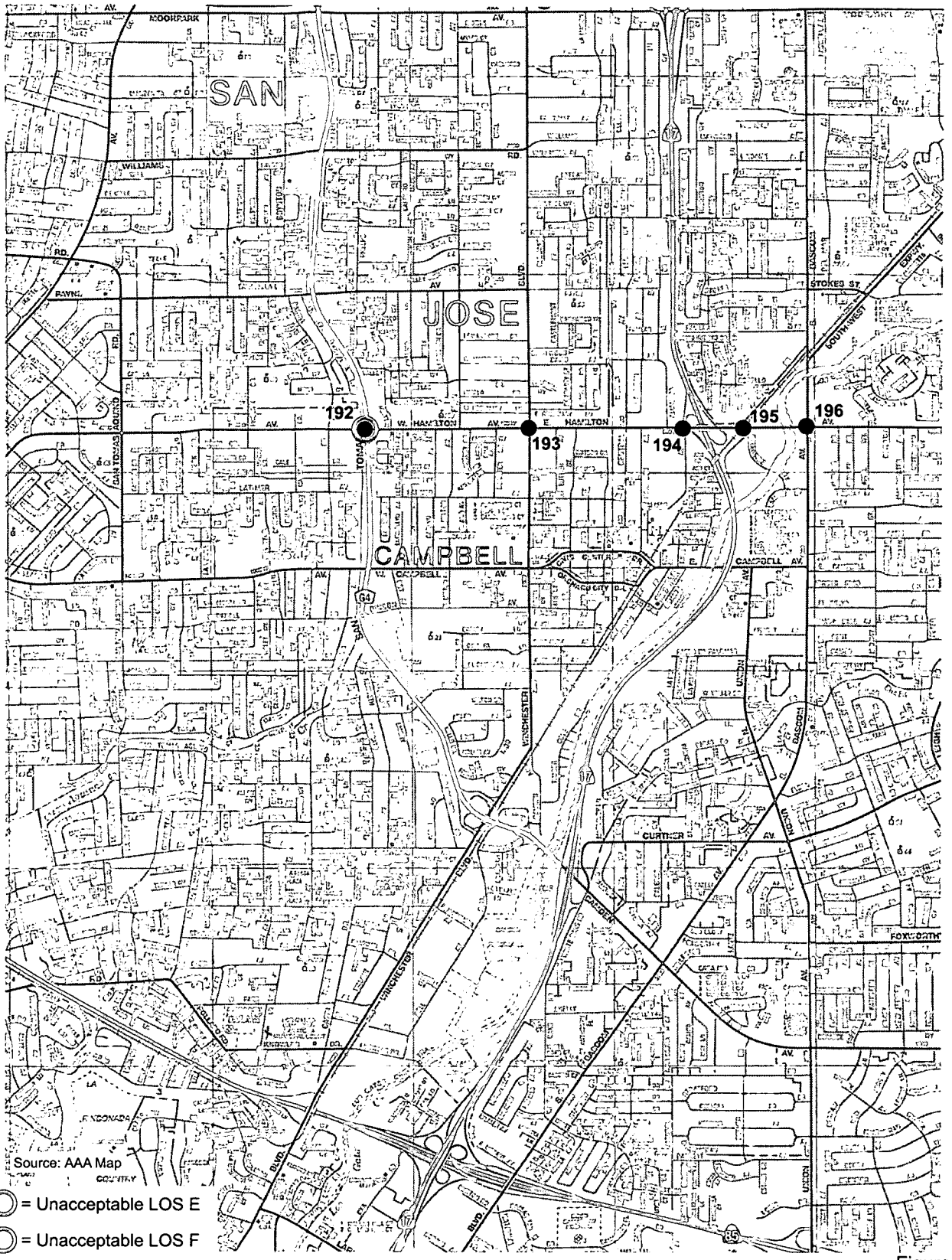


Figure 14

CITY OF CAMPBELL YEAR 2000 INTERSECTION LEVEL OF SERVICE CONDITIONS

Hexagon
Transportation Consultants, Inc.

North San Jose

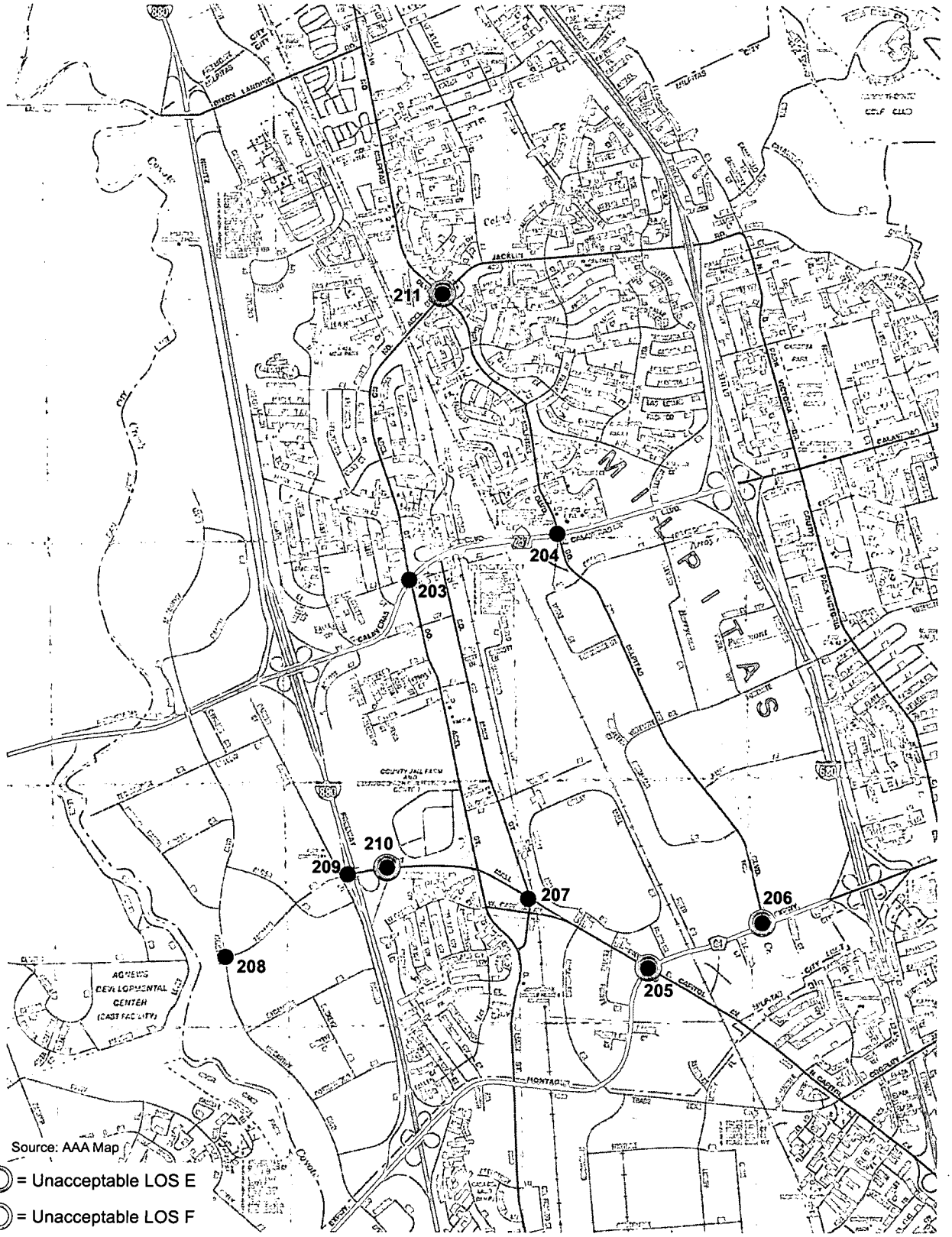


Figure 15

CITY OF MILPITAS YEAR 2000 INTERSECTION LEVEL OF SERVICE CONDITIONS

Hexagon
Transportation Consultants, Inc.

North San Jose

3.
Background Conditions

This chapter describes background traffic conditions. Background conditions are defined as conditions just prior to completion of the proposed development. Traffic volumes for background conditions comprise volumes from existing traffic counts plus traffic generated by other approved developments. This chapter describes the planned roadway system and intersection improvements, the procedure used to determine background traffic volumes, and the resulting traffic conditions.

Background Roadway Network

Improvements are planned under background conditions at many of the study intersections. The intersection improvements will be constructed as city Capitol Improvement Program (CIP) projects or as a condition of future development to be funded by the developer. The improvements are presented in Table 6.

In addition to specific intersection improvements, the County of Santa Clara Roads and Airports Departments has completed a study that identifies improvement needs for the County Expressway System. The report, *Comprehensive County Expressway Planning Study August 19, 2003,* provides a long-term implementation plan for the improvement of the expressway system based on a tier structure. Improvements such as roadway widenings, intersection grade-separations, and interchange improvements are categorized in the three-tier system based on their priority and ability to be funded. Only those projects for which there is identified funding are included under background conditions. Several of the identified improvements from the Expressway Study are described in Chapter 4 for project conditions as planned improvements or possible mitigation measures.

Table 6
Background Intersection Improvements

Study Number		Background Conditions Improvements
North San Jose Intersections		
11	De La Cruz Boulevard and Trimble Road	Widen Trimble to 6-lanes
16	Zanker Road and Brokaw Road	Add 2nd WBL
24	Zanker Road and Tasman Drive	Widen Zanker to 6-lanes Add 2nd NB & SB left-turn lanes
30	North First Street and Rio Robles	Add west leg: Add NBR, Convert EBL to shared THRU-LT
31	North First Street and River Oaks Parkway	Add 2nd EBL
35	North First Street and Component Drive	Add 2nd EBL
36	North First Street and Karina Court	Add 2nd NB & EB left-turn lanes
38	North First Street and Skyport Drive	Add 2nd EBL
40	Zanker Road and River Oaks Parkway	Widen Zanker to 6-lanes Add 2nd SBL
43	Zanker Road and Charcot Avenue	Add 2nd EBL
49	Orchard Parkway and Guadalupe Parkway	Add separate NBL Add 2nd WBL
50	Orchard Parkway and Trimble Road	Add 2nd NB, EB, & WB Left-turn lanes
Other San Jose CMP Intersections		
60	Oakland Road and US 101 (N)	Add 2nd WBR
67	Almaden Boulevard and San Carlos Street	Add 2nd NBL Add separate WBR
69	US 101 and Blossom Hill (East)	Add 2nd NBR, Add 2nd EBL, Widen Blossom Hill overpass: Add 3rd EB & WB thru lanes
70	US 101 and Blossom Hill (West)	Widen Blossom Hill overpass: Add 3rd EB & WB thru lanes
81	Winchester Boulevard and Stevens Creek Boulevard	Add 2nd NBL
87	Almaden Expressway and SR 85 (North)	Add 4th exclusive SB thru lane
96	Capitol Expressway and Story Road	Add 3rd EB thru lane Add 2nd EB&WB left-turn lanes
109	Leigh Avenue and Hamilton Avenue	Add 2nd EBL
115	Eleventh Street and Taylor Street	Convert 11th St. to a two-way street
119	Capitol Avenue and McKee Road	Add separate NBR, Remove one SB thru lane, Add 2nd separate EB left-turn and 3rd EB thru lane
124	Capitol Avenue and Cropley Avenue	Add 3rd SB thru-lane, remove one SBL, Remove one NB thru-lane
125	Capitol Avenue and Hostetter Road	Add 2nd NBL, Add 3rd NB thru-lane, add 2nd exclusive EBL Convert shared WB left-thru to a thru lane

Table 6
Background Intersection Improvements

Study Number		Background Conditions Improvements
126	Capitol Avenue and Berryessa Road	Add 2nd exclusive NBL
129	Almaden Avenue and Virginia Street	Convert Almaden to a two-way street
130	Almaden Avenue and Grant Street	Convert Almaden to a two-way street
131	Almaden Avenue and Willow Street	Convert Almaden to a two-way street
132	Eleventh Street and San Salvador Street	Remove one lane on 11th
133	Eleventh Street and Hedding Street	Remove one NBL, add EBR, Add WBL
134	Eleventh Street and Julian Street	Convert 11th to a two-way street
135	Eleventh Street and Keyes Street	Convert 11th to a two-way street
136	Eleventh Street and San Carlos Street	Remove one lane on 11th
137	Eleventh Street and San Fernando Street	Remove one lane on 11th
138	Eleventh Street and Santa Clara Street	Convert 11th to a two-way street
139	Eleventh Street and St. James Street	Convert 11th to a two-way street
140	Fourth Street and Julian Street	Convert 4th to a two-way street
141	Fourth Street and St, James Street	Convert 4th to a two-way street
142	Vine Street and Grant Street	Convert Vine to a two-way street
143	Tenth Street and Hedding Street	Convert 10th to a two-way street
144	Seventeenth Street and Julian Street	Convert Julian to a two-way street
145	Seventh Street and Julian Street	Convert Julian to a two-way street
146	Tenth Street and Julian Street	Convert Julian to a two-way street
147	Thirteenth Street and Julian Street	Convert Julian to a two-way street
148	Tenth Street and Keyes Street	Remove one lane on 10th
149	Tenth Street and San Carlos Street	Remove one lane on 10th
150	Tenth Street and San Fernando Street	Remove one lane on 10th
151	Tenth Street and San Salvador Street	Remove one lane on 10th
152	Tenth Street and Santa Clara Street	Remove one lane on 10th

Table 6
Background Intersection Improvements

Study Number		Background Conditions Improvements
153	Tenth Street and St. James Street	Convert 10th to a two-way street
154	Tenth Street and Taylor Street	Convert 10th to a two-way street
155	Vine Street and Virginia Street	Convert Vine to a two-way street
156	Vine Street and Willow Street	Convert Vine to a two-way street
Santa Clara CMP Intersections		
164	Great America Parkway and Mission College Boulevard	Add 3rd NBL, add 4th SB thru Add 3rd WBL
171	Scott Boulevard and Central Expressway	Add separate SBR
Other Santa Clara Intersections		
185	Bowers Avenue and Monroe Street	Add separate LT lanes on all approaches

Notes:
* Denotes CMP intersection

Background Bicycle and Pedestrian Facilities

According to the City of San Jose Transportation Bicycle Network, there are numerous planned city-designated bikeways within the North San Jose area. Bicycle facilities, class/type as-yet undesignated, are planned along the following roadways:

- North First Street between SR 237 and Grand Avenue.
- Grand Avenue between North First Street and Los Esteros Road.
- Los Esteros Road/Zanker Road between Grand Avenue and SR 237
- Orchard Parkway between Trimble Road and North First Street
- Junction Avenue between Brokaw Road and Zanker Road
- Charcot Avenue between First Street and O'Toole Avenue
- O'Toole Avenue between Trimble Road and Charcot Avenue
- River Oaks Parkway between First Street and Component Avenue

There are also three designated cross-county bicycle corridors in the North San Jose area. The Bicycle corridors were established by the VTA to form a countywide bicycle network and indicate where implementation of bikeways should be a priority. The following corridors run through the North San Jose area:

- *Highway 880 Corridor and South 101/Caltrain* – Runs up from Monterey Road, through Downtown San Jose and along Zanker Road in North San Jose.

- *Highway 237/Tasman and Capitol Rail*– Runs along Tasman Drive from Sunnyvale through North San Jose and down Capitol Avenue.

- *Alma Street and El Camino Real*– Runs along El Camino Real in Mountain View, parallel to Montague Expressway in North San Jose, and on into Milpitas

Pedestrian facilities under background conditions were assumed to remain unchanged from existing conditions.

Background Transit Service

Transit service under background conditions was assumed to remain unchanged from existing conditions.

Background Traffic Volumes

The added traffic from approved, but not yet constructed, developments in the City of San Jose were obtained from the city's Approved Trips Inventory (ATI). The added traffic from approved, but not yet constructed, developments in the City of Santa Clara were estimated based on specific project information provided by the City of Santa Clara.

Background traffic volumes are included in Appendix A.

Background Intersection Levels of Service

Intersection levels of service are evaluated against the applicable municipal and the applicable CMP standards. Results indicate that all study intersections in the cities of Cupertino, Sunnyvale and Mountain View are projected to operate at acceptable levels. The level of service results for those study intersections operating at unacceptable levels under existing conditions are summarized in Table 7 and shown graphically in Figures 16 though 20. Tables summarizing the results for all intersections, as well as, levels of service calculation sheets are included in Appendix B.

North San Jose Intersection Analysis

North San Jose Intersections

The results of the level of service analysis for study intersections located within North San Jose indicate that 19 intersections, 14 of which are CMP designated intersections, are projected to operate at LOS E or worse under background conditions.

1	North First Street and SR 237 (North)*
2	North First Street and SR 237 (South)*
5	North First Street and Montague Expressway*
6	Zanker Road and Montague Expressway*
8	Trimble Road and Montague Expressway*
9	McCarthy Boulevard and Montague Expressway*
10	Old Oakland Road and Montague Expressway*
11	De La Cruz Boulevard and Trimble Road*
12	North First Street and Trimble Road*
13	Zanker Road and Trimble Road*
14	North First Street and Brokaw Road*
15	US 101 and Brokaw Road*
16	Zanker Road and Brokaw Road*
19	Old Oakland Road and Brokaw Road*
27	North First Street and Charcot Avenue
28	North First Street and Old Bayshore Highway
31	North First Street and River Oaks Parkway
36	North First Street and Karina Court
49	Orchard Parkway and Guadalupe Parkway

*Indicates CMP Intersection

North San Jose CMP Intersections

The level of service results for the CMP study intersections located within North San Jose show that measured against the CMP level of service standards, eight intersections are projected to operate at an unacceptable LOS F under background conditions. All other CMP study intersections within North San Jose currently operate at LOS E or better.

2	North First Street and SR 237 (South)
5	North First Street and Montague Expressway
6	Zanker Road and Montague Expressway
8	Trimble Road and Montague Expressway

Table 7
Background Unacceptable Intersection Levels of Service

Study Number		Peak Hour	Year 2000 Existing Ave. Delay/a/	Year 2000 Existing LOS	Background Ave. Delay/a/	Background LOS
North San Jose Intersections						
1	North First Street and SR 237 (North)	AM	16.0	B	21.9	C
		PM	16.8	B	62.0	E
2	North First Street and SR 237 (South)	AM	23.4	C	81.3	F
		PM	25.0	C	59.0	E
5	North First Street and Montague Expressway	AM	63.3	E	136.9	F
		PM	119.7	F	221.7	F
6	Zanker Road and Montague Expressway	AM	42.5	D	54.0	D
		PM	54.9	D	90.2	F
8	Trimble Road and Montague Expressway	AM	23.5	C	25.1	C
		PM	50.4	D	140.6	F
9	McCarthy Boulevard and Montague Expressway	AM	48.2	D	86.7	F
		PM	119.3	F	470.2	F
10	Old Oakland Road and Montague Expressway	AM	78.0	E	85.0	F
		PM	88.8	F	101.7	F
11	De La Cruz Boulevard and Trimble Road	AM	33.8	C	32.7	C
		PM	53.4	D	57.1	E
12	North First Street and Trimble Road	AM	44.7	D	76.7	E
		PM	50.0	D	80.0	E
13	Zanker Road and Trimble Road	AM	35.0	D	44.7	D
		PM	53.8	D	122.6	F
14	North First Street and Brokaw Road	AM	46.9	D	181.2	F
		PM	44.6	D	151.7	F
15	US 101 and Brokaw Road	AM	28.5	C	62.1	E
		PM	31.9	C	34.5	C
16	Zanker Road and Brokaw Road	AM	49.0	D	54.3	D
		PM	59.7	E	58.4	E
19	Old Oakland Road and Brokaw Road	AM	52.4	D	59.0	E
		PM	43.5	D	47.9	D
27	North First Street and Charcot Avenue	AM	36.0	D	103.8	F
		PM	33.7	C	48.4	D
28	North First Street and Old Bayshore Highway	AM	41.4	D	54.8	D
		PM	67.2	E	241.6	F
31	North First Street and River Oaks Parkway	AM	24.9	C	31.6	C
		PM	34.4	C	69.7	E
36	North First Street and Karina Court	AM	18.1	B	14.5	B
		PM	14.1	B	65.4	E
49	Orchard Parkway and Guadalupe Parkway	AM	15.2	B	50.3	D
		PM	20.2	C	112.1	F
Other San Jose CMP Intersections						
58	Trade Zone Boulevard and Montague Expressway	AM	45.8	D	52.3	D
		PM	75.8	E	79.9	E
69	US 101 and Blossom Hill (East)	AM	41.2	D	70.2	E
		PM	44.5	D	114.0	F
75	King Road and Tully Road	AM	40.1	D	45.0	D
		PM	51.8	D	55.1	E

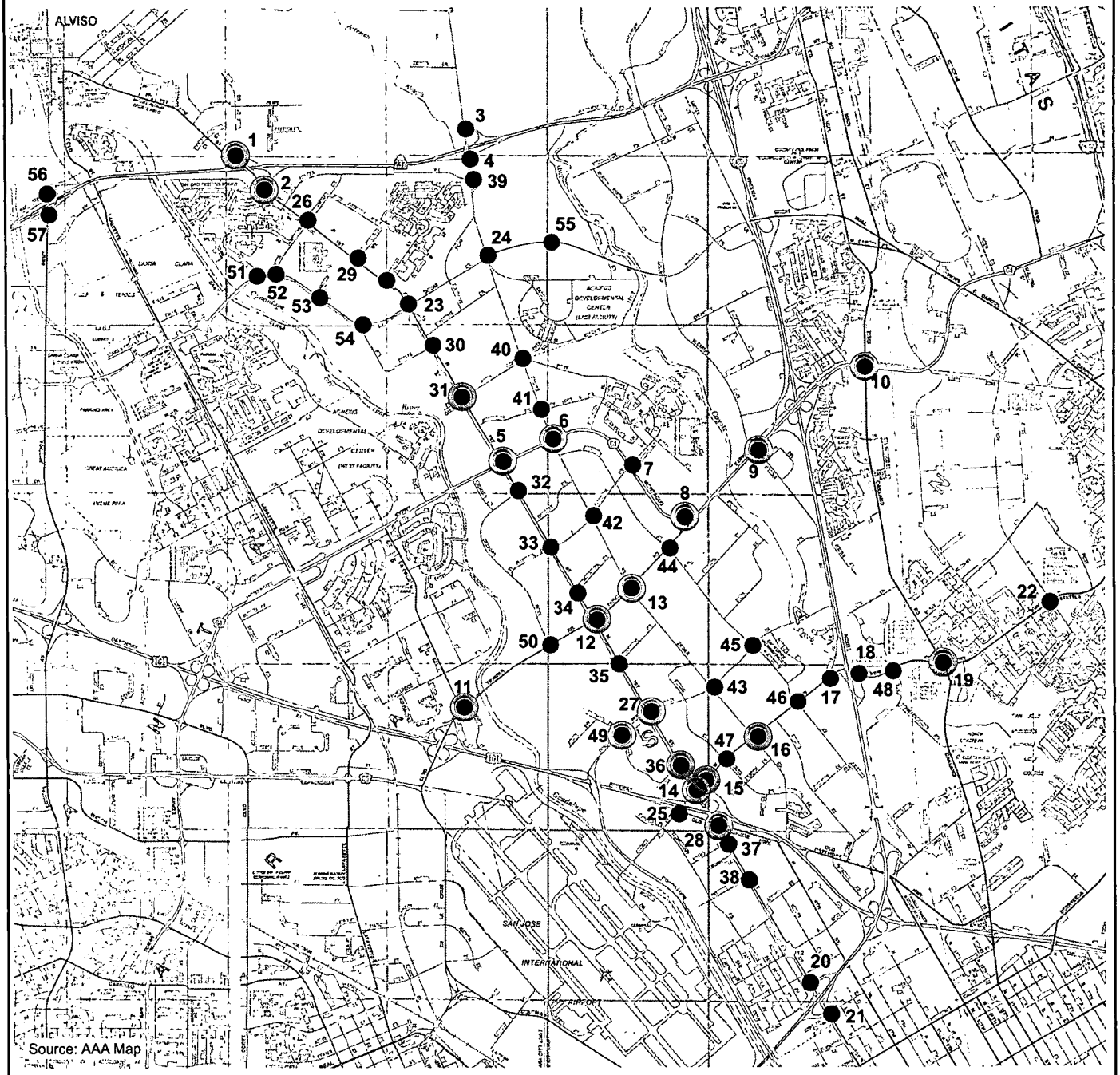
Table 7
Background Unacceptable Intersection Levels of Service

Study Number		Peak Hour	Year 2000 Existing Ave. Delay/a/	Year 2000 Existing LOS	Background Ave. Delay/a/	Background LOS
76	McLaughlin Avenue and Tully Road	AM	46.5	D	47.5	D
		PM	62.6	E	69.1	E
83	Alamden Expressway and Branham Lane	AM	69.0	E	69.9	E
		PM	49.0	D	49.3	D
84	Almaden Expressway and Blossom Hill Road	AM	83.4	F	85.1	F
		PM	73.9	E	81.9	F
85	Almaden Expressway and Coleman Road	AM	64.2	E	65.0	E
		PM	50.5	D	49.2	D
86	Almaden Expressway and Camden Avenue	AM	59.1	E	59.7	E
		PM	48.0	D	53.9	D
90	Senter Road and Capitol Expressway	AM	50.9	D	51.4	D
		PM	55.2	E	57.2	E
92	Silver Creek Road and Capitol Expressway	AM	56.6	E	61.7	E
		PM	131.9	F	137.7	F
94	Capitol Expressway and Quimby Road	AM	38.8	D	40.9	D
		PM	50.9	D	56.4	E
96	Capitol Expressway and Story Road	AM	58.7	E	68.1	E
		PM	58.7	E	53.9	D
97	Capitol Expressway and Capitol Avenue	AM	29.2	C	31.3	C
		PM	87.3	F	101.4	F
98	San Tomas Expressway and Stevens Creek Boulevard	AM	55.1	E	56.6	E
		PM	80.3	F	82.7	F
99	San Tomas Expressway and Moorpark Avenue	AM	67.8	E	67.8	E
		PM	125.5	F	125.4	F
101	Lawrence Expressway and Moorpark Avenue	AM	85.0	F	85.0	F
		PM	48.1	D	48.1	D
103	Lawrence Expressway and Saratoga Avenue	AM	49.0	D	49.3	D
		PM	55.1	E	57.5	E
Other San Jose Intersections						
112	Coleman Avenue and Taylor Street	AM	62.7	E	117.9	F
		PM	44.9	D	47.5	D
113	First Street and Taylor Street	AM	47.0	D	51.4	D
		PM	67.3	E	80.8	F
115	Eleventh Street and Taylor Street	AM	52.0	D	57.9	E
		PM	9.5	A	43.3	D
116	Thirteenth Street and Hedding Street	AM	53.8	D	57.9	E
		PM	42.1	D	42.7	D
119	Capitol Avenue and McKee Road	AM	67.6	E	59.6	E
		PM	43.1	D	42.4	D
124	Capitol Avenue and Cropley Avenue	AM	33.6	C	33.6	C
		PM	78.8	E	57.1	E
125	Capitol Avenue and Hostetter Road	AM	66.2	E	51.9	D
		PM	65.2	E	60.1	E
127	San Tomas Expressway and Williams Road	AM	65.0	E	65.0	E
		PM	73.7	E	73.7	E
Santa Clara CMP Intersections						
157	Lawrence Expressway and Tasman Drive	AM	45.0	D	49.4	D
		PM	272.4	F	286.0	F

Table 7
Background Unacceptable Intersection Levels of Service

Study Number		Peak Hour	Year 2000 Existing Ave. Delay/a/	Year 2000 Existing LOS	Background Ave. Delay/a/	Background LOS
158	Lawrence Expressway and Arques Avenue/Scott Boulevard	AM	37.0	D	43.8	D
		PM	84.2	F	90.5	F
159	Lawrence Expressway and Reed Street/Monroe Street	AM	177.9	F	191.4	F
		PM	39.1	D	41.3	D
160	Lawrence Expressway and El Camino Real	AM	31.1	C	33.8	C
		PM	39.4	D	85.0	F
161	Lawrence Expressway and Homestead Road	AM	64.0	E	105.4	F
		PM	48.1	D	124.2	F
165	Bowers Avenue and Central Expressway	AM	143.1	F	155.8	F
		PM	67.1	E	77.6	E
167	San Tomas Expressway and Scott Boulevard	AM	59.1	E	71.3	E
		PM	63.8	E	82.6	F
168	San Tomas Expressway and Monroe Street	AM	90.6	F	101.9	F
		PM	43.5	D	47.2	D
169	San Tomas Expressway and El Camino Real	AM	73.8	E	83.8	F
		PM	70.1	E	87.4	F
170	San Tomas Expressway and Homestead Road	AM	83.9	F	115.0	F
		PM	62.1	E	145.0	F
175	De La Cruz Boulevard and Central Expressway	AM	71.2	E	44.4	D
		PM	84.6	F	89.6	F
177	San Tomas Expressway and Saratoga Avenue	AM	70.3	E	89.0	F
		PM	84.5	F	115.8	F
179	De La Cruz Boulevard and Montague Expressway	AM	38.1	D	133.6	F
		PM	18.1	B	40.0	D
Other Santa Clara Intersections						
183	Lafayette Street and Benton Street	AM	67.7	E	75.1	E
		PM	56.7	E	82.7	F
186	Lawrence Expressway and Kifer Road	AM	25.7	C	26.1	C
		PM	85.8	F	97.3	F
190	San Tomas Expressway and Benton Street	AM	71.2	E	90.4	F
		PM	41.3	D	49.7	D
191	San Tomas Expressway and Pruneridge Avenue	AM	52.1	D	68.5	E
		PM	42.0	D	68.1	E
Campbell CMP Intersections						
192	San Tomas Expressway and Hamilton Avenue	AM	62.4	E	62.4	E
		PM	91.4	F	91.4	F
Milpitas CMP Intersections						
205	Great Mall Parkway and Montague Expressway	AM	51.5	D	51.6	D
		PM	99.7	F	99.5	F
206	Milpitas Boulevard and Montague Expressway	AM	94.9	F	96.8	F
		PM	42.1	D	42.1	D
Other Milpitas Intersections						
210	I-880 and Great Mall Parkway	AM	33.2	C	33.2	C
		PM	75.7	E	75.7	E
211	Jacklin Road and Milpitas Boulevard	AM	70.4	E	70.4	E
		PM	47.4	D	47.4	D

Notes:
* Denotes CMP intersection
/a/ Reported delay based on average control delay as calculated by TRAFFIX using HCM 2000 methodology



◎ = Unacceptable LOS E

◎ = Unacceptable LOS F

Figure 16

NORTH SAN JOSE BACKGROUND INTERSECTION LEVEL OF SERVICE CONDITIONS

Hexagon
Transportation Consultants, Inc.

North San Jose

9	McCarthy Boulevard and Montague Expressway
10	Old Oakland Road and Montague Expressway
13	Zanker Road and Trimble Road
14	North First Street and Brokaw Road

Other City of San Jose Intersection Analysis

Other San Jose Intersections

The results of the level of service analysis show that 25, 17 of which are CMP designated intersections, of the other City of San Jose study intersections located outside of North San Jose are projected to operate at an unacceptable LOS E or worse under background conditions.

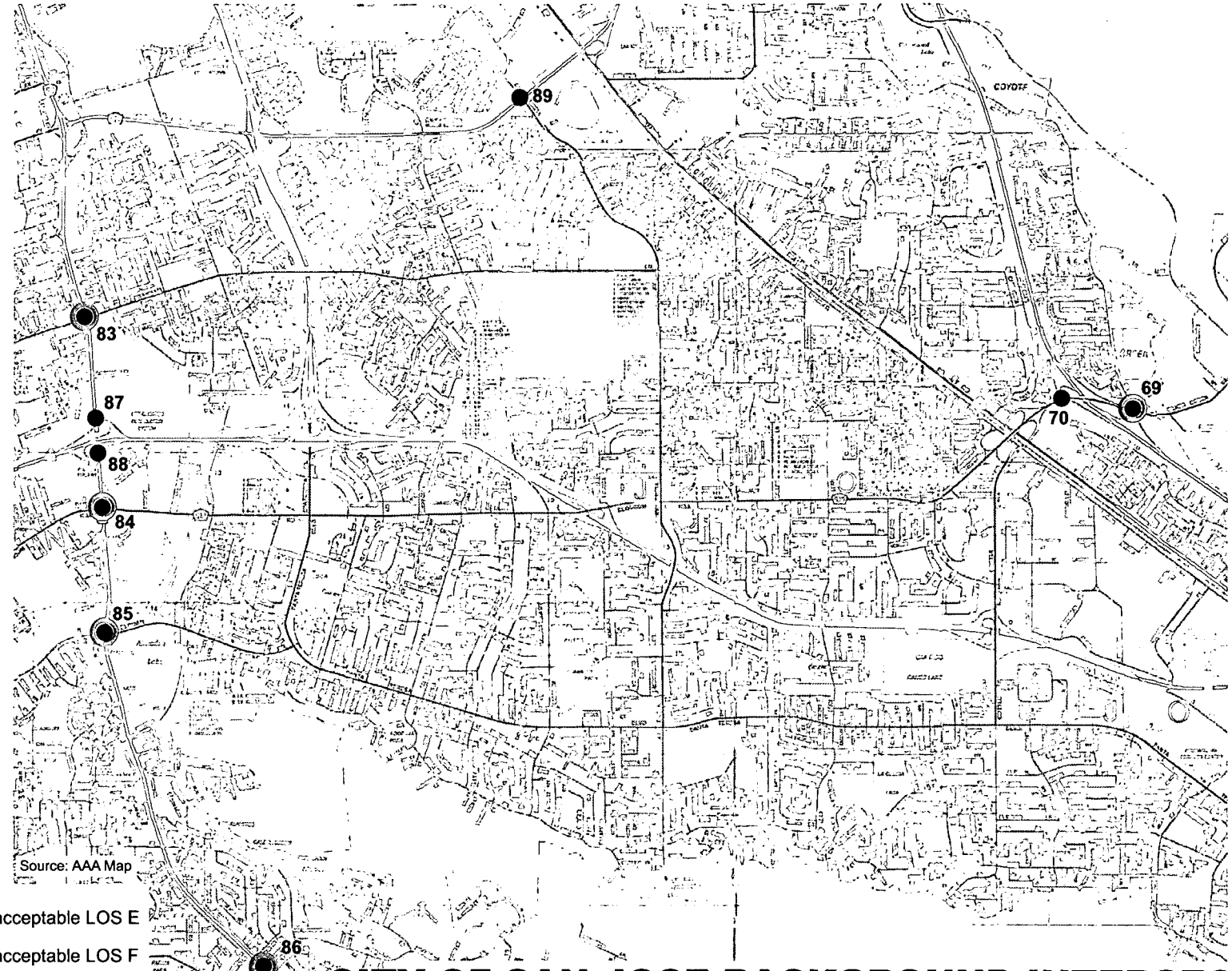
58	Trade Zone Boulevard and Montague Expressway*
69	US 101 and Blossom Hill (East)*
75	King Road and Tully Road*
76	McLaughlin Avenue and Tully Road*
83	Alamden Expressway and Branham Lane*
84	Almaden Expressway and Blossom Hill Road*
85	Almaden Expressway and Coleman Road*
86	Almaden Expressway and Camden Avenue*
90	Senter Road and Capitol Expressway*
92	Silver Creek Road and Capitol Expressway*
94	Capitol Expressway and Quimby Road*
96	Capitol Expressway and Story Road*
97	Capitol Expressway and Capitol Avenue*
98	San Tomas Expressway and Stevens Creek Boulevard*
99	San Tomas Expressway and Moorpark Avenue*
101	Lawrence Expressway and Moorpark Avenue*
103	Lawrence Expressway and Saratoga Avenue*
112	Coleman Avenue and Taylor Street
113	First Street and Taylor Street
115	Eleventh Street and Taylor Street
116	Thirteenth Street and Hedding Street
119	Capitol Avenue and McKee Road
124	Capitol Avenue and Cropley Avenue
125	Capitol Avenue and Hostetter Road
127	San Tomas Expressway and Williams Road

*Indicates CMP Intersection

CMP Intersections

The level of service results for the other CMP intersections show that measured against the CMP level of service standards, seven intersections are projected to operate at an unacceptable LOS F under background conditions.

69	US 101 and Blossom Hill (East)
84	Almaden Expressway and Blossom Hill Road



= Unacceptable LOS E

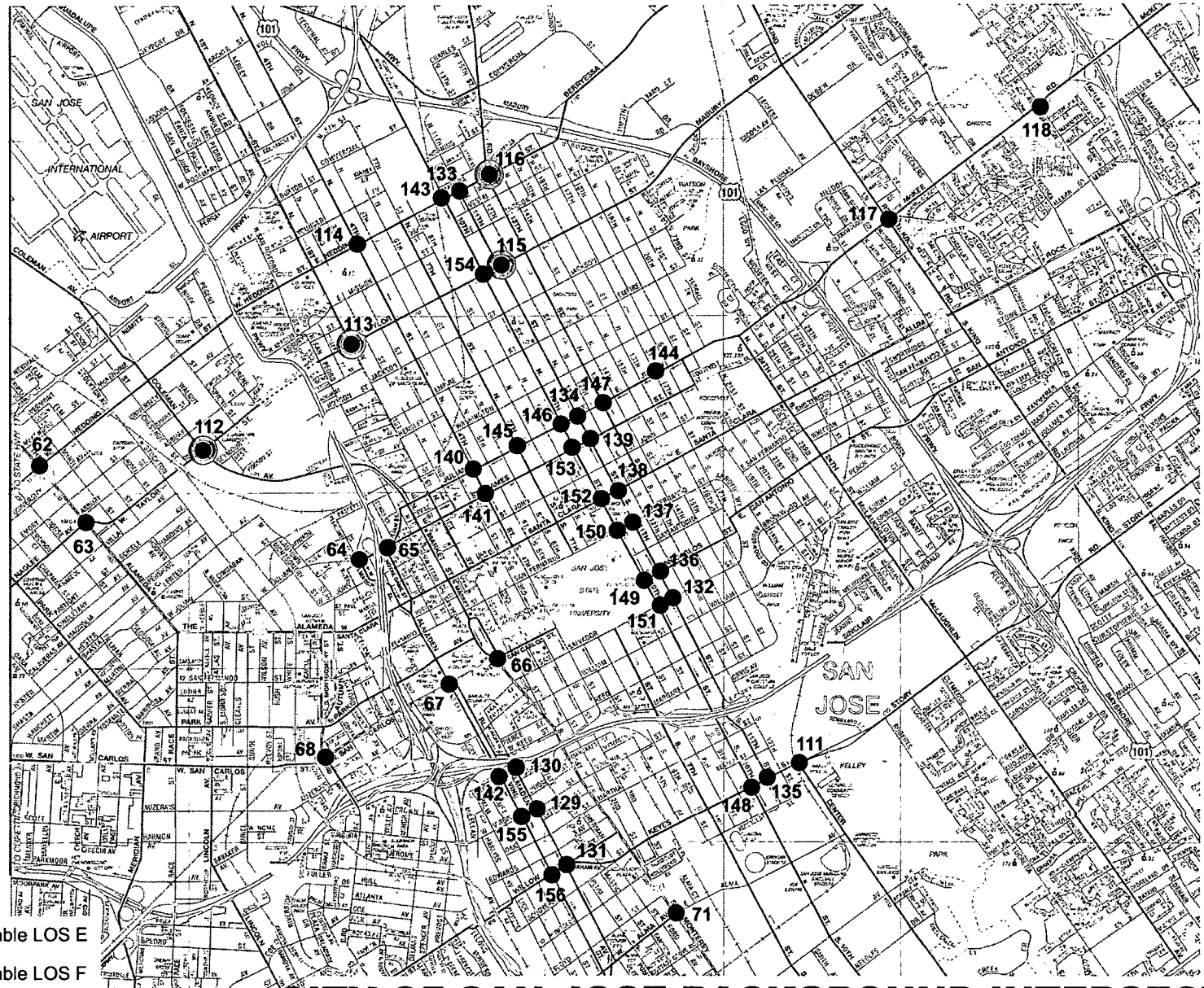
= Unacceptable LOS F

Figure 17A

CITY OF SAN JOSE BACKGROUND INTERSECTION LEVEL OF SERVICE CONDITIONS

North San Jose

Hexagon
Transportation Consultants, Inc.



= Unacceptable LOS E

= Unacceptable LOS F

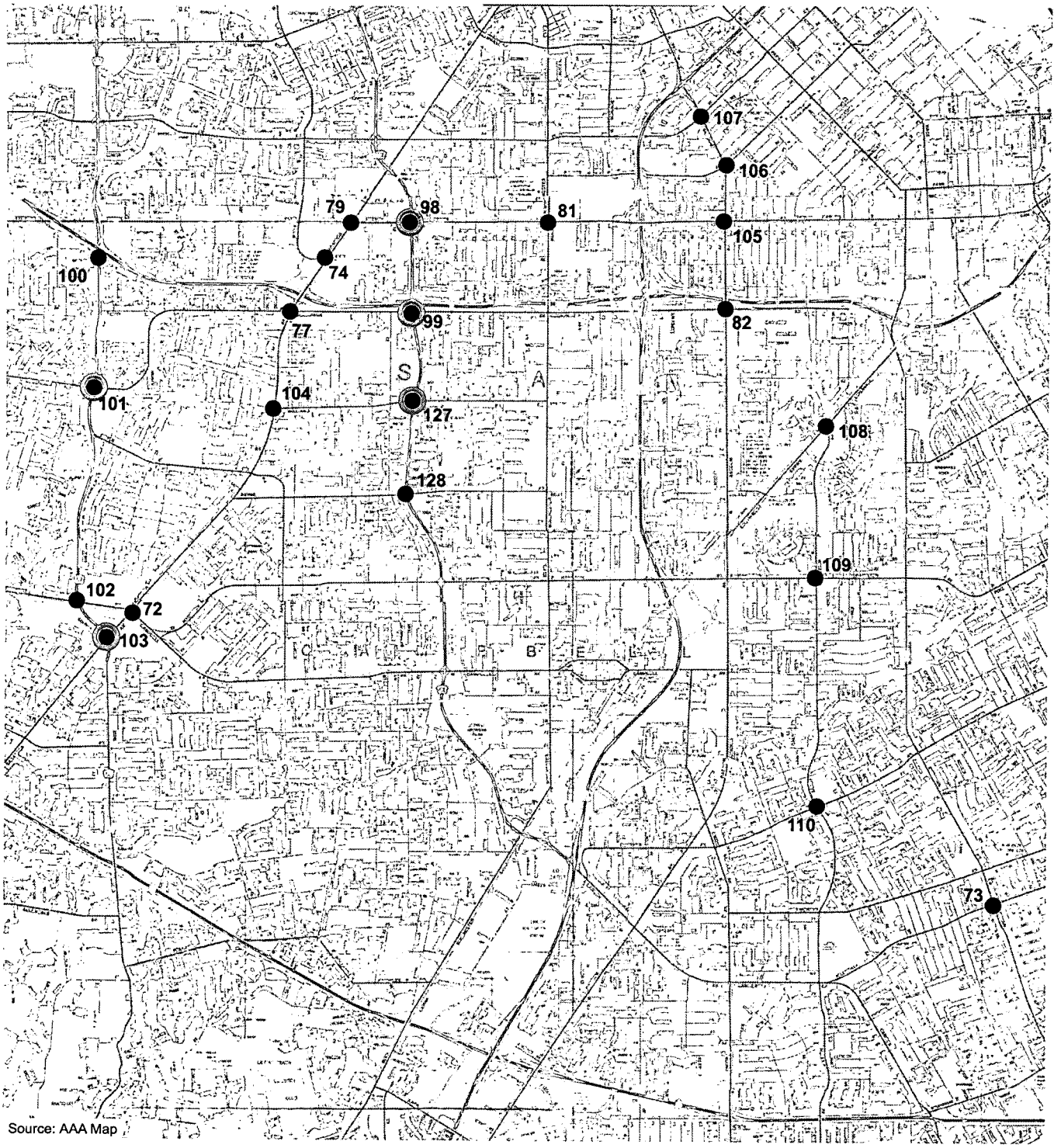
Source: AAA Map

Figure 17B

CITY OF SAN JOSE BACKGROUND INTERSECTION LEVEL OF SERVICE CONDITIONS

North San Jose

Hexagon
Transportation Consultants, Inc.



Source: AAA Map

◯ = Unacceptable LOS E

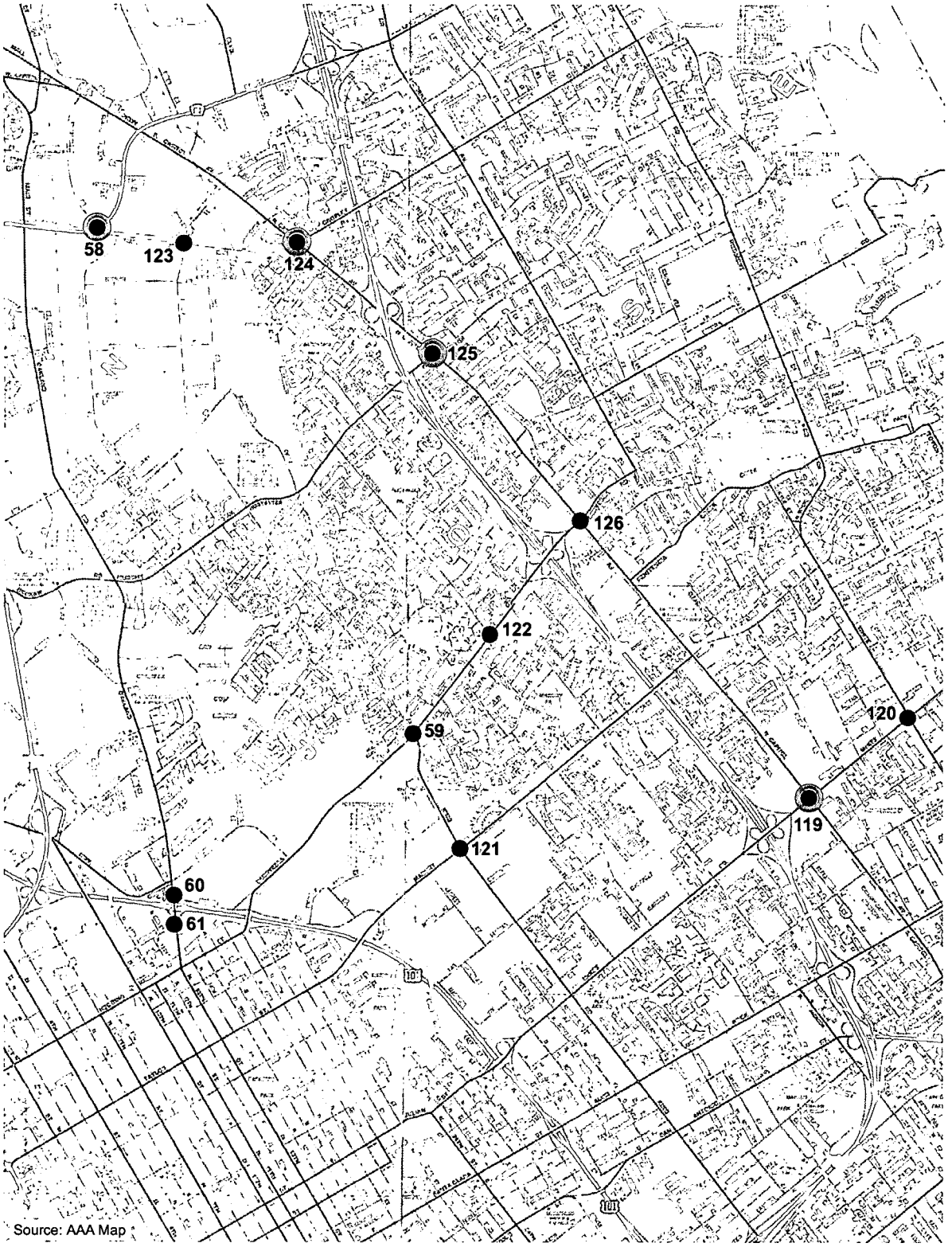
◯ = Unacceptable LOS F

Figure 17C

CITY OF SAN JOSE BACKGROUND INTERSECTION LEVEL OF SERVICE CONDITIONS

Hexagon
Transportation Consultants, Inc.

North San Jose



Source: AAA Map

◯ = Unacceptable LOS E

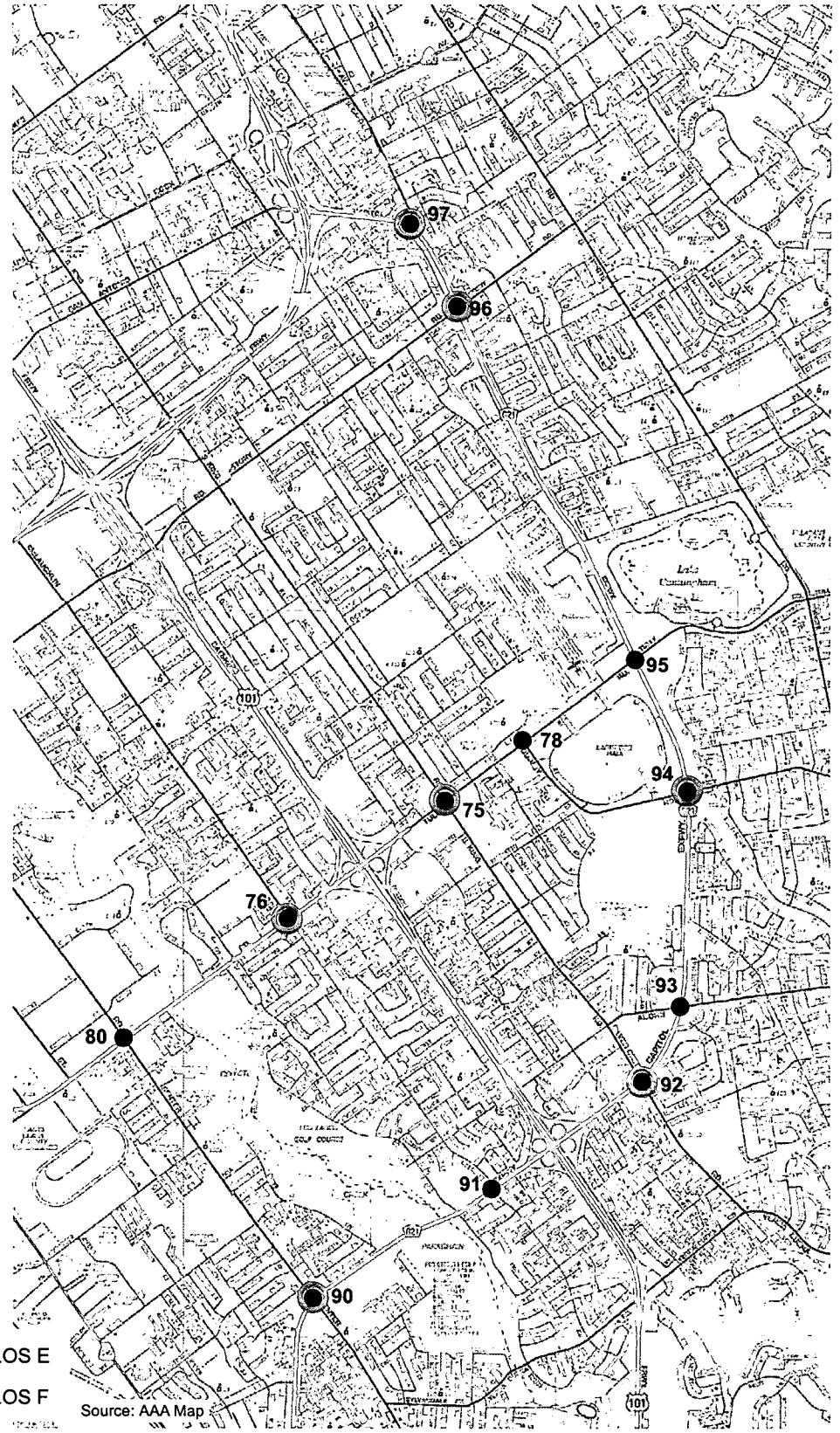
◯ = Unacceptable LOS F

Figure 17D

CITY OF SAN JOSE BACKGROUND INTERSECTION LEVEL OF SERVICE CONDITIONS

Hexagon
Transportation Consultants, Inc.

North San Jose



= Unacceptable LOS E

= Unacceptable LOS F

Source: AAA Map

Figure 17E

CITY OF SAN JOSE BACKGROUND INTERSECTION LEVEL OF SERVICE CONDITIONS

Hexagon Transportation Consultants, Inc.

North San Jose

92 Silver Creek Road and Capitol Expressway
97 Capitol Expressway and Capitol Avenue
98 San Tomas Expressway and Stevens Creek Boulevard
99 San Tomas Expressway and Moorpark Avenue
101 Lawrence Expressway and Moorpark Avenue

City of Santa Clara Intersection Analysis

Local City Intersections

The results of the level of service analysis show that four of City of Santa Clara study intersections are projected to operate at an unacceptable LOS E or worse under background conditions.

183 Lafayette Street and Benton Street
186 Lawrence Expressway and Kifer Road
190 San Tomas Expressway and Benton Street
191 San Tomas Expressway and Pruneridge Avenue

CMP Intersections

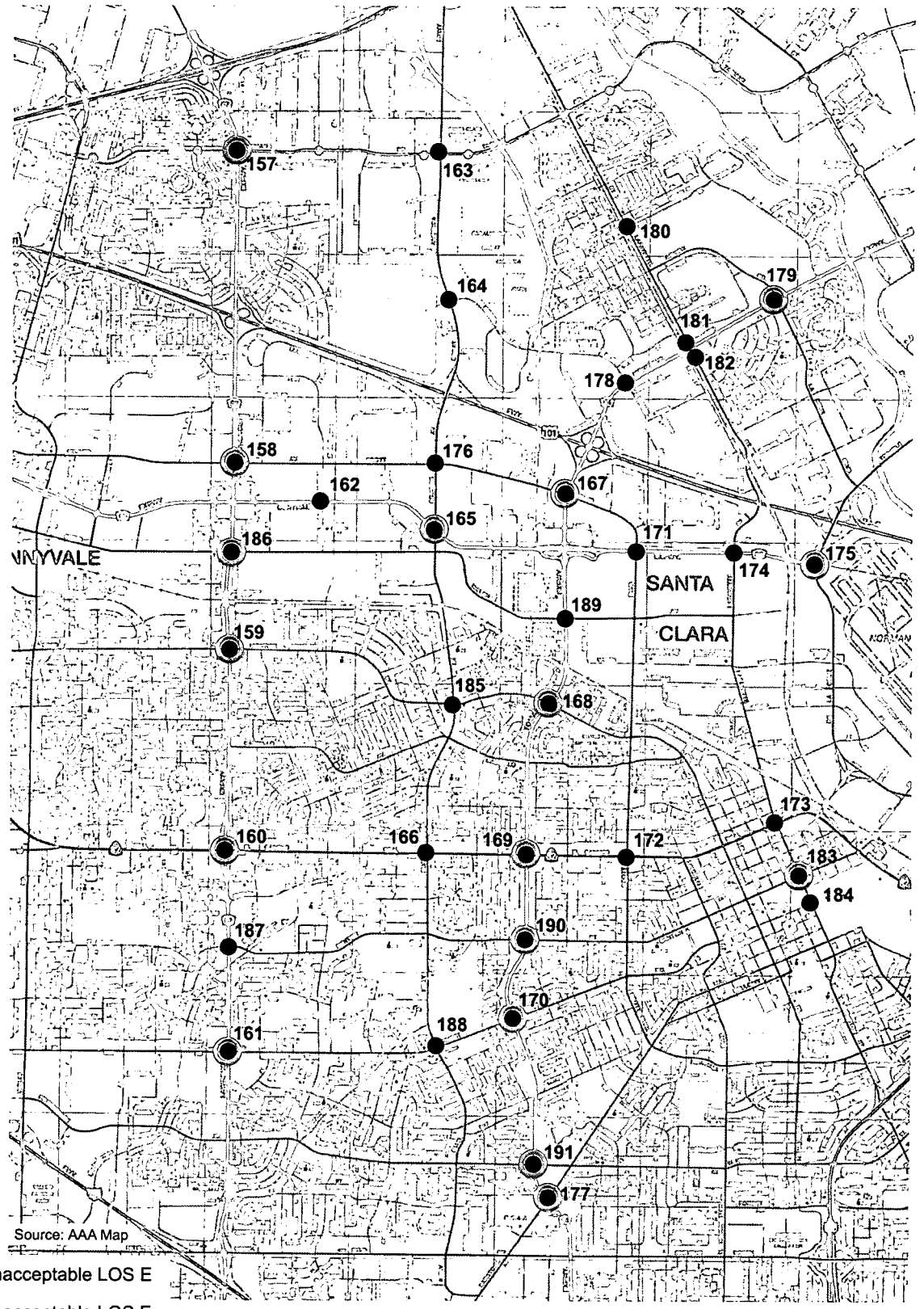
The level of service results for the CMP intersections located in the City of Santa Clara show that measured against the CMP level of service standards, 13 intersections are projected to operate at an unacceptable LOS F under background conditions.

157 Lawrence Expressway and Tasman Drive
158 Lawrence Expressway and Arques Avenue/Scott Boulevard
159 Lawrence Expressway and Reed Street/Monroe Street
160 Lawrence Expressway and El Camino Real
161 Lawrence Expressway and Homestead Road
165 Bowers Avenue and Central Expressway
167 San Tomas Expressway and Scott Boulevard
168 San Tomas Expressway and Monroe Street
169 San Tomas Expressway and El Camino Real
170 San Tomas Expressway and Homestead Road
175 De La Cruz Boulevard and Central Expressway
177 San Tomas Expressway and Saratoga Avenue
179 De La Cruz Boulevard and Montague Expressway

City of Campbell CMP Intersection Analysis

The level of service results for the CMP intersections located in the City of Campbell show that measured against the CMP level of service standards, one intersection is projected to operate at an unacceptable LOS F under background conditions.

192 San Tomas Expressway and Hamilton Avenue



= Unacceptable LOS E

= Unacceptable LOS F

Figure 18

CITY OF SANTA CLARA BACKGROUND INTERSECTION LEVEL OF SERVICE CONDITIONS

Hexagon
Transportation Consultants, Inc.

North San Jose

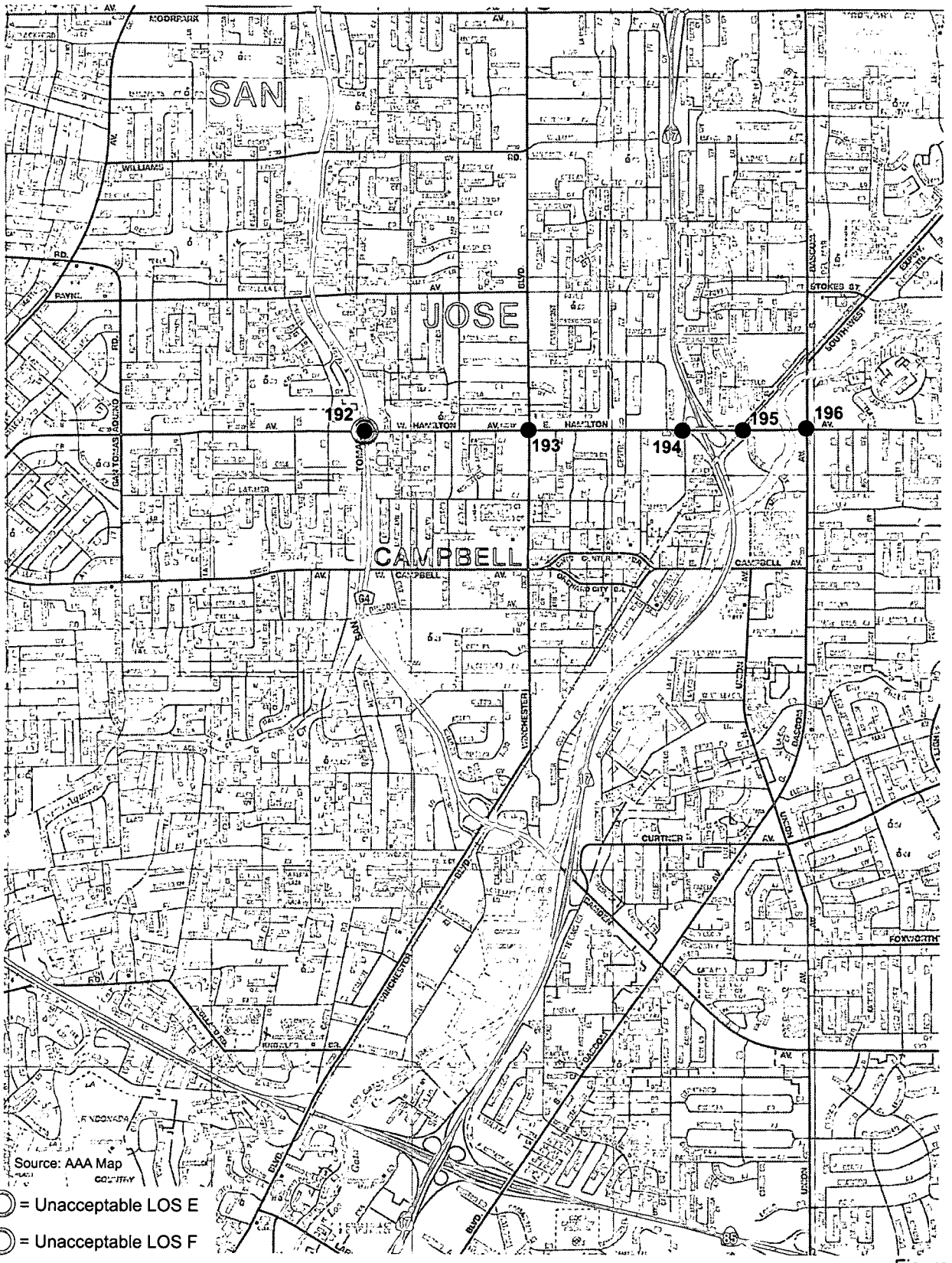


Figure 19

CITY OF CAMPBELL BACKGROUND INTERSECTION LEVEL OF SERVICE CONDITIONS

Hexagon
Transportation Consultants, Inc.

North San Jose

City of Milpitas Intersection Analysis

Local City Intersections

The results of the level of service analysis show that two of City of Milpitas study intersections are projected to operate at an unacceptable LOS E or worse under background conditions.

210	I-880 and Great Mall Parkway
211	Jacklin Road and Milpitas Boulevard

CMP Intersections

The level of service results for the CMP intersections located in the City of Milpitas show that measured against the CMP level of service standards, two intersections are projected to operate at an unacceptable LOS F under background conditions.

205	Great Mall Parkway and Montague Expressway
206	Milpitas Boulevard and Montague Expressway

Background Freeway Segment Levels of Service

The analysis of freeway segment level of service is not required for background conditions, per CMP requirements.

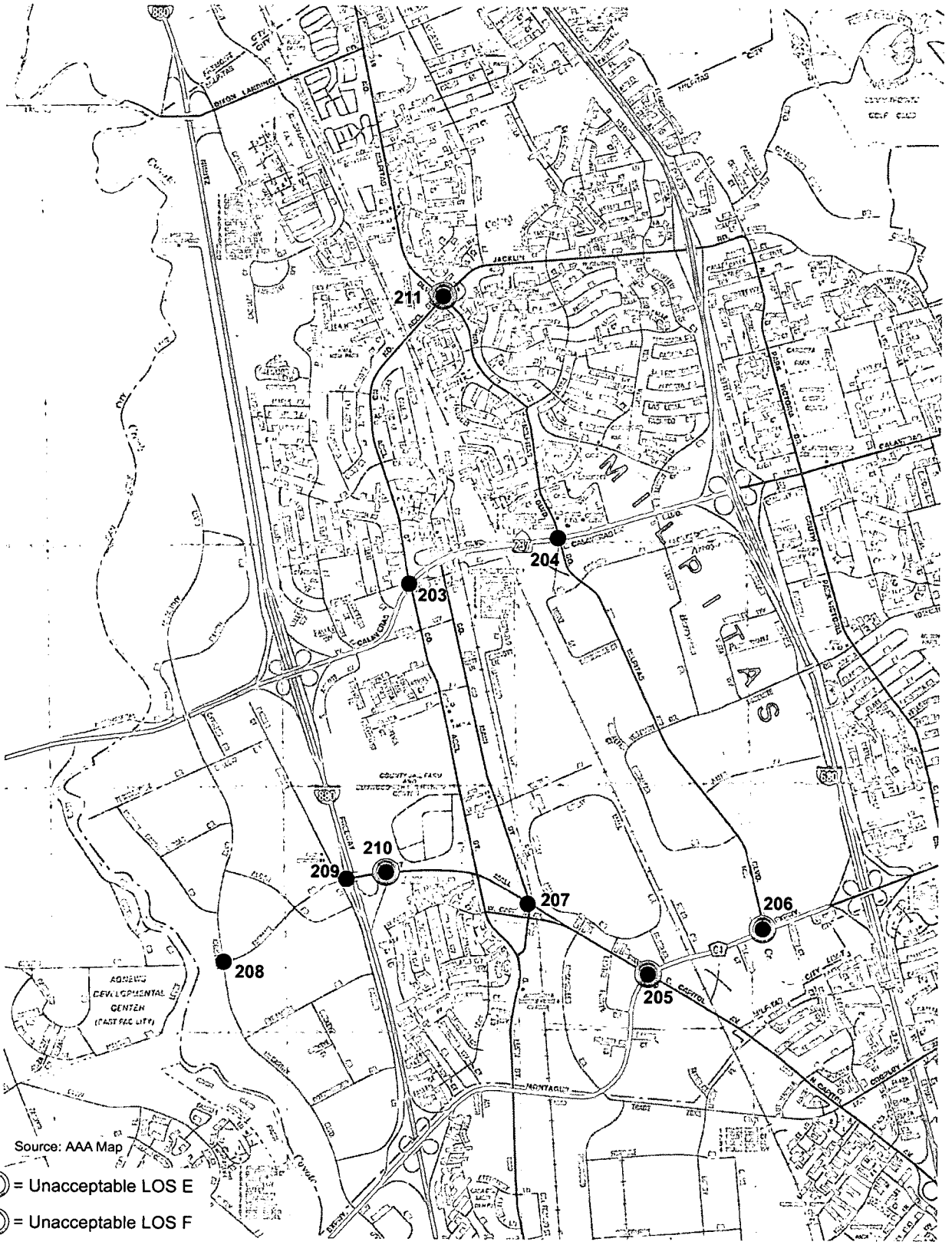


Figure 20

CITY OF MILPITAS BACKGROUND INTERSECTION LEVEL OF SERVICE CONDITIONS

Hexagon
Transportation Consultants, Inc.

North San Jose

4.
Project Impacts and Mitigation Measures

This chapter describes project traffic conditions, significant project impacts, and measures that are identified to mitigate project impacts. Included are estimates of project-generated traffic, identification of the impacts, and descriptions of the mitigation measures. Project conditions are represented by background traffic conditions with the addition of traffic generated by the project.

Project Description

This analysis consists of the evaluation of the proposed intensification of future development within the North San Jose area. The North San Jose area, also known as the Golden Triangle, is generally bounded by US 101, I-880, and SR 237. There currently are two development policies in place for the North San Jose area, the North San Jose Deficiency Plan administered by the Congestion Management Program (CMP) and the North San Jose Development Policy that is administered by the City of San Jose. The proposed development levels will require that the existing development policies be revised. As such, this analysis consists of a near-term and long-range traffic analysis of the proposed development levels and their effects on transportation facilities based on the standard City of San Jose and CMP level of service policies. Results of the analysis can then be used to revise development policies as necessary. The project area is shown on Figure 1.

Proposed Development Levels

The North San Jose area is primarily an industrial area made up of one to four story buildings housing high-tech companies and other industrial businesses. Though there are some residential developments within the North San Jose area, it has generally been viewed as a major employment center for the city. The proposed development levels would allow for the intensification of employment, while also adding additional housing to balance land uses in the North San Jose area. The proposed future development levels for each type of land use, or what is referred to as the "project," are as follows:

26.7 msf of Industrial Space
1.7 msf of Commercial Space
32,000 residential units

The residential levels include residential development within and outside of North San Jose. The majority of the residential development, approximately 60%, would be located within North San Jose. Approximately 30% of the remaining residential units would be located in other areas of San Jose and 10% located in surrounding cities. With housing and employment located in close proximity to employment, it is expected that less of a demand will be placed on regional transportation facilities. However, some of the identified impacts outside of the North San Jose area are partly due to the added housing outside of the North San Jose area.

Project Land Use and Traffic Projections

Project's Land Use Estimates

City staff provided a detailed description of projected office, commercial, and housing development. These projections were converted to employment estimates using the City's standard General Plan employment conversion methodology. The project's housing and employment numbers were then aggregated to traffic zones and put into the model to project the future traffic volumes. The project would add approximately 122,000 jobs and 32,000 high-density residential units to the North San Jose area. In addition, the project assumes 18,000 new housing units in potential growth areas within the City of San Jose and other areas within Santa Clara County.

Traffic Projections

The VTA/BART travel demand model was used to estimate the trip making characteristics of the project. There are four major steps in the travel demand forecasting process. First, the trip generation model is applied to calculate the number of (daily) trips produced by the population in the modeled area. Next, the distribution model estimates where the trips are coming from and going to. The mode choice model then estimates which mode of transportation will be chosen for each trip (walk, bike, transit, automobile). And at last, the trip assignment step determines the amount of traffic that will be allocated to each road or transit route.

The model estimated that the project would increase the number of trips within the region by approximately 622,000 per day. The North San Jose project area would generate about 487,000 new person trips. About 158,000 (or 32%) of these project trips would stay within the North San Jose area. Of all North San Jose project trips, 88% would be made by automobile, six percent would be on transit and six percent would be walk or bike. Of the trips that would stay within the North San Jose area, these mode shares are 75% automobile, 8% transit, and 17% walk/bike. The project would add approximately 34,200 vehicles to the roadways during the AM peak hour and 41,300 vehicles during the PM peak hour.

Project Traffic Volumes

Peak-hour traffic volumes for project conditions were produced with the traffic model using the method described earlier in this report. Traffic volumes for project conditions are presented in Appendix A.

Project Roadway Improvements

Several transportation improvements in and surrounding the North San Jose area are planned as part of the project and are assumed to be operational prior to or at the time of project completion. The improvements consist of street widenings, construction of new streets, and isolated intersection improvements. Each of the planned improvements is described below and presented in Figure 21.

Roadway Improvements

The following are major roadway improvements that will enhance access to North San Jose and provide better circulation within North San Jose.

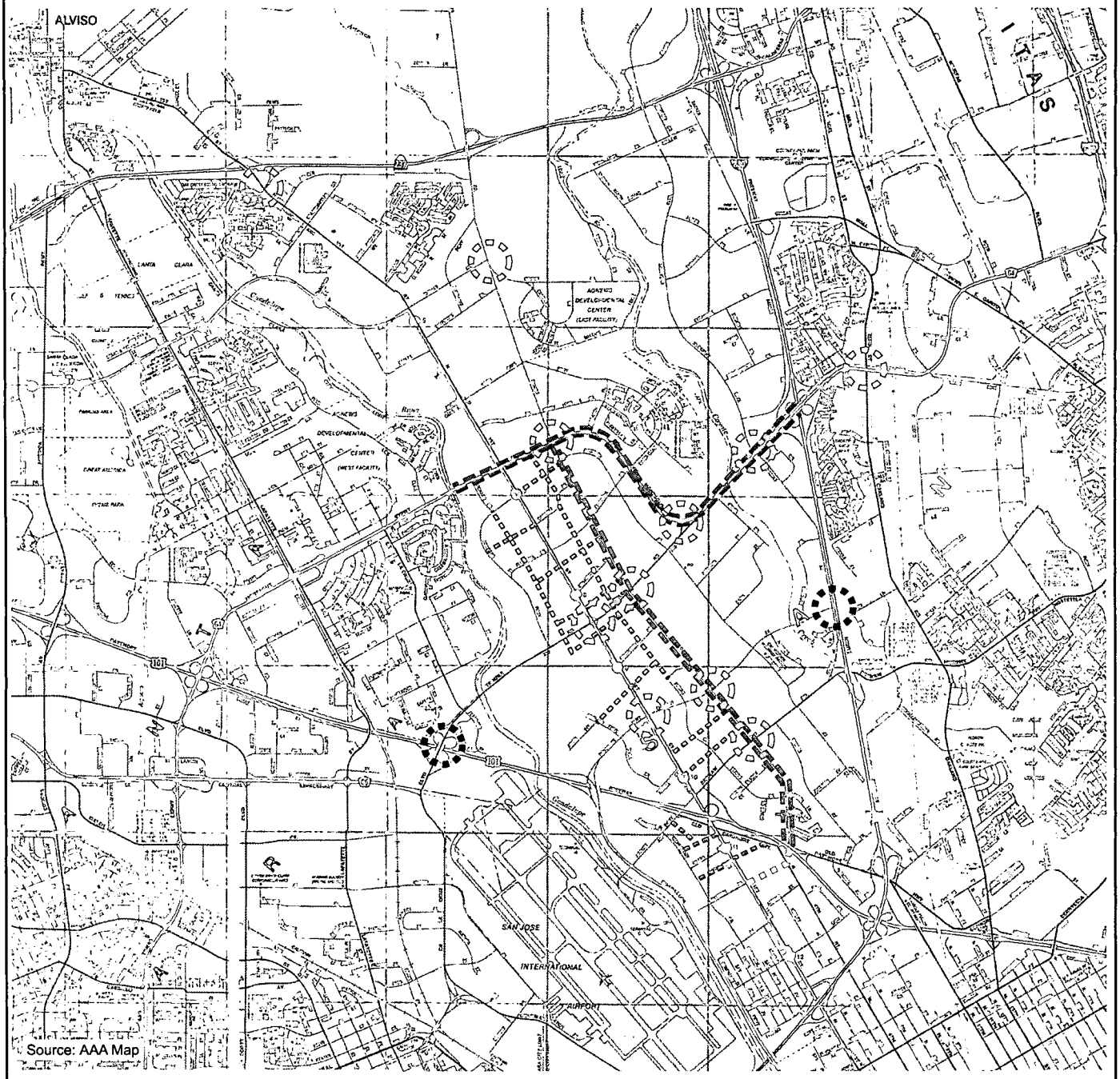
- ***Montague Expressway Widening*** – As part of the Tier 1-Aimprovements to Montague Expressway identified by the County, Montague Expressway will be widened within North San Jose from six to eight lanes between North First Street and I-880. The project will also include the improvement of the I-880 interchange to a partial cloverleaf interchange and intersection improvement at River Oaks/Plumeria and McCandless/Trade Zone. Tier 1-B improvements to Montague Expressway include the construction of a flyover from westbound Montague Expressway to southbound Trimble Road.

- ***Zanker Road Widening*** – Zanker Road runs from Old Bayshore Highway north into Alviso. It is currently two lanes in each direction between Old Bayshore Highway and Montague Expressway. Between Montague Expressway and SR 237 it widens to six lanes, three lanes in each direction. The planned widening would consist of widening the roadway to a minimum of 120 feet between Old Bayshore Highway and Montague Expressway to accommodate the addition of through lanes in each direction. The widening would provide an alternative north/south route to North First Street. This widening would require a General Plan Amendment to designate the entire length of Zanker Road, south of SR 237 as a major arterial.

- ***North San Jose Grid Streets*** – To facilitate the efficient circulation of traffic within North San Jose, several new local streets would be constructed to form a "grid system" of streets. The streets, as shown in Figure 21, would serve future development and provide connections to all major arterials in North San Jose. The new streets would generally be two-lane roadways connecting to the major roadways within North San Jose such as Montague Expressway, Trimble Road, North First Street, and Zanker Road. The additional roadways would serve to alleviate congestion along the major arterials in the area. Included within the system of streets will be the extensions of Zanker Road to Skyport Drive and Component Drive to Orchard Parkway. Orchard Parkway would also be connected between Trimble Road and Atmel Way.

- ***Zanker Road to Skyport Drive Connection*** – The current intersection of Fourth Street and Old Bayshore Road will be replaced by a new partial interchange with US 101 that will provide for the extension of Zanker Road to Skyport Drive and Fourth Street. Currently, ramps only provide access to southbound US 101 from Fourth Street/Old Bayshore and Old Bayshore/Zanker Road from US 101 northbound with no connection over US 101. The new interchange will allow for the connection of Zanker Road to Skyport Drive as well as access to southbound US 101 from Zanker Road and Fourth Street/Old Bayshore. Access to Fourth Street/Skyport Drive and Zanker Road form US 101 northbound also will be provided.

- ***US 101 and Trimble Road Interchange*** – Some improvements at the US 101 and Trimble Road interchange currently are under construction and others are planned but unfunded. Several



Legend

= North San Jose Grid Streets

= Montague Widening

= Zanker Widening

= Zanker Skyport Connection

= Interchange Improvement

= Intersection Improvement

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Figure 21

NORTH SAN JOSE PROJECTS

North San Jose

improvements will be made to the existing interchange including the elimination of the southbound loop off-ramp to eastbound Trimble, construction of a new southbound diagonal ramp that will serve both eastbound and westbound Trimble, and reconstruction of the southbound diagonal on-ramp and southbound and northbound loop on-ramps. The northbound US 101 loop-off-ramp to westbound Trimble Road also will be eliminated and replaced by a new northbound diagonal off-ramp that will serve both eastbound and westbound Trimble. The northbound diagonal ramp will be fed by a new collector road that will exit US 101 south of SR 87. The existing exit from US 101 is north of SR 87 and causes operational weaving problems.

- ***Charcot Overpass*** – Charcot Avenue currently begins at North First Street, as a transition from Guadalupe Parkway, and runs east to its terminus at O'Toole Avenue. The planned overpass would cross I-880 and provide for the extension of Charcot Avenue to Old Oakland Road. The connection of Charcot Avenue to Old Oakland Road will provide an alternative east/west route to the already congested roadways of Brokaw Road and Montague Expressway. In order to provide space for bicycle and pedestrian access the overpass will provide tow travel lanes, one in each direction. This will require a General Plan Amendment to reclassify the connection from 4-lanes to 2-lanes.

- ***Trimble Road/Montague Expressway Flyover*** – The intersection of Trimble Road with Montague Expressway serves as a major access point into and out of North San Jose. It currently experiences large vehicle queues for the westbound Montague Expressway to southbound Trimble Road movement. The movement is currently served by three left-turn lanes. County improvement plans identify the construction of a flyover to serve the movement. With the construction of the flyover all other movements at the intersection will improve.

- ***McCarthy Boulevard/O'Toole Avenue/Montague Expressway Interchange*** – The intersection of McCarthy Boulevard/O'Toole Avenue with Montague Expressway serves as a major access point into and out of North San Jose to and from I-880. The intersection also serves portions of Milpitas. As such, major congestion is experienced on all approaches to the intersection. County improvement plans identify the construction of a "square-loop" interchange to replace the at-grade intersection as a Tier 1-B improvement. The interchange will eliminate the conflicting movements at the intersection and allow for uninterrupted flow along Montague Expressway to I-880.

- ***Mabury Interchange*** – To alleviate congested condition at the Old Oakland Road and McKee Road interchanges with US 101, a new interchange is planned at Mabury Road. Mabury Road currently overpasses US 101, but no access to the freeway is provided.

Intersection Improvements

In addition to the major roadway improvements described above, several smaller intersection improvements also will be constructed as part of the project. The improvements were determined based on the need to improve intersection levels of service to acceptable levels to the maximum extent feasible. Intersections for which feasible improvements are not possible and intersections where feasible improvements do not improve the intersection to acceptable levels are also discussed and identified under the impact and mitigation section. Each of the proposed intersection improvements is described below.

(2) North First Street and SR 237 (South)* - The necessary improvement to maintain acceptable levels of service at this intersection would consist of the addition of a third northbound through lane. The addition of the through lane will require that the existing overpass of SR 237 be widened.

(6) Zanker Road and Montague Expressway* - As previously described, Montague Expressway will

be widened from six-lanes to eight-lanes. The project will also add second northbound and southbound left-turn lanes at Zanker and Montague.

(7) River Oaks Parkway and Montague Expressway* - As previously described, Montague Expressway will be widened from six-lanes to eight-lanes.

(8) Trimble Road and Montague Expressway* - As previously described, Montague Expressway will be widened from six-lanes to eight-lanes and a flyover constructed to serve the westbound Montague Expressway to southbound Trimble Road movement.

(9) McCarthy Boulevard and Montague Expressway* - As previously described, a "square-loop" interchange to replace the at-grade intersection will be constructed.

(10) Old Oakland Road and Montague Expressway* - The project will add a second southbound left-turn lane on Old Oakland Road.

(12) North First Street and Trimble Road* - The project will add a second eastbound left-turn lane and exclusive westbound right-turn lane on Trimble Road. The improvements may require acquisition of a minimal amount of right-of-way.

(13) Zanker Road and Trimble Road* - The project will add second eastbound and southbound left-turn lanes. The improvements would fit within the existing right-of-way, but will require reconstruction of the existing medians.

(16) Zanker Road and Brokaw Road* - The project will add second eastbound, northbound and southbound left-turn lanes. The improvements could be constructed as part of the Zanker Road widening project described above.

(24) Zanker Road and Tasman Drive - The project will add second eastbound and westbound left-turn lanes on Tasman Drive. The improvements may require the acquisition of right-of-way due to the LRT line running within the median along Tasman Drive.

(27) North First Street and Charcot Avenue - The project will add exclusive westbound and eastbound right-turn lanes on Charcot Avenue and a second southbound left-turn lane on First Street. The improvements may require the acquisition of right-of-way due to the LRT line running within the median along First Street.

(37) North First Street and Metro Drive - The project will add a second eastbound left-turn lane. The improvement would fit within the existing right-of-way and would require restriping and possibly signal modifications.

(43) Zanker Road and Charcot Avenue - The project will add second left-turn lanes on all approaches and widen Charcot Avenue from two-lanes to four-lanes. The improvements would not fit within the existing right-of-way, but may be included as part of the Zanker Road widening project.

(45) Junction Avenue and Charcot Avenue - The project will add second eastbound and westbound left-turn lanes and widen both Charcot Avenue and Junction Avenue from two to four lanes.

(47) Bering Avenue and Brokaw Road - The project will add a second northbound left-turn lane and separate southbound left-turn lane. The improvements may require the acquisition of a minimal amount of

right-of-way.

Project Impacts and Mitigation Measures

This section discusses the Project Conditions analysis and any impacts associated with the proposed development levels for the North San Jose area. Included are descriptions of project impacts to intersections and freeway segments.

Intersection Impacts and Mitigation Measures

Intersection level of service analysis was used to evaluate traffic operations at the study intersections under project conditions. The results show that 74 of the study intersections are projected to operate at unacceptable levels under project conditions during at least one peak hour based on applicable level of service standards (see Figures 22 through 26). Of these 74 intersections, the project would impact 48 intersections during at least one peak hour according to the impact criteria (see Table 8). Results indicate that no study intersections in the cities of Cupertino, Sunnyvale and Mountain View will be impacted by the project. A table summarizing the intersection level of service results for all study intersections and calculation sheets are included in Appendix B.

Mitigation measures were investigated for all intersection impacts. Some locations were found to have no feasible improvements. The following is a description of the feasible mitigation measures and the intersections that would remain deficient (see Table 9 and Figures 27 through 31).

North San Jose Intersection Analysis

North San Jose Intersections

The results of the level of service analysis for study intersections located within North San Jose indicate that 18 intersections, 12 of which are CMP designated intersections, are projected to operate at LOS E or worse under project conditions. The project will impact 12 of the 18 intersections identified to operate at unacceptable levels. Of the 12 intersections, 10 can be partially mitigated. At two of the intersections, there are no feasible improvements. Each of the impacted intersections and recommended mitigation measures are described below.

(6) Zanker Road and Montague Expressway*

Impact: The level of service would be LOS D and F during the AM and PM peak hours, respectively, under background conditions and the intersection would degrade to LOS E during the AM while the addition of project traffic would cause the critical-movement delay at the intersection to increase by four or more seconds and the demand-to-capacity ratio (V/C) to increase by .01 or more during the PM peak hour under project conditions. This constitutes a significant impact by both City of San Jose and CMP standards.

Mitigation Measure. As previously described, Montague Expressway will be widened from six-lanes to eight-lanes along with the addition of second northbound and southbound left-turn. The intersection improvements would not be adequate to improve intersection LOS to acceptable levels. There are no further feasible improvements that can be implemented to improve intersection levels of service to

Table 8
Project Conditions Unacceptable Intersection Levels of Service

Study Number		Peak Hour	Background Ave. Delay/a/	Background LOS	Project Conditions Ave. Delay/a/	Project Conditions LOS	Incr. In Crit. Delay	Incr. In Crit. V/C
North San Jose Intersections								
5	North First Street and Montague Expressway	AM	136.9	F	100.6	F	-62.8	-0.114
		PM	221.7	F	133.1	F	-107.5	-0.173
6	Zanker Road and Montague Expressway	AM	54.0	D	66.8	E	15.4	0.082
		PM	90.2	F	163.9	F	135.7	0.541
7	River Oaks Parkway and Montague Expressway	AM	45.3	D	107.4	F	89.6	0.349
		PM	54.9	D	143.5	F	146.0	0.505
9	McCarthy Boulevard and Montague Expressway	AM	86.7	F	190.5	F	161.6	0.360
		PM	470.2	F	304.1	F	-219.5	-0.703
10	Old Oakland Road and Montague Expressway	AM	85.0	F	173.5	F	156.8	0.373
		PM	101.7	F	114.4	F	11.6	0.040
11	De La Cruz Boulevard and Trimble Road	AM	32.7	C	34.8	C	0.0	-0.139
		PM	57.1	E	63.0	E	0.5	-0.025
12	North First Street and Trimble Road	AM	76.7	E	86.2	F	14.3	0.071
		PM	80.0	E	101.0	F	48.5	0.129
13	Zanker Road and Trimble Road	AM	44.7	D	63.7	E	37.1	0.202
		PM	122.6	F	210.4	F	151.6	0.386
14	North First Street and Brokaw Road	AM	181.2	F	89.6	F	-195.9	-0.455
		PM	151.7	F	96.2	F	-102.3	-0.251
16	Zanker Road and Brokaw Road	AM	54.3	D	96.1	F	51.8	0.211
		PM	58.4	E	105.2	F	56.5	0.255
19	Old Oakland Road and Brokaw Road	AM	59.0	E	79.0	E	35.8	0.092
		PM	47.9	D	72.3	E	57.7	0.227
22	Lundy Avenue and Murphy Avenue	AM	46.6	D	50.7	D	6.8	0.046
		PM	43.1	D	60.0	E	24.3	0.173
24	Zanker Road and Tasman Drive	AM	38.0	D	43.4	D	12.1	0.159
		PM	54.7	D	60.3	E	12.1	0.073
27	North First Street and Charcot Avenue	AM	103.8	F	80.5	F	-20.9	-0.059
		PM	48.4	D	65.1	E	31.4	0.080
28	North First Street and Old Bayshore Highway	AM	54.8	D	37.8	D	-29.3	-0.077
		PM	241.6	F	79.8	E	-240.4	-0.464
38	North First Street and Skyport Drive	AM	20.9	C	105.1	F	134.0	0.474
		PM	26.9	C	51.2	D	53.9	0.225
43	Zanker Road and Charcot Avenue	AM	34.7	C	56.6	E	41.4	0.289
		PM	31.9	C	61.0	E	50.7	0.269
49	Orchard Parkway and Guadalupe Parkway	AM	50.3	D	34.3	C	-46.4	-0.220
		PM	112.1	F	61.0	E	-68.1	-0.224
Other San Jose CMP Intersections								
58	Trade Zone Boulevard and Montague Expressway	AM	52.3	D	54.0	D	43.2	-0.021
		PM	79.9	E	124.5	F	169.5	0.716
59	Lundy Avenue and Berryessa Road	AM	53.3	D	55.2	E	14.3	0.139
		PM	44.3	D	60.6	E	32.2	0.263
60	Oakland Road and US 101 (N)	AM	35.5	D	89.8	F	110.9	0.325
		PM	18.8	B	56.4	E	50.7	0.337
61	Oakland Road and US 101 (S)	AM	25.9	C	22.0	C	-3.9	0.166
		PM	38.0	D	95.1	F	115.1	0.316
76	McLaughlin Avenue and Tully Road	AM	47.5	D	46.0	D	-2.6	-0.037
		PM	69.1	E	64.2	E	-5.4	-0.030
83	Alamden Expressway and Branham Lane	AM	69.9	E	67.5	E	-4.2	-0.014
		PM	49.3	D	51.4	D	2.5	0.009

Table 8
Project Conditions Unacceptable Intersection Levels of Service

Study Number		Peak Hour	Background Ave. Delay/a/	Background LOS	Project Conditions Ave. Delay/a/	Project Conditions LOS	Incr. In Crit. Delay	Incr. In Crit. V/C
84	Almaden Expressway and Blossom Hill Road	AM	85.1	F	77.6	E	-11.0	-0.027
		PM	81.9	F	82.7	F	-6.6	-0.019
85	Almaden Expressway and Coleman Road	AM	65.0	E	64.2	E	-1.4	-0.006
		PM	49.2	D	51.4	D	1.0	0.004
86	Almaden Expressway and Camden Avenue	AM	59.7	E	58.9	E	-1.3	-0.014
		PM	53.9	D	49.1	D	-8.4	-0.062
90	Senter Road and Capitol Expressway	AM	51.4	D	51.1	D	-0.3	-0.002
		PM	57.2	E	57.2	E	-0.5	0.006
92	Silver Creek Road and Capitol Expressway	AM	61.7	E	56.3	E	-6.4	-0.030
		PM	137.7	F	135.2	F	-7.3	-0.018
96	Capitol Expressway and Story Road	AM	68.1	E	57.4	E	-21.6	-0.073
		PM	53.9	D	53.1	D	-3.3	-0.032
97	Capitol Expressway and Capitol Avenue	AM	31.3	C	59.3	E	36.4	0.148
		PM	101.4	F	84.7	F	-21.9	-0.120
98	San Tomas Expressway and Stevens Creek Boulevard	AM	56.6	E	55.7	E	-1.2	-0.022
		PM	82.7	F	97.3	F	21.1	0.055
99	San Tomas Expressway and Moorpark Avenue	AM	67.8	E	66.1	E	-2.2	-0.019
		PM	125.4	F	125.4	F	5.2	0.012
101	Lawrence Expressway and Moorpark Avenue	AM	85.0	F	85.0	F	-0.6	-0.005
		PM	48.1	D	49.1	D	0.9	0.005
103	Lawrence Expressway and Saratoga Avenue	AM	49.3	D	50.6	D	1.3	0.015
		PM	57.5	E	58.6	E	2.4	0.019
Other San Jose Intersections								
112	Coleman Avenue and Taylor Street	AM	117.9	F	74.8	E	-70.8	-0.191
		PM	47.5	D	52.9	D	-3.1	-0.046
113	First Street and Taylor Street	AM	51.4	D	55.4	E	5.9	0.075
		PM	80.8	F	180.6	F	99.7	0.349
114	Fourth Street and Hedding Street	AM	46.3	D	55.0	E	7.7	0.067
		PM	42.8	D	47.3	D	6.8	0.110
115	Eleventh Street and Taylor Street	AM	57.9	E	190.9	F	228.6	0.494
		PM	43.3	D	62.6	E	43.1	0.149
116	Thirteenth Street and Hedding Street	AM	57.9	E	111.5	F	85.6	0.250
		PM	42.7	D	45.1	D	4.8	0.093
117	King Road and McKee Road	AM	51.8	D	78.9	E	45.9	0.175
		PM	47.1	D	101.4	F	60.8	0.283
119	Capitol Avenue and McKee Road	AM	59.6	E	68.0	E	14.2	0.038
		PM	42.4	D	45.1	D	2.5	0.066
123	Lundy Avenue and Trade Zone Boulevard	AM	40.9	D	59.8	E	28.7	0.094
		PM	39.8	D	53.2	D	23.9	0.195
124	Capitol Avenue and Cropley Avenue	AM	33.6	C	34.7	C	1.3	0.021
		PM	57.1	E	62.7	E	8.6	0.035
125	Capitol Avenue and Hostetter Road	AM	51.9	D	53.4	D	2.4	0.000
		PM	60.1	E	67.4	E	9.0	0.034
126	Capitol Avenue and Berryessa Road	AM	46.4	D	48.6	D	3.5	0.029
		PM	46.1	D	55.9	E	15.7	0.110
127	San Tomas Expressway and Williams Road	AM	65.0	E	60.8	E	-5.4	-0.028
		PM	73.7	E	53.2	D	-30.9	-0.111
130	Almaden Avenue and Grant Street	AM	17.6	B	186.6	F	168.8	0.567
		PM	10.0	A	9.9	A	17.1	0.160
140	Fourth Street and Julian Street	AM	17.1	B	28.6	C	14.9	0.286
		PM	20.6	C	136.3	F	162.9	0.547

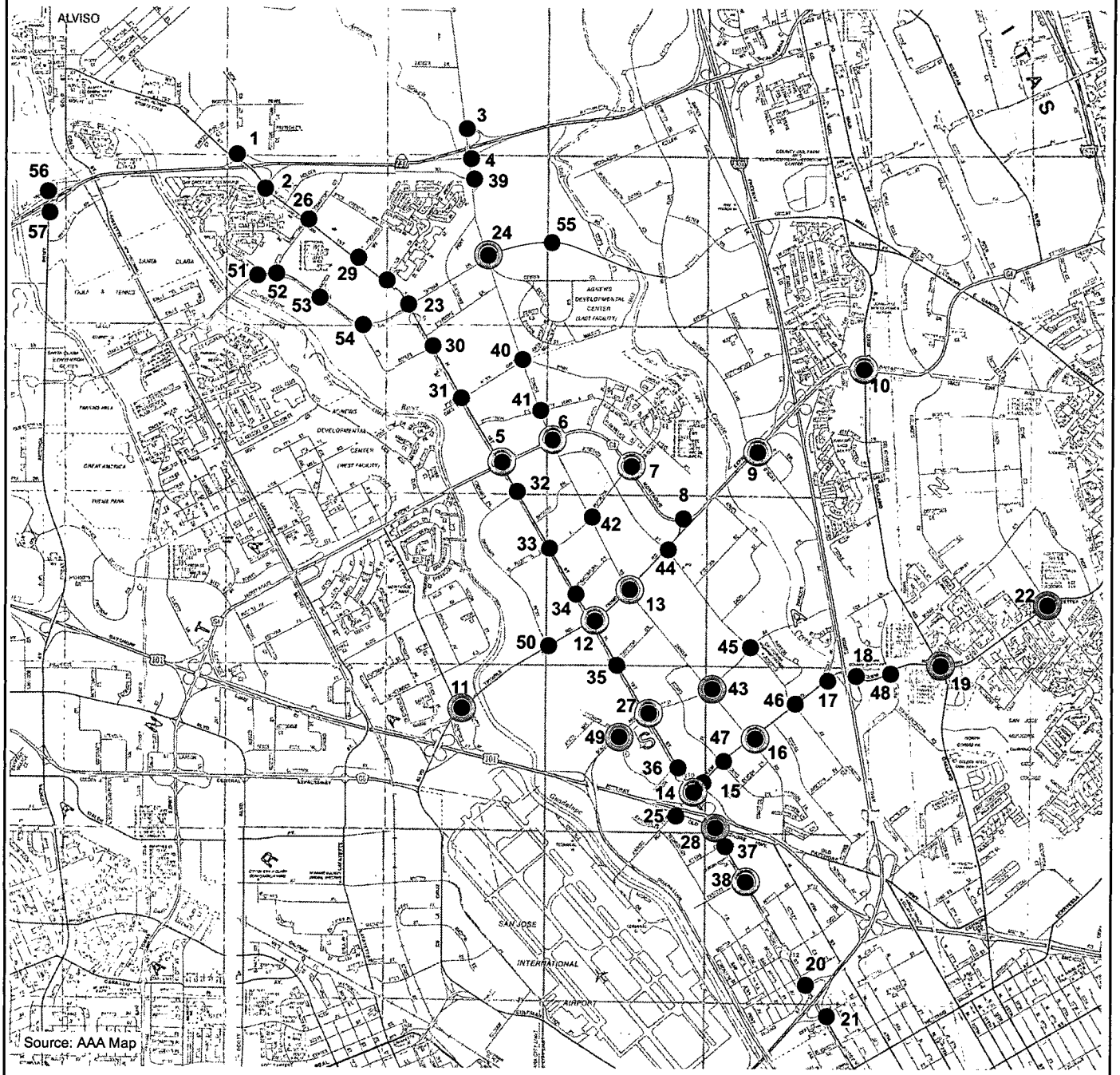
Table 8
Project Conditions Unacceptable Intersection Levels of Service

Study Number		Peak Hour	Background Ave. Delay/a/	Background LOS	Project Conditions Ave. Delay/a/	Project Conditions LOS	Incr. In Crit. Delay	Incr. In Crit. V/C
143	Tenth Street and Hedding Street	AM	53.4	D	72.5	E	31.1	0.092
		PM	36.6	D	38.0	D	4.1	0.031
146	Tenth Street and Julian Street	AM	23.1	C	17.8	B	-7.4	-0.094
		PM	15.6	B	67.5	E	75.7	0.458
154	Tenth Street and Taylor Street	AM	34.8	C	41.9	D	10.4	0.083
		PM	32.4	C	59.5	E	45.4	0.207
Santa Clara CMP Intersections								
157	Lawrence Expressway and Tasman Drive	AM	49.4	D	47.1	D	4.0	0.039
		PM	286.0	F	288.3	F	11.4	0.007
158	Lawrence Expressway and Arques Avenue/Scott Boulevard	AM	43.8	D	40.4	D	3.9	-0.023
		PM	90.5	F	106.9	F	23.1	0.062
159	Lawrence Expressway and Reed Street/Monroe Street	AM	191.4	F	194.2	F	-3.8	-0.018
		PM	41.3	D	40.2	D	-4.0	-0.067
165	Bowers Avenue and Central Expressway	AM	155.8	F	163.6	F	18.0	0.053
		PM	77.6	E	78.9	E	3.6	0.013
167	San Tomas Expressway and Scott Boulevard	AM	71.3	E	80.0	E	11.6	0.028
		PM	82.6	F	89.6	F	15.1	0.035
168	San Tomas Expressway and Monroe Street	AM	101.9	F	97.1	F	-10.8	-0.034
		PM	47.2	D	51.2	D	5.5	0.024
169	San Tomas Expressway and El Camino Real	AM	83.8	F	72.5	E	-17.2	-0.063
		PM	87.4	F	88.1	F	-13.6	-0.065
175	De La Cruz Boulevard and Central Expressway	AM	44.4	D	88.7	F	74.7	0.011
		PM	89.6	F	89.4	F	3.8	0.014
177	San Tomas Expressway and Saratoga Avenue	AM	89.0	F	100.2	F	14.5	0.035
		PM	115.8	F	100.7	F	-12.5	-0.034
178	Mission College Boulevard and Montague Expressway	AM	71.9	E	84.3	F	61.6	0.242
		PM	46.6	D	156.3	F	163.6	0.411
179	De La Cruz Boulevard and Montague Expressway	AM	133.6	F	151.9	F	75.1	0.184
		PM	40.0	D	32.7	C	-16.5	-0.009
Other Santa Clara Intersections								
183	Lafayette Street and Benton Street	AM	75.1	E	70.7	E	-18.2	-0.025
		PM	82.7	F	120.9	F	54.3	0.127
186	Lawrence Expressway and Kifer Road	AM	26.1	C	25.9	C	-1.6	-0.039
		PM	97.3	F	87.8	F	-18.3	-0.052
189	San Tomas Expressway and Walsh Avenue	AM	49.6	D	70.8	E	27.0	0.052
		PM	36.4	D	38.2	D	1.4	-0.024
190	San Tomas Expressway and Benton Street	AM	90.4	F	82.5	F	-10.9	-0.043
		PM	49.7	D	60.6	E	13.5	0.006
191	San Tomas Expressway and Pruneridge Avenue	AM	68.5	E	59.1	E	-11.6	-0.062
		PM	68.1	E	49.7	D	-31.2	-0.091
Campbell CMP Intersections								
192	San Tomas Expressway and Hamilton Avenue	AM	62.4	E	61.6	E	0.0	-0.014
		PM	91.4	F	104.2	F	20.1	0.046
Milpitas CMP Intersections								
204	Milpitas Boulevard and Calaveras Boulevard	AM	44.2	D	45.7	D	1.8	0.029
		PM	67.9	E	84.3	F	28.2	0.084
205	Great Mall Parkway and Montague Expressway	AM	51.6	D	73.2	E	71.4	0.233
		PM	99.5	F	141.5	F	44.5	0.226
Other Milpitas Intersections								
208	McCarthy Boulevard and Tasman Drive and	AM	22.9	C	139.3	F	164.7	0.482
		PM	25.7	C	108.0	F	115.3	0.383

Table 8
Project Conditions Unacceptable Intersection Levels of Service

Study Number		Peak Hour	Background Ave. Delay/a/	Background LOS	Project Conditions Ave. Delay/a/	Project Conditions LOS	Incr. In Crit. Delay	Incr. In Crit. V/C
210	I-880 and Great Mall Parkway	AM	33.2	C	45.6	D	14.8	0.122
		PM	75.7	E	148.7	F	103.7	0.218
211	Jacklin Road and Milpitas Boulevard	AM	70.4	E	77.9	E	4.1	-0.002
		PM	47.4	D	50.5	D	4.4	0.064

Notes:
* Denotes CMP intersection
/a/ Reported delay based on average control delay as calculated by TRAFFIX using HCM 2000 methodology
- Project Conditions Impact



◎ = Unacceptable LOS E

◎ = Unacceptable LOS F

Figure 22

NORTH SAN JOSE PROJECT
INTERSECTION LEVEL OF SERVICE CONDITIONS

Hexagon
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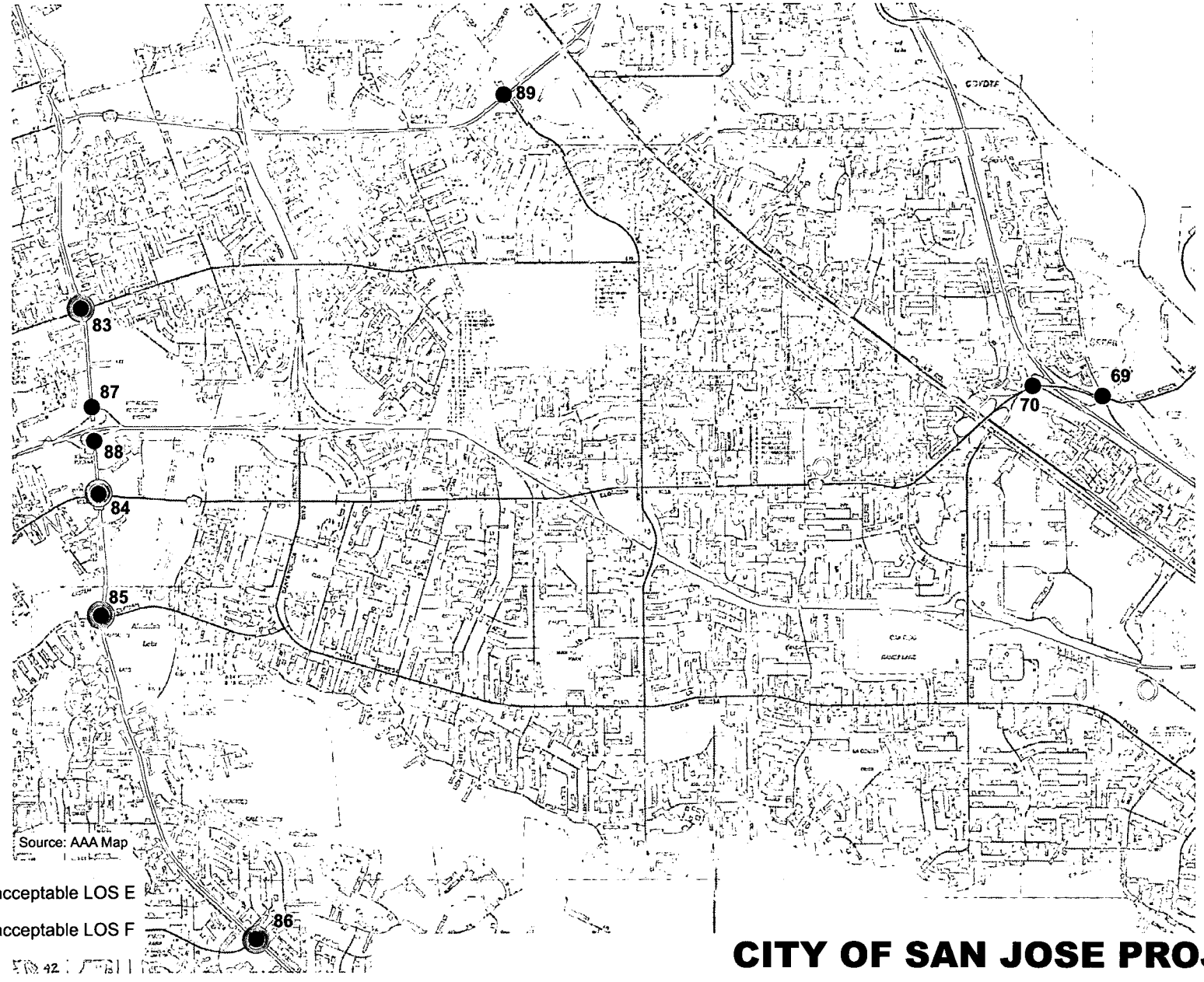
North San Jose



= Unacceptable LOS E

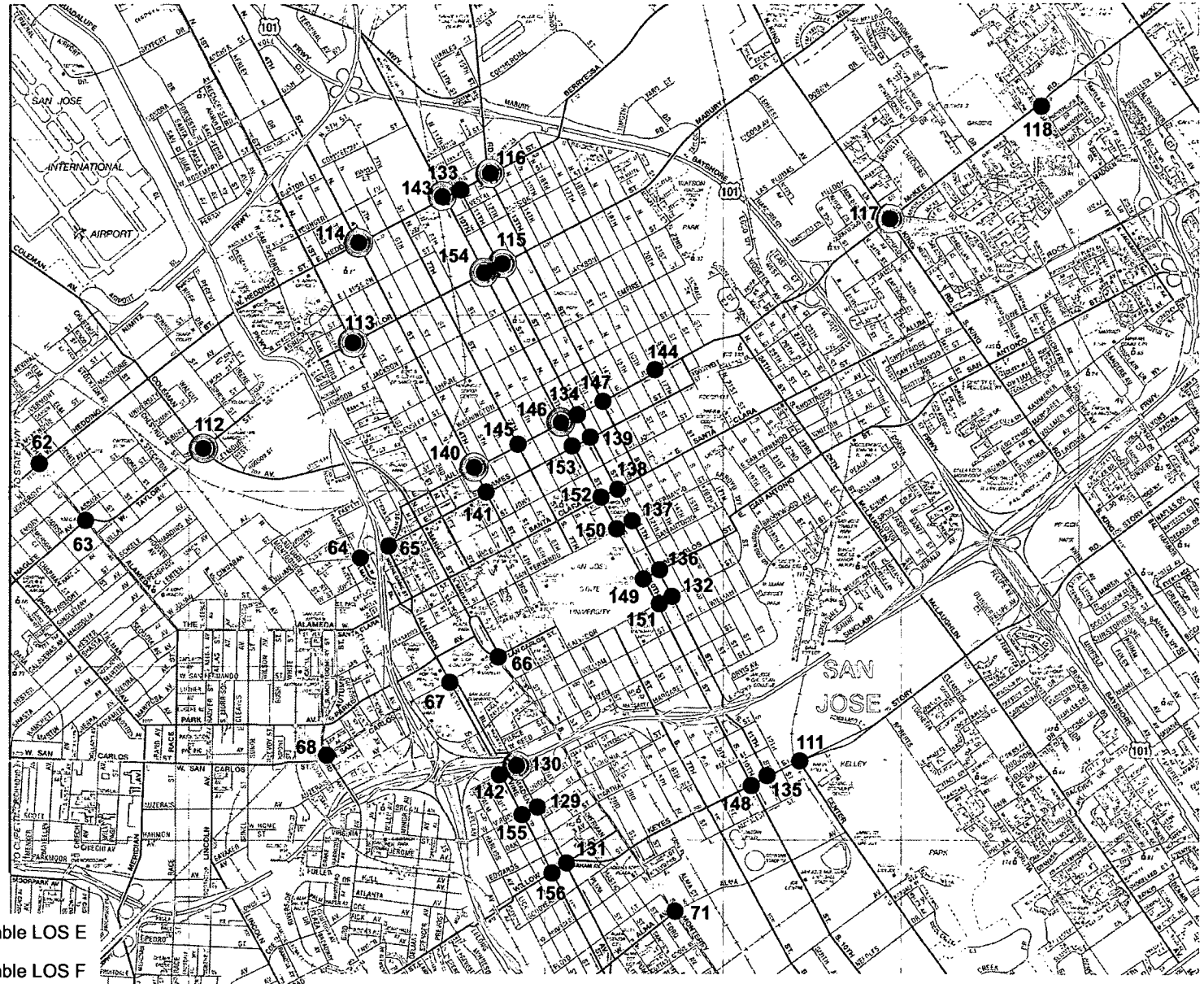
= Unacceptable LOS F

Figure 23A

CITY OF SAN JOSE PROJECT
INTERSECTION LEVEL OF SERVICE CONDITIONS

North San Jose

Hexagon
Transportation Consultants, Inc.



= Unacceptable LOS E

= Unacceptable LOS F

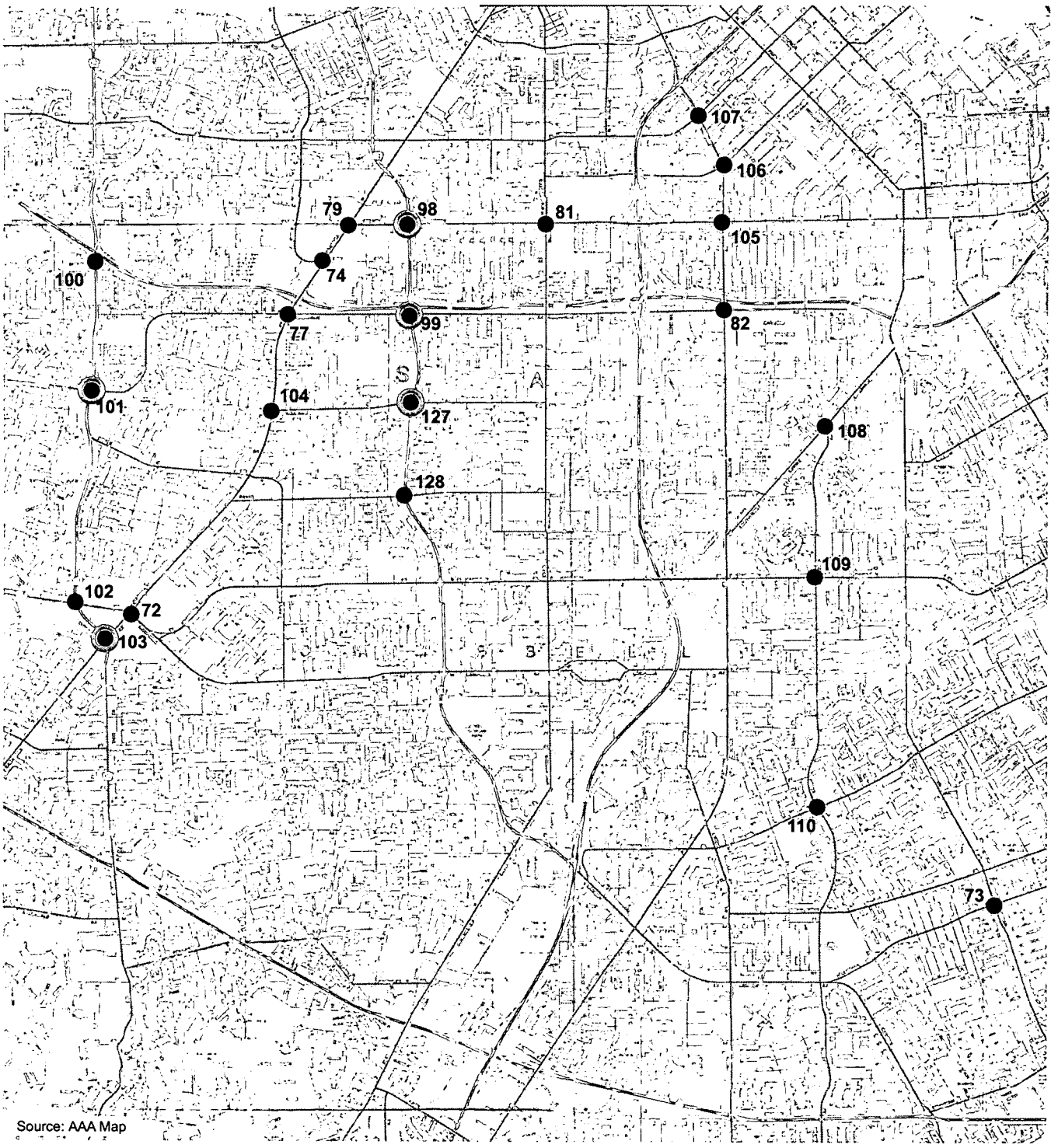
Source: AAA Map

Figure 23B

CITY OF SAN JOSE PROJECT
INTERSECTION LEVEL OF SERVICE CONDITIONS

North San Jose

Hexagon
Transportation Consultants, Inc.



◯ = Unacceptable LOS E

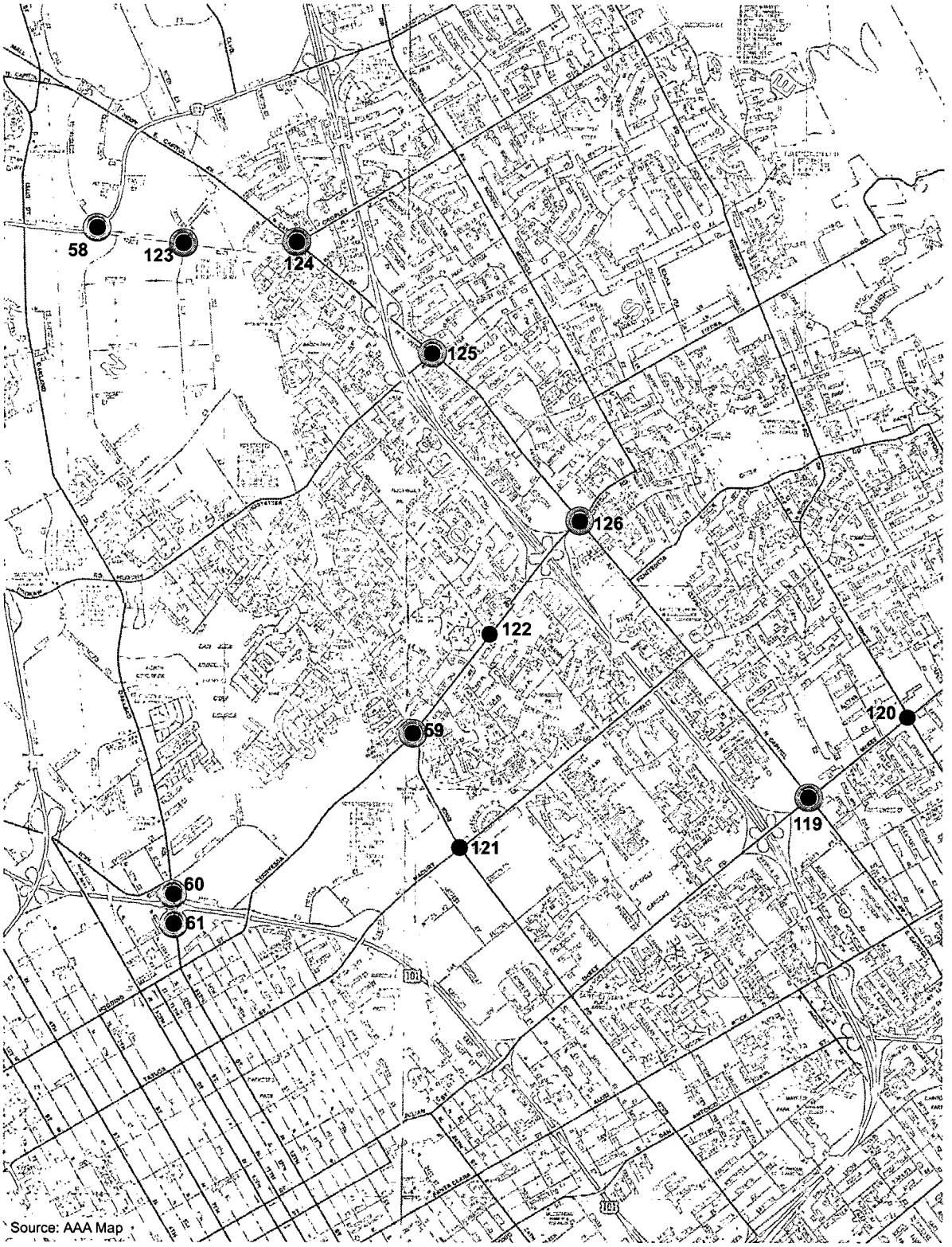
◯ = Unacceptable LOS F

Figure 23C

CITY OF SAN JOSE PROJECT
INTERSECTION LEVEL OF SERVICE CONDITIONS

Hexagon
Transportation Consultants, Inc.

North San Jose



Source: AAA Map

◯ = Unacceptable LOS E

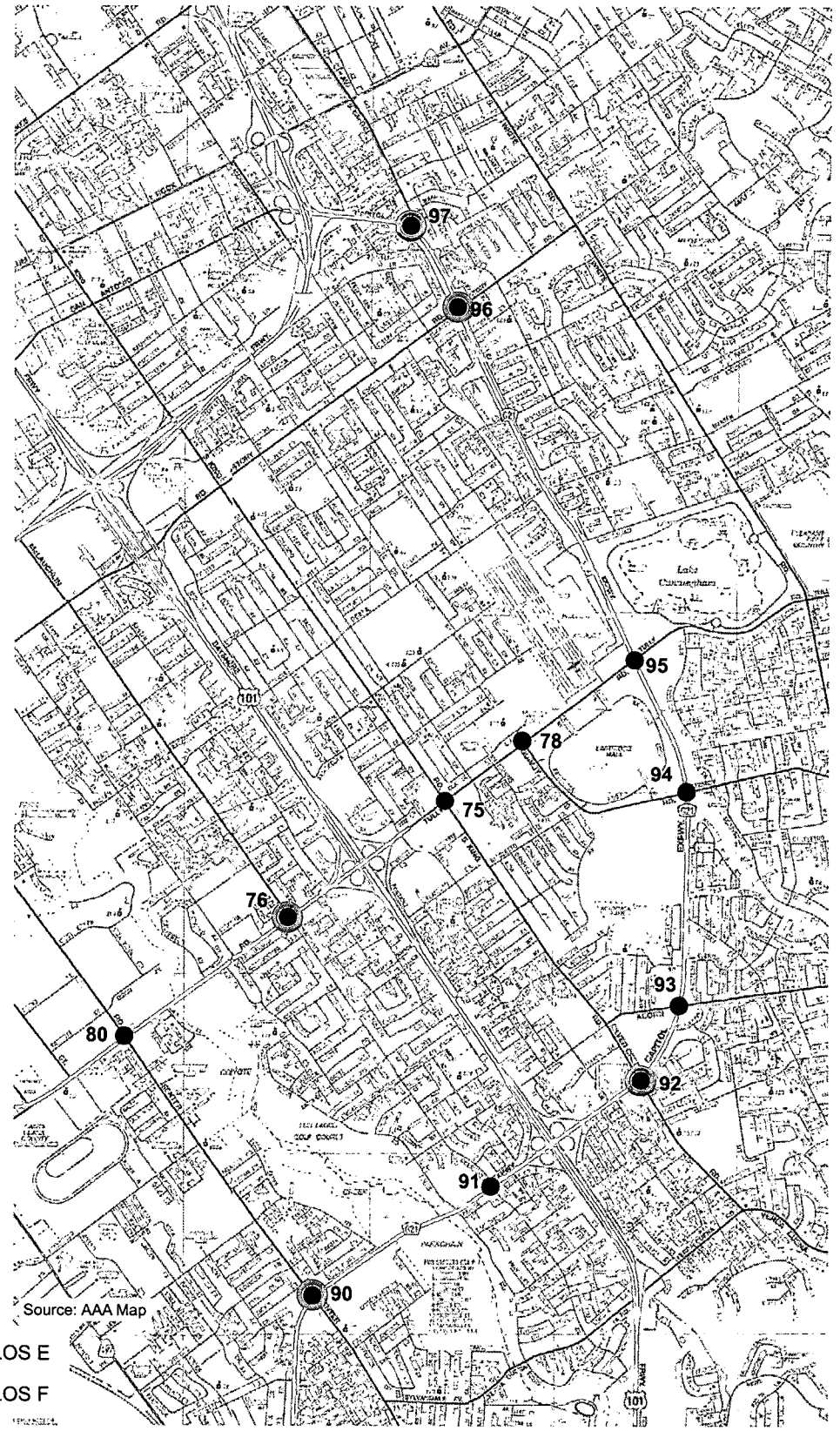
◯ = Unacceptable LOS F

Figure 23D

CITY OF SAN JOSE PROJECT
INTERSECTION LEVEL OF SERVICE CONDITIONS

Hexagon
Transportation Consultants, Inc.

North San Jose



Source: AAA Map

= Unacceptable LOS E

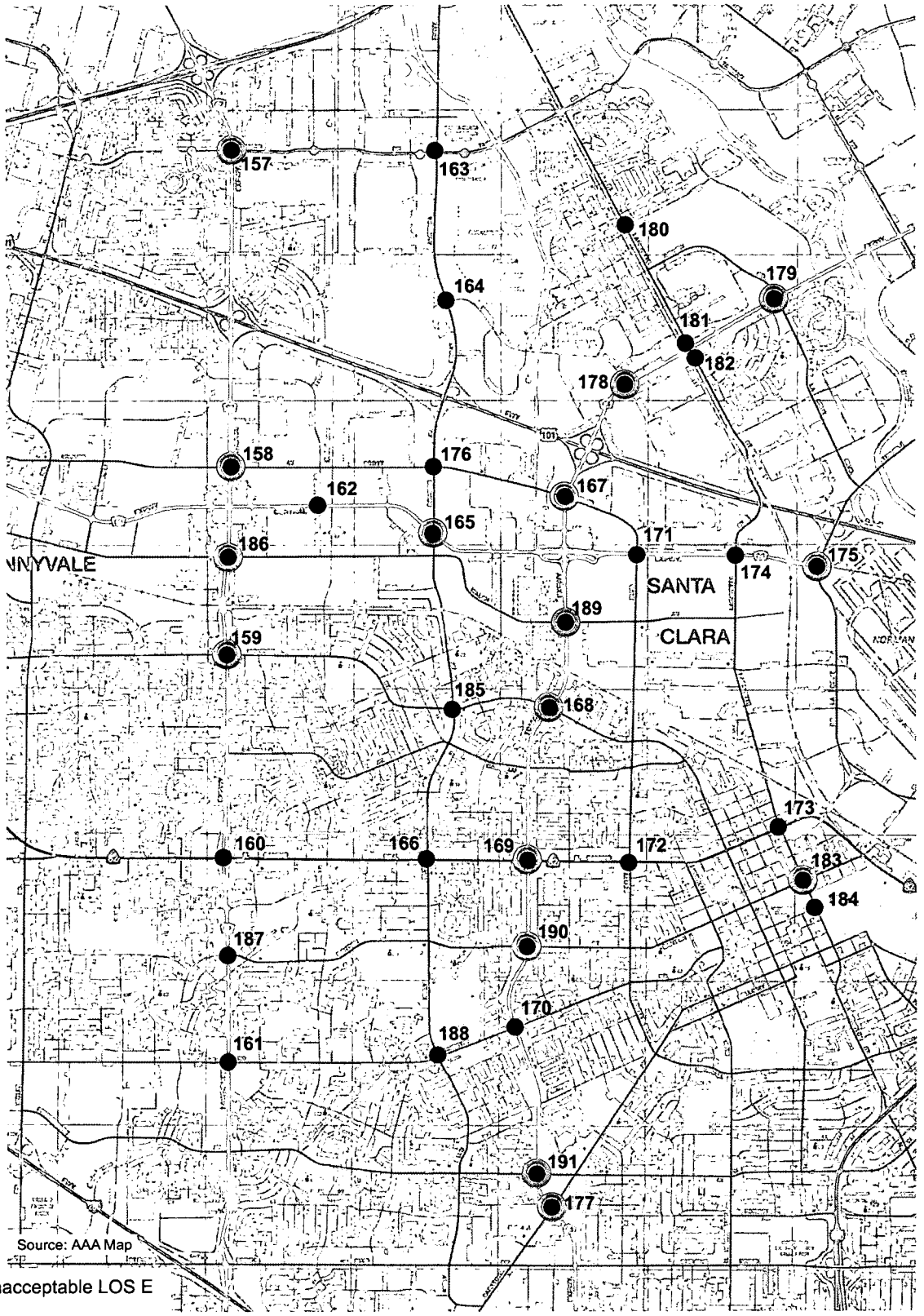
= Unacceptable LOS F

Figure 23E

CITY OF SAN JOSE PROJECT
INTERSECTION LEVEL OF SERVICE CONDITIONS

Hexagon
Transportation Consultants, Inc.

North San Jose



= Unacceptable LOS E

= Unacceptable LOS F

Figure 24

CITY OF SANTA CLARA PROJECT
INTERSECTION LEVEL OF SERVICE CONDITIONS

Hexagon
Transportation Consultants, Inc.

North San Jose

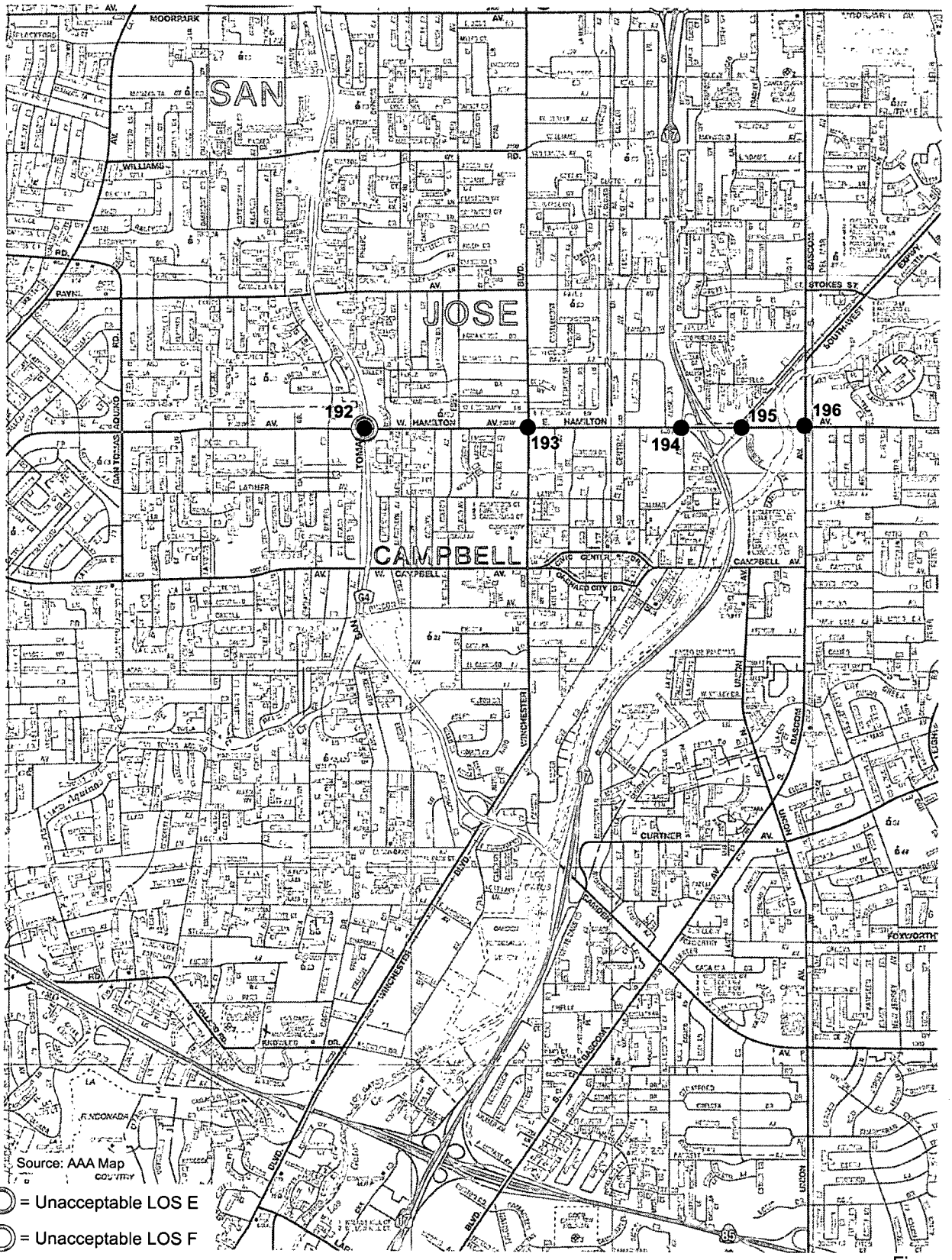


Figure 25

CITY OF CAMPBELL PROJECT
INTERSECTION LEVEL OF SERVICE CONDITIONS

Hexagon
Transportation Consultants, Inc.

North San Jose

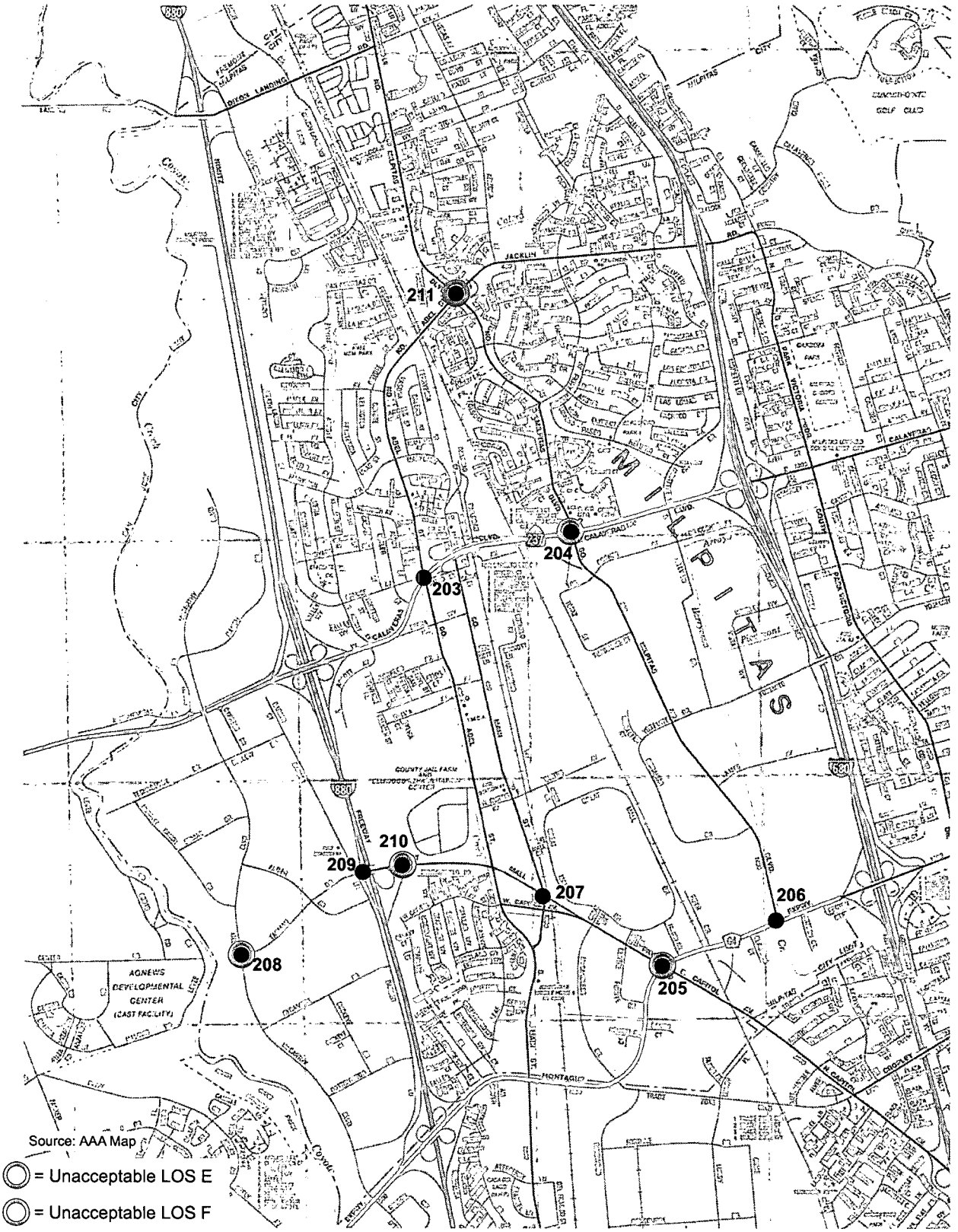


Figure 26

CITY OF MILPITAS PROJECT
INTERSECTION LEVEL OF SERVICE CONDITIONS

Hexagon
Transportation Consultants, Inc.

North San Jose

Table 9
Project Conditions Intersection Levels of Service (Impacted Intersections with Mitigation)

Study Number		Peak Hour	Project Conditions Ave. Delay/a/	LOS	Incr. In Crit. Delay	Incr. In Crit. V/C	ProjectConditions Mitigated/b/ Ave. Delay/a/	LOS
North San Jose Intersections								
6	Zanker Road and Montague Expressway	AM	66.8	E	15.4	0.082	/c/ See Note Below	
		PM	163.9	F	135.7	0.541		
7	River Oaks Parkway and Montague Expressway	AM	107.4	F	89.6	0.349	/d/ See Note Below	
		PM	143.5	F	146.0	0.505		
10	Old Oakland Road and Montague Expressway	AM	173.5	F	156.8	0.373	/c/ See Note Below	
		PM	114.4	F	11.6	0.040		
12	North First Street and Trimble Road	AM	86.2	F	14.3	0.071	/c/ See Note Below	
		PM	101.0	F	48.5	0.129		
13	Zanker Road and Trimble Road	AM	63.7	E	37.1	0.202	/c/ See Note Below	
		PM	210.4	F	151.6	0.386		
16	Zanker Road and Brokaw Road	AM	96.1	F	51.8	0.211	/c/ See Note Below	
		PM	105.2	F	56.5	0.255		
19	Old Oakland Road and Brokaw Road	AM	79.0	E	35.8	0.092	/e/ See Note Below	
		PM	72.3	E	57.7	0.227		
22	Lundy Avenue and Murphy Avenue	AM	50.7	D	6.8	0.046	/e/ See Note Below	
		PM	60.0	E	24.3	0.173		
24	Zanker Road and Tasman Drive	AM	43.4	D	12.1	0.159	/c/ See Note Below	
		PM	60.3	E	12.1	0.073		
27	North First Street and Charcot Avenue	AM	80.5	F	-20.9	-0.059	/c/ See Note Below	
		PM	65.1	E	31.4	0.080		
38	North First Street and Skyport Drive	AM	105.1	F	134.0	0.474	/f/ See Note Below	
		PM	51.2	D	53.9	0.225		
43	Zanker Road and Charcot Avenue	AM	56.6	E	41.4	0.289	/c/ See Note Below	
		PM	61.0	E	50.7	0.269		
Other San Jose CMP Intersections								
58	Trade Zone Boulevard and Montague Expressway	AM	54.0	D	43.2	-0.021	52.7	D
		PM	124.5	F	169.5	0.716	70.0	E
59	Lundy Avenue and Berryessa Road	AM	55.2	E	14.3	0.139	49.9	D
		PM	60.6	E	32.2	0.263	50.9	D
60	Oakland Road and US 101 (N)	AM	89.8	F	110.9	0.325	47.8	D
		PM	56.4	E	50.7	0.337	22.6	C
61	Oakland Road and US 101 (S)	AM	22.0	C	-3.9	0.166	20.3	C
		PM	95.1	F	115.1	0.316	50.6	D
97	Capitol Expressway and Capitol Avenue	AM	59.3	E	36.4	0.148	39.7	D
		PM	84.7	F	-21.9	-0.120	84.4	F
98	San Tomas Expressway and Stevens Creek Boulevard	AM	55.7	E	-1.2	-0.022	50.1	D
		PM	97.3	F	21.1	0.055	74.9	E
99	San Tomas Expressway and Moorpark Avenue	AM	66.1	E	-2.2	-0.019	60.5	E
		PM	125.4	F	5.2	0.012	123.1	F
Other San Jose Intersections								
113	First Street and Taylor Street	AM	55.4	E	5.9	0.075	55.4	E
		PM	180.6	F	99.7	0.349	180.6	F
114	Fourth Street and Hedding Street	AM	55.0	E	7.7	0.067	55.0	E
		PM	47.3	D	6.8	0.110	47.3	D
115	Eleventh Street and Taylor Street	AM	190.9	F	228.6	0.494	190.9	F
		PM	62.6	E	43.1	0.149	62.6	E
116	Thirteenth Street and Hedding Street	AM	111.5	F	85.6	0.250	55.7	E
		PM	45.1	D	4.8	0.093	39.7	D

Table 9
Project Conditions Intersection Levels of Service (Impacted Intersections with Mitigation)

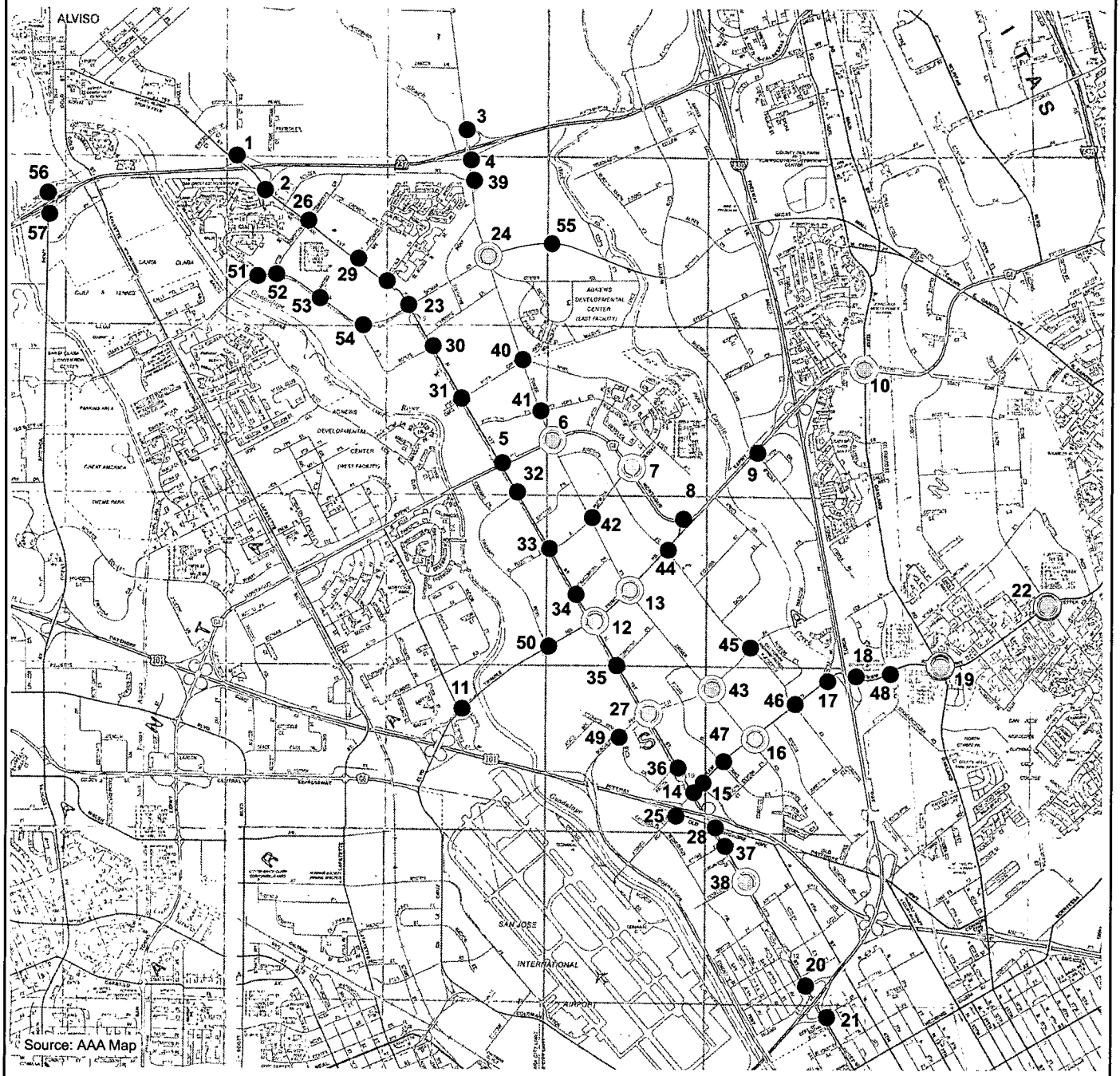
Study Number		Peak Hour	Project Conditions Ave. Delay/a/	LOS	Incr. In Crit. Delay	Incr. In Crit. V/C	ProjectConditions Mitigated/b/ Ave. Delay/a/	LOS
117	King Road and McKee Road	AM	78.9	E	45.9	0.175	46.6	D
		PM	101.4	F	60.8	0.283	48.4	D
119	Capitol Avenue and McKee Road	AM	68.0	E	14.2	0.038	68.0	E
		PM	45.1	D	2.5	0.066	45.1	D
123	Lundy Avenue and Trade Zone Boulevard	AM	59.8	E	28.7	0.094	35.7	D
		PM	53.2	D	23.9	0.195	51.5	D
124	Capitol Avenue and Cropley Avenue	AM	34.7	C	1.3	0.021	34.1	C
		PM	62.7	E	8.6	0.035	51.8	D
125	Capitol Avenue and Hostetter Road	AM	53.4	D	2.4	0.000	53.4	D
		PM	67.4	E	9.0	0.034	67.4	E
126	Capitol Avenue and Berryessa Road	AM	48.6	D	3.5	0.029	47.7	D
		PM	55.9	E	15.7	0.110	49.2	D
130	Almaden Avenue and Grant Street	AM	186.6	F	168.8	0.567	186.6	F
		PM	9.9	A	17.1	0.160	9.9	A
143	Tenth Street and Hedding Street	AM	72.5	E	31.1	0.092	72.5	E
		PM	38.0	D	4.1	0.031	38.0	D
146	Tenth Street and Julian Street	AM	17.8	B	-7.4	-0.094	17.8	B
		PM	67.5	E	75.7	0.458	67.5	E
154	Tenth Street and Taylor Street	AM	41.9	D	10.4	0.083	41.9	D
		PM	59.5	E	45.4	0.207	59.5	E
Santa Clara CMP Intersections								
158	Lawrence Expressway and Arques Avenue/Scott Boulevard	AM	40.4	D	3.9	-0.023	40.4	D
		PM	106.9	F	23.1	0.062	106.9	F
165	Bowers Avenue and Central Expressway	AM	163.6	F	18.0	0.053	74.6	E
		PM	78.9	E	3.6	0.013	52.6	D
167	San Tomas Expressway and Scott Boulevard	AM	80.0	E	11.6	0.028	46.1	D
		PM	89.6	F	15.1	0.035	77.2	E
175	De La Cruz Boulevard and Central Expressway	AM	88.7	F	74.7	0.011	65.0	E
		PM	89.4	F	3.8	0.014	63.0	E
177	San Tomas Expressway and Saratoga Avenue	AM	100.2	F	14.5	0.035	48.4	D
		PM	100.7	F	-12.5	-0.034	65.0	E
178	Mission College Boulevard and Montague Expressway	AM	84.3	F	61.6	0.242	65.5	E
		PM	156.3	F	163.6	0.411	95.2	F
179	De La Cruz Boulevard and Montague Expressway	AM	151.9	F	75.1	0.184	117.5	F
		PM	32.7	C	-16.5	-0.009	22.7	C
Other Santa Clara Intersections								
183	Lafayette Street and Benton Street	AM	70.7	E	-18.2	-0.025	70.7	E
		PM	120.9	F	54.3	0.127	120.9	F
189	San Tomas Expressway and Walsh Avenue	AM	70.8	E	27.0	0.052	63.3	E
		PM	38.2	D	1.4	-0.024	34.6	C
190	San Tomas Expressway and Benton Street	AM	82.5	F	-10.9	-0.043	52.7	D
		PM	60.6	E	13.5	0.006	41.1	D
Campbell CMP Intersections								
192	San Tomas Expressway and Hamilton Avenue	AM	61.6	E	0.0	-0.014	53.9	D
		PM	104.2	F	20.1	0.046	66.8	E
Milpitas CMP Intersections								
204	Milpitas Boulevard and Calaveras Boulevard	AM	45.7	D	1.8	0.029	44.0	D
		PM	84.3	F	28.2	0.084	61.7	E

Table 9
Project Conditions Intersection Levels of Service (Impacted Intersections with Mitigation)

Study Number		Peak Hour	Project Conditions Ave. Delay/a/	Project Conditions LOS	Project Conditions Incr. In Crit. Delay	Project Conditions Incr. In Crit. V/C	ProjectConditions Mitigated/b/ Ave. Delay/a/	ProjectConditions Mitigated/b/ LOS
205	Great Mall Parkway and Montague Expressway	AM	73.2	E	71.4	0.233	73.7	E
		PM	141.5	F	44.5	0.226	89.6	F
Other Milpitas Intersections								
208	McCarthy Boulevard and Tasman Drive and	AM	139.3	F	164.7	0.482	40.2	D
		PM	108.0	F	115.3	0.383	43.5	D
210	I-880 and Great Mall Parkway	AM	45.6	D	14.8	0.122	45.6	D
		PM	148.7	F	103.7	0.218	148.7	F

Notes:
* Denotes CMP intersection
/a/ Reported delay based on average control delay as calculated by TRAFFIX using HCM 2000 methodology
/b/ Mitigated LOS not presented for North San Jose intersections since all possible improvements are included under project conditions.
/c/ No futher improvements possible beyond those proposed by project and included under project conditions.
/d/ Reported LOS includes widening of Montague Expressway to 8-lanes, no further improvements possible
/e/ No feasible improvements possible.
/f/ Planned improvents associated with the Zanker/Skyport Connection project would not be adequate to serve projected traffic volumes. There are no further feasible improvements.

- Project Conditions Impact
- Mitigated
- Improved, but still unacceptable
- No Feasible Improvements



○ = Project Impact

◎ = Improved but Still Unacceptable

◎ = No Feasible Improvements Possible

Figure 27

NORTH SAN JOSE
PROJECT IMPACTS AND IMPROVEMENTS

North San Jose

Hexagon
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acceptable levels, therefore the impact is significant and unavoidable.

(7) River Oaks Parkway and Montague Expressway

Impact: The level of service would be LOS D during both the AM and PM peak hours under background conditions and the intersection would degrade to LOS F during both peak hours under project conditions. This constitutes a significant impact by City of San Jose standards.

Mitigation Measure. As previously described, Montague Expressway will be widened from six-lanes to eight-lanes, but the widening would not be adequate to improve intersection LOS to acceptable levels. There are no further feasible improvements that can be implemented to improve intersection levels of service to acceptable levels, therefore the impact is significant and unavoidable.

(10) Old Oakland Road and Montague Expressway*

Impact: The level of service would be LOS F during both the AM and PM peak hours under background conditions and the addition of project traffic would cause the critical-movement delay at the intersection to increase by four or more seconds and the demand-to-capacity ratio (V/C) to increase by .01 or more during both peak hours under project conditions. This constitutes a significant impact by both City of San Jose and CMP standards.

Mitigation Measure. As previously described, a second southbound left-turn will be constructed as part of the project. However, the intersection improvement would not be adequate to improve intersection LOS to acceptable levels. There are no further feasible improvements that can be implemented to improve intersection levels of service to acceptable levels, therefore the impact is significant and unavoidable.

(12) North First Street and Trimble Road*

Impact: The level of service would be LOS E during both the AM and PM peak hours under background conditions and the intersection would degrade to LOS F during both peak hours under project conditions. This constitutes a significant impact by both City of San Jose and CMP standards.

Mitigation Measure. As previously described, a second eastbound left-turn lane and exclusive westbound right-turn lane will be constructed as part of the project. However, the intersection improvements would not be adequate to improve intersection LOS to acceptable levels. There are no further feasible improvements that can be implemented to improve intersection levels of service to acceptable levels, therefore the impact is significant and unavoidable.

(13) Zanker Road and Trimble Road*

Impact: The level of service would be LOS D and F during the AM and PM peak hours, respectively, under background conditions and the intersection would degrade to LOS E during the AM while the addition of project traffic would cause the critical-movement delay at the intersection to increase by four or more seconds and the demand-to-capacity ratio (V/C) to increase by .01 or more during the PM peak hour under project conditions. This constitutes a significant impact by both City of San Jose and CMP standards.

Mitigation Measure. As previously described, second eastbound and southbound left-turn lanes will be constructed as part of the project. However, the intersection improvements would not be adequate to improve intersection LOS to acceptable levels. There are no further feasible improvements that can be implemented to improve intersection levels of service to acceptable levels, therefore the impact is significant and unavoidable.

(16) Zanker Road and Brokaw Road*

Impact: The level of service would be LOS D and E during the AM and PM peak hours, respectively, under background conditions and the intersection would degrade to LOS F during both peak hours under project conditions. This constitutes a significant impact by both City of San Jose and CMP standards.

Mitigation Measure. As previously described, second eastbound, northbound, and southbound left-turn lanes will be constructed as part of the project. However, the intersection improvements would not be adequate to improve intersection LOS to acceptable levels. There are no further feasible improvements that can be implemented to improve intersection levels of service to acceptable levels, therefore the impact is significant and unavoidable.

(19) Old Oakland Road and Brokaw Road* (No Feasible Improvements)

Impact: The level of service would be LOS E and D during the AM and PM peak hours, respectively, under background conditions and the intersection would degrade to LOS E during both the AM and PM peak hours under project conditions. This constitutes a significant impact by both City of San Jose and CMP standards.

Mitigation Measure. There are no feasible improvements at this intersection.

(22) Lundy Avenue and Murphy Avenue* (No Feasible Improvements)

Impact: The level of service would be LOS D during the PM peak hour under background conditions and the intersection would degrade to LOS E under project conditions. This constitutes a significant impact by City of San Jose standards.

Mitigation Measure. There are no feasible improvements at this intersection.

(24) Zanker Road and Tasman Drive

Impact: The level of service would be LOS D during the PM peak hour under background conditions and the intersection would degrade to LOS E under project conditions. This constitutes a significant impact by City of San Jose standards.

Mitigation Measure. As previously described, second eastbound and westbound left-turn lanes will be constructed as part of the project. However, the intersection improvements would not be adequate to improve intersection LOS to acceptable levels. There are no further feasible improvements that can be implemented to improve intersection levels of service to acceptable levels, therefore the impact is significant and unavoidable.

(27) North First Street and Charcot Avenue

Impact: The level of service would be LOS F and D during the AM and PM peak hours, respectively, under background conditions and the addition of project traffic would cause the critical-movement delay at the intersection to increase by four or more seconds and the demand-to-capacity ratio (V/C) to increase by .01 or more during the AM peak hour and the intersection to degrade to LOS F during the PM peak hour under project conditions. This constitutes a significant impact by City of San Jose standards.

Mitigation Measure. As previously described, exclusive westbound and eastbound right-turn lanes and a second southbound left-turn lane will be constructed as part of the project. However, the intersection improvements would not be adequate to improve intersection LOS to acceptable levels. There are no further feasible improvements that can be implemented to improve intersection levels of service to acceptable levels, therefore the impact is significant and unavoidable.

(38) North First Street and Skyport Drive

Impact: The level of service would be LOS C during the PM peak hour under background conditions and the intersection would degrade to LOS F under project conditions. This constitutes a significant impact by City of San Jose standards.

Mitigation Measure. As previously described, the connection of Zanker Road to Skyport Drive is planned. As part of the improvements, an east leg will be added to the intersection. However, the intersection improvements would not be adequate to improve intersection LOS to acceptable levels. There are no further feasible improvements that can be implemented to improve intersection levels of service to acceptable levels, therefore the impact is significant and unavoidable.

(43) Zanker Road and Charcot Avenue

Impact: The level of service would be LOS C during both the AM and PM peak hours under background conditions and the intersection would degrade to LOS E and F during the AM and PM peak hours, respectively, under project conditions. This constitutes a significant impact by City of San Jose standards.

Mitigation Measure. As previously described, second left-turn lanes on all approaches and the widening of Charcot Avenue from two-lanes to four-lanes will be constructed as part of the project. However, the intersection improvements would not be adequate to improve intersection LOS to acceptable levels. There are no further feasible improvements that can be implemented to improve intersection levels of service to acceptable levels, therefore the impact is significant and unavoidable.

North San Jose CMP Intersections

The level of service results for the CMP study intersections located within North San Jose show that measured against the CMP level of service standards, eight intersections are projected to operate at an unacceptable LOS F under project conditions. All other CMP study intersections within North San Jose currently operate at LOS E or better. The project will impact five of the seven of the intersections identified to operate at unacceptable levels. Impacts and mitigation measures for the impacted intersections were described above.

Other City of San Jose Intersection Analysis

Other San Jose Intersections

The results of the level of service analysis show that 34 of the other City of San Jose study intersections located outside of North San Jose, 17 of which are CMP designated intersections, are projected to operate at an unacceptable LOS E or worse under project conditions. The project will impact 21 of the 34 intersections identified to operate at unacceptable levels. Of the 21 intersections, 12 can be fully mitigated. At nine of the intersections, there are no feasible improvements. Each of the impacted intersections and recommended mitigation measures are described below.

(58) Trade Zone Boulevard and Montague Expressway*

Impact: The level of service would be LOS E during the PM peak hour under background conditions and the intersection would degrade to LOS F under project conditions. This constitutes a significant impact by both City of San Jose and CMP standards.

Mitigation Measure. The necessary improvements to mitigate the project impact at this intersection would consist of the construction of second northbound and southbound left-turn lanes and an eastbound free-right-turn lane. The intersection improvements would improve intersection operating levels to better than background conditions, though the intersection will continue to operate at LOS E.

(59) Lundy Avenue and Berryessa Road*

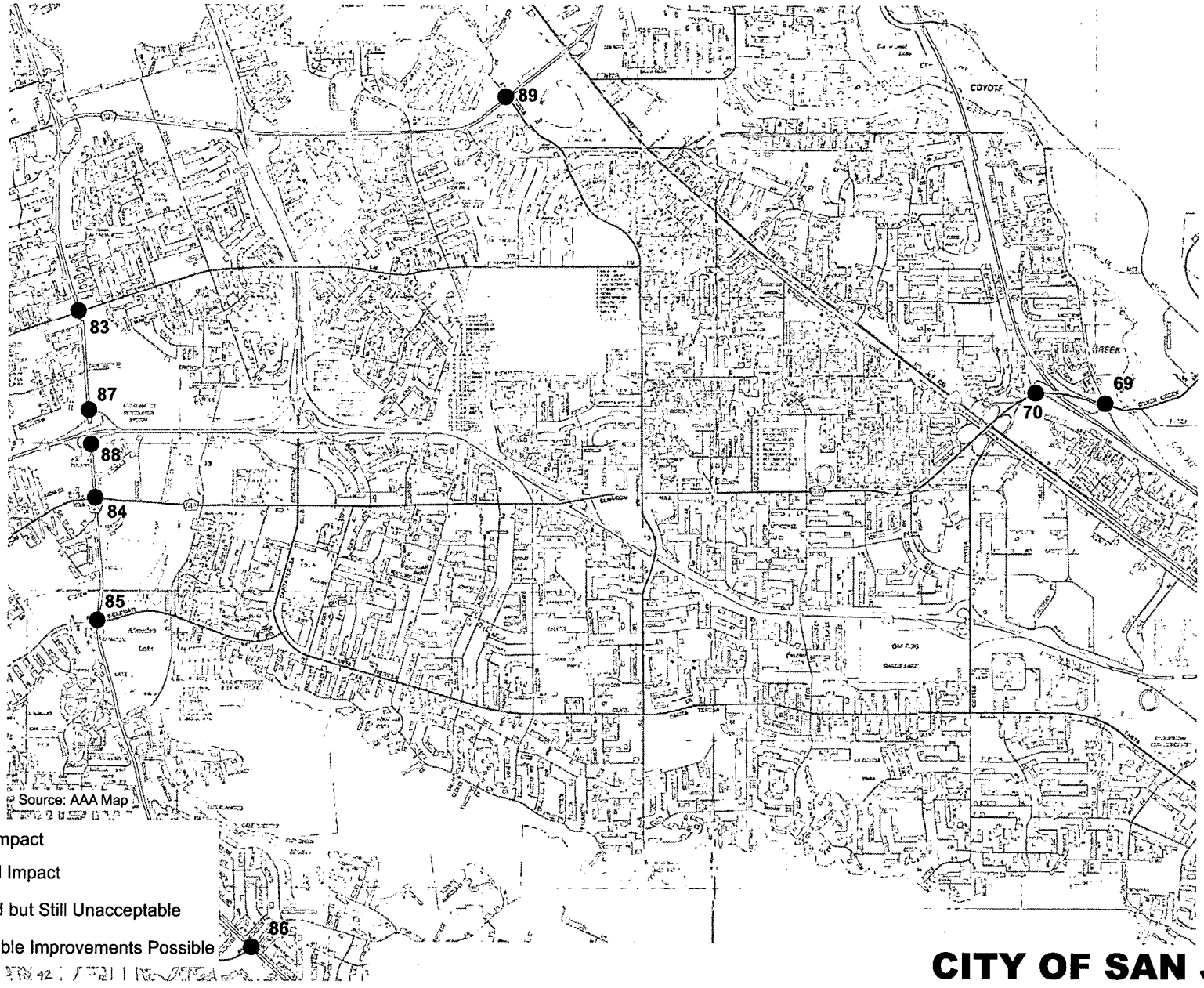
Impact: The level of service would be LOS D during both the AM and PM peak hours under background conditions and the intersection would degrade to LOS E during both peak hours under project conditions. This constitutes a significant impact by City of San Jose standards.

Mitigation Measure. The necessary improvements to mitigate the project impact at this intersection would consist of the addition of second eastbound and westbound left-turn lanes. The improvements would require the acquisition of right-of-way. The implementation of these improvements would improve intersection level of service to LOS D during both peak hours.

(60) Oakland Road and US 101 (North)*

Impact: The level of service would be LOS D and B during the AM and PM peak hours, respectively, under background conditions and the intersection would degrade to LOS F and E during the AM and PM peak hours, respectively, under project conditions. This constitutes a significant impact by both City of San Jose and CMP standards.

Mitigation Measure. The necessary improvement to mitigate the project impact at this intersection would consist of the addition of a second southbound right-turn lane. The implementation of this improvement would improve intersection level of service to LOS D during both peak hours.



= Project Impact

= Mitigated Impact

= Improved but Still Unacceptable

= No Feasible Improvements Possible

Figure 28A

CITY OF SAN JOSE
PROJECT IMPACTS AND IMPROVEMENTS

North San Jose

Hexagon
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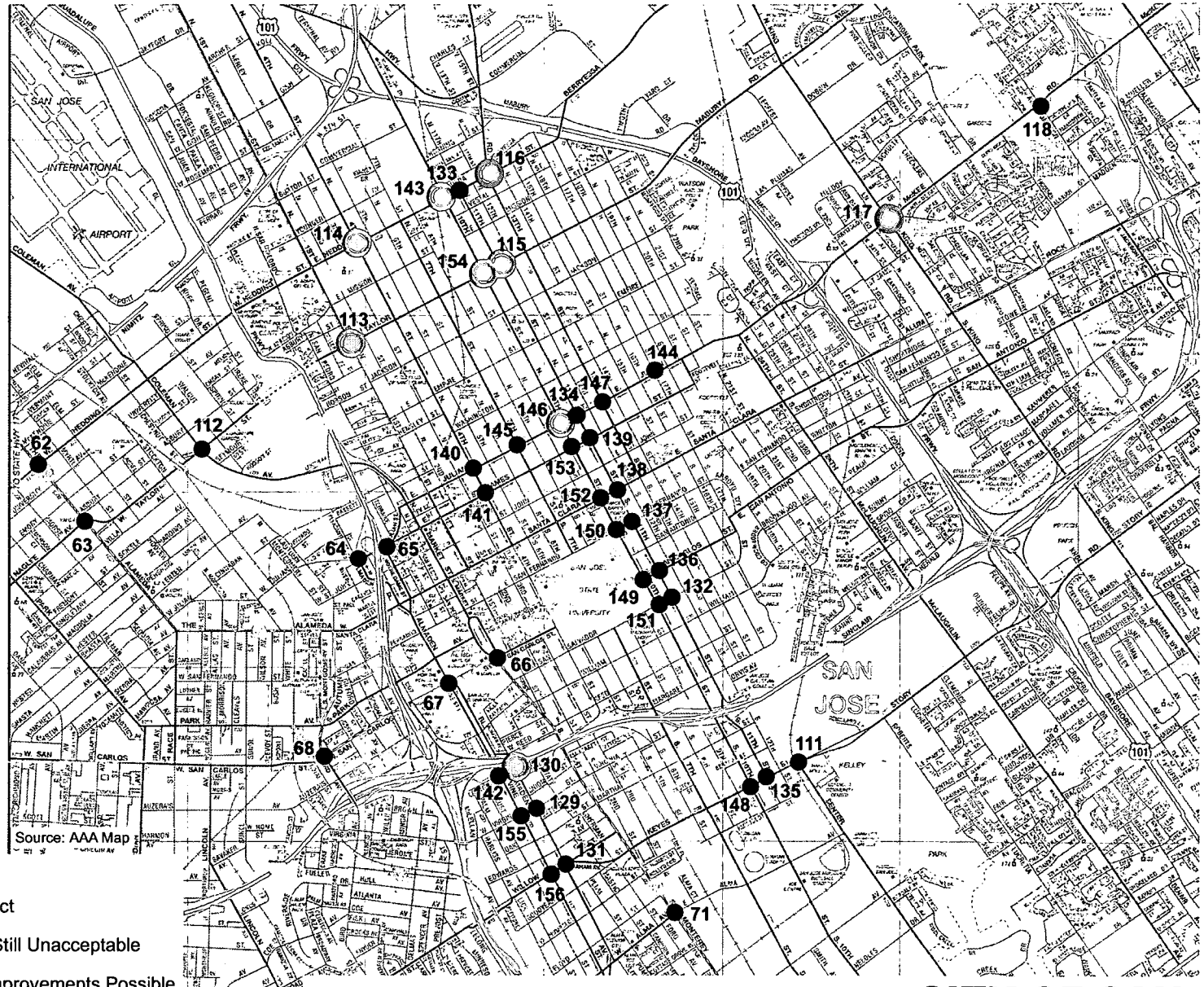


○ = Project Impact

◯ = Mitigated Impact

◯ = Improved but Still Unacceptable

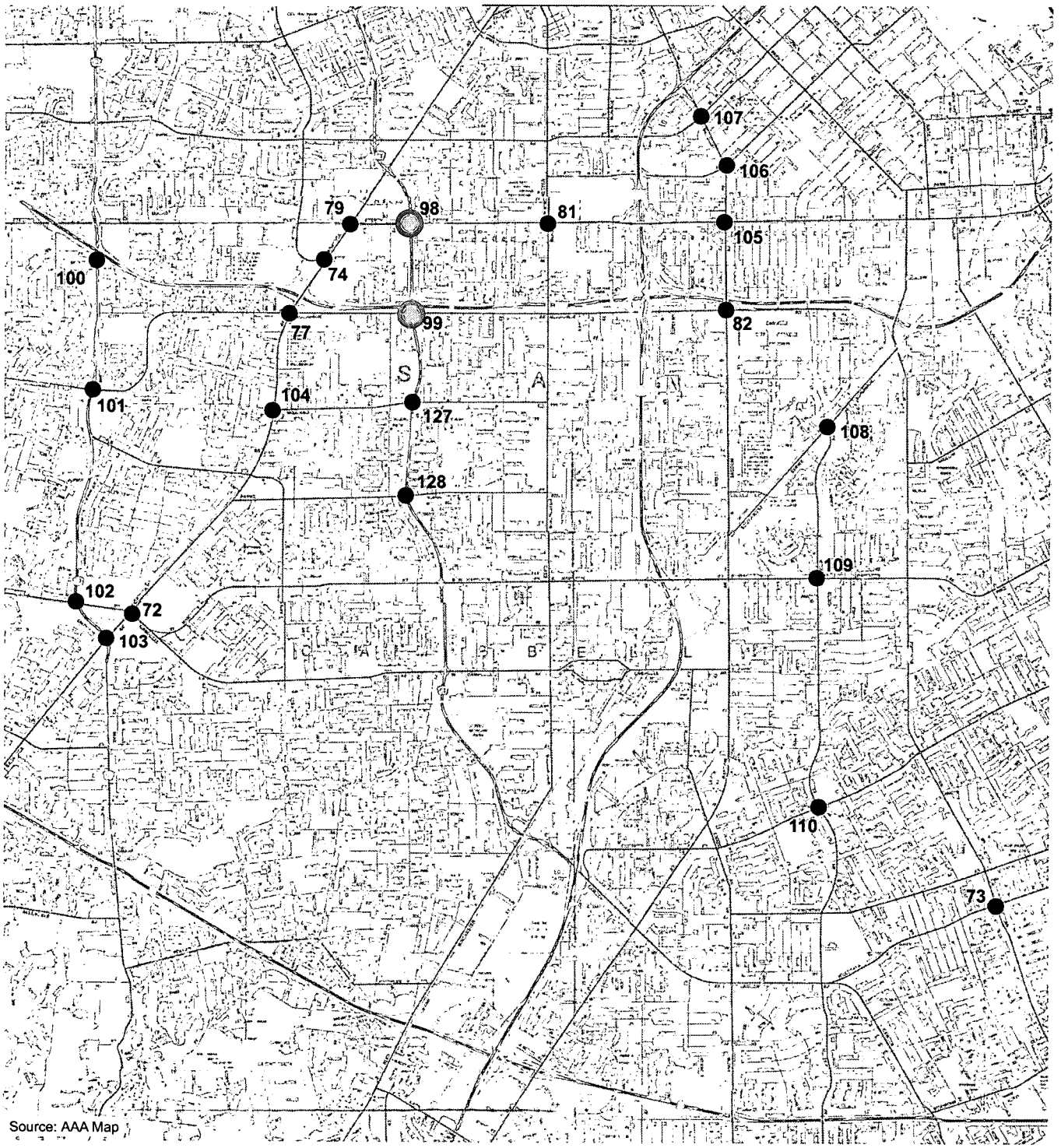
◯ = No Feasible Improvements Possible

Hexagon
Transportation Consultants, Inc.

Figure 28B

CITY OF SAN JOSE
PROJECT IMPACTS AND IMPROVEMENTS

North San Jose



Source: AAA Map

○ = Project Impact

◎ = Mitigated Impact

◎ = Improved but Still Unacceptable

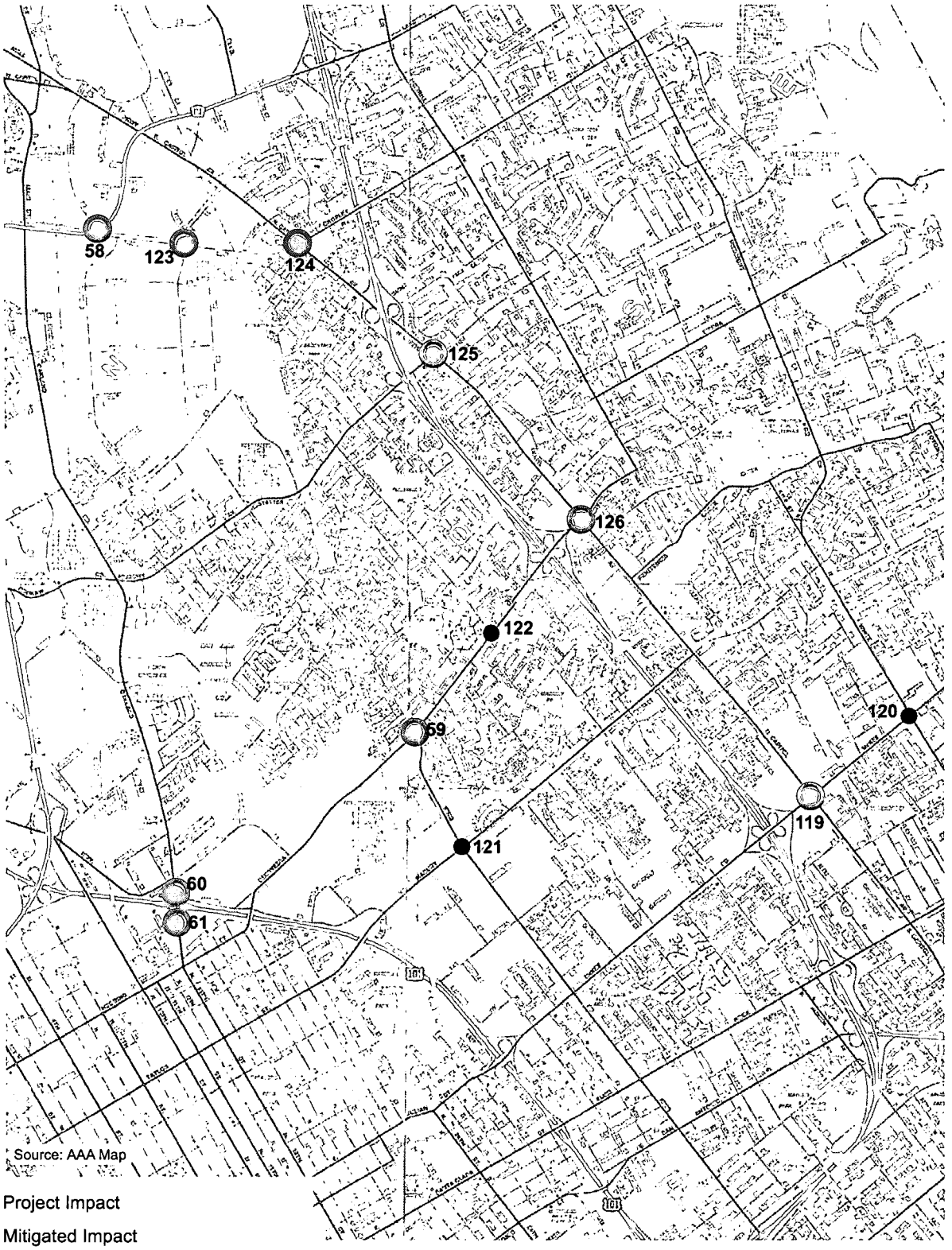
◎ = No Feasible Improvements Possible

Figure 28C

CITY OF SAN JOSE
PROJECT IMPACTS AND IMPROVEMENTS

Hexagon
Transportation Consultants, Inc.

North San Jose



○ = Project Impact

◎ = Mitigated Impact

◎ = Improved but Still Unacceptable

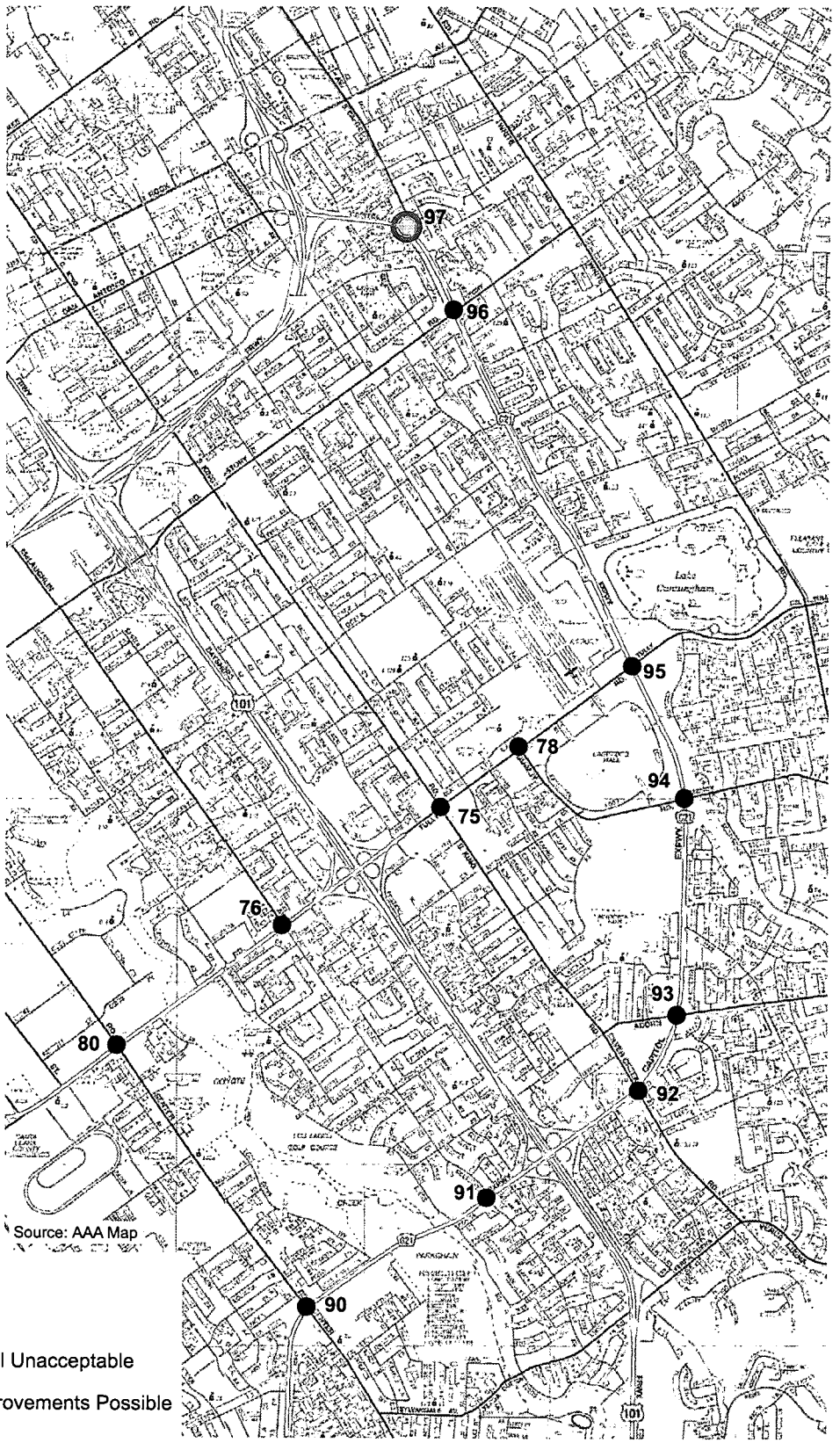
◎ = No Feasible Improvements Possible

Figure 28D

CITY OF SAN JOSE
PROJECT IMPACTS AND IMPROVEMENTS

North San Jose

Hexagon
Transportation Consultants, Inc.



○ = Project Impact

◎ = Mitigated Impact

◎ = Improved but Still Unacceptable

◎ = No Feasible Improvements Possible

Figure 28E

CITY OF SAN JOSE
PROJECT IMPACTS AND IMPROVEMENTS

North San Jose

Hexagon
Transportation Consultants, Inc.

(61) Oakland Road and US 101 (South)*

Impact: The level of service would be LOS D during the PM peak hour under background conditions and the intersection would degrade to LOS F under project conditions. This constitutes a significant impact by both City of San Jose and CMP standards.

Mitigation Measure. The necessary improvement to mitigate the project impact at this intersection would consist of the reconstruction of the interchange to include six-lanes on the overpass. The implementation of this improvement would improve intersection level of service to LOS D during the PM peak hour.

(97) Capitol Expressway and Capitol Avenue*

Impact: The level of service would be LOS C during the AM peak hour under background conditions and the intersection would degrade to LOS E under project conditions. This constitutes a significant impact by City of San Jose standards.

Mitigation Measure. The necessary improvement to mitigate the project impact at this intersection would consist of the addition of a separate eastbound left-turn lane. The improvement would fit within the existing right-of-way, but would require restriping and signal modifications. The implementation of this improvement would improve intersection level of service to LOS D during the AM peak hour.

(98) San Tomas Expressway and Stevens Creek Boulevard*

Impact: The level of service would be LOS F during the PM peak hour under background conditions and the addition of project traffic would cause the critical-movement delay at the intersection to increase by four or more seconds and the demand-to-capacity ratio (V/C) to increase by .01 or more under project conditions. This constitutes a significant impact by both City of San Jose and CMP standards.

Mitigation Measure. The necessary improvement to mitigate the project impact at this intersection would consist of the widening of San Tomas Expressway from six to eight lanes as identified in the County Expressways Study as a Tier 1-A improvement. The implementation of this improvement would improve intersection level of service to LOS E during the PM peak hour. In accordance to CMP standards, this is an acceptable level of service and improves the intersection operating levels to better than background conditions.

(99) San Tomas Expressway and Moorpark Avenue*

Impact: The level of service would be LOS F during the PM peak hour under background conditions and the addition of project traffic would cause the critical-movement delay at the intersection to increase by four or more seconds and the demand-to-capacity ratio (V/C) to increase by .01 or more under project conditions. This constitutes a significant impact by both City of San Jose and CMP standards.

Mitigation Measure. Possible improvements include the addition of a second southbound left-turn lane. The improvement would fit within the existing right-of-way, but would require restriping and signal modifications. The intersection improvement would improve intersection operating levels to better than background conditions, though the intersection will continue to operate at LOS F.

(113) First Street and Taylor Street (No Feasible Improvements)

Impact: The level of service would be LOS D and F during the AM and PM peak hours, respectively, under background conditions and the intersection would degrade to LOS E during the AM while the addition of project traffic would cause the critical-movement delay at the intersection to increase by four or more seconds and the demand-to-capacity ratio (V/C) to increase by .01 or more during the PM peak hour under project conditions. This constitutes a significant impact by City of San Jose standards.

Mitigation Measure. There are no feasible improvements at this intersection. Improvement to this intersection would require either acquisition of right-of-way or removal of on-street parking. The San Jose City Council previously has determined that such changes are not consistent with other policy goals of the City.

(116) Thirteenth Street and Hedding Street

Impact: The level of service would be LOS E during the AM peak hour under background conditions and the intersection would degrade to LOS F under project conditions. This constitutes a significant impact by City of San Jose standards.

Mitigation Measure. The necessary improvements to mitigate the project impact at this intersection would consist of the addition of second eastbound and westbound left-turn lanes. The improvements would require the acquisition of right-of-way. The intersection improvements would improve intersection operating levels to better than background conditions, though the intersection will continue to operate at LOS E.

(117) King Road and McKee Road

Impact: The level of service would be LOS D during both the AM and PM peak hours under background conditions and the intersection would degrade to LOS E and F during the AM and PM peak hours, respectively, under project conditions. This constitutes a significant impact by City of San Jose standards.

Mitigation Measure. The necessary improvements to mitigate the project impact at this intersection would consist of the addition of second eastbound and westbound left-turn lanes and a separate southbound right-turn lane. The improvements would require the acquisition of right-of-way. The implementation of these improvements would improve intersection level of service to LOS D during both peak hours.

(119) Capitol Avenue and McKee Road (No Feasible Improvements)

Impact: The level of service would be LOS E during the AM peak hour under background conditions and the addition of project traffic would cause the critical-movement delay at the intersection to increase by four or more seconds and the demand-to-capacity ratio (V/C) to increase by .01 or more under project conditions. This constitutes a significant impact by City of San Jose standards.

Mitigation Measure. There are no feasible improvements at this intersection. With the newly constructed Capitol LRT line, Capitol Avenue has been upgraded to its extent to allow for the operation of the LRT in its median. Further improvement of the intersection would not be compatible with LRT operations.

(123) Lundy Avenue and Trade Zone Boulevard

Impact: The level of service would be LOS D during the AM peak hour under background conditions and the intersection would degrade to LOS E under project conditions. This constitutes a significant impact by City of San Jose standards.

Mitigation Measure. The necessary improvement to mitigate the project impact at this intersection would consist of the addition of a second westbound left-turn lane. The improvement would fit within the existing right-of-way, but would require restriping and signal modifications. The implementation of this improvement would improve intersection level of service to LOS D during the AM peak hour.

(124) Capitol Avenue and Cropley Avenue

Impact: The level of service would be LOS E during the PM peak hour under background conditions and the addition of project traffic would cause the critical-movement delay at the intersection to increase by four or more seconds and the demand-to-capacity ratio (V/C) to increase by .01 or more under project conditions. This constitutes a significant impact by City of San Jose standards.

Mitigation Measure. The necessary improvement to mitigate the project impact at this intersection would consist of the addition of a second westbound left-turn lane. The improvement would fit within the existing right-of-way, but would require restriping and signal modifications. The implementation of this improvement would improve intersection level of service to LOS D during the PM peak hour.

(125) Capitol Avenue and Hostetter Road (No Feasible Improvements)

Impact: The level of service would be LOS E during the PM peak hour under background conditions and the addition of project traffic would cause the critical-movement delay at the intersection to increase by four or more seconds and the demand-to-capacity ratio (V/C) to increase by .01 or more under project conditions. This constitutes a significant impact by City of San Jose standards.

Mitigation Measure. There are no feasible improvements at this intersection. With the newly constructed Capitol LRT line, Capitol Avenue has been upgraded to its extent to allow for the operation of the LRT in its median. Further improvement of the intersection would not be compatible with LRT operations.

(126) Capitol Avenue and Berryessa Road

Impact: The level of service would be LOS D during the PM peak hour under background conditions and the intersection would degrade to LOS E under project conditions. This constitutes a significant impact by City of San Jose standards.

Mitigation Measure. The necessary improvement to mitigate the project impact at this intersection would consist of the addition of a second westbound left-turn lane. The improvement would fit within the existing right-of-way, but would require restriping and signal modifications. The implementation of this improvement would improve intersection level of service to LOS D during the PM peak hour.

(130) Almaden Avenue and Grant Street

Impact: The level of service would be LOS B during the AM peak hour under background conditions and the intersection would degrade to LOS F under project conditions. This constitutes a significant impact by City of San Jose standards.

Mitigation Measure. There are no feasible improvements at this intersection.

Couplet Conversion Intersections

The City of San Jose has plans to convert several one-way streets to two-way streets in the downtown area. Though neighborhood traffic conditions would improve, roadway capacity in the downtown area will be reduced with the planned conversions. With the addition of traffic associated with the proposed development levels these roadways will experience significant unavoidable impacts due to the inadequate roadway capacity. Listed below are those intersections that would be impacted by the addition of project traffic and for which there are no feasible improvements that can be made to improve conditions.

(114) Fourth Street and Hedding Street (No Feasible Improvements)

Impact: The level of service would be LOS D during the AM peak hour under background conditions and the intersection would degrade to LOS E under project conditions. This constitutes a significant impact by City of San Jose standards.

Mitigation Measure. There are no feasible improvements at this intersection.

(115) Eleventh Street and Taylor Street (No Feasible Improvements)

Impact: The level of service would be LOS E and D during the AM and PM peak hours, respectively, under background conditions and the intersection would degrade to LOS F and E during the AM and PM peak hours, respectively, under project conditions. This constitutes a significant impact by City of San Jose standards.

Mitigation Measure. There are no feasible improvements at this intersection.

(143) Tenth Street and Hedding Street (No Feasible Improvements)

Impact: The level of service would be LOS D during the AM peak hour under background conditions and the intersection would degrade to LOS E under project conditions. This constitutes a significant impact by City of San Jose standards.

Mitigation Measure. There are no feasible improvements at this intersection.

(146) Tenth Street and Julian Street (No Feasible Improvements)

Impact: The level of service would be LOS B during the PM peak hour under background conditions and the intersection would degrade to LOS E under project conditions. This constitutes a significant impact by City of San Jose standards.

Mitigation Measure. There are no feasible improvements at this intersection.

(154) Tenth Street and Taylor Street (No Feasible Improvements)

Impact: The level of service would be LOS C during the PM peak hour under background conditions and the intersection would degrade to LOS E under project conditions. This constitutes a significant impact by City of San Jose standards.

Mitigation Measure. There are no feasible improvements at this intersection.

Downtown Core Intersections

The downtown core intersection of Fourth Street and Julian Street is projected to operate at LOS F under project conditions. Though it meets the identified impact criteria, it is not impacted by the project since intersections located in the downtown core are exempt from the city's level of service policy. Since the intersection is not impacted by the project, no improvements are required.

CMP Intersections

The level of service results for the other CMP intersections show that measured against the CMP level of service standards, nine intersections are projected to operate at an unacceptable LOS F under project conditions. The project will impact five of the nine intersections identified to operate at unacceptable levels. Impacts and mitigation measures for the impacted intersections were described above.

City of Santa Clara Intersection Analysis

Local City Intersections

The results of the level of service analysis show that five of City of Santa Clara study intersections are projected to operate at an unacceptable LOS E or worse under project conditions. The project will impact three of the five intersections identified to operate at unacceptable levels. Each of the impacted intersections and recommended mitigation measures are described below.

(183) Lafayette Street and Benton Street (No Feasible Improvements)

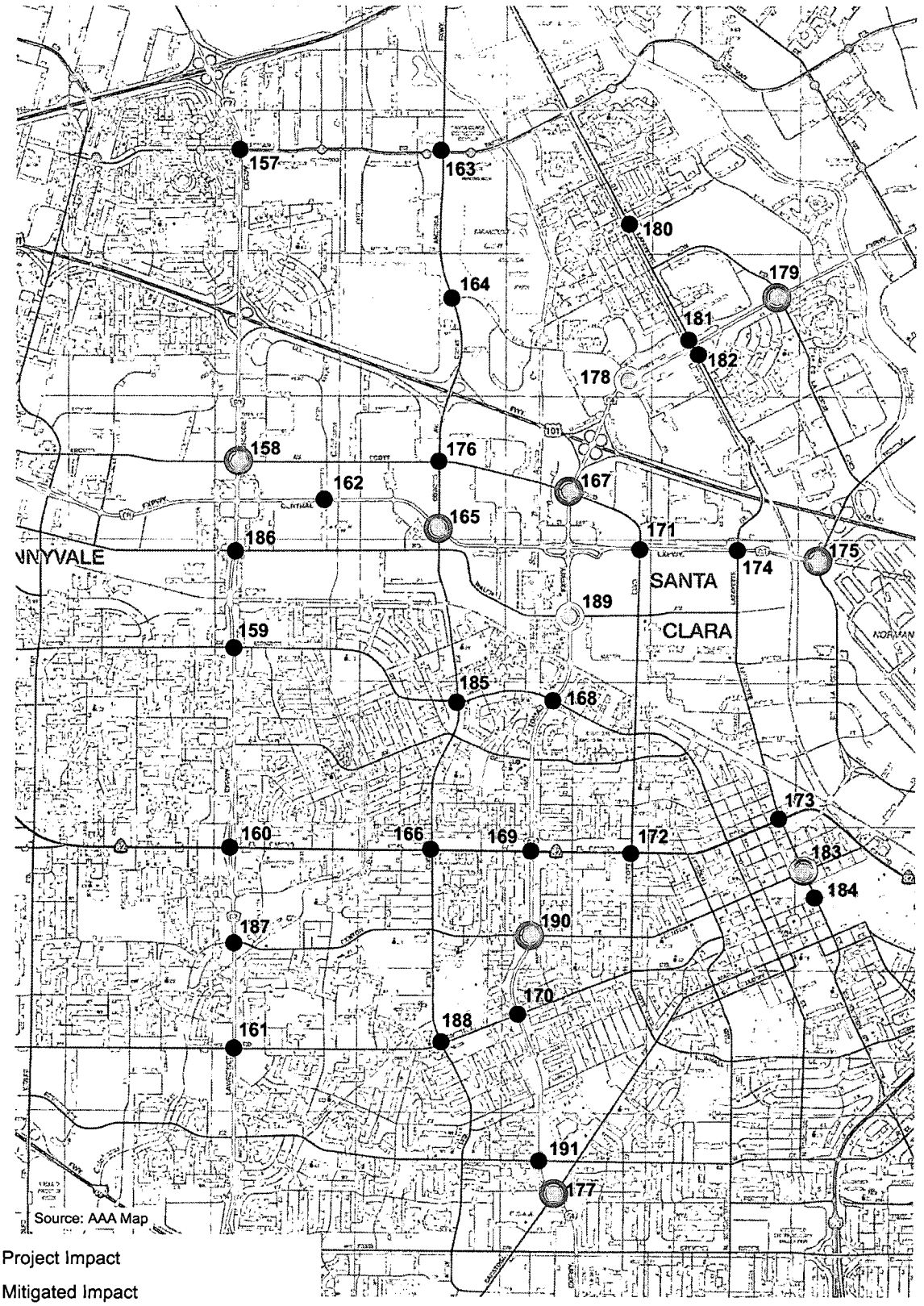
Impact: The level of service would be LOS F during the PM peak hour under background conditions and the addition of project traffic would cause the critical-movement delay at the intersection to increase by four or more seconds and the demand-to-capacity ratio (V/C) to increase by .01 or more under project conditions. This constitutes a significant impact by City of Santa Clara standards.

Mitigation Measure. There are no feasible improvements at this intersection due to right-of-way constraints.

(189) San Tomas Expressway and Walsh Avenue

Impact: The level of service would be LOS D during the AM peak hour under background conditions and the intersection would degrade to LOS E under project conditions. This constitutes a significant impact by City of Santa Clara standards.

Mitigation Measure. Possible improvements include the addition of second eastbound and westbound left-



○ = Project Impact

◎ = Mitigated Impact

◎ = Improved but Still Unacceptable

◎ = No Feasible Improvements Possible

Figure 29

CITY OF SANTA CLARA
PROJECT IMPACTS AND IMPROVEMENTS

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North San Jose

turn lanes. However, the intersection improvements would not be adequate to improve intersection LOS to acceptable levels. There are no further feasible improvements that can be implemented to improve intersection levels of service to acceptable levels, therefore the impact is significant and unavoidable.

(190) San Tomas Expressway and Benton Street

Impact: The level of service would be LOS D during the PM peak hour under background conditions and the intersection would degrade to LOS E under project conditions. This constitutes a significant impact by City of Santa Clara standards.

Mitigation Measure. The necessary improvement to mitigate the project impact at this intersection would consist of the widening of San Tomas Expressway from six to eight lanes as identified in the County Expressways Study as a Tier 1-A improvement. The implementation of this improvement would improve intersection level of service to LOS D during the PM peak hour.

CMP Intersections

The level of service results for the CMP intersections located in the City of Santa Clara show that measured against the CMP level of service standards, 11 intersections are projected to operate at an unacceptable LOS F under project conditions. The project will impact 7 of the 11 intersections identified to operate at unacceptable levels. Each of the impacted intersections and recommended mitigation measures are described below.

(158) Lawrence Expressway and Arques Avenue/Scott Boulevard

Impact: The level of service would be LOS F during the PM peak hour under background conditions and the addition of project traffic would cause the critical-movement delay at the intersection to increase by four or more seconds and the demand-to-capacity ratio (V/C) to increase by .01 or more under project conditions. This constitutes a significant impact by CMP standards.

Mitigation Measure. The County has identified the construction of an interchange to replace the intersection as a Tier 1-B improvement in their Expressways Study. The effects of the planned improvements cannot be reflected in level of service calculations because the specific details of improvements are not available, but it is expected that the intersection would be improved to acceptable levels.

(165) Bowers Avenue and Central Expressway

Impact: The level of service would be LOS F during the AM peak hour under background conditions and the addition of project traffic would cause the critical-movement delay at the intersection to increase by four or more seconds and the demand-to-capacity ratio (V/C) to increase by .01 or more under project conditions. This constitutes a significant impact by CMP standards.

Mitigation Measure. The necessary improvements to mitigate the project impact at this intersection would consist of the widening of San Tomas Expressway from six to eight lanes as identified in the County Expressways Study as a Tier 1-A improvement and the addition of second northbound and southbound left-turn lanes. The implementation of these improvements would improve intersection level of service to LOS E during the AM peak hour.

(167) San Tomas Expressway and Scott Boulevard

Impact: The level of service would be LOS F during the PM peak hour under background conditions and the addition of project traffic would cause the critical-movement delay at the intersection to increase by four or more seconds and the demand-to-capacity ratio (V/C) to increase by .01 or more under project conditions. This constitutes a significant impact by CMP standards.

Mitigation Measure. Possible improvements include the addition of a second westbound right-turn lane as identified in the County Expressways Study as a Tier 1-C improvement. The implementation of this improvement would improve intersection level of service to LOS E during the PM peak hour. The County Expressway Study also identifies the replacement of the intersection with a grade-separated interchange as a Tier 2 improvement.

(175) De La Cruz Boulevard and Central Expressway

Impact: The level of service would be LOS D during the AM peak hour under background conditions and the intersection would degrade to LOS F under project conditions. This constitutes a significant impact by CMP standards.

Mitigation Measure. The necessary improvement to mitigate the project impact at this intersection would consist of the addition of a third westbound left-turn lane. The implementation of this improvement would improve intersection level of service to LOS E during the AM peak hour.

(177) San Tomas Expressway and Saratoga Avenue

Impact: The level of service would be LOS F during the AM peak hour under background conditions and the addition of project traffic would cause the critical-movement delay at the intersection to increase by four or more seconds and the demand-to-capacity ratio (V/C) to increase by .01 or more under project conditions. This constitutes a significant impact by CMP standards.

Mitigation Measure. The necessary improvements to mitigate the project impact at this intersection would consist of the widening of San Tomas Expressway from six to eight lanes as identified in the County Expressways Study as a Tier 1-A improvement and the addition of second northbound and southbound left-turn lanes. The implementation of these improvements would improve intersection level of service to LOS D during the AM peak hour.

(178) Mission College Boulevard and Montague Expressway

Impact: The level of service would be LOS E and D during the AM and PM peak hours, respectively, under background conditions and the intersection would degrade to LOS F during both peak hours under project conditions. This constitutes a significant impact by CMP standards.

Mitigation Measure. The County has identified the construction of "at-grade-improvements" as Tier 1-B improvements and an interchange to replace the intersection as a Tier 2 improvement in their Expressways Study. The effects of the planned improvements cannot be reflected in level of service calculations because the specific details of improvements are not available, but it is expected that the intersection would be improved to acceptable levels.

(179) De La Cruz Boulevard and Montague Expressway

Impact: The level of service would be LOS F during the AM peak hour under background conditions and the addition of project traffic would cause the critical-movement delay at the intersection to increase by four or more seconds and the demand-to-capacity ratio (V/C) to increase by .01 or more under project conditions. This constitutes a significant impact by CMP standards.

Mitigation Measure. Possible improvements include the addition of a second northbound left-turn lane. The intersection improvement would improve intersection operating levels to better than background conditions, though the intersection will continue to operate at LOS F.

City of Campbell CMP Intersection Analysis

The level of service results for the CMP intersections located in the City of Campbell show that measured against the CMP level of service standards, one intersection is projected to operate at unacceptable levels and be impacted by the project. The impacted intersections and recommended mitigation measure is described below.

(192) San Tomas Expressway and Hamilton Avenue

Impact: The level of service would be LOS F during the PM peak hour under background conditions and the addition of project traffic would cause the critical-movement delay at the intersection to increase by four or more seconds and the demand-to-capacity ratio (V/C) to increase by .01 or more under project conditions. This constitutes a significant impact by CMP standards.

Mitigation Measure. The necessary improvements to mitigate the project impact at this intersection would consist of the addition of second northbound, southbound, and eastbound left-turn lanes as identified in the County Expressways Study as a Tier 1-A improvement. The implementation of these improvements would improve intersection level of service to LOS E during the PM peak hour.

City of Milpitas Intersection Analysis

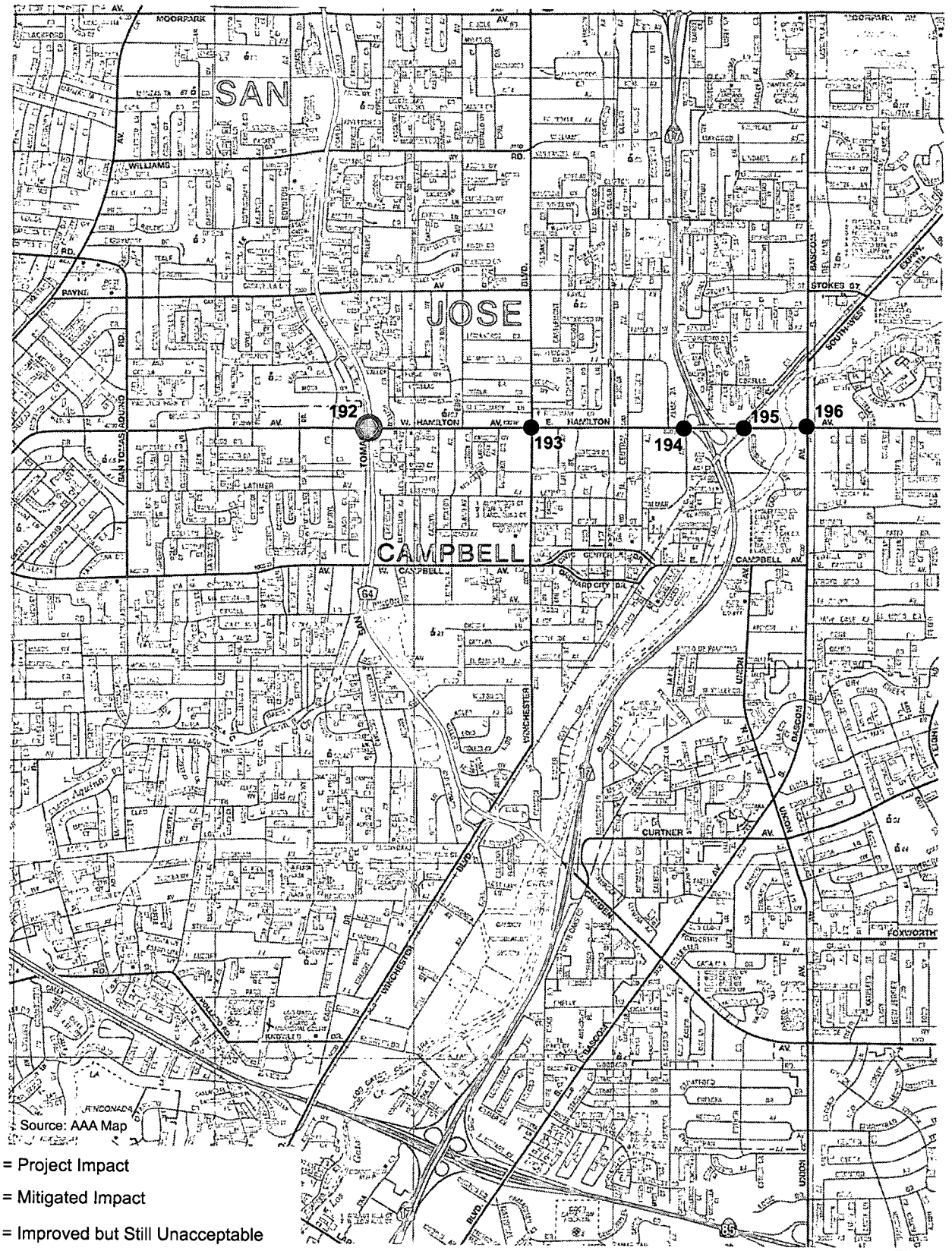
Local City Intersections

The results of the level of service analysis show that three of the City of Milpitas study intersections are projected to operate at an unacceptable LOS E or worse under project conditions. The project will impact two of the three intersections. Each of the impacted intersections and recommended mitigation measures are described below.

(208) McCarthy Boulevard and Tasman Drive

Impact: The level of service would be LOS C during both the AM and PM peak hours under background conditions and the intersection would degrade to LOS F during both peak hours under project conditions. This constitutes a significant impact by City of Milpitas standards.

Mitigation Measure. The necessary improvements to mitigate the project impact at this intersection would



Source: AAA Map

○ = Project Impact

◎ = Mitigated Impact

◎ = Improved but Still Unacceptable

◎ = No Feasible Improvements Possible

Figure 30

CITY OF CAMPBELL
PROJECT IMPACTS AND IMPROVEMENTS

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consist of the addition of a second eastbound left-turn lane and separate northbound and southbound right-turn lanes. The implementation of these improvements would improve intersection level of service to LOS D during both peak hours.

(210) I-880 and Great Mall Parkway (No Feasible Improvements)

Impact: The level of service would be LOS E during the PM peak hour under background conditions and the intersection would degrade to LOS F under project conditions. This constitutes a significant impact by City of Milpitas standards.

Mitigation Measure. There are no feasible improvements at this intersection. This intersection is fully built out with three through lanes in each direction and multiple turn lanes. Widening is constrained by the freeway overcrossing, which also carries LRT.

CMP Intersections

The level of service results for the CMP intersections located in the City of Milpitas show that measured against the CMP level of service standards, two intersections are projected to operate at an unacceptable LOS F under project conditions. The project will impact both of the intersections identified to operate at unacceptable levels. Each of the impacted intersections and recommended mitigation measures are described below.

(204) Milpitas Boulevard and Calaveras Boulevard

Impact: The level of service would be LOS E during the PM peak hour under background conditions and the intersection would degrade to LOS F under project conditions. This constitutes a significant impact by CMP standards.

Mitigation Measure. The necessary improvement to mitigate the project impact at this intersection would consist of the addition of a third westbound through lane. The improvement would require widening of the bridge on Calaveras Boulevard over the railroad tracks. The implementation of this improvement would improve intersection level of service to LOS E during the PM peak hour.

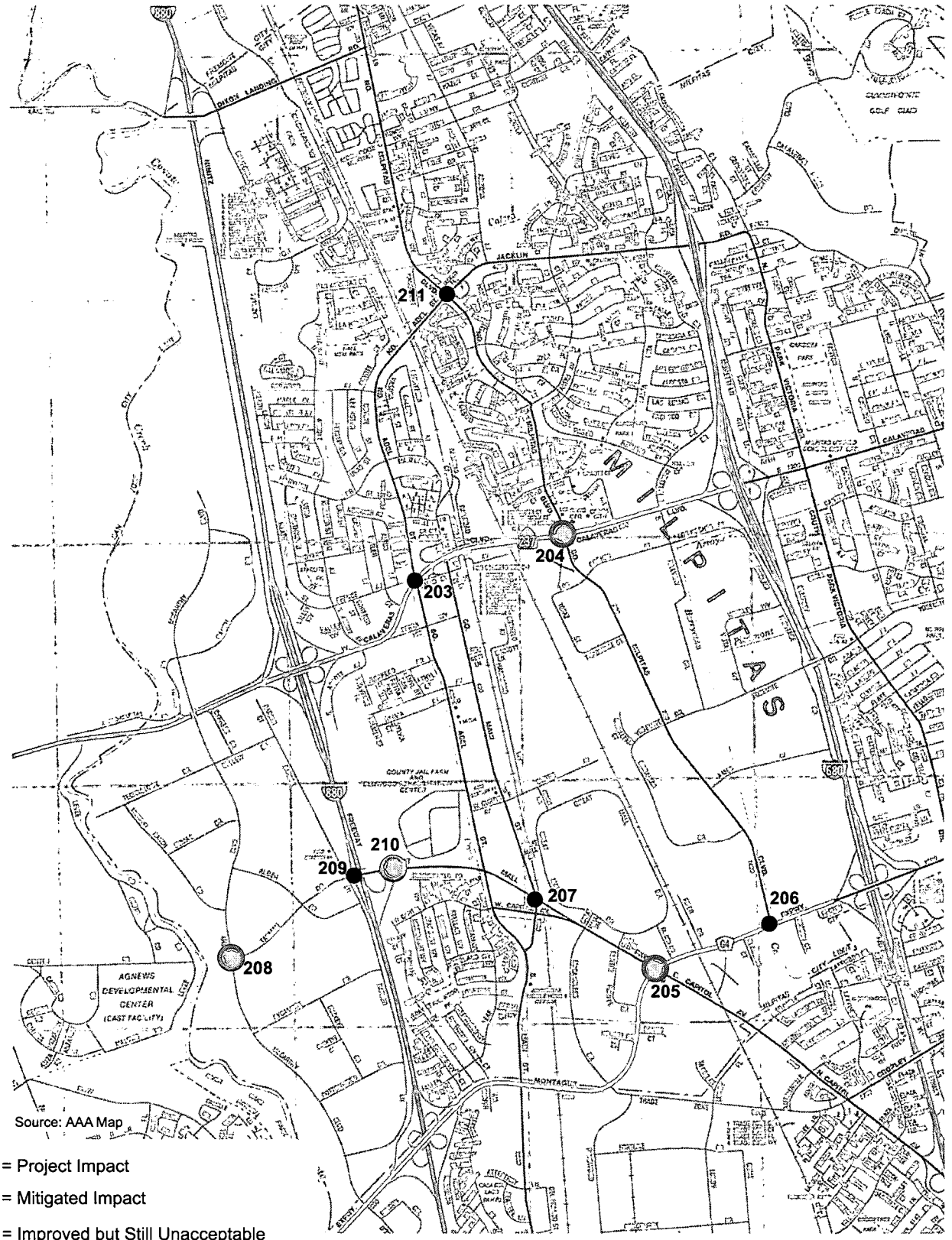
(205) Great Mall Parkway and Montague Expressway

Impact: The level of service would be LOS F during the PM peak hour under background conditions and the addition of project traffic would cause the critical-movement delay at the intersection to increase by four or more seconds and the demand-to-capacity ratio (V/C) to increase by .01 or more under project conditions. This constitutes a significant impact by CMP standards.

Mitigation Measure. The County has identified the construction of "at-grade-improvements" as Tier 1-A improvements and an interchange to replace the intersection as a Tier 2 improvement in their Expressways Study. The at-grade intersection improvements would improve intersection operating levels to better than background conditions, though the intersection will continue to operate at LOS F.

Freeway Segment Levels of Service

Project conditions traffic volumes for the subject freeway segments were estimated with the use of the



Source: AAA Map

○ = Project Impact

◎ = Mitigated Impact

◎ = Improved but Still Unacceptable

◎ = No Feasible Improvements Possible

Figure 31

CITY OF MILPITAS
PROJECT IMPACTS AND IMPROVEMENTS

North San Jose

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traffic model. Ratios of traffic model projections for the Year 2000 and project conditions were applied to the Year 2000 CMP traffic volume data. The results show that 88 of the 124 directional freeway segments analyzed would operate at an unacceptable LOS F during at least one peak hour. In addition, the HOV lanes on 23 of the 55 segments (with HOV lanes) are projected to operate at LOS F conditions. The project would impact 72 of the freeway segments based on the impact criteria. Summary tables of the freeway segment analysis are presented in Appendix C.

Mitigation of freeway facility impacts would require widening of the freeways, which is infeasible due to constraints in acquisition and cost of right-of-way. Therefore, these impacts must be considered significant and unavoidable. However, there are measures that could reduce the impacts. The measures primarily consist of transit improvements and enhancements as outlined below:

- Extension of BART to San Jose
- Further expansion of LRT lines
- Enhanced Bus Service
- Successful implementation of a parking plan that leads to a greater transit mode-split

These measures would provide options to commuters to the North San Jose area. An enhanced transit system, with a major improvement such as the BART extension, would reduce auto usage. The reduction in auto usage would be most noticeable on freeways since most transit trips would originate from outside the North San Jose area.

Transit Service

The planned growth within the North San Jose area will require that the already extensive transit system within the North San Jose area be enhanced. The backbone of the transit service in North San Jose is the light rail system that operates along North First Street and Tasman Drive. In addition, bus service is provided primarily along Tasman Drive, Montague Expressway and Trimble Road. According to model estimates, the demand for transit would greatly increase from about 8,200 without the project to 44,000 riders a day under project conditions.

In particular, the analysis of the effects of the project on the Light Rail lines that serve the North San Jose area indicate that the project will impact several lines. Table 10 shows the projected demands on the maximum load locations on the Guadalupe, Almaden, Tasman, and the Vasona LRT lines. The analysis indicates that if the ridership demands of the project were added to current conditions, the Guadalupe LRT line will be impacted because it will require that 4 car trains be run on the line. Due to LRT station platform restrictions, a maximum of three cars can be accommodated on the Guadalupe LRT line. Under cumulative conditions, the Guadalupe LRT line would require that 5 car trains be run on the line. As stated above, due to platform restrictions, the project would have an impact on the line. Additionally, the Tasman line will also be impacted. Analysis indicates that project demands would require that 3 car trains be run on the Tasman line. Due to platform restrictions a maximum of two car trains can be run on the Tasman line. It should be noted that the capacity thresholds per light rail car were used to maintain comfort levels to the maximum extent possible for commuters. The capacity of each of the cars is actually greater than assumed, but it would require that more commuters than desirable would stand during their commute.

The robust demand for transit would exceed the existing capacity of the transit system. The existing system would not be able to accommodate all of the new riders in the area. This would result in a significant impact caused by the project. The high density transit oriented proposed project development

Table 10
North San Jose Development
Peak Hour Line Loads - VTA LRT

Line	Direction	Max Load Location	Max Load Peak Period	Max Load Peak Hour	Trains/Hour	Seats/Car	Calculated Cars Per Train	Required Cars Per Train	Load Factor	Load Factor Adjusted
2000 No Project Conditions										
Guadalupe	NB	Virginia-Childrens Museum	6,516	652	6	80	1.35	2.00	0.68	
Guadalupe	SB	Capitol-Branham	1,772	177	6	80	0.37	1.00	0.37	
Almaden	NB	Oakridge-Ohlone	512	51	6	80	0.11	1.00	0.11	
Tasman	WB	Lick Mill-Great America	1,915	192	6	80	0.40	1.00	0.40	
Tasman	EB	Whisman-Middlefield	1,253	125	6	80	0.26	1.00	0.26	
2000 Project Conditions										
Guadalupe	NB	Civic Center-Gish	15,344	1,534	6	80	3.18	4.00	1.59	0.80
Guadalupe	SB	River Oaks-Bonaventura	5,844	584	6	80	1.21	2.00	1.21	0.61
Almaden	NB	Oakridge-Ohlone	798	80	6	80	0.17	1.00	0.17	0.17
Tasman	WB	Lick Mill-Great America	2,643	264	6	80	0.55	1.00	0.55	0.55
Tasman	EB	Lick Mill-Champion	3,968	397	6	80	0.82	1.00	0.82	0.82
2025 No Project Conditions										
Guadalupe	NB	Virginia-Childrens Museum	11,568	1,157	6	80	2.40	3.00	0.80	
Guadalupe	SB	Capitol-Branham	3,409	341	6	80	0.71	1.00	0.71	
Almaden	NB	Oakridge-Ohlone	1,067	107	6	80	0.22	1.00	0.22	
Tasman	WB	Great Mall-I-880	9,788	979	6	80	2.03	3.00	0.68	
Tasman	EB	Lick Mill-Champion	2,471	247	6	80	0.51	1.00	0.51	
Vasona/DTEV	WB	Race-Fruitdale	2,900	290	6	80	0.60	1.00	0.60	
	EB	Fruitdale-Race	3,839	384	6	80	0.80	1.00	0.80	
2025 Project Conditions										
Guadalupe	NB	St. James-Ayer	19,332	1,933	6	80	4.01	5.00	1.34	0.80
Guadalupe	SB	River Oaks-Bonaventura	3,473	347	6	80	0.72	1.00	0.72	0.72
Almaden	NB	Oakridge-Ohlone	1,280	128	6	80	0.27	1.00	0.27	0.27
Tasman	WB	Lick Mill-Great America	13,294	1,329	6	80	2.76	3.00	0.92	0.92
Tasman	EB	Champion-Baypointe	4,058	406	6	80	0.84	1.00	0.84	0.84
Vasona/DTEV	WB	Race-Fruitdale	3,007	301	6	80	0.62	1.00	0.62	0.62
	EB	Fruitdale-Race	4,126	413	6	80	0.86	1.00	0.86	0.86

Notes:
Box indicates impact

plan characterized by mixed land uses and high rise buildings along the North First Street creates opportunities for strong transit demand. The following measures would serve to meet anticipated transit service demands:

- Enhancement of bus service to each of the intensified development areas of North San Jose and along the new grid system streets.
- Coordination of extensive shuttle services between employment, transit stations, and large residential areas.
- Implementation of planned specific improvements as described below

VTA Specific Transit Improvements

Station and Bus Stop Related Improvements

- Specialized passenger shelters and bus/shuttle stop improvements including: curb bulbouts depending on location and new [additional] locations

- Station Improvements:
  - LRT northbound shelters at Orchard, Bonaventura, Component, (in the project area) and Tasman (lengthen existing plus SB shelter) and River Oaks outside the project area
  - Intersection and crosswalk improvements; lane or intersection narrowing, including reducing curve radii and/or curb bulbouts; sidewalks along median from intersections to station platform
  - Lighting, furniture and landscaping at LRT stations, bus stops and key pedestrian locations
  - Station platform improvements

- Other stop and station amenities such as sidewalks (locations) or sidewalk widening and lengthening
- Self-cleaning bathrooms (2-4 locations)
- Real-time information infrastructure (on LRVs and at 17 stations and stops.)
- Duck outs (most important @ Tasman station)
- Shuttles between residential areas, businesses and transit stops/stations.
- New bus/shuttle stop locations (noted around Tasman LRT station) including dedication of ROW

Light Rail Specific

- Bi-directional full priority with ability to cascade calls for green signals for LRT along North First Street

- LRT operations capital improvements such as, but not limited to:
  - Trackway improvements
  - Switches
  - Tail/storage/layover tracks
  - Platform improvements

Pedestrian and Bicycle Facilities

With the large amount of planned development, increases in vehicular traffic are expected. It is undesirable to inhibit pedestrian flow throughout North San Jose with the narrowing or elimination of

sidewalks for street widening to accommodate vehicular traffic. Rather, existing pedestrian facilities will be improved and future development designed to better serve pedestrians. As development progresses within North San Jose, the following pedestrian and bicycle facility enhancements will occur:

- Sidewalks and bicycle facilities will be constructed along the new grid system streets that will serve pedestrians and bicyclists more efficiently than the major arterials that serve large volumes of vehicular traffic.
- Enhance the existing bicycle facilities along the North San Jose roadway network. The enhancements will provide for continuos bicycle connections throughout North San Jose. Bicycle facilities will be provided on all major streets and where feasible. Possible locations of future bicycle facilities are shown in Figure 32.

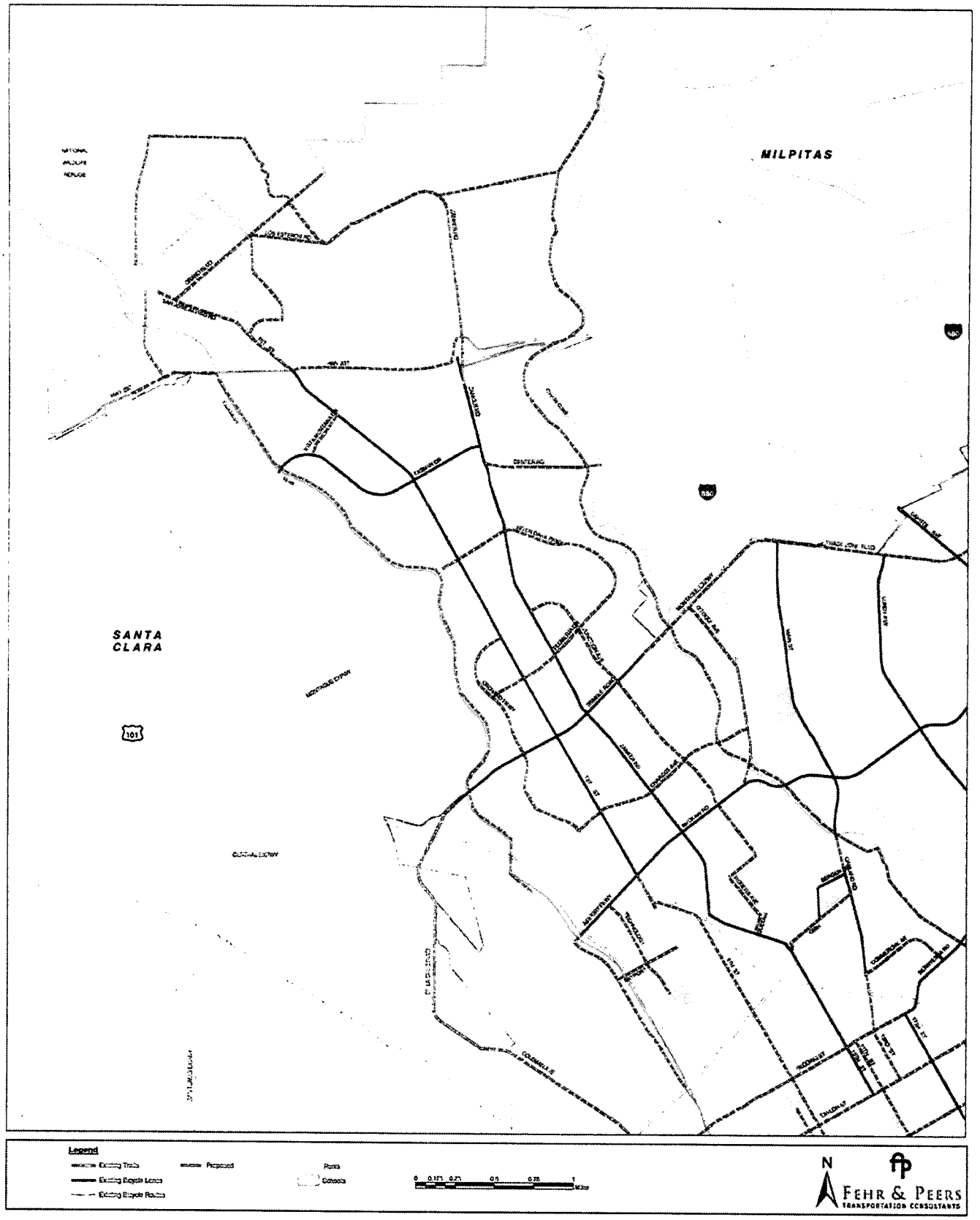

Figure 32

POTENTIAL FUTURE BICYCLE FACILITIES

North San Jose

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5.
Improvement Phasing

The timing and implementation of each of the improvements identified to mitigate project impacts in the previous chapter are described in this chapter. As development within North San Jose progresses, the construction of each of the identified improvements will be necessary.

Development Phasing

The funding for each of the identified improvements will be established as the development levels planned for North San Jose proceed. Since the development planned for North San Jose will not occur immediately, it is not necessary to construct all improvements at the initiation of development. Rather the improvements will be constructed concurrently with development as deemed necessary.

Generally, the implementation of each of the intersection improvements was determined based on level of service calculations with incremental phases of development. The planned development was divided into 25% increments to develop the following four phases of development:

Phase 1	6.675 msf of Industrial Space 425 ksf of Commercial Space 8,000 Residential Units	Phase 3	20.025 msf of Industrial Space 1.3 msf of Commercial Space 24,000 Residential Units
Phase 2	13.35 msf of Industrial Space 850 ksf of Commercial Space 16,000 Residential Units	Phase 4	26.7 msf of Industrial Space 1.7 msf of Commercial Space 32,000 Residential Units

Improvement Phasing

The phasing of the improvements was determined based on judgement of necessity of the improvements and level of service calculations. The phase at which the major improvements were needed was determined based on their need to serve the North San Jose area as a whole. The major improvements

serve as gateways and/or major arterials to and within North San Jose, and therefore are needed to serve each of the development phases. Each of the major improvements is outlined below. Major improvements outside of North San Jose and are not proposed to be included in the Development Policy and, therefore, are not included in the phasing plan.

Major North San Jose Improvements

Montague Expressway Widening (Phase 1)
US 101/Trimble Road Interchange (Phase 1)
Montague Expressway/Trimble Road (Phase 1)
Charcot Avenue Extension (Phase 2)
Zanker Road Widening (Phase 2)
Transit/Bicycle/Pedestrian Enhancements (Phases 1,2, &3)
Zanker Road/Skyport Drive Connection (Phase 4)
Mabury Interchange (Phase 4)
North San Jose Grid System Streets (All Phases)

The need for specific intersection improvements during each phase of development was determined based on level of service calculations. Each impacted intersection was evaluated to determine during which phase the addition of project traffic would cause the intersection to be impacted. A few exceptions to the level of service criteria include intersections for which the proposed improvements are minor and can be completed within the first phase of development. Each of the proposed improvements is outlined below. Level of service results for each development phase are shown in Table 11.

Phase 1

6 Zanker Road and Montague Expressway
7 River Oaks Parkway and Montague Expressway
8 Trimble Road and Montague Expressway
9 McCarthy Boulevard and Montague Expressway
10 Old Oakland Road and Montague Expressway
12 North First Street and Trimble Road
27 North First Street and Charcot Avenue
37 North First Street and Metro Drive
47 Bering Drive and Brokaw Road
58 Trade Zone Boulevard and Montague Expressway
116 Thirteenth Street and Hedding Street
117 King Road and McKee Road

Phase 2

6 Zanker Road and Montague Expressway
13 Zanker Road and Trimble Road
16 Zanker Road and Brokaw Road
61 Oakland Road and US 101 (S)
98 San Tomas Expressway and Stevens Creek Boulevard

Phase 3

2 North First Street and SR 237 (South)

9	McCarthy Boulevard and Montague Expressway
24	Zanker Road and Tasman Drive
43	Zanker Road and Charcot Avenue
45	Junction Avenue and Charcot Avenue
60	Oakland Road and US 101 (N)
124	Capitol Avenue and Cropley Avenue

Phase 4

38	North First Street and Skyport Drive
59	Lundy Avenue and Berryessa Road
97	Capitol Expressway and Capitol Avenue
99	San Tomas Expressway and Moorpark Avenue
123	Lundy Avenue and Trade Zone Boulevard
126	Capitol Avenue and Berryessa Road

Table 11
NSJDP Phase Intersection Levels of Service Summary

Study Number		Peak Hour	Phase 1 Conditions Ave. Delay/a/	Phase 1 Conditions LOS	Phase 1 Conditions Mitigated/b/ Ave. Delay/a/	Phase 1 Conditions Mitigated/b/ LOS	Phase 2 Conditions Ave. Delay/a/	Phase 2 Conditions LOS	Phase 2 Conditions Mitigated/b/ Ave. Delay/a/	Phase 2 Conditions Mitigated/b/ LOS	Phase 3 Conditions Ave. Delay/a/	Phase 3 Conditions LOS	Phase 3 Conditions Mitigated/b/ Ave. Delay/a/	Phase 3 Conditions Mitigated/b/ LOS	Project Conditions Ave. Delay/a/	Project Conditions LOS	Project Conditions Mitigated/b/ Ave. Delay/a/	Project Conditions Mitigated/b/ LOS
North San Jose Intersections																		
2	North First Street and SR 237 (South)	AM	24.7	C			26.3	C			29.2	C	25.6	C	27.9	C		
		PM	29.4	C			46.8	D			87.8	F	32.5	C	49.8	D		
5	North First Street and Montague Expressway	AM	114.9	F	52.7	D	62.9	E			80.1	F			100.6	F		
		PM	193.9	F	69.0	E	84.5	F			107.2	F			133.1	F		
6	Zanker Road and Montague Expressway	AM	82.1	F	48.3	D	59.4	E	46.6	D	53.0	D			66.8	E		
		PM	115.3	F	67.9	E	125.0	F	72.3	E	113.5	F			163.9	F		
7	River Oaks Parkway and Montague Expressway	AM	72.9	E	56.2	E	65.4	E			78.3	E			107.4	F		
		PM	68.9	E	62.7	E	72.6	E			102.3	F			143.5	F		
8	Trimble Road and Montague Expressway	AM	24.3	C	27.6	C	24.6	C			22.5	C			21.5	C		
		PM	109.5	F	43.0	D	43.8	D			47.4	D			52.5	D		
9	McCarthy Boulevard and Montague Expressway	AM	82.1	F			117.4	F			153.8	F	27.0	C	34.7	C		
		PM	175.3	F			199.5	F			251.2	F	36.7	D	57.5	E		
10	Old Oakland Road and Montague Expressway	AM	103.0	F	101.1	F	129.0	F			160.4	F			221.2	F		
		PM	128.2	F	123.6	F	163.2	F			205.9	F			251.9	F		
12	North First Street and Trimble Road	AM	51.6	D	47.1	D	52.0	D			63.0	E			86.2	F		
		PM	55.8	E	51.6	D	61.9	E			78.9	E			101.0	F		
13	Zanker Road and Trimble Road	AM	41.0	D			47.8	D	38.7	D	44.6	D			63.7	E		
		PM	114.4	F			175.2	F	105.2	F	157.7	F			210.4	F		
16	Zanker Road and Brokaw Road	AM	68.4	E			113.6	F	54.0	D	67.7	E			96.1	F		
		PM	68.2	E			101.8	F	59.4	E	74.4	E			105.2	F		
24	Zanker Road and Tasman Drive	AM	38.0	D			40.1	D			42.8	D	40.3	D	43.4	D		
		PM	44.5	D			50.4	D			63.0	E	52.9	D	60.3	E		
27	North First Street and Charcot Avenue	AM	71.9	E	40.4	D	50.8	D			64.1	E			80.5	F		
		PM	40.4	D	35.7	D	41.9	D			51.6	D			65.1	E		
37	North First Street and Metro Drive	AM	13.7	B	13.6	B	14.6	B			15.9	B			17.6	B		
		PM	25.3	C	20.4	C	22.8	C			25.4	C			28.7	C		
38	North First Street and Skyport Drive	AM	35.8	D			28.4	C			41.6	D			105.1	F	See	
		PM	22.8	C			25.0	C			29.4	C			51.2	D	Note /c/	
43	Zanker Road and Charcot Avenue	AM	33.0	C			44.8	D			79.2	E	44.9	D	56.6	E		
		PM	37.6	D			72.4	E			128.7	F	42.1	D	61.0	E		
45	Junction Avenue and Charcot Avenue	AM	22.7	C			26.9	C			41.2	D	32.6	C	34.9	C		
		PM	34.7	C			69.9	E			120.7	F	36.9	D	39.6	D		
47	Bering Drive and Brokaw Road	AM	30.2	C	27.0	C	32.2	C			36.7	D			41.6	D		
		PM	28.9	C	30.3	C	34.5	C			37.6	D			43.8	D		
Other San Jose CMP Intersections																		
58	Trade Zone Boulevard and Montague Expressway	AM	81.8	F	46.1	D	47.6	D			49.7	D			52.7	D		
		PM	109.0	F	53.0	D	56.6	E			63.8	E			70.0	E		
59	Lundy Avenue and Berryessa Road	AM	48.5	D			50.6	D			52.7	D			55.2	E	49.9	D
		PM	47.2	D			50.3	D			54.3	D			60.6	E	50.9	D
60	Oakland Road and US 101 (N)	AM	41.0	D			54.5	D			38.3	D	27.3	C	47.8	D		
		PM	19.6	B			24.3	C			17.7	B	15.1	B	22.6	C		
61	Oakland Road and US 101 (S)	AM	24.6	C			23.6	C	23.5	C	21.9	C			20.3	C		
		PM	45.9	D			60.5	E	49.8	D	45.8	D			50.6	D		
97	Capitol Expressway and Capitol Avenue	AM	34.4	C			40.6	D			49.3	D			59.3	E	39.7	D
		PM	86.3	F			83.2	F			82.1	F			84.7	F	84.4	F
98	San Tomas Expressway and Stevens Creek Boulevard	AM	55.3	E			64.0	E	49.6	D	49.9	D			50.1	D		
		PM	83.9	F			121.4	F	67.0	E	70.8	E			74.9	E		
99	San Tomas Expressway and Moorpark Avenue	AM	67.2	E			66.8	E			66.3	E			66.1	E	60.5	E
		PM	125.5	F			125.5	F			125.4	F			125.4	F	123.1	F

Table 11
NSJDP Phase Intersection Levels of Service Summary

Study Number		Peak Hour	Phase 1 Conditions Ave. Delay/a/	Phase 1 Conditions LOS	Phase 1 Conditions Mitigated/b/ Ave. Delay/a/	Phase 1 Conditions Mitigated/b/ LOS	Phase 2 Conditions Ave. Delay/a/	Phase 2 Conditions LOS	Phase 2 Conditions Mitigated/b/ Ave. Delay/a/	Phase 2 Conditions Mitigated/b/ LOS	Phase 3 Conditions Ave. Delay/a/	Phase 3 Conditions LOS	Phase 3 Conditions Mitigated/b/ Ave. Delay/a/	Phase 3 Conditions Mitigated/b/ LOS	Project Conditions Ave. Delay/a/	Project Conditions LOS	Project Conditions Mitigated/b/ Ave. Delay/a/	Project Conditions Mitigated/b/ LOS
Other San Jose Intersections																		
116	Thirteenth Street and Hedding Street	AM	62.6	E	48.9	D	49.5	D			51.5	D			55.7	E		
		PM	42.8	D	38.6	D	38.9	D			39.3	D			39.7	D		
117	King Road and McKee Road	AM	56.6	E	41.9	D	43.2	D			44.7	D			46.6	D		
		PM	51.9	D	38.9	D	41.2	D			44.2	D			48.4	D		
123	Lundy Avenue and Trade Zone Boulevard	AM	43.8	D			48.7	D			54.2	D			59.8	E	35.7	D
		PM	40.7	D			43.0	D			46.9	D			53.2	D	51.5	D
124	Capitol Avenue and Cropley Avenue	AM	33.8	C			34.1	C			34.3	C	33.8	C	34.1	C		
		PM	58.2	E			59.6	E			61.1	E	50.9	D	51.8	D		
126	Capitol Avenue and Berryessa Road	AM	46.9	D			47.4	D			48.0	D			48.6	D	47.7	D
		PM	48.0	D			50.2	D			52.8	D			55.9	E	49.2	D

Notes:
* Denotes CMP intersection
/a/ Reported delay based on average control delay as calculated by TRAFFIX using HCM 2000 methodology
/b/ Calculated level of service based on worst case intersection LOS assuming lane configurations for two new intersections of square-loop interchange.
/c/ Planned improvents associated with the Zanker/Skyport Connection project would not be adequate to serve projected traffic volumes. There are no further feasible improvements.

- Project Improvement
- Mitigated
- Improved, but still unacceptable

6.
Year 2025 Conditions

This chapter presents the long-term traffic impacts on the transportation system associated with the proposed development levels for North San Jose as well as land use growth and transportation improvements within the entire nine Bay Area region. The purpose of this analysis is to evaluate the long-term traffic impacts on the transportation system associated with the proposed development for North San Jose.

Year 2025 Traffic Conditions

In order to determine the change in traffic conditions for the year 2025, the model was used to forecast traffic volumes for the project and compare these results with the "no-project" scenario. The no-project scenario allows development within the North San Jose area that represents full buildout of the existing General Plan. Under the Project scenario, a total of 14,500 housing units and 59,000 jobs would be added to the North San Jose area. In addition, about 17,100 homes would be added to other areas within the City of San Jose. The 2025 model runs also include land use growth and transportation improvements within the entire nine Bay Area region. In general, the 2025 land uses are consistent with the year 2000 ABAG projections for the year 2025 and only those transportation improvements that are in MTC's Regional Transportation Plan are included in the assumed transportation networks.

Gateway Traffic Volumes

Tables 12 and 13 present the AM and PM peak hour model estimated peak-directional volumes at the gateway facilities of North San Jose. The table shows that without the project almost 90% of the roadway capacity would be utilized. Under project conditions, the traffic demand at the gateways would equal the available capacity. During the AM peak hour, 10 of the 17 gateways would operate at volume-to-capacity (v/c) ratios of 0.90 or worse under no project conditions, while at 6 facilities the demand would exceed capacity. Under project conditions, 12 gateways would operate at a v/c-ratio of 0.90 or worse and at 11 of these locations, the v/c would exceed 1.0. During the PM peak hour 11of the 17 gateways would operate

Table 12

2025 No Project and Project Traffic Volumes at Gateways - AM Peak Direction 1 Hour

				2025 No Project					2025 Project				
	Gateway		dir	# of lanes	lane cap.	1-hour cap.	model vol.	v/c	# of lanes	lane cap.	1-hour cap.	model vol.	v/c
	North												
sb	North First Street	s/o SR-237	sb	3	900	2,700	1,140	0.42	3	900	2,700	1,500	0.56
sb	Zanker Road	s/o SR-237	sb	3	900	2,700	1,800	0.67	3	900	2,700	2,250	0.83
sb	McCarthy Blvd	s/o SR-237	sb	2	900	1,800	1,260	0.70	2	900	1,800	1,820	1.01
	Sub-Total					7,200	4,200	0.58			7,200	5,570	0.77
	East												
wb	Tasman Drive	w/o I-880	wb	3	900	2,700	1,920	0.71	3	900	2,700	2,120	0.79
wb	Montague Expressway [mix]	w/o I-880	wb	3	1,500	4,500	4,640	1.03	3	1,500	4,500	4,720	1.05
wb	Montague Expressway [hov]	w/o I-880	wb	1	1,500	1,500	1,250	0.83	1	1,500	1,500	1,300	0.87
wb	Brokow Road	w/o I-880	wb	3	950	2,850	2,800	0.98	3	950	2,850	2,720	0.95
wb	Charcot Ave	w/o I-880	wb	1	900	900	960	1.07	1	900	900	1,110	1.23
	Sub-Total					12,450	11,570	0.93			12,450	11,970	0.96
	South												
nb	North First Street	n/o US-101	nb	2	900	1,800	1,810	1.01	2	900	1,800	1,980	1.10
nb	Zanker Road	n/o US-101	nb	3	900	2,700	2,710	1.00	3	900	2,700	2,960	1.10
nb	Guadalupe Parkway	w/o First Street	nb	2	900	1,800	1,880	1.04	2	900	1,800	2,080	1.16
nb	Brokow Road	w/o First Street	nb	2	900	1,800	1,790	0.99	2	900	1,800	1,940	1.08
nb	Old Bayshore Highway	n/o I-880	nb	2	650	1,300	1,360	1.05	2	650	1,300	1,410	1.08
	Sub-Total					9,400	9,550	1.02			9,400	10,370	1.10
	West												
eb	Tasman Drive	w/o First Street	eb	2	900	1,800	1,340	0.74	2	900	1,800	1,830	1.02
eb	Montague Expressway [mix]	w/o First Street	eb	3	1,500	4,500	4,470	0.99	3	1,500	4,500	4,840	1.08
eb	Montague Expressway [hov]	w/o First Street	eb	1	1,500	1,500	700	0.47	1	1,500	1,500	1,290	0.86
eb	Trimble Road	w/o First Street	eb	3	900	2,700	2,640	0.98	3	900	2,700	2,950	1.09
	Sub-Total					10,500	9,150	0.87			10,500	10,910	1.04
	Total					***39,550***	***34,470***	***0.87***			***39,550***	***38,820***	***0.98***

Table 13

2025 No Project and Project Traffic Volumes at Gateways - PM Peak Direction 1 Hour

				2025 No Project					2025 Project				
	Gateway		dir	# of lanes	lane cap.	1-hour cap.	model vol.	v/c	# of lanes	lane cap.	1-hour cap.	model vol.	v/c
	North												
nb	North First Street	s/o SR-237	nb	3	900	2,700	1,410	0.52	3	900	2,700	1,630	0.60
nb	Zanker Road	s/o SR-237	nb	3	900	2,700	970	0.36	3	900	2,700	1,700	0.63
nb	McCarthy Blvd	s/o SR-237	nb	2	900	1,800	1,780	0.99	2	900	1,800	1,910	1.06
	Sub-Total					7,200	4,160	0.58			7,200	5,240	0.73
	East												
eb	Tasman Drive	w/o I-880	eb	3	900	2,700	2,290	0.85	3	900	2,700	2,290	0.85
eb	Montague Expressway [mix]	w/o I-880	eb	3	1,500	4,500	4,680	1.04	3	1,500	4,500	5,130	1.14
eb	Montague Expressway [hov]	w/o I-880	eb	1	1,500	1,500	1,270	0.85	1	1,500	1,500	1,290	0.86
eb	Brokow Road	w/o I-880	eb	3	950	2,850	2,890	1.01	3	950	2,850	2,960	1.04
eb	Charcot Ave	w/o I-880	eb	1	900	900	980	1.09	1	900	900	1,080	1.20
	Sub-Total					12,450	12,110	0.97			12,450	12,750	1.02
	South												
sb	North First Street	n/o US-101	sb	2	900	1,800	1,960	1.09	2	900	1,800	2,090	1.16
sb	Zanker Road	n/o US-101	sb	3	900	2,700	1,790	0.66	3	900	2,700	2,010	0.74
sb	Guadalupe Parkway	w/o First Street	sb	2	900	1,800	1,900	1.06	2	900	1,800	2,210	1.23
sb	Brokow Road	w/o First Street	sb	2	900	1,800	1,860	1.03	2	900	1,800	2,010	1.12
sb	Old Bayshore Highway	n/o I-880	sb	2	650	1,300	1,470	1.13	2	650	1,300	1,340	1.03
	Sub-Total					9,400	8,980	0.96			9,400	9,660	1.03
	West												
wb	Tasman Drive	w/o First Street	wb	2	900	1,800	1,700	0.94	2	900	1,800	1,860	1.03
wb	Montague Expressway [mix]	w/o First Street	wb	3	1,500	4,500	4,690	1.04	3	1,500	4,500	5,220	1.16
wb	Montague Expressway [hov]	w/o First Street	wb	1	1,500	1,500	760	0.51	1	1,500	1,500	1,160	0.77
wb	Trimble Road	w/o First Street	wb	3	900	2,700	2,730	1.01	3	900	2,700	3,080	1.14
	Sub-Total					10,500	9,880	0.94			10,500	11,320	1.08
	Total					***39,550***	***35,130***	***0.89***			***39,550***	***38,970***	***0.99***

at a v/c ratio of .90 or worse under no project conditions, while at 9 facilities the demand would exceed capacity. Under project conditions, 11 gateways would operate at a v/c-ratio of 0.90 or worse and at all 11 locations the v/c-ratio would exceed 1.0.

Vehicle Miles Traveled

Table 14 presents the 2025 projected vehicle miles traveled (VMT) on the roadway facilities within the North San Jose area. This area is roughly defined by Route 237 to the north, I-880 to the east, Airport Parkway/Route 87 to the south and Lafayette Street to the west. The table shows that during the AM peak hour under no project conditions about 50% of the vehicle miles would be traveled at congested conditions (LOS E or F). With the project, this percentage would increase to 58%. During the PM peak hour, the congested VMT would increase from 54% under no project conditions to 63% with the project. Most of the congested VMT would occur on the freeway system. Because of the increase in land uses and the added local roads with the project, the project VMT would increase by about 12% during the AM and PM peak hours compared to no project conditions.

Freeway Analysis

The project also would impact the traffic conditions on the surrounding freeway system in the 2025 scenario. Tables 15 and 16 present the number of lanes, the capacity, the forecasted AM and PM peak hour volumes, and the volume-to-capacity ratios for the 2025 no project and project scenarios. The table shows that the traffic on the freeway segments would increase by about 4,000 vehicles during the AM peak and 3,200 vehicles during the PM peak hour between the no project and project scenarios. During the AM peak-hour, the aggregate v/c-ratio for all freeway segments combined would increase from a 0.92 to 0.96 under no project and project conditions, respectively. During the PM peak-hour, these v/c-ratios would increase from 0.95 to 0.98. Almost all of the freeway segments would operate at congested traffic conditions by the year 2025. Even some of the HOV lanes would be heavily traveled and operate near or at capacity. Although the project would increase traffic on the freeway system, the 2025 traffic conditions would not worsen significantly compared to the traffic conditions projected for the no project scenario.

Downtown Gateway Intersections

As presented in Chapter 4, the following four study intersections that serve the downtown San Jose area were determined to be impacted by the project and would have no feasible improvements that can be implemented to improve their operations:

The City is evaluating certain revisions to the City Council's adopted Transportation Impact Policy. The proposed revisions would limit future widening at intersections within transit corridors and other special planning areas. Also proposed for Council consideration and possible adoption is a *List of Protected Intersections* where future improvements for the purpose of increasing capacity for vehicular traffic would not be allowed. Level of Service at those intersections would be allowed to fall below the City's standard of LOS D. Included on the currently proposed list that was evaluated in the EIR circulated on the proposed policy revisions are the following intersections where the North San Jose project would also have impacts: Fourth/Hedding, Capitol/McKee, Capitol/Hostetter, and Eleventh/Taylor.

The following intersections, for which no feasible improvements could be identified to increase vehicular capacity, could also be added to the proposed List of Protected Intersections:

Table 14

Vehicle Miles Traveled by Level of Service (Facilities within North San Jose

AM Peak Hour

	2025 No Project			2025 Project		
		LOS			LOS	
Facility	A-D	E	F	A-D	E	F
Freeways	56,778	41,438	54,779	45,404	44,995	72,406
Arterials	63,230	24,877	12,016	65,343	24,710	25,185
Collectors	8,418	883	127	12,541	1,909	2,480
	128,426	**67,198**	**66,922**	**123,288**	**71,614**	**100,071**
		262,546			**294,973**	
Freeways	37%	27%	36%	28%	28%	44%
Arterials	63%	25%	12%	57%	21%	22%
Collectors	89%	9%	1%	74%	11%	15%
	49%	**26%**	**25%**	**42%**	**24%**	**34%**

PM Peak Hour

	2025 No Project			2025 Project		
		LOS			LOS	
Facility	A-D	E	F	A-D	E	F
Freeways	55,944	28,964	73,271	43,694	33,206	94,203
Arterials	64,919	29,407	20,745	61,031	33,543	33,449
Collectors	11,127	881	1,177	15,589	2,697	2,857
	131,990	**59,252**	**95,193**	**120,314**	**69,446**	**130,509**
		286,435			**320,269**	
Freeways	35%	18%	46%	26%	19%	55%
Arterials	56%	26%	18%	48%	26%	26%
Collectors	84%	7%	9%	74%	13%	14%
	46%	**21%**	**33%**	**38%**	**22%**	**41%**

Note: percentages do not always add up to 100% due to rounding.

Table 15
2025 No Project and Project Traffic Volumes on Freeway Segments - AM Peak Hour

Freeway Segment	dir	Use	# of lanes	lane cap.	1-hour cap.	2025 No Project model vol.	2025 No Project v/c	2025 Project model vol.	2025 Project v/c
1 SR 237, w/o GAP	wb	lov	2	1,950	3,900	4,550	1.17	4,720	1.21
2 SR 237, w/o GAP	wb	hov	1	1,950	1,950	1,650	0.85	1,670	0.86
3 SR 237, w/o GAP	eb	lov	2	1,900	3,800	4,550	1.20	4,870	1.28
4 SR 237, w/o GAP	eb	hov	1	1,900	1,900	1,150	0.61	1,370	0.72
5 SR 237, e/o McCarthy	wb	lov	3	1,900	5,700	6,080	1.07	6,440	1.13
6 SR 237, e/o McCarthy	wb	hov	1	1,900	1,900	1,740	0.92	1,820	0.96
7 SR 237, e/o McCarthy	eb	lov	2	1,900	3,800	4,200	1.11	4,300	1.13
8 SR 237, e/o McCarthy	eb	hov	1	1,900	1,900	930	0.49	990	0.52
9 I-880, n/o SR 237	sb	lov	4	1,900	7,600	7,830	1.03	7,810	1.03
10 I-880, n/o SR 237	sb	hov	1	1,900	1,900	1,770	0.93	1,790	0.94
11 I-880, n/o SR 237	nb	lov	4	1,900	7,600	6,110	0.80	6,040	0.79
12 I-880, n/o SR 237	nb	hov	1	1,900	1,900	1,080	0.57	1,050	0.55
13 I-880, s/o Montague	nb	mix	3	1,900	5,700	5,880	1.03	6,590	1.16
14 I-880, s/o Montague	sb	mix	3	1,900	5,700	5,570	0.98	5,690	1.00
15 US-101, n/o McKee	nb	lov	3	1,950	5,850	6,620	1.13	6,900	1.18
16 US-101, n/o McKee	nb	hov	1	1,950	1,950	2,110	1.08	2,060	1.06
17 US-101, n/o McKee	sb	lov	3	1,950	5,850	4,790	0.82	4,920	0.84
18 US-101, n/o McKee	sb	hov	1	1,950	1,950	1,100	0.56	1,200	0.62
19 SR-87, n/o SJ Airport	nb	lov	2	1,900	3,800	3,500	0.92	4,150	1.09
20 SR-871, n/o SJ Airport	nb	hov	1	1,900	1,900	1,110	0.58	1,270	0.67
21 SR-87, n/o SJ Airport	sb	lov	2	1,900	3,800	2,710	0.71	2,920	0.77
22 SR-87, n/o SJ Airport	sb	hov	1	1,900	1,900	700	0.37	720	0.38
23 US-101, n/o Montague	nb	lov	4	1,950	7,800	7,800	1.00	8,000	1.03
24 US-101, n/o Montague	nb	hov	1	1,950	1,950	1,460	0.75	1,530	0.78
25 US-101, n/o Montague	sb	lov	4	1,950	7,800	7,100	0.91	7,140	0.92
26 US-101, n/o Montague	sb	hov	1	1,950	1,950	1,380	0.71	1,450	0.74
Totals			**53**	**49,900**	**101,750**	**93,470**	**0.92**	**97,410**	**0.96**

Table 16
2025 No Project and Project Traffic Volumes on Freeway Segments - PM Peak Hour

Freeway Segment	dir	Use	# of lanes	lane cap.	1-hour cap.	2025 No Project model vol.	2025 No Project v/c	2025 Project model vol.	2025 Project v/c
1 SR 237, w/o GAP	wb	lov	2	1,950	3,900	4,640	1.19	4,910	1.26
2 SR 237, w/o GAP	wb	hov	1	1,950	1,950	1,090	0.56	1,330	0.68
3 SR 237, w/o GAP	eb	lov	2	1,900	3,800	4,820	1.27	4,790	1.26
4 SR 237, w/o GAP	eb	hov	1	1,900	1,900	1,660	0.87	1,730	0.91
5 SR 237, e/o McCarthy	wb	lov	3	1,900	5,700	5,040	0.88	5,060	0.89
6 SR 237, e/o McCarthy	wb	hov	1	1,900	1,900	980	0.52	1,130	0.59
7 SR 237, e/o McCarthy	eb	lov	2	1,900	3,800	5,140	1.35	5,610	1.48
8 SR 237, e/o McCarthy	eb	hov	1	1,900	1,900	1,740	0.92	1,860	0.98
9 I-880, n/o SR 237	sb	lov	4	1,900	7,600	6,240	0.82	6,150	0.81
10 I-880, n/o SR 237	sb	hov	1	1,900	1,900	1,070	0.56	1,050	0.55
11 I-880, n/o SR 237	nb	lov	4	1,900	7,600	8,170	1.08	8,100	1.07
12 I-880, n/o SR 237	nb	hov	1	1,900	1,900	1,970	1.04	1,980	1.04
13 I-880, s/o Montague	nb	mix	3	1,900	5,700	5,450	0.96	5,710	1.00
14 I-880, s/o Montague	sb	mix	3	1,900	5,700	5,820	1.02	6,530	1.15
15 US-101, n/o McKee	nb	lov	3	1,950	5,850	4,960	0.85	5,070	0.87
16 US-101, n/o McKee	nb	hov	1	1,950	1,950	1,180	0.61	1,260	0.65
17 US-101, n/o McKee	sb	lov	3	1,950	5,850	6,860	1.17	6,850	1.17
18 US-101, n/o McKee	sb	hov	1	1,950	1,950	2,200	1.13	2,220	1.14
19 SR-87, n/o SJ Airport	nb	lov	2	1,900	3,800	3,150	0.83	3,310	0.87
20 SR-871, n/o SJ Airport	nb	hov	1	1,900	1,900	410	0.22	380	0.20
21 SR-87, n/o SJ Airport	sb	lov	2	1,900	3,800	3,830	1.01	4,230	1.11
22 SR-87, n/o SJ Airport	sb	hov	1	1,900	1,900	1,290	0.68	1,430	0.75
23 US-101, n/o Montague	nb	lov	4	1,950	7,800	7,370	0.94	7,400	0.95
24 US-101, n/o Montague	nb	hov	1	1,950	1,950	1,210	0.62	1,220	0.63
25 US-101, n/o Montague	sb	lov	4	1,950	7,800	8,300	1.06	8,400	1.08
26 US-101, n/o Montague	sb	hov	1	1,950	1,950	1,590	0.82	1,740	0.89
Totals			**53**	**49,900**	**101,750**	**96,180**	**0.95**	**99,450**	**0.98**

(130) Almaden Avenue and Grant Street
(143) Tenth Street and Hedding Street
(146) Tenth Street and Julian Street
(154) Tenth Street and Taylor Street

Additional intersection level of service analysis was performed at these four intersections to evaluate future conditions with the proposed North San Jose development levels as well as planned development levels throughout the city, including downtown, Evergreen, and Coyote Valley. Results shown in Table 17 indicate that each of the intersections is projected to operate at LOS F conditions during at least one peak hour.

Table 17
Downtown Gateway Intersection Levels of Service Summary

Study Number		Peak Hour	Year 2000 Existing Ave. Delay/a/	Year 2000 Existing LOS	Background Ave. Delay/a/	Background LOS	Project Conditions Ave. Delay/a/	Project Conditions LOS	Cumulative Conditions Ave. Delay/a/	Cumulative Conditions LOS
130	Almaden Avenue and Grant Street	AM	4.5	A	17.6	B	186.6	F	252.0	F
		PM	12.8	B	10.0	A	9.9	A	20.2	C
143	Tenth Street and Hedding Street	AM	14.0	B	53.4	D	72.5	E	102.0	F
		PM	28.9	C	36.6	D	38.0	D	63.6	E
146	Tenth Street and Julian Street	AM	10.1	B	23.1	C	17.8	B	104.5	F
		PM	10.4	B	15.6	B	67.5	E	129.5	F
154	Tenth Street and Taylor Street	AM	8.4	A	34.8	C	41.9	D	47.1	D
		PM	14.3	B	32.4	C	59.5	E	106.2	F

7.
General Plan Amendment Analysis

This chapter presents the long-term traffic impacts on the citywide transportation system associated with the land use changes due to the proposed development levels for North San Jose as well as all other pending General Plan Amendments (GPA) in the City of San Jose. The purpose of this GPA analysis is to evaluate the long-term traffic impacts on the transportation system associated with the proposed development land use changes. The proposed GPA will amend the City's adopted General Plan.

General Plan Amendment Description

The change in General Plan land use designation would result in 70,066 additional jobs and 24,867 additional households relative to the current adopted General Plan land use designation for the North San Jose area. The increase in the number of jobs and households would result in 24,025 additional PM peak hour trips throughout the county, with 33,174 additional PM peak hour vehicle trips to the North San Jose area.

General Plan Amendment Methodology

The proposed and pending land use changes were evaluated to determine the effects of the amendments on the citywide transportation system. Increases in peak direction volumes across the identified screenlines for the Special Subareas, changes in VMT (Vehicle Miles Traveled) and VHT (Vehicle Hours Traveled), and an examination of all LOS E/F links for the General Plan amendments due to the land use adjustment were analyzed.

City of San Jose Traffic Forecasting Model Description

The City of San Jose's traffic forecasting model was developed to help the City project PM peak hour traffic impacts attributable to proposed changes to the City's General Plan. The model is implemented using the TRANPLAN transportation planning software system. The San Jose model includes the four elements traditionally associated with models of this kind. These elements include:

- Trip Generation,
- Trip Distribution,
- Mode Choice, and
- Traffic Assignment

The fundamental structure of the model includes a computer readable representation of the street system (highway network) that defines street segments (links) identified by end points (nodes). Each roadway link is further represented by key characteristics (link data) that describe the length, travel speeds, and vehicular capacity of the roadway segment. Small geographic areas (traffic analysis zones also called TAZ's) are used to represent the planned land use activity throughout the city's planning area. The boundaries of these small geographic areas are typically defined by the modeled street system, as well as natural and man made barriers to traffic.

The socioeconomic data for each TAZ in the model includes information about the number of households (stratified by household income and structure type), and employment (stratified by groupings of Standard Industrial Codes). The trip generation element of the San Jose model projects the traffic attributable to normal household and employment centers using trip generation rates and factors. The trip generation rates were derived from the Metropolitan Transportation Commission's 1981 San Francisco Bay Region Travel Survey, Caltrans San Francisco Bay Region and San Diego Trip Generation Studies, the Institute of Transportation Engineering trip generation studies and Arizona Department of Transportation studies.

Activity centers that have unusual traffic generating characteristics such as schools, hotels, large shopping centers, and airports are designated as *special generators*, and their associated traffic is manually estimated based information from the above cited sources of trip generation information. Projected trips entering and leaving the County of Santa Clara are taken from a larger regional model run by the Metropolitan Transportation Commission (MTC) and the Valley Transportation Agency (VTA).

Travel times within and between TAZs (intra-zonal and inter-zonal and terminal times) are developed from the network being modeled. Travel times within zones (intra-zonal travel times) are derived for each zone based on half its average travel time to adjacent zones. Time to walk to and from the trip maker's car (terminal times) also are added. For special areas, additional terminal time is added to reflect the extra time associated with large parking lots, parking structures and areas with limited parking, specifically zones with large employer sites, shopping centers and in the downtown area. The projected daily trips are distributed using a standard gravity model and friction factors calibrated for the Santa Clara County area. The resulting trip distribution (trip table) is factored to represent the number of trips occurring during the PM peak hour, the directionality of those trips, and deducting the estimated non-auto related trip-making (transit travel and carpool passengers). The assignment of the trip table to the roadway network uses a route selection procedure based on minimum travel time paths (as opposed to minimum travel distance paths) between TAZs and is done using a capacity constrained equilibrium seeking process. This capacity constrained traffic assignment process enables the model to reflect diversion of traffic around congested portions of the modeled street system.

In addition to providing projected PM peak hour volumes and ratios comparing projected traffic volume to available roadway capacity (v/c ratios) on each roadway segment, the model also provides information on vehicle-miles and vehicle-hours of travel by facility type (freeway, expressways, arterial streets, etc.). These informational reports are used to compare and evaluate the project traffic impacts attributable to proposed amendments to the currently adopted San Jose General Plan. The San Jose traffic forecasting model is intended for use as a "macro analysis tool," that projects probable future conditions and is best used when comparing alternative future scenarios. It is not designed to answer "micro analysis level" operational questions.

Screenline Analysis

On any highway system, there are areas through which major travel is made, most notably commute trips. In San Jose the major commute is made between job sites in the north and west areas of the City, and the residential areas in the east and south sides of the City. Also of interest is the travel corridor through which commuters from the East Bay travel to get to and from job sites in North San Jose, Santa Clara and Sunnyvale. Travel between these areas takes place in "travel corridors" usually defined by a freeway and made up of the freeway and several parallel roadway facilities.

Screenlines for the long-range analysis are based on the boundaries of the three City of San Jose Special Subareas: North San Jose, Evergreen and South San Jose. Figure 33 shows the three Special Subareas. Project sites that are located within one of the Special Subareas are analyzed based on screenline impacts. The project site is located in the North San Jose Subarea. Sensitive Subarea screenline analysis is the only measurement required for projects located within one of the Special Subareas.

Vehicle Miles Traveled and Vehicle Hours Traveled Analysis

In general, whenever new trips are added to the transportation system, Vehicle Miles Traveled (VMT) and Vehicle Hours Traveled (VHT) will increase proportionally to the number of trips being added. There are several types of land use changes that can be exceptions to this generalization.

Land use changes that tend to minimize the increase in VMT and VHT are land use changes that involve adding new housing closer to jobs, or new jobs closer to housing.

In an area dominated by housing, adding jobs without displacing housing, while increasing trips, can actually reduce VMT and VHT by reducing commute distances (i.e., VMT) and by reducing travel made in the peak direction, which reduces VHT. These types of land use changes can cause trips to be internalized within the Planning Area in which the change is proposed and can reduce through trips in the adjacent Planning Areas, thereby reducing VMT and VHT.

Adding jobs and displacing housing in an area dominated by housing will usually reduce VMT and VHT because the displaced trips, usually traveling in the peak direction, are eliminated (thus reducing VMT and VHT). The substituted trips are usually shorter in length (thus reducing VMT) and travel mainly in the non-peak direction (thus reducing VHT). This type of land use change will cause trips to be internalized within the Planning Area in which the change is proposed and will reduce through trips in some adjacent Planning Areas, both as a result of the internalization as well as the reduced number of trips made from households.

In an area dominated by jobs, adding more jobs will increase both VMT and VHT. If the immediate area is already congested, the VHT will increase by more than the VMT because the additional congestion caused by the new trips affects the travel time of all trips in the area. This condition can result in an overall decrease in average speeds on the transportation system.

LOS E/F Link Analysis

For proposed General Plan Amendments that are not exempt and are located outside the three Special Subareas, the determination of significance is based on the extent to which the proposed change contributes to existing peak hour congestion in the vicinity of the proposed amendment. For this analysis, the addition of peak direction trips are determined on the congested links (LOS E or F) within approximately a two mile radius, measured from all boundaries of the project site. Congested links are

Not to Scale

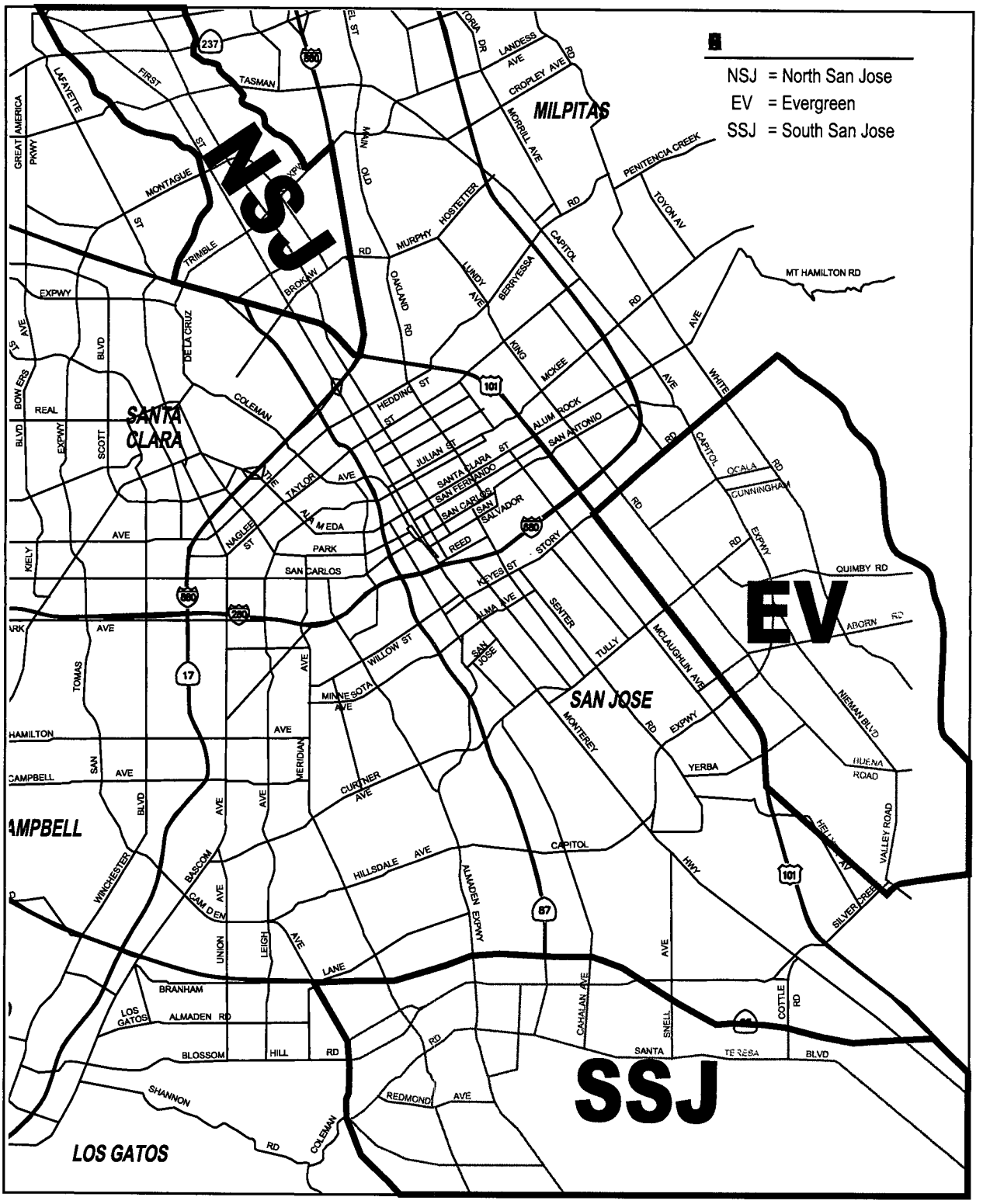


Figure 33

SPECIAL SUBAREAS

North San Jose

Hexagon
Transportation Consultants, Inc.

grouped in sets and are generally major parallel facilities. The links are grouped in this manner to account for trip reassignment by the City of San Jose computer model.

GPA Significant Impact Criteria

Screenline Impact Criteria

A traffic impact from a proposed land use amendment located within a Special Subarea would be significant if the peak direction volumes into or out of any one of the Special Subareas increase by the following percentage or more:

Special Subarea	% Increase
North San Jose Subarea:	0.20%
Evergreen Subarea:	0.10%
South San Jose Subarea:	0.20%

Consistent with City policies and practice, the TRANPLAN model used to evaluate traffic impacts for this proposed amendment includes all of the major infrastructure identified in the General Plan *Land Use/Transportation Diagram*, including infrastructure that is not yet built and/or funded. The impact criteria and thresholds of significance are described in more detail in the document titled *Methodology for Preparing Long Term Traffic Impact Assessments*, City of San Jose, 2003. This document is provided in Appendix E.

Based on the City of San Jose General Plan Amendment Guidelines, the cumulative significance of impact for an individual GPA will be evaluated on a case-by-case basis. The evaluation will take into account the proximity of the individual GPA to the impacted facilities.

VMT/VHT and LOS E/F Link Impact Criteria

Impacts on VMT/VHT and LOS E/F links are considered significant if any of the following occur:

- Average VMT and VHT both increase by 0.20 percent for all roadways in the San Jose Sphere of Influence; or
- Peak direction volumes of LOS E/F links increase by 1.50 percent or more on any of the congested link sets within the vicinity of any of the proposed land use amendments.

If one or more of these thresholds is exceeded, the proposed General Plan amendments would have significant adverse impacts.

General Plan Amendment Long Range Analysis

For individual General Plan Amendments that involve land use and network changes, the General Plan Amendment analysis contains three scenarios. The first scenario consists of the proposed land use changes only applied to the current GP roadway network. The second scenario includes network changes only and is referred to as the Network Only GPA scenario. The third scenario consists of the network changes and proposed land use changes and is referred to as the General Plan Amendment scenario.

The proposed network and land use changes were evaluated to determine the effects of the changes on the citywide transportation system. Increases in peak direction volumes across the identified screenlines for the Special Subareas, changes in Vehicle Miles Traveled (VMT) and Vehicle Hours Traveled (VHT), and an examination of all LOS E/F links for each of the scenarios were analyzed.

Presented below is the analysis for each of the scenarios of the General Plan Amendment. The technical model outputs used to prepare the analysis was provided by city staff and is contained in Appendix E.

Land Use Only Analysis

Screenline Analysis

Increases in peak direction volumes across the identified screenlines for each Special Subarea were analyzed to determine the long-term effects of the proposed land use changes alone. For the proposed land use changes, the volumes on the identified screenlines are projected to increase beyond identified thresholds. **Therefore, the proposed land use changes would result in a significant adverse traffic impact based on performance criteria for screenline analysis.** The results of the detailed screenline analysis for the proposed land use changes are presented in Table 18. Appendix E contains the detailed screenline analysis.

Vehicle Miles Traveled and Vehicle Hours Traveled Analysis

Comparisons between the VMT and VHT for the adopted General Plan base case condition versus the proposed land use changes are presented in Tables 19 and 20, respectively. The comparisons include all proposed land use changes and are stratified by freeways, expressways, streets, ramps, and all roadways (overall) for the three Special Subareas and for the remainder of San Jose. As shown in Tables 19 and 20, the overall VMT and VHT will increase beyond the 0.20 percent impact criteria threshold. **Therefore, based on VMT and VHT impact criteria the proposed land use changes would have significant adverse traffic impacts.**

LOS E/F Link Analysis

Table 21 lists the sets of links that operate at LOS E or F as a result of the proposed land use changes. The table shows that 37 links operate at either LOS E or F for the adopted General Plan base case. The effects of the proposed land use changes would cause an additional four links to operate at LOS E or F and the peak direction link volumes to increase by 1.50 percent or more at all sets of study links. **The increases in volumes at the identified link sets as a result of the proposed land use changes constitute a significant adverse traffic impact based on impact criteria for the LOS E/F link analysis.**

Network Only Analysis

Screenline Analysis

With the proposed network changes, the volumes on the identified Evergreen screenlines are projected to increase beyond identified thresholds. The increases along the North San Jose and South San Jose area screenlines would not exceed identified thresholds. **Therefore, the proposed network changes would result in a significant adverse traffic impact based on performance criteria for screenline analysis.** The results of the detailed screenline analysis for the network changes are presented in Table 22. Appendix E contains the detailed screenline analysis.

Table 18
Land Use Only Screenline Analysis - PM Peak Direction

Base

		TO						
	District	1	2	3	4	5	Totals	Outbound Totals
FROM	1	6,661	1,456	1,127	11,949	15,438	36,631	29,970
	2	293	14,107	757	6,594	2,656	24,407	
	3	222	1,509	20,574	11,359	8,203	41,867	
	4	3,468	9,927	12,084	126,225	45,099	196,803	
	5	6,384	7,470	8,967	66,783	277,553	367,157	
Total		17,028	34,469	43,509	222,910	348,949	666,865	
Total Inbound			20,362	22,935				

Project

		TO						
	District	1	2	3	4	5	Totals	Outbound Totals
FROM	1	16,318	2,308	1,808	19,600	21,507	61,541	45,223
	2	547	13,950	759	6,468	2,589	24,313	
	3	447	1,471	20,406	11,135	8,126	41,585	
	4	6,859	9,687	11,956	124,622	44,394	197,518	
	5	10,989	7,228	8,763	65,479	273,459	365,918	
Total		35,160	34,644	43,692	227,304	350,075	690,875	
Total Inbound			20,694	23,286				

Change	24,010
Percent Change	3.60%

Evergreen Subarea

Change to Inbound Volume: 332
Percent Change: **1.63%** (Significant impact for EV = 0.10%)

South San Jose Subarea

Change to Inbound Volume: 351
Percent Change: **1.53%** (Significant impact for SSJ = 0.20%)

North San Jose Subarea

Change to Inbound Volume: 15,253
Percent Change: **50.89%** (Significant impact for NSJ = 0.20%)

Notes:

District 1 is North San Jose
District 2 is Evergreen
District 3 is South San Jose
District 4 is Remainder of City
District 5 is Remainder of County

Source: City of San Jose General Plan Amendment North San Jose Development Policy Screenline Analysis in the PM Direction, October 27, 2004

Table 19
Land Use Only Vehicel Miles Traveled (VMT) Analysis

Base:

District	Freeways	Highways	Expressways	Arterials	Collectors	On-ramps/ Off-ramps	Interchange Ramps	Loop Ramps	District Totals
1	89,116	0	9,295	40,988	6,644	5,938	1,865	994	154,839
2	42,185	0	19,656	49,453	6,623	1,735	0	73	119,724
3	109,668	18,907	36,414	66,853	5,686	2,369	2,099	151	242,147
4	462,797	37,257	67,384	376,284	44,488	26,832	23,157	4,036	1,042,233
Base Totals:	703,766	56,164	132,749	533,577	63,441	36,873	27,120	5,254	**1,558,944**

Project:

District	Freeways	Highways	Expressways	Arterials	Collectors	On-ramps/ Off-ramps	Interchange Ramps	Loop Ramps	District Totals
1	93,551	-	11,459	56,014	9,043	7,733	1,880	1,249	180,928
2	43,330	-	19,557	50,533	6,546	1,734	-	78	121,778
3	109,419	19,716	36,531	66,462	5,719	2,374	2,020	151	242,391
4	479,160	37,605	68,809	393,459	47,221	27,955	23,362	4,012	1,081,582
Project Totals:	725,460	57,321	136,356	566,467	68,528	39,795	27,262	5,490	**1,626,680**

Change in VMT	**67,736**	
Percent Change	**4.34%**	(Significant impact = 0.20%)

Notes:

District 1 is North San Jose
District 2 is Evergreen
District 3 is South San Jose
District 4 is Remainder of City
District 5 is Remainder of County

Source: City of San Jose General Plan Amendment North San Jose Development Policy Analysis in the PM Direction, October 27, 2004

Table 20
Land Use Only Vehicel Hours Traveled (VHT) Analysis

Base:

District	Freeways	Highways	Expressways	Arterials	Collectors	On-ramps/ Off-ramps	Interchange Ramps	Loop Ramps	District Totals
1	1,989	0	233	1,339	331	252	38	47	4,229
2	873	0	524	1,480	271	75	0	3	3,225
3	2,175	396	928	1,981	237	87	49	6	5,859
4	9,822	849	1,652	11,536	1,901	1,159	490	192	27,600
Base Totals:	14,859	1,245	3,337	16,335	2,740	1,572	577	248	**40,913**

Project:

District	Freeways	Highways	Expressways	Arterials	Collectors	On-ramps/ Off-ramps	Interchange Ramps	Loop Ramps	District Totals
1	2,138	-	364	2,229	511	368	39	67	5,716
2	913	-	520	1,521	268	76	-	3	3,301
3	2,165	417	953	1,959	240	87	47	6	5,874
4	10,412	862	1,712	12,293	2,030	1,251	494	191	29,245
Project Totals	15,628	1,279	3,549	18,002	3,050	1,782	580	267	**44,136**

Change in VHT	**3,223**	(Significant impact = 0.20%)
Percent Change	**7.88%**	

Notes:

District 1 is North San Jose
District 2 is Evergreen
District 3 is South San Jose
District 4 is Remainder of City
District 5 is Remainder of County

Source: City of San Jose General Plan Amendment North San Jose Development Policy Analysis in the PM Direction, October 27, 2004

Table 21
Land Use Only LOS E/F Link Volume Analysis - PM Peak Direction

Link Set #1
West of I-680

	E/F Link	Base Volume	Base Capacity	Base V/C	Project Volume	Project Capacity	Project V/C	Change
1	Calaveras	3,528	3,039	1.1609*	3,677	3,039	1.2099*	149
2	Yosemite	1,796	1,039	1.7286*	1,760	1,039	1.6939*	-36
3	Montague Exp	4,227	3,647	1.1590*	4,475	3,647	1.2270*	248
4	Capitol Av	3,079	2,763	1.1144*	3,382	2,763	1.2240*	303
5	Trade Zone	2,155	1,837	1.1731*	2,151	1,837	1.1709*	-4
6	Hostetter	3,102	2,763	1.1227*	3,507	2,763	1.2693*	405
	Total	17,887			18,952			1,065
	Number of E/F Links	6						
	Average Link Volume	2,981						
	Change in Volume	1,065						
	Total Volume	2,981						
	Percent Change	**35.72%**	(Significant impact = 1.50%)					

Link Set #5
East of I-680

	E/F Link	Base Volume	Base Capacity	Base V/C	Project Volume	Project Capacity	Project V/C	Change
1	Calaveras	3,850	1,039	3.7055*	3,834	1,039	3.6901*	-16
2	Yosemite	1,796	1,039	1.7286*	1,760	1,039	1.6939*	-36
3	Landess	3,228	2,021	1.5972*	3,472	2,021	1.7180*	244
4	Capitol Av	2,434	1,837	1.3250*	2,406	1,837	1.3097*	-28
5	Berryessa	1,663	1,837	0.9053*	1,708	1,837	0.9298*	45
	Total	12,971			13,180			209
	Number of E/F Links	5						
	Average Link Volume	2,594						
	Change in Volume	209						
	Total Volume	2,594						
	Percent Change	**8.06%**	(Significant impact = 1.50%)					

Link Set #4&#25
South of Naglee-Jackson

	E/F Link	Base Volume	Base Capacity	Base V/C	Project Volume	Project Capacity	Project V/C	Change
1	I-880	8,655	7,700	1.1240*	9,053	7,700	1.1757*	398
2	Bascom	2,434	1,837	1.3250*	2,547	1,837	1.3865*	113
3	Alameda	2,118	1,837	1.1530*	2,244	1,837	1.2216*	126
4	Coleman	1,952	1,837	1.0626*	2,134	1,837	1.1617*	182
5	CA-87	8,366	5,500	1.5211*	8,723	5,500	1.5860*	357
6	First	1,767	1,350	1.3089*	1,817	1,350	1.3459*	50
7	Fourth	891	1,039	0.8576	960	1,039	0.9240*	69
8	Thirteenth	1,344	1,350	0.9956*	1,369	1,350	1.0141*	25
9	US-101	10,761	7,700	1.3975*	11,247	7,700	1.4606*	486
	Total	38,288			40,094			1,806
	Number of E/F Links	9						
	Average Link Volume	4,254						
	Change in Volume	1,806						
	Total Volume	4,254						
	Percent Change	**42.45%**	(Significant impact = 1.50%)					

Table 21
Land Use Only LOS E/F Link Volume Analysis - PM Peak Direction

Link Set #12
North of SR17/I-880

	E/F Link	Base Volume	Base Capacity	Base V/C	Project Volume	Project Capacity	Project V/C	Change
1	CA-87	7,587	5,500	1.3795*	8,160	5,500	1.4836*	573
2	First	2,174	1,837	1.1835*	2,623	1,837	1.4279*	449
3	Fourth	1,960	1,837	1.0670*	2,306	1,837	1.2553*	346
4	US-101	9,071	8,800	1.0308*	9,125	8,800	1.0369*	54
5	Old Bayshore	1,414	1,286	1.0995*	1,842	1,286	1.4323*	428
6	I-880	9,370	7,700	1.2169*	9,968	7,700	1.2945*	598
	Total	31,576			34,024			2,448
	Number of E/F Links	6						
	Average Link Volume	5,263						
	Change in Volume	2448						
	Total Volume	5,263						
	Percent Change	**46.52%**	(Significant impact = 1.50%)					

Link Set #18
South of US 101

	E/F Link	Base Volume	Base Capacity	Base V/C	Project Volume	Project Capacity	Project V/C	Change
1	CA-237	4,880	4,400	1.1091*	5,318	4,400	1.2086*	438
2	Mathilda	3,327	2,763	1.2041*	3,514	2,763	1.2718*	187
3	Lawrence Exp	2,727	3,039	0.8973	2,941	3,039	0.9678*	214
4	San Tomas Exp	4,729	3,647	1.2967*	5,325	3,647	1.4601*	596
5	LaFayette	1,486	1,653	0.899	1,913	1,653	1.1573*	427
6	De La Cruz	2,092	1,653	1.2656*	2,427	1,653	1.4682*	335
7	CA-87	6,173	5,500	1.1224*	6,835	5,500	1.2427*	662
8	First	2,390	2,021	1.1826*	2,954	2,021	1.4617*	564
9	Fourth	2,040	1,837	1.1105*	2,916	1,837	1.5874*	876
	Total	29,844			34,143			4,299
	Number of E/F Links	9						
	Average Link Volume	3,316						
	Change in Volume	4299						
	Total Volume	3,316						
	Percent Change	**129.64%**	(Significant impact = 1.50%)					

Link Set #19
East of I-880

	E/F Link	Base Volume	Base Capacity	Base V/C	Project Volume	Project Capacity	Project V/C	Change
1	Calaveras	4,238	2,763	1.5338*	4,457	2,763	1.6131*	219
2	Great Mall	2,649	2,763	0.9587*	2,797	2,763	1.0123*	148
3	Montague Exp	4,257	3,647	1.1673*	4,948	3,647	1.3567*	691
4	Charcot	1,305	1,837	0.7104	2,372	1,837	1.2912*	1,067
5	Brokaw	2,925	2,763	1.0586*	3,263	2,763	1.1810*	338
6	US-101	12,138	8,800	1.3793*	12,432	8,800	1.4127*	294
	Total	27,512			30,269			2,757
	Number of E/F Links	6						
	Average Link Volume	4,585						
	Change in Volume	2757						
	Total Volume	4,585						
	Percent Change	**60.13%**	(Significant impact = 1.50%)					

Notes:
Source: City of San Jose General Plan Amendment North San Jose Development Policy Analysis in the PM Direction, October 27, 2004

Table 22
Network Only Screenline Analysis - PM Peak Direction

Base

		TO						
	District	1	2	3	4	5	Totals	Outbound Totals
FROM	1	6,661	1,456	1,127	11,949	15,438	36,631	29,970
	2	293	14,107	757	6,594	2,656	24,407	
	3	222	1,509	20,574	11,359	8,203	41,867	
	4	3,468	9,927	12,084	126,225	45,099	196,803	
	5	6,384	7,470	8,967	66,783	277,553	367,157	
Total		17,028	34,469	43,509	222,910	348,949	666,865	
Total Inbound			20,362	22,935				

Project

		TO						
	District	1	2	3	4	5	Totals	Outbound Totals
FROM	1	6,660	1,462	1,130	11,933	15,436	36,621	29,961
	2	290	14,101	772	6,595	2,645	24,403	
	3	227	1,506	20,574	11,362	8,204	41,873	
	4	3,466	9,944	12,099	126,170	45,102	196,781	
	5	6,366	7,479	8,965	66,776	277,576	367,162	
Total		17,009	34,492	43,540	222,836	348,963	666,840	
Total Inbound			20,391	22,966				

Change	-25
Percent Change	0.00%

Evergreen Subarea

Change to Inbound Volume: 29
Percent Change: **0.14%** (Significant impact for EV = 0.10%)

South San Jose Subarea

Change to Inbound Volume: 31
Percent Change: 0.14% (Significant impact for SSJ = 0.20%)

North San Jose Subarea

Change to Inbound Volume: -9
Percent Change: -0.03% (Significant impact for NSJ = 0.20%)

Notes:

District 1 is North San Jose
District 2 is Evergreen
District 3 is South San Jose
District 4 is Remainder of City
District 5 is Remainder of County

Source: City of San Jose General Plan Amendment North San Jose Development Policy Screenline Analysis in the PM Direction, October 27, 2004

Vehicle Miles Traveled and Vehicle Hours Traveled Analysis

Comparisons between the VMT and VHT for the adopted General Plan base case condition versus the proposed network changes are presented in Tables 23 and 24, respectively. Results show that the overall VMT and VHT will not increase beyond the 0.20 percent impact criteria threshold.

LOS E/F Link Analysis

Table 25 lists the sets of links that operate at LOS E or F as a result of all the network changes. Versus the General Plan base case, the network changes would cause an additional four links to operate at LOS E or F and the peak direction link volumes to increase by 1.50 percent or more at two of the six sets of study links. **The increases in volumes at the identified link sets as a result of the proposed network changes constitute a significant adverse traffic impact based on impact criteria for the LOS E/F link analysis.**

General Plan Amendment Analysis

Screenline Analysis

Results indicate that the proposed General Plan Amendment would cause the volumes on the identified screenlines to increase beyond identified thresholds. **Therefore, the proposed General Plan Amendment would result in a significant adverse traffic impact based on performance criteria for screenline analysis.** The results of the detailed screenline analysis for the GPA are presented in Table 26. Appendix E contains the detailed screenline analysis.

Vehicle Miles Traveled and Vehicle Hours Traveled Analysis

Comparisons between the VMT and VHT for the adopted General Plan base case condition versus the proposed General Plan Amendment are presented in Tables 27 and 28, respectively. Results show that the overall VMT and VHT will increase beyond the 0.20 percent impact criteria threshold. **Therefore, based on VMT and VHT impact criteria the proposed General Plan Amendment would have significant adverse traffic impacts.**

LOS E/F Link Analysis

Table 29 lists the sets of links that operate at LOS E or F as a result of all the General Plan Amendment. Versus the General Plan base case, the GPA would cause an additional four links to operate at LOS E or F and the peak direction link volumes to increase by 1.50 percent or more at all sets of study links. **The increases in volumes at the identified link sets as a result of the proposed General Plan Amendment constitute a significant adverse traffic impact based on impact criteria for the LOS E/F link analysis.**

Table 30 presents a summary of the analysis for the three scenarios.

Table 23
Network Only Vehicel Miles Traveled (VMT) Analysis

Base:

District	Freeways	Highways	Expressways	Arterials	Collectors	On-ramps/ Off-ramps	Interchange Ramps	Loop Ramps	District Totals
1	89,116	0	9,295	40,988	6,644	5,938	1,865	994	154,839
2	42,185	0	19,656	49,453	6,623	1,735	0	73	119,724
3	109,668	18,907	36,414	66,853	5,686	2,369	2,099	151	242,147
4	462,797	37,257	67,384	376,284	44,488	26,832	23,157	4,036	1,042,233
Base Totals:	703,766	56,164	132,749	533,577	63,441	36,873	27,120	5,254	**1,558,944**

Project:

District	Freeways	Highways	Expressways	Arterials	Collectors	On-ramps/ Off-ramps	Interchange Ramps	Loop Ramps	District Totals
1	89,101	0	9,152	42,227	6,581	5,853	1,843	1,136	155,891
2	42,388	0	19,478	49,794	6,577	1,734	0	70	120,041
3	109,071	19,677	36,715	66,655	5,672	2,286	2,004	150	242,231
4	462,834	37,122	67,857	375,280	44,498	26,684	23,229	4,287	1,041,790
Project Totals:	703,394	56,799	133,203	533,955	63,327	36,558	27,075	5,643	**1,559,953**

Change in VMT	1,009	
Percent Change	0.06%	(Significant impact = 0.20%)

Notes:

District 1 is North San Jose
District 2 is Evergreen
District 3 is South San Jose
District 4 is Remainder of City
District 5 is Remainder of County

Source: City of San Jose General Plan Amendment North San Jose Development Policy Analysis in the PM Direction, October 27, 2004

Table 24
Network Only Vehicel Hours Traveled (VHT) Analysis

Base:

District	Freeways	Highways	Expressways	Arterials	Collectors	On-ramps/ Off-ramps	Interchange Ramps	Loop Ramps	District Totals
1	1,989	0	233	1,339	331	252	38	47	4,229
2	873	0	524	1,480	271	75	0	3	3,225
3	2,175	396	928	1,981	237	87	49	6	5,859
4	9,822	849	1,652	11,536	1,901	1,159	490	192	27,600
Base Totals:	14,859	1,245	3,337	16,335	2,740	1,572	577	248	**40,913**

Project:

District	Freeways	Highways	Expressways	Arterials	Collectors	On-ramps/ Off-ramps	Interchange Ramps	Loop Ramps	District Totals
1	1,976	0	230	1,357	312	252	38	37	4,203
2	879	0	514	1,492	270	74	0	3	3,231
3	2,160	416	947	1,969	238	84	47	6	5,866
4	9,838	847	1,673	11,514	1,892	1,153	492	173	27,583
Project Totals	14,852	1,263	3,365	16,332	2,712	1,564	576	219	**40,883**

Change in VHT	-30	
Percent Change	-0.07%	(Significant impact = 0.20%)

Notes:

District 1 is North San Jose
District 2 is Evergreen
District 3 is South San Jose
District 4 is Remainder of City
District 5 is Remainder of County

Source: City of San Jose General Plan Amendment North San Jose Development Policy Analysis in the PM Direction, October 27, 2004

Table 25
Network Only LOS E/F Link Volume Analysis - PM Peak Direction

Link Set #1
West of I-680

	E/F Link	Base Volume	Base Capacity	Base V/C	Project Volume	Project Capacity	Project V/C	Change
1	Calaveras	3,528	3,039	1.1609*	3,530	3,039	1.1616*	2
2	Yosemite	1,796	1,039	1.7286*	1,638	1,039	1.5765*	-158
3	Montague Exp	4,227	3,647	1.1590*	4,413	3,647	1.2100*	186
4	Capitol Av	3,079	2,763	1.1144*	3,103	2,763	1.1231*	24
5	Trade Zone	2,155	1,837	1.1731*	2,137	1,837	1.1633*	-18
6	Hostetter	3,102	2,763	1.1227*	3,053	2,763	1.1050*	-49
	Total	17,887			17,874			-13
	Number of E/F Links	6						
	Average Link Volume	2,981						
	Change in Volume	-13						
	Total Volume	2,981						
	Percent Change	-0.44%	(Significant impact = 1.50%)					

Link Set #5
East of I-680

	E/F Link	Base Volume	Base Capacity	Base V/C	Project Volume	Project Capacity	Project V/C	Change
1	Calaveras	3,850	1,039	3.7055*	3,750	1,039	3.6092*	-100
2	Yosemite	1,796	1,039	1.7286*	1,638	1,039	1.5765*	-158
3	Landess	3,228	2,021	1.5972*	3,507	2,021	1.7353*	279
4	Capitol Av	2,434	1,837	1.3250*	2,420	1,837	1.3174*	-14
5	Berryessa	1,663	1,837	0.9053*	1,682	1,837	0.9156*	19
	Total	12,971			12,997			26
	Number of E/F Links	5						
	Average Link Volume	2,594						
	Change in Volume	26						
	Total Volume	2,594						
	Percent Change	1.00%	(Significant impact = 1.50%)					

Link Set #4&#25
South of Naglee-Jackson

	E/F Link	Base Volume	Base Capacity	Base V/C	Project Volume	Project Capacity	Project V/C	Change
1	I-880	8,655	7,700	1.1240*	8,751	7,700	1.1365*	96
2	Bascom	2,434	1,837	1.3250*	2,415	1,837	1.3146*	-19
3	Alameda	2,118	1,837	1.1530*	2,121	1,837	1.1546*	3
4	Coleman	1,952	1,837	1.0626*	1,920	1,837	1.0452*	-32
5	CA-87	8,366	5,500	1.5211*	8,412	5,500	1.5295*	46
6	First	1,767	1,350	1.3089*	1,779	1,350	1.3178*	12
7	Fourth	891	1,039	0.8576	906	1,039	1	15
8	Thirteenth	1,344	1,350	0.9956*	1,336	1,350	0.9896*	-8
9	US-101	10,761	7,700	1.3975*	10,767	7,700	1.3983*	6
	Total	38,288			38,407			119
	Number of E/F Links	9						
	Average Link Volume	4,254						
	Change in Volume	119						
	Total Volume	4,254						
	Percent Change	**2.80%**	(Significant impact = 1.50%)					

Table 25
Network Only LOS E/F Link Volume Analysis - PM Peak Direction

Link Set #12
North of SR17/I-880

	E/F Link	Base Volume	Base Capacity	Base V/C	Project Volume	Project Capacity	Project V/C	Change
1	CA-87	7,587	5,500	1.3795*	7,597	5,500	1.3813*	10
2	First	2,174	1,837	1.1835*	2,241	1,837	1.2199*	67
3	Fourth	1,960	1,837	1.0670*	2,039	1,837	1.1100*	79
4	US-101	9,071	8,800	1.0308*	9,138	8,800	1.0384*	67
5	Old Bayshore	1,414	1,286	1.0995*	1,505	1,286	1.1703*	91
6	I-880	9,370	7,700	1.2169*	9,273	7,700	1.2043*	-97
	Total	31,576			31,793			217
	Number of E/F Links	6						
	Average Link Volume	5,263						
	Change in Volume	217						
	Total Volume	5,263						
	Percent Change	**4.12%**	(Significant impact = 1.50%)					

Link Set #18
South of US 101

	E/F Link	Base Volume	Base Capacity	Base V/C	Project Volume	Project Capacity	Project V/C	Change
1	CA-237	4,880	4,400	1.1091*	4,899	4,400	1.1134*	19
2	Mathilda	3,327	2,763	1.2041*	3,342	2,763	1.2096*	15
3	Lawrence Exp	2,727	3,039	0.8973	2,804	3,039	0.9227*	77
4	San Tomas Exp	4,729	3,647	1.2967*	4,609	3,647	1.2638*	-120
5	LaFayette	1,486	1,653	0.899	1,307	1,653	1	-179
6	De La Cruz	2,092	1,653	1.2656*	2,109	1,653	1.2759*	17
7	CA-87	6,173	5,500	1.1224*	6,145	5,500	1.1173*	-28
8	First	2,390	2,021	1.1826*	2,336	2,021	1.1559*	-54
9	Fourth	2,040	1,837	1.1105*	2,109	1,837	1.1481*	69
	Total	29,844			29,660			-184
	Number of E/F Links	9						
	Average Link Volume	3,316						
	Change in Volume	-184						
	Total Volume	3,316						
	Percent Change	-5.55%	(Significant impact = 1.50%)					

Link Set #19
East of I-880

	E/F Link	Base Volume	Base Capacity	Base V/C	Project Volume	Project Capacity	Project V/C	Change
1	Calaveras	4,238	2,763	1.5338*	4,196	2,763	1.5186*	-42
2	Great Mall	2,649	2,763	0.9587*	2,682	2,763	0.9707*	33
3	Montague Exp	4,257	3,647	1.1673*	4,378	3,647	1.2004*	121
4	Charcot	1,305	1,837	0.7104	974	1,039	0.9374*	-331
5	Brokaw	2,925	2,763	1.0586*	3,118	2,763	1.1285*	193
6	US-101	12,138	8,800	1.3793*	12,151	8,800	1.3808*	13
	Total	27,512			27,499			-13
	Number of E/F Links	6						
	Average Link Volume	4,585						
	Change in Volume	-13						
	Total Volume	4,585						
	Percent Change	-0.28%	(Significant impact = 1.50%)					

Notes:
Source: City of San Jose General Plan Amendment North San Jose Development Policy Analysis in the PM Direction, October 27, 2004

Table 26
General Plan Amendment Screenline Analysis - PM Peak Direction

Base

		TO						Outbound
	District	1	2	3	4	5	Totals	Totals
FROM	1	6,661	1,456	1,127	11,949	15,438	36,631	29,970
	2	293	14,107	757	6,594	2,656	24,407	
	3	222	1,509	20,574	11,359	8,203	41,867	
	4	3,468	9,927	12,084	126,225	45,099	196,803	
	5	6,384	7,470	8,967	66,783	277,553	367,157	
	Total	17,028	34,469	43,509	222,910	348,949	666,865	
	Total Inbound		20,362	22,935				

Project

		TO						Outbound
	District	1	2	3	4	5	Totals	Totals
FROM	1	16,319	2,308	1,799	19,612	21,498	61,536	45,217
	2	548	13,951	754	6,476	2,587	24,316	
	3	451	1,470	20,407	11,139	8,120	41,587	
	4	6,828	9,704	11,919	124,652	44,420	197,523	
	5	10,989	7,215	8,787	65,471	273,466	365,928	
	Total	35,135	34,648	43,666	227,350	350,091	690,890	
	Total Inbound		20,697	23,259				

Change	24,025
Percent Change	3.60%

Evergreen Subarea

Change to Inbound Volume: 335
Percent Change: **1.65%** (Significant impact for EV = 0.10%)

South San Jose Subarea

Change to Inbound Volume: 324
Percent Change: **1.41%** (Significant impact for SSJ = 0.20%)

North San Jose Subarea

Change to Inbound Volume: 15,247
Percent Change: **50.87%** (Significant impact for NSJ = 0.20%)

Notes:

District 1 is North San Jose
District 2 is Evergreen
District 3 is South San Jose
District 4 is Remainder of City
District 5 is Remainder of County

Source: City of San Jose General Plan Amendment North San Jose Development Policy Screenline Analysis in the PM Direction, October 27, 2004

Table 27
General Plan Amendment Vehicel Miles Traveled (VMT) Analysis

Base:

District	Freeways	Highways	Expressways	Arterials	Collectors	On-ramps/ Off-ramps	Interchange Ramps	Loop Ramps	District Totals
1	89,116	0	9,295	40,988	6,644	5,938	1,865	994	154,839
2	42,185	0	19,656	49,453	6,623	1,735	0	73	119,724
3	109,668	18,907	36,414	66,853	5,686	2,369	2,099	151	242,147
4	462,797	37,257	67,384	376,284	44,488	26,832	23,157	4,036	1,042,233
Base Totals:	703,766	56,164	132,749	533,577	63,441	36,873	27,120	5,254	**1,558,944**

Project:

District	Freeways	Highways	Expressways	Arterials	Collectors	On-ramps/ Off-ramps	Interchange Ramps	Loop Ramps	District Totals
1	93,484	0	11,112	58,535	8,752	7,200	1,879	1,373	182,335
2	43,506	0	19,641	50,519	6,496	1,755	0	76	121,994
3	109,102	20,084	36,270	66,785	5,669	2,286	1,979	149	242,324
4	479,905	37,194	68,796	392,889	47,215	27,710	23,634	4,286	1,081,629
Project Totals:	725,996	57,278	135,819	568,729	68,132	38,952	27,492	5,883	**1,628,281**

Change in VMT	**69,337**	
Percent Change	**4.45%**	(Significant impact = 0.20%)

Notes:

District 1 is North San Jose
District 2 is Evergreen
District 3 is South San Jose
District 4 is Remainder of City
District 5 is Remainder of County

Source: City of San Jose General Plan Amendment North San Jose Development Policy Analysis in the PM Direction, October 27, 2004

Table 28
General Plan Amendment Vehicel Hours Traveled (VHT) Analysis

Base:

District	Freeways	Highways	Expressways	Arterials	Collectors	On-ramps/ Off-ramps	Interchange Ramps	Loop Ramps	District Totals
1	1,989	0	233	1,339	331	252	38	47	4,229
2	873	0	524	1,480	271	75	0	3	3,225
3	2,175	396	928	1,981	237	87	49	6	5,859
4	9,822	849	1,652	11,536	1,901	1,159	490	192	27,600
Base Totals:	14,859	1,245	3,337	16,335	2,740	1,572	577	248	**40,913**

Project:

District	Freeways	Highways	Expressways	Arterials	Collectors	On-ramps/ Off-ramps	Interchange Ramps	Loop Ramps	District Totals
1	2,132	0	337	2,267	469	342	39	54	5,641
2	919	0	523	1,520	266	77	0	3	3,307
3	2,161	427	941	1,973	239	84	46	6	5,876
4	10,447	854	1,717	12,303	2,020	1,238	501	172	29,252
Project Totals	15,659	1,281	3,518	18,062	2,995	1,741	586	236	**44,077**

Change in VHT	**3,164**	
Percent Change	**7.73%**	(Significant impact = 0.20%)

Notes:

District 1 is North San Jose
District 2 is Evergreen
District 3 is South San Jose
District 4 is Remainder of City
District 5 is Remainder of County

Source: City of San Jose General Plan Amendment North San Jose Development Policy Analysis in the PM Direction, October 27, 2004

Table 29
General Plan Amendment LOS E/F Link Volume Analysis - PM Peak Direction

Link Set #1
West of I-680

	E/F Link	Base Volume	Base Capacity	Base V/C	Project Volume	Project Capacity	Project V/C	Change
1	Calaveras	3,528	3,039	1.1609*	3,650	3,039	1.2011*	122
2	Yosemite	1,796	1,039	1.7286*	1,792	1,039	1.7247*	-4
3	Montague Exp	4,227	3,647	1.1590*	4,456	3,647	1.2218*	229
4	Capitol Av	3,079	2,763	1.1144*	3,321	2,763	1.2020*	242
5	Trade Zone	2,155	1,837	1.1731*	2,287	1,837	1.2450*	132
6	Hostetter	3,102	2,763	1.1227*	3,422	2,763	1.2385*	320
	Total	17,887			18,928			1,041
	Number of E/F Links	6						
	Average Link Volume	2,981						
	Change in Volume	1,041						
	Total Volume	2,981						
	Percent Change	**34.92%**	(Significant impact = 1.50%)					

Link Set #5
East of I-680

	E/F Link	Base Volume	Base Capacity	Base V/C	Project Volume	Project Capacity	Project V/C	Change
1	Calaveras	3,850	1,039	3.7055*	3,852	1,039	3.7074*	2
2	Yosemite	1,796	1,039	1.7286*	1,792	1,039	1.7247*	-4
3	Landess	3,228	2,021	1.5972*	3,374	2,021	1.6695*	146
4	Capitol Av	2,434	1,837	1.3250*	2,427	1,837	1.3212*	-7
5	Berryessa	1,663	1,837	0.9053*	1,728	1,837	0.9407*	65
	Total	12,971			13,173			202
	Number of E/F Links	5						
	Average Link Volume	2,594						
	Change in Volume	202						
	Total Volume	2,594						
	Percent Change	**7.79%**	(Significant impact = 1.50%)					

Link Set #4&#25
South of Naglee-Jackson

	E/F Link	Base Volume	Base Capacity	Base V/C	Project Volume	Project Capacity	Project V/C	Change
1	I-880	8,655	7,700	1.1240*	9,181	7,700	1.1923*	526
2	Bascom	2,434	1,837	1.3250*	2,543	1,837	1.3843*	109
3	Alameda	2,118	1,837	1.1530*	2,253	1,837	1.2265*	135
4	Coleman	1,952	1,837	1.0626*	2,096	1,837	1.1410*	144
5	CA-87	8,366	5,500	1.5211*	8,747	5,500	1.5904*	381
6	First	1,767	1,350	1.3089*	1,798	1,350	1.3319*	31
7	Fourth	891	1,039	0.8576	952	1,039	0.9163*	61
8	Thirteenth	1,344	1,350	0.9956*	1,374	1,350	1.0178*	30
9	US-101	10,761	7,700	1.3975*	11,328	7,700	1.4712*	567
	Total	38,288			40,272			1,984
	Number of E/F Links	9						
	Average Link Volume	4,254						
	Change in Volume	1,984						
	Total Volume	4,254						
	Percent Change	**46.64%**	(Significant impact = 1.50%)					

Table 29
General Plan Amendment LOS E/F Link Volume Analysis - PM Peak Direction

Link Set #12
North of SR17/I-880

	E/F Link	Base Volume	Base Capacity	Base V/C	Project Volume	Project Capacity	Project V/C	Change
1	CA-87	7,587	5,500	1.3795*	8,211	5,500	1.4929*	624
2	First	2,174	1,837	1.1835*	2,784	1,837	1.5155*	610
3	Fourth	1,960	1,837	1.0670*	2,422	1,837	1.3185*	462
4	US-101	9,071	8,800	1.0308*	9,102	8,800	1.0343*	31
5	Old Bayshore	1,414	1,286	1.0995*	1,988	1,286	1.5459*	574
6	I-880	9,370	7,700	1.2169*	9,853	7,700	1.2796*	483
	Total	31,576			34,360			2,784
	Number of E/F Links	6						
	Average Link Volume	5,263						
	Change in Volume	2784						
	Total Volume	5,263						
	Percent Change	**52.90%**	(Significant impact = 1.50%)					

Link Set #18
South of US 101

	E/F Link	Base Volume	Base Capacity	Base V/C	Project Volume	Project Capacity	Project V/C	Change
1	CA-237	4,880	4,400	1.1091*	5,304	4,400	1.2055*	424
2	Mathilda	3,327	2,763	1.2041*	3,534	2,763	1.2790*	207
3	Lawrence Exp	2,727	3,039	0.8973	2,906	3,039	0.9562*	179
4	San Tomas Exp	4,729	3,647	1.2967*	5,189	3,647	1.4228*	460
5	LaFayette	1,486	1,653	0.899	1,698	1,653	1.0272*	212
6	De La Cruz	2,092	1,653	1.2656*	2,486	1,653	1.5039*	394
7	CA-87	6,173	5,500	1.1224*	6,793	5,500	1.2351*	620
8	First	2,390	2,021	1.1826*	3,017	2,021	1.4928*	627
9	Fourth	2,040	1,837	1.1105*	3,117	1,837	1.6968*	1077
	Total	29,844			34,044			4,200
	Number of E/F Links	9						
	Average Link Volume	3,316						
	Change in Volume	4200						
	Total Volume	3,316						
	Percent Change	**126.66%**	(Significant impact = 1.50%)					

Link Set #19
East of I-880

	E/F Link	Base Volume	Base Capacity	Base V/C	Project Volume	Project Capacity	Project V/C	Change
1	Calaveras	4,238	2,763	1.5338*	4,411	2,763	1.5965*	173
2	Great Mall	2,649	2,763	0.9587*	2,881	2,763	1.0427*	232
3	Montague Exp	4,257	3,647	1.1673*	5,113	3,647	1.4020*	856
4	Charcot	1,305	1,837	0.7104	1,597	1,039	1.5371*	292
5	Brokaw	2,925	2,763	1.0586*	3,541	2,763	1.2816*	616
6	US-101	12,138	8,800	1.3793*	12,558	8,800	1.4270*	420
	Total	27,512			30,101			2,589
	Number of E/F Links	6						
	Average Link Volume	4,585						
	Change in Volume	2589						
	Total Volume	4,585						
	Percent Change	**56.46%**	(Significant impact = 1.50%)					

Notes:
Source: City of San Jose General Plan Amendment North San Jose Development Policy Analysis in the PM Direction, October 27, 2004

Table 30
General Plan Amendment Analysis Summary

	Land Use Only	Network Only	General Plan Amendment
Screenline Analysis			
Evergreen	**1.63%**	**0.14%**	**1.65%**
South San Jose	**1.53%**	0.14%	**1.41%**
North San Jose	**50.89%**	-0.03%	**50.87%**
Vehicle Miles Traveled	**4.34%**	0.06%	**4.45%**
Vehicle Hours Traveled	**7.88%**	-0.07%	**7.73%**
Link Analysis			
West of I-680	**35.72%**	-0.44%	**34.92%**
East of I-680	**8.06%**	1.00%	**7.79%**
South of Naglee-Jackson	**42.45%**	**2.80%**	**46.64%**
North of SR17/I-880	**46.52%**	**4.12%**	**52.90%**
South of US 101	**129.64%**	-5.55%	**126.66%**
East of I-880	**60.13%**	-0.28%	**56.46%**

Notes:
Bold Indicates significant impact
Source: City of San Jose General Plan Amendment North San Jose Development Policy Analysis in the PM Direction, October 27, 2004

Mitigation and Conformance

General Plan Policies

Consistent with City policies and practice, the TRANPLAN model used to evaluate traffic impacts for this proposed amendment includes all of the major infrastructure identified in the General Plan *Land Use/Transportation Diagram*, including infrastructure that is not yet built and/or funded.

Results of the traffic analysis indicate that the proposed amendment will add traffic to streets already identified as operating at unacceptable levels. According to the general plan policy and impact criteria, this constitutes a significant impact. The traffic impact analysis presented within this report identifies all deficiencies that would need to be mitigated to meet level of service policies. In accordance with the City's level of service policy, mitigation for each of the identified impacts was identified. The proposed mitigation measures would serve to reduce impacts and be in conformance with General Plan policies, including the following:

- *Transportation Policy # 1 (Thoroughfares)* states that interneighborhood movement of people and goods should occur on thoroughfares and is discouraged on neighborhood streets.

- *Transportation Policy #3 (Thoroughfares)* states that public street right-of-way dedication and improvements should be required as development occurs. Ultimate thoroughfare right-of-way should be no less than the dimensions as shown on the Land Use/Transportation Diagram except when a lesser right-of-way will avoid significant social, neighborhood or environmental impacts and perform the same traffic movement function.

- *Services and Facilities Level of Service Policy #5* - requires that the minimum overall performance of City streets during peak travel periods should be level of service "D". To meet that goal, the policy states that:

    - Development proposals should be reviewed for their measurable impacts on the level of service and should be required to provide appropriate mitigation measures if they have the potential to reduce the level of service to "D" or worse.

    - To strengthen the neighborhood preservation strategy and objections of the Plan, the City Council may adopt a Council Policy which establishes alternate mitigation measures for projects whose required traffic mitigation would result in a substantial adverse impact on an affected neighborhood.

    - An "area development policy" may be adopted by the City Council to establish special traffic level of service standards for a specific geographic area that determines development impacts and mitigation.

- *Transportation Policy #8 (Thoroughfares)* states that vehicular, bicycle, and pedestrian safety should be an important factor in the design of streets and roadways.

- *Transportation Policy #9 (Impacts on Local Neighborhoods)* states that neighborhood streets should be designed to discourage through traffic and unsafe speeds. If neighborhood streets are used for

through traffic or if they are traveled at unsafe speeds, law enforcement and traffic operations techniques should be employed to mitigate these conditions.

- *Transportation Policy #11 (Transit Facilities)* states that the City should cooperate with transportation agencies to achieve the following objectives for the County's public transit system:

    - Provide all segments of the City's population, including the handicapped, elderly, youth and economically disadvantaged, with adequate access to public transit. Public transit should be designed to be an attractive, convenient, dependable and safe alternative to the automobile.

    - Enhance transit service in major commute corridors, and provide convenient transfers between public transit systems and other modes of travel.

- *Transportation Policy #16 (Pedestrian Facilities)* states that pedestrian travel should be encouraged as a viable mode of movement between high density residential and commercial areas throughout the City and in activity areas such as schools, parks, transit stations, and in urban areas, particularly the Downtown Core Area and neighborhood business districts by providing safe and convenient pedestrian facilities.

- *Transportation Policy #41 (Bicycling)* states that the City should develop a safe, direct, and well-maintained transportation bicycle network linking residences, employment centers, schools, parks and transit facilities and should promote bicycling as an alternative mode of transportation for commuting as well as for recreation.

- *Transportation Policy #42 (Bicycling)* states that bike lanes are considered generally appropriate on arterial and major collector streets. Right-of-way requirements for bike lanes should be considered in conjunction with planning the major thoroughfares network and in implementing street improvement projects.

- *Transportation Policy #43 (Bicycling)* states that priority improvements to the Transportation Bicycle Network should include:

    - Bike routes linking light rail stations to nearby neighborhoods.
    - Bike paths along designated trails and pathways corridors.
    - Bike paths linking residential areas to major employment centers.

General Plan Amendment Grand Cumulative Analysis

This section presents the long-term grand cumulative traffic impacts on the citywide transportation system associated with all of the proposed Winter 2005 and Spring 2005 General Plan Amendments (GPAs) in the City of San Jose. The following land use and network amendments were evaluated for cumulative impacts:

Land Use Amendments

GP03-02-04	GP04-03-03	GP04-04-05	GP03-06-01	GP03-07-06	Evergreen
GP03-02-05	GP03-04-01	GP04-04-06	GP03-06-02	GP03-07-09	Coyote Valley
GP04-02-01	GP03-04-02	GP03-05-04	GP03-06-03	GP03-07-10	
GP03-03-01	GP03-04-03	GP03-05-06	GP03-06-04	GP03-07-11	

GP03-03-13	GP03-04-04	GP03-05-08	GP03-06-05	GP04-07-01
GP03-03-15	GP03-04-07	GP03-05-09	GP03-06-06	GP04-07-02
GP03-03-16	GP03-04-08	GP03-05-10	GP03-06-07	GP04-07-03
GP03-03-17	GP04-04-01	GP04-05-01	GP03-06-08	GP02-08-04
GP03-03-18	GP04-04-02	GP04-05-02	GP04-06-01	GP03-10-02
GP04-03-01	GP04-04-03	GP04-05-03	GP02-07-03	GP04-10-01
GP04-03-02	GP04-04-04	GP04-05-04	GP02-07-04	Downtown

The fifty-seven proposed land use amendments would produce a net change of 68,457 additional households and 79,209 jobs relative to the current adopted General Plan. Appendix E contains the land use data for the fifty-seven proposed General Plan Amendments.

Network Amendments

GP03-02-02	GP03-03-01	GP03-03-12	GP04-10-02
GP04-02-02	GP04-03-04	GP04-04-06	

The proposed network and land use changes were evaluated to determine the effects of the amendments on the citywide transportation system. Increases in peak direction volumes across the identified screenlines for the Special Subareas, changes in Vehicle Miles Traveled (VMT) and Vehicle Hours Traveled (VHT), and a re-examination of all LOS E/F links evaluated for each of the General Plan amendments due to the land use adjustments were analyzed.

Screenline Analysis

Screenlines for the cumulative analysis are based on the same boundaries as those identified in Figure 33. Changes in peak direction volumes crossing the identified boundaries are used to determine the effects of the land use adjustments. The results of the screenline analysis for the Grand Cumulative GPA scenario are presented in Table 31.

For the proposed General Plan Amendments throughout the City, the increases in volumes for the identified screenlines are projected to increase by more than the specified impact criteria. Therefore, the proposed adjustments would result in significant adverse traffic impacts based on performance criteria for screenline analysis. The detailed screenline results for the Grand Cumulative GPA scenario are contained in Appendix E.

Vehicle Miles Traveled and Vehicle Hours Traveled Analysis

Comparisons between the VMT and VHT for the adopted General Plan base case condition versus all of the proposed General Plan Amendments are presented in Tables 32 and 33, respectively. The comparisons include all proposed network and land use changes and are stratified by freeways, expressways, streets, ramps, and all roadways (overall) for the three Special Subareas and for the remainder of San Jose. As shown in Tables 32 and 33, the overall VMT and VHT will increase beyond the 0.20 percent impact criteria threshold. Therefore, based on VMT and VHT impact criteria it can be concluded that the proposed General Plan Amendments would constitute significant adverse traffic impacts. The technical model outputs used to prepare the VMT and VHT analysis by City of San Jose Planning Area for the Grand Cumulative GPA scenario is contained in Appendix E.

Table 31
Grand Cumulative Screenline Analysis - PM Peak Direction

Base

		TO						Outbound
	District	1	2	3	4	5	Totals	Totals
FROM	1	6,661	1,456	1,127	11,949	15,438	36,631	29,970
	2	293	14,107	757	6,594	2,656	24,407	
	3	222	1,509	20,574	11,359	8,203	41,867	
	4	3,468	9,927	12,084	126,225	45,099	196,803	
	5	6,384	7,470	8,967	66,783	277,553	367,157	
	Total	17,028	34,469	43,509	222,910	348,949	666,865	
	Total Inbound		20,362	22,935				

Project

		TO						Outbound
	District	1	2	3	4	5	Totals	Totals
FROM	1	16345	2694	1955	19400	20718	61,112	44,767
	2	605	13871	751	6158	2556	23,941	
	3	464	1675	30399	11487	10527	54,552	
	4	6834	10748	12629	125050	44223	199,484	
	5	11131	8647	11613	65729	273982	371,102	
	Total	35,379	37,635	57,347	227,824	352,006	710,191	
	Total Inbound		23,764	26,948				

Change	43,326
Percent Change	6.50%

Evergreen Subarea

Change to Inbound Volume: 3,402
Percent Change: 16.71% (Significant impact for EV = 0.10%)

South San Jose Subarea

Change to Inbound Volume: 4,013
Percent Change: 17.50% (Significant impact for SSJ = 0.20%)

North San Jose Subarea

Change to Inbound Volume: 14,797
Percent Change: 49.37% (Significant impact for NSJ = 0.20%)

Notes:

District 1 is North San Jose
District 2 is Evergreen
District 3 is South San Jose
District 4 is Remainder of City
District 5 is Remainder of County

Source: City of San Jose General Plan Amendment Winter-Spring 2005 Grand Cumulative Screenline Analysis in the PM Direction, February 7, 2005

Table 32
Grand Cumulative Vehicel Miles Traveled (VMT) Analysis

Base:

District	Freeways	Highways	Expressways	Arterials	Collectors	On-ramps/ Off-ramps	Interchange Ramps	Loop Ramps	District Totals
1	89,116	0	9,295	40,988	6,644	5,938	1,865	994	154,839
2	42,185	0	19,656	49,453	6,623	1,735	0	73	119,724
3	109,668	18,907	36,414	66,853	5,686	2,369	2,099	151	242,147
4	462,797	37,257	67,384	376,284	44,488	26,832	23,157	4,036	1,042,233
Base Totals:	703,766	56,164	132,749	533,577	63,441	36,873	27,120	5,254	**1,558,944**

Project:

District	Freeways	Highways	Expressways	Arterials	Collectors	On-ramps/ Off-ramps	Interchange Ramps	Loop Ramps	District Totals
1	94,097	0	11,146	58,280	9,019	7,072	1,825	1,321	182,760
2	44,714	0	20,121	55,981	6,635	1,841	0	80	129,372
3	119,835	26,269	40,012	70,113	5,770	2,669	2,533	228	267,429
4	490,898	40,176	68,685	404,779	48,576	27,860	24,038	4,288	1,109,300
Project Totals:	749,544	66,444	139,964	589,153	70,001	39,442	28,396	5,917	**1,688,860**

Change in VMT	**129,916**	
Percent Change	**8.33%**	(Significant impact = 0.20%)

Notes:

District 1 is North San Jose
District 2 is Evergreen
District 3 is South San Jose
District 4 is Remainder of City
District 5 is Remainder of County

Source: City of San Jose General Plan Amendment Winter-Spring 2005 Grand Cumulative Analysis in the PM Direction, February 7, 2005

Table 33
Grand Cumulative Vehicel Hours Traveled (VHT) Analysis

Base:

District	Freeways	Highways	Expressways	Arterials	Collectors	On-ramps/ Off-ramps	Interchange Ramps	Loop Ramps	District Totals
1	1,989	0	233	1,339	331	252	38	47	4,229
2	873	0	524	1,480	271	75	0	3	3,225
3	2,175	396	928	1,981	237	87	49	6	5,859
4	9,822	849	1,652	11,536	1,901	1,159	490	192	27,600
Base Totals:	14,859	1,245	3,337	16,335	2,740	1,572	577	248	**40,913**

Project:

District	Freeways	Highways	Expressways	Arterials	Collectors	On-ramps/ Off-ramps	Interchange Ramps	Loop Ramps	District Totals
1	2,171	0	346	2,242	475	334	37	51	5,656
2	1,003	0	565	1,740	270	82	0	3	3,662
3	2,472	744	1,075	2,081	254	97	62	9	6,795
4	10,886	946	1,714	12,803	2,081	1,283	513	180	30,405
Project Totals	16,531	1,690	3,700	18,867	3,080	1,796	612	243	**46,518**

Change in VHT	**5,605**	(Significant impact = 0.20%)
Percent Change	**13.70%**	

Notes:

District 1 is North San Jose
District 2 is Evergreen
District 3 is South San Jose
District 4 is Remainder of City
District 5 is Remainder of County

Source: City of San Jose General Plan Amendment Winter-Spring 2005 Grand Cumulative Analysis in the PM Direction, February 7, 2005

LOS E/F Link Analysis

Table 34 lists the sets of links that operate at LOS E or F as a result of all the General Plan Amendments that are included in the Grand Cumulative GPA scenario. It should be emphasized that the changes in link volumes that are shown in Table 34 are the result of *all* of the General Plan Amendments, including land use and network amendments, and not the result of each individual amendment. The table shows that 113 links operate at either LOS E or F for the adopted General Plan base case. The cumulative effects of the proposed General Plan Amendments cause an additional eight links to operate at LOS E or F and the peak direction link volumes to increase by 1.50 percent or more at 25 of the 27 sets of study links.

North San Jose GPA Contribution to Cumulative LOS E/F Link Impacts

The locations of the twenty-five LOS E/F link sets found to have significant adverse traffic impacts under the Grand Cumulative GPA scenario are located throughout the City of San Jose. It was found that the North San Jose GPA would contribute to 23 of the significantly impacted link sets. Appendix E contains the detailed LOS E/F link analysis for the Grand Cumulative GPA scenario.

Table 34
Grand Cumulative LOS E/F Link Volume Analysis - PM Peak Direction

GP02-07-03a
South of I-280

	E/F Link	Base Volume	Base Capacity	Base V/C	Project Volume	Project Capacity	Project V/C	Change
1	CA-87	9,092	6,600	1.3776*	9,395	6,600	1.4235*	303
2	Vine	991	1,039	0.9538*	1,113	1,039	1.0712*	122
3	First	2,495	1,837	1.3582*	2,664	1,837	1.4502*	169
4	Second	948	1,039	0.9124*	1,027	1,039	0.9885*	79
5	Tenth	2,636	1,837	1.4349*	2,953	1,837	1.6075*	317
6	US-101	6,752	7,700	0.8769	7,837	7,700	1.0178*	1,085
7	King	2,462	1,837	1.3402*	2,747	1,837	1.4954*	285
	Total	25,376			27,736			2,360
	Number of E/F Links	7						
	Average Link Volume	3,625						
	Change in Volume	2,360						
	Total Volume	3,625						
	Percent Change	**65.10%**	(Significant impact = 1.50%)					

GP02-07-03b
North of Hamilton

	E/F Link	Base Volume	Base Capacity	Base V/C	Project Volume	Project Capacity	Project V/C	Change
1	CA-87	8,792	5,500	1.5985*	9,110	5,500	1.6564*	318
2	Monterey Hwy	3,876	3,592	1.0791*	4,198	3,592	1.1687*	322
3	McLaughlin	1,944	1,837	1.0582*	2,300	1,837	1.2520*	356
4	US-101	10,992	8,800	1.2491*	12,515	8,800	1.4222*	1,523
5	King	1,930	1,837	1.0506*	2,162	1,837	1.1769*	232
	Total	27,534			30,285			2,751
	Number of E/F Links	5						
	Average Link Volume	5,507						
	Change In Volume	2,751						
	Total Volume	5,507						
	Percent Change	**49.96%**	(Significant impact = 1.50%)					

GP03-07-09a
South of I-280

	E/F Link	Base Volume	Base Capacity	Base V/C	Project Volume	Project Capacity	Project V/C	Change
1	CA-87	9,092	6,600	1.3776*	9,395	6,600	1.4235*	303
2	Vine	991	1,039	0.9538*	1,113	1,039	1.0712*	122
3	First	2,495	1,837	1.3582*	2,664	1,837	1.4502*	169
4	Second	948	1,039	0.9124*	1,027	1,039	0.9885*	79
5	Tenth	2,636	1,837	1.4349*	2,953	1,837	1.6075*	317
	Total	16,162			17,152			990
	Number of E/F Links	5						
	Average Link Volume	3,232						
	Change In Volume	990						
	Total Volume	3,232						
	Percent Change	**30.63%**	(Significant impact = 1.50%)					

Table 34
Grand Cumulative LOS E/F Link Volume Analysis - PM Peak Direction

GP03-07-09b
South of Tully

	E/F Link	Base Volume	Base Capacity	Base V/C	Project Volume	Project Capacity	Project V/C	Change
1	US-101	8,811	7,700	1.1443*	10,068	7,700	1.3075*	1,257
2	Monterey Hwy	3,166	3,039	1.0418*	3,579	3,039	1.1777*	413
3	Vistapark	1,709	1,837	0.9303*	1,813	1,837	0.9869*	104
4	CA-87	6,377	5,500	1.1595*	6,664	5,500	1.2116*	287
	Total	20,063			22,124			2,061
	Number of E/F Links	4						
	Average Link Volume	5,016						
	Change in Volume	2061						
	Total Volume	5,016						
	Percent Change	**41.09%**	(Significant impact = 1.50%)					

GP03-02-05a
South of Capitol

	E/F Link	Base Volume	Base Capacity	Base V/C	Project Volume	Project Capacity	Project V/C	Change
1	Almaden Ex	3,357	3,039	1.1046*	3,491	3,039	1.1487*	134
2	Pearl	1,851	1,837	1.0076*	1,837	1,837	1.0000*	-14
3	CA-87	4,973	5,500	0.9042*	5,229	5,500	0.9507*	256
	Total	10,181			10,557			376
	Number of E/F Links	3						
	Average Link Volume	3,394						
	Change in Volume	376						
	Total Volume	3,394						
	Percent Change	**11.08%**	(Significant impact = 1.50%)					

GP03-02-05b
South of SR-85

	E/F Link	Base Volume	Base Capacity	Base V/C	Project Volume	Project Capacity	Project V/C	Change
1	Almaden Ex	4,640	3,039	1.5268*	4,844	3,039	1.5939*	204
2	Santa Teresa	2,647	2,763	0.9580*	2,311	2,763	0.8364	-336
3	Cottle	3,277	2,763	1.1860*	3,117	2,763	1.1281*	-160
	Total	10,564			10,272			-292
	Number of E/F Links	3						
	Average Link Volume	3,521						
	Change in Volume	-292						
	Total Volume	3,521						
	Percent Change	-8.29%	(Significant impact = 1.50%)					

GP03-02-05c
East of US 101 (S)

	E/F Link	Base Volume	Base Capacity	Base V/C	Project Volume	Project Capacity	Project V/C	Change
1	Silver Crk Valley	5,245	3,592	1.4602*	5,062	3,592	1.4092*	-183
2	Silicon Valley	2,368	2,388	0.9916*	2,412	2,388	1.0101*	44
	Total	7,613			7,474			-139
	Number of E/F Links	2						
	Average Link Volume	3,807						
	Change in Volume	-139						
	Total Volume	3,807						
	Percent Change	-3.65%	(Significant impact = 1.50%)					

Table 34
Grand Cumulative LOS E/F Link Volume Analysis - PM Peak Direction

GP03-02-05d
East of Monterey

	E/F Link	Base Volume	Base Capacity	Base V/C	Project Volume	Project Capacity	Project V/C	Change
1	Blossom Hill	4,337	2,763	1.5697*	4,499	2,763	1.6283*	162
	Total	4,337			4,499			162
	Number of E/F Links	1						
	Average Link Volume	4,337						
	Change in Volume	162						
	Total Volume	4,337						
	Percent Change	**3.74%**	(Significant impact = 1.50%)					

GP04-04-06a
South of Naglee/Taylor

	E/F Link	Base Volume	Base Capacity	Base V/C	Project Volume	Project Capacity	Project V/C	Change
1	Alameda	2,118	1,837	1.1530*	2,294	1,837	1.2488*	176
2	Coleman	1,952	1,837	1.0626*	2,648	2,763	0.9584*	696
3	CA-87	8,366	5,500	1.5211*	8,783	5,500	1.5969*	417
4	First	1,767	1,350	1.3089*	1,817	1,350	1.3459*	50
	Total	14,203			15,542			1,339
	Number of E/F Links	4						
	Average Link Volume	3,551						
	Change in Volume	1,339						
	Total Volume	3,551						
	Percent Change	**37.71%**	(Significant impact = 1.50%)					

GP04-04-06b
South of I-880

	E/F Link	Base Volume	Base Capacity	Base V/C	Project Volume	Project Capacity	Project V/C	Change
1	Alameda	1,901	1,837	1.0348*	2,110	1,837	1.1486*	209
2	Coleman	2,576	2,763	0.9323*	3,196	2,763	1.1567*	620
3	CA-87	7,587	5,500	1.3795*	8,216	5,500	1.4938*	629
4	First	2,056	1,837	1.1192*	2,188	1,837	1.1911*	132
5	Fourth	2,099	1,837	1.1426*	2,518	1,837	1.3707*	419
	Total	16,219			18,228			2,009
	Number of E/F Links	5						
	Average Link Volume	3,244						
	Change in Volume	2,009						
	Total Volume	3,244						
	Percent Change	**61.93%**	(Significant impact = 1.50%)					

Table 34
Grand Cumulative LOS E/F Link Volume Analysis - PM Peak Direction

GP04-04-06c
North of I-880

	E/F Link	Base Volume	Base Capacity	Base V/C	Project Volume	Project Capacity	Project V/C	Change
1	Alameda	2,463	1,837	1.3408*	2,514	1,837	1.3685*	51
2	Coleman	2,463	2,763	0.8914	3,223	2,763	1.1665*	760
3	CA-87	7,587	5,500	1.3795*	8,216	5,500	1.4938*	629
4	First	2,174	1,837	1.1835*	2,691	1,837	1.4649*	517
5	Fourth	1,960	1,837	1.0670*	2,501	1,837	1.3615*	541
	Total	16,647			19,145			2,498
	Number of E/F Links	5						
	Average Link Volume	3,329						
	Change in Volume	2,498						
	Total Volume	3,329						
	Percent Change	**75.03%**	(Significant impact = 1.50%)					

GP04-04-06d
North of US 101/I-880

	E/F Link	Base Volume	Base Capacity	Base V/C	Project Volume	Project Capacity	Project V/C	Change
1	CA-87	7,587	5,500	1.3795*	8,216	5,500	1.4938*	629
2	First	2,174	1,837	1.1835*	2,691	1,837	1.4649*	517
3	Fourth	1,960	1,837	1.0670*	2,501	1,837	1.3615*	541
4	US-101	9,071	8,800	1.0308*	9,666	8,800	1.0984*	595
5	Old Bayshore	1,414	1,286	1.0995*	2,081	1,286	1.6182*	667
6	I-880	9,370	7,700	1.2169*	9,944	7,700	1.2914*	574
	Total	31,576			35,099			3,523
	Number of E/F Links	6						
	Average Link Volume	5,263						
	Change in Volume	3,523						
	Total Volume	5,263						
	Percent Change	**66.94%**	(Significant impact = 1.50%)					

GP04-04-06e
South of US 101

	E/F Link	Base Volume	Base Capacity	Base V/C	Project Volume	Project Capacity	Project V/C	Change
1	LaFayette	1,486	1,653	0.899	1,731	1,653	1.0472*	245
2	De La Cruz	2,092	1,653	1.2656*	2,470	1,653	1.4943*	378
3	CA-87	6,173	5,500	1.1224*	6,752	5,500	1.2276*	579
4	First	2,390	2,021	1.1826*	2,878	2,021	1.4240*	488
5	Fourth	2,040	1,837	1.1105*	3,127	1,837	1.7022*	1,087
	Total	14,181			16,958			2,777
	Number of E/F Links	5						
	Average Link Volume	2,836						
	Change in Volume	2,777						
	Total Volume	2,836						
	Percent Change	**97.91%**	(Significant impact = 1.50%)					

Table 34
Grand Cumulative LOS E/F Link Volume Analysis - PM Peak Direction

GP04-04-06f
West of I-680

	E/F Link	Base Volume	Base Capacity	Base V/C	Project Volume	Project Capacity	Project V/C	Change
1	Calaveras	3,528	3,039	1.1609*	3,726	3,039	1.2261*	198
2	Yosemite	1,796	1,039	1.7286*	1,764	1,039	1.6978*	-32
3	Montague Exp	4,227	3,647	1.1590*	4,475	3,647	1.2270*	248
4	Capitol Av	3,079	2,763	1.1144*	3,374	2,763	1.2211*	295
5	Trade Zone	2,155	1,837	1.1731*	2,248	1,837	1.2237*	93
6	Hostetter	3,102	2,763	1.1227*	3,468	2,763	1.2552*	366
	Total	17,887			19,055			1,168
	Number of E/F Links	6						
	Average Link Volume	2,981						
	Change in Volume	1,168						
	Total Volume	2,981						
	Percent Change	**39.18%**	(Significant impact = 1.50%)					

GP04-04-06g
East of I-680

	E/F Link	Base Volume	Base Capacity	Base V/C	Project Volume	Project Capacity	Project V/C	Change
1	Calaveras	3,850	1,039	3.7055*	3,812	1,039	3.6689*	-38
2	Yosemite	1,796	1,039	1.7286*	1,764	1,039	1.6978*	-32
3	Landess	3,228	2,021	1.5972*	3,406	2,021	1.6853*	178
4	Capitol Av	2,434	1,837	1.3250*	2,418	1,837	1.3163*	-16
5	Berryessa	1,663	1,837	0.9053*	1,658	1,837	0.9026*	-5
	Total	12,971			13,058			87
	Number of E/F Links	5						
	Average Link Volume	2,594						
	Change in Volume	87						
	Total Volume	2,594						
	Percent Change	**3.35%**	(Significant impact = 1.50%)					

GP04-04-06h
South of Naglee-Jackson

	E/F Link	Base Volume	Base Capacity	Base V/C	Project Volume	Project Capacity	Project V/C	Change
1	I-880	8,655	7,700	1.1240*	9,080	7,700	1.1792*	425
2	Bascom	2,434	1,837	1.3250*	2,581	1,837	1.4050*	147
3	Alameda	2,118	1,837	1.1530*	2,294	1,837	1.2488*	176
4	Coleman	1,952	1,837	1.0626*	2,648	2,763	0.9584*	696
5	CA-87	8,366	5,500	1.5211*	8,783	5,500	1.5969*	417
6	First	1,767	1,350	1.3089*	1,817	1,350	1.3459*	50
7	Fourth	891	1,039	0.8576	1,001	1,039	0.9634*	110
8	Thirteenth	1,344	1,350	0.9956*	1,362	1,350	1.0089*	18
9	US-101	10,761	7,700	1.3975*	11,728	7,700	1.5231*	967
	Total	38,288			41,294			3,006
	Number of E/F Links	9						
	Average Link Volume	4,254						
	Change in Volume	3,006						
	Total Volume	4,254						
	Percent Change	**70.66%**	(Significant impact = 1.50%)					

Table 34
Grand Cumulative LOS E/F Link Volume Analysis - PM Peak Direction

GP04-04-06i
South of US 101

	E/F Link	Base Volume	Base Capacity	Base V/C	Project Volume	Project Capacity	Project V/C	Change
1	CA-237	4,880	4,400	1.1091*	5,008	4,400	1.1382*	128
2	Mathilda	3,327	2,763	1.2041*	3,388	2,763	1.2262*	61
3	Lawrence Exp	2,727	3,039	0.8973	2,920	3,039	0.9608*	193
4	San Tomas Exp	4,729	3,647	1.2967*	5,045	3,647	1.3833*	316
5	LaFayette	1,486	1,653	0.899	1,731	1,653	1.0472*	245
6	De La Cruz	2,092	1,653	1.2656*	2,470	1,653	1.4943*	378
7	CA-87	6,173	5,500	1.1224*	6,752	5,500	1.2276*	579
8	First	2,390	2,021	1.1826*	2,878	2,021	1.4240*	488
9	Fourth	2,040	1,837	1.1105*	3,127	1,837	1.7022*	1,087
	Total	29,844			33,319			3,475
	Number of E/F Links	9						
	Average Link Volume	3,316						
	Change in Volume	3,475						
	Total Volume	3,316						
	Percent Change	**104.79%**	(Significant impact = 1.50%)					

GP04-04-06j
East of I-880

	E/F Link	Base Volume	Base Capacity	Base V/C	Project Volume	Project Capacity	Project V/C	Change
1	Calaveras	4,238	2,763	1.5338*	4,376	2,763	1.5838*	138
2	Great Mall	2,649	2,763	0.9587*	2,902	2,763	1.0503*	253
3	Montague Exp	4,257	3,647	1.1673*	5,182	3,647	1.4209*	925
4	Charcot	1,305	1,837	0.7104	1,646	1,039	1.5842*	341
5	Brokaw	2,925	2,763	1.0586*	3,613	2,763	1.3076*	688
6	US-101	12,138	8,800	1.3793*	12,900	8,800	1.4659*	762
	Total	27,512			30,619			3,107
	Number of E/F Links	6						
	Average Link Volume	4,585						
	Change In Volume	3,107						
	Total Volume	4,585						
	Percent Change	**67.76%**	(Significant impact = 1.50%)					

GP04-03-02a
South of Naglee/Taylor

	E/F Link	Base Volume	Base Capacity	Base V/C	Project Volume	Project Capacity	Project V/C	Change
1	Alameda	2,118	1,837	1.1530*	2,294	1,837	1.2488*	176
2	Coleman	1,952	1,837	1.0626*	2,648	2,763	0.9584*	696
3	CA-87	8,366	5,500	1.5211*	8,783	5,500	1.5969*	417
4	First	1,767	1,350	1.3089*	1,817	1,350	1.3459*	50
	Total	14,203			15,542			1,339
	Number of E/F Links	4						
	Average Link Volume	3,551						
	Change In Volume	1,339						
	Total Volume	3,551						
	Percent Change	**37.71%**	(Significant impact = 1.50%)					

Table 34
Grand Cumulative LOS E/F Link Volume Analysis - PM Peak Direction

GP04-03-02b
South of I-880

	E/F Link	Base Volume	Base Capacity	Base V/C	Project Volume	Project Capacity	Project V/C	Change
1	Alameda	1,901	1,837	1.0348*	2,110	1,837	1.1486*	209
2	Coleman	2,576	2,763	0.9323*	3,196	2,763	1.1567*	620
3	CA-87	7,587	5,500	1.3795*	8,216	5,500	1.4938*	629
4	First	2,056	1,837	1.1192*	2,188	1,837	1.1911*	132
5	Fourth	2,099	1,837	1.1426*	2,518	1,837	1.3707*	419
	Total	16,219			18,228			2,009
	Number of E/F Links	5						
	Average Link Volume	3,244						
	Change in Volume	2,009						
	Total Volume	3,244						
	Percent Change	**61.93%**	(Significant impact = 1.50%)					

GP04-03-02c
North of I-880

	E/F Link	Base Volume	Base Capacity	Base V/C	Project Volume	Project Capacity	Project V/C	Change
1	Alameda	2,463	1,837	1.3408*	2,514	1,837	1.3685*	51
2	Coleman	2,463	2,763	0.8914	3,223	2,763	1.1665*	760
3	CA-87	7,587	5,500	1.3795*	8,216	5,500	1.4938*	629
4	First	2,174	1,837	1.1835*	2,691	1,837	1.4649*	517
5	Fourth	1,960	1,837	1.0670*	2,501	1,837	1.3615*	541
	Total	16,647			19,145			2,498
	Number of E/F Links	5						
	Average Link Volume	3,329						
	Change in Volume	2,498						
	Total Volume	3,329						
	Percent Change	**75.03%**	(Significant impact = 1.50%)					

GP04-03-02d
North of US 101/I-880

	E/F Link	Base Volume	Base Capacity	Base V/C	Project Volume	Project Capacity	Project V/C	Change
1	CA-87	7,587	5,500	1.3795*	8,216	5,500	1.4938*	629
2	First	2,174	1,837	1.1835*	2,691	1,837	1.4649*	517
3	Fourth	1,960	1,837	1.0670*	2,501	1,837	1.3615*	541
4	US-101	9,071	8,800	1.0308*	9,666	8,800	1.0984*	595
5	Old Bayshore	1,414	1,286	1.0995*	2,081	1,286	1.6182*	667
6	I-880	9,370	7,700	1.2169*	9,944	7,700	1.2914*	574
	Total	31,576			35,099			3,523
	Number of E/F Links	6						
	Average Link Volume	5,263						
	Change in Volume	3,523						
	Total Volume	5,263						
	Percent Change	**66.94%**	(Significant impact = 1.50%)					

Table 34
Grand Cumulative LOS E/F Link Volume Analysis - PM Peak Direction

GP04-03-02e
South of US-101

	E/F Link	Base Volume	Base Capacity	Base V/C	Project Volume	Project Capacity	Project V/C	Change
1	LaFayette	1,486	1,653	0.899	1,731	1,653	1.0472*	245
2	De La Cruz	2,092	1,653	1.2656*	2,470	1,653	1.4943*	378
3	CA-87	6,173	5,500	1.1224*	6,752	5,500	1.2276*	579
4	First	2,390	2,021	1.1826*	2,878	2,021	1.4240*	488
5	Fourth	2,040	1,837	1.1105*	3,127	1,837	1.7022*	1,087
	Total	14,181			16,958			2,777
	Number of E/F Links	5						
	Average Link Volume	2,836						
	Change in Volume	2,777						
	Total Volume	2,836						
	Percent Change	**97.91%**	(Significant impact = 1.50%)					

GP03-03-12a (Coleman)
North of Hedding

	E/F Link	Base Volume	Base Capacity	Base V/C	Project Volume	Project Capacity	Project V/C	Change
1	First	2,056	1,837	1.1192*	2,188	1,837	1.1911*	132
2	CA-87	7,587	5,500	1.3795*	8,216	5,500	1.4938*	629
3	Coleman	2,576	2,763	0.9323*	3,196	2,763	1.1567*	620
	Total	12,219			13,600			1,381
	Number of E/F Links	3						
	Average Link Volume	4,073						
	Change in Volume	1,381						
	Total Volume	4,073						
	Percent Change	**33.91%**	(Significant impact = 1.50%)					

GP03-03-12b (Coleman)
South of Julian

	E/F Link	Base Volume	Base Capacity	Base V/C	Project Volume	Project Capacity	Project V/C	Change
1	CA-87	8,116	5,500	1.4756*	8,741	5,500	1.5893*	625
	Total	8,116			8,741			625
	Number of E/F Links	1						
	Average Link Volume	8,116						
	Change in Volume	625						
	Total Volume	8,116						
	Percent Change	**7.70%**	(Significant impact = 1.50%)					

GP03-03-12c (Coleman)
West of First

	E/F Link	Base Volume	Base Capacity	Base V/C	Project Volume	Project Capacity	Project V/C	Change
1	I-880	8,676	6,600	1.3145*	8,953	6,600	1.3565*	277
2	Julian	2,183	1,837	1.1884*	2,312	1,837	1.2586*	129
	Total	10,859			11,265			406
	Number of E/F Links	2						
	Average Link Volume	5,430						
	Change in Volume	406						
	Total Volume	5,430						
	Percent Change	**7.48%**	(Significant impact = 1.50%)					

Table 34
Grand Cumulative LOS E/F Link Volume Analysis - PM Peak Direction

GP03-03-12d (Coleman)
North of Alameda

		Base			Project			
	E/F Link	Volume	Capacity	V/C	Volume	Capacity	V/C	Change
1	I-880	9,132	7,700	1.1860*	9,800	7,700	1.2727*	668
	Total	9,132			9,800			668
	Number of E/F Links	1						
	Average Link Volume	9,132						
	Change In Volume	668						
	Total Volume	9,132						
	Percent Change	**7.31%**	(Significant impact = 1.50%)					

Notes:
Source: City of San Jose General Plan Amendment Winter-Spring 2005 Grand Cumulative Analysis in the PM Direction, February 7, 2005

8. Conclusions

The potential impacts of the proposed development levels for North San Jose were evaluated in accordance with the standards and methodologies set forth by the Cities of San Jose, Santa Clara, Campbell, Cupertino, Sunnyvale, Milpitas, and Mountain View and the Santa Clara Valley Transportation Authority (VTA). The VTA administers the county Congestion Management Program (CMP).

The study included the analysis of AM and PM peak-hour traffic conditions for 220 existing signalized intersections and 124 directional freeway segments.

Project Impacts

Intersection Impacts

Results of the intersection level of service analysis show that 48 of the 220 study intersections would be impacted by the project according to applicable level of service standards.

Improvements for 23 of the 48 impacted intersections have been identified to fully mitigate project impacts. The location of each of the mitigated intersections is presented below:

- 12 intersections are located in San Jose
- 7 intersections are located in Santa Clara
- 1 intersection is located in Campbell
- 3 intersections are located in Milpitas

Improvements were identified for a further 12 of the 48 impacted intersections, but the identified improvements would not be sufficient to improve the intersection operating conditions to acceptable levels. The locations of each of these intersections are presented below:

- 10 intersections are located within North San Jose
- 2 intersections are located in Santa Clara

Of the 48 impacted intersections, there are 13 intersections at which there are no feasible improvements that could be made to mitigate project impacts. The impacts, therefore, must be considered significant and unavoidable.

- 2 intersections are located within North San Jose
- 9 intersections are located in San Jose
- 1 intersection is located in Santa Clara
- 1 intersection is located in Milpitas

Mitigation measures for the remaining 35 intersections for which there is a complete or partial mitigation are presented in Chapter 4.

Freeway Segment Impacts

The results of the freeway segment analysis show that 72 of the 124 freeway segments studied will be impacted by the project according to CMP level of service standards for freeways.

Mitigation of freeway facility impacts would require widening of the freeways, which is infeasible due to constraints in acquisition and cost of right-of-way. Therefore, these impacts must be considered significant and unavoidable. However, there are measures that could reduce the impacts. The measures primarily consist of transit improvements and enhancements as outlined below:

- Extension of BART to San Jose
- Further expansion of LRT lines
- Enhanced Bus Service
- Parking

Transit Impacts

The robust demand for transit would exceed the existing capacity of the transit system. The existing system would not be able to accommodate all of the new riders in the area. This would result in a significant impact caused by the project. The high density transit oriented proposed project development plan characterized by mixed land uses and high rise buildings along the North First Street creates opportunities for strong transit demand. It should be noted that the capacity thresholds per light rail car were used to maintain comfort levels to the maximum extent possible for commuters. The capacity of each of the cars is actually greater than assumed, but it would require that more commuters than desirable would stand during their commute. The following measures would serve to meet anticipated transit service demands:

- Enhancement of bus service to each of the intensified development areas of North San Jose and along the new grid system streets.
- Coordination of extensive shuttle services between employment, transit stations, and large residential areas.
- Implementation of planned specific improvements as described below

VTA Specific Transit Improvements

Station and Bus Stop Related Improvements

- Specialized passenger shelters and bus/shuttle stop improvements including: curb bulbouts depending on location and new [additional] locations

- Station Improvements:
  - LRT northbound shelters at Orchard, Bonaventura, Component, (in the project area) and Tasman (lengthen existing plus SB shelter) and River Oaks outside the project area
  - Intersection and crosswalk improvements; lane or intersection narrowing, including reducing curve radii and/or curb bulbouts; sidewalks along median from intersections to station platform
  - Lighting, furniture and landscaping at LRT stations, bus stops and key pedestrian locations
  - Station platform improvements

- Other stop and station amenities such as sidewalks (locations) or sidewalk widening and lengthening
- Self-cleaning bathrooms (2-4 locations)
- Real-time information infrastructure (on LRVs and at 17 stations and stops.)
- Duck outs (most important @ Tasman station)
- Shuttles between residential areas, businesses and transit stops/stations.
- New bus/shuttle stop locations (noted around Tasman LRT station) including dedication of ROW

Light Rail Specific

- Bi-directional full priority with ability to cascade calls for green signals for LRT along North First Street

- LRT operations capital improvements such as, but not limited to:
  - Trackway improvements
  - Switches
  - Tail/storage/layover tracks
  - Platform improvements

Pedestrian and Bicycle Facilities

With the large amount of planned development, increases in vehicular traffic are expected. It is undesirable to inhibit pedestrian flow throughout North San Jose with the narrowing or elimination of sidewalks for street widening to accommodate vehicular traffic. Rather, existing pedestrian facilities will be improved and future development designed to better serve pedestrians. As development progresses within North San Jose, the following pedestrian and bicycle facility enhancements will occur:

- Sidewalks and bicycle facilities will be constructed along the new grid system streets that will serve pedestrians and bicyclists more efficiently than the major arterials that serve large volumes of vehicular traffic.
- Enhance the existing bicycle facilities along the North San Jose roadway network. The enhancements will provide for continuos bicycle connections throughout North San Jose. Bicycle facilities will be provided on all major streets and where feasible.

Year 2025 Long-Term Analysis

Long-term traffic analysis of the proposed development levels for North San Jose as well as land use growth and transportation improvements within the entire nine Bay Area region indicate that the development levels will have adverse impacts on the major roadway facilities serving North San Jose. Traffic associated with future growth will cause gateway facilities serving North San Jose to exceed capacity, cause increases in vehicle miles traveled under congested conditions, and cause freeway facilities already projected to operate at unacceptable levels to worsen. The improvements outlined above will aid in reducing the severity of the long-term impacts on facilities serving North San Jose.

General Plan Amendment Analysis

An analysis of long-term traffic impacts on the citywide transportation system associated with the land use changes due to the proposed development levels for North San Jose as well as all other pending General Plan Amendments (GPA) in the City of San Jose was also completed. The analysis indicates that the proposed development levels for North San Jose would result in a significant increase in jobs and households in the North San Jose area. The traffic associated with the growth would result in increases in peak direction volumes across the identified screenlines for the Special Subareas, Vehicle Miles Traveled, Vehicle Hours Traveled, and the number of links operating at LOS E/F. As part of the traffic analysis for the project, mitigation for each of the identified impacts was identified to meet the City's level of service policy. The proposed mitigation measures would serve to reduce impacts and be in conformance with General Plan policies

Appendix A

Volume Summary Tables

PM

Inter. #	N/S street	E/W street	Count Date
3028	Great America Parkw	SR 237 (North)	03/29/00
3029	Great America Parkw	SR 237 (South)	03/29/00
3026	North First Street	SR 237 (North)	03/29/00
3027	North First Street	SR 237 (South)	03/29/00
3030	Zanker Road	SR 237 (North)	03/28/00
3031	Zanker Road	SR 237 (South)	03/28/00
5807	North First Street	Montague Expressway	03/09/00
5812	Zanker Road	Montague Expressway	03/09/00
5813	River Oaks Parkway	Montague Expressway	06/08/00
5808	Trimble Road	Montague Expressway	03/09/00
5809	McCarthy Boulevard	Montague Expressway	03/16/00
5801	Old Oakland Road	Montague Expressway	04/26/00
5802	Trade Zone Boulevar	Montague Expressway	03/16/00
3096	De La Cruz Boulevar	Trimble Road	05/16/00
3098	North First Street	Trimble Road	03/21/00
3119	Zanker Road	Trimble Road	04/11/00
3083	North First Street	Brokaw Road	02/24/00
3020	US 101	Brokaw Road	05/09/00
3085	Zanker Road	Brokaw Road	02/17/00
3051	I-880	Brokaw Road (West)	03/23/00
3050	I-880	Brokaw Road (East)	05/02/00
3084	Old Oakland Road	Brokaw Road	02/22/00
3054	North First Street	I-880 (North)	03/09/00
3055	North First Street	I-880 (South)	03/14/00
3518	North First Street	Tasman Drive	02/24/00
3821	Zanker Road	Tasman Drive	04/11/00
3222	Airport Parkway	Old Bayshore Highway	05/30/00
3495	North First Street	Headquarters Drive	02/24/00
3393	North First Street	Charcot Avenue	02/09/00
3287	North First Street	Old Bayshore Highway	05/31/00
3509	North First Street	Rose Orchard Way	02/24/00
3507	North First Street	Rio Robles	02/24/00
3508	North First Street	River Oaks Parkway	02/24/00
3503	North First Street	Orchard Parkway	02/10/00
3504	North First Street	Plumeria Drive	02/10/00
3340	North First Street	Bonaventura Drive	02/10/00
3423	North First Street	Component Drive	02/10/00
3500	North First Street	Karina Court	02/10/00
3501	North First Street	Metro Drive	05/24/00
3515	North First Street	Skyport Drive	06/01/00
3589	Zanker Road	Holger Way	03/21/00
3756	Zanker Road	River Oaks Parkway	06/01/00
3593	Zanker Road	Innovation Drive	06/08/00
3742	Zanker Road	Plumeria Drive	02/10/00
3395	Zanker Road	Charcot Avenue	05/23/00
3614	Junction Avenue	Trimble Road	05/17/00
3394	Junction Avenue	Charcot Avenue	05/23/00
3356	Junction Avenue	Brokaw Road	05/31/00
3291	Bering Drive	Brokaw Road	05/17/00
3357	Ridder Park Drive	Brokaw Road	04/29/99
3564	Orchard Parkway	Guadalupe Parkway	02/10/00
3728	Orchard Parkway	Trimble Road	02/09/00
3754	Renaissance Drive	Tasman Drive	02/24/00
3820	Vista Montana	Tasman Drive	02/24/00
3391	Champion Court	Tasman Drive	03/22/00
3755	Rio Robles	Tasman Drive	03/22/00
3819	Morgridge Drive	Tasman Drive	02/28/02
3106	Lundy Avenue	Murphy Avenue	03/21/00
3076	Lundy Avenue	Berryessa Road	05/17/00
3021	Oakland Road	US 101 (N)	03/23/00
3022	Oakland Road	US 101 (S)	03/23/00
3057	The Alameda	Hedding Street	09/29/04
3058	The Alameda	Taylor Street	02/16/00
3014	SR 87	Julian Street (W)	05/02/00
3013	SR 87	Julian Street (E)	03/22/00
3107	Market Street	San Carlos Street	05/02/00
3061	Almaden Boulevard	San Carlos Street	02/15/00
3077	Bird Avenue	San Carlos Street	03/01/00
3018	US 101	Blossom Hill (East)	05/23/00
3019	US 101	Blossom Hill (West)	03/09/00
3060	Alma Avenue	Monterey Road	02/18/00
3090	Saratoga Avenue	Campbell Avenue	03/07/00

AM

Inter. #	N/S street	E/W street	Count Date
3028	Great America Parkw	SR 237 (North)	03/29/00
3029	Great America Parkw	SR 237 (South)	03/29/00
3026	North First Street	SR 237 (North)	03/29/00
3027	North First Street	SR 237 (South)	03/29/00
3030	Zanker Road	SR 237 (North)	03/28/00
3031	Zanker Road	SR 237 (South)	03/28/00
5807	North First Street	Montague Expresswa	05/17/00
5812	Zanker Road	Montague Expresswa	04/11/00
5813	River Oaks Parkway	Montague Expresswa	04/11/00
5808	Trimble Road	Montague Expresswa	05/18/00
5809	McCarthy Boulevard	Montague Expresswa	05/17/00
5801	Old Oakland Road	Montague Expresswa	05/17/00
5802	Trade Zone Boulevar	Montague Expresswa	05/17/00
3096	De La Cruz Boulevar	Trimble Road	05/16/00
3098	North First Street	Trimble Road	03/21/00
3119	Zanker Road	Trimble Road	04/12/00
3083	North First Street	Brokaw Road	02/24/00
3020	US 101	Brokaw Road	05/09/00
3085	Zanker Road	Brokaw Road	02/17/00
3051	I-880	Brokaw Road (West)	03/23/00
3050	I-880	Brokaw Road (East)	05/02/00
3084	Old Oakland Road	Brokaw Road	02/17/00
3054	North First Street	I-880 (North)	03/09/00
3055	North First Street	I-880 (South)	03/14/00
3518	North First Street	Tasman Drive	02/24/00
3821	Zanker Road	Tasman Drive	04/11/00
3222	Airport Parkway	Old Bayshore Highwa	05/30/00
3495	North First Street	Headquarters Drive	02/24/00
3393	North First Street	Charcot Avenue	02/09/00
3287	North First Street	Old Bayshore Highwa	05/31/00
3509	North First Street	Rose Orchard Way	02/24/00
3507	North First Street	Rio Robles	02/24/00
3508	North First Street	River Oaks Parkway	02/24/00
3503	North First Street	Orchard Parkway	02/10/00
3504	North First Street	Plumeria Drive	02/10/00
3340	North First Street	Bonaventura Drive	02/10/00
3423	North First Street	Component Drive	02/10/00
3500	North First Street	Karina Court	02/10/00
3501	North First Street	Metro Drive	05/24/00
3515	North First Street	Skyport Drive	06/01/00
3589	Zanker Road	Holger Way	03/21/00
3756	Zanker Road	River Oaks Parkway	06/01/00
3593	Zanker Road	Innovation Drive	06/08/00
3742	Zanker Road	Plumeria Drive	02/10/00
3395	Zanker Road	Charcot Avenue	05/23/00
3614	Junction Avenue	Trimble Road	05/17/00
3394	Junction Avenue	Charcot Avenue	05/23/00
3356	Junction Avenue	Brokaw Road	05/31/00
3291	Bering Drive	Brokaw Road	05/17/00
3357	Ridder Park Drive	Brokaw Road	04/29/99
3564	Orchard Parkway	Guadalupe Parkway	02/10/00
3728	Orchard Parkway	Trimble Road	02/09/00
3754	Renaissance Drive	Tasman Drive	02/24/00
3820	Vista Montana	Tasman Drive	02/24/00
3391	Champion Court	Tasman Drive	03/22/00
3755	Rio Robles	Tasman Drive	03/22/00
3819	Morgridge Drive	Tasman Drive	02/28/02
3106	Lundy Avenue	Murphy Avenue	03/21/00
3076	Lundy Avenue	Berryessa Road	05/18/00
3021	Oakland Road	US 101 (N)	03/23/00
3022	Oakland Road	US 101 (S)	03/23/00
3057	The Alameda	Hedding Street	09/29/04
3058	The Alameda	Taylor Street	02/08/00
3014	SR 87	Julian Street (W)	05/02/00
3013	SR 87	Julian Street (E)	03/22/00
3107	Market Street	San Carlos Street	05/02/00
3061	Almaden Boulevard	San Carlos Street	02/16/00
3077	Bird Avenue	San Carlos Street	02/29/00
3018	US 101	Blossom Hill (East)	05/23/00
3019	US 101	Blossom Hill (West)	03/09/00
3060	Alma Avenue	Monterey Road	02/18/00
3090	Saratoga Avenue	Campbell Avenue	03/07/00

3102	Meridian Avenue	Hillsdale Avenue	05/16/00	3102	Meridian Avenue	Hillsdale Avenue	03/09/00
3103	Saratoga Avenue	Kiely Boulevard	03/07/00	3103	Saratoga Avenue	Kiely Boulevard	03/07/00
3105	King Road	Tully Road	03/28/00	3105	King Road	Tully Road	03/28/00
3108	McLaughlin Avenue	Tully Road	05/11/00	3108	McLaughlin Avenue	Tully Road	02/24/00
3113	Saratoga Avenue	Moorpark Avenue	04/18/00	3113	Saratoga Avenue	Moorpark Avenue	04/18/00
3114	Quimby Road	Tully Road	03/23/00	3114	Quimby Road	Tully Road	02/24/00
3116	Saratoga Avenue	Stevens Creek Bouleva	04/18/00	3116	Saratoga Avenue	Stevens Creek Boule	05/02/00
3117	Senter Road	Tully Road	05/11/00	3117	Senter Road	Tully Road	05/10/00
3118	Winchester Boulevarc	Stevens Creek Bouleva	04/18/00	3118	Winchester Boulevarc	Stevens Creek Boule	04/18/00
5012	Bascom Avenue	Moorpark Avenue	03/21/00	5012	Bascom Avenue	Moorpark Avenue	10/19/99
5512	Alamden Expressway	Branham Lane	03/14/00	5512	Alamden Expressway	Branham Lane	09/29/99
5513	Almaden Expressway	Blossom Hill Road	03/15/00	5513	Almaden Expressway	Blossom Hill Road	09/28/99
5516	Almaden Expressway	Coleman Road	03/22/00	5516	Almaden Expressway	Coleman Road	10/05/99
5520	Almaden Expressway	Camden Avenue	04/11/00	5520	Almaden Expressway	Camden Avenue	09/30/99
5522	Almaden Expressway	SR 85 (North)	03/14/00	5522	Almaden Expressway	SR 85 (North)	10/12/99
5523	Almaden Expressway	SR 85 (South)	03/14/00	5523	Almaden Expressway	SR 85 (South)	10/27/99
5715	Snell Avenue	Capitol Expressway	03/21/00	5715	Snell Avenue	Capitol Expressway	10/19/99
5720	Senter Road	Capitol Expressway	03/07/00	5720	Senter Road	Capitol Expressway	10/13/99
5721	McLaughlin Avenue	Capitol Expressway	03/08/00	5721	McLaughlin Avenue	Capitol Expressway	10/13/99
5723	Silver Creek Road	Capitol Expressway	01/01/00	5723	Silver Creek Road	Capitol Expressway	05/25/00
5724	Capitol Expressway	Aborn Road	01/01/00	5724	Capitol Expressway	Aborn Road	05/25/00
5725	Capitol Expressway	Quimby Road	10/06/98	5725	Capitol Expressway	Quimby Road	11/17/99
5727	Capitol Expressway	Tully Road	03/07/00	5727	Capitol Expressway	Tully Road	05/25/00
5732	Capitol Expressway	Story Road	03/07/00	5732	Capitol Expressway	Story Road	05/25/00
5734	Capitol Expressway	Capitol Avenue	03/08/00	5734	Capitol Expressway	Capitol Avenue	02/11/99
5405	San Tomas Expressw	Stevens Creek Bouleva	04/11/00	5405	San Tomas Expressw	Stevens Creek Boule	11/01/01
5406	San Tomas Expressw	Moorpark Avenue	03/08/00	5406	San Tomas Expressw	Moorpark Avenue	10/22/99
5636	Lawrence Expressway	I-280/Calvert	04/26/00	5636	Lawrence Expressway	I-280/Calvert	04/20/00
5633	Lawrence Expressway	Moorpark Avenue	03/23/00	5633	Lawrence Expressway	Moorpark Avenue	10/21/99
5635	Lawrence Expressway	Prospect Road	03/23/00	5635	Lawrence Expressway	Prospect Road	10/14/99
5640	Lawrence Expressway	Saratoga Avenue	03/23/00	5640	Lawrence Expressway	Saratoga Avenue	10/27/99
3793	Saratoga Avenue	Williams Road	05/17/00	3793	Saratoga Avenue	Williams Road	05/25/99
3279	Bascom Avenue	San Carlos Street	11/14/01	3279	Bascom Avenue	San Carlos Street	11/14/01
3284	Bascom Avenue	Naglee Avenue	11/15/00	3284	Bascom Avenue	Naglee Avenue	10/16/01
3283	Bascom Avenue	Hedding Street	11/09/00	3283	Bascom Avenue	Hedding Street	11/09/00
3642	Leigh Avenue	Southwest Expressway	05/20/99	3642	Leigh Avenue	Southwest Expresswa	05/13/99
3567	Leigh Avenue	Hamilton Avenue	04/13/99	3567	Leigh Avenue	Hamilton Avenue	04/13/99
3434	Leigh Avenue	Curtner Avenue	04/27/99	3434	Leigh Avenue	Curtner Avenue	04/27/99
3617	Senter Road	Keyes Street	04/04/01	3617	Senter Road	Keyes Street	04/04/01
3417	Coleman Avenue	Taylor Street	01/29/97	3417	Coleman Avenue	Taylor Street	01/29/97
3519	First Street	Taylor Street	02/13/97	3519	First Street	Taylor Street	05/20/97
3534	Fourth Street	Hedding Street	03/27/01	3534	Fourth Street	Hedding Street	02/08/00
3467	Eleventh Street	Taylor Street	03/21/01	3467	Eleventh Street	Taylor Street	03/21/01
3576	Thirteenth Street	Hedding Street	02/08/00	3576	Thirteenth Street	Hedding Street	02/08/00
3625	King Road	McKee Road	02/08/01	3625	King Road	McKee Road	10/17/01
3596	Jackson Avenue	McKee Road	03/20/01	3596	Jackson Avenue	McKee Road	03/20/01
3386	Capitol Avenue	McKee Road	01/14/99	3386	Capitol Avenue	McKee Road	01/19/99
3680	White Road	McKee Road	05/13/99	3680	White Road	McKee Road	05/20/99
3623	King Road	Mabury Road	10/17/01	3623	King Road	Mabury Road	10/17/01
3295	Jackson Avenue	Berryessa Road	10/17/01	3295	Jackson Avenue	Berryessa Road	02/06/01
3663	Lundy Avenue	Trade Zone Boulevard	02/27/01	3663	Lundy Avenue	Trade Zone Boulevarc	02/27/01
3381	Capitol Avenue	Cropley Avenue	05/17/00	3381	Capitol Avenue	Cropley Avenue	05/17/00
3383	Capitol Avenue	Hostetter Road	04/29/99	3383	Capitol Avenue	Hostetter Road	04/29/99
3293	Capitol Avenue	Berryessa Road	03/27/01	3293	Capitol Avenue	Berryessa Road	10/17/01
5427	San Tomas Expressw	Williams Road	03/23/93	5427	San Tomas Expressw	Williams Road	04/19/00
5428	San Tomas Expressw	Payne Avenue	04/30/87	5428	San Tomas Expressw	Payne Avenue	04/19/00
5603	Lawrence Expressway	Tasman Drive	04/12/00	5603	Lawrence Expressway	Tasman Drive	10/21/99
5611	Lawrence Expressway	Arques Avenue/Scott B	04/26/00	5611	Lawrence Expressway	Arques Avenue/Scott	10/27/99
5613	Lawrence Expressway	Reed Street/Monroe St	03/07/00	5613	Lawrence Expressway	Reed Street/Monroe S	10/20/99
1214	Lawrence Expressway	El Camino Real	10/23/02	1214	Lawrence Expressway	El Camino Real	10/09/03
5625	Lawrence Expressway	Homestead Road	04/25/00	5625	Lawrence Expressway	Homestead Road	10/28/99
5325	Oakmead Parkway	Central Expressway	04/13/00	5325	Oakmead Parkway	Central Expressway	10/27/99
1207	Great America Parkw	Tasman Drive	05/14/02	1207	Great America Parkw	Tasman Drive	05/14/02
1206	Great America Parkw	Mission College Boulev	09/26/01	1206	Great America Parkw	Mission College Boule	02/22/01
5329	Bowers Avenue	Central Expressway	03/11/00	5329	Bowers Avenue	Central Expressway	10/21/99
1201	Bowers Avenue	El Camino Real	10/31/02	1201	Bowers Avenue	El Camino Real	09/30/03
5408	San Tomas Expressw	Scott Boulevard	04/13/00	5408	San Tomas Expressw	Scott Boulevard	10/21/99
5414	San Tomas Expressw	Monroe Street	04/27/00	5414	San Tomas Expressw	Monroe Street	10/21/99
5416	San Tomas Expressw	El Camino Real	04/13/00	5416	San Tomas Expressw	El Camino Real	10/19/99
5419	San Tomas Expressw	Homestead Road	04/25/00	5419	San Tomas Expressw	Homestead Road	10/27/99
5332	Scott Boulevard	Central Expressway	04/13/00	5332	Scott Boulevard	Central Expressway	10/21/99
1205	Scott Boulevard	El Camino Real	09/19/01	1205	Scott Boulevard	El Camino Real	n/a
1202	Lafayette Street	El Camino Real	09/11/01	1202	Lafayette Street	El Camino Real	05/23/02
5334	Lafayette Street	Central Expressway	04/06/00	5334	Lafayette Street	Central Expressway	10/21/99

5335	De La Cruz Boulevarc	Central Expressway	04/13/00
1200	Bowers Avenue	Scott Boulevard	05/15/02
5422	San Tomas Expressw	Saratoga Avenue	04/25/00
5429	San Tomas Expressw	Hamilton Avenue	03/07/00
5805	Mission College Boule	Montague Expressway	04/13/00
5806	De La Cruz Boulevarc	Montague Expressway	10/16/01
300	Lafayette Street	Hope Drive	05/22/02
301	Lafayette Street	Monatague Expresswa	05/22/02
106	Lafayette Street	Monatague Expresswa	05/22/02
308	Lafayette Street	Benton Street	03/20/02
309	Lafayette Street	Homestead Road	03/20/02
205	Bowers Avenue	Monroe Street	05/15/02
613	Lawrence Expresswa	Kifer Road	10/01/03
809	Lawrence Expresswa	Benton Street	10/07/03
302	Kiely Boulevard	Homestead Road	05/16/02
500	San Tomas Expressw	Walsh Avenue	01/01/01
313	San Tomas Expressw	Benton Street	03/14/02
405	San Tomas Expressw	Pruneridge Avenue	09/17/02
102	Winchester Boulevarc	Hamilton Avenue	04/26/00
104	SR 17	Hamilton Avenue (Wes	04/26/00
103	SR 17	Hamilton Avenue (East	04/27/00
105	Bascom Avenue	Hamilton Avenue	04/27/00
204	Wolfe Road	Stevens Creek Bouleva	02/01/00
211	De Anza Boulevard	Stevens Creek Bouleva	03/01/00
1404	Fair Oaks Avenue	El Camino Real	04/06/00
1405	Wolfe Road	El Camino Real	04/18/00
1413	Mathilda Avenue	Maude Avenue	04/05/00
5320	Mary Avenue	Central Expressway	04/25/00
701	Abel Street	Calaveras Boulevard	10/08/98
702	Milpitas Boulevard	Calaveras Boulevard	10/06/98
5803	Great Mall Parkway	Montague Expressway	04/26/00
5804	Milpitas Boulevard	Montague Expressway	04/26/00
80	Main Street	Great Mall Parkway	10/13/99
7003	McCarthy Boulevard	Tasman Drive	06/15/99
77	I-880	Tasman Drive	10/21/99
74	I-880	Great Mall Parkway	10/21/99
29	Jacklin Road	Milpitas Boulevard	05/21/02
1001	Castro Street	El Camino Real	03/16/00
1003	Grant Road	El Camino Real	04/18/00
1004	Shoreline Boulevard	El Camino Real	03/16/00
1106	Arastradero Road	El Camino Real	04/12/00
1108	San Antonio Road	Charleston Road	04/13/00
1110	San Antonio Road	Middlefield Road	04/11/00
5305	Regstorff Avenue	Central Expressway	04/12/00
5308	Castro Street	Central Expressway	04/04/00
5310	Shoreline Boulevard	Central Expressway	03/15/00
3242	Almaden Avenue	Virginia Street	09/12/00
3247	Almaden Avenue	Grant Street	09/12/00
3254	Almaden Avenue	Willow Street	11/21/02
3466	Eleventh Street	San Salvador Street	04/30/02
3469	Eleventh Street	Hedding Street	10/24/00
3471	Eleventh Street	Julian Street	03/21/01
3472	Eleventh Street	Keyes Street	03/20/01
3475	Eleventh Street	San Carlos Street	04/30/02
3476	Eleventh Street	San Fernando Street	09/27/00
3477	Eleventh Street	Santa Clara Street	09/27/00
3478	Eleventh Street	St. James Street	03/21/01
3536	Fourth Street	Julian Street	02/27/01
3542	Fourth Street	St, James Street	09/26/00
3559	Vine Street	Grant Street	04/30/02
3581	Tenth Street	Hedding Street	05/09/01
3603	Seventeenth Street	Julian Street	11/07/00
3604	Seventh Street	Julian Street	04/15/97
3609	Tenth Street	Julian Street	03/22/01
3611	Thirteenth Street	Julian Street	02/10/00
3619	Tenth Street	Keyes Street	02/14/02
3765	Tenth Street	San Carlos Street	05/22/98
3772	Tenth Street	San Fernando Street	09/06/01
3780	Tenth Street	San Salvador Street	04/24/01
3785	Tenth Street	Santa Clara Street	02/22/01
3810	Tenth Street	St. James Street	03/20/01
3822	Tenth Street	Taylor Street	03/20/01
3834	Vine Street	Virginia Street	03/06/01
3835	Vine Street	Willow Street	11/21/02

5335	De La Cruz Boulevarc	Central Expressway	10/28/99
1200	Bowers Avenue	Scott Boulevard	05/15/02
5422	San Tomas Expressw	Saratoga Avenue	10/26/99
5429	San Tomas Expressw	Hamilton Avenue	10/12/99
5805	Mission College Boule	Montague Expresswa	10/27/99
5806	De La Cruz Boulevarc	Montague Expresswa	10/26/99
300	Lafayette Street	Hope Drive	05/22/02
301	Lafayette Street	Monatague Expressw.	05/22/02
106	Lafayette Street	Monatague Expressw.	05/22/02
308	Lafayette Street	Benton Street	03/20/02
309	Lafayette Street	Homestead Road	03/20/02
205	Bowers Avenue	Monroe Street	05/15/02
613	Lawrence Expresswa	Kifer Road	10/01/03
809	Lawrence Expresswa	Benton Street	10/07/03
302	Kiely Boulevard	Homestead Road	05/16/02
500	San Tomas Expressw	Walsh Avenue	01/01/01
313	San Tomas Expressw	Benton Street	03/20/02
405	San Tomas Expressw	Pruneridge Avenue	09/17/02
102	Winchester Boulevarc	Hamilton Avenue	11/04/98
104	SR 17	Hamilton Avenue (We	12/17/98
103	SR 17	Hamilton Avenue (Ea	12/15/98
105	Bascom Avenue	Hamilton Avenue	12/17/98
204	Wolfe Road	Stevens Creek Boule	11/02/99
211	De Anza Boulevard	Stevens Creek Boule	10/13/99
1404	Fair Oaks Avenue	El Camino Real	09/22/98
1405	Wolfe Road	El Camino Real	10/29/98
1413	Mathilda Avenue	Maude Avenue	09/29/98
5320	Mary Avenue	Central Expressway	10/26/99
701	Abel Street	Calaveras Boulevard	10/08/98
702	Milpitas Boulevard	Calaveras Boulevard	10/06/98
5803	Great Mall Parkway	Montague Expresswa	10/06/99
5804	Milpitas Boulevard	Montague Expresswa	10/07/99
80	Main Street	Great Mall Parkway	01/20/00
7003	McCarthy Boulevard	Tasman Drive	06/15/99
77	I-880	Tasman Drive	01/20/00
74	I-880	Great Mall Parkway	01/20/00
29	Jacklin Road	Milpitas Boulevard	01/27/00
1001	Castro Street	El Camino Real	n/a
1003	Grant Road	El Camino Real	n/a
1004	Shoreline Boulevard	El Camino Real	n/a
1106	Arastradero Road	El Camino Real	10/17/01
1108	San Antonio Road	Charleston Road	10/16/01
1110	San Antonio Road	Middlefield Road	10/17/01
5305	Regstorff Avenue	Central Expressway	10/13/99
5308	Castro Street	Central Expressway	10/06/99
5310	Shoreline Boulevard	Central Expressway	10/14/99
3242	Almaden Avenue	Virginia Street	09/12/00
3247	Almaden Avenue	Grant Street	09/12/00
3254	Almaden Avenue	Willow Street	11/21/02
3466	Eleventh Street	San Salvador Street	04/30/02
3469	Eleventh Street	Hedding Street	10/24/00
3471	Eleventh Street	Julian Street	03/21/01
3472	Eleventh Street	Keyes Street	03/20/01
3475	Eleventh Street	San Carlos Street	04/30/02
3476	Eleventh Street	San Fernando Street	09/27/00
3477	Eleventh Street	Santa Clara Street	09/27/00
3478	Eleventh Street	St. James Street	03/21/01
3536	Fourth Street	Julian Street	02/21/01
3542	Fourth Street	St, James Street	09/26/00
3559	Vine Street	Grant Street	04/30/02
3581	Tenth Street	Hedding Street	04/05/01
3603	Seventeenth Street	Julian Street	11/07/00
3604	Seventh Street	Julian Street	04/15/97
3609	Tenth Street	Julian Street	03/22/01
3611	Thirteenth Street	Julian Street	02/10/00
3619	Tenth Street	Keyes Street	02/14/02
3765	Tenth Street	San Carlos Street	05/22/98
3772	Tenth Street	San Fernando Street	09/06/01
3780	Tenth Street	San Salvador Street	04/24/01
3785	Tenth Street	Santa Clara Street	02/22/01
3810	Tenth Street	St. James Street	03/20/01
3822	Tenth Street	Taylor Street	03/20/01
3834	Vine Street	Virginia Street	03/06/01
3835	Vine Street	Willow Street	11/21/02

3028	5840		
Intersection Name:	Great America Parkw & SR 237 (North)		
Peak Hour:	AM	Date of Analysis:	6/11/04
Scenario:	0	Count Date:	3/29/00
Growth Factor:	0.000	Future Growth % Per Year:	0.000
Number of Months:	0.0	Number of Years to Buildout:	0

	Movements											
	North Approach			East Approach			South Approach			West Approach		
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT
		18238			5649			5843			0	
Existing	319	50	0	131	65	1166	0	117	143	0	0	0
ATI	75	166	0	227	0	0	0	553	0	0	0	0
BEA Systems	0	0	0	0	0	0	0	0	0	0	0	0
Total ATI	75	166	0	227	0	0	0	553	0	0	0	0
Existing + ATI	394	216		358	65	1166	0	670	143	0	0	0
	394	216	0	358	65	1166	0	670	143	0	0	0
Project Growth		22			106			54			0	
Project Future Volume	338	53	0	141	70	1257	0	141	173	0	0	0
	338	53	0	141	70	1257	0	141	173	0	0	0

3029	5843		
Intersection Name:	Great America Parkw & SR 237 (South)		
Peak Hour:	AM	Date of Analysis:	3/9/04
Scenario:	0	Count Date:	3/29/00
Growth Factor:	0.000	Future Growth % Per Year:	0.000
Number of Months:	0.0	Number of Years to Buildout:	0

	Movements											
	North Approach			East Approach			South Approach			West Approach		
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT
		5840			0			4197			5650	
Existing	0	1168	25	0	0	0	461	158	0	529	2	97
ATI	0	102	63	0	0	0	0	374	0	0	0	177
BEA Systems	0	0	0	0	0	0	0	0	0	0	0	0
Total ATI	0	102	63	0	0	0	0	374	0	0	0	177
Existing + ATI	0	1270	88	0	0	0	461	532	0	529	2	274
	0	1270	88	0	0	0	461	532	0	529	2	274
Project Growth		237			0			86			226	
Project Future Volume	0	1400	30	0	0	0	525	180	0	719	3	132
	0	1400	30	0	0	0	525	180	0	719	3	132

3028 5840
Intersection Name: Great America Parkw & SR 237 (North)
Peak Hour: PM Date of Analysis: 6/11/04
Scenario: Count Date: 03/29/00
(SJ) Growth Factor: 0.000 Future Growth % Per Yea 0.000
(SJ) Number of Months: 0.0 Number of Years to Buildout:

	Movements											
	North Approach			East Approach			South Approach			West Approach		
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT
		18238			5649			5843			0	
Existing	214	72	0	197	72	470	0	197	324	0	0	0
ATI	163	578	0	41	0	0	0	107	0	0	0	0
BEA Systems	0	0	0	0	0	0	0	0	0	0	0	0
Total ATI	163	578	0	41	0	0	0	107	0	0	0	0
Existing + ATI	377	650	0	238	72	470	0	304	324	0	0	0
	377	650	0	238	72	470	0	304	324	0	0	0
Project Growth		24			399			162			0	
Project Future Volume	232	78	0	303	111	724	0	258	425	0	0	0
	232	78	0	303	111	724	0	258	425	0	0	0

3029 5843
Intersection Name: Great America Parkw & SR 237 (South)
Peak Hour: PM Date of Analysis: 3/9/04
Scenario: Count Date: 03/29/00
(SJ) Growth Factor: 0.000 Future Growth % Per Yea 0.000
(SJ) Number of Months: 0.0 Number of Years to Buildout:

	Movements											
	North Approach			East Approach			South Approach			West Approach		
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT
		5840			0			4197			5650	
Existing	0	519	39	0	0	0	625	324	0	296	0	128
ATI	0	361	217	0	0	0	0	58	0	0	0	49
BEA Systems	0	0	0	0	0	0	0	0	0	0	0	0
Total ATI	0	361	217	0	0	0	0	58	0	0	0	49
Existing + ATI	0	880	256	0	0	0	625	382	0	296	0	177
	0	880	256	0	0	0	625	382	0	296	0	177
Project Growth		399			0			219			67	
Project Future Volume	0	890	67	0	0	0	769	399	0	343	0	148
	0	890	67	0	0	0	769	399	0	343	0	148

3026 5864
Intersection Name: North First Street & SR 237 (North)
Peak Hour: AM Date of Analysis: 3/9/04
Scenario: 0 Count Date: 3/29/00
Growth Factor: 0.000 Future Growth % Per Year: 0.000
Number of Months: 0.0 Number of Years to Buildout: 0

	Movements											
	North Approach			East Approach			South Approach			West Approach		
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT
		5839			5869			5837			0	
Existing	39	171	0	80	1	155	0	225	338	0	0	0
ATI	57	288	0	450	0	62	0	870	178	0	0	0
BEA Systems	0	0	0	0	0	14	0	0	3	0	0	0
Total ATI	57	288	0	450	0	76	0	870	181	0	0	0
Existing + ATI	96	459	0	530	1	231	0	1095	519	0	0	0
	96	459	0	530	1	231	0	1095	519	0	0	0
Project Growth		60			348			110			0	
Project Future Volume	50	220	0	198	2	398	0	269	407	0	0	0
	50	220	0	198	2	398	0	269	407	0	0	0

3027 5837
Intersection Name: North First Street & SR 237 (South)
Peak Hour: AM Date of Analysis: 3/9/04
Scenario: 0 Count Date: 3/29/00
Growth Factor: 0.000 Future Growth % Per Year: 0.000
Number of Months: 0.0 Number of Years to Buildout: 0

	Movements											
	North Approach			East Approach			South Approach			West Approach		
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT
		5864			18132			18129			18130	
Existing	25	228	82	47	14	945	183	483	2	5	16	16
ATI	0	236	121	241	0	347	16	817	0	0	0	0
BEA Systems	0	14	0	0	0	14	3	3	0	0	0	0
Total ATI	0	250	121	241	0	361	19	820	0	0	0	0
Existing + ATI	25	478	203	288	14	1306	202	1303	2	5	16	16
	25	478	203	288	14	1306	202	1303	2	5	16	16
Project Growth		285			575			135			14	
Project Future Volume	46	436	152	74	22	1499	223	584	2	7	22	22
	46	436	152	74	22	1499	223	584	2	7	22	22

3026 5864
Intersection Name: North First Street & SR 237 (North)
Peak Hour: PM Date of Analysis: 3/9/04
Scenario: Count Date: 03/29/00
(SJ) Growth Factor: 0.000 Future Growth % Per Yea 0.000
(SJ) Number of Months: 0.0 Number of Years to Buildout: 0.0

	Movements											
	North Approach			East Approach			South Approach			West Approach		
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT
		5839			5869			5837			0	
Existing	118	256	0	50	1	147	0	134	711	0	0	0
ATI	228	1092	0	50	0	14	0	123	359	0	0	0
BEA Systems	0	0	0	0	0	2	0	0	14	0	0	0
Total ATI	228	1092	0	50	0	16	0	123	373	0	0	0
Existing + ATI	346	1348	0	100	1	163	0	257	1084	0	0	0
	346	1348	0	100	1	163	0	257	1084	0	0	0
Project Growth		56			128			1100			0	
Project Future Volume	136	294	0	82	2	244	0	308	1651	0	0	0
	136	294	0	82	2	244	0	308	1651	0	0	0

3027 5837
Intersection Name: North First Street & SR 237 (South)
Peak Hour: PM Date of Analysis: 3/9/04
Scenario: Count Date: 03/29/00
(SJ) Growth Factor: 0.000 Future Growth % Per Yea 0.000
(SJ) Number of Months: 0.0 Number of Years to Buildout: 0.0

	Movements											
	North Approach			East Approach			South Approach			West Approach		
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT
		5864			18132			18129			18130	
Existing	20	307	69	35	10	716	224	879	7	5	1	1
ATI	0	657	449	27	0	114	62	455	0	0	0	0
BEA Systems	0	2	0	0	0	2	14	14	0	0	0	0
Total ATI	0	659	449	27	0	116	76	469	0	0	0	0
Existing + ATI	20	966	518	62	10	832	300	1348	7	5	1	1
	20	966	518	62	10	832	300	1348	7	5	1	1
Project Growth		127			348			1305			19	
Project Future Volume	26	407	91	51	15	1045	501	1926	15	19	4	4
	26	407	91	51	15	1045	501	1926	15	19	4	4

3030	5863		
Intersection Name:	Zanker Road	& SR 237 (North)	
Peak Hour:	AM	Date of Analysis:	3/9/04
Scenario:	0	Count Date:	3/28/00
Growth Factor:	0.000	Future Growth % Per Year:	0.000
Number of Months:	0.0	Number of Years to Buildout:	0

	Movements											
	North Approach			East Approach			South Approach			West Approach		
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT
		5667			18239			5846			0	
Existing	0	52	7	55	0	606	403	68	0	0	0	0
ATI	0	155	21	336	0	391	14	246	0	0	0	0
BEA Systems	0	14	0	0	0	14	0	3	0	0	0	0
Total ATI	0	169	21	336	0	405	14	249	0	0	0	0
Existing + ATI	0	221	28	391	0	1011	417	317	0	0	0	0
	0	221	28	391	0	1011	417	317	0	0	0	0
Project Growth		-1			48			58			0	
Project Future Volume	0	65	7	59	0	664	453	79	0	0	0	0
	0	65	7	59	0	664	453	79	0	0	0	0

3031	5846		
Intersection Name:	Zanker Road	& SR 237 (South)	
Peak Hour:	AM	Date of Analysis:	3/9/04
Scenario:	0	Count Date:	3/28/00
Growth Factor:	0.000	Future Growth % Per Year:	0.000
Number of Months:	0.0	Number of Years to Buildout:	0

	Movements											
	North Approach			East Approach			South Approach			West Approach		
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT
		5863			0			9508			5853	
Existing	0	585	38	0	0	0	102	435	0	770	0	13
ATI	0	438	100	0	0	0	147	215	0	-2	0	66
BEA Systems	0	28	0	0	0	0	3	3	0	0	0	0
Total ATI	0	466	100	0	0	0	150	218	0	-2	0	66
Existing + ATI	0	1051	138	0	0	0	252	653	0	768	0	79
	0	792	66	391	0	997	519	749	0	770	0	13
Project Growth		40			0			540			252	
Project Future Volume	0	651	40	0	0	0	208	875	0	1018	0	17
	0	651	40	0	0	0	208	875	0	1018	0	17

3030 5863
Intersection Name: Zanker Road & SR 237 (North)
Peak Hour: PM Date of Analysis: 3/9/04
Scenario: Count Date: 03/28/00
(SJ) Growth Factor: 0.000 Future Growth % Per Yea 0.000
(SJ) Number of Months: 0.0 Number of Years to Buildout: 0.0

	Movements											
	North Approach			East Approach			South Approach			West Approach		
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT
		5667			18239			5846			0	
Existing	0	117	15	34	0	197	728	60	0	0	0	0
ATI	0	546	74	85	0	109	-18	65	0	0	0	0
BEA Systems	0	2	0	0	0	2	0	14	0	0	0	0
Total ATI	0	548	74	85	0	111	-18	79	0	0	0	0
Existing + ATI	0	665	89	119	0	308	710	139	0	0	0	0
	0	665	89	119	0	308	710	139	0	0	0	0
Project Growth		68			415			290			0	
Project Future Volume	0	179	23	95	0	553	996	96	0	0	0	0
	0	179	23	95	0	553	996	96	0	0	0	0

3031 5846
Intersection Name: Zanker Road & SR 237 (South)
Peak Hour: PM Date of Analysis: 3/9/04
Scenario: Count Date: 03/28/00
(SJ) Growth Factor: 0.000 Future Growth % Per Yea 0.000
(SJ) Number of Months: 0.0 Number of Years to Buildout: 0.0

	Movements											
	North Approach			East Approach			South Approach			West Approach		
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT
		5863			0			9508			5853	
Existing	0	227	112	0	0	0	645	760	0	102	28	3
ATI	0	299	355	0	0	0	338	87	0	11	0	21
BEA Systems	0	3	0	0	0	0	14	14	0	0	0	0
Total ATI	0	302	355	0	0	0	352	101	0	11	0	21
Existing + ATI	0	529	467	0	0	0	997	861	0	113	28	24
	0	890	201	119	0	306	1355	885	0	102	28	3
Project Growth		457			0			1081			96	
Project Future Volume	0	536	263	0	0	0	1155	1359	0	176	48	5
	0	536	263	0	0	0	1155	1359	0	176	48	5

5807 5704
Intersection Name: North First Street & Montague Expressway
Peak Hour: AM Date of Analysis: 3/9/04
Scenario: 0 Count Date: 3/9/00
Growth Factor: 0.000 Future Growth % Per Year: 0.000
Number of Months: 0.0 Number of Years to Buildout: 0

	Movements											
	North Approach			East Approach			South Approach			West Approach		
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT
		18143			19008			18260			19007	
Existing	129	262	57	160	2085	81	30	990	233	317	2017	656
ATI	177	443	9	35	26	-1	4	566	2	41	56	418
BEA Systems	0	28	0	0	0	0	0	7	0	0	0	0
Total ATI	177	471	9	35	26	-1	4	573	2	41	56	418
Existing + ATI	306	733	66	195	2111	80	34	1563	235	358	2073	1074
	306	733	66	195	2111	80	34	1563	235	358	2073	1074
Project Growth		547			1485			86			2073	
Project Future Volume	287	610	127	262	3416	133	32	1065	249	537	3415	1111
	287	610	127	262	3416	133	32	1065	249	537	3415	1111

5812 5675
Intersection Name: Zanker Road & Montague Expressway
Peak Hour: AM Date of Analysis: 3/9/04
Scenario: 0 Count Date: 3/9/00
Growth Factor: 0.000 Future Growth % Per Year: 0.000
Number of Months: 0.0 Number of Years to Buildout: 0

	Movements											
	North Approach			East Approach			South Approach			West Approach		
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT
		9517			19005			18259			19006	
Existing	72	116	38	110	2056	67	2	612	109	295	1418	383
ATI	39	261	14	61	38	-3	-2	321	-1	30	-16	35
BEA Systems	0	28	0	0	0	0	0	7	0	0	0	0
Total ATI	39	289	14	61	38	-3	-2	328	-1	30	-16	35
Existing + ATI	111	405	52	171	2094	64	0	940	108	325	1402	418
	111	405	52	171	2094	64	0	940	108	325	1402	418
Project Growth		1847			1454			552			1301	
Project Future Volume	660	1092	349	182	3395	111	4	1086	192	478	2298	621
	660	1092	349	182	3395	111	4	1086	192	478	2298	621

5807 5704
Intersection Name: North First Street & Montague Expressway
Peak Hour: PM Date of Analysis: 3/9/04
Scenario: Count Date: 03/09/00
(SJ) Growth Factor: 0.000 Future Growth % Per Yea 0.000
(SJ) Number of Months: 0.0 Number of Years to Buildout: 0.0

	Movements											
	North Approach			East Approach			South Approach			West Approach		
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT
		18143			19008			18260			19007	
Existing	506	710	267	26	2026	85	73	484	440	212	1664	290
ATI	459	565	35	6	52	3	-1	398	41	-1	61	177
BEA Systems	0	3	0	0	0	0	0	27	0	0	0	0
Total ATI	459	568	35	6	52	3	-1	425	41	-1	61	177
Existing + ATI	965	1278	302	32	2078	88	72	909	481	211	1725	467
	965	1278	302	32	2078	88	72	909	481	211	1725	467
Project Growth		-54			1713			1042			1877	
Project Future Volume	488	687	257	47	3650	153	149	1017	900	396	3106	541
	488	687	257	47	3650	153	149	1017	900	396	3106	541

5812 5675
Intersection Name: Zanker Road & Montague Expressway
Peak Hour: PM Date of Analysis: 3/9/04
Scenario: Count Date: 03/09/00
(SJ) Growth Factor: 0.000 Future Growth % Per Yea 0.000
(SJ) Number of Months: 0.0 Number of Years to Buildout: 0.0

	Movements											
	North Approach			East Approach			South Approach			West Approach		
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT
		9517			19005			18259			19006	
Existing	487	468	65	38	1544	29	33	160	182	271	1701	87
ATI	33	330	56	11	4	-2	-2	254	30	-1	33	40
BEA Systems	0	3	0	0	0	0	0	27	0	0	0	0
Total ATI	33	333	56	11	4	-2	-2	281	30	-1	33	40
Existing + ATI	520	801	121	49	1548	27	31	441	212	270	1734	127
	520	801	121	49	1548	27	31	441	212	270	1734	127
Project Growth		940			556			2259			1554	
Project Future Volume	936	902	125	51	2077	39	232	1151	1278	476	2985	153
	936	902	125	51	2077	39	232	1151	1278	476	2985	153

5813 5676
Intersection Name: River Oaks Parkway & Montague Expressway
Peak Hour: AM Date of Analysis: 3/9/04
Scenario: 0 Count Date: 6/8/00
Growth Factor: 0.000 Future Growth % Per Year: 0.000
Number of Months: 0.0 Number of Years to Buildout: 0

	Movements											
	North Approach			East Approach			South Approach			West Approach		
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT
		18031			19003			4260			19004	
Existing	10	1140	211	120	189	326	188	2309	304	23	157	19
ATI	0	16	0	0	0	0	0	43	29	30	0	0
BEA Systems	0	0	0	0	0	0	0	0	0	0	0	0
Total ATI	0	16	0	0	0	0	0	43	29	30	0	0
Existing + ATI	10	1156	211	120	189	326	188	2352	333	53	157	19
	10	1156	211	120	189	326	188	2352	333	53	157	19
Project Growth		439			1323			238			1296	
Project Future Volume	13	1508	279	370	583	1005	204	2505	330	173	1179	143
	13	1508	279	370	583	1005	204	2505	330	173	1179	143

5808 5741
Intersection Name: Trimble Road & Montague Expressway
Peak Hour: AM Date of Analysis: 3/9/04
Scenario: 0 Count Date: 3/9/00
Growth Factor: 0.000 Future Growth % Per Year: 0.000
Number of Months: 0.0 Number of Years to Buildout: 0

	Movements											
	North Approach			East Approach			South Approach			West Approach		
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT
		18158			19001			4273			19002	
Existing	0	0	0	0	2434	1248	725	0	67	30	1332	0
ATI	0	0	0	0	99	640	87	0	0	0	45	-24
BEA Systems	0	0	0	0	0	278	70	0	0	0	0	0
Total ATI	0	0	0	0	99	918	157	0	0	0	45	-24
Existing + ATI	0	0	0	0	2533	2166	882	0	67	30	1377	-24
	0	0	0	0	2533	2166	882	0	67	30	1377	-24
Project Growth		137			2199			24			1277	
Project Future Volume	0	0	0	0	3888	2271	817	0	69	58	2581	0
	0	0	0	0	3888	2271	817	0	69	58	2581	0

5813 5676
Intersection Name: River Oaks Parkway & Montague Expressway
Peak Hour: PM Date of Analysis: 3/9/04
Scenario: Count Date: 06/08/00
(SJ) Growth Factor: 0.000 Future Growth % Per Yea 0.000
(SJ) Number of Months: 0.0 Number of Years to Buildout: 0.0

	Movements											
	North Approach			East Approach			South Approach			West Approach		
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT
		18031			19003			4260			19004	
Existing	96	1516	58	113	224	226	82	1402	70	537	225	87
ATI	0	39	0	0	0	0	0	17	30	29	0	0
BEA Systems	0	0	0	0	0	0	0	0	0	0	0	0
Total ATI	0	39	0	0	0	0	0	17	30	29	0	0
Existing + ATI	96	1555	58	113	224	226	82	1419	100	566	225	87
	96	1555	58	113	224	226	82	1419	100	566	225	87
Project Growth		198			1117			1082			1078	
Project Future Volume	107	1696	65	337	668	674	139	2378	119	1219	511	197
	107	1696	65	337	668	674	139	2378	119	1219	511	197

5808 5741
Intersection Name: Trimble Road & Montague Expressway
Peak Hour: PM Date of Analysis: 3/9/04
Scenario: Count Date: 03/09/00
(SJ) Growth Factor: 0.000 Future Growth % Per Yea 0.000
(SJ) Number of Months: 0.0 Number of Years to Buildout: 0.0

	Movements											
	North Approach			East Approach			South Approach			West Approach		
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT
		18158			19001			4273			19002	
Existing	0	0	0	0	1259	921	1320	0	39	22	2274	0
ATI	0	0	0	0	10	106	519	0	0	0	212	0
BEA Systems	0	0	0	0	0	30	274	0	0	0	0	0
Total ATI	0	0	0	0	10	136	793	0	0	0	212	0
Existing + ATI	0	0	0	0	1269	1057	2113	0	39	22	2486	0
	0	0	0	0	1269	1057	2113	0	39	22	2486	0
Project Growth		91			1149			1270			1360	
Project Future Volume	0	0	0	0	1923	1436	2828	0	75	35	3621	0
	0	0	0	0	1923	1436	2828	0	75	35	3621	0

5809 5709
Intersection Name: McCarthy Boulevard & Montague Expressway
Peak Hour: AM Date of Analysis: 3/9/04
Scenario: 0 Count Date: 3/16/00
Growth Factor: 0.000 Future Growth % Per Year: 0.000
Number of Months: 0.0 Number of Years to Buildout: 0

	Movements											
	North Approach			East Approach			South Approach			West Approach		
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT
		9515			19019			18185			19000	
Existing	236	136	175	534	4126	221	126	155	101	143	1591	430
ATI	0	0	7	30	743	7	0	65	0	0	146	0
BEA Systems	0	0	0	0	278	0	0	0	0	0	70	0
Total ATI	0	0	7	30	1021	7	0	65	0	0	216	0
Existing + ATI	236	136	182	564	5147	228	126	220	101	143	1807	430
	236	136	182	564	5147	228	126	220	101	143	1807	430
Project Growth		387			2344			253			1091	
Project Future Volume	403	232	299	790	6385	327	209	258	168	215	2463	647
	403	232	299	790	6385	327	209	258	168	215	2463	647

5801 5801
Intersection Name: Old Oakland Road & Montague Expressway
Peak Hour: AM Date of Analysis: 3/9/04
Scenario: 0 Count Date: 4/26/00
Growth Factor: 0.000 Future Growth % Per Year: 0.000
Number of Months: 0.0 Number of Years to Buildout: 0

	Movements											
	North Approach			East Approach			South Approach			West Approach		
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT
		4369			19030			4463			19027	
Existing	637	454	386	112	2670	194	86	573	664	248	1322	183
ATI	34	15	0	7	73	28	7	104	2	10	25	19
BEA Systems	0	0	0	0	28	0	0	0	0	0	7	0
Total ATI	34	15	0	7	101	28	7	104	2	10	32	19
Existing + ATI	671	469	386	119	2771	222	93	677	666	258	1354	202
	671	469	386	119	2771	222	93	677	666	258	1354	202
Project Growth		313			963			1385			517	
Project Future Volume	772	550	468	148	3562	257	176	1173	1359	321	1719	237
	772	550	468	148	3562	257	176	1173	1359	321	1719	237

5809 5709
Intersection Name: McCarthy Boulevard & Montague Expressway
Peak Hour: PM Date of Analysis: 3/9/04
Scenario: Count Date: 03/16/00
(SJ) Growth Factor: 0.000 Future Growth % Per Yea 0.000
(SJ) Number of Months: 0.0 Number of Years to Buildout: 0.0

	Movements											
	North Approach			East Approach			South Approach			West Approach		
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT
		9515			19019			18185			19000	
Existing	397	266	647	59	1726	194	472	126	90	66	3246	133
ATI	0	0	30	3	113	10	0	14	0	0	799	7
BEA Systems	0	0	0	0	30	0	0	0	0	0	274	0
Existing + ATI	397	266	677	62	1869	204	472	140	90	66	4319	140
	794	532	1324	121	3595	398	944	266	180	132	7565	273
Project Growth		169			1256			525			2690	
Project Future Volume	448	300	730	96	2851	317	832	222	159	118	6055	237
	448	300	730	96	2851	317	832	222	159	118	6055	237

5801 5801
Intersection Name: Old Oakland Road & Montague Expressway
Peak Hour: PM Date of Analysis: 3/9/04
Scenario: Count Date: 04/26/00
(SJ) Growth Factor: 0.000 Future Growth % Per Yea 0.000
(SJ) Number of Months: 0.0 Number of Years to Buildout: 0.0

	Movements											
	North Approach			East Approach			South Approach			West Approach		
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT
		4369			19030			4463			19027	
Existing	170	324	136	164	1324	210	216	510	264	432	3059	706
ATI	4	3	0	1	4	3	29	36	9	3	163	55
BEA Systems	0	0	0	0	3	0	0	0	0	0	27	0
Total ATI	4	3	0	1	7	3	29	36	9	3	190	55
Existing + ATI	174	327	136	165	1331	213	245	546	273	435	3249	761
	174	327	136	165	1331	213	245	546	273	435	3249	761
Project Growth		628			945			890			2056	
Project Future Volume	339	647	272	255	2064	327	410	968	501	644	4585	1052
	339	647	272	255	2064	327	410	968	501	644	4585	1052

5802 9102
Intersection Name: Trade Zone Boulevar & Montague Expressway
Peak Hour: AM Date of Analysis: 3/9/04
Scenario: 0 Count Date: 3/16/00
Growth Factor: 0.000 Future Growth % Per Year: 0.000
Number of Months: 0.0 Number of Years to Buildout: 0

	Movements											
	North Approach			East Approach			South Approach			West Approach		
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT
		18252			19034			9521			19033	
Existing	45	68	15	58	2474	333	184	22	518	694	736	168
ATI	12	0	4	0	46	0	0	0	124	36	6	0
BEA Systems	0	0	0	0	28	0	0	0	0	0	7	0
Total ATI	12	0	4	0	74	0	0	0	124	36	13	0
Existing + ATI	57	68	19	58	2548	333	184	22	642	730	749	168
	57	68	19	58	2548	333	184	22	642	730	749	168
Project Growth		53			1128			149			553	
Project Future Volume	64	96	21	81	3476	464	222	27	625	934	998	226
	64	96	21	81	3476	464	222	27	625	934	998	226

3096 5731
Intersection Name: De La Cruz Boulevar & Trimble Road
Peak Hour: AM Date of Analysis: 3/9/04
Scenario: 0 Count Date: 5/16/00
Growth Factor: 0.000 Future Growth % Per Year: 0.000
Number of Months: 0.0 Number of Years to Buildout: 0

	Movements											
	North Approach			East Approach			South Approach			West Approach		
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT
		18113			18189			18188			5697	
Existing	374	46	132	449	912	54	69	124	76	142	1875	601
ATI	6	0	12	2	289	0	0	0	0	0	1295	25
BEA Systems	0	0	0	0	63	0	0	0	0	0	250	0
Total ATI	6	0	12	2	352	0	0	0	0	0	1545	25
Existing + ATI	380	46	144	451	1264	54	69	124	76	142	3420	626
	380	46	144	451	1264	54	69	124	76	142	3420	626
Project Growth		160			-144			29			629	
Project Future Volume	482	59	170	403	882	49	76	137	84	176	2575	745
	482	59	170	403	882	49	76	137	84	176	2575	745

5802 9102
Intersection Name: Trade Zone Boulevar & Montague Expressway
Peak Hour: PM Date of Analysis: 3/9/04
Scenario: Count Date: 03/16/00
(SJ) Growth Factor: 0.000 Future Growth % Per Yea 0.000
(SJ) Number of Months: 0.0 Number of Years to Buildout: 0.0

	Movements											
	North Approach			East Approach			South Approach			West Approach		
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT
		18252			19034			9521			19033	
Existing	108	131	70	34	1023	144	128	73	582	1252	2015	34
ATI	96	0	29	0	-3	0	0	0	25	23	45	0
BEA Systems	0	0	0	0	3	0	0	0	0	0	27	0
Total ATI	96	0	29	0	0	0	0	0	25	23	72	0
Existing + ATI	204	131	99	34	1023	144	128	73	607	1275	2087	34
	204	131	99	34	1023	144	128	73	607	1275	2087	34
Project Growth		310			729			386			1209	
Project Future Volume	216	262	140	55	1647	231	191	109	869	1711	2780	46
	216	262	140	55	1647	231	191	109	869	1711	2780	46

3096 5731
Intersection Name: De La Cruz Boulevar & Trimble Road
Peak Hour: PM Date of Analysis: 3/9/04
Scenario: Count Date: 05/16/00
(SJ) Growth Factor: 0.000 Future Growth % Per Yea 0.000
(SJ) Number of Months: 0.0 Number of Years to Buildout: 0.0

	Movements											
	North Approach			East Approach			South Approach			West Approach		
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT
		18113			18189			18188			5697	
Existing	1126	57	458	191	1579	56	62	75	136	83	1041	316
ATI	24	0	2	12	1290	0	0	0	0	0	233	2
BEA Systems	0	0	0	0	246	0	0	0	0	0	27	0
Total ATI	24	0	2	12	1536	0	0	0	0	0	260	2
Existing + ATI	1150	57	460	203	3115	56	62	75	136	83	1301	318
	1150	57	460	203	3115	56	62	75	136	83	1301	318
Project Growth		148			815			121			222	
Project Future Volume	1228	62	499	276	2530	81	89	108	196	96	1228	365
	1228	62	499	276	2530	81	89	108	196	96	1228	365

3098 5705
Intersection Name: North First Street & Trimble Road
Peak Hour: AM Date of Analysis: 3/9/04
Scenario: 0 Count Date: 3/21/00
Growth Factor: 0.000 Future Growth % Per Year: 0.000
Number of Months: 0.0 Number of Years to Buildout: 0

	Movements											
	North Approach			East Approach			South Approach			West Approach		
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT
		18163			18319			18335			18318	
Existing	44	361	67	52	1177	177	140	1116	545	206	933	285
ATI	123	295	-6	-6	352	279	99	387	43	133	102	173
BEA Systems	0	28	0	0	0	306	77	7	0	0	0	0
Total ATI	123	323	-6	-6	352	585	176	394	43	133	102	173
Existing + ATI	167	684	61	46	1529	762	316	1510	588	339	1035	458
	167	684	61	46	1529	762	316	1510	588	339	1035	458
Project Growth		1021			1481			50			392	
Project Future Volume	139	1170	212	107	2417	669	221	1154	560	263	1190	363
	139	1170	212	107	2417	669	221	1154	560	263	1190	363

3119 5708
Intersection Name: Zanker Road & Trimble Road
Peak Hour: AM Date of Analysis: 3/9/04
Scenario: 0 Count Date: 4/11/00
Growth Factor: 0.000 Future Growth % Per Year: 0.000
Number of Months: 0.0 Number of Years to Buildout: 0

	Movements											
	North Approach			East Approach			South Approach			West Approach		
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT
		18299			18170			18194			18062	
Existing	25	137	16	44	1012	142	91	843	383	113	707	201
ATI	27	161	24	-2	506	97	24	261	-6	-11	93	33
BEA Systems	28	0	0	0	278	0	0	0	0	0	70	7
Total ATI	55	161	24	-2	784	97	24	261	-6	-11	163	40
Existing + ATI	80	298	40	42	1796	239	115	1104	377	102	870	241
	80	298	40	42	1796	239	115	1104	377	102	870	241
Project Growth		1762			1074			1308			-107	
Project Future Volume	300	1493	174	83	2197	269	181	1680	763	101	703	187
	300	1493	174	83	2197	269	181	1680	763	101	703	187

3098 5705
Intersection Name: North First Street & Trimble Road
Peak Hour: PM Date of Analysis: 3/9/04
Scenario: Count Date: 03/21/00
(SJ) Growth Factor: 0.000 Future Growth % Per Yea 0.000
(SJ) Number of Months: 0.0 Number of Years to Buildout: 0.0

	Movements											
	North Approach			East Approach			South Approach			West Approach		
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT
		18163			18319			18335			18318	
Existing	127	1277	191	32	866	396	99	568	224	275	1093	325
ATI	170	379	-6	-6	118	88	289	266	135	49	388	106
BEA Systems	0	3	0	0	0	33	301	27	0	0	0	0
Total ATI	170	382	-6	-6	118	121	590	293	135	49	388	106
Existing + ATI	297	1659	185	26	984	517	689	861	359	324	1481	431
	297	1659	185	26	984	517	689	861	359	324	1481	431
Project Growth		157			584			921			1730	
Project Future Volume	140	1406	210	46	1257	608	502	1182	456	556	2210	657
	140	1406	210	46	1257	608	502	1182	456	556	2210	657

3119 5708
Intersection Name: Zanker Road & Trimble Road
Peak Hour: PM Date of Analysis: 3/9/04
Scenario: Count Date: 04/11/00
(SJ) Growth Factor: 0.000 Future Growth % Per Yea 0.000
(SJ) Number of Months: 0.0 Number of Years to Buildout: 0.0

	Movements											
	North Approach			East Approach			South Approach			West Approach		
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT
		18299			18170			18194			18062	
Existing	63	1849	107	43	952	310	40	167	96	292	1442	76
ATI	35	274	12	-1	76	20	96	149	-11	-6	505	27
BEA Systems	3	0	0	0	30	0	0	0	0	0	274	27
Total ATI	38	274	12	-1	106	20	96	149	-11	-6	779	54
Existing + ATI	101	2123	119	42	1058	330	136	316	85	286	2221	130
	101	2123	119	42	1058	330	136	316	85	286	2221	130
Project Growth		1218			285			2308			1588	
Project Future Volume	104	2964	172	52	1190	378	345	1439	827	548	2981	170
	104	2964	172	52	1190	378	345	1439	827	548	2981	170

3083	5693		
Intersection Name:	North First Street & Brokaw Road		
Peak Hour:	AM	Date of Analysis:	3/9/04
Scenario:	0	Count Date:	2/24/00
Growth Factor:	0.000	Future Growth % Per Year:	0.000
Number of Months:	0.0	Number of Years to Buildout:	0

	Movements											
	North Approach			East Approach			South Approach			West Approach		
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT
		18266			18232			18233			18230	
Existing	83	340	97	445	903	419	355	1131	60	12	1134	538
ATI	87	252	41	807	496	148	18	229	7	7	201	68
BEA Systems	0	127	7	369	0	0	0	167	0	0	0	0
Total ATI	87	379	48	1176	496	148	18	396	7	7	201	68
Existing + ATI	170	719	145	1621	1399	567	373	1527	67	19	1335	606
	170	719	145	1621	1399	567	373	1527	67	19	1335	606
Project Growth		298			624			23			318	
Project Future Volume	131	662	160	971	1222	567	360	1315	61	14	1348	640
	131	662	160	971	1222	567	360	1315	61	14	1348	640

3020	18232		
Intersection Name:	US 101 & Brokaw Road		
Peak Hour:	AM	Date of Analysis:	3/9/04
Scenario:	0	Count Date:	5/9/00
Growth Factor:	0.000	Future Growth % Per Year:	0.000
Number of Months:	0.0	Number of Years to Buildout:	0

	Movements											
	North Approach			East Approach			South Approach			West Approach		
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT
		0			18012			5692			5693	
Existing	20	0	12	41	1306	0	275	24	558	0	1378	9
ATI	0	0	0	0	256	0	14	0	805	0	20	0
BEA Systems	0	0	0	0	28	0	0	0	341	0	7	0
Total ATI	0	0	0	0	284	0	14	0	1146	0	27	0
Existing + ATI	20	0	12	41	1590	0	289	24	1704	0	1405	9
	20	0	12	41	1590	0	289	24	1704	0	1405	9
Project Growth		0			565			487			383	
Project Future Volume	20	0	12	58	1882	0	431	38	1216	0	1766	11
	20	0	12	58	1882	0	431	38	1216	0	1766	11

3083 5693
Intersection Name: North First Street & Brokaw Road
Peak Hour: PM Date of Analysis: 3/9/04
Scenario: Count Date: 02/24/00
(SJ) Growth Factor: 0.000 Future Growth % Per Yea 0.000
(SJ) Number of Months: 0.0 Number of Years to Buildout: 0.0

	Movements											
	North Approach			East Approach			South Approach			West Approach		
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT
		18266			18232			18233			18230	
Existing	355	1204	163	228	1193	496	138	538	119	37	722	173
ATI	98	873	155	94	517	68	73	107	13	13	256	73
BEA Systems	0	500	27	40	0	0	0	18	0	0	0	0
Total ATI	98	1373	182	134	517	68	73	125	13	13	256	73
Existing + ATI	453	2577	345	362	1710	564	211	663	132	50	978	246
	453	2577	345	362	1710	564	211	663	132	50	978	246
Project Growth		35			415			391			1007	
Project Future Volume	362	1728	193	317	1451	603	206	821	178	77	1502	360
	362	1728	193	317	1451	603	206	821	178	77	1502	360

3020 18232
Intersection Name: US 101 & Brokaw Road
Peak Hour: PM Date of Analysis: 3/9/04
Scenario: Count Date: 05/09/00
(SJ) Growth Factor: 0.000 Future Growth % Per Yea 0.000
(SJ) Number of Months: 0.0 Number of Years to Buildout: 0.0

	Movements											
	North Approach			East Approach			South Approach			West Approach		
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT
		0			18012			5692			5693	
Existing	25	0	50	25	1153	0	295	49	665	0	1078	48
ATI	0	0	0	0	59	0	-8	0	137	0	248	0
BEA Systems	0	0	0	0	3	0	0	0	37	0	27	0
Total ATI	0	0	0	0	62	0	-8	0	174	0	275	0
Existing + ATI	25	0	50	25	1215	0	287	49	839	0	1353	48
	25	0	50	25	1215	0	287	49	839	0	1353	48
Project Growth		0			252			406			1109	
Project Future Volume	25	0	50	30	1403	0	414	69	970	0	2167	95
	25	0	50	30	1403	0	414	69	970	0	2167	95

3085	5257			
Intersection Name:	Zanker Road	& Brokaw Road		
Peak Hour:	AM		Date of Analysis:	3/9/04
Scenario:	0		Count Date:	2/17/00
Growth Factor:	0.000		Future Growth % Per Year:	0.000
Number of Months:	0.0		Number of Years to Buildout:	0

	Movements											
	North Approach			East Approach			South Approach			West Approach		
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT
		18357			18275			18196			18073	
Existing	38	132	112	694	1759	132	58	698	58	23	881	299
ATI	-5	29	20	114	256	-5	-3	66	20	-2	70	19
BEA Systems	0	0	0	0	14	0	0	0	0	0	3	0
Total ATI	-5	29	20	114	270	-5	-3	66	20	-2	73	19
Existing + ATI	33	161	132	808	2029	127	55	764	78	21	954	318
	33	161	132	808	2029	127	55	764	78	21	954	318
Project Growth		1003			466			1740			413	
Project Future Volume	173	601	510	819	2090	156	182	2190	182	31	1186	402
	173	601	510	819	2090	156	182	2190	182	31	1186	402

3051	5677			
Intersection Name:	I-880	& Brokaw Road (West)		
Peak Hour:	AM		Date of Analysis:	3/9/04
Scenario:	0		Count Date:	3/23/00
Growth Factor:	0.000		Future Growth % Per Year:	0.000
Number of Months:	0.0		Number of Years to Buildout:	0

	Movements											
	North Approach			East Approach			South Approach			West Approach		
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT
		18187			4502			0			4282	
Existing	389	42	173	422	2443	845	0	0	0	152	778	0
ATI	230	4	90	28	242	35	0	13	7	12	263	0
BEA Systems	0	5	3	35	14	0	0	0	0	0	3	0
Total ATI	230	9	93	63	256	35	0	13	7	12	266	0
Existing + ATI	619	51	266	485	2699	880	0	13	7	164	1044	0
	619	51	266	485	2699	880	0	13	7	164	1044	0
Project Growth		177			-60			0			905	
Project Future Volume	503	59	227	450	2417	831	0	0	0	300	1538	0
	503	59	227	450	2417	831	0	0	0	300	1538	0

3085 5257
Intersection Name: Zanker Road & Brokaw Road
Peak Hour: PM Date of Analysis: 3/9/04
Scenario: Count Date: 02/17/00
(SJ) Growth Factor: 0.000 Future Growth % Per Yea 0.000
(SJ) Number of Months: 0.0 Number of Years to Buildout: 0.0

	Movements											
	North Approach			East Approach			South Approach			West Approach		
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT
		18357			18275			18196			18073	
Existing	207	1620	659	202	1266	325	108	83	44	36	1128	81
ATI	18	67	116	19	88	-3	-5	22	-5	19	238	-8
BEA Systems	0	0	0	0	2	0	0	0	0	0	14	0
Total ATI	18	67	116	19	90	-3	-5	22	-5	19	252	-8
Existing + ATI	225	1687	775	221	1356	322	103	105	39	55	1380	73
	225	1687	775	221	1356	322	103	105	39	55	1380	73
Project Growth		1241			759			971			1310	
Project Future Volume	310	2429	988	288	1804	463	554	426	226	74	2329	166
	310	2429	988	288	1804	463	554	426	226	74	2329	166

3051 5677
Intersection Name: I-880 & Brokaw Road (West)
Peak Hour: PM Date of Analysis: 3/9/04
Scenario: Count Date: 03/23/00
(SJ) Growth Factor: 0.000 Future Growth % Per Yea 0.000
(SJ) Number of Months: 0.0 Number of Years to Buildout: 0.0

	Movements											
	North Approach			East Approach			South Approach			West Approach		
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT
		18187			4502			0			4282	
Existing	114	271	335	72	1268	458	0	0	0	330	1834	0
ATI	195	17	85	3	95	126	0	3	-1	104	491	0
BEA Systems	0	21	14	4	2	0	0	0	0	0	14	0
Total ATI	195	38	99	7	97	126	0	3	-1	104	505	0
Existing + ATI	309	309	434	79	1365	584	0	3	-1	434	2339	0
	309	309	434	79	1365	584	0	3	-1	434	2339	0
Project Growth		147			948			0			234	
Project Future Volume	137	347	417	114	1939	699	0	0	0	366	2046	0
	137	347	417	114	1939	699	0	0	0	366	2046	0

3050	4502		
Intersection Name:	I-880	& Brokaw Road (East)	
Peak Hour:	AM	Date of Analysis:	3/9/04
Scenario:	0	Count Date:	5/2/00
Growth Factor:	0.000	Future Growth % Per Year:	0.000
Number of Months:	0.0	Number of Years to Buildout:	0

	Movements											
	North Approach			East Approach			South Approach			West Approach		
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT
		0			4283			18217			5677	
Existing	0	0	0	0	3532	204	398	0	348	147	747	0
ATI	0	0	0	0	223	45	129	0	40	189	182	0
BEA Systems	0	0	0	0	28	0	0	0	21	0	7	0
Total ATI	0	0	0	0	251	45	129	0	61	189	189	0
Existing + ATI	0	0	0	0	3783	249	527	0	409	336	936	0
	0	0	0	0	3783	249	527	0	409	336	936	0
Project Growth		0			-398			516			722	
Project Future Volume	0	0	0	0	3184	182	673	0	610	266	1357	0
	0	0	0	0	3184	182	673	0	610	266	1357	0

3084	5724		
Intersection Name:	Old Oakland Road	& Brokaw Road	
Peak Hour:	AM	Date of Analysis:	3/9/04
Scenario:	0	Count Date:	2/22/00
Growth Factor:	0.000	Future Growth % Per Year:	0.000
Number of Months:	0.0	Number of Years to Buildout:	0

	Movements											
	North Approach			East Approach			South Approach			West Approach		
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT
		19011			9523			5733			19012	
Existing	526	352	193	242	2978	309	288	392	158	72	517	146
ATI	21	19	2	22	137	90	25	126	20	85	38	30
BEA Systems	0	0	0	0	28	0	0	0	0	0	7	0
Total ATI	21	19	2	22	165	90	25	126	20	85	45	30
Existing + ATI	547	371	195	264	3143	399	313	518	178	157	562	176
	547	371	195	264	3143	399	313	518	178	157	562	176
Project Growth		135			108			1246			465	
Project Future Volume	592	396	217	249	3097	318	716	975	393	118	851	238
	592	396	217	249	3097	318	716	975	393	118	851	238

3050 4502
Intersection Name: I-880 & Brokaw Road (East)
Peak Hour: PM Date of Analysis: 3/9/04
Scenario: Count Date: 05/02/00
(SJ) Growth Factor: 0.000 Future Growth % Per Yea 0.000
(SJ) Number of Months: 0.0 Number of Years to Buildout: 0.0

	Movements											
	North Approach			East Approach			South Approach			West Approach		
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT
		0			4283			18217			5677	
Existing	0	0	0	0	1765	149	404	0	120	409	1354	0
ATI	0	0	0	0	216	60	30	0	-5	339	330	0
BEA Systems	0	0	0	0	3	0	0	0	2	0	27	0
Total ATI	0	0	0	0	219	60	30	0	-3	339	357	0
Existing + ATI	0	0	0	0	1984	209	434	0	117	748	1711	0
	0	0	0	0	1984	209	434	0	117	748	1711	0
Project Growth		0			805			123			227	
Project Future Volume	0	0	0	0	2510	212	499	0	150	462	1555	0
	0	0	0	0	2510	212	499	0	150	462	1555	0

3084 5724
Intersection Name: Old Oakland Road & Brokaw Road
Peak Hour: PM Date of Analysis: 3/9/04
Scenario: Count Date: 02/22/00
(SJ) Growth Factor: 0.000 Future Growth % Per Yea 0.000
(SJ) Number of Months: 0.0 Number of Years to Buildout: 0.0

	Movements											
	North Approach			East Approach			South Approach			West Approach		
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT
		19011			9523			5733			19012	
Existing	236	523	331	100	774	205	445	421	151	74	1831	272
ATI	25	15	18	5	6	13	105	44	83	10	214	31
BEA Systems	0	0	0	0	3	0	0	0	0	0	27	0
Total ATI	25	15	18	5	9	13	105	44	83	10	241	31
Existing + ATI	261	538	349	105	783	218	550	465	234	84	2072	303
	261	538	349	105	783	218	550	465	234	84	2072	303
Project Growth		1407			162			833			-212	
Project Future Volume	541	1198	758	115	893	236	809	766	275	67	1680	246
	541	1198	758	115	893	236	809	766	275	67	1680	246

3054	5273		
Intersection Name:	North First Street & I-880 (North)		
Peak Hour:	AM	Date of Analysis:	3/9/04
Scenario:	0	Count Date:	3/9/00
Growth Factor:	0.000	Future Growth % Per Year:	0.000
Number of Months:	0.0	Number of Years to Buildout:	0

	Movements											
	North Approach			East Approach			South Approach			West Approach		
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT
		18079			5272			18090			0	
Existing	0	640	0	219	0	288	226	1670	0	0	0	0
ATI	0	157	0	97	0	179	13	373	0	0	0	0
BEA Systems	0	38	0	0	0	0	0	153	0	0	0	0
Total ATI	0	195	0	97	0	179	13	526	0	0	0	0
Existing + ATI	0	835	0	316	0	467	239	2196	0	0	0	0
	0	835	0	316	0	467	239	2196	0	0	0	0
Project Growth		1088			-228			129			0	
Project Future Volume	0	1766	0	121	0	158	241	1937	0	0	0	0
	0	1766	0	121	0	158	241	1937	0	0	0	0

3055	5061		
Intersection Name:	North First Street & I-880 (South)		
Peak Hour:	AM	Date of Analysis:	3/9/04
Scenario:	0	Count Date:	3/14/00
Growth Factor:	0.000	Future Growth % Per Year:	0.000
Number of Months:	0.0	Number of Years to Buildout:	0

	Movements											
	North Approach			East Approach			South Approach			West Approach		
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT
		18093			12619			18119			5060	
Existing	68	502	51	245	0	0	10	1254	0	149	53	709
ATI	4	227	0	0	0	0	18	154	0	26	0	192
BEA Systems	0	7	0	0	0	0	0	28	0	0	0	125
Total ATI	4	234	0	0	0	0	18	182	0	26	0	317
Existing + ATI	72	736	51	245	0	0	28	1436	0	175	53	1026
	72	736	51	245	0	0	28	1436	0	175	53	1026
Project Growth		82			151			86			321	
Project Future Volume	77	575	58	396	0	0	11	1367	0	202	72	1084
	77	575	58	396	0	0	11	1367	0	202	72	1084

3054 5273
Intersection Name: North First Street & I-880 (North)
Peak Hour: PM Date of Analysis: 3/9/04
Scenario: Count Date: 03/09/00
(SJ) Growth Factor: 0.000 Future Growth % Per Yea 0.000
(SJ) Number of Months: 0.0 Number of Years to Buildout: 0.0

	Movements											
	North Approach			East Approach			South Approach			West Approach		
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT
		18079			5272			18090			0	
Existing	0	1822	0	142	0	139	293	509	0	0	0	0
ATI	0	455	0	57	0	95	26	150	0	0	0	102
BEA Systems	0	151	0	0	0	0	0	17	0	0	0	0
Total ATI	0	606	0	57	0	95	26	167	0	0	0	102
Existing + ATI	0	2428	0	199	0	234	319	676	0	0	0	102
	0	2428	0	199	0	234	319	676	0	0	0	102
Project Growth		12			261			802			0	
Project Future Volume	0	1985	0	274	0	268	586	1035	0	0	0	0
	0	1985	0	274	0	268	586	1035	0	0	0	0

3055 5061
Intersection Name: North First Street & I-880 (South)
Peak Hour: PM Date of Analysis: 3/9/04
Scenario: Count Date: 03/14/00
(SJ) Growth Factor: 0.000 Future Growth % Per Yea 0.000
(SJ) Number of Months: 0.0 Number of Years to Buildout: 0.0

	Movements											
	North Approach			East Approach			South Approach			West Approach		
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT
		18093			12619			18119			5060	
Existing	165	1141	160	145	0	0	24	886	0	114	110	270
ATI	0	202	0	0	0	0	35	214	0	19	0	80
BEA Systems	0	27	0	0	0	0	0	3	0	0	0	14
Total ATI	0	229	0	0	0	0	35	217	0	19	0	94
Existing + ATI	165	1370	160	145	0	0	59	1103	0	133	110	364
	165	1370	160	145	0	0	59	1103	0	133	110	364
Project Growth		-79			553			99			502	
Project Future Volume	156	1107	151	698	0	0	27	985	0	230	222	558
	156	1107	151	698	0	0	27	985	0	230	222	558

3518 5793
Intersection Name: North First Street & Tasman Drive
Peak Hour: AM Date of Analysis: 3/9/04
Scenario: 0 Count Date: 2/24/00
Growth Factor: 0.000 Future Growth % Per Year: 0.000
Number of Months: 0.0 Number of Years to Buildout: 0

	Movements											
	North Approach			East Approach			South Approach			West Approach		
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT
		18019			18389			18137			18136	
Existing	129	457	121	176	678	148	141	501	157	49	388	34
ATI	0	286	11	68	-10	1	30	888	32	24	-4	0
BEA Systems	0	28	0	0	0	0	0	7	0	0	0	0
Total ATI	0	314	11	68	-10	1	30	895	32	24	-4	0
Existing + ATI	129	771	132	244	668	149	171	1396	189	73	384	34
	129	771	132	244	668	149	171	1396	189	73	384	34
Project Growth		443			214			455			549	
Project Future Volume	210	771	197	214	823	180	221	793	246	106	840	74
	210	771	197	214	823	180	221	793	246	106	840	74

3821 4251
Intersection Name: Zanker Road & Tasman Drive
Peak Hour: AM Date of Analysis: 3/9/04
Scenario: 0 Count Date: 4/11/00
Growth Factor: 0.000 Future Growth % Per Year: 0.000
Number of Months: 0.0 Number of Years to Buildout: 0

	Movements											
	North Approach			East Approach			South Approach			West Approach		
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT
		18005			9509			18009			4795	
Existing	130	486	586	395	653	123	126	428	213	34	535	103
ATI	4	165	66	348	59	99	157	320	16	3	4	22
BEA Systems	0	28	0	0	0	0	0	7	0	0	0	0
Total ATI	4	193	66	348	59	99	157	327	16	3	4	22
Existing + ATI	134	679	652	743	712	222	283	755	229	37	539	125
	134	679	652	743	712	222	283	755	229	37	539	125
Project Growth		210			298			901			953	
Project Future Volume	153	599	688	496	819	154	274	938	463	82	1294	249
	153	599	688	496	819	154	274	938	463	82	1294	249

3518 5793
Intersection Name: North First Street & Tasman Drive
Peak Hour: PM Date of Analysis: 3/9/04
Scenario: Count Date: 02/24/00
(SJ) Growth Factor: 0.000 Future Growth % Per Yea 0.000
(SJ) Number of Months: 0.0 Number of Years to Buildout: 0.0

	Movements											
	North Approach			East Approach			South Approach			West Approach		
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT
		18019			18389			18137			18136	
Existing	62	567	305	193	557	187	145	501	112	129	924	146
ATI	0	908	68	0	-8	36	0	208	64	61	-6	0
BEA Systems	0	3	0	0	0	0	0	27	0	0	0	0
Total ATI	0	911	68	0	-8	36	0	235	64	61	-6	0
Existing + ATI	62	1478	373	193	549	223	145	736	176	190	918	146
	62	1478	373	193	549	223	145	736	176	190	918	146
Project Growth		652			637			362			39	
Project Future Volume	105	966	518	324	936	314	214	767	165	133	954	151
	105	966	518	324	936	314	214	767	165	133	954	151

3821 4251
Intersection Name: Zanker Road & Tasman Drive
Peak Hour: PM Date of Analysis: 3/9/04
Scenario: Count Date: 04/11/00
(SJ) Growth Factor: 0.000 Future Growth % Per Yea 0.000
(SJ) Number of Months: 0.0 Number of Years to Buildout: 0.0

	Movements											
	North Approach			East Approach			South Approach			West Approach		
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT
		18005			9509			18009			4795	
Existing	33	206	310	301	529	183	124	457	133	72	1172	154
ATI	18	340	344	24	-10	172	97	151	1	16	43	7
BEA Systems	0	3	0	0	0	0	0	27	0	0	0	0
Total ATI	18	343	344	24	-10	172	97	178	1	16	43	7
Existing + ATI	51	549	654	325	519	355	221	635	134	88	1215	161
	51	549	654	325	519	355	221	635	134	88	1215	161
Project Growth		685			971			1383			112	
Project Future Volume	74	466	697	590	1036	358	364	1369	391	78	1266	166
	74	466	697	590	1036	358	364	1369	391	78	1266	166

3222 5267
Intersection Name: Airport Parkway & Old Bayshore Highway
Peak Hour: AM Date of Analysis: 3/9/04
Scenario: 0 Count Date: 5/30/00
Growth Factor: 0.000 Future Growth % Per Year: 0.000
Number of Months: 0.0 Number of Years to Buildout: 0

	Movements											
	North Approach			East Approach			South Approach			West Approach		
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT
		5266			18230			11409			18201	
Existing	348	412	949	0	737	64	19	0	129	217	481	0
ATI	0	27	0	0	557	0	0	0	0	177	269	0
BEA Systems	0	0	0	0	0	0	0	0	0	0	0	0
Total ATI	0	27	0	0	557	0	0	0	0	177	269	0
Existing + ATI	348	439	949	0	1294	64	19	0	129	394	750	0
	348	439	949	0	1294	64	19	0	129	394	750	0
Project Growth		413			334			-396			692	
Project Future Volume	432	512	1178	0	1044	91	-32	0	-216	432	958	0
	432	512	1178	0	1044	91	0	0	0	432	958	0

3495 9507
Intersection Name: North First Street & Headquarters Drive
Peak Hour: AM Date of Analysis: 3/9/04
Scenario: 0 Count Date: 2/24/00
Growth Factor: 0.000 Future Growth % Per Year: 0.000
Number of Months: 0.0 Number of Years to Buildout: 0

	Movements											
	North Approach			East Approach			South Approach			West Approach		
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT
		18007			18017			18008			18011	
Existing	278	737	121	19	92	34	32	398	103	132	76	204
ATI	34	185	201	50	16	48	172	629	6	4	93	173
BEA Systems	0	28	0	0	0	0	0	7	0	0	0	0
Total ATI	34	213	201	50	16	48	172	636	6	4	93	173
Existing + ATI	312	950	322	69	108	82	204	1034	109	136	169	377
	312	950	322	69	108	82	204	1034	109	136	169	377
Project Growth		439			227			472			187	
Project Future Volume	385	1050	168	49	236	87	60	757	194	192	110	297
	385	1050	168	49	236	87	60	757	194	192	110	297

3222 5267
Intersection Name: Airport Parkway & Old Bayshore Highway
Peak Hour: PM Date of Analysis: 3/9/04
Scenario: Count Date: 05/30/00
(SJ) Growth Factor: 0.000 Future Growth % Per Yea 0.000
(SJ) Number of Months: 0.0 Number of Years to Buildout: 0.0

	Movements											
	North Approach			East Approach			South Approach			West Approach		
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT
		5266			18230			11409			18201	
Existing	60	508	363	0	544	235	9	0	69	550	585	0
ATI	0	59	0	0	574	0	0	0	0	200	359	0
BEA Systems	0	0	0	0	0	0	0	0	0	0	0	0
Total ATI	0	59	0	0	574	0	0	0	0	200	359	0
Existing + ATI	60	567	363	0	1118	235	9	0	69	750	944	0
	60	567	363	0	1118	235	9	0	69	750	944	0
Project Growth		142			-58			19			701	
Project Future Volume	69	585	418	0	503	218	11	0	86	890	946	0
	69	585	418	0	503	218	11	0	86	890	946	0

3495 9507
Intersection Name: North First Street & Headquarters Drive
Peak Hour: PM Date of Analysis: 3/9/04
Scenario: Count Date: 02/24/00
(SJ) Growth Factor: 0.000 Future Growth % Per Yea 0.000
(SJ) Number of Months: 0.0 Number of Years to Buildout: 0.0

	Movements											
	North Approach			East Approach			South Approach			West Approach		
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT
		18007			18017			18008			18011	
Existing	91	551	197	139	86	32	109	717	113	148	200	271
ATI	164	628	22	197	92	184	21	124	4	6	2	10
BEA Systems	0	3	0	0	0	0	0	27	0	0	0	0
Total ATI	164	631	22	197	92	184	21	151	4	6	2	10
Existing + ATI	255	1182	219	336	178	216	130	868	117	154	202	281
	255	1182	219	336	178	216	130	868	117	154	202	281
Project Growth		188			488			1111			165	
Project Future Volume	111	677	241	403	249	93	238	1592	247	187	253	343
	111	677	241	403	249	93	238	1592	247	187	253	343

3393 4277
Intersection Name: North First Street & Charcot Avenue
Peak Hour: AM Date of Analysis: 3/9/04
Scenario: 0 Count Date: 2/9/00
Growth Factor: 0.000 Future Growth % Per Year: 0.000
Number of Months: 0.0 Number of Years to Buildout: 0

	Movements											
	North Approach			East Approach			South Approach			West Approach		
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT
		18191			18347			18353			18294	
Existing	143	286	101	139	163	60	159	1167	137	20	408	636
ATI	114	167	9	13	150	103	26	363	247	51	90	185
BEA Systems	0	134	12	49	0	0	0	536	0	0	0	0
Total ATI	114	301	21	62	150	103	26	899	247	51	90	185
Existing + ATI	257	587	122	201	313	163	185	2066	384	71	498	821
	257	587	122	201	313	163	185	2066	384	71	498	821
Project Growth		1009			739			169			366	
Project Future Volume	415	964	305	472	496	182	177	1838	153	27	548	855
	415	964	305	472	496	182	177	1838	153	27	548	855

3287 11409
Intersection Name: North First Street & Old Bayshore Highway
Peak Hour: AM Date of Analysis: 3/9/04
Scenario: 0 Count Date: 5/31/00
Growth Factor: 0.000 Future Growth % Per Year: 0.000
Number of Months: 0.0 Number of Years to Buildout: 0

	Movements											
	North Approach			East Approach			South Approach			West Approach		
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT
		18233			18373			18301			5267	
Existing	10	500	155	797	80	33	31	1057	66	315	275	56
ATI	0	222	94	55	0	0	42	163	0	0	205	0
BEA Systems	0	38	89	14	0	0	0	153	0	0	0	0
Total ATI	0	260	183	69	0	0	42	316	0	0	205	0
Existing + ATI	10	760	338	866	80	33	73	1373	66	315	480	56
	10	760	338	866	80	33	73	1373	66	315	480	56
Project Growth		170			-1244			645			216	
Project Future Volume	13	666	284	-279	-29	-12	48	1801	103	420	367	75
	13	666	284	0	0	0	48	1801	103	420	367	75

3393 4277
Intersection Name: North First Street & Charcot Avenue
Peak Hour: PM Date of Analysis: 3/9/04
Scenario: Count Date: 02/09/00
(SJ) Growth Factor: 0.000 Future Growth % Per Yea 0.000
(SJ) Number of Months: 0.0 Number of Years to Buildout: 0.0

	Movements											
	North Approach			East Approach			South Approach			West Approach		
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT
		18191			18347			18353			18294	
Existing	686	1173	189	138	415	244	124	367	178	48	283	218
ATI	173	362	19	11	59	42	72	153	55	211	180	101
BEA Systems	0	527	48	5	0	0	0	59	0	0	0	0
Total ATI	173	889	67	16	59	42	72	212	55	211	180	101
Existing + ATI	859	2062	256	154	474	286	196	579	233	259	463	319
	859	2062	256	154	474	286	196	579	233	259	463	319
Project Growth		61			1045			837			425	
Project Future Volume	706	1735	243	324	959	564	279	885	401	85	502	387
	706	1735	243	324	959	564	279	885	401	85	502	387

3287 11409
Intersection Name: North First Street & Old Bayshore Highway
Peak Hour: PM Date of Analysis: 3/9/04
Scenario: Count Date: 05/31/00
(SJ) Growth Factor: 0.000 Future Growth % Per Yea 0.000
(SJ) Number of Months: 0.0 Number of Years to Buildout: 0.0

	Movements											
	North Approach			East Approach			South Approach			West Approach		
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT
		18233			18373			18301			5267	
Existing	14	951	876	171	21	5	258	629	54	265	917	63
ATI	0	222	417	1	0	0	155	126	0	0	259	0
BEA Systems	0	151	349	2	0	0	0	17	0	0	0	0
Total ATI	0	373	766	3	0	0	155	143	0	0	259	0
Existing + ATI	14	1324	1642	174	21	5	413	772	54	265	1176	63
	14	1324	1642	174	21	5	413	772	54	265	1176	63
Project Growth		-39			-255			641			-949	
Project Future Volume	14	1082	1206	-48	-6	-1	434	1074	91	63	218	15
	14	1082	1206	0	0	0	434	1074	91	63	218	15

3509 18008
Intersection Name: North First Street & Rose Orchard Way
Peak Hour: AM Date of Analysis: 3/9/04
Scenario: 0 Count Date: 2/24/00
Growth Factor: 0.000 Future Growth % Per Year: 0.000
Number of Months: 0.0 Number of Years to Buildout: 0

	Movements											
	North Approach			East Approach			South Approach			West Approach		
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT
		9507			18018			18388			0	
Existing	50	695	80	35	1	34	147	535	56	8	1	8
ATI	0	240	-1	0	0	30	124	807	0	0	0	0
BEA Systems	0	28	0	0	0	0	0	7	0	0	0	0
Total ATI	0	268	-1	0	0	30	124	814	0	0	0	0
Existing + ATI	50	963	79	35	1	64	271	1349	56	8	1	8
	50	963	79	35	1	64	271	1349	56	8	1	8
Project Growth		590			3			479			0	
Project Future Volume	86	1220	137	37	1	35	242	889	92	8	1	8
	86	1220	137	37	1	35	242	889	92	8	1	8

3507 9510
Intersection Name: North First Street & Rio Robles
Peak Hour: AM Date of Analysis: 3/9/04
Scenario: 0 Count Date: 2/24/00
Growth Factor: 0.000 Future Growth % Per Year: 0.000
Number of Months: 0.0 Number of Years to Buildout: 0

	Movements											
	North Approach			East Approach			South Approach			West Approach		
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT
		18147			18148			18151			18139	
Existing	123	523	6	0	0	0	0	828	507	84	0	25
ATI	0	281	27	41	70	200	61	894	42	3	66	0
BEA Systems	0	28	0	0	0	0	0	7	0	0	0	0
Total ATI	0	309	27	41	70	200	61	901	42	3	66	0
Existing + ATI	123	832	33	41	70	200	61	1729	549	87	66	25
	123	832	33	41	70	200	61	1729	549	87	66	25
Project Growth		-27			157			512			25	
Project Future Volume	118	529	6	0	0	0	0	1153	701	103	0	31
	118	529	6	0	0	0	0	1153	701	103	0	31

3509 18008
Intersection Name: North First Street & Rose Orchard Way
Peak Hour: PM Date of Analysis: 3/9/04
Scenario: Count Date: 02/24/00
(SJ) Growth Factor: 0.000 Future Growth % Per Yea 0.000
(SJ) Number of Months: 0.0 Number of Years to Buildout: 0.0

	Movements											
	North Approach			East Approach			South Approach			West Approach		
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT
		9507			18018			18388			0	
Existing	9	756	15	25	3	170	34	771	29	64	2	37
ATI	0	818	-1	-1	0	124	16	151	0	0	0	0
BEA Systems	0	3	0	0	0	0	0	27	0	0	0	0
Total ATI	0	821	-1	-1	0	124	16	178	0	0	0	0
Existing + ATI	9	1577	14	24	3	294	50	949	29	64	2	37
	9	1577	14	24	3	294	50	949	29	64	2	37
Project Growth		502			32			1069			0	
Project Future Volume	15	1246	25	29	3	197	78	1786	66	64	2	37
	15	1246	25	29	3	197	78	1786	66	64	2	37

3507 9510
Intersection Name: North First Street & Rio Robles
Peak Hour: PM Date of Analysis: 3/9/04
Scenario: Count Date: 02/24/00
(SJ) Growth Factor: 0.000 Future Growth % Per Yea 0.000
(SJ) Number of Months: 0.0 Number of Years to Buildout: 0.0

	Movements											
	North Approach			East Approach			South Approach			West Approach		
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT
		18147			18148			18151			18139	
Existing	20	952	41	0	0	0	0	720	104	456	0	116
ATI	0	934	89	22	38	106	91	282	13	2	120	0
BEA Systems	0	3	0	0	0	0	0	27	0	0	0	0
Total ATI	0	937	89	22	38	106	91	309	13	2	120	0
Existing + ATI	20	1889	130	22	38	106	91	1029	117	458	120	116
	20	1889	130	22	38	106	91	1029	117	458	120	116
Project Growth		387			328			-2			300	
Project Future Volume	28	1319	57	0	0	0	0	745	104	695	0	177
	28	1319	57	0	0	0	0	745	104	695	0	177

3508	4257		
Intersection Name:	North First Street & River Oaks Parkway		
Peak Hour:	AM	Date of Analysis:	3/9/04
Scenario:	0	Count Date:	2/24/00
Growth Factor:	0.000	Future Growth % Per Year:	0.000
Number of Months:	0.0	Number of Years to Buildout:	0

Movements

	North Approach			East Approach			South Approach			West Approach		
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT
		18151			18152			18141			18140	
Existing	65	443	89	249	160	112	188	1192	231	27	8	25
ATI	2	376	90	36	1	130	116	814	6	-3	0	2
BEA Systems	0	28	0	0	0	0	0	7	0	0	0	0
Total ATI	2	404	90	36	1	130	116	821	6	-3	0	2
Existing + ATI	67	847	179	285	161	242	304	2013	237	24	8	27
	67	847	179	285	161	242	304	2013	237	24	8	27
Project Growth		212			97			-151			717	
Project Future Volume	88	628	121	295	190	133	170	1087	209	350	104	324
	88	628	121	295	190	133	170	1087	209	350	104	324

3503	18046		
Intersection Name:	North First Street & Orchard Parkway		
Peak Hour:	AM	Date of Analysis:	3/9/04
Scenario:	0	Count Date:	2/10/00
Growth Factor:	0.000	Future Growth % Per Year:	0.000
Number of Months:	0.0	Number of Years to Buildout:	0

Movements

	North Approach			East Approach			South Approach			West Approach		
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT
		18262			18265			18280			18281	
Existing	76	396	33	0	0	0	0	943	60	24	0	127
ATI	12	295	0	0	0	0	0	490	-5	-2	0	7
BEA Systems	0	28	0	0	0	0	0	7	0	0	0	0
Total ATI	12	323	0	0	0	0	0	497	-5	-2	0	7
Existing + ATI	88	719	33	0	0	0	0	1440	55	22	0	134
	88	719	33	0	0	0	0	1440	55	22	0	134
Project Growth		1141			97			57			207	
Project Future Volume	248	1319	108	0	0	0	0	1004	63	57	0	301
	248	1319	108	0	0	0	0	1004	63	57	0	301

3508 4257
Intersection Name: North First Street & River Oaks Parkway
Peak Hour: PM Date of Analysis: 3/9/04
Scenario: Count Date: 02/24/00
(SJ) Growth Factor: 0.000 Future Growth % Per Yea 0.000
(SJ) Number of Months: 0.0 Number of Years to Buildout: 0.0

	Movements											
	North Approach			East Approach			South Approach			West Approach		
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT
		18151			18152			18141			18140	
Existing	25	1237	223	88	37	207	156	629	136	190	143	70
ATI	2	677	294	17	0	279	148	321	34	-4	1	2
BEA Systems	0	3	0	0	0	0	0	27	0	0	0	0
Total ATI	2	680	294	17	0	279	148	348	34	-4	1	2
Existing + ATI	27	1917	517	105	37	486	304	977	170	186	144	72
	27	1917	517	105	37	486	304	977	170	186	144	72
Project Growth		101			230			674			59	
Project Future Volume	27	1324	238	149	63	350	270	1116	236	218	164	80
	27	1324	238	149	63	350	270	1116	236	218	164	80

3503 18046
Intersection Name: North First Street & Orchard Parkway
Peak Hour: PM Date of Analysis: 3/9/04
Scenario: Count Date: 02/10/00
(SJ) Growth Factor: 0.000 Future Growth % Per Yea 0.000
(SJ) Number of Months: 0.0 Number of Years to Buildout: 0.0

	Movements											
	North Approach			East Approach			South Approach			West Approach		
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT
		18262			18265			18280			18281	
Existing	68	1056	56	0	0	0	0	571	37	104	0	242
ATI	7	481	0	0	0	0	0	245	-2	-5	0	12
BEA Systems	0	3	0	0	0	0	0	27	0	0	0	0
Total ATI	7	484	0	0	0	0	0	272	-2	-5	0	12
Existing + ATI	75	1540	56	0	0	0	0	843	35	99	0	254
	75	1540	56	0	0	0	0	843	35	99	0	254
Project Growth		324			107			1108			228	
Project Future Volume	87	1349	71	0	0	0	0	1639	104	173	0	401
	87	1349	71	0	0	0	0	1639	104	173	0	401

3504 4258
Intersection Name: North First Street & Plumeria Drive
Peak Hour: AM Date of Analysis: 3/9/04
Scenario: 0 Count Date: 2/10/00
Growth Factor: 0.000 Future Growth % Per Year: 0.000
Number of Months: 0.0 Number of Years to Buildout: 0

	Movements											
	North Approach			East Approach			South Approach			West Approach		
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT
		18214			18216			18292			18293	
Existing	32	386	74	72	146	50	100	1013	89	21	43	14
ATI	10	280	2	1	0	0	13	478	-6	-4	0	6
BEA Systems	0	28	0	0	0	0	0	7	0	0	0	0
Total ATI	10	308	2	1	0	0	13	485	-6	-4	0	6
Existing + ATI	42	694	76	73	146	50	113	1498	83	17	43	20
	42	694	76	73	146	50	113	1498	83	17	43	20
Project Growth		1210			433			13			117	
Project Future Volume	111	1363	256	188	382	131	101	1031	90	53	108	35
	111	1363	256	188	382	131	101	1031	90	53	108	35

3340 18306
Intersection Name: North First Street & Bonaventura Drive
Peak Hour: AM Date of Analysis: 3/9/04
Scenario: 0 Count Date: 2/10/00
Growth Factor: 0.000 Future Growth % Per Year: 0.000
Number of Months: 0.0 Number of Years to Buildout: 0

	Movements											
	North Approach			East Approach			South Approach			West Approach		
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT
		18383			18312			18040			0	
Existing	21	380	28	19	8	31	81	1108	68	18	4	6
ATI	2	405	1	1	0	-3	-4	531	-4	-2	0	1
BEA Systems	0	28	0	0	0	0	0	7	0	0	0	0
Total ATI	2	433	1	1	0	-3	-4	538	-4	-2	0	1
Existing + ATI	23	813	29	20	8	28	77	1646	64	16	4	7
	23	813	29	20	8	28	77	1646	64	16	4	7
Project Growth		1103			58			15			0	
Project Future Volume	75	1385	100	38	16	62	82	1128	69	18	4	6
	75	1385	100	38	16	62	82	1128	69	18	4	6

3504 4258
Intersection Name: North First Street & Plumeria Drive
Peak Hour: PM Date of Analysis: 3/9/04
Scenario: Count Date: 02/10/00
(SJ) Growth Factor: 0.000 Future Growth % Per Yea 0.000
(SJ) Number of Months: 0.0 Number of Years to Buildout: 0.0

	Movements											
	North Approach			East Approach			South Approach			West Approach		
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT
		18214			18216			18292			18293	
Existing	21	977	166	54	74	101	64	483	46	47	155	33
ATI	6	469	1	2	0	13	0	231	-4	-6	0	10
BEA Systems	0	3	0	0	0	0	0	27	0	0	0	0
Total ATI	6	472	1	2	0	13	0	258	-4	-6	0	10
Existing + ATI	27	1449	167	56	74	114	64	741	42	41	155	43
	27	1449	167	56	74	114	64	741	42	41	155	43
Project Growth		214			450			1155			220	
Project Future Volume	25	1160	197	160	219	299	189	1451	136	91	300	64
	25	1160	197	160	219	299	189	1451	136	91	300	64

3340 18306
Intersection Name: North First Street & Bonaventura Drive
Peak Hour: PM Date of Analysis: 3/9/04
Scenario: Count Date: 02/10/00
(SJ) Growth Factor: 0.000 Future Growth % Per Yea 0.000
(SJ) Number of Months: 0.0 Number of Years to Buildout: 0.0

	Movements											
	North Approach			East Approach			South Approach			West Approach		
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT
		18383			18312			18040			0	
Existing	2	1170	31	26	3	93	66	487	71	21	12	22
ATI	1	522	1	1	0	-4	-3	356	-2	-4	0	3
BEA Systems	0	3	0	0	0	0	0	27	0	0	0	0
Total ATI	1	525	1	1	0	-4	-3	383	-2	-4	0	3
Existing + ATI	3	1695	32	27	3	89	63	870	69	17	12	25
	3	1695	32	27	3	89	63	870	69	17	12	25
Project Growth		148			75			1029			0	
Project Future Volume	2	1317	35	42	5	150	175	1317	188	21	12	22
	2	1317	35	42	5	150	175	1317	188	21	12	22

3423 18060
Intersection Name: North First Street & Component Drive
Peak Hour: AM Date of Analysis: 3/9/04
Scenario: 0 Count Date: 2/10/00
Growth Factor: 0.000 Future Growth % Per Year: 0.000
Number of Months: 0.0 Number of Years to Buildout: 0

	Movements											
	North Approach			East Approach			South Approach			West Approach		
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT
		18326			18193			18340			13707	
Existing	14	583	113	54	9	14	103	1754	62	11	5	3
ATI	391	188	0	0	132	0	0	258	204	50	48	119
BEA Systems	334	0	0	0	0	0	0	0	584	146	0	84
Total ATI	725	188	0	0	132	0	0	258	788	196	48	203
Existing + ATI	739	771	113	54	141	14	103	2012	850	207	53	206
	739	771	113	54	141	14	103	2012	850	207	53	206
Project Growth		1159			546			78			131	
Project Future Volume	371	1535	297	437	73	113	107	1825	649	233	39	108
	371	1535	297	437	73	113	107	1825	649	233	39	108

3500 18050
Intersection Name: North First Street & Karina Court
Peak Hour: AM Date of Analysis: 3/9/04
Scenario: 0 Count Date: 2/10/00
Growth Factor: 0.000 Future Growth % Per Year: 0.000
Number of Months: 0.0 Number of Years to Buildout: 0

	Movements											
	North Approach			East Approach			South Approach			West Approach		
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT
		18054			0			18361			18049	
Existing	20	334	7	0	0	0	0	1465	223	17	0	6
ATI	120	40	0	0	0	0	0	144	499	106	0	36
BEA Systems	0	134	0	0	0	0	0	536	0	0	0	0
Total ATI	120	174	0	0	0	0	0	680	499	106	0	36
Existing + ATI	140	508	7	0	0	0	0	2145	722	123	0	42
	140	508	7	0	0	0	0	2145	722	123	0	42
Project Growth		369			0			254			208	
Project Future Volume	40	809	14	0	0	0	0	2221	257	170	0	60
	40	809	14	0	0	0	0	2221	257	170	0	60

3423 18060
Intersection Name: North First Street & Component Drive
Peak Hour: PM Date of Analysis: 3/9/04
Scenario: Count Date: 02/10/00
(SJ) Growth Factor: 0.000 Future Growth % Per Yea 0.000
(SJ) Number of Months: 0.0 Number of Years to Buildout: 0.0

	Movements											
	North Approach			East Approach			South Approach			West Approach		
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT
		18326			18193			18340			13707	
Existing	7	1764	82	80	6	113	19	732	18	44	2	6
ATI	119	242	0	0	48	0	0	158	50	204	132	391
BEA Systems	36	0	0	0	0	0	0	0	64	0	0	329
Total ATI	155	242	0	0	48	0	0	158	114	204	132	720
Existing + ATI	162	2006	82	80	54	113	19	890	132	248	134	726
	162	2006	82	80	54	113	19	890	132	248	134	726
Project Growth		73			202			925			669	
Project Future Volume	43	1833	85	161	12	228	42	1612	104	610	28	412
	43	1833	85	161	12	228	42	1612	104	610	28	412

3500 18050
Intersection Name: North First Street & Karina Court
Peak Hour: PM Date of Analysis: 3/9/04
Scenario: Count Date: 02/10/00
(SJ) Growth Factor: 0.000 Future Growth % Per Yea 0.000
(SJ) Number of Months: 0.0 Number of Years to Buildout: 0.0

	Movements											
	North Approach			East Approach			South Approach			West Approach		
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT
		18054			0			18361			18049	
Existing	10	1381	14	0	0	0	0	685	183	272	0	30
ATI	13	177	0	0	0	0	0	19	54	457	0	119
BEA Systems	0	527	0	0	0	0	0	59	0	0	0	0
Total ATI	13	704	0	0	0	0	0	78	54	457	0	119
Existing + ATI	23	2085	14	0	0	0	0	763	237	729	0	149
	23	2085	14	0	0	0	0	763	237	729	0	149
Project Growth		-34			0			825			264	
Project Future Volume	10	1875	14	0	0	0	0	1395	357	509	0	56
	10	1875	14	0	0	0	0	1395	357	509	0	56

3501	18088		
Intersection Name:	North First Street & Metro Drive		
Peak Hour:	AM	Date of Analysis:	3/9/04
Scenario:	0	Count Date:	5/24/00
Growth Factor:	0.000	Future Growth % Per Year:	0.000
Number of Months:	0.0	Number of Years to Buildout:	0

	Movements											
	North Approach			East Approach			South Approach			West Approach		
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT
		18301			0			18371			18202	
Existing	116	401	44	0	0	0	0	1293	288	26	0	36
ATI	0	215	0	0	0	0	0	181	0	0	0	17
BEA Systems	0	38	0	0	0	0	0	153	0	0	0	0
Total ATI	0	253	0	0	0	0	0	334	0	0	0	17
Existing + ATI	116	654	44	0	0	0	0	1627	288	26	0	53
	116	654	44	0	0	0	0	1627	288	26	0	53
Project Growth		521			0			601			370	
Project Future Volume	224	811	85	0	0	0	0	1938	397	181	0	251
	224	811	85	0	0	0	0	1938	397	181	0	251

3515	4355		
Intersection Name:	North First Street & Skyport Drive		
Peak Hour:	AM	Date of Analysis:	3/9/04
Scenario:	0	Count Date:	6/1/00
Growth Factor:	0.000	Future Growth % Per Year:	0.000
Number of Months:	0.0	Number of Years to Buildout:	0

	Movements											
	North Approach			East Approach			South Approach			West Approach		
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT
		18370			18374			18384			18203	
Existing	37	269	110	5	9	10	158	1533	648	73	15	5
ATI	90	131	0	0	0	0	0	135	318	35	0	53
BEA Systems	0	38	0	0	0	0	0	153	0	0	0	0
Total ATI	90	169	0	0	0	0	0	288	318	35	0	53
Existing + ATI	127	438	110	5	9	10	158	1821	966	108	15	58
	127	438	110	5	9	10	158	1821	966	108	15	58
Project Growth	224	338	551	361	741	338	229	-80	188	201	574	134
Project Future Volume	261	607	661	366	750	348	387	1453	836	274	589	139
	136	1026	404	275	495	550	181	1908	742	787	162	54

3501 18088
Intersection Name: North First Street & Metro Drive
Peak Hour: PM Date of Analysis: 3/9/04
Scenario: Count Date: 05/24/00
(SJ) Growth Factor: 0.000 Future Growth % Per Yea 0.000
(SJ) Number of Months: 0.0 Number of Years to Buildout: 0.0

	Movements											
	North Approach			East Approach			South Approach			West Approach		
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT
		18301			0			18371			18202	
Existing	74	1298	131	0	0	0	0	647	102	172	0	311
ATI	0	209	0	0	0	0	0	204	0	0	0	64
BEA Systems	0	151	0	0	0	0	0	17	0	0	0	0
Total ATI	0	360	0	0	0	0	0	221	0	0	0	64
Existing + ATI	74	1658	131	0	0	0	0	868	102	172	0	375
	74	1658	131	0	0	0	0	868	102	172	0	375
Project Growth		321			0			419			678	
Project Future Volume	90	1726	159	0	0	0	0	1026	159	413	0	748
	90	1726	159	0	0	0	0	1026	159	413	0	748

3515 4355
Intersection Name: North First Street & Skyport Drive
Peak Hour: PM Date of Analysis: 3/9/04
Scenario: Count Date: 06/01/00
(SJ) Growth Factor: 0.000 Future Growth % Per Yea 0.000
(SJ) Number of Months: 0.0 Number of Years to Buildout: 0.0

	Movements											
	North Approach			East Approach			South Approach			West Approach		
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT
		18370			18374			18384			18203	
Existing	29	1180	59	27	9	109	21	535	97	447	3	54
ATI	39	182	0	0	0	0	0	26	141	128	0	191
BEA Systems	0	151	0	0	0	0	0	17	0	0	0	0
Total ATI	39	333	0	0	0	0	0	43	141	128	0	191
Existing + ATI	68	1513	59	27	9	109	21	578	238	575	3	245
	68	1513	59	27	9	109	21	578	238	575	3	245
Project Growth	162	-407	695	321	459	143	103	411	255	391	530	3
Project Future Volume	191	773	754	348	468	252	124	946	352	838	533	57
	31	1417	63	199	66	802	46	1183	211	1265	8	153

3589 9508
Intersection Name: Zanker Road & Holger Way
Peak Hour: AM Date of Analysis: 3/9/04
Scenario: 0 Count Date: 3/21/00
Growth Factor: 0.000 Future Growth % Per Year: 0.000
Number of Months: 0.0 Number of Years to Buildout: 0

	Movements											
	North Approach			East Approach			South Approach			West Approach		
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT
		5846			18154			18005			18134	
Existing	165	1251	22	33	1	13	5	593	138	25	5	14
ATI	300	101	-1	0	0	0	0	212	398	160	0	66
BEA Systems	0	28	0	0	0	0	0	7	0	0	0	0
Total ATI	300	129	-1	0	0	0	0	219	398	160	0	66
Existing + ATI	465	1380	21	33	1	13	5	812	536	185	5	80
	465	1380	21	33	1	13	5	812	536	185	5	80
Project Growth		486			376			600			42	
Project Future Volume	221	1702	29	297	9	117	9	1083	251	49	10	27
	221	1702	29	297	9	117	9	1083	251	49	10	27

3756 4256
Intersection Name: Zanker Road & River Oaks Parkway
Peak Hour: AM Date of Analysis: 3/9/04
Scenario: 0 Count Date: 6/1/00
Growth Factor: 0.000 Future Growth % Per Year: 0.000
Number of Months: 0.0 Number of Years to Buildout: 0

	Movements											
	North Approach			East Approach			South Approach			West Approach		
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT
		9512			18205			18153			9511	
Existing	109	264	155	198	334	50	141	539	104	40	64	64
ATI	28	375	11	6	25	-9	-10	395	61	60	19	46
BEA Systems	0	28	0	0	0	0	0	7	0	0	0	0
Total ATI	28	403	11	6	25	-9	-10	402	61	60	19	46
Existing + ATI	137	667	166	204	359	41	131	941	165	100	83	110
	137	667	166	204	359	41	131	941	165	100	83	110
Project Growth		1092			374			663			576	
Project Future Volume	334	838	476	325	549	82	260	1002	192	177	283	283
	334	838	476	325	549	82	260	1002	192	177	283	283

3589 9508
Intersection Name: Zanker Road & Holger Way
Peak Hour: PM Date of Analysis: 3/9/04
Scenario: Count Date: 03/21/00
(SJ) Growth Factor: 0.000 Future Growth % Per Yea 0.000
(SJ) Number of Months: 0.0 Number of Years to Buildout: 0.0

	Movements											
	North Approach			East Approach			South Approach			West Approach		
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT
		5846			18154			18005			18134	
Existing	22	317	19	9	2	11	5	1032	45	157	3	370
ATI	24	221	0	-1	0	1	0	101	103	393	0	279
BEA Systems	0	3	0	0	0	0	0	27	0	0	0	0
Total ATI	24	224	0	-1	0	1	0	128	103	393	0	279
Existing + ATI	46	541	19	8	2	12	5	1160	148	550	3	649
	46	541	19	8	2	12	5	1160	148	550	3	649
Project Growth		730			661			863			389	
Project Future Volume	67	966	58	279	62	341	9	1882	81	272	5	642
	67	966	58	279	62	341	9	1882	81	272	5	642

3756 4256
Intersection Name: Zanker Road & River Oaks Parkway
Peak Hour: PM Date of Analysis: 3/9/04
Scenario: Count Date: 06/01/00
(SJ) Growth Factor: 0.000 Future Growth % Per Yea 0.000
(SJ) Number of Months: 0.0 Number of Years to Buildout: 0.0

	Movements											
	North Approach			East Approach			South Approach			West Approach		
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT
		9512			18205			18153			9511	
Existing	42	547	93	183	134	155	47	332	31	90	268	168
ATI	52	424	13	8	56	-18	-5	291	111	52	39	46
BEA Systems	0	3	0	0	0	0	0	27	0	0	0	0
Total ATI	52	427	13	8	56	-18	-5	318	111	52	39	46
Existing + ATI	94	974	106	191	190	137	42	650	142	142	307	214
	94	974	106	191	190	137	42	650	142	142	307	214
Project Growth		1358			296			1979			296	
Project Future Volume	126	1639	278	298	218	252	274	1962	181	141	419	263
	126	1639	278	298	218	252	274	1962	181	141	419	263

3593 9517
Intersection Name: Zanker Road & Innovation Drive
Peak Hour: AM Date of Analysis: 3/9/04
Scenario: 0 Count Date: 6/8/00
Growth Factor: 0.000 Future Growth % Per Year: 0.000
Number of Months: 0.0 Number of Years to Buildout: 0

	Movements											
	North Approach			East Approach			South Approach			West Approach		
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT
		18153			18030			5675			18026	
Existing	42	192	56	10	1	10	135	1023	94	16	3	4
ATI	29	342	16	9	0	-7	-7	419	25	11	-6	9
BEA Systems	0	28	0	0	0	0	0	7	0	0	0	0
Total ATI	29	370	16	9	0	-7	-7	426	25	11	-6	9
Existing + ATI	71	562	72	19	1	3	128	1449	119	27	-3	13
	71	562	72	19	1	3	128	1449	119	27	-3	13
Project Growth		1501			54			749			265	
Project Future Volume	259	1214	346	36	4	36	216	1642	150	200	38	50
	259	1214	346	36	4	36	216	1642	150	200	38	50

3742 4259
Intersection Name: Zanker Road & Plumeria Drive
Peak Hour: AM Date of Analysis: 3/9/04
Scenario: 0 Count Date: 2/10/00
Growth Factor: 0.000 Future Growth % Per Year: 0.000
Number of Months: 0.0 Number of Years to Buildout: 0

	Movements											
	North Approach			East Approach			South Approach			West Approach		
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT
		18284			18172			18069			18168	
Existing	31	148	29	13	206	56	127	657	99	35	116	33
ATI	4	201	3	2	0	-3	-6	257	-3	-2	0	12
BEA Systems	0	28	0	0	0	0	0	7	0	0	0	0
Total ATI	4	229	3	2	0	-3	-6	264	-3	-2	0	12
Existing + ATI	35	377	32	15	206	53	121	921	96	33	116	45
	35	377	32	15	206	53	121	921	96	33	116	45
Project Growth		1645			599			707			460	
Project Future Volume	276	1346	258	41	655	178	229	1190	178	123	406	116
	276	1346	258	41	655	178	229	1190	178	123	406	116

3593 9517
Intersection Name: Zanker Road & Innovation Drive
Peak Hour: PM Date of Analysis: 3/9/04
Scenario: Count Date: 06/08/00
(SJ) Growth Factor: 0.000 Future Growth % Per Yea 0.000
(SJ) Number of Months: 0.0 Number of Years to Buildout: 0.0

	Movements											
	North Approach			East Approach			South Approach			West Approach		
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT
		18153			18030			5675			18026	
Existing	12	875	12	70	11	136	10	348	23	94	2	21
ATI	5	429	9	16	0	-13	-4	333	2	45	-3	29
BEA Systems	0	3	0	0	0	0	0	27	0	0	0	0
Total ATI	5	432	9	16	0	-13	-4	360	2	45	-3	29
Existing + ATI	17	1307	21	86	11	123	6	708	25	139	-1	50
	17	1307	21	86	11	123	6	708	25	139	-1	50
Project Growth		1191			298			2135			6	
Project Future Volume	28	2037	28	166	26	323	66	2325	152	99	2	22
	28	2037	28	166	26	323	66	2325	152	99	2	22

3742 4259
Intersection Name: Zanker Road & Plumeria Drive
Peak Hour: PM Date of Analysis: 3/9/04
Scenario: Count Date: 02/10/00
(SJ) Growth Factor: 0.000 Future Growth % Per Yea 0.000
(SJ) Number of Months: 0.0 Number of Years to Buildout: 0.0

	Movements											
	North Approach			East Approach			South Approach			West Approach		
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT
		18284			18172			18069			18168	
Existing	49	736	20	49	175	192	89	200	23	151	283	33
ATI	12	288	2	3	0	-3	-3	165	-2	-3	0	4
BEA Systems	0	3	0	0	0	0	0	27	0	0	0	0
Total ATI	12	291	2	3	0	-3	-3	192	-2	-3	0	4
Existing + ATI	61	1027	22	52	175	189	86	392	21	148	283	37
	61	1027	22	52	175	189	86	392	21	148	283	37
Project Growth		876			540			2154			650	
Project Future Volume	102	1540	42	113	402	441	703	1608	182	361	677	79
	102	1540	42	113	402	441	703	1608	182	361	677	79

3395	4276		
Intersection Name:	Zanker Road & Charcot Avenue		
Peak Hour:	AM	Date of Analysis:	3/9/04
Scenario:	0	Count Date:	5/23/00
Growth Factor:	0.000	Future Growth % Per Year:	0.000
Number of Months:	0.0	Number of Years to Buildout:	0

	Movements											
	North Approach			East Approach			South Approach			West Approach		
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT
		18351			18184			18356			18192	
Existing	61	192	49	70	283	43	105	1302	110	40	243	195
ATI	49	43	0	0	139	0	0	172	10	3	41	36
BEA Systems	0	0	0	0	35	0	0	0	0	0	9	0
Total ATI	49	43	0	0	174	0	0	172	10	3	50	36
Existing + ATI	110	235	49	70	457	43	105	1474	120	43	293	231
	110	235	49	70	457	43	105	1474	120	43	293	231
Project Growth		867			1150			913			894	
Project Future Volume	236	743	190	273	1140	168	168	2086	176	115	706	560
	236	743	190	273	1140	168	168	2086	176	115	706	560

3614	4273		
Intersection Name:	Junction Avenue & Trimble Road		
Peak Hour:	AM	Date of Analysis:	3/9/04
Scenario:	0	Count Date:	5/17/00
Growth Factor:	0.000	Future Growth % Per Year:	0.000
Number of Months:	0.0	Number of Years to Buildout:	0

	Movements											
	North Approach			East Approach			South Approach			West Approach		
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT
		18171			5741			18180			18170	
Existing	26	60	16	140	1129	70	60	291	125	84	650	179
ATI	0	4	0	0	0	0	0	11	0	0	0	0
BEA Systems	0	0	0	0	0	0	0	0	0	0	0	0
Total ATI	0	4	0	0	0	0	0	11	0	0	0	0
Existing + ATI	26	64	16	140	1129	70	60	302	125	84	650	179
	26	64	16	140	1129	70	60	302	125	84	650	179
Project Growth		219			1051			225			126	
Project Future Volume	82	189	50	250	2015	125	88	429	184	96	740	204
	82	189	50	250	2015	125	88	429	184	96	740	204

3395 4276
Intersection Name: Zanker Road & Charcot Avenue
Peak Hour: PM Date of Analysis: 3/9/04
Scenario: Count Date: 05/23/00
(SJ) Growth Factor: 0.000 Future Growth % Per Yea 0.000
(SJ) Number of Months: 0.0 Number of Years to Buildout: 0.0

	Movements											
	North Approach			East Approach			South Approach			West Approach		
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT
		18351			18184			18356			18192	
Existing	290	1565	125	35	301	111	42	173	66	152	272	42
ATI	36	174	0	0	23	0	0	28	1	10	132	48
BEA Systems	0	0	0	0	4	0	0	0	0	0	34	0
Total ATI	36	174	0	0	27	0	0	28	1	10	166	48
Existing + ATI	326	1739	125	35	328	111	42	201	67	162	438	90
	326	1739	125	35	328	111	42	201	67	162	438	90
Project Growth		1630			714			1552			938	
Project Future Volume	529	2853	228	91	786	288	274	1129	431	458	854	127
	529	2853	228	91	786	288	274	1129	431	458	854	127

3614 4273
Intersection Name: Junction Avenue & Trimble Road
Peak Hour: PM Date of Analysis: 3/9/04
Scenario: Count Date: 05/17/00
(SJ) Growth Factor: 0.000 Future Growth % Per Yea 0.000
(SJ) Number of Months: 0.0 Number of Years to Buildout: 0.0

	Movements											
	North Approach			East Approach			South Approach			West Approach		
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT
		18171			5741			18180			18170	
Existing	90	438	85	17	795	112	57	76	86	168	1139	26
ATI	0	11	0	0	0	0	0	4	0	0	0	0
BEA Systems	0	0	0	0	0	0	0	0	0	0	0	0
Total ATI	0	11	0	0	0	0	0	4	0	0	0	0
Existing + ATI	90	449	85	17	795	112	57	80	86	168	1139	26
	90	449	85	17	795	112	57	80	86	168	1139	26
Project Growth		-19			111			572			1442	
Project Future Volume	87	424	82	19	891	125	206	275	311	350	2371	54
	87	424	82	19	891	125	206	275	311	350	2371	54

3394 4275
Intersection Name: Junction Avenue & Charcot Avenue
Peak Hour: AM Date of Analysis: 3/9/04
Scenario: 0 Count Date: 5/23/00
Growth Factor: 0.000 Future Growth % Per Year: 0.000
Number of Months: 0.0 Number of Years to Buildout: 0

	Movements											
	North Approach			East Approach			South Approach			West Approach		
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT
		18179			18186			18182			18184	
Existing	33	90	16	46	312	213	110	481	77	46	224	130
ATI	44	1	0	0	95	0	0	8	0	0	24	17
BEA Systems	0	0	0	0	35	0	0	0	0	0	9	0
Total ATI	44	1	0	0	130	0	0	8	0	0	33	17
Existing + ATI	77	91	16	46	442	213	110	489	77	46	257	147
	77	91	16	46	442	213	110	489	77	46	257	147
Project Growth		264			1158			234			216	
Project Future Volume	96	261	46	139	980	645	149	649	104	71	354	200
	96	261	46	139	980	645	149	649	104	71	354	200

3356 4282
Intersection Name: Junction Avenue & Brokaw Road
Peak Hour: AM Date of Analysis: 3/9/04
Scenario: 0 Count Date: 5/31/00
Growth Factor: 0.000 Future Growth % Per Year: 0.000
Number of Months: 0.0 Number of Years to Buildout: 0

	Movements											
	North Approach			East Approach			South Approach			West Approach		
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT
		18182			5677			18076			4278	
Existing	48	36	64	477	1784	170	90	154	54	95	763	211
ATI	0	0	5	15	213	0	0	0	0	0	47	0
BEA Systems	0	0	0	0	14	0	0	0	0	0	3	0
Total ATI	0	0	5	15	227	0	0	0	0	0	50	0
Existing + ATI	48	36	69	492	2011	170	90	154	54	95	813	211
	48	36	69	492	2011	170	90	154	54	95	813	211
Project Growth		222			256			42			901	
Project Future Volume	120	90	160	527	1986	188	103	176	62	175	1409	389
	120	90	160	527	1986	188	103	176	62	175	1409	389

3394 4275
Intersection Name: Junction Avenue & Charcot Avenue
Peak Hour: PM Date of Analysis: 3/9/04
Scenario: Count Date: 05/23/00
(SJ) Growth Factor: 0.000 Future Growth % Per Yea 0.000
(SJ) Number of Months: 0.0 Number of Years to Buildout: 0.0

	Movements											
	North Approach			East Approach			South Approach			West Approach		
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT
		18179			18186			18182			18184	
Existing	104	587	122	53	288	153	63	200	69	109	339	76
ATI	12	8	0	0	10	0	0	1	0	0	94	38
BEA Systems	0	0	0	0	4	0	0	0	0	0	34	0
Total ATI	12	8	0	0	14	0	0	1	0	0	128	38
Existing + ATI	116	595	122	53	302	153	63	201	69	109	467	114
	116	595	122	53	302	153	63	201	69	109	467	114
Project Growth		89			708			424			1539	
Project Future Volume	115	651	135	129	705	372	143	455	157	429	1369	299
	115	651	135	129	705	372	143	455	157	429	1369	299

3356 4282
Intersection Name: Junction Avenue & Brokaw Road
Peak Hour: PM Date of Analysis: 3/9/04
Scenario: Count Date: 05/31/00
(SJ) Growth Factor: 0.000 Future Growth % Per Yea 0.000
(SJ) Number of Months: 0.0 Number of Years to Buildout: 0.0

	Movements											
	North Approach			East Approach			South Approach			West Approach		
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT
		18182			5677			18076			4278	
Existing	236	207	473	124	1039	156	321	68	121	118	1317	79
ATI	0	0	16	0	66	0	0	0	0	0	202	0
BEA Systems	0	0	0	0	2	0	0	0	0	0	14	0
Total ATI	0	0	16	0	68	0	0	0	0	0	216	0
Existing + ATI	236	207	489	124	1107	156	321	68	121	118	1533	79
	236	207	489	124	1107	156	321	68	121	118	1533	79
Project Growth		114			822			178			458	
Project Future Volume	265	233	532	201	1689	253	433	92	163	154	1729	103
	265	233	532	201	1689	253	433	92	163	154	1729	103

3291 9518
Intersection Name: Bering Drive & Brokaw Road
Peak Hour: AM Date of Analysis: 3/9/04
Scenario: 0 Count Date: 5/17/00
Growth Factor: 0.000 Future Growth % Per Year: 0.000
Number of Months: 0.0 Number of Years to Buildout: 0

	Movements											
	North Approach			East Approach			South Approach			West Approach		
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT
		18255			18073			18074			18012	
Existing	32	9	6	130	1214	35	37	70	60	142	1299	178
ATI	0	0	0	0	224	0	0	0	0	0	91	0
BEA Systems	0	3	0	0	14	0	0	14	14	3	3	0
Total ATI	0	3	0	0	238	0	0	14	14	3	94	0
Existing + ATI	32	12	6	130	1452	35	37	84	74	145	1393	178
	32	12	6	130	1452	35	37	84	74	145	1393	178
Project Growth		52			399			1219			728	
Project Future Volume	67	22	13	168	1579	45	307	595	512	209	1886	258
	67	22	13	168	1579	45	307	595	512	209	1886	258

3357 4283
Intersection Name: Ridder Park Drive & Brokaw Road
Peak Hour: AM Date of Analysis: 3/9/04
Scenario: 0 Count Date: 4/29/99
Growth Factor: 0.000 Future Growth % Per Year: 0.000
Number of Months: 0.0 Number of Years to Buildout: 0

	Movements											
	North Approach			East Approach			South Approach			West Approach		
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT
		19013			19012			19014			4502	
Existing	55	11	14	37	3683	47	3	29	67	83	709	378
ATI	0	0	0	0	57	119	29	108	26	108	104	0
BEA Systems	0	0	0	0	28	0	0	0	0	0	7	0
Total ATI	0	0	0	0	85	119	29	108	26	108	111	0
Existing + ATI	55	11	14	37	3768	166	32	137	93	191	820	378
	55	11	14	37	3768	166	32	137	93	191	820	378
Project Growth		-200			-311			105			680	
Project Future Volume	-83	-17	-21	34	3407	43	6	60	138	131	1128	598
	0	0	0	34	3407	43	6	60	138	131	1128	598

3291 9518
Intersection Name: Bering Drive & Brokaw Road
Peak Hour: PM Date of Analysis: 3/9/04
Scenario: Count Date: 05/17/00
(SJ) Growth Factor: 0.000 Future Growth % Per Yea 0.000
(SJ) Number of Months: 0.0 Number of Years to Buildout: 0.0

	Movements											
	North Approach			East Approach			South Approach			West Approach		
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT
		18255			18073			18074			18012	
Existing	206	183	105	18	1195	49	36	9	77	179	1138	55
ATI	0	0	0	0	108	0	0	0	0	0	208	0
BEA Systems	0	14	0	0	2	0	0	2	2	14	14	0
Total ATI	0	14	0	0	110	0	0	2	2	14	222	0
Existing + ATI	206	197	105	18	1305	49	36	11	79	193	1360	55
	206	197	105	18	1305	49	36	11	79	193	1360	55
Project Growth		877			224			341			1442	
Project Future Volume	572	522	291	21	1409	58	137	36	294	381	2348	113
	572	522	291	21	1409	58	137	36	294	381	2348	113

3357 4283
Intersection Name: Ridder Park Drive & Brokaw Road
Peak Hour: PM Date of Analysis: 3/9/04
Scenario: Count Date: 04/29/99
(SJ) Growth Factor: 0.000 Future Growth % Per Yea 0.000
(SJ) Number of Months: 0.0 Number of Years to Buildout: 0.0

	Movements											
	North Approach			East Approach			South Approach			West Approach		
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT
		19013			19012			19014			4502	
Existing	153	29	93	5	1231	27	32	3	124	78	2556	59
ATI	0	0	0	0	86	13	118	24	107	12	142	0
BEA Systems	0	0	0	0	3	0	0	0	0	0	27	0
Total ATI	0	0	0	0	89	13	118	24	107	12	169	0
Existing + ATI	153	29	93	5	1320	40	150	27	231	90	2725	59
	153	29	93	5	1320	40	150	27	231	90	2725	59
Project Growth		282			472			58			3	
Project Future Volume	310	59	188	7	1694	37	44	4	169	78	2586	59
	310	59	188	7	1694	37	44	4	169	78	2586	59

3564	18048		
Intersection Name:	Orchard Parkway & Guadalupe Parkway		
Peak Hour:	AM	Date of Analysis:	3/9/04
Scenario:	0	Count Date:	2/10/00
Growth Factor:	0.000	Future Growth % Per Year:	0.000
Number of Months:	0.0	Number of Years to Buildout:	0

	Movements											
	North Approach			East Approach			South Approach			West Approach		
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT
		18047			18294			0			18320	
Existing	4	8	11	112	241	18	2	1	6	74	1142	107
ATI	144	310	77	429	46	160	47	64	47	232	165	747
BEA Systems	56	0	0	0	0	0	0	0	0	0	0	223
Total ATI	200	310	77	429	46	160	47	64	47	232	165	970
Existing + ATI	204	318	88	541	287	178	49	65	53	306	1307	1077
	204	318	88	541	287	178	49	65	53	306	1307	1077
Project Growth		950			370			0			316	
Project Future Volume	225	338	465	224	481	36	2	1	6	92	1415	356
	225	338	465	224	481	36	2	1	6	92	1415	356

3728	18036		
Intersection Name:	Orchard Parkway & Trimble Road		
Peak Hour:	AM	Date of Analysis:	3/9/04
Scenario:	0	Count Date:	2/9/00
Growth Factor:	0.000	Future Growth % Per Year:	0.000
Number of Months:	0.0	Number of Years to Buildout:	0

	Movements											
	North Approach			East Approach			South Approach			West Approach		
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT
		18309			18315			18336			18189	
Existing	37	3	18	151	1303	84	5	5	15	57	1291	418
ATI	0	26	0	0	115	294	54	3	183	926	297	0
BEA Systems	0	0	0	0	0	0	0	0	63	250	0	0
Total ATI	0	26	0	0	115	294	54	3	246	1176	297	0
Existing + ATI	37	29	18	151	1418	378	59	8	261	1233	1588	418
	37	29	18	151	1418	378	59	8	261	1233	1588	418
Project Growth		203			0			-337			1109	
Project Future Volume	167	14	81	151	1303	84	-62	-62	-124	343	2102	680
	167	14	81	151	1303	84	0	0	0	343	2102	680

3564 18048
Intersection Name: Orchard Parkway & Guadalupe Parkway
Peak Hour: PM Date of Analysis: 3/9/04
Scenario: Count Date: 02/10/00
(SJ) Growth Factor: 0.000 Future Growth % Per Yea 0.000
(SJ) Number of Months: 0.0 Number of Years to Buildout: 0.0

	Movements											
	North Approach			East Approach			South Approach			West Approach		
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT
		18047			18294			0			18320	
Existing	53	120	131	111	1109	26	16	4	45	80	290	35
ATI	747	32	429	77	164	22	181	306	229	23	19	144
BEA Systems	219	0	0	0	0	0	0	0	0	0	0	24
Total ATI	966	32	429	77	164	22	181	306	229	23	19	168
Existing + ATI	1019	152	560	188	1273	48	197	310	274	103	309	203
	1019	152	560	188	1273	48	197	310	274	103	309	203
Project Growth		518			1144			0			937	
Project Future Volume	362	324	354	213	2127	50	16	4	45	265	961	140
	362	324	354	213	2127	50	16	4	45	265	961	140

3728 18036
Intersection Name: Orchard Parkway & Trimble Road
Peak Hour: PM Date of Analysis: 3/9/04
Scenario: Count Date: 02/09/00
(SJ) Growth Factor: 0.000 Future Growth % Per Yea 0.000
(SJ) Number of Months: 0.0 Number of Years to Buildout: 0.0

	Movements											
	North Approach			East Approach			South Approach			West Approach		
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT
		18309			18315			18336			18189	
Existing	406	11	190	34	1367	52	53	9	109	33	1325	123
ATI	0	3	0	0	296	47	271	52	722	333	119	0
BEA Systems	0	0	0	0	0	0	0	0	246	27	0	0
Total ATI	0	3	0	0	296	47	271	52	968	360	119	0
Existing + ATI	406	14	190	34	1663	99	324	61	1077	393	1444	123
	406	14	190	34	1663	99	324	61	1077	393	1444	123
Project Growth		237			0			1323			358	
Project Future Volume	565	15	264	34	1367	52	463	79	1198	68	1645	153
	565	15	264	34	1367	52	463	79	1198	68	1645	153

3754 18228
Intersection Name: Renaissance Drive & Tasman Drive
Peak Hour: AM Date of Analysis: 3/9/04
Scenario: 0 Count Date: 2/24/00
Growth Factor: 0.000 Future Growth % Per Year: 0.000
Number of Months: 0.0 Number of Years to Buildout: 0

	Movements											
	North Approach			East Approach			South Approach			West Approach		
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT
		18013			5756			0			18096	
Existing	220	1	42	9	462	25	0	1	3	68	1092	40
ATI	0	0	14	12	88	4	2	0	0	0	41	0
BEA Systems	0	0	0	0	0	0	0	0	0	0	0	0
Total ATI	0	0	14	12	88	4	2	0	0	0	41	0
Existing + ATI	220	1	56	21	550	29	2	1	3	68	1133	40
	220	1	56	21	550	29	2	1	3	68	1133	40
Project Growth		16			17			0			903	
Project Future Volume	233	1	45	9	478	26	0	1	3	119	1914	70
	233	1	45	9	478	26	0	1	3	119	1914	70

3820 5756
Intersection Name: Vista Montana & Tasman Drive
Peak Hour: AM Date of Analysis: 3/9/04
Scenario: 0 Count Date: 2/24/00
Growth Factor: 0.000 Future Growth % Per Year: 0.000
Number of Months: 0.0 Number of Years to Buildout: 0

	Movements											
	North Approach			East Approach			South Approach			West Approach		
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT
		18098			18135			0			18228	
Existing	94	57	83	18	466	42	16	10	1	28	870	292
ATI	64	0	-3	0	106	5	2	0	0	0	61	266
BEA Systems	0	0	0	0	0	0	0	0	0	0	0	0
Total ATI	64	0	-3	0	106	5	2	0	0	0	61	266
Existing + ATI	158	57	80	18	572	47	18	10	1	28	931	558
	158	57	80	18	572	47	18	10	1	28	931	558
Project Growth		146			-118			0			845	
Project Future Volume	153	93	135	14	361	33	16	10	1	48	1488	499
	153	93	135	14	361	33	16	10	1	48	1488	499

3754 18228
Intersection Name: Renaissance Drive & Tasman Drive
Peak Hour: PM Date of Analysis: 3/9/04
Scenario: Count Date: 02/24/00
(SJ) Growth Factor: 0.000 Future Growth % Per Yea 0.000
(SJ) Number of Months: 0.0 Number of Years to Buildout: 0.0

	Movements											
	North Approach			East Approach			South Approach			West Approach		
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT
		18013			5756			0			18096	
Existing	104	3	12	40	1217	9	19	1	70	18	875	171
ATI	0	0	32	30	60	2	4	0	0	0	106	0
BEA Systems	0	0	0	0	0	0	0	0	0	0	0	0
Total ATI	0	0	32	30	60	2	4	0	0	0	106	0
Existing + ATI	104	3	44	70	1277	11	23	1	70	18	981	171
	104	3	44	70	1277	11	23	1	70	18	981	171
Project Growth		52			209			0			181	
Project Future Volume	149	4	17	47	1418	10	19	1	70	21	1024	200
	149	4	17	47	1418	10	19	1	70	21	1024	200

3820 5756
Intersection Name: Vista Montana & Tasman Drive
Peak Hour: PM Date of Analysis: 3/9/04
Scenario: Count Date: 02/24/00
(SJ) Growth Factor: 0.000 Future Growth % Per Yea 0.000
(SJ) Number of Months: 0.0 Number of Years to Buildout: 0.0

	Movements											
	North Approach			East Approach			South Approach			West Approach		
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT
		18098			18135			0			18228	
Existing	245	6	43	131	896	26	35	30	37	14	784	170
ATI	264	0	-4	-7	98	2	5	0	0	0	144	26
BEA Systems	0	0	0	0	0	0	0	0	0	0	0	0
Total ATI	264	0	-4	-7	98	2	5	0	0	0	144	26
Existing + ATI	509	6	39	124	994	28	40	30	37	14	928	196
	509	6	39	124	994	28	40	30	37	14	928	196
Project Growth		155			95			0			159	
Project Future Volume	374	9	66	143	977	28	35	30	37	16	913	198
	374	9	66	143	977	28	35	30	37	16	913	198

3391 18135
Intersection Name: Champion Court & Tasman Drive
Peak Hour: AM Date of Analysis: 3/9/04
Scenario: 0 Count Date: 3/22/00
Growth Factor: 0.000 Future Growth % Per Year: 0.000
Number of Months: 0.0 Number of Years to Buildout: 0

	Movements											
	North Approach			East Approach			South Approach			West Approach		
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT
		0			18004			0			5756	
Existing	14	4	29	67	624	78	21	4	18	81	827	150
ATI	-2	0	1	0	114	0	1	0	-1	-3	64	-5
BEA Systems	0	0	0	0	.0	0	0	0	0	0	0	0
Total ATI	-2	0	1	0	114	0	1	0	-1	-3	64	-5
Existing + ATI	12	4	30	67	738	78	22	4	17	78	891	145
	12	4	30	67	738	78	22	4	17	78	891	145
Project Growth		0			113			0			718	
Project Future Volume	14	4	29	77	716	89	21	4	18	136	1388	252
	14	4	29	77	716	89	21	4	18	136	1388	252

3755 18004
Intersection Name: Rio Robles & Tasman Drive
Peak Hour: AM Date of Analysis: 3/9/04
Scenario: 0 Count Date: 3/22/00
Growth Factor: 0.000 Future Growth % Per Year: 0.000
Number of Months: 0.0 Number of Years to Buildout: 0

	Movements											
	North Approach			East Approach			South Approach			West Approach		
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT
		0			18136			18138			18135	
Existing	6	5	10	33	617	250	53	17	101	307	512	58
ATI	-4	2	-2	-1	15	0	0	1	103	62	14	-5
BEA Systems	0	0	0	0	0	0	0	0	0	0	0	0
Total ATI	-4	2	-2	-1	15	0	0	1	103	62	14	-5
Existing + ATI	2	7	8	32	632	250	53	18	204	369	526	53
	2	7	8	32	632	250	53	18	204	369	526	53
Project Growth		0			37			111			613	
Project Future Volume	6	5	10	34	642	260	87	28	167	522	870	99
	6	5	10	34	642	260	87	28	167	522	870	99

3391 18135
Intersection Name: Champion Court & Tasman Drive
Peak Hour: PM Date of Analysis: 3/9/04
Scenario: Count Date: 03/22/00
(SJ) Growth Factor: 0.000 Future Growth % Per Yea 0.000
(SJ) Number of Months: 0.0 Number of Years to Buildout: 0.0

	Movements											
	North Approach			East Approach			South Approach			West Approach		
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT
		0			18004			0			5756	
Existing	97	4	57	22	698	26	41	3	77	13	804	15
ATI	-5	0	2	0	96	1	0	0	-3	-1	155	-2
BEA Systems	0	0	0	0	0	0	0	0	0	0	0	0
Total ATI	-5	0	2	0	96	1	0	0	-3	-1	155	-2
Existing + ATI	92	4	59	22	794	27	41	3	74	12	959	13
	92	4	59	22	794	27	41	3	74	12	959	13
Project Growth		0			120			0			77	
Project Future Volume	97	4	57	26	810	30	41	3	77	14	878	16
	97	4	57	26	810	30	41	3	77	14	878	16

3755 18004
Intersection Name: Rio Robles & Tasman Drive
Peak Hour: PM Date of Analysis: 3/9/04
Scenario: Count Date: 03/22/00
(SJ) Growth Factor: 0.000 Future Growth % Per Yea 0.000
(SJ) Number of Months: 0.0 Number of Years to Buildout: 0.0

	Movements											
	North Approach			East Approach			South Approach			West Approach		
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT
		0			18136			18138			18135	
Existing	20	22	21	13	531	75	162	15	240	125	748	21
ATI	-5	3	-3	-1	50	0	0	1	53	105	50	-4
BEA Systems	0	0	0	0	0	0	0	0	0	0	0	0
Total ATI	-5	3	-3	-1	50	0	0	1	53	105	50	-4
Existing + ATI	15	25	18	12	581	75	162	16	293	230	798	17
	15	25	18	12	581	75	162	16	293	230	798	17
Project Growth		0			127			50			213	
Project Future Volume	20	22	21	16	640	90	181	17	269	155	926	26
	20	22	21	16	640	90	181	17	269	155	926	26

3819 9509
Intersection Name: Morgridge Drive & Tasman Drive
Peak Hour: AM Date of Analysis: 3/9/04
Scenario: 0 Count Date: 2/28/02
Growth Factor: 0.000 Future Growth % Per Year: 0.000
Number of Months: 0.0 Number of Years to Buildout: 0

	Movements											
	North Approach			East Approach			South Approach			West Approach		
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT
		18024			18023			0			4251	
Existing	9	19	23	60	1411	187	8	8	30	134	585	169
ATI	3	0	0	7	114	8	-2	0	3	-6	40	-3
BEA Systems	0	0	0	0	0	0	0	0	0	0	0	0
Total ATI	3	0	0	7	114	8	-2	0	3	-6	40	-3
Existing + ATI	12	19	23	67	1525	195	6	8	33	128	625	166
	12	19	23	67	1525	195	6	8	33	128	625	166
Project Growth		35			308			0			732	
Project Future Volume	15	32	39	71	1673	222	8	8	30	244	1067	308
	15	32	39	71	1673	222	8	8	30	244	1067	308

3106 5725
Intersection Name: Lundy Avenue & Murphy Avenue
Peak Hour: AM Date of Analysis: 3/9/04
Scenario: 0 Count Date: 3/21/00
Growth Factor: 0.000 Future Growth % Per Year: 0.000
Number of Months: 0.0 Number of Years to Buildout: 0

	Movements											
	North Approach			East Approach			South Approach			West Approach		
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT
		4367			9527			5726			9523	
Existing	178	140	122	369	1851	45	74	660	912	85	379	232
ATI	17	7	0	3	212	0	0	3	21	4	72	31
BEA Systems	0	0	0	0	28	0	0	0	0	0	7	0
Total ATI	17	7	0	3	240	0	0	3	21	4	79	31
Existing + ATI	195	147	122	372	2091	45	74	663	933	89	458	263
	195	147	122	372	2091	45	74	663	933	89	458	263
Project Growth		177			-105			412			239	
Project Future Volume	250	196	171	352	1793	43	93	825	1140	114	516	312
	250	196	171	352	1793	43	93	825	1140	114	516	312

3819 9509
Intersection Name: Morgridge Drive & Tasman Drive
Peak Hour: PM Date of Analysis: 3/9/04
Scenario: Count Date: 02/28/02
(SJ) Growth Factor: 0.000 Future Growth % Per Yea 0.000
(SJ) Number of Months: 0.0 Number of Years to Buildout: 0.0

	Movements											
	North Approach			East Approach			South Approach			West Approach		
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT
		18024			18023			0			4251	
Existing	75	6	105	22	755	35	48	17	193	21	1428	89
ATI	8	0	-6	-3	116	-2	-3	0	7	4	56	3
BEA Systems	0	0	0	0	0	0	0	0	0	0	0	0
Total ATI	8	0	-6	-3	116	-2	-3	0	7	4	56	3
Existing + ATI	83	6	99	19	871	33	45	17	200	25	1484	92
	83	6	99	19	871	33	45	17	200	25	1484	92
Project Growth		104			916			0			368	
Project Future Volume	117	9	164	47	1607	74	48	17	193	26	1770	110
	117	9	164	47	1607	74	48	17	193	26	1770	110

3106 5725
Intersection Name: Lundy Avenue & Murphy Avenue
Peak Hour: PM Date of Analysis: 3/9/04
Scenario: Count Date: 03/21/00
(SJ) Growth Factor: 0.000 Future Growth % Per Yea 0.000
(SJ) Number of Months: 0.0 Number of Years to Buildout: 0.0

	Movements											
	North Approach			East Approach			South Approach			West Approach		
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT
		4367			9527			5726			9523	
Existing	177	748	687	63	494	181	67	198	271	522	1956	146
ATI	0	1	0	25	31	0	0	25	-1	9	226	26
BEA Systems	0	0	0	0	3	0	0	0	0	0	27	0
Total ATI	0	1	0	25	34	0	0	25	-1	9	253	26
Existing + ATI	177	749	687	88	528	181	67	223	270	531	2209	172
	177	749	687	88	528	181	67	223	270	531	2209	172
Project Growth		1037			61			412			-33	
Project Future Volume	291	1229	1129	68	538	196	119	350	479	515	1958	144
	291	1229	1129	68	538	196	119	350	479	515	1958	144

3076	5722		
Intersection Name:	Lundy Avenue & Berryessa Road		
Peak Hour:	AM	Date of Analysis:	3/9/04
Scenario:	0	Count Date:	5/17/00
Growth Factor:	0.000	Future Growth % Per Year:	0.000
Number of Months:	0.0	Number of Years to Buildout:	0

	Movements											
	North Approach			East Approach			South Approach			West Approach		
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT
		9530			5723			9524			4291	
Existing	246	251	227	438	1654	168	76	726	267	82	353	158
ATI	0	0	0	0	0	0	0	0	0	0	0	0
BEA Systems	0	0	0	0	0	0	0	0	0	0	0	0
Total ATI	0	0	0	0	0	0	0	0	0	0	0	0
Existing + ATI	246	251	227	438	1654	168	76	726	267	82	353	158
	246	251	227	438	1654	168	76	726	267	82	353	158
Project Growth		94			-267			486			384	
Project Future Volume	278	284	256	386	1459	148	111	1056	388	135	582	260
	278	284	256	386	1459	148	111	1056	388	135	582	260

3021	5719		
Intersection Name:	Oakland Road & US 101 (N)		
Peak Hour:	AM	Date of Analysis:	3/9/04
Scenario:	0	Count Date:	3/23/00
Growth Factor:	0.000	Future Growth % Per Year:	0.000
Number of Months:	0.0	Number of Years to Buildout:	0

	Movements											
	North Approach			East Approach			South Approach			West Approach		
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT
		19100			5720			5042			0	
Existing	746	464	0	448	1	89	0	1067	447	0	0	0
ATI	12	45	0	85	0	33	0	64	10	0	0	0
BEA Systems	0	0	0	0	0	0	0	0	0	0	0	0
Total ATI	12	45	0	85	0	33	0	64	10	0	0	0
Existing + ATI	758	509	0	533	1	122	0	1131	457	0	0	0
	758	509	0	533	1	122	0	1131	457	0	0	0
Project Growth		138			385			1119			0	
Project Future Volume	831	517	0	769	2	153	0	1856	777	0	0	0
	831	517	0	769	2	153	0	1856	777	0	0	0

3076 5722
Intersection Name: Lundy Avenue & Berryessa Road
Peak Hour: PM Date of Analysis: 3/9/04
Scenario: Count Date: 05/17/00
(SJ) Growth Factor: 0.000 Future Growth % Per Yea 0.000
(SJ) Number of Months: 0.0 Number of Years to Buildout: 0.0

	Movements											
	North Approach			East Approach			South Approach			West Approach		
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT
		9530			5723			9524			4291	
Existing	243	660	325	143	539	249	179	286	102	278	1384	253
ATI	0	0	0	0	0	0	0	0	0	0	0	0
BEA Systems	0	0	0	0	0	0	0	0	0	0	0	0
Total ATI	0	0	0	0	0	0	0	0	0	0	0	0
Existing + ATI	243	660	325	143	539	249	179	286	102	278	1384	253
	243	660	325	143	539	249	179	286	102	278	1384	253
Project Growth		707			524			691			-293	
Project Future Volume	383	1040	512	223	842	389	397	635	226	235	1172	214
	383	1040	512	223	842	389	397	635	226	235	1172	214

3021 5719
Intersection Name: Oakland Road & US 101 (N)
Peak Hour: PM Date of Analysis: 3/9/04
Scenario: Count Date: 03/23/00
(SJ) Growth Factor: 0.000 Future Growth % Per Yea 0.000
(SJ) Number of Months: 0.0 Number of Years to Buildout: 0.0

	Movements											
	North Approach			East Approach			South Approach			West Approach		
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT
		19100			5720			5042			0	
Existing	601	1316	0	382	0	165	0	921	289	0	0	0
ATI	34	121	0	15	0	18	0	27	18	0	0	0
BEA Systems	0	0	0	0	0	0	0	0	0	0	0	0
Total ATI	34	121	0	15	0	18	0	27	18	0	0	0
Existing + ATI	635	1437	0	397	0	183	0	948	307	0	0	0
	635	1437	0	397	0	183	0	948	307	0	0	0
Project Growth		1408			86			331			0	
Project Future Volume	1042	2283	0	442	0	191	0	1173	368	0	0	0
	1042	2283	0	442	0	191	0	1173	368	0	0	0

3022	5042			
Intersection Name:	Oakland Road	& US 101 (S)		
Peak Hour:	AM		Date of Analysis:	3/9/04
Scenario:	0		Count Date:	3/23/00
Growth Factor:	0.000		Future Growth % Per Year:	0.000
Number of Months:	0.0		Number of Years to Buildout:	0

	Movements											
	North Approach			East Approach			South Approach			West Approach		
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT
		5719			0			5044			5041	
Existing	0	230	243	0	0	0	172	1172	0	278	0	416
ATI	0	53	21	0	0	0	0	41	0	0	5	28
BEA Systems	0	0	0	0	0	0	0	0	0	0	0	0
Total ATI	0	53	21	0	0	0	0	41	0	0	5	28
Existing + ATI	0	283	264	0	0	0	172	1213	0	278	5	444
	0	283	264	0	0	0	172	1213	0	278	5	444
Project Growth		158			0			927			-298	
Project Future Volume	0	307	324	0	0	0	291	1980	0	159	0	237
	0	307	324	0	0	0	291	1980	0	159	0	237

3057	5106			
Intersection Name:	The Alameda	& Hedding Street		
Peak Hour:	AM		Date of Analysis:	3/9/04
Scenario:	0		Count Date:	9/29/04
Growth Factor:	0.000		Future Growth % Per Year:	0.000
Number of Months:	0.0		Number of Years to Buildout:	0

	Movements											
	North Approach			East Approach			South Approach			West Approach		
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT
		5104			5732			5109			5107	
Existing	53	662	217	195	160	64	84	1248	65	109	341	154
ATI	0	49	0	0	12	0	0	8	0	0	59	0
BEA Systems	0	0	0	0	0	0	0	0	0	0	0	0
Total ATI	0	49	0	0	12	0	0	8	0	0	59	0
Existing + ATI	53	711	217	195	172	64	84	1256	65	109	400	154
	42	981	344	283	251	65	160	1805	48	144	1019	233
Project Growth		651			364			-21			-61	
Project Future Volume	90	1124	369	364	299	120	83	1229	64	98	307	138
	63	1392	514	458	387	105	158	1778	47	137	916	222

3022 5042
Intersection Name: Oakland Road & US 101 (S)
Peak Hour: PM Date of Analysis: 3/9/04
Scenario: Count Date: 03/23/00
(SJ) Growth Factor: 0.000 Future Growth % Per Yea 0.000
(SJ) Number of Months: 0.0 Number of Years to Buildout: 0.0

	Movements											
	North Approach			East Approach			South Approach			West Approach		
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT
		5719			0			5044			5041	
Existing	0	731	752	0	0	0	438	585	0	633	12	657
ATI	0	56	70	0	0	0	0	34	0	0	6	3
BEA Systems	0	0	0	0	0	0	0	0	0	0	0	0
Total ATI	0	56	70	0	0	0	0	34	0	0	6	3
Existing + ATI	0	787	822	0	0	0	438	619	0	633	18	660
	0	787	822	0	0	0	438	619	0	633	18	660
Project Growth		1376			0			168			135	
Project Future Volume	0	1909	950	0	0	0	510	681	0	699	13	725
	0	1409	1450	0	0	0	510	681	0	699	13	725

3057 5106
Intersection Name: The Alameda & Hedding Street
Peak Hour: PM Date of Analysis: 3/9/04
Scenario: Count Date: 09/29/04
(SJ) Growth Factor: 0.000 Future Growth % Per Yea 0.000
(SJ) Number of Months: 0.0 Number of Years to Buildout: 0.0

	Movements											
	North Approach			East Approach			South Approach			West Approach		
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT
		5104			5732			5109			5107	
Existing	76	1062	139	162	336	114	43	931	91	63	173	88
ATI	0	17	0	0	59	0	0	47	0	0	9	0
BEA Systems	0	0	0	0	0	0	0	0	0	0	0	0
Total ATI	0	17	0	0	59	0	0	47	0	0	9	0
Existing + ATI	76	1079	139	162	395	114	43	978	91	63	182	88
	50	1856	273	225	818	272	72	1283	120	84	326	112
Project Growth		170			103			204			514	
Project Future Volume	86	1203	158	189	393	133	51	1109	108	163	447	228
	54	1984	294	243	821	294	82	1413	137	168	635	224

3058	5109		
Intersection Name:	The Alameda	& Taylor Street	
Peak Hour:	AM	Date of Analysis:	3/9/04
Scenario:	0	Count Date:	2/16/00
Growth Factor:	0.000	Future Growth % Per Year:	0.000
Number of Months:	0.0	Number of Years to Buildout:	0

	Movements											
	North Approach			East Approach			South Approach			West Approach		
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT
		5106			5093			5110			5108	
Existing	54	743	74	116	208	32	48	1368	116	124	332	115
ATI	0	49	0	0	12	7	0	8	0	0	59	0
BEA Systems	0	0	0	0	0	0	0	0	0	0	0	0
Total ATI	0	49	0	0	12	7	0	8	0	0	59	0
Existing + ATI	54	792	74	116	220	39	48	1376	116	124	391	115
	54	792	74	116	220	39	48	1376	116	124	391	115
Project Growth		349			159			21			-33	
Project Future Volume	76	1041	104	168	301	46	49	1387	118	117	313	108
	76	1041	104	168	301	46	49	1387	118	117	313	108

3014	5198		
Intersection Name:	SR 87	& Julian Street (W)	
Peak Hour:	AM	Date of Analysis:	3/9/04
Scenario:	0	Count Date:	5/2/00
Growth Factor:	0.000	Future Growth % Per Year:	0.000
Number of Months:	0.0	Number of Years to Buildout:	0

	Movements											
	North Approach			East Approach			South Approach			West Approach		
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT
		5035			5183			0			5092	
Existing	38	58	112	376	743	49	0	0	0	11	481	0
ATI	50	3	91	0	348	47	0	0	0	7	73	0
BEA Systems	0	0	0	0	0	0	0	0	0	0	0	0
Total ATI	50	3	91	0	348	47	0	0	0	7	73	0
Existing + ATI	88	61	203	376	1091	96	0	0	0	18	554	0
	88	61	203	376	1091	96	0	0	0	18	554	0
Project Growth		169			166			0			124	
Project Future Volume	69	105	203	429	849	56	0	0	0	14	602	0
	69	105	203	429	849	56	0	0	0	14	602	0

3058 5109
Intersection Name: The Alameda & Taylor Street
Peak Hour: PM Date of Analysis: 3/9/04
Scenario: Count Date: 02/16/00
(SJ) Growth Factor: 0.000 Future Growth % Per Yea 0.000
(SJ) Number of Months: 0.0 Number of Years to Buildout: 0.0

	Movements											
	North Approach			East Approach			South Approach			West Approach		
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT
		5106			5093			5110			5108	
Existing	82	1485	130	47	222	52	9	1035	276	156	271	106
ATI	0	17	0	0	59	1	6	47	0	0	9	0
BEA Systems	0	0	0	0	0	0	0	0	0	0	0	0
Total ATI	0	17	0	0	59	1	6	47	0	0	9	0
Existing + ATI	82	1502	130	47	281	53	15	1082	276	156	280	106
	82	1502	130	47	281	53	15	1082	276	156	280	106
Project Growth		-12			175			99			272	
Project Future Volume	81	1474	129	73	343	80	10	1113	297	236	409	160
	81	1474	129	73	343	80	10	1113	297	236	409	160

3014 5198
Intersection Name: SR 87 & Julian Street (W)
Peak Hour: PM Date of Analysis: 3/9/04
Scenario: Count Date: 05/02/00
(SJ) Growth Factor: 0.000 Future Growth % Per Yea 0.000
(SJ) Number of Months: 0.0 Number of Years to Buildout: 0.0

	Movements											
	North Approach			East Approach			South Approach			West Approach		
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT
		5035			5183			0			5092	
Existing	86	71	85	1116	709	406	0	0	0	42	702	0
ATI	35	5	59	0	44	5	0	0	0	19	358	0
BEA Systems	0	0	0	0	0	0	0	0	0	0	0	0
Total ATI	35	5	59	0	44	5	0	0	0	19	358	0
Existing + ATI	121	76	144	1116	753	411	0	0	0	61	1060	0
	121	76	144	1116	753	411	0	0	0	61	1060	0
Project Growth		583			-36			0			45	
Project Future Volume	293	242	290	1098	698	399	0	0	0	45	744	0
	293	242	290	1098	698	399	0	0	0	45	744	0

3013	5183		
Intersection Name:	SR 87	& Julian Street (E)	
Peak Hour:	AM	Date of Analysis:	3/9/04
Scenario:	0	Count Date:	3/22/00
Growth Factor:	0.000	Future Growth % Per Year:	0.000
Number of Months:	0.0	Number of Years to Buildout:	0

Movements

	North Approach			East Approach			South Approach			West Approach		
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT
		0			5068			4417			5198	
Existing	0	1204	356	25	683	0	270	144	76	0	393	17
ATI	0	12	0	14	91	0	10	33	308	0	93	52
BEA Systems	0	0	0	0	0	0	0	0	0	0	0	0
Total ATI	0	12	0	14	91	0	10	33	308	0	93	52
Existing + ATI	0	1216	356	39	774	0	280	177	384	0	486	69
	0	1216	356	39	774	0	280	177	384	0	486	69
Project Growth		0			388			66			281	
Project Future Volume	0	1204	356	39	1057	0	306	163	86	0	662	29
	0	1204	356	39	1057	0	306	163	86	0	662	29

3107	5172		
Intersection Name:	Market Street	& San Carlos Street	
Peak Hour:	AM	Date of Analysis:	3/9/04
Scenario:	0	Count Date:	5/2/00
Growth Factor:	0.000	Future Growth % Per Year:	0.000
Number of Months:	0.0	Number of Years to Buildout:	0

Movements

	North Approach			East Approach			South Approach			West Approach		
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT
		5170			4956			4954			9561	
Existing	66	224	84	63	185	0	48	989	281	76	503	187
ATI	46	111	0	0	80	0	11	116	42	102	125	2
BEA Systems	0	0	0	0	0	0	0	0	0	0	0	0
Total ATI	46	111	0	0	80	0	11	116	42	102	125	2
Existing + ATI	112	335	84	63	265	0	59	1105	323	178	628	189
	112	335	84	63	265	0	59	1105	323	178	628	189
Project Growth		229			10			448			-153	
Project Future Volume	106	361	135	66	192	0	64	1325	377	61	403	150
	106	361	135	66	192	0	64	1325	377	61	403	150

3013 5183
Intersection Name: SR 87 & Julian Street (E)
Peak Hour: PM Date of Analysis: 3/9/04
Scenario: Count Date: 03/22/00
(SJ) Growth Factor: 0.000 Future Growth % Per Yea 0.000
(SJ) Number of Months: 0.0 Number of Years to Buildout: 0.0

	Movements											
	North Approach			East Approach			South Approach			West Approach		
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT
		0			5068			4417			5198	
Existing	0	282	213	58	1430	0	70	297	535	0	435	63
ATI	0	23	0	59	24	0	79	41	94	0	99	57
BEA Systems	0	0	0	0	0	0	0	0	0	0	0	0
Total ATI	0	23	0	59	24	0	79	41	94	0	99	57
Existing + ATI	0	305	213	117	1454	0	149	338	629	0	534	120
	0	305	213	117	1454	0	149	338	629	0	534	120
Project Growth		0			-251			-6			539	
Project Future Volume	0	282	213	48	1189	0	70	295	531	0	906	131
	0	282	213	48	1189	0	70	295	531	0	906	131

3107 5172
Intersection Name: Market Street & San Carlos Street
Peak Hour: PM Date of Analysis: 3/9/04
Scenario: Count Date: 05/02/00
(SJ) Growth Factor: 0.000 Future Growth % Per Yea 0.000
(SJ) Number of Months: 0.0 Number of Years to Buildout: 0.0

	Movements											
	North Approach			East Approach			South Approach			West Approach		
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT
		5170			4956			4954			9561	
Existing	156	1021	111	40	198	0	38	214	141	198	414	116
ATI	8	258	2	0	143	0	12	76	30	442	137	27
BEA Systems	0	0	0	0	0	0	0	0	0	0	0	0
Total ATI	8	258	2	0	143	0	12	76	30	442	137	27
Existing + ATI	164	1279	113	40	341	0	50	290	171	640	551	143
	164	1279	113	40	341	0	50	290	171	640	551	143
Project Growth		-22			345			2			-19	
Project Future Volume	153	1004	109	98	485	0	38	215	142	193	403	113
	153	1004	109	98	485	0	38	215	142	193	403	113

3061 5171
Intersection Name: Almaden Boulevard & San Carlos Street
Peak Hour: AM Date of Analysis: 3/9/04
Scenario: 0 Count Date: 2/15/00
Growth Factor: 0.000 Future Growth % Per Year: 0.000
Number of Months: 0.0 Number of Years to Buildout: 0

	Movements											
	North Approach			East Approach			South Approach			West Approach		
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT
		5169			9561			4926			5188	
Existing	66	177	82	128	359	102	259	1414	85	30	417	152
ATI	0	133	9	3	68	99	58	165	95	138	162	34
BEA Systems	0	0	0	0	0	0	0	0	0	0	0	0
Total ATI	0	133	9	3	68	99	58	165	95	138	162	34
Existing + ATI	66	310	91	131	427	201	317	1579	180	168	579	186
	66	310	91	131	427	201	317	1579	180	168	579	186
Project Growth		52			-148			141			111	
Project Future Volume	77	205	95	96	269	76	280	1527	92	36	494	180
	77	205	95	96	269	76	280	1527	92	36	494	180

3077 5174
Intersection Name: Bird Avenue & San Carlos Street
Peak Hour: AM Date of Analysis: 3/9/04
Scenario: 0 Count Date: 3/1/00
Growth Factor: 0.000 Future Growth % Per Year: 0.000
Number of Months: 0.0 Number of Years to Buildout: 0

	Movements											
	North Approach			East Approach			South Approach			West Approach		
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT
		5175			5187			5182			4893	
Existing	56	277	45	58	373	45	193	1108	265	53	456	135
ATI	1	66	13	2	7	6	53	108	0	26	65	9
BEA Systems	0	0	0	0	0	0	0	0	0	0	0	0
Total ATI	1	66	13	2	7	6	53	108	0	26	65	9
Existing + ATI	57	343	58	60	380	51	246	1216	265	79	521	144
	57	343	58	60	380	51	246	1216	265	79	521	144
Project Growth		103			-76			71			208	
Project Future Volume	71	352	57	49	313	38	202	1158	277	70	603	179
	71	352	57	49	313	38	202	1158	277	70	603	179

3061 5171
Intersection Name: Almaden Boulevard & San Carlos Street
Peak Hour: PM Date of Analysis: 3/9/04
Scenario: Count Date: 02/15/00
(SJ) Growth Factor: 0.000 Future Growth % Per Yea 0.000
(SJ) Number of Months: 0.0 Number of Years to Buildout: 0.0

	Movements											
	North Approach			East Approach			South Approach			West Approach		
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT
		5169			9561			4926			5188	
Existing	164	1349	149	81	547	215	100	181	57	169	544	97
ATI	6	124	14	3	145	33	398	134	221	89	194	6
BEA Systems	0	0	0	0	0	0	0	0	0	0	0	0
Total ATI	6	124	14	3	145	33	398	134	221	89	194	6
Existing + ATI	170	1473	163	84	692	248	498	315	278	258	738	103
	170	1473	163	84	692	248	498	315	278	258	738	103
Project Growth		-106			-77			301			259	
Project Future Volume	154	1263	139	74	497	195	189	342	108	223	718	128
	154	1263	139	74	497	195	189	342	108	223	718	128

3077 5174
Intersection Name: Bird Avenue & San Carlos Street
Peak Hour: PM Date of Analysis: 3/9/04
Scenario: Count Date: 03/01/00
(SJ) Growth Factor: 0.000 Future Growth % Per Yea 0.000
(SJ) Number of Months: 0.0 Number of Years to Buildout: 0.0

	Movements											
	North Approach			East Approach			South Approach			West Approach		
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT
		5175			5187			5182			4893	
Existing	121	1260	81	41	494	230	66	263	127	235	554	63
ATI	9	101	5	8	58	47	10	103	0	14	21	1
BEA Systems	0	0	0	0	0	0	0	0	0	0	0	0
Total ATI	9	101	5	8	58	47	10	103	0	14	21	1
Existing + ATI	130	1361	86	49	552	277	76	366	127	249	575	64
	130	1361	86	49	552	277	76	366	127	249	575	64
Project Growth		244			205			-15			123	
Project Future Volume	141	1470	95	52	626	292	64	254	123	269	634	72
	141	1470	95	52	626	292	64	254	123	269	634	72

3018	4360		
Intersection Name:	US 101	& Blossom Hill (East)	
Peak Hour:	AM	Date of Analysis:	3/9/04
Scenario:	0	Count Date:	5/23/00
Growth Factor:	0.000	Future Growth % Per Year:	0.000
Number of Months:	0.0	Number of Years to Buildout:	0

	Movements											
	North Approach			East Approach			South Approach			West Approach		
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT
		4342			4360			0			4343	
Existing	514	0	50	7	879	0	239	22	174	0	956	521
ATI	33	0	47	11	985	0	437	8	62	0	1861	0
BEA Systems	0	0	0	0	0	0	0	0	0	0	0	0
Total ATI	33	0	47	11	985	0	437	8	62	0	1861	0
Existing + ATI	547	0	97	18	1864	0	676	30	236	0	2817	521
	547	0	97	18	1864	0	676	30	236	0	2817	521
Project Growth		0			0			0			0	
Project Future Volume	514	0	50	7	879	0	239	22	174	0	956	521
	514	0	50	7	879	0	239	22	174	0	956	521

3019	4359		
Intersection Name:	US 101	& Blossom Hill (West)	
Peak Hour:	AM	Date of Analysis:	3/9/04
Scenario:	0	Count Date:	3/9/00
Growth Factor:	0.000	Future Growth % Per Year:	0.000
Number of Months:	0.0	Number of Years to Buildout:	0

	Movements											
	North Approach			East Approach			South Approach			West Approach		
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT
		0			0			4340			4359	
Existing	1195	0	225	271	781	0	0	0	0	151	2384	0
ATI	133	0	209	7	518	0	0	0	0	0	402	0
BEA Systems	0	0	0	0	0	0	0	0	0	0	0	0
Total ATI	133	0	209	7	518	0	0	0	0	0	402	0
Existing + ATI	1328	0	434	278	1299	0	0	0	0	151	2786	0
	1328	0	434	278	1299	0	0	0	0	151	2786	0
Project Growth		0			0			0			0	
Project Future Volume	1195	0	225	271	781	0	0	0	0	151	2384	0
	1195	0	225	271	781	0	0	0	0	151	2384	0

3018 4360
Intersection Name: US 101 & Blossom Hill (East)
Peak Hour: PM Date of Analysis: 3/9/04
Scenario: Count Date: 05/23/00
(SJ) Growth Factor: 0.000 Future Growth % Per Yea 0.000
(SJ) Number of Months: 0.0 Number of Years to Buildout: 0.0

	Movements											
	North Approach			East Approach			South Approach			West Approach		
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT
		4342			4360			0			4343	
Existing	288	0	17	24	814	0	269	47	135	1636	898	642
ATI	4	0	10	48	2282	0	509	31	189	0	298	2
BEA Systems	0	0	0	0	0	0	0	0	0	0	0	0
Total ATI	4	0	10	48	2282	0	509	31	189	0	298	2
Existing + ATI	292	0	27	72	3096	0	778	78	324	1636	1196	644
	292	0	27	72	3096	0	778	78	324	1636	1196	644
Project Growth		0			0			0			0	
Project Future Volume	288	0	17	24	814	0	269	47	135	1636	898	642
	288	0	17	24	814	0	269	47	135	1636	898	642

3019 4359
Intersection Name: US 101 & Blossom Hill (West)
Peak Hour: PM Date of Analysis: 3/9/04
Scenario: Count Date: 03/09/00
(SJ) Growth Factor: 0.000 Future Growth % Per Yea 0.000
(SJ) Number of Months: 0.0 Number of Years to Buildout: 0.0

	Movements											
	North Approach			East Approach			South Approach			West Approach		
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT
		0			0			4340			4359	
Existing	1625	0	203	159	868	0	0	0	0	99	2341	0
ATI	-199	0	-29	0	1771	0	0	0	0	0	127	0
BEA Systems	0	0	0	0	0	0	0	0	0	0	0	0
Total ATI	-199	0	-29	0	1771	0	0	0	0	0	127	0
Existing + ATI	1426	0	174	159	2639	0	0	0	0	99	2468	0
	1426	0	174	159	2639	0	0	0	0	99	2468	0
Project Growth		0			0			0			0	
Project Future Volume	1625	0	203	159	868	0	0	0	0	99	2341	0
	1625	0	203	159	868	0	0	0	0	99	2341	0

3060	4473		
Intersection Name:	Alma Avenue & Monterey Road		
Peak Hour:	AM	Date of Analysis:	3/9/04
Scenario:	0	Count Date:	2/18/00
Growth Factor:	0.000	Future Growth % Per Year:	0.000
Number of Months:	0.0	Number of Years to Buildout:	0

	Movements											
	North Approach			East Approach			South Approach			West Approach		
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT
		4472			12534			4477			4474	
Existing	62	305	52	42	200	92	76	2011	236	50	362	450
ATI	0	32	0	0	0	0	0	54	1	2	0	0
BEA Systems	0	0	0	0	0	0	0	0	0	0	0	0
Total ATI	0	32	0	0	0	0	0	54	1	2	0	0
Existing + ATI	62	337	52	42	200	92	76	2065	237	52	362	450
	62	337	52	42	200	92	76	2065	237	52	362	450
Project Growth		32			-105			35			-106	
Project Future Volume	67	328	56	29	137	63	77	2041	240	44	317	395
	67	328	56	29	137	63	77	2041	240	44	317	395

3090	4768		
Intersection Name:	Saratoga Avenue & Campbell Avenue		
Peak Hour:	AM	Date of Analysis:	3/9/04
Scenario:	0	Count Date:	3/7/00
Growth Factor:	0.000	Future Growth % Per Year:	0.000
Number of Months:	0.0	Number of Years to Buildout:	0

	Movements											
	North Approach			East Approach			South Approach			West Approach		
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT
		4738			4770			4769			4742	
Existing	249	637	154	92	904	270	112	858	106	50	379	208
ATI	3	41	56	6	58	0	0	13	52	2	13	63
BEA Systems	0	0	0	0	0	0	0	0	0	0	0	0
Total ATI	3	41	56	6	58	0	0	13	52	2	13	63
Existing + ATI	252	678	210	98	962	270	112	871	158	52	392	271
	252	678	210	98	962	270	112	871	158	52	392	271
Project Growth		22			86			147			34	
Project Future Volume	254	650	157	98	965	288	127	975	120	53	399	219
	254	650	157	98	965	288	127	975	120	53	399	219

3060 4473
Intersection Name: Alma Avenue & Monterey Road
Peak Hour: PM Date of Analysis: 3/9/04
Scenario: Count Date: 02/18/00
(SJ) Growth Factor: 0.000 Future Growth % Per Yea 0.000
(SJ) Number of Months: 0.0 Number of Years to Buildout: 0.0

	Movements											
	North Approach			East Approach			South Approach			West Approach		
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT
		4472			12534			4477			4474	
Existing	235	1736	120	42	463	204	69	783	185	297	338	151
ATI	0	56	0	0	0	0	0	35	2	1	0	0
BEA Systems	0	0	0	0	0	0	0	0	0	0	0	0
Total ATI	0	56	0	0	0	0	0	35	2	1	0	0
Existing + ATI	235	1792	120	42	463	204	69	818	187	298	338	151
	235	1792	120	42	463	204	69	818	187	298	338	151
Project Growth		18			48			46			129	
Project Future Volume	237	1751	121	45	494	218	72	818	193	346	393	176
	237	1751	121	45	494	218	72	818	193	346	393	176

3090 4768
Intersection Name: Saratoga Avenue & Campbell Avenue
Peak Hour: PM Date of Analysis: 3/9/04
Scenario: Count Date: 03/07/00
(SJ) Growth Factor: 0.000 Future Growth % Per Yea 0.000
(SJ) Number of Months: 0.0 Number of Years to Buildout: 0.0

	Movements											
	North Approach			East Approach			South Approach			West Approach		
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT
		4738			4770			4769			4742	
Existing	181	810	249	123	551	232	225	642	187	158	849	247
ATI	8	105	144	11	100	0	0	22	89	6	33	109
BEA Systems	0	0	0	0	0	0	0	0	0	0	0	0
Total ATI	8	105	144	11	100	0	0	22	89	6	33	109
Existing + ATI	189	915	393	134	651	232	225	664	276	164	882	356
	189	915	393	134	651	232	225	664	276	164	882	356
Project Growth		21			104			61			6	
Project Future Volume	184	824	253	137	614	259	238	679	198	159	853	248
	184	824	253	137	614	259	238	679	198	159	853	248

3102 4538
Intersection Name: Meridian Avenue & Hillsdale Avenue
Peak Hour: AM Date of Analysis: 3/9/04
Scenario: 0 Count Date: 5/16/00
Growth Factor: 0.000 Future Growth % Per Year: 0.000
Number of Months: 0.0 Number of Years to Buildout: 0

	Movements											
	North Approach			East Approach			South Approach			West Approach		
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT
		4536			12522			5116			4539	
Existing	87	339	174	405	1257	82	58	1008	177	59	538	91
ATI	0	9	11	2	1	1	0	0	0	4	4	0
BEA Systems	0	0	0	0	0	0	0	0	0	0	0	0
Total ATI	0	9	11	2	1	1	0	0	0	4	4	0
Existing + ATI	87	348	185	407	1258	83	58	1008	177	63	542	91
	87	348	185	407	1258	83	58	1008	177	63	542	91
Project Growth		-58			13			24			107	
Project Future Volume	79	306	157	408	1266	83	59	1027	180	68	622	105
	79	306	157	408	1266	83	59	1027	180	68	622	105

3103 4684
Intersection Name: Saratoga Avenue & Kiely Boulevard
Peak Hour: AM Date of Analysis: 3/9/04
Scenario: 0 Count Date: 3/7/00
Growth Factor: 0.000 Future Growth % Per Year: 0.000
Number of Months: 0.0 Number of Years to Buildout: 0

	Movements											
	North Approach			East Approach			South Approach			West Approach		
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT
		5371			0			4732			4686	
Existing	86	788	21	72	188	370	105	1345	834	620	57	68
ATI	0	0	0	0	0	0	0	0	0	0	0	0
BEA Systems	0	0	0	0	0	0	0	0	0	0	0	0
Total ATI	0	0	0	0	0	0	0	0	0	0	0	0
Existing + ATI	86	788	21	72	188	370	105	1345	834	620	57	68
	86	788	21	72	188	370	105	1345	834	620	57	68
Project Growth		18			0			-13			-9	
Project Future Volume	88	804	21	72	188	370	104	1337	829	613	56	67
	88	804	21	72	188	370	104	1337	829	613	56	67

3102 4538
Intersection Name: Meridian Avenue & Hillsdale Avenue
Peak Hour: PM Date of Analysis: 3/9/04
Scenario: Count Date: 05/16/00
(SJ) Growth Factor: 0.000 Future Growth % Per Yea 0.000
(SJ) Number of Months: 0.0 Number of Years to Buildout: 0.0

	Movements											
	North Approach			East Approach			South Approach			West Approach		
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT
		4536			12522			5116			4539	
Existing	90	985	307	190	567	126	69	423	106	185	1067	118
ATI	0	0	0	0	1	0	0	0	2	2	3	0
BEA Systems	0	0	0	0	0	0	0	0	0	0	0	0
Total ATI	0	0	0	0	1	0	0	0	2	2	3	0
Existing + ATI	90	985	307	190	568	126	69	423	108	187	1070	118
	90	985	307	190	568	126	69	423	108	187	1070	118
Project Growth		-3			132			3			81	
Project Future Volume	90	983	306	218	652	145	69	425	107	196	1130	125
	90	983	306	218	652	145	69	425	107	196	1130	125

3103 4684
Intersection Name: Saratoga Avenue & Kiely Boulevard
Peak Hour: PM Date of Analysis: 3/9/04
Scenario: Count Date: 03/07/00
(SJ) Growth Factor: 0.000 Future Growth % Per Yea 0.000
(SJ) Number of Months: 0.0 Number of Years to Buildout: 0.0

	Movements											
	North Approach			East Approach			South Approach			West Approach		
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT
		5371			0			4732			4686	
Existing	118	895	63	45	145	291	182	1073	559	783	200	76
ATI	0	0	0	0	0	0	0	0	0	0	0	0
BEA Systems	0	0	0	0	0	0	0	0	0	0	0	0
Total ATI	0	0	0	0	0	0	0	0	0	0	0	0
Existing + ATI	118	895	63	45	145	291	182	1073	559	783	200	76
	118	895	63	45	145	291	182	1073	559	783	200	76
Project Growth		16			0			-3			30	
Project Future Volume	120	908	64	45	145	291	182	1071	558	805	206	78
	120	908	64	45	145	291	182	1071	558	805	206	78

3105 4396
Intersection Name: King Road & Tully Road
Peak Hour: AM Date of Analysis: 3/9/04
Scenario: 0 Count Date: 3/28/00
Growth Factor: 0.000 Future Growth % Per Year: 0.000
Number of Months: 0.0 Number of Years to Buildout: 0

	Movements											
	North Approach			East Approach			South Approach			West Approach		
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT
		4997			4397			5366			4993	
Existing	151	194	84	104	847	159	139	560	240	112	617	184
ATI	-2	79	86	30	102	3	7	21	38	102	118	3
BEA Systems	0	0	0	0	0	0	0	0	0	0	0	0
Total ATI	-2	79	86	30	102	3	7	21	38	102	118	3
Existing + ATI	149	273	170	134	949	162	146	581	278	214	735	187
	149	273	170	134	949	162	146	581	278	214	735	187
Project Growth		31			-43			18			95	
Project Future Volume	162	208	90	100	814	153	142	571	245	124	681	203
	162	208	90	100	814	153	142	571	245	124	681	203

3108 4467
Intersection Name: McLaughlin Avenue & Tully Road
Peak Hour: AM Date of Analysis: 3/9/04
Scenario: 0 Count Date: 5/11/00
Growth Factor: 0.000 Future Growth % Per Year: 0.000
Number of Months: 0.0 Number of Years to Buildout: 0

	Movements											
	North Approach			East Approach			South Approach			West Approach		
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT
		4462			4466			4410			4480	
Existing	88	280	327	298	1464	218	240	1000	386	34	661	182
ATI	12	1	7	3	117	0	0	0	22	16	128	11
BEA Systems	0	0	0	0	0	0	0	0	0	0	0	0
Total ATI	12	1	7	3	117	0	0	0	22	16	128	11
Existing + ATI	100	281	334	301	1581	218	240	1000	408	50	789	193
	100	281	334	301	1581	218	240	1000	408	50	789	193
Project Growth		-11			55			-47			-50	
Project Future Volume	87	276	322	306	1505	224	233	971	375	32	623	172
	87	276	322	306	1505	224	233	971	375	32	623	172

3105 4396
Intersection Name: King Road & Tully Road
Peak Hour: PM Date of Analysis: 3/9/04
Scenario: Count Date: 03/28/00
(SJ) Growth Factor: 0.000 Future Growth % Per Yea 0.000
(SJ) Number of Months: 0.0 Number of Years to Buildout: 0.0

	Movements											
	North Approach			East Approach			South Approach			West Approach		
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT
		4997			4397			5366			4993	
Existing	317	715	305	151	1071	257	216	401	487	198	1577	224
ATI	9	31	32	84	112	1	0	90	106	43	93	5
BEA Systems	0	0	0	0	0	0	0	0	0	0	0	0
Total ATI	9	31	32	84	112	1	0	90	106	43	93	5
Existing + ATI	326	746	337	235	1183	258	216	491	593	241	1670	229
	326	746	337	235	1183	258	216	491	593	241	1670	229
Project Growth		-14			-30			37			79	
Project Future Volume	314	708	302	148	1049	252	223	414	503	206	1639	233
	314	708	302	148	1049	252	223	414	503	206	1639	233

3108 4467
Intersection Name: McLaughlin Avenue & Tully Road
Peak Hour: PM Date of Analysis: 3/9/04
Scenario: Count Date: 05/11/00
(SJ) Growth Factor: 0.000 Future Growth % Per Yea 0.000
(SJ) Number of Months: 0.0 Number of Years to Buildout: 0.0

	Movements											
	North Approach			East Approach			South Approach			West Approach		
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT
		4462			4466			4410			4480	
Existing	134	1019	699	362	1265	511	250	264	124	138	2117	238
ATI	22	4	3	7	165	0	0	0	40	43	149	34
BEA Systems	0	0	0	0	0	0	0	0	0	0	0	0
Total ATI	22	4	3	7	165	0	0	0	40	43	149	34
Existing + ATI	156	1023	702	369	1430	511	250	264	164	181	2266	272
	156	1023	702	369	1430	511	250	264	164	181	2266	272
Project Growth		27			-40			6			48	
Project Future Volume	136	1034	709	355	1241	501	252	266	125	141	2158	243
	136	1034	709	355	1241	501	252	266	125	141	2158	243

3113 4733
Intersection Name: Saratoga Avenue & Moorpark Avenue
Peak Hour: AM Date of Analysis: 3/9/04
Scenario: 0 Count Date: 4/18/00
Growth Factor: 0.000 Future Growth % Per Year: 0.000
Number of Months: 0.0 Number of Years to Buildout: 0

	Movements											
	North Approach			East Approach			South Approach			West Approach		
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT
		4743			4842			4735			4739	
Existing	255	635	196	180	267	55	39	1807	17	37	272	497
ATI	0	0	0	0	0	0	0	0	0	0	0	0
BEA Systems	0	0	0	0	0	0	0	0	0	0	0	0
Total ATI	0	0	0	0	0	0	0	0	0	0	0	0
Existing + ATI	255	635	196	180	267	55	39	1807	17	37	272	497
	255	635	196	180	267	55	39	1807	17	37	272	497
Project Growth		36			33			-103			37	
Project Future Volume	263	656	202	192	285	59	37	1707	16	39	284	520
	263	656	202	192	285	59	37	1707	16	39	284	520

3114 4397
Intersection Name: Quimby Road & Tully Road
Peak Hour: AM Date of Analysis: 3/9/04
Scenario: 0 Count Date: 3/23/00
Growth Factor: 0.000 Future Growth % Per Year: 0.000
Number of Months: 0.0 Number of Years to Buildout: 0

	Movements											
	North Approach			East Approach			South Approach			West Approach		
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT
		0			4402			4398			4396	
Existing	48	28	32	23	547	21	10	37	340	132	405	60
ATI	0	0	0	0	73	0	0	0	58	142	73	0
BEA Systems	0	0	0	0	0	0	0	0	0	0	0	0
Total ATI	0	0	0	0	73	0	0	0	58	142	73	0
Existing + ATI	48	28	32	23	620	21	10	37	398	274	478	60
	48	28	32	23	620	21	10	37	398	274	478	60
Project Growth		0			-32			-17			71	
Project Future Volume	48	28	32	22	517	20	10	35	325	148	453	67
	48	28	32	22	517	20	10	35	325	148	453	67

3113 4733
Intersection Name: Saratoga Avenue & Moorpark Avenue
Peak Hour: PM Date of Analysis: 3/9/04
Scenario: Count Date: 04/18/00
(SJ) Growth Factor: 0.000 Future Growth % Per Yea 0.000
(SJ) Number of Months: 0.0 Number of Years to Buildout: 0.0

	Movements											
	North Approach			East Approach			South Approach			West Approach		
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT
		4743			4842			4735			4739	
Existing	269	1909	306	239	193	113	81	1101	42	66	273	276
ATI	0	0	0	0	0	0	0	0	0	0	0	0
BEA Systems	0	0	0	0	0	0	0	0	0	0	0	0
Total ATI	0	0	0	0	0	0	0	0	0	0	0	0
Existing + ATI	269	1909	306	239	193	113	81	1101	42	66	273	276
	269	1909	306	239	193	113	81	1101	42	66	273	276
Project Growth		56			1			-109			98	
Project Future Volume	275	1952	313	239	193	113	74	1003	38	77	317	320
	275	1952	313	239	193	113	74	1003	38	77	317	320

3114 4397
Intersection Name: Quimby Road & Tully Road
Peak Hour: PM Date of Analysis: 3/9/04
Scenario: Count Date: 03/23/00
(SJ) Growth Factor: 0.000 Future Growth % Per Yea 0.000
(SJ) Number of Months: 0.0 Number of Years to Buildout: 0.0

	Movements											
	North Approach			East Approach			South Approach			West Approach		
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT
		0			4402			4398			4396	
Existing	59	139	133	94	757	214	20	138	516	517	1094	238
ATI	0	2	1	0	55	0	0	1	146	70	50	0
BEA Systems	0	0	0	0	0	0	0	0	0	0	0	0
Total ATI	0	2	1	0	55	0	0	1	146	70	50	0
Existing + ATI	59	141	134	94	812	214	20	139	662	587	1144	238
	59	141	134	94	812	214	20	139	662	587	1144	238
Project Growth		0			-52			28			14	
Project Future Volume	59	139	133	89	720	204	21	144	537	521	1102	240
	59	139	133	89	720	204	21	144	537	521	1102	240

3116	5371		
Intersection Name:	Saratoga Avenue & Stevens Creek Boulevard		
Peak Hour:	AM	Date of Analysis:	3/9/04
Scenario:	0	Count Date:	4/18/00
Growth Factor:	0.000	Future Growth % Per Year:	0.000
Number of Months:	0.0	Number of Years to Buildout:	0

	Movements											
	North Approach			East Approach			South Approach			West Approach		
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT
		5359			4845			4684			5370	
Existing	106	405	54	34	1067	132	72	846	229	94	327	121
ATI	0	0	0	0	27	0	0	0	0	0	11	0
BEA Systems	0	0	0	0	0	0	0	0	0	0	0	0
Total ATI	0	0	0	0	27	0	0	0	0	0	11	0
Existing + ATI	106	405	54	34	1094	132	72	846	229	94	338	121
	106	405	54	34	1094	132	72	846	229	94	338	121
Project Growth		81			-78			-7			14	
Project Future Volume	121	463	62	32	1000	124	72	841	228	96	335	124
	121	463	62	32	1000	124	72	841	228	96	335	124

3117	4480		
Intersection Name:	Senter Road & Tully Road		
Peak Hour:	AM	Date of Analysis:	3/9/04
Scenario:	0	Count Date:	5/11/00
Growth Factor:	0.000	Future Growth % Per Year:	0.000
Number of Months:	0.0	Number of Years to Buildout:	0

	Movements											
	North Approach			East Approach			South Approach			West Approach		
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT
		4481			4467			4412			4479	
Existing	117	246	200	374	1410	690	364	1538	507	159	500	146
ATI	9	2	0	0	150	13	24	4	18	14	158	7
BEA Systems	0	0	0	0	0	0	0	0	0	0	0	0
Total ATI	9	2	0	0	150	13	24	4	18	14	158	7
Existing + ATI	126	248	200	374	1560	703	388	1542	525	173	658	153
	126	248	200	374	1560	703	388	1542	525	173	658	153
Project Growth		36			79			2			-109	
Project Future Volume	124	262	213	386	1455	712	364	1539	507	137	432	126
	124	262	213	386	1455	712	364	1539	507	137	432	126

3116 5371
Intersection Name: Saratoga Avenue & Stevens Creek Boulevard
Peak Hour: PM Date of Analysis: 3/9/04
Scenario: Count Date: 04/18/00
(SJ) Growth Factor: 0.000 Future Growth % Per Yea 0.000
(SJ) Number of Months: 0.0 Number of Years to Buildout: 0.0

	Movements											
	North Approach			East Approach			South Approach			West Approach		
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT
		5359			4845			4684			5370	
Existing	166	705	149	43	705	231	211	586	187	260	1034	160
ATI	0	0	0	0	32	0	0	0	0	0	41	0
BEA Systems	0	0	0	0	0	0	0	0	0	0	0	0
Total ATI	0	0	0	0	32	0	0	0	0	0	41	0
Existing + ATI	166	705	149	43	737	231	211	586	187	260	1075	160
	166	705	149	43	737	231	211	586	187	260	1075	160
Project Growth		118			165			59			201	
Project Future Volume	185	787	166	50	824	270	224	621	198	296	1177	182
	185	787	166	50	824	270	224	621	198	296	1177	182

3117 4480
Intersection Name: Senter Road & Tully Road
Peak Hour: PM Date of Analysis: 3/9/04
Scenario: Count Date: 05/11/00
(SJ) Growth Factor: 0.000 Future Growth % Per Yea 0.000
(SJ) Number of Months: 0.0 Number of Years to Buildout: 0.0

	Movements											
	North Approach			East Approach			South Approach			West Approach		
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT
		4481			4467			4412			4479	
Existing	129	1029	682	273	742	615	390	583	180	365	1225	127
ATI	9	4	3	3	203	37	28	2	19	14	204	12
BEA Systems	0	0	0	0	0	0	0	0	0	0	0	0
Total ATI	9	4	3	3	203	37	28	2	19	14	204	12
Existing + ATI	138	1033	685	276	945	652	418	585	199	379	1429	139
	138	1033	685	276	945	652	418	585	199	379	1429	139
Project Growth		47			-58			27			111	
Project Future Volume	132	1055	699	263	716	593	399	597	184	389	1304	135
	132	1055	699	263	716	593	399	597	184	389	1304	135

3118 5127
Intersection Name: Winchester Boulevar & Stevens Creek Boulevard
Peak Hour: AM Date of Analysis: 3/9/04
Scenario: 0 Count Date: 4/18/00
Growth Factor: 0.000 Future Growth % Per Year: 0.000
Number of Months: 0.0 Number of Years to Buildout: 0

	Movements											
	North Approach			East Approach			South Approach			West Approach		
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT
		5128			5125			4818			12694	
Existing	21	327	150	288	1117	318	189	1431	273	142	488	149
ATI	3	26	10	9	2	9	12	46	59	32	11	9
BEA Systems	0	0	0	0	0	0	0	0	0	0	0	0
Total ATI	3	26	10	9	2	9	12	46	59	32	11	9
Existing + ATI	24	353	160	297	1119	327	201	1477	332	174	499	158
	24	353	160	297	1119	327	201	1477	332	174	499	158
Project Growth		124			39			-44			186	
Project Future Volume	26	408	187	295	1142	325	185	1398	267	176	605	185
	26	408	187	295	1142	325	185	1398	267	176	605	185

5012 4858
Intersection Name: Bascom Avenue & Moorpark Avenue
Peak Hour: AM Date of Analysis: 3/9/04
Scenario: 0 Count Date: 3/21/00
Growth Factor: 0.000 Future Growth % Per Year: 0.000
Number of Months: 0.0 Number of Years to Buildout: 0

	Movements											
	North Approach			East Approach			South Approach			West Approach		
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT
		5163			0			4856			4820	
Existing	524	555	166	0	0	0	311	1481	393	197	693	156
ATI	2	45	41	0	0	0	0	11	0	0	6	0
BEA Systems	0	0	0	0	0	0	0	0	0	0	0	0
Total ATI	2	45	41	0	0	0	0	11	0	0	6	0
Existing + ATI	526	600	207	0	0	0	311	1492	393	197	699	156
	526	600	207	0	0	0	311	1492	393	197	699	156
Project Growth		273			0			-144			-63	
Project Future Volume	639	677	202	0	0	0	291	1383	367	185	651	147
	639	677	202	0	0	0	291	1383	367	185	651	147

3118 5127
Intersection Name: Winchester Boulevar & Stevens Creek Boulevard
Peak Hour: PM Date of Analysis: 3/9/04
Scenario: Count Date: 04/18/00
(SJ) Growth Factor: 0.000 Future Growth % Per Yea 0.000
(SJ) Number of Months: 0.0 Number of Years to Buildout: 0.0

	Movements											
	North Approach			East Approach			South Approach			West Approach		
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT
		5128			5125			4818			12694	
Existing	127	1215	472	193	844	550	400	517	359	261	926	220
ATI	9	111	14	12	13	16	19	101	70	65	7	3
BEA Systems	0	0	0	0	0	0	0	0	0	0	0	0
Total ATI	9	111	14	12	13	16	19	101	70	65	7	3
Existing + ATI	136	1326	486	205	857	566	419	618	429	326	933	223
	136	1326	486	205	857	566	419	618	429	326	933	223
Project Growth		36			259			-9			157	
Project Future Volume	130	1239	481	224	982	640	397	513	356	290	1029	245
	130	1239	481	224	982	640	397	513	356	290	1029	245

5012 4858
Intersection Name: Bascom Avenue & Moorpark Avenue
Peak Hour: PM Date of Analysis: 3/9/04
Scenario: Count Date: 03/21/00
(SJ) Growth Factor: 0.000 Future Growth % Per Yea 0.000
(SJ) Number of Months: 0.0 Number of Years to Buildout: 0.0

	Movements											
	North Approach			East Approach			South Approach			West Approach		
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT
		5163			0			4856			4820	
Existing	354	1430	410	0	0	0	311	538	223	218	901	112
ATI	6	13	3	0	0	0	5	12	3	3	2	0
BEA Systems	0	0	0	0	0	0	0	0	0	0	0	0
Total ATI	6	13	3	0	0	0	5	12	3	3	2	0
Existing + ATI	360	1443	413	0	0	0	316	550	226	221	903	112
	360	1443	413	0	0	0	316	550	226	221	903	112
Project Growth		3			0			65			166	
Project Future Volume	354	1432	411	0	0	0	330	571	237	247	1022	127
	354	1432	411	0	0	0	330	571	237	247	1022	127

5512 4510
Intersection Name: Alamden Expressway & Branham Lane
Peak Hour: AM Date of Analysis: 3/9/04
Scenario: 0 Count Date: 3/14/00
Growth Factor: 0.000 Future Growth % Per Year: 0.000
Number of Months: 0.0 Number of Years to Buildout: 0

	Movements											
	North Approach			East Approach			South Approach			West Approach		
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT
		4516			4324			4456			12523	
Existing	147	827	169	509	741	531	247	2976	146	94	354	410
ATI	8	36	0	0	0	0	1	28	0	0	0	4
BEA Systems	0	0	0	0	0	0	0	0	0	0	0	0
Total ATI	8	36	0	0	0	0	1	28	0	0	0	4
Existing + ATI	155	863	169	509	741	531	248	3004	146	94	354	414
	155	863	169	509	741	531	248	3004	146	94	354	414
Project Growth		111			-55			14			0	
Project Future Volume	161	907	185	493	718	515	248	2988	147	94	354	410
	161	907	185	493	718	515	248	2988	147	94	354	410

5513 4525
Intersection Name: Almaden Expressway & Blossom Hill Road
Peak Hour: AM Date of Analysis: 3/9/04
Scenario: 0 Count Date: 3/15/00
Growth Factor: 0.000 Future Growth % Per Year: 0.000
Number of Months: 0.0 Number of Years to Buildout: 0

	Movements											
	North Approach			East Approach			South Approach			West Approach		
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT
		4457			4709			4322			4524	
Existing	239	947	253	363	788	216	50	3101	121	80	284	502
ATI	14	17	0	0	1	2	3	22	1	0	3	8
BEA Systems	0	0	0	0	0	0	0	0	0	0	0	0
Total ATI	14	17	0	0	1	2	3	22	1	0	3	8
Existing + ATI	253	964	253	363	789	218	53	3123	122	80	287	510
	253	964	253	363	789	218	53	3123	122	80	287	510
Project Growth		-127			-147			54			8	
Project Future Volume	218	863	231	324	703	193	51	3152	123	81	287	507
	218	863	231	324	703	193	51	3152	123	81	287	507

5512 4510
Intersection Name: Alamden Expressway & Branham Lane
Peak Hour: PM Date of Analysis: 3/9/04
Scenario: Count Date: 03/14/00
(SJ) Growth Factor: 0.000 Future Growth % Per Yea 0.000
(SJ) Number of Months: 0.0 Number of Years to Buildout: 0.0

	Movements											
	North Approach			East Approach			South Approach			West Approach		
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT
		4516			4324			4456			12523	
Existing	403	2024	450	50	413	450	553	795	364	164	508	165
ATI	4	67	0	0	0	1	1	69	9	12	0	8
BEA Systems	0	0	0	0	0	0	0	0	0	0	0	0
Total ATI	4	67	0	0	0	1	1	69	9	12	0	8
Existing + ATI	407	2091	450	50	413	451	554	864	373	176	508	173
	407	2091	450	50	413	451	554	864	373	176	508	173
Project Growth		70			-20			-7			113	
Project Future Volume	413	2073	461	49	404	440	551	792	363	186	577	187
	413	2073	461	49	404	440	551	792	363	186	577	187

5513 4525
Intersection Name: Almaden Expressway & Blossom Hill Road
Peak Hour: PM Date of Analysis: 3/9/04
Scenario: Count Date: 03/15/00
(SJ) Growth Factor: 0.000 Future Growth % Per Yea 0.000
(SJ) Number of Months: 0.0 Number of Years to Buildout: 0.0

	Movements											
	North Approach			East Approach			South Approach			West Approach		
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT
		4457			4709			4322			4524	
Existing	298	1799	977	246	528	418	259	1459	251	133	1127	583
ATI	22	41	30	23	22	39	9	80	4	4	30	23
BEA Systems	0	0	0	0	0	0	0	0	0	0	0	0
Total ATI	22	41	30	23	22	39	9	80	4	4	30	23
Existing + ATI	320	1840	1007	269	550	457	268	1539	255	137	1157	606
	320	1840	1007	269	550	457	268	1539	255	137	1157	606
Project Growth		44			151			41			35	
Project Future Volume	302	1825	991	277	595	471	264	1489	256	136	1148	594
	302	1825	991	277	595	471	264	1489	256	136	1148	594

5516 4322
Intersection Name: Almaden Expressway & Coleman Road
Peak Hour: AM Date of Analysis: 3/9/04
Scenario: 0 Count Date: 3/22/00
Growth Factor: 0.000 Future Growth % Per Year: 0.000
Number of Months: 0.0 Number of Years to Buildout: 0

	Movements											
	North Approach			East Approach			South Approach			West Approach		
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT
		4525			5375			12528			4527	
Existing	91	789	82	417	519	518	541	2387	34	15	214	310
ATI	2	10	0	0	0	1	3	19	0	0	0	3
BEA Systems	0	0	0	0	0	0	0	0	0	0	0	0
Total ATI	2	10	0	0	0	1	3	19	0	0	0	3
Existing + ATI	93	799	82	417	519	519	544	2406	34	15	214	313
	93	799	82	417	519	519	544	2406	34	15	214	313
Project Growth		39			-19			-10			14	
Project Future Volume	95	821	85	412	512	511	539	2379	34	15	220	318
	95	821	85	412	512	511	539	2379	34	15	220	318

5520 12528
Intersection Name: Almaden Expressway & Camden Avenue
Peak Hour: AM Date of Analysis: 3/9/04
Scenario: 0 Count Date: 4/11/00
Growth Factor: 0.000 Future Growth % Per Year: 0.000
Number of Months: 0.0 Number of Years to Buildout: 0

	Movements											
	North Approach			East Approach			South Approach			West Approach		
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT
		4322			12529			4295			12682	
Existing	123	749	165	231	252	89	12	1467	308	176	212	463
ATI	8	84	0	0	7	28	7	34	35	86	1	1
BEA Systems	0	0	0	0	0	0	0	0	0	0	0	0
Total ATI	8	84	0	0	7	28	7	34	35	86	1	1
Existing + ATI	131	833	165	231	259	117	19	1501	343	262	213	464
	131	833	165	231	259	117	19	1501	343	262	213	464
Project Growth		-31			0			5			1	
Project Future Volume	119	727	160	231	252	89	12	1471	309	176	212	464
	119	727	160	231	252	89	12	1471	309	176	212	464

5516 4322
Intersection Name: Almaden Expressway & Coleman Road
Peak Hour: PM Date of Analysis: 3/9/04
Scenario: Count Date: 03/22/00
(SJ) Growth Factor: 0.000 Future Growth % Per Yea 0.000
(SJ) Number of Months: 0.0 Number of Years to Buildout: 0.0

	Movements											
	North Approach			East Approach			South Approach			West Approach		
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT
		4525			5375			12528			4527	
Existing	249	1689	272	99	286	661	546	962	52	43	429	131
ATI	10	37	0	0	0	3	1	32	0	0	0	10
BEA Systems	0	0	0	0	0	0	0	0	0	0	0	0
Total ATI	10	37	0	0	0	3	1	32	0	0	0	10
Existing + ATI	259	1726	272	99	286	664	547	994	52	43	429	141
	259	1726	272	99	286	664	547	994	52	43	429	141
Project Growth		0			36			-2			19	
Project Future Volume	249	1689	272	102	296	684	545	961	52	44	443	135
	249	1689	272	102	296	684	545	961	52	44	443	135

5520 12528
Intersection Name: Almaden Expressway & Camden Avenue
Peak Hour: PM Date of Analysis: 3/9/04
Scenario: Count Date: 04/11/00
(SJ) Growth Factor: 0.000 Future Growth % Per Yea 0.000
(SJ) Number of Months: 0.0 Number of Years to Buildout: 0.0

	Movements											
	North Approach			East Approach			South Approach			West Approach		
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT
		4322			12529			4295			12682	
Existing	232	1681	209	145	127	70	16	603	153	363	224	399
ATI	5	34	0	0	4	7	28	84	93	32	5	6
BEA Systems	0	0	0	0	0	0	0	0	0	0	0	0
Total ATI	5	34	0	0	4	7	28	84	93	32	5	6
Existing + ATI	237	1715	209	145	131	77	44	687	246	395	229	405
	237	1715	209	145	131	77	44	687	246	395	229	405
Project Growth		-16			0			15			53	
Project Future Volume	230	1668	207	145	127	70	16	615	156	383	236	420
	230	1668	207	145	127	70	16	615	156	383	236	420

5522 4456
Intersection Name: Almaden Expressway & SR 85 (North)
Peak Hour: AM Date of Analysis: 3/9/04
Scenario: 0 Count Date: 3/14/00
Growth Factor: 0.000 Future Growth % Per Year: 0.000
Number of Months: 0.0 Number of Years to Buildout: 0

	Movements											
	North Approach			East Approach			South Approach			West Approach		
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT
		4510			4454			4457			0	
Existing	0	1761	0	264	0	166	0	3301	0	0	0	0
ATI	0	81	0	23	0	0	0	64	0	0	0	0
BEA Systems	0	0	0	0	0	0	0	0	0	0	0	0
Total ATI	0	81	0	23	0	0	0	64	0	0	0	0
Existing + ATI	0	1842	0	287	0	166	0	3365	0	0	0	0
	0	1842	0	287	0	166	0	3365	0	0	0	0
Project Growth		92			-238			116			0	
Project Future Volume	0	1853	0	118	0	74	0	3417	0	0	0	0
	0	1853	0	118	0	74	0	3417	0	0	0	0

5523 4457
Intersection Name: Almaden Expressway & SR 85 (South)
Peak Hour: AM Date of Analysis: 3/9/04
Scenario: 0 Count Date: 3/14/00
Growth Factor: 0.000 Future Growth % Per Year: 0.000
Number of Months: 0.0 Number of Years to Buildout: 0

	Movements											
	North Approach			East Approach			South Approach			West Approach		
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT
		4456			0			4525			4459	
Existing	386	1129	0	0	0	0	459	3521	11	310	4	388
ATI	0	7	0	0	0	0	4	16	0	4	0	23
BEA Systems	0	0	0	0	0	0	0	0	0	0	0	0
Total ATI	0	7	0	0	0	0	4	16	0	4	0	23
Existing + ATI	386	1136	0	0	0	0	463	3537	11	314	4	411
	386	1136	0	0	0	0	463	3537	11	314	4	411
Project Growth		9			0			4			-115	
Project Future Volume	388	1136	0	0	0	0	459	3525	11	259	3	324
	388	1136	0	0	0	0	459	3525	11	259	3	324

5522 4456
Intersection Name: Almaden Expressway & SR 85 (North)
Peak Hour: PM Date of Analysis: 3/9/04
Scenario: Count Date: 03/14/00
(SJ) Growth Factor: 0.000 Future Growth % Per Yea 0.000
(SJ) Number of Months: 0.0 Number of Years to Buildout: 0.0

	Movements											
	North Approach			East Approach			South Approach			West Approach		
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT
		4510			4454			4457			0	
Existing	0	3234	0	297	0	556	478	1597	0	0	0	0
ATI	0	255	0	78	0	4	0	186	0	0	0	0
BEA Systems	0	0	0	0	0	0	0	0	0	0	0	0
Total ATI	0	255	0	78	0	4	0	186	0	0	0	0
Existing + ATI	0	3489	0	375	0	560	478	1783	0	0	0	0
	0	3489	0	375	0	560	478	1783	0	0	0	0
Project Growth		37			-78			135			0	
Project Future Volume	0	3271	0	270	0	505	509	1701	0	0	0	0
	0	3271	0	270	0	505	509	1701	0	0	0	0

5523 4457
Intersection Name: Almaden Expressway & SR 85 (South)
Peak Hour: PM Date of Analysis: 3/9/04
Scenario: Count Date: 03/14/00
(SJ) Growth Factor: 0.000 Future Growth % Per Yea 0.000
(SJ) Number of Months: 0.0 Number of Years to Buildout: 0.0

	Movements											
	North Approach			East Approach			South Approach			West Approach		
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT
		4456			0			4525			4459	
Existing	281	2215	0	0	0	0	288	1409	44	684	228	404
ATI	0	75	0	0	0	0	0	62	0	4	0	78
BEA Systems	0	0	0	0	0	0	0	0	0	0	0	0
Total ATI	0	75	0	0	0	0	0	62	0	4	0	78
Existing + ATI	281	2290	0	0	0	0	288	1471	44	688	228	482
	281	2290	0	0	0	0	288	1471	44	688	228	482
Project Growth		32			0			94			-5	
Project Future Volume	285	2243	0	0	0	0	304	1485	46	681	227	402
	285	2243	0	0	0	0	304	1485	46	681	227	402

5715 4453
Intersection Name: Snell Avenue & Capitol Expressway
Peak Hour: AM Date of Analysis: 3/9/04
Scenario: 0 Count Date: 3/21/00
Growth Factor: 0.000 Future Growth % Per Year: 0.000
Number of Months: 0.0 Number of Years to Buildout: 0

	Movements											
	North Approach			East Approach			South Approach			West Approach		
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT
		4452			4451			5553			9558	
Existing	56	85	274	431	1536	215	730	237	467	98	1059	89
ATI	0	5	2	2	50	23	42	2	101	69	90	0
BEA Systems	0	0	0	0	0	0	0	0	0	0	0	0
Total ATI	0	5	2	2	50	23	42	2	101	69	90	0
Existing + ATI	56	90	276	433	1586	238	772	239	568	167	1149	89
	56	90	276	433	1586	238	772	239	568	167	1149	89
Project Growth		3			119			26			-162	
Project Future Volume	56	86	276	455	1620	227	743	241	475	85	921	77
	56	86	276	455	1620	227	743	241	475	85	921	77

5720 4414
Intersection Name: Senter Road & Capitol Expressway
Peak Hour: AM Date of Analysis: 3/9/04
Scenario: 0 Count Date: 3/7/00
Growth Factor: 0.000 Future Growth % Per Year: 0.000
Number of Months: 0.0 Number of Years to Buildout: 0

	Movements											
	North Approach			East Approach			South Approach			West Approach		
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT
		4411			4426			4408			4420	
Existing	181	380	241	427	1846	243	173	832	258	152	1559	409
ATI	1	13	0	0	0	0	0	12	0	0	0	6
BEA Systems	0	0	0	0	0	0	0	0	0	0	0	0
Total ATI	1	13	0	0	0	0	0	12	0	0	0	6
Existing + ATI	182	393	241	427	1846	243	173	844	258	152	1559	415
	182	393	241	427	1846	243	173	844	258	152	1559	415
Project Growth		17			29			-27			26	
Project Future Volume	185	388	246	432	1867	246	169	814	252	154	1578	414
	185	388	246	432	1867	246	169	814	252	154	1578	414

5715 4453
Intersection Name: Snell Avenue & Capitol Expressway
Peak Hour: PM Date of Analysis: 3/9/04
Scenario: Count Date: 03/21/00
(SJ) Growth Factor: 0.000 Future Growth % Per Yea 0.000
(SJ) Number of Months: 0.0 Number of Years to Buildout: 0.0

	Movements											
	North Approach			East Approach			South Approach			West Approach		
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT
		4452			4451			5553			9558	
Existing	33	15	275	316	1167	445	289	101	250	491	1417	77
ATI	0	2	16	3	82	42	23	5	64	96	38	0
BEA Systems	0	0	0	0	0	0	0	0	0	0	0	0
Total ATI	0	2	16	3	82	42	23	5	64	96	38	0
Existing + ATI	33	17	291	319	1249	487	312	106	314	587	1455	77
	33	17	291	319	1249	487	312	106	314	587	1455	77
Project Growth		0			2			61			80	
Project Future Volume	33	15	275	316	1168	445	317	111	274	511	1474	80
	33	15	275	316	1168	445	317	111	274	511	1474	80

5720 4414
Intersection Name: Senter Road & Capitol Expressway
Peak Hour: PM Date of Analysis: 3/9/04
Scenario: Count Date: 03/07/00
(SJ) Growth Factor: 0.000 Future Growth % Per Yea 0.000
(SJ) Number of Months: 0.0 Number of Years to Buildout: 0.0

	Movements											
	North Approach			East Approach			South Approach			West Approach		
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT
		4411			4426			4408			4420	
Existing	297	709	432	380	1342	382	225	350	145	121	1457	228
ATI	0	24	0	0	0	0	0	15	0	0	0	4
BEA Systems	0	0	0	0	0	0	0	0	0	0	0	0
Total ATI	0	24	0	0	0	0	0	15	0	0	0	4
Existing + ATI	297	733	432	380	1342	382	225	365	145	121	1457	232
	297	733	432	380	1342	382	225	365	145	121	1457	232
Project Growth		54			-17			-20			50	
Project Future Volume	308	736	448	377	1331	379	219	340	141	124	1497	234
	308	736	448	377	1331	379	219	340	141	124	1497	234

5721 4426
Intersection Name: McLaughlin Avenue & Capitol Expressway
Peak Hour: AM Date of Analysis: 3/9/04
Scenario: 0 Count Date: 3/8/00
Growth Factor: 0.000 Future Growth % Per Year: 0.000
Number of Months: 0.0 Number of Years to Buildout: 0

	Movements											
	North Approach			East Approach			South Approach			West Approach		
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT
		4410			4419			5472			4414	
Existing	226	128	386	405	1798	84	206	351	273	44	1570	234
ATI	0	12	2	0	0	7	0	10	0	0	0	0
BEA Systems	0	0	0	0	0	0	0	0	0	0	0	0
Total ATI	0	12	2	0	0	7	0	10	0	0	0	0
Existing + ATI	226	140	388	405	1798	91	206	361	273	44	1570	234
	226	140	388	405	1798	91	206	361	273	44	1570	234
Project Growth		-49			-25			18			65	
Project Future Volume	211	120	360	401	1778	83	210	359	279	46	1625	242
	211	120	360	401	1778	83	210	359	279	46	1625	242

5723 4383
Intersection Name: Silver Creek Road & Capitol Expressway
Peak Hour: AM Date of Analysis: 3/9/04
Scenario: 0 Count Date: 1/1/00
Growth Factor: 0.000 Future Growth % Per Year: 0.000
Number of Months: 0.0 Number of Years to Buildout: 0

	Movements											
	North Approach			East Approach			South Approach			West Approach		
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT
		4399			19283			12677			19282	
Existing	10	1730	91	217	457	596	251	1618	682	361	257	35
ATI	6	143	2	0	40	7	5	99	4	5	140	15
BEA Systems	0	0	0	0	0	0	0	0	0	0	0	0
Total ATI	6	143	2	0	40	7	5	99	4	5	140	15
Existing + ATI	16	1873	93	217	497	603	256	1717	686	366	397	50
	16	1873	93	217	497	603	256	1717	686	366	397	50
Project Growth		46			-71			-61			22	
Project Future Volume	10	1773	93	205	431	563	245	1579	666	373	266	36
	10	1773	93	205	431	563	245	1579	666	373	266	36

5721 4426
Intersection Name: McLaughlin Avenue & Capitol Expressway
Peak Hour: PM Date of Analysis: 3/9/04
Scenario: Count Date: 03/08/00
(SJ) Growth Factor: 0.000 Future Growth % Per Yea 0.000
(SJ) Number of Months: 0.0 Number of Years to Buildout: 0.0

	Movements											
	North Approach			East Approach			South Approach			West Approach		
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT
		4410			4419			5472			4414	
Existing	214	352	571	313	1835	202	133	72	133	47	1603	285
ATI	0	6	16	0	0	5	0	13	0	0	0	0
BEA Systems	0	0	0	0	0	0	0	0	0	0	0	0
Total ATI	0	6	16	0	0	5	0	13	0	0	0	0
Existing + ATI	214	358	587	313	1835	207	133	85	133	47	1603	285
	214	358	587	313	1835	207	133	85	133	47	1603	285
Project Growth		32			-10			-2			58	
Project Future Volume	220	362	587	312	1827	201	132	72	132	48	1651	294
	220	362	587	312	1827	201	132	72	132	48	1651	294

5723 4383
Intersection Name: Silver Creek Road & Capitol Expressway
Peak Hour: PM Date of Analysis: 3/9/04
Scenario: Count Date: 01/01/00
(SJ) Growth Factor: 0.000 Future Growth % Per Yea 0.000
(SJ) Number of Months: 0.0 Number of Years to Buildout: 0.0

	Movements											
	North Approach			East Approach			South Approach			West Approach		
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT
		4399			19283			12677			19282	
Existing	50	1825	417	88	302	715	134	3015	509	674	362	99
ATI	15	100	0	2	126	0	6	145	5	8	53	6
BEA Systems	0	0	0	0	0	0	0	0	0	0	0	0
Total ATI	15	100	0	2	126	0	6	145	5	8	53	6
Existing + ATI	65	1925	417	90	428	715	140	3160	514	682	415	105
	65	1925	417	90	428	715	140	3160	514	682	415	105
Project Growth		38			8			43			5	
Project Future Volume	51	1855	424	89	304	720	136	3050	515	677	364	99
	51	1855	424	89	304	720	136	3050	515	677	364	99

5724 4384
Intersection Name: Capitol Expressway & Aborn Road
Peak Hour: AM Date of Analysis: 3/9/04
Scenario: 0 Count Date: 1/1/00
Growth Factor: 0.000 Future Growth % Per Year: 0.000
Number of Months: 0.0 Number of Years to Buildout: 0

	Movements											
	North Approach			East Approach			South Approach			West Approach		
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT
		19290			9554			19285			4399	
Existing	111	911	157	43	558	914	519	1342	80	44	157	72
ATI	12	62	104	66	76	118	98	66	0	0	70	2
BEA Systems	0	0	0	0	0	0	0	0	0	0	0	0
Total ATI	12	62	104	66	76	118	98	66	0	0	70	2
Existing + ATI	123	973	261	109	634	1032	617	1408	80	44	227	74
	123	973	261	109	634	1032	617	1408	80	44	227	74
Project Growth		32			-116			4			-71	
Project Future Volume	114	936	161	40	515	844	520	1345	80	33	116	53
	114	936	161	40	515	844	520	1345	80	33	116	53

5725 4385
Intersection Name: Capitol Expressway & Quimby Road
Peak Hour: AM Date of Analysis: 3/9/04
Scenario: 0 Count Date: 10/6/98
Growth Factor: 0.000 Future Growth % Per Year: 0.000
Number of Months: 0.0 Number of Years to Buildout: 0

	Movements											
	North Approach			East Approach			South Approach			West Approach		
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT
		19294			9555			19293			4398	
Existing	51	643	149	461	462	430	206	1719	155	114	199	39
ATI	1	89	45	69	12	7	19	143	20	87	95	1
BEA Systems	0	0	0	0	0	0	0	0	0	0	0	0
Total ATI	1	89	45	69	12	7	19	143	20	87	95	1
Existing + ATI	52	732	194	530	474	437	225	1862	175	201	294	40
	52	732	194	530	474	437	225	1862	175	201	294	40
Project Growth		159			12			-81			-47	
Project Future Volume	61	764	177	465	466	434	198	1652	149	99	172	34
	61	764	177	465	466	434	198	1652	149	99	172	34

5724 4384
Intersection Name: Capitol Expressway & Aborn Road
Peak Hour: PM Date of Analysis: 3/9/04
Scenario: Count Date: 01/01/00
(SJ) Growth Factor: 0.000 Future Growth % Per Yea 0.000
(SJ) Number of Months: 0.0 Number of Years to Buildout: 0.0

	Movements											
	North Approach			East Approach			South Approach			West Approach		
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT
		19290			9554			19285			4399	
Existing	185	1305	224	38	362	653	967	1199	135	138	450	187
ATI	1	49	66	103	70	96	128	63	0	0	76	11
BEA Systems	0	0	0	0	0	0	0	0	0	0	0	0
Total ATI	1	49	66	103	70	96	128	63	0	0	76	11
Existing + ATI	186	1354	290	141	432	749	1095	1262	135	138	526	198
	186	1354	290	141	432	749	1095	1262	135	138	526	198
Project Growth		16			69			105			-7	
Project Future Volume	187	1317	226	40	386	696	1011	1254	141	137	446	185
	187	1317	226	40	386	696	1011	1254	141	137	446	185

5725 4385
Intersection Name: Capitol Expressway & Quimby Road
Peak Hour: PM Date of Analysis: 3/9/04
Scenario: Count Date: 10/06/98
(SJ) Growth Factor: 0.000 Future Growth % Per Yea 0.000
(SJ) Number of Months: 0.0 Number of Years to Buildout: 0.0

	Movements											
	North Approach			East Approach			South Approach			West Approach		
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT
		19294			9555			19293			4398	
Existing	114	1522	544	192	372	304	498	831	298	430	619	74
ATI	1	128	57	53	106	13	10	90	96	24	18	1
BEA Systems	0	0	0	0	0	0	0	0	0	0	0	0
Total ATI	1	128	57	53	106	13	10	90	96	24	18	1
Existing + ATI	115	1650	601	245	478	317	508	921	394	454	637	75
	115	1650	601	245	478	317	508	921	394	454	637	75
Project Growth		28			33			122			-11	
Project Future Volume	115	1542	551	199	386	316	535	893	320	426	613	73
	115	1542	551	199	386	316	535	893	320	426	613	73

5727 4402
Intersection Name: Capitol Expressway & Tully Road
Peak Hour: AM Date of Analysis: 3/9/04
Scenario: 0 Count Date: 3/7/00
Growth Factor: 0.000 Future Growth % Per Year: 0.000
Number of Months: 0.0 Number of Years to Buildout: 0

	Movements											
	North Approach			East Approach			South Approach			West Approach		
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT
		19300			4387			19299			4397	
Existing	184	502	152	673	557	263	152	2207	18	16	283	252
ATI	8	67	111	36	63	22	25	150	17	2	73	17
BEA Systems	0	0	0	0	0	0	0	0	0	0	0	0
Total ATI	8	67	111	36	63	22	25	150	17	2	73	17
Existing + ATI	192	569	263	709	620	285	177	2357	35	18	356	269
	192	569	263	709	620	285	177	2357	35	18	356	269
Project Growth		157			-109			26			10	
Project Future Volume	218	596	180	624	516	244	154	2231	18	16	288	257
	218	596	180	624	516	244	154	2231	18	16	288	257

5732 5208
Intersection Name: Capitol Expressway & Story Road
Peak Hour: AM Date of Analysis: 3/9/04
Scenario: 0 Count Date: 3/7/00
Growth Factor: 0.000 Future Growth % Per Year: 0.000
Number of Months: 0.0 Number of Years to Buildout: 0

	Movements											
	North Approach			East Approach			South Approach			West Approach		
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT
		19312			5207			19309			5287	
Existing	113	847	339	697	801	148	51	2893	318	204	364	193
ATI	7	100	61	53	81	29	44	131	8	2	112	9
BEA Systems	0	0	0	0	0	0	0	0	0	0	0	0
Total ATI	7	100	61	53	81	29	44	131	8	2	112	9
Existing + ATI	120	947	400	750	882	177	95	3024	326	206	476	202
	120	947	400	750	882	177	95	3024	326	206	476	202
Project Growth		242			-8			-33			-87	
Project Future Volume	134	1005	402	694	797	147	50	2864	315	181	322	171
	134	1005	402	694	797	147	50	2864	315	181	322	171

5727 4402
Intersection Name: Capitol Expressway & Tully Road
Peak Hour: PM Date of Analysis: 3/9/04
Scenario: Count Date: 03/07/00
(SJ) Growth Factor: 0.000 Future Growth % Per Yea 0.000
(SJ) Number of Months: 0.0 Number of Years to Buildout: 0.0

	Movements											
	North Approach			East Approach			South Approach			West Approach		
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT
		19300			4387			19299			4397	
Existing	476	1853	995	62	388	330	133	834	48	32	694	383
ATI	13	128	43	88	60	27	10	77	2	12	38	11
BEA Systems	0	0	0	0	0	0	0	0	0	0	0	0
Total ATI	13	128	43	88	60	27	10	77	2	12	38	11
Existing + ATI	489	1981	1038	150	448	357	143	911	50	44	732	394
	489	1981	1038	150	448	357	143	911	50	44	732	394
Project Growth		-62			54			202			25	
Project Future Volume	467	1818	976	66	415	353	159	1000	58	33	710	392
	467	1818	976	66	415	353	159	1000	58	33	710	392

5732 5208
Intersection Name: Capitol Expressway & Story Road
Peak Hour: PM Date of Analysis: 3/9/04
Scenario: Count Date: 03/07/00
(SJ) Growth Factor: 0.000 Future Growth % Per Yea 0.000
(SJ) Number of Months: 0.0 Number of Years to Buildout: 0.0

	Movements											
	North Approach			East Approach			South Approach			West Approach		
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT
		19312			5207			19309			5287	
Existing	126	2697	961	686	571	245	219	1077	109	584	817	167
ATI	14	125	54	36	89	29	28	94	3	9	113	11
BEA Systems	0	0	0	0	0	0	0	0	0	0	0	0
Total ATI	14	125	54	36	89	29	28	94	3	9	113	11
Existing + ATI	140	2822	1015	722	660	274	247	1171	112	593	930	178
	140	2822	1015	722	660	274	247	1171	112	593	930	178
Project Growth		-81			151			305			28	
Project Future Volume	123	2639	940	755	628	270	267	1311	133	594	832	170
	123	2639	940	755	628	270	267	1311	133	594	832	170

5734 5218
Intersection Name: Capitol Expressway & Capitol Avenue
Peak Hour: AM Date of Analysis: 3/9/04
Scenario: 0 Count Date: 3/8/00
Growth Factor: 0.000 Future Growth % Per Year: 0.000
Number of Months: 0.0 Number of Years to Buildout: 0

	Movements											
	North Approach			East Approach			South Approach			West Approach		
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT
		5234			0			19317			19318	
Existing	50	944	217	304	37	256	628	3217	12	12	60	43
ATI	0	62	1	0	79	13	9	40	0	0	17	0
BEA Systems	0	0	0	0	0	0	0	0	0	0	0	0
Total ATI	0	62	1	0	79	13	9	40	0	0	17	0
Existing + ATI	50	1006	218	304	116	269	637	3257	12	12	77	43
	50	1006	218	304	116	269	637	3257	12	12	77	43
Project Growth		-27			0			71			250	
Project Future Volume	49	923	212	304	37	256	640	3276	12	38	190	136
	49	923	212	304	37	256	640	3276	12	38	190	136

5405 4845
Intersection Name: San Tomas Expressv & Stevens Creek Boulevard
Peak Hour: AM Date of Analysis: 3/9/04
Scenario: 0 Count Date: 4/11/00
Growth Factor: 0.000 Future Growth % Per Year: 0.000
Number of Months: 0.0 Number of Years to Buildout: 0

	Movements											
	North Approach			East Approach			South Approach			West Approach		
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT
		19158			12694			19161			5371	
Existing	39	585	139	201	906	161	303	2396	344	82	443	93
ATI	0	0	10	26	27	0	0	0	0	0	11	0
BEA Systems	0	0	0	0	0	0	0	0	0	0	0	0
Total ATI	0	0	10	26	27	0	0	0	0	0	11	0
Existing + ATI	39	585	149	227	933	161	303	2396	344	82	454	93
	39	585	149	227	933	161	303	2396	344	82	454	93
Project Growth		58			108			-145			-30	
Project Future Volume	42	629	150	218	983	175	289	2282	328	78	421	88
	42	629	150	218	983	175	289	2282	328	78	421	88

5734 5218
Intersection Name: Capitol Expressway & Capitol Avenue
Peak Hour: PM Date of Analysis: 3/9/04
Scenario: Count Date: 03/08/00
(SJ) Growth Factor: 0.000 Future Growth % Per Yea 0.000
(SJ) Number of Months: 0.0 Number of Years to Buildout: 0.0

	Movements											
	North Approach			East Approach			South Approach			West Approach		
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT
		5234			0			19317			19318	
Existing	42	2881	512	503	66	965	267	1794	16	37	172	56
ATI	0	43	1	1	17	8	8	40	0	0	79	0
BEA Systems	0	0	0	0	0	0	0	0	0	0	0	0
Total ATI	0	43	1	1	17	8	8	40	0	0	79	0
Existing + ATI	42	2924	513	504	83	973	275	1834	16	37	251	56
	42	2924	513	504	83	973	275	1834	16	37	251	56
Project Growth		189			0			447			-150	
Project Future Volume	44	3040	540	503	66	965	324	2180	19	16	75	24
	44	3040	540	503	66	965	324	2180	19	16	75	24

5405 4845
Intersection Name: San Tomas Express\ & Stevens Creek Boulevard
Peak Hour: PM Date of Analysis: 3/9/04
Scenario: Count Date: 04/11/00
(SJ) Growth Factor: 0.000 Future Growth % Per Yea 0.000
(SJ) Number of Months: 0.0 Number of Years to Buildout: 0.0

	Movements											
	North Approach			East Approach			South Approach			West Approach		
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT
		19158			12694			19161			5371	
Existing	129	2674	264	134	856	275	178	751	204	372	991	110
ATI	0	0	18	27	32	0	0	0	0	0	41	0
BEA Systems	0	0	0	0	0	0	0	0	0	0	0	0
Total ATI	0	0	18	27	32	0	0	0	0	0	41	0
Existing + ATI	129	2674	282	161	888	275	178	751	204	372	1032	110
	129	2674	282	161	888	275	178	751	204	372	1032	110
Project Growth		65			199			186			135	
Project Future Volume	132	2731	270	155	991	318	207	874	237	406	1082	120
	132	2731	270	155	991	318	207	874	237	406	1082	120

5406 4842
Intersection Name: San Tomas Expressv & Moorpark Avenue
Peak Hour: AM Date of Analysis: 3/9/04
Scenario: 0 Count Date: 3/8/00
Growth Factor: 0.000 Future Growth % Per Year: 0.000
Number of Months: 0.0 Number of Years to Buildout: 0

	Movements											
	North Approach			East Approach			South Approach			West Approach		
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT
		19166			4835			19167			4733	
Existing	112	670	143	388	392	68	96	2226	156	105	183	210
ATI	0	0	0	0	0	1	1	0	0	0	0	0
BEA Systems	0	0	0	0	0	0	0	0	0	0	0	0
Total ATI	0	0	0	0	0	1	1	0	0	0	0	0
Existing + ATI	112	670	143	388	392	69	97	2226	156	105	183	210
	112	670	143	388	392	69	97	2226	156	105	183	210
Project Growth		-13			0			-145			49	
Project Future Volume	110	661	141	388	392	68	90	2096	147	115	201	231
	110	661	141	388	392	68	90	2096	147	115	201	231

5636 4685
Intersection Name: Lawrence Expresswa & I-280/Calvert
Peak Hour: AM Date of Analysis: 3/9/04
Scenario: 0 Count Date: 4/26/00
Growth Factor: 0.000 Future Growth % Per Year: 0.000
Number of Months: 0.0 Number of Years to Buildout: 0

	Movements											
	North Approach			East Approach			South Approach			West Approach		
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT
		5372			0			4727			4687	
Existing	0	618	556	0	0	0	575	3584	0	208	212	42
ATI	0	0	0	0	0	0	0	0	0	0	0	0
BEA Systems	0	0	0	0	0	0	0	0	0	0	0	0
Total ATI	0	0	0	0	0	0	0	0	0	0	0	0
Existing + ATI	0	618	556	0	0	0	575	3584	0	208	212	42
	0	618	556	0	0	0	575	3584	0	208	212	42
Project Growth		-44			0			-26			46	
Project Future Volume	0	595	535	0	0	0	571	3562	0	229	233	46
	0	595	535	0	0	0	571	3562	0	229	233	46

5406 4842
Intersection Name: San Tomas Expressv & Moorpark Avenue
Peak Hour: PM Date of Analysis: 3/9/04
Scenario: Count Date: 03/08/00
(SJ) Growth Factor: 0.000 Future Growth % Per Yea 0.000
(SJ) Number of Months: 0.0 Number of Years to Buildout: 0.0

	Movements											
	North Approach			East Approach			South Approach			West Approach		
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT
		19166			4835			19167			4733	
Existing	224	3467	397	150	282	93	103	909	80	220	452	114
ATI	0	0	0	0	0	9	8	0	0	0	0	0
BEA Systems	0	0	0	0	0	0	0	0	0	0	0	0
Total ATI	0	0	0	0	0	9	8	0	0	0	0	0
Existing + ATI	224	3467	397	150	282	102	111	909	80	220	452	114
	224	3467	397	150	282	102	111	909	80	220	452	114
Project Growth		18			0			282			27	
Project Future Volume	225	3482	399	150	282	93	130	1144	101	228	468	118
	225	3482	399	150	282	93	130	1144	101	228	468	118

5636 4685
Intersection Name: Lawrence Expresswa & I-280/Calvert
Peak Hour: PM Date of Analysis: 3/9/04
Scenario: Count Date: 04/26/00
(SJ) Growth Factor: 0.000 Future Growth % Per Yea 0.000
(SJ) Number of Months: 0.0 Number of Years to Buildout: 0.0

	Movements											
	North Approach			East Approach			South Approach			West Approach		
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT
		5372			0			4727			4687	
Existing	0	2570	712	0	0	0	198	1229	0	852	272	27
ATI	0	0	0	0	0	0	0	0	0	0	0	0
BEA Systems	0	0	0	0	0	0	0	0	0	0	0	0
Total ATI	0	0	0	0	0	0	0	0	0	0	0	0
Existing + ATI	0	2570	712	0	0	0	198	1229	0	852	272	27
	0	2570	712	0	0	0	198	1229	0	852	272	27
Project Growth		-64			0			-8			49	
Project Future Volume	0	2520	698	0	0	0	197	1222	0	888	284	28
	0	2520	698	0	0	0	197	1222	0	888	284	28

5633	4708		
Intersection Name:	Lawrence Expresswa & Moorpark Avenue		
Peak Hour:	AM	Date of Analysis:	3/9/04
Scenario:	0	Count Date:	3/23/00
Growth Factor:	0.000	Future Growth % Per Year:	0.000
Number of Months:	0.0	Number of Years to Buildout:	0

	Movements											
	North Approach			East Approach			South Approach			West Approach		
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT
		4727			4734			4741			4707	
Existing	199	566	98	398	526	123	145	2681	214	88	410	744
ATI	0	0	0	0	0	0	0	0	0	0	0	0
BEA Systems	0	0	0	0	0	0	0	0	0	0	0	0
Total ATI	0	0	0	0	0	0	0	0	0	0	0	0
Existing + ATI	199	566	98	398	526	123	145	2681	214	88	410	744
	199	566	98	398	526	123	145	2681	214	88	410	744
Project Growth		-72			5			-35			12	
Project Future Volume	182	519	90	400	529	124	143	2650	212	89	414	751
	182	519	90	400	529	124	143	2650	212	89	414	751

5635	4742		
Intersection Name:	Lawrence Expresswa & Prospect Road		
Peak Hour:	AM	Date of Analysis:	3/9/04
Scenario:	0	Count Date:	3/23/00
Growth Factor:	0.000	Future Growth % Per Year:	0.000
Number of Months:	0.0	Number of Years to Buildout:	0

	Movements											
	North Approach			East Approach			South Approach			West Approach		
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT
		4741			4768			4769			4714	
Existing	277	470	86	428	732	60	44	1308	716	186	615	375
ATI	0	0	26	17	43	0	0	0	0	0	65	0
BEA Systems	0	0	0	0	0	0	0	0	0	0	0	0
Total ATI	0	0	26	17	43	0	0	0	0	0	65	0
Existing + ATI	277	470	112	445	775	60	44	1308	716	186	680	375
	277	470	112	445	775	60	44	1308	716	186	680	375
Project Growth		-23			-6			9			57	
Project Future Volume	269	457	84	426	728	60	44	1314	719	195	645	393
	269	457	84	426	728	60	44	1314	719	195	645	393

5633 4708
Intersection Name: Lawrence Expresswa & Moorpark Avenue
Peak Hour: PM Date of Analysis: 3/9/04
Scenario: Count Date: 03/23/00
(SJ) Growth Factor: 0.000 Future Growth % Per Yea 0.000
(SJ) Number of Months: 0.0 Number of Years to Buildout: 0.0

	Movements											
	North Approach			East Approach			South Approach			West Approach		
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT
		4727			4734			4741			4707	
Existing	557	2461	371	114	489	147	140	857	281	275	458	305
ATI	0	0	0	0	0	0	0	0	0	0	0	0
BEA Systems	0	0	0	0	0	0	0	0	0	0	0	0
Total ATI	0	0	0	0	0	0	0	0	0	0	0	0
Existing + ATI	557	2461	371	114	489	147	140	857	281	275	458	305
	557	2461	371	114	489	147	140	857	281	275	458	305
Project Growth		-50			49			-36			35	
Project Future Volume	549	2425	366	121	521	157	136	833	273	284	473	315
	549	2425	366	121	521	157	136	833	273	284	473	315

5635 4742
Intersection Name: Lawrence Expresswa & Prospect Road
Peak Hour: PM Date of Analysis: 3/9/04
Scenario: Count Date: 03/23/00
(SJ) Growth Factor: 0.000 Future Growth % Per Yea 0.000
(SJ) Number of Months: 0.0 Number of Years to Buildout: 0.0

	Movements											
	North Approach			East Approach			South Approach			West Approach		
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT
		4741			4768			4769			4714	
Existing	328	1462	473	283	613	177	57	561	201	277	740	282
ATI	0	0	44	44	111	0	0	0	0	0	111	0
BEA Systems	0	0	0	0	0	0	0	0	0	0	0	0
Total ATI	0	0	44	44	111	0	0	0	0	0	111	0
Existing + ATI	328	1462	517	327	724	177	57	561	201	277	851	282
	328	1462	517	327	724	177	57	561	201	277	851	282
Project Growth		-106			29			-6			200	
Project Future Volume	313	1394	451	291	630	182	57	557	200	320	854	325
	313	1394	451	291	630	182	57	557	200	320	854	325

5640 4769
Intersection Name: Lawrence Expresswa & Saratoga Avenue
Peak Hour: AM Date of Analysis: 3/9/04
Scenario: 0 Count Date: 3/23/00
Growth Factor: 0.000 Future Growth % Per Year: 0.000
Number of Months: 0.0 Number of Years to Buildout: 0

	Movements											
	North Approach			East Approach			South Approach			West Approach		
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT
		4742			4768			12535			4747	
Existing	296	292	42	47	781	214	286	1261	68	8	862	708
ATI	0	0	0	0	22	21	31	0	0	0	34	0
BEA Systems	0	0	0	0	0	0	0	0	0	0	0	0
Total ATI	0	0	0	0	22	21	31	0	0	0	34	0
Existing + ATI	296	292	42	47	803	235	317	1261	68	8	896	708
	296	292	42	47	803	235	317	1261	68	8	896	708
Project Growth		1			114			126			-58	
Project Future Volume	296	292	42	52	866	237	308	1359	73	8	830	682
	296	292	42	52	866	237	308	1359	73	8	830	682

3793 4735
Intersection Name: Saratoga Avenue & Williams Road
Peak Hour: AM Date of Analysis: 3/9/04
Scenario: 0 Count Date: 5/17/00
Growth Factor: 0.000 Future Growth % Per Year: 0.000
Number of Months: 0.0 Number of Years to Buildout: 0

	Movements											
	North Approach			East Approach			South Approach			West Approach		
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT
		4733			4847			4736			4734	
Existing	82	759	74	262	431	188	117	1527	80	72	184	123
ATI	0	0	0	0	0	0	0	0	0	0	0	0
BEA Systems	0	0	0	0	0	0	0	0	0	0	0	0
Total ATI	0	0	0	0	0	0	0	0	0	0	0	0
Existing + ATI	82	759	74	262	431	188	117	1527	80	72	184	123
	82	759	74	262	431	188	117	1527	80	72	184	123
Project Growth		-65			-33			95			5	
Project Future Volume	76	705	69	252	415	181	123	1611	84	73	186	125
	76	705	69	252	415	181	123	1611	84	73	186	125

5640 4769
Intersection Name: Lawrence Expresswa & Saratoga Avenue
Peak Hour: PM Date of Analysis: 3/9/04
Scenario: Count Date: 03/23/00
(SJ) Growth Factor: 0.000 Future Growth % Per Yea 0.000
(SJ) Number of Months: 0.0 Number of Years to Buildout: 0.0

	Movements											
	North Approach			East Approach			South Approach			West Approach		
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT
		4742			4768			12535			4747	
Existing	641	1072	177	24	991	279	236	494	100	60	883	503
ATI	0	0	0	0	58	53	53	0	0	0	58	0
BEA Systems	0	0	0	0	0	0	0	0	0	0	0	0
Total ATI	0	0	0	0	58	53	53	0	0	0	58	0
Existing + ATI	641	1072	177	24	1049	332	289	494	100	60	941	503
	641	1072	177	24	1049	332	289	494	100	60	941	503
Project Growth		74			92			12			21	
Project Future Volume	666	1114	184	26	1061	299	239	501	101	61	896	510
	666	1114	184	26	1061	299	239	501	101	61	896	510

3793 4735
Intersection Name: Saratoga Avenue & Williams Road
Peak Hour: PM Date of Analysis: 3/9/04
Scenario: Count Date: 05/17/00
(SJ) Growth Factor: 0.000 Future Growth % Per Yea 0.000
(SJ) Number of Months: 0.0 Number of Years to Buildout: 0.0

	Movements											
	North Approach			East Approach			South Approach			West Approach		
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT
		4733			4847			4736			4734	
Existing	92	1866	183	103	172	147	140	1012	85	108	288	78
ATI	0	0	0	0	0	0	0	0	0	0	0	0
BEA Systems	0	0	0	0	0	0	0	0	0	0	0	0
Total ATI	0	0	0	0	0	0	0	0	0	0	0	0
Existing + ATI	92	1866	183	103	172	147	140	1012	85	108	288	78
	92	1866	183	103	172	147	140	1012	85	108	288	78
Project Growth		43			-4			-5			-29	
Project Future Volume	94	1903	187	102	170	146	139	1008	85	101	270	73
	94	1903	187	102	170	146	139	1008	85	101	270	73

3279	5151		
Intersection Name:	Bascom Avenue & San Carlos Street		
Peak Hour:	AM	Date of Analysis:	3/9/04
Scenario:	0	Count Date:	11/14/01
Growth Factor:	0.000	Future Growth % Per Year:	0.000
Number of Months:	0.0	Number of Years to Buildout:	0

	Movements											
	North Approach			East Approach			South Approach			West Approach		
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT
		5154			5155			5163			5147	
Existing	35	412	107	240	714	125	159	1313	278	84	230	89
ATI	4	4	2	7	43	0	0	9	6	2	16	3
BEA Systems	0	0	0	0	0	0	0	0	0	0	0	0
Total ATI	4	4	2	7	43	0	0	9	6	2	16	3
Existing + ATI	39	416	109	247	757	125	159	1322	284	86	246	92
	39	416	109	247	757	125	159	1322	284	86	246	92
Project Growth		117			-80			-61			-66	
Project Future Volume	42	499	130	222	661	116	153	1267	268	70	192	74
	42	499	130	222	661	116	153	1267	268	70	192	74

3284	5149		
Intersection Name:	Bascom Avenue & Naglee Avenue		
Peak Hour:	AM	Date of Analysis:	3/9/04
Scenario:	0	Count Date:	11/15/00
Growth Factor:	0.000	Future Growth % Per Year:	0.000
Number of Months:	0.0	Number of Years to Buildout:	0

	Movements											
	North Approach			East Approach			South Approach			West Approach		
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT
		5150			5108			5154			5133	
Existing	55	286	86	74	273	75	101	1319	227	5	199	75
ATI	22	1	0	0	8	2	1	1	15	5	3	7
BEA Systems	0	0	0	0	0	0	0	0	0	0	0	0
Total ATI	22	1	0	0	8	2	1	1	15	5	3	7
Existing + ATI	77	287	86	74	281	77	102	1320	242	10	202	82
	77	287	86	74	281	77	102	1320	242	10	202	82
Project Growth		69			382			2			10	
Project Future Volume	64	332	100	141	520	143	101	1321	227	5	206	78
	64	332	100	141	520	143	101	1321	227	5	206	78

3279 5151
Intersection Name: Bascom Avenue & San Carlos Street
Peak Hour: PM Date of Analysis: 3/9/04
Scenario: Count Date: 11/14/01
(SJ) Growth Factor: 0.000 Future Growth % Per Yea 0.000
(SJ) Number of Months: 0.0 Number of Years to Buildout: 0.0

	Movements											
	North Approach			East Approach			South Approach			West Approach		
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT
		5154			5155			5163			5147	
Existing	30	914	255	69	507	245	198	355	158	96	698	72
ATI	22	16	11	3	28	0	0	4	8	7	50	24
BEA Systems	0	0	0	0	0	0	0	0	0	0	0	0
Total ATI	22	16	11	3	28	0	0	4	8	7	50	24
Existing + ATI	52	930	266	72	535	245	198	359	166	103	748	96
	52	930	266	72	535	245	198	359	166	103	748	96
Project Growth		-48			265			258			19	
Project Future Volume	29	877	245	91	671	324	270	484	215	98	713	74
	29	877	245	91	671	324	270	484	215	98	713	74

3284 5149
Intersection Name: Bascom Avenue & Naglee Avenue
Peak Hour: PM Date of Analysis: 3/9/04
Scenario: Count Date: 11/15/00
(SJ) Growth Factor: 0.000 Future Growth % Per Yea 0.000
(SJ) Number of Months: 0.0 Number of Years to Buildout: 0.0

	Movements											
	North Approach			East Approach			South Approach			West Approach		
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT
		5150			5108			5154			5133	
Existing	117	1484	134	58	257	138	88	385	143	27	338	127
ATI	10	6	1	1	14	13	14	6	6	20	19	25
BEA Systems	0	0	0	0	0	0	0	0	0	0	0	0
Total ATI	10	6	1	1	14	13	14	6	6	20	19	25
Existing + ATI	127	1490	135	59	271	151	102	391	149	47	357	152
	127	1490	135	59	271	151	102	391	149	47	357	152
Project Growth		-130			129			181			297	
Project Future Volume	108	1373	124	75	330	177	114	498	185	43	542	204
	108	1373	124	75	330	177	114	498	185	43	542	204

3283	5143		
Intersection Name:	Bascom Avenue & Hedding Street		
Peak Hour:	AM	Date of Analysis:	3/9/04
Scenario:	0	Count Date:	11/9/00
Growth Factor:	0.000	Future Growth % Per Year:	0.000
Number of Months:	0.0	Number of Years to Buildout:	0

	Movements											
	North Approach			East Approach			South Approach			West Approach		
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT
		19101			5107			5150			5132	
Existing	123	461	80	125	280	76	89	1598	88	31	551	172
ATI	0	16	0	0	0	5	1	6	0	0	0	0
BEA Systems	0	0	0	0	0	0	0	0	0	0	0	0
Total ATI	0	16	0	0	0	5	1	6	0	0	0	0
Existing + ATI	123	477	80	125	280	81	90	1604	88	31	551	172
	123	477	80	125	280	81	90	1604	88	31	551	172
Project Growth		44			201			-69			6	
Project Future Volume	131	492	85	177	397	108	86	1536	85	31	555	173
	131	492	85	177	397	108	86	1536	85	31	555	173

3642	4883		
Intersection Name:	Leigh Avenue & Southwest Expressway		
Peak Hour:	AM	Date of Analysis:	3/9/04
Scenario:	0	Count Date:	5/20/99
Growth Factor:	0.000	Future Growth % Per Year:	0.000
Number of Months:	0.0	Number of Years to Buildout:	0

	Movements											
	North Approach			East Approach			South Approach			West Approach		
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT
		4868			4859			4879			4855	
Existing	72	232	25	26	183	170	810	866	19	86	619	39
ATI	0	0	1	0	36	16	66	0	0	0	89	0
BEA Systems	0	0	0	0	0	0	0	0	0	0	0	0
Total ATI	0	0	1	0	36	16	66	0	0	0	89	0
Existing + ATI	72	232	26	26	219	186	876	866	19	86	708	39
	72	232	26	26	219	186	876	866	19	86	708	39
Project Growth		-52			121			-56			78	
Project Future Volume	61	195	21	34	241	224	783	837	18	95	684	43
	61	195	21	34	241	224	783	837	18	95	684	43

3283 5143
Intersection Name: Bascom Avenue & Hedding Street
Peak Hour: PM Date of Analysis: 3/9/04
Scenario: Count Date: 11/09/00
(SJ) Growth Factor: 0.000 Future Growth % Per Yea 0.000
(SJ) Number of Months: 0.0 Number of Years to Buildout: 0.0

	Movements											
	North Approach			East Approach			South Approach			West Approach		
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT
		19101			5107			5150			5132	
Existing	80	1556	257	62	287	172	43	443	62	51	384	112
ATI	0	8	0	0	0	2	6	18	0	0	0	0
BEA Systems	0	0	0	0	0	0	0	0	0	0	0	0
Total ATI	0	8	0	0	0	2	6	18	0	0	0	0
Existing + ATI	80	1564	257	62	287	174	49	461	62	51	384	112
	80	1564	257	62	287	174	49	461	62	51	384	112
Project Growth		-34			221			14			187	
Project Future Volume	79	1528	252	88	409	245	44	454	64	68	515	150
	79	1528	252	88	409	245	44	454	64	68	515	150

3642 4883
Intersection Name: Leigh Avenue & Southwest Expressway
Peak Hour: PM Date of Analysis: 3/9/04
Scenario: Count Date: 05/20/99
(SJ) Growth Factor: 0.000 Future Growth % Per Yea 0.000
(SJ) Number of Months: 0.0 Number of Years to Buildout: 0.0

	Movements											
	North Approach			East Approach			South Approach			West Approach		
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT
		4868			4859			4879			4855	
Existing	62	746	18	20	387	472	297	279	3	6	420	104
ATI	0	0	1	3	81	72	25	0	0	0	48	0
BEA Systems	0	0	0	0	0	0	0	0	0	0	0	0
Total ATI	0	0	1	3	81	72	25	0	0	0	48	0
Existing + ATI	62	746	19	23	468	544	322	279	3	6	468	104
	62	746	19	23	468	544	322	279	3	6	468	104
Project Growth		18			309			16			255	
Project Future Volume	63	762	18	27	523	638	305	287	3	9	622	154
	63	762	18	27	523	638	305	287	3	9	622	154

3567	4874		
Intersection Name:	Leigh Avenue	& Hamilton Avenue	
Peak Hour:	AM	Date of Analysis:	3/9/04
Scenario:	0	Count Date:	4/13/99
Growth Factor:	0.000	Future Growth % Per Year:	0.000
Number of Months:	0.0	Number of Years to Buildout:	0

	Movements											
	North Approach			East Approach			South Approach			West Approach		
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT
		4879			4875			4881			4873	
Existing	154	234	87	164	1478	79	78	905	671	127	655	138
ATI	0	0	0	0	0	0	0	0	0	0	0	0
BEA Systems	0	0	0	0	0	0	0	0	0	0	0	0
Total ATI	0	0	0	0	0	0	0	0	0	0	0	0
Existing + ATI	154	234	87	164	1478	79	78	905	671	127	655	138
	154	234	87	164	1478	79	78	905	671	127	655	138
Project Growth		-74			-27			-48			19	
Project Future Volume	130	198	73	161	1455	78	76	879	652	130	669	141
	130	198	73	161	1455	78	76	879	652	130	669	141

3434	4533		
Intersection Name:	Leigh Avenue	& Curtner Avenue	
Peak Hour:	AM	Date of Analysis:	3/9/04
Scenario:	0	Count Date:	4/27/99
Growth Factor:	0.000	Future Growth % Per Year:	0.000
Number of Months:	0.0	Number of Years to Buildout:	0

	Movements											
	North Approach			East Approach			South Approach			West Approach		
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT
		4881			4546			4540			4535	
Existing	94	245	57	235	564	88	48	1287	88	51	303	202
ATI	0	1	0	0	0	0	0	8	0	0	0	0
BEA Systems	0	0	0	0	0	0	0	0	0	0	0	0
Total ATI	0	1	0	0	0	0	0	8	0	0	0	0
Existing + ATI	94	246	57	235	564	88	48	1295	88	51	303	202
	94	246	57	235	564	88	48	1295	88	51	303	202
Project Growth		10			-97			-233			27	
Project Future Volume	96	251	58	209	502	78	40	1076	74	53	318	212
	96	251	58	209	502	78	40	1076	74	53	318	212

3567 4874
Intersection Name: Leigh Avenue & Hamilton Avenue
Peak Hour: PM Date of Analysis: 3/9/04
Scenario: Count Date: 04/13/99
(SJ) Growth Factor: 0.000 Future Growth % Per Yea 0.000
(SJ) Number of Months: 0.0 Number of Years to Buildout: 0.0

	Movements											
	North Approach			East Approach			South Approach			West Approach		
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT
		4879			4875			4881			4873	
Existing	171	1234	253	106	638	110	113	173	160	593	740	221
ATI	0	0	0	0	0	0	0	0	0	0	0	0
BEA Systems	0	0	0	0	0	0	0	0	0	0	0	0
Total ATI	0	0	0	0	0	0	0	0	0	0	0	0
Existing + ATI	171	1234	253	106	638	110	113	173	160	593	740	221
	171	1234	253	106	638	110	113	173	160	593	740	221
Project Growth		11			114			20			-93	
Project Future Volume	172	1242	255	120	723	125	118	181	167	558	696	208
	172	1242	255	120	723	125	118	181	167	558	696	208

3434 4533
Intersection Name: Leigh Avenue & Curtner Avenue
Peak Hour: PM Date of Analysis: 3/9/04
Scenario: Count Date: 04/27/99
(SJ) Growth Factor: 0.000 Future Growth % Per Yea 0.000
(SJ) Number of Months: 0.0 Number of Years to Buildout: 0.0

	Movements											
	North Approach			East Approach			South Approach			West Approach		
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT
		4881			4546			4540			4535	
Existing	132	1037	268	61	340	134	72	368	122	96	626	107
ATI	0	0	0	0	0	0	0	0	0	0	0	0
BEA Systems	0	0	0	0	0	0	0	0	0	0	0	0
Total ATI	0	0	0	0	0	0	0	0	0	0	0	0
Existing + ATI	132	1037	268	61	340	134	72	368	122	96	626	107
	132	1037	268	61	340	134	72	368	122	96	626	107
Project Growth		-51			14			-19			-5	
Project Future Volume	127	1000	258	63	349	138	70	356	118	95	622	106
	127	1000	258	63	349	138	70	356	118	95	622	106

3617 4469
Intersection Name: Senter Road & Keyes Street
Peak Hour: AM Date of Analysis: 3/9/04
Scenario: 0 Count Date: 4/4/01
Growth Factor: 0.000 Future Growth % Per Year: 0.000
Number of Months: 0.0 Number of Years to Buildout: 0

	Movements											
	North Approach			East Approach			South Approach			West Approach		
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT
		0			4461			4481			4500	
Existing	0	0	0	0	1134	280	429	0	1501	300	343	0
ATI	0	0	0	0	24	0	0	0	4	5	16	0
BEA Systems	0	0	0	0	0	0	0	0	0	0	0	0
Total ATI	0	0	0	0	24	0	0	0	4	5	16	0
Existing + ATI	0	0	0	0	1158	280	429	0	1505	305	359	0
	0	0	0	0	1158	280	429	0	1505	305	359	0
Project Growth		0			-74			-60			61	
Project Future Volume	0	0	0	0	1075	265	416	0	1454	328	376	0
	0	0	0	0	1075	265	416	0	1454	328	376	0

3417 5086
Intersection Name: Coleman Avenue & Taylor Street
Peak Hour: AM Date of Analysis: 3/9/04
Scenario: 0 Count Date: 1/29/97
Growth Factor: 0.000 Future Growth % Per Year: 0.000
Number of Months: 0.0 Number of Years to Buildout: 0

	Movements											
	North Approach			East Approach			South Approach			West Approach		
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT
		5087			5089			5072			5093	
Existing	108	359	156	299	358	0	31	1781	193	74	832	369
ATI	22	171	68	283	15	0	0	296	4	2	5	62
BEA Systems	0	0	0	0	0	0	0	0	0	0	0	0
Total ATI	22	171	68	283	15	0	0	296	4	2	5	62
Existing + ATI	130	530	224	582	373	0	31	2077	197	76	837	431
	130	530	224	582	373	0	31	2077	197	76	837	431
Project Growth		229			-20			86			206	
Project Future Volume	148	491	213	290	347	0	32	1857	201	86	966	429
	148	491	213	290	347	0	32	1857	201	86	966	429

3617 4469
Intersection Name: Senter Road & Keyes Street
Peak Hour: PM Date of Analysis: 3/9/04
Scenario: Count Date: 04/04/01
(SJ) Growth Factor: 0.000 Future Growth % Per Yea 0.000
(SJ) Number of Months: 0.0 Number of Years to Buildout: 0.0

	Movements											
	North Approach			East Approach			South Approach			West Approach		
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT
		0			4461			4481			4500	
Existing	0	0	0	0	745	506	618	0	909	659	1325	0
ATI	0	0	0	0	16	0	0	0	4	3	24	0
BEA Systems	0	0	0	0	0	0	0	0	0	0	0	0
Total ATI	0	0	0	0	16	0	0	0	4	3	24	0
Existing + ATI	0	0	0	0	761	506	618	0	913	662	1349	0
	0	0	0	0	761	506	618	0	913	662	1349	0
Project Growth		0			58			-23			90	
Project Future Volume	0	0	0	0	780	529	609	0	895	689	1385	0
	0	0	0	0	780	529	609	0	895	689	1385	0

3417 5086
Intersection Name: Coleman Avenue & Taylor Street
Peak Hour: PM Date of Analysis: 3/9/04
Scenario: Count Date: 01/29/97
(SJ) Growth Factor: 0.000 Future Growth % Per Yea 0.000
(SJ) Number of Months: 0.0 Number of Years to Buildout: 0.0

	Movements											
	North Approach			East Approach			South Approach			West Approach		
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT
		5087			5089			5072			5093	
Existing	336	1193	361	145	555	25	22	410	79	83	398	123
ATI	65	319	294	62	7	0	0	164	2	4	15	18
BEA Systems	0	0	0	0	0	0	0	0	0	0	0	0
Total ATI	65	319	294	62	7	0	0	164	2	4	15	18
Existing + ATI	401	1512	655	207	562	25	22	574	81	87	413	141
	401	1512	655	207	562	25	22	574	81	87	413	141
Project Growth		129			-47			678			278	
Project Future Volume	359	1274	386	136	519	23	51	954	184	121	581	180
	359	1274	386	136	519	23	51	954	184	121	581	180

3519	5066		
Intersection Name:	First Street	& Taylor Street	
Peak Hour:	AM	Date of Analysis:	3/9/04
Scenario:	0	Count Date:	2/13/97
Growth Factor:	0.000	Future Growth % Per Year:	0.000
Number of Months:	0.0	Number of Years to Buildout:	0

	Movements											
	North Approach			East Approach			South Approach			West Approach		
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT
		5067			5047			5053			5074	
Existing	62	195	56	60	482	8	23	403	118	72	422	288
ATI	3	34	49	20	8	4	3	56	11	0	8	5
BEA Systems	0	3	3	14	0	0	0	14	0	0	0	0
Total ATI	3	37	52	34	8	4	3	70	11	0	8	5
Existing + ATI	65	232	108	94	490	12	26	473	129	72	430	293
	65	232	108	94	490	12	26	473	129	72	430	293
Project Growth		267			146			12			208	
Project Future Volume	115	364	107	90	610	10	24	426	121	91	534	365
	115	364	107	90	610	10	24	426	121	91	534	365

3534	5063		
Intersection Name:	Fourth Street	& Hedding Street	
Peak Hour:	AM	Date of Analysis:	3/9/04
Scenario:	0	Count Date:	3/27/01
Growth Factor:	0.000	Future Growth % Per Year:	0.000
Number of Months:	0.0	Number of Years to Buildout:	0

	Movements											
	North Approach			East Approach			South Approach			West Approach		
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT
		12618			5046			18120			5064	
Existing	29	141	36	176	879	74	45	1408	88	49	301	62
ATI	0	0	0	0	43	0	0	0	4	62	55	0
BEA Systems	0	0	0	0	0	0	0	0	0	0	0	0
Total ATI	0	0	0	0	43	0	0	0	4	62	55	0
Existing + ATI	29	141	36	176	922	74	45	1408	92	111	356	62
	29	141	36	176	922	74	45	1408	92	111	356	62
Project Growth		88			85			37			392	
Project Future Volume	41	201	51	189	945	80	46	1442	90	96	587	121
	41	201	51	189	945	80	46	1442	90	96	587	121
Cumulative Growth	32	156	40	194	971	82	50	1555	97	54	332	68
Project Growth		88			85			37			392	
Cumulative Total	44	216	55	208	1037	87	51	1589	99	101	619	127

3519 5066
Intersection Name: First Street & Taylor Street
Peak Hour: PM Date of Analysis: 3/9/04
Scenario: Count Date: 02/13/97
(SJ) Growth Factor: 0.000 Future Growth % Per Yea 0.000
(SJ) Number of Months: 0.0 Number of Years to Buildout: 0.0

	Movements											
	North Approach			East Approach			South Approach			West Approach		
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT
		5067			5047			5053			5074	
Existing	150	558	317	43	446	14	33	362	108	118	541	120
ATI	5	53	36	42	16	8	3	47	6	0	12	8
BEA Systems	0	14	14	2	0	0	0	2	0	0	0	0
Total ATI	5	67	50	44	16	8	3	49	6	0	12	8
Existing + ATI	155	625	367	87	462	22	36	411	114	118	553	128
	155	625	367	87	462	22	36	411	114	118	553	128
Project Growth		85			599			281			358	
Project Future Volume	162	618	357	96	977	31	51	566	168	172	790	175
	162	618	357	96	977	31	51	566	168	172	790	175

3534 5063
Intersection Name: Fourth Street & Hedding Street
Peak Hour: PM Date of Analysis: 3/9/04
Scenario: Count Date: 03/27/01
(SJ) Growth Factor: 0.000 Future Growth % Per Yea 0.000
(SJ) Number of Months: 0.0 Number of Years to Buildout: 0.0

	Movements											
	North Approach			East Approach			South Approach			West Approach		
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT
		12618			5046			18120			5064	
Existing	44	948	237	68	357	116	42	146	33	138	682	40
ATI	0	0	0	0	62	0	0	0	36	34	48	0
BEA Systems	0	0	0	0	0	0	0	0	0	0	0	0
Total ATI	0	0	0	0	62	0	0	0	36	34	48	0
Existing + ATI	44	948	237	68	419	116	42	146	69	172	730	40
	44	948	237	68	419	116	42	146	69	172	730	40
Project Growth		-52			313			327			346	
Project Future Volume	42	908	227	107	564	183	104	362	82	194	956	56
	42	908	227	107	564	183	104	362	82	194	956	56
Cumulative Growth	54	1165	291	84	439	143	52	179	41	170	838	49
Project Growth		-52			313			327			346	
Cumulative Total	52	1125	281	123	645	210	114	395	89	225	1113	65

3467 5052
Intersection Name: Eleventh Street & Taylor Street
Peak Hour: AM Date of Analysis: 3/9/04
Scenario: 0 Count Date: 3/21/01
Growth Factor: 0.000 Future Growth % Per Year: 0.000
Number of Months: 0.0 Number of Years to Buildout: 0

	Movements											
	North Approach			East Approach			South Approach			West Approach		
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT
		0			5050			4904			5049	
Existing	0	0	0	43	758	0	96	2499	244	0	327	25
ATI	0	0	0	0	42	0	1	4	8	0	24	1
BEA Systems	0	0	0	0	0	0	0	0	0	0	0	0
Total ATI	0	0	0	0	42	0	1	4	8	0	24	1
Existing + ATI	0	0	0	43	800	0	97	2503	252	0	351	26
	24	192	10	14	808	54	237	1064	521	13	600	12
Reassigned Volume	24	192	10	14	808	54	237	1064	521	13	600	12
Project Growth		0			112			241			656	
Project Future Volume	24	192	10	16	911	61	268	1205	590	27	1230	25
	24	192	10	16	911	61	268	1205	590	27	1230	25

3576 5044
Intersection Name: Thirteenth Street & Hedding Street
Peak Hour: AM Date of Analysis: 3/9/04
Scenario: 0 Count Date: 2/8/00
Growth Factor: 0.000 Future Growth % Per Year: 0.000
Number of Months: 0.0 Number of Years to Buildout: 0

	Movements											
	North Approach			East Approach			South Approach			West Approach		
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT
		5042			4865			5050			5054	
Existing	213	295	117	189	1344	50	34	763	269	28	388	337
ATI	55	31	5	1	26	2	1	22	0	0	10	37
BEA Systems	0	0	0	0	0	0	0	0	0	0	0	0
Total ATI	55	31	5	1	26	2	1	22	0	0	10	37
Existing + ATI	268	326	122	190	1370	52	35	785	269	28	398	374
	268	326	122	190	1370	52	35	785	269	28	398	374
Project Growth		-232			25			316			879	
Project Future Volume	134	185	74	192	1365	51	44	989	349	61	841	730
	134	185	74	192	1365	51	44	989	349	61	841	730

3467 5052
Intersection Name: Eleventh Street & Taylor Street
Peak Hour: PM Date of Analysis: 3/9/04
Scenario: Count Date: 03/21/01
(SJ) Growth Factor: 0.000 Future Growth % Per Yea 0.000
(SJ) Number of Months: 0.0 Number of Years to Buildout: 0.0

	Movements											
	North Approach			East Approach			South Approach			West Approach		
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT
		0			5050			4904			5049	
Existing	0	0	0	30	461	0	77	332	46	0	623	27
ATI	0	0	0	0	27	0	9	36	8	0	46	2
BEA Systems	0	0	0	0	0	0	0	0	0	0	0	0
Total ATI	0	0	0	0	27	0	9	36	8	0	46	2
Existing + ATI	0	0	0	30	488	0	86	368	54	0	669	29
	34	671	54	10	515	54	43	184	127	40	716	12
Reassigned Volume	34	671	54	10	515	54	43	184	127	40	716	12
Project Growth		0			674			-69			262	
Project Future Volume	34	671	54	22	1114	117	35	148	102	54	960	16
	34	671	54	22	1114	117	35	148	102	54	960	16

3576 5044
Intersection Name: Thirteenth Street & Hedding Street
Peak Hour: PM Date of Analysis: 3/9/04
Scenario: Count Date: 02/08/00
(SJ) Growth Factor: 0.000 Future Growth % Per Yea 0.000
(SJ) Number of Months: 0.0 Number of Years to Buildout: 0.0

	Movements											
	North Approach			East Approach			South Approach			West Approach		
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT
		5042			4865			5050			5054	
Existing	362	774	290	93	463	99	61	462	55	95	854	326
ATI	65	21	5	2	10	2	2	45	0	0	23	42
BEA Systems	0	0	0	0	0	0	0	0	0	0	0	0
Total ATI	65	21	5	2	10	2	2	45	0	0	23	42
Existing + ATI	427	795	295	95	473	101	63	507	55	95	877	368
	427	795	295	95	473	101	63	507	55	95	877	368
Project Growth		867			43			111			-40	
Project Future Volume	582	1245	466	99	493	105	73	551	66	92	827	316
	582	1245	466	99	493	105	73	551	66	92	827	316

3625 5230
Intersection Name: King Road & McKee Road
Peak Hour: AM Date of Analysis: 3/9/04
Scenario: 0 Count Date: 2/8/01
Growth Factor: 0.000 Future Growth % Per Year: 0.000
Number of Months: 0.0 Number of Years to Buildout: 0

	Movements											
	North Approach			East Approach			South Approach			West Approach		
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT
		9543			5280			9545			9547	
Existing	263	190	71	252	1074	85	134	860	181	70	510	460
ATI	0	1	0	0	21	0	0	0	1	0	70	0
BEA Systems	0	0	0	0	0	0	0	0	0	0	0	0
Total ATI	0	1	0	0	21	0	0	0	1	0	70	0
Existing + ATI	263	191	71	252	1095	85	134	860	182	70	580	460
	263	191	71	252	1095	85	134	860	182	70	580	460
Project Growth		180			132			32			383	
Project Future Volume	353	255	95	276	1174	93	138	883	186	96	698	629
	353	255	95	276	1174	93	138	883	186	96	698	629

3596 5231
Intersection Name: Jackson Avenue & McKee Road
Peak Hour: AM Date of Analysis: 3/9/04
Scenario: 0 Count Date: 3/20/01
Growth Factor: 0.000 Future Growth % Per Year: 0.000
Number of Months: 0.0 Number of Years to Buildout: 0

	Movements											
	North Approach			East Approach			South Approach			West Approach		
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT
		9544			5255			9546			5280	
Existing	125	309	302	359	1285	436	343	670	316	90	589	173
ATI	0	10	0	0	21	59	18	3	0	0	9	0
BEA Systems	0	0	0	0	0	0	0	0	0	0	0	0
Total ATI	0	10	0	0	21	59	18	3	0	0	9	0
Existing + ATI	125	319	302	359	1306	495	361	673	316	90	598	173
	125	319	302	359	1306	495	361	673	316	90	598	173
Project Growth		35			166			10			-34	
Project Future Volume	131	324	316	388	1388	471	346	675	318	86	565	166
	131	324	316	388	1388	471	346	675	318	86	565	166

3625 5230
Intersection Name: King Road & McKee Road
Peak Hour: PM Date of Analysis: 3/9/04
Scenario: Count Date: 02/08/01
(SJ) Growth Factor: 0.000 Future Growth % Per Yea 0.000
(SJ) Number of Months: 0.0 Number of Years to Buildout: 0.0

	Movements											
	North Approach			East Approach			South Approach			West Approach		
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT
		9543			5280			9545			9547	
Existing	404	452	99	89	1010	221	140	206	109	115	989	287
ATI	0	2	0	0	95	0	0	3	0	6	41	0
BEA Systems	0	0	0	0	0	0	0	0	0	0	0	0
Total ATI	0	2	0	0	95	0	0	3	0	6	41	0
Existing + ATI	404	454	99	89	1105	221	140	209	109	121	1030	287
	404	454	99	89	1105	221	140	209	109	121	1030	287
Project Growth		476			342			164			550	
Project Future Volume	605	677	148	112	1272	278	190	280	148	160	1380	400
	605	677	148	112	1272	278	190	280	148	160	1380	400

3596 5231
Intersection Name: Jackson Avenue & McKee Road
Peak Hour: PM Date of Analysis: 3/9/04
Scenario: Count Date: 03/20/01
(SJ) Growth Factor: 0.000 Future Growth % Per Yea 0.000
(SJ) Number of Months: 0.0 Number of Years to Buildout: 0.0

	Movements											
	North Approach			East Approach			South Approach			West Approach		
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT
		9544			5255			9546			5280	
Existing	310	320	209	221	999	251	191	744	430	204	819	487
ATI	0	5	0	0	22	34	82	13	0	0	25	0
BEA Systems	0	0	0	0	0	0	0	0	0	0	0	0
Total ATI	0	5	0	0	22	34	82	13	0	0	25	0
Existing + ATI	310	325	209	221	1021	285	273	757	430	204	844	487
	310	325	209	221	1021	285	273	757	430	204	844	487
Project Growth		40			439			29			248	
Project Future Volume	325	335	219	287	1297	326	195	760	439	238	954	567
	325	335	219	287	1297	326	195	760	439	238	954	567

3386	5232			
Intersection Name:	Capitol Avenue	& McKee Road		
Peak Hour:	AM		Date of Analysis:	3/9/04
Scenario:	0		Count Date:	1/14/99
Growth Factor:	0.000		Future Growth % Per Year:	0.000
Number of Months:	0.0		Number of Years to Buildout:	0

	Movements											
	North Approach			East Approach			South Approach			West Approach		
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT
		5221			5222			5233			5227	
Existing	468	181	51	116	1580	62	80	496	615	182	609	415
ATI	10	1	0	0	62	6	3	1	1	1	29	3
BEA Systems	0	0	0	0	0	0	0	0	0	0	0	0
Total ATI	10	1	0	0	62	6	3	1	1	1	29	3
Existing + ATI	478	182	51	116	1642	68	83	497	616	183	638	418
	478	182	51	116	1642	68	83	497	616	183	638	418
Project Growth		165			-128			54			190	
Project Future Volume	578	224	63	108	1465	57	84	518	643	211	705	480
	578	224	63	108	1465	57	84	518	643	211	705	480

3680	5222			
Intersection Name:	White Road	& McKee Road		
Peak Hour:	AM		Date of Analysis:	3/9/04
Scenario:	0		Count Date:	5/13/99
Growth Factor:	0.000		Future Growth % Per Year:	0.000
Number of Months:	0.0		Number of Years to Buildout:	0

	Movements											
	North Approach			East Approach			South Approach			West Approach		
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT
		5225			5223			5120			5232	
Existing	201	242	50	99	991	149	37	490	123	84	331	149
ATI	48	3	0	0	0	0	0	2	0	0	0	26
BEA Systems	0	0	0	0	0	0	0	0	0	0	0	0
Total ATI	48	3	0	0	0	0	0	2	0	0	0	26
Existing + ATI	249	245	50	99	991	149	37	492	123	84	331	175
	249	245	50	99	991	149	37	492	123	84	331	175
Project Growth		39			-133			91			146	
Project Future Volume	217	261	54	88	885	133	42	559	140	106	417	188
	217	261	54	88	885	133	42	559	140	106	417	188

3386 5232
Intersection Name: Capitol Avenue & McKee Road
Peak Hour: PM Date of Analysis: 3/9/04
Scenario: Count Date: 01/14/99
(SJ) Growth Factor: 0.000 Future Growth % Per Yea 0.000
(SJ) Number of Months: 0.0 Number of Years to Buildout: 0.0

	Movements											
	North Approach			East Approach			South Approach			West Approach		
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT
		5221			5222			5233			5227	
Existing	441	684	232	114	685	165	105	373	222	460	1128	660
ATI	6	1	0	0	35	3	6	1	1	1	69	14
BEA Systems	0	0	0	0	0	0	0	0	0	0	0	0
Total ATI	6	1	0	0	35	3	6	1	1	1	69	14
Existing + ATI	447	685	232	114	720	168	111	374	223	461	1197	674
	447	685	232	114	720	168	111	374	223	461	1197	674
Project Growth		249			176			226			-70	
Project Future Volume	522	810	275	135	810	195	139	493	294	446	1093	639
	522	810	275	135	810	195	139	493	294	446	1093	639

3680 5222
Intersection Name: White Road & McKee Road
Peak Hour: PM Date of Analysis: 3/9/04
Scenario: Count Date: 05/13/99
(SJ) Growth Factor: 0.000 Future Growth % Per Yea 0.000
(SJ) Number of Months: 0.0 Number of Years to Buildout: 0.0

	Movements											
	North Approach			East Approach			South Approach			West Approach		
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT
		5225			5223			5120			5232	
Existing	142	705	166	50	438	133	58	238	225	216	776	187
ATI	26	2	0	0	0	0	0	3	0	0	0	48
BEA Systems	0	0	0	0	0	0	0	0	0	0	0	0
Total ATI	26	2	0	0	0	0	0	3	0	0	0	48
Existing + ATI	168	707	166	50	438	133	58	241	225	216	776	235
	168	707	166	50	438	133	58	241	225	216	776	235
Project Growth		317			52			46			-60	
Project Future Volume	186	926	218	54	475	144	63	259	245	205	737	177
	186	926	218	54	475	144	63	259	245	205	737	177

3623 5721
Intersection Name: King Road & Mabury Road
Peak Hour: AM Date of Analysis: 3/9/04
Scenario: 0 Count Date: 10/17/01
Growth Factor: 0.000 Future Growth % Per Year: 0.000
Number of Months: 0.0 Number of Years to Buildout: 0

	Movements											
	North Approach			East Approach			South Approach			West Approach		
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT
		9524			9526			9543			9525	
Existing	135	207	119	213	889	98	53	544	265	88	169	75
ATI	0	0	0	0	21	0	0	0	0	0	70	0
BEA Systems	0	0	0	0	0	0	0	0	0	0	0	0
Total ATI	0	0	0	0	21	0	0	0	0	0	70	0
Existing + ATI	135	207	119	213	910	98	53	544	265	88	239	75
	135	207	119	213	910	98	53	544	265	88	239	75
Project Growth		355			190			59			262	
Project Future Volume	239	366	211	247	1030	114	57	581	283	157	302	134
	239	366	211	247	1030	114	57	581	283	157	302	134

3295 5728
Intersection Name: Jackson Avenue & Berryessa Road
Peak Hour: AM Date of Analysis: 3/9/04
Scenario: 0 Count Date: 10/17/01
Growth Factor: 0.000 Future Growth % Per Year: 0.000
Number of Months: 0.0 Number of Years to Buildout: 0

	Movements											
	North Approach			East Approach			South Approach			West Approach		
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT
		4363			19102			4362			9529	
Existing	100	279	216	299	1750	205	358	499	315	71	640	14
ATI	0	0	0	0	0	0	0	0	0	0	0	0
BEA Systems	0	0	0	0	0	0	0	0	0	0	0	0
Total ATI	0	0	0	0	0	0	0	0	0	0	0	0
Existing + ATI	100	279	216	299	1750	205	358	499	315	71	640	14
	100	279	216	299	1750	205	358	499	315	71	640	14
Project Growth		3			-218			-27			512	
Project Future Volume	101	280	217	270	1581	185	350	488	308	121	1092	24
	101	280	217	270	1581	185	350	488	308	121	1092	24

3623 5721
Intersection Name: King Road & Mabury Road
Peak Hour: PM Date of Analysis: 3/9/04
Scenario: Count Date: 10/17/01
(SJ) Growth Factor: 0.000 Future Growth % Per Yea 0.000
(SJ) Number of Months: 0.0 Number of Years to Buildout: 0.0

	Movements											
	North Approach			East Approach			South Approach			West Approach		
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT
		9524			9526			9543			9525	
Existing	69	587	257	85	204	58	33	276	88	147	686	164
ATI	0	0	0	0	95	0	0	0	0	0	41	0
BEA Systems	0	0	0	0	0	0	0	0	0	0	0	0
Total ATI	0	0	0	0	95	0	0	0	0	0	41	0
Existing + ATI	69	587	257	85	299	58	33	276	88	147	727	164
	69	587	257	85	299	58	33	276	88	147	727	164
Project Growth		898			439			520			111	
Project Future Volume	137	1164	510	193	462	131	76	638	203	163	762	182
	137	1164	510	193	462	131	76	638	203	163	762	182

3295 5728
Intersection Name: Jackson Avenue & Berryessa Road
Peak Hour: PM Date of Analysis: 3/9/04
Scenario: Count Date: 10/17/01
(SJ) Growth Factor: 0.000 Future Growth % Per Yea 0.000
(SJ) Number of Months: 0.0 Number of Years to Buildout: 0.0

	Movements											
	North Approach			East Approach			South Approach			West Approach		
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT
		4363			19102			4362			9529	
Existing	34	357	267	254	865	297	167	198	125	286	1352	86
ATI	0	0	0	0	0	0	0	0	0	0	0	0
BEA Systems	0	0	0	0	0	0	0	0	0	0	0	0
Total ATI	0	0	0	0	0	0	0	0	0	0	0	0
Existing + ATI	34	357	267	254	865	297	167	198	125	286	1352	86
	34	357	267	254	865	297	167	198	125	286	1352	86
Project Growth		334			517			8			5	
Project Future Volume	51	538	403	347	1181	405	170	201	127	287	1356	86
	51	538	403	347	1181	405	170	201	127	287	1356	86

3663 5730
Intersection Name: Lundy Avenue & Trade Zone Boulevard
Peak Hour: AM Date of Analysis: 3/9/04
Scenario: 0 Count Date: 2/27/01
Growth Factor: 0.000 Future Growth % Per Year: 0.000
Number of Months: 0.0 Number of Years to Buildout: 0

	Movements											
	North Approach			East Approach			South Approach			West Approach		
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT
		0			9531			4368			9521	
Existing	30	21	12	100	991	860	121	56	313	339	162	99
ATI	3	0	1	0	0	0	0	0	29	10	0	0
BEA Systems	0	0	0	0	0	0	0	0	0	0	0	0
Total ATI	3	0	1	0	0	0	0	0	29	10	0	0
Existing + ATI	33	21	13	100	991	860	121	56	342	349	162	99
	33	21	13	100	991	860	121	56	342	349	162	99
Project Growth		0			-40			171			313	
Project Future Volume	30	21	12	98	971	842	163	76	422	516	247	151
	30	21	12	98	971	842	163	76	422	516	247	151

3381 5758
Intersection Name: Capitol Avenue & Cropley Avenue
Peak Hour: AM Date of Analysis: 3/9/04
Scenario: 0 Count Date: 5/17/00
Growth Factor: 0.000 Future Growth % Per Year: 0.000
Number of Months: 0.0 Number of Years to Buildout: 0

	Movements											
	North Approach			East Approach			South Approach			West Approach		
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT
		5785			9533			5750			9531	
Existing	29	203	32	265	708	285	164	961	1168	149	137	34
ATI	0	0	0	0	5	0	0	0	0	0	1	0
BEA Systems	0	0	0	0	0	0	0	0	0	0	0	0
Total ATI	0	0	0	0	5	0	0	0	0	0	1	0
Existing + ATI	29	203	32	265	713	285	164	961	1168	149	138	34
	29	203	32	265	713	285	164	961	1168	149	138	34
Project Growth		77			-15			41			104	
Project Future Volume	37	262	41	262	700	282	167	978	1189	197	182	45
	37	262	41	262	700	282	167	978	1189	197	182	45

3663 5730
Intersection Name: Lundy Avenue & Trade Zone Boulevard
Peak Hour: PM Date of Analysis: 3/9/04
Scenario: Count Date: 02/27/01
(SJ) Growth Factor: 0.000 Future Growth % Per Yea 0.000
(SJ) Number of Months: 0.0 Number of Years to Buildout: 0.0

	Movements											
	North Approach			East Approach			South Approach			West Approach		
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT
		0			9531			4368			9521	
Existing	77	71	100	17	200	345	590	20	423	533	1138	43
ATI	26	0	9	0	3	0	0	0	6	2	6	0
BEA Systems	0	0	0	0	0	0	0	0	0	0	0	0
Total ATI	26	0	9	0	3	0	0	0	6	2	6	0
Existing + ATI	103	71	109	17	203	345	590	20	429	535	1144	43
	103	71	109	17	203	345	590	20	429	535	1144	43
Project Growth		0			-22			328			444	
Project Future Volume	77	71	100	16	192	331	777	26	557	671	1433	54
	77	71	100	16	192	331	777	26	557	671	1433	54

3381 5758
Intersection Name: Capitol Avenue & Cropley Avenue
Peak Hour: PM Date of Analysis: 3/9/04
Scenario: Count Date: 05/17/00
(SJ) Growth Factor: 0.000 Future Growth % Per Yea 0.000
(SJ) Number of Months: 0.0 Number of Years to Buildout: 0.0

	Movements											
	North Approach			East Approach			South Approach			West Approach		
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT
		5785			9533			5750			9531	
Existing	48	1396	174	105	172	259	248	496	219	852	767	71
ATI	0	0	0	0	1	0	0	0	6	3	5	0
BEA Systems	0	0	0	0	0	0	0	0	0	0	0	0
Total ATI	0	0	0	0	1	0	0	0	6	3	5	0
Existing + ATI	48	1396	174	105	173	259	248	496	225	855	772	71
	48	1396	174	105	173	259	248	496	225	855	772	71
Project Growth		114			2			315			55	
Project Future Volume	51	1494	186	105	173	260	329	658	291	880	792	73
	51	1494	186	105	173	260	329	658	291	880	792	73

3383 5742
Intersection Name: Capitol Avenue & Hostetter Road
Peak Hour: AM Date of Analysis: 3/9/04
Scenario: 0 Count Date: 4/29/99
Growth Factor: 0.000 Future Growth % Per Year: 0.000
Number of Months: 0.0 Number of Years to Buildout: 0

	Movements											
	North Approach			East Approach			South Approach			West Approach		
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT
		5750			12690			5743			5727	
Existing	440	306	117	499	904	60	66	797	519	84	330	420
ATI	0	0	1	2	5	0	1	0	0	1	2	0
BEA Systems	0	0	0	0	0	0	0	0	0	0	0	0
Total ATI	0	0	1	2	5	0	1	0	0	1	2	0
Existing + ATI	440	306	118	501	909	60	67	797	519	85	332	420
	440	306	118	501	909	60	67	797	519	85	332	420
Project Growth		-11			-66			134			138	
Project Future Volume	434	302	116	476	863	57	72	874	569	98	385	489
	434	302	116	476	863	57	72	874	569	98	385	489

3293 5745
Intersection Name: Capitol Avenue & Berryessa Road
Peak Hour: AM Date of Analysis: 3/9/04
Scenario: 0 Count Date: 3/27/01
Growth Factor: 0.000 Future Growth % Per Year: 0.000
Number of Months: 0.0 Number of Years to Buildout: 0

	Movements											
	North Approach			East Approach			South Approach			West Approach		
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT
		5743			5749			5746			19103	
Existing	361	210	25	210	1060	107	114	356	787	144	653	248
ATI	0	2	1	1	3	0	0	1	2	4	4	0
BEA Systems	0	0	0	0	0	0	0	0	0	0	0	0
Total ATI	0	2	1	1	3	0	0	1	2	4	4	0
Existing + ATI	361	212	26	211	1063	107	114	357	789	148	657	248
	361	212	26	211	1063	107	114	357	789	148	657	248
Project Growth		129			-207			128			299	
Project Future Volume	439	255	30	178	901	91	126	392	867	185	840	319
	439	255	30	178	901	91	126	392	867	185	840	319

3383 5742
Intersection Name: Capitol Avenue & Hostetter Road
Peak Hour: PM Date of Analysis: 3/9/04
Scenario: Count Date: 04/29/99
(SJ) Growth Factor: 0.000 Future Growth % Per Yea 0.000
(SJ) Number of Months: 0.0 Number of Years to Buildout: 0.0

	Movements											
	North Approach			East Approach			South Approach			West Approach		
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT
		5750			12690			5743			5727	
Existing	388	1121	204	33	485	11	36	236	219	867	825	830
ATI	0	0	2	1	2	1	0	0	1	0	5	0
BEA Systems	0	0	0	0	0	0	0	0	0	0	0	0
Total ATI	0	0	2	1	2	1	0	0	1	0	5	0
Existing + ATI	388	1121	206	34	487	12	36	236	220	867	830	830
	388	1121	206	34	487	12	36	236	220	867	830	830
Project Growth		188			42			95			-56	
Project Future Volume	431	1244	226	36	524	12	43	282	261	848	807	812
	431	1244	226	36	524	12	43	282	261	848	807	812

3293 5745
Intersection Name: Capitol Avenue & Berryessa Road
Peak Hour: PM Date of Analysis: 3/9/04
Scenario: Count Date: 03/27/01
(SJ) Growth Factor: 0.000 Future Growth % Per Yea 0.000
(SJ) Number of Months: 0.0 Number of Years to Buildout: 0.0

	Movements											
	North Approach			East Approach			South Approach			West Approach		
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT
		5743			5749			5746			19103	
Existing	367	721	117	49	772	298	152	298	383	714	853	398
ATI	0	1	1	1	4	0	0	2	4	2	3	0
BEA Systems	0	0	0	0	0	0	0	0	0	0	0	0
Total ATI	0	1	1	1	4	0	0	2	4	2	3	0
Existing + ATI	367	722	118	50	776	298	152	300	387	716	856	398
	367	722	118	50	776	298	152	300	387	716	856	398
Project Growth		540			115			160			-2	
Project Future Volume	531	1044	169	54	851	329	181	355	457	713	852	398
	531	1044	169	54	851	329	181	355	457	713	852	398

5427 4833
Intersection Name: San Tomas Expressv & Williams Road
Peak Hour: AM Date of Analysis: 3/9/04
Scenario: 0 Count Date: 3/23/93
Growth Factor: 0.000 Future Growth % Per Year: 0.000
Number of Months: 0.0 Number of Years to Buildout: 0

	Movements											
	North Approach			East Approach			South Approach			West Approach		
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT
		19170			12695			19173			4847	
Existing	15	930	113	126	339	93	129	3332	385	98	257	148
ATI	0	0	0	0	0	0	0	0	0	0	0	0
BEA Systems	0	0	0	0	0	0	0	0	0	0	0	0
Total ATI	0	0	0	0	0	0	0	0	0	0	0	0
Existing + ATI	15	930	113	126	339	93	129	3332	385	98	257	148
	15	930	113	126	339	93	129	3332	385	98	257	148
Project Growth		114			1			-284			134	
Project Future Volume	17	1030	125	126	340	93	119	3086	357	124	325	187
	17	1030	125	126	340	93	119	3086	357	124	325	187

5428 4779
Intersection Name: San Tomas Expressv & Payne Avenue
Peak Hour: AM Date of Analysis: 3/9/04
Scenario: 0 Count Date: 4/30/87
Growth Factor: 0.000 Future Growth % Per Year: 0.000
Number of Months: 0.0 Number of Years to Buildout: 0

	Movements											
	North Approach			East Approach			South Approach			West Approach		
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT
		19176			4830			19180			4832	
Existing	55	785	67	78	367	67	92	2602	138	134	317	184
ATI	0	0	0	0	0	0	0	0	0	0	0	0
BEA Systems	0	0	0	0	0	0	0	0	0	0	0	0
Total ATI	0	0	0	0	0	0	0	0	0	0	0	0
Existing + ATI	55	785	67	78	367	67	92	2602	138	134	317	184
	55	785	67	78	367	67	92	2602	138	134	317	184
Project Growth		77			28			-192			10	
Project Future Volume	60	852	73	82	387	71	86	2426	129	136	322	187
	60	852	73	82	387	71	86	2426	129	136	322	187

5427 4833
Intersection Name: San Tomas Expressv & Williams Road
Peak Hour: PM Date of Analysis: 3/9/04
Scenario: Count Date: 03/23/93
(SJ) Growth Factor: 0.000 Future Growth % Per Yea 0.000
(SJ) Number of Months: 0.0 Number of Years to Buildout: 0.0

	Movements											
	North Approach			East Approach			South Approach			West Approach		
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT
		19170			12695			19173			4847	
Existing	222	3032	278	57	298	89	80	1265	256	250	337	61
ATI	0	0	0	0	0	0	0	0	0	0	0	0
BEA Systems	0	0	0	0	0	0	0	0	0	0	0	0
Total ATI	0	0	0	0	0	0	0	0	0	0	0	0
Existing + ATI	222	3032	278	57	298	89	80	1265	256	250	337	61
	222	3032	278	57	298	89	80	1265	256	250	337	61
Project Growth		24			71			142			40	
Project Future Volume	224	3053	280	66	346	103	87	1377	279	265	358	65
	224	3053	280	66	346	103	87	1377	279	265	358	65

5428 4779
Intersection Name: San Tomas Expressv & Payne Avenue
Peak Hour: PM Date of Analysis: 3/9/04
Scenario: Count Date: 04/30/87
(SJ) Growth Factor: 0.000 Future Growth % Per Yea 0.000
(SJ) Number of Months: 0.0 Number of Years to Buildout: 0.0

	Movements											
	North Approach			East Approach			South Approach			West Approach		
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT
		19176			4830			19180			4832	
Existing	316	1781	261	159	478	42	92	1060	219	113	477	128
ATI	0	0	0	0	0	0	0	0	0	0	0	0
BEA Systems	0	0	0	0	0	0	0	0	0	0	0	0
Total ATI	0	0	0	0	0	0	0	0	0	0	0	0
Existing + ATI	316	1781	261	159	478	42	92	1060	219	113	477	128
	316	1781	261	159	478	42	92	1060	219	113	477	128
Project Growth		-18			17			138			41	
Project Future Volume	314	1767	259	163	490	43	101	1167	241	119	504	135
	314	1767	259	163	490	43	101	1167	241	119	504	135

5603	5651		
Intersection Name:	Lawrence Expresswa & Tasman Drive		
Peak Hour:	AM	Date of Analysis:	3/9/04
Scenario:	0	Count Date:	4/12/00
Growth Factor:	0.000	Future Growth % Per Year:	0.000
Number of Months:	0.0	Number of Years to Buildout:	0

	Movements											
	North Approach			East Approach			South Approach			West Approach		
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT
		19205			4195			19208			4193	
Existing	54	1003	68	60	65	226	660	2006	86	185	203	220
ATI	0	120	17	11	3	23	137	37	1	11	22	0
BEA Systems	0	0	0	0	0	0	0	0	0	0	0	0
Total ATI	0	120	17	11	3	23	137	37	1	11	22	0
Existing + ATI	54	1123	85	71	68	249	797	2043	87	196	225	220
	54	1123	85	71	68	249	797	2043	87	196	225	220
Project Growth		-127			-26			155			533	
Project Future Volume	48	890	60	56	60	209	697	2119	91	347	381	413
	48	890	60	56	60	209	697	2119	91	347	381	413

5611	5452		
Intersection Name:	Lawrence Expresswa & Arques Avenue/Scott Boulevard		
Peak Hour:	AM	Date of Analysis:	3/9/04
Scenario:	0	Count Date:	4/26/00
Growth Factor:	0.000	Future Growth % Per Year:	0.000
Number of Months:	0.0	Number of Years to Buildout:	0

	Movements											
	North Approach			East Approach			South Approach			West Approach		
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT
		19228			5325			19232			12587	
Existing	408	1951	197	51	226	110	521	3272	436	98	328	185
ATI	0	243	188	21	4	9	175	181	0	0	26	0
BEA Systems	0	0	0	0	0	0	0	0	0	0	0	0
Total ATI	0	243	188	21	4	9	175	181	0	0	26	0
Existing + ATI	408	2194	385	72	230	119	696	3453	436	98	354	185
	408	2194	385	72	230	119	696	3453	436	98	354	185
Project Growth		-174			10			164			267	
Project Future Volume	380	1818	184	52	232	113	541	3399	453	141	471	266
	380	1818	184	52	232	113	541	3399	453	141	471	266

5603 5651
Intersection Name: Lawrence Expresswa & Tasman Drive
Peak Hour: PM Date of Analysis: 3/9/04
Scenario: Count Date: 04/12/00
(SJ) Growth Factor: 0.000 Future Growth % Per Yea 0.000
(SJ) Number of Months: 0.0 Number of Years to Buildout: 0.0

	Movements											
	North Approach			East Approach			South Approach			West Approach		
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT
		19205			4195			19208			4193	
Existing	192	1683	125	99	394	645	328	820	204	1374	155	116
ATI	0	52	19	16	19	116	34	138	10	2	4	0
BEA Systems	0	0	0	0	0	0	0	0	0	0	0	0
Total ATI	0	52	19	16	19	116	34	138	10	2	4	0
Existing + ATI	192	1735	144	115	413	761	362	958	214	1376	159	116
	192	1735	144	115	413	761	362	958	214	1376	159	116
Project Growth		-43			129			319			47	
Project Future Volume	188	1647	122	110	439	718	405	1013	252	1413	159	119
	188	1647	122	110	439	718	405	1013	252	1413	159	119

5611 5452
Intersection Name: Lawrence Expresswa & Arques Avenue/Scott Boulevard
Peak Hour: PM Date of Analysis: 3/9/04
Scenario: Count Date: 04/26/00
(SJ) Growth Factor: 0.000 Future Growth % Per Yea 0.000
(SJ) Number of Months: 0.0 Number of Years to Buildout: 0.0

	Movements											
	North Approach			East Approach			South Approach			West Approach		
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT
		19228			5325			19232			12587	
Existing	133	3252	156	87	242	438	71	1598	187	720	277	441
ATI	0	229	37	138	23	59	34	357	0	0	5	0
BEA Systems	0	0	0	0	0	0	0	0	0	0	0	0
Total ATI	0	229	37	138	23	59	34	357	0	0	5	0
Existing + ATI	133	3481	193	225	265	497	105	1955	187	720	282	441
	133	3481	193	225	265	497	105	1955	187	720	282	441
Project Growth		324			229			62			80	
Project Future Volume	145	3550	170	113	314	569	73	1651	193	760	292	466
	145	3550	170	113	314	569	73	1651	193	760	292	466

5613 5456
Intersection Name: Lawrence Expresswa & Reed Street/Monroe Street
Peak Hour: AM Date of Analysis: 3/9/04
Scenario: 0 Count Date: 3/7/00
Growth Factor: 0.000 Future Growth % Per Year: 0.000
Number of Months: 0.0 Number of Years to Buildout: 0

	Movements											
	North Approach			East Approach			South Approach			West Approach		
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT
		19247			10079			19249			5474	
Existing	183	1132	156	705	253	191	173	4344	100	128	278	491
ATI	4	334	0	0	0	14	4	287	4	14	1	26
BEA Systems	0	0	0	0	0	0	0	0	0	0	0	0
Total ATI	4	334	0	0	0	14	4	287	4	14	1	26
Existing + ATI	187	1466	156	705	253	205	177	4631	104	142	279	517
	187	1466	156	705	253	205	177	4631	104	142	279	517
Project Growth		-133			0			35			196	
Project Future Volume	166	1030	142	705	253	191	174	4377	101	156	339	598
	166	1030	142	705	253	191	174	4377	101	156	339	598

1214 19324
Intersection Name: Lawrence Expresswa & El Camino Real
Peak Hour: AM Date of Analysis: 3/9/04
Scenario: 0 Count Date: 10/23/02
Growth Factor: 0.000 Future Growth % Per Year: 0.000
Number of Months: 0.0 Number of Years to Buildout: 0

	Movements											
	North Approach			East Approach			South Approach			West Approach		
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT
		0			5408			19260			19323	
Existing	150	26	252	203	773	187	179	13	347	91	906	337
ATI	5	0	0	0	14	224	69	0	25	84	8	36
BEA Systems	0	0	0	0	0	0	0	0	0	0	0	0
Total ATI	5	0	0	0	14	224	69	0	25	84	8	36
Existing + ATI	155	26	252	203	787	411	248	13	372	175	914	373
	155	26	252	203	787	411	248	13	372	175	914	373
Project Growth		83			190			-124			182	
Project Future Volume	179	31	301	236	899	218	138	10	267	103	1030	383
	179	31	301	236	899	218	138	10	267	103	1030	383

5613 5456
Intersection Name: Lawrence Expresswa & Reed Street/Monroe Street
Peak Hour: PM Date of Analysis: 3/9/04
Scenario: Count Date: 03/07/00
(SJ) Growth Factor: 0.000 Future Growth % Per Yea 0.000
(SJ) Number of Months: 0.0 Number of Years to Buildout: 0.0

	Movements											
	North Approach			East Approach			South Approach			West Approach		
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT
		19247			10079			19249			5474	
Existing	175	3571	242	169	241	258	158	1326	164	111	355	176
ATI	24	349	0	0	0	10	22	478	22	10	0	6
BEA Systems	0	0	0	0	0	0	0	0	0	0	0	0
Total ATI	24	349	0	0	0	10	22	478	22	10	0	6
Existing + ATI	199	3920	242	169	241	268	180	1804	186	121	355	182
	199	3920	242	169	241	268	180	1804	186	121	355	182
Project Growth		-20			0			67			30	
Project Future Volume	174	3553	241	169	241	258	164	1380	171	116	372	184
	174	3553	241	169	241	258	164	1380	171	116	372	184

1214 19324
Intersection Name: Lawrence Expresswa & El Camino Real
Peak Hour: PM Date of Analysis: 3/9/04
Scenario: Count Date: 10/23/02
(SJ) Growth Factor: 0.000 Future Growth % Per Yea 0.000
(SJ) Number of Months: 0.0 Number of Years to Buildout: 0.0

	Movements											
	North Approach			East Approach			South Approach			West Approach		
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT
		0			5408			19260			19323	
Existing	374	37	434	282	1335	311	301	22	398	343	1282	345
ATI	31	0	0	0	11	147	350	0	126	50	15	8
BEA Systems	0	0	0	0	0	0	0	0	0	0	0	0
Total ATI	31	0	0	0	11	147	350	0	126	50	15	8
Existing + ATI	405	37	434	282	1346	458	651	22	524	393	1297	353
	405	37	434	282	1346	458	651	22	524	393	1297	353
Project Growth		162			141			40			306	
Project Future Volume	446	44	517	303	1433	334	318	23	420	396	1481	399
	446	44	517	303	1433	334	318	23	420	396	1481	399

5625 5426
Intersection Name: Lawrence Expresswa & Homestead Road
Peak Hour: AM Date of Analysis: 3/9/04
Scenario: 0 Count Date: 4/25/00
Growth Factor: 0.000 Future Growth % Per Year: 0.000
Number of Months: 0.0 Number of Years to Buildout: 0

	Movements											
	North Approach			East Approach			South Approach			West Approach		
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT
		19268			5405			19271			12539	
Existing	375	1707	133	250	629	306	269	3767	214	82	431	276
ATI	196	468	0	0	278	139	45	258	2	15	89	96
BEA Systems	0	0	0	0	0	0	0	0	0	0	0	0
Total ATI	196	468	0	0	278	139	45	258	2	15	89	96
Existing + ATI	571	2175	133	250	907	445	314	4025	216	97	520	372
	571	2175	133	250	907	445	314	4025	216	97	520	372
Project Growth		-32			24			27			70	
Project Future Volume	370	1682	131	255	642	312	271	3791	215	89	469	300
	370	1682	131	255	642	312	271	3791	215	89	469	300

5325 5320
Intersection Name: Oakmead Parkway & Central Expressway
Peak Hour: AM Date of Analysis: 3/9/04
Scenario: 0 Count Date: 4/13/00
Growth Factor: 0.000 Future Growth % Per Year: 0.000
Number of Months: 0.0 Number of Years to Buildout: 0

	Movements											
	North Approach			East Approach			South Approach			West Approach		
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT
		5325			5321			5317			5319	
Existing	33	85	50	223	1428	112	33	162	113	138	1964	376
ATI	0	0	0	0	0	0	0	0	0	0	0	0
BEA Systems	0	0	0	0	0	0	0	0	0	0	0	0
Total ATI	0	0	0	0	0	0	0	0	0	0	0	0
Existing + ATI	33	85	50	223	1428	112	33	162	113	138	1964	376
	33	85	50	223	1428	112	33	162	113	138	1964	376
Project Growth		183			-18			178			157	
Project Future Volume	69	178	104	221	1413	111	52	256	178	147	2088	400
	69	178	104	221	1413	111	52	256	178	147	2088	400

5625 5426
Intersection Name: Lawrence Expresswa & Homestead Road
Peak Hour: PM Date of Analysis: 3/9/04
Scenario: Count Date: 04/25/00
(SJ) Growth Factor: 0.000 Future Growth % Per Yea 0.000
(SJ) Number of Months: 0.0 Number of Years to Buildout: 0.0

	Movements											
	North Approach			East Approach			South Approach			West Approach		
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT
		19268			5405			19271			12539	
Existing	265	3781	255	133	469	311	316	1591	112	256	500	316
ATI	144	390	0	0	193	96	225	562	13	2	449	429
BEA Systems	0	0	0	0	0	0	0	0	0	0	0	0
Total ATI	144	390	0	0	193	96	225	562	13	2	449	429
Existing + ATI	409	4171	255	133	662	407	541	2153	125	258	949	745
	409	4171	255	133	662	407	541	2153	125	258	949	745
Project Growth		-66			80			115			131	
Project Future Volume	261	3723	251	145	510	338	334	1682	118	287	561	355
	261	3723	251	145	510	338	334	1682	118	287	561	355

5325 5320
Intersection Name: Oakmead Parkway & Central Expressway
Peak Hour: PM Date of Analysis: 3/9/04
Scenario: Count Date: 04/13/00
(SJ) Growth Factor: 0.000 Future Growth % Per Yea 0.000
(SJ) Number of Months: 0.0 Number of Years to Buildout: 0.0

	Movements											
	North Approach			East Approach			South Approach			West Approach		
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT
		5325			5321			5317			5319	
Existing	284	217	291	83	2198	164	141	106	155	173	1935	55
ATI	0	0	0	0	0	0	0	0	0	0	0	0
BEA Systems	0	0	0	0	0	0	0	0	0	0	0	0
Total ATI	0	0	0	0	0	0	0	0	0	0	0	0
Existing + ATI	284	217	291	83	2198	164	141	106	155	173	1935	55
	284	217	291	83	2198	164	141	106	155	173	1935	55
Project Growth		99			296			33			11	
Project Future Volume	320	244	327	93	2464	184	153	115	168	174	1945	55
	320	244	327	93	2464	184	153	115	168	174	1945	55

1207	5437		
Intersection Name:	Great America Parkw & Tasman Drive		
Peak Hour:	AM	Date of Analysis:	3/9/04
Scenario:	0	Count Date:	5/14/02
Growth Factor:	0.000	Future Growth % Per Year:	0.000
Number of Months:	0.0	Number of Years to Buildout:	0

	Movements											
	North Approach			East Approach			South Approach			West Approach		
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT
		12564			9504			4240			12567	
Existing	45	683	116	154	309	316	361	730	302	72	327	38
ATI	15	234	16	21	95	21	24	473	2	12	48	124
BEA Systems	0	0	0	0	0	0	0	0	0	0	0	0
Total ATI	15	234	16	21	95	21	24	473	2	12	48	124
Existing + ATI	60	917	132	175	404	337	385	1203	304	84	375	162
	60	917	132	175	404	337	385	1203	304	84	375	162
Project Growth		379			-71			375			389	
Project Future Volume	65	990	168	140	281	287	458	927	383	136	618	72
	65	990	168	140	281	287	458	927	383	136	618	72

1206	5623		
Intersection Name:	Great America Parkw & Mission College Boulevard		
Peak Hour:	AM	Date of Analysis:	3/9/04
Scenario:	0	Count Date:	9/26/01
Growth Factor:	0.000	Future Growth % Per Year:	0.000
Number of Months:	0.0	Number of Years to Buildout:	0

	Movements											
	North Approach			East Approach			South Approach			West Approach		
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT
		4240			5435			5622			4242	
Existing	26	718	219	160	183	363	323	2064	537	117	171	171
ATI	0	124	143	20	38	50	104	474	0	0	10	0
BEA Systems	0	0	0	0	0	0	0	0	0	0	0	0
Total ATI	0	124	143	20	38	50	104	474	0	0	10	0
Existing + ATI	26	842	362	180	221	413	427	2538	537	117	181	171
	26	842	362	180	221	413	427	2538	537	117	181	171
Project Growth		69			331			505			107	
Project Future Volume	28	769	235	235	269	533	379	2420	630	144	211	211
	28	769	235	235	269	533	379	2420	630	144	211	211

1207 5437
Intersection Name: Great America Parkw & Tasman Drive
Peak Hour: PM Date of Analysis: 3/9/04
Scenario: Count Date: 05/14/02
(SJ) Growth Factor: 0.000 Future Growth % Per Yea 0.000
(SJ) Number of Months: 0.0 Number of Years to Buildout: 0.0

	Movements											
	North Approach			East Approach			South Approach			West Approach		
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT
		12564			9504			4240			12567	
Existing	37	846	150	83	345	366	315	531	107	190	377	49
ATI	103	402	28	18	69	24	32	235	11	2	114	21
BEA Systems	0	0	0	0	0	0	0	0	0	0	0	0
Total ATI	103	402	28	18	69	24	32	235	11	2	114	21
Existing + ATI	140	1248	178	101	414	390	347	766	118	192	491	70
	140	1248	178	101	414	390	347	766	118	192	491	70
Project Growth		286			395			47			60	
Project Future Volume	47	1080	192	124	517	548	331	557	112	209	414	54
	47	1080	192	124	517	548	331	557	112	209	414	54

1206 5623
Intersection Name: Great America Parkw & Mission College Boulevard
Peak Hour: PM Date of Analysis: 3/9/04
Scenario: Count Date: 09/26/01
(SJ) Growth Factor: 0.000 Future Growth % Per Yea 0.000
(SJ) Number of Months: 0.0 Number of Years to Buildout: 0.0

	Movements											
	North Approach			East Approach			South Approach			West Approach		
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT
		4240			5435			5622			4242	
Existing	106	1702	167	100	225	618	235	674	418	176	194	177
ATI	0	404	24	91	21	187	32	150	0	0	41	0
BEA Systems	0	0	0	0	0	0	0	0	0	0	0	0
Total ATI	0	404	24	91	21	187	32	150	0	0	41	0
Existing + ATI	106	2106	191	191	246	805	267	824	418	176	235	177
	106	2106	191	191	246	805	267	824	418	176	235	177
Project Growth		569			462			19			18	
Project Future Volume	137	2192	215	149	335	921	238	684	424	182	200	183
	137	2192	215	149	335	921	238	684	424	182	200	183

5329	5321		
Intersection Name:	Bowers Avenue & Central Expressway		
Peak Hour:	AM	Date of Analysis:	3/9/04
Scenario:	0	Count Date:	3/11/00
Growth Factor:	0.000	Future Growth % Per Year:	0.000
Number of Months:	0.0	Number of Years to Buildout:	0

	Movements											
	North Approach			East Approach			South Approach			West Approach		
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT
		5316			5324			5322			5320	
Existing	438	2076	272	153	1469	139	164	1576	662	34	528	101
ATI	6	22	12	54	164	14	3	175	0	0	17	40
BEA Systems	0	0	0	0	0	0	0	0	0	0	0	0
Total ATI	6	22	12	54	164	14	3	175	0	0	17	40
Existing + ATI	444	2098	284	207	1633	153	167	1751	662	34	545	141
	444	2098	284	207	1633	153	167	1751	662	34	545	141
Project Growth		195			142			176			503	
Project Future Volume	469	2221	291	165	1587	150	176	1691	711	60	929	178
	469	2221	291	165	1587	150	176	1691	711	60	929	178

1201	5404		
Intersection Name:	Bowers Avenue & El Camino Real		
Peak Hour:	AM	Date of Analysis:	3/9/04
Scenario:	0	Count Date:	10/31/02
Growth Factor:	0.000	Future Growth % Per Year:	0.000
Number of Months:	0.0	Number of Years to Buildout:	0

	Movements											
	North Approach			East Approach			South Approach			West Approach		
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT
		5406			5411			5401			5408	
Existing	73	311	140	71	674	178	155	618	137	178	760	188
ATI	3	15	0	0	222	0	0	116	0	0	70	24
BEA Systems	0	0	0	0	0	0	0	0	0	0	0	0
Total ATI	3	15	0	0	222	0	0	116	0	0	70	24
Existing + ATI	76	326	140	71	896	178	155	734	137	178	830	212
	76	326	140	71	896	178	155	734	137	178	830	212
Project Growth		3			134			488			66	
Project Future Volume	73	313	141	81	772	204	238	949	210	188	805	199
	73	313	141	81	772	204	238	949	210	188	805	199

5329 5321
Intersection Name: Bowers Avenue & Central Expressway
Peak Hour: PM Date of Analysis: 3/9/04
Scenario: Count Date: 03/11/00
(SJ) Growth Factor: 0.000 Future Growth % Per Yea 0.000
(SJ) Number of Months: 0.0 Number of Years to Buildout: 0.0

	Movements											
	North Approach			East Approach			South Approach			West Approach		
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT
		5316			5324			5322			5320	
Existing	423	1217	289	83	1363	191	208	661	216	232	1943	201
ATI	30	139	76	11	55	17	14	34	0	0	68	7
BEA Systems	0	0	0	0	0	0	0	0	0	0	0	0
Total ATI	30	139	76	11	55	17	14	34	0	0	68	7
Existing + ATI	453	1356	365	94	1418	208	222	695	216	232	2011	208
	453	1356	365	94	1418	208	222	695	216	232	2011	208
Project Growth		219			443			109			32	
Project Future Volume	471	1355	322	105	1732	243	229	727	238	235	1969	204
	471	1355	322	105	1732	243	229	727	238	235	1969	204

1201 5404
Intersection Name: Bowers Avenue & El Camino Real
Peak Hour: PM Date of Analysis: 3/9/04
Scenario: Count Date: 10/31/02
(SJ) Growth Factor: 0.000 Future Growth % Per Yea 0.000
(SJ) Number of Months: 0.0 Number of Years to Buildout: 0.0

	Movements											
	North Approach			East Approach			South Approach			West Approach		
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT
		5406			5411			5401			5408	
Existing	227	862	303	159	1170	349	160	419	188	284	1152	188
ATI	19	101	0	0	154	0	0	22	0	0	351	5
BEA Systems	0	0	0	0	0	0	0	0	0	0	0	0
Total ATI	19	101	0	0	154	0	0	22	0	0	351	5
Existing + ATI	246	963	303	159	1324	349	160	441	188	284	1503	193
	246	963	303	159	1324	349	160	441	188	284	1503	193
Project Growth		142			271			3			349	
Project Future Volume	250	950	334	185	1359	405	161	421	189	345	1400	228
	250	950	334	185	1359	405	161	421	189	345	1400	228

5408 5315
Intersection Name: San Tomas Expressv & Scott Boulevard
Peak Hour: AM Date of Analysis: 3/9/04
Scenario: 0 Count Date: 4/13/00
Growth Factor: 0.000 Future Growth % Per Year: 0.000
Number of Months: 0.0 Number of Years to Buildout: 0

	Movements											
	North Approach			East Approach			South Approach			West Approach		
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT
		19104			5333			19105			5351	
Existing	533	1369	280	362	337	35	134	3999	401	39	122	115
ATI	77	316	31	33	11	0	0	202	0	9	1	10
BEA Systems	0	0	0	0	0	0	0	0	3	14	0	0
Total ATI	77	316	31	33	11	0	0	202	3	23	1	10
Existing + ATI	610	1685	311	395	348	35	134	4201	404	62	123	125
	610	1685	311	395	348	35	134	4201	404	62	123	125
Project Growth		113			233			43			92	
Project Future Volume	561	1440	295	477	444	46	135	4037	408	66	163	153
	561	1440	295	477	444	46	135	4037	408	66	163	153

5414 5395
Intersection Name: San Tomas Expressv & Monroe Street
Peak Hour: AM Date of Analysis: 3/9/04
Scenario: 0 Count Date: 4/27/00
Growth Factor: 0.000 Future Growth % Per Year: 0.000
Number of Months: 0.0 Number of Years to Buildout: 0

	Movements											
	North Approach			East Approach			South Approach			West Approach		
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT
		19118			5390			19121			5402	
Existing	110	777	51	535	362	111	34	4141	74	48	343	355
ATI	0	288	0	4	0	0	0	288	0	0	0	0
BEA Systems	0	0	0	0	0	0	0	0	0	0	0	0
Total ATI	0	288	0	4	0	0	0	288	0	0	0	0
Existing + ATI	110	1065	51	539	362	111	34	4429	74	48	343	355
	110	1065	51	539	362	111	34	4429	74	48	343	355
Project Growth		-60			25			-122			159	
Project Future Volume	103	727	48	548	371	114	33	4022	72	58	416	431
	103	727	48	548	371	114	33	4022	72	58	416	431

5408 5315
Intersection Name: San Tomas Expressv & Scott Boulevard
Peak Hour: PM Date of Analysis: 3/9/04
Scenario: Count Date: 04/13/00
(SJ) Growth Factor: 0.000 Future Growth % Per Yea 0.000
(SJ) Number of Months: 0.0 Number of Years to Buildout: 0.0

	Movements											
	North Approach			East Approach			South Approach			West Approach		
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT
		19104			5333			19105			5351	
Existing	181	3785	303	477	116	110	70	1402	92	543	554	382
ATI	19	297	40	32	2	0	0	445	0	59	10	67
BEA Systems	0	0	0	0	0	0	0	0	14	2	0	0
Total ATI	19	297	40	32	2	0	0	445	14	61	10	67
Existing + ATI	200	4082	343	509	118	110	70	1847	106	604	564	449
	200	4082	343	509	118	110	70	1847	106	604	564	449
Project Growth		534			13			495			192	
Project Future Volume	204	4258	341	486	118	112	92	1846	135	615	626	432
	204	4258	341	486	118	112	92	1846	135	615	626	432

5414 5395
Intersection Name: San Tomas Expressv & Monroe Street
Peak Hour: PM Date of Analysis: 3/9/04
Scenario: Count Date: 04/27/00
(SJ) Growth Factor: 0.000 Future Growth % Per Yea 0.000
(SJ) Number of Months: 0.0 Number of Years to Buildout: 0.0

	Movements											
	North Approach			East Approach			South Approach			West Approach		
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT
		19118			5390			19121			5402	
Existing	284	3846	469	83	248	86	54	940	80	136	488	80
ATI	0	353	3	1	0	0	0	421	0	0	0	0
BEA Systems	0	0	0	0	0	0	0	0	0	0	0	0
Total ATI	0	353	3	1	0	0	0	421	0	0	0	0
Existing + ATI	284	4199	472	84	248	86	54	1361	80	136	488	80
	284	4199	472	84	248	86	54	1361	80	136	488	80
Project Growth		97			192			236			160	
Project Future Volume	290	3927	479	121	362	126	66	1147	98	167	599	98
	290	3927	479	121	362	126	66	1147	98	167	599	98

5416 5411
Intersection Name: San Tomas Expressv & El Camino Real
Peak Hour: AM Date of Analysis: 3/9/04
Scenario: 0 Count Date: 4/13/00
Growth Factor: 0.000 Future Growth % Per Year: 0.000
Number of Months: 0.0 Number of Years to Buildout: 0

	Movements											
	North Approach			East Approach			South Approach			West Approach		
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT
		19129			5391			19131			5404	
Existing	190	646	123	403	675	123	124	3432	173	74	723	248
ATI	0	281	3	20	222	98	31	240	0	0	70	0
BEA Systems	0	0	0	0	0	0	0	0	0	0	0	0
Total ATI	0	281	3	20	222	98	31	240	0	0	70	0
Existing + ATI	190	927	126	423	897	221	155	3672	173	74	793	248
	190	927	126	423	897	221	155	3672	173	74	793	248
Project Growth		131			0			-299			154	
Project Future Volume	216	734	140	403	675	123	114	3157	159	85	830	285
	216	734	140	403	675	123	114	3157	159	85	830	285

5419 5407
Intersection Name: San Tomas Expressv & Homestead Road
Peak Hour: AM Date of Analysis: 3/9/04
Scenario: 0 Count Date: 4/25/00
Growth Factor: 0.000 Future Growth % Per Year: 0.000
Number of Months: 0.0 Number of Years to Buildout: 0

	Movements											
	North Approach			East Approach			South Approach			West Approach		
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT
		19140			5387			19144			5405	
Existing	140	684	24	163	398	46	56	2977	154	136	439	295
ATI	293	83	3	19	70	0	0	158	56	18	22	94
BEA Systems	0	0	0	0	0	0	0	0	0	0	0	0
Total ATI	293	83	3	19	70	0	0	158	56	18	22	94
Existing + ATI	433	767	27	182	468	46	56	3135	210	154	461	389
	433	767	27	182	468	46	56	3135	210	154	461	389
Project Growth		103			29			-141			55	
Project Future Volume	157	767	27	171	417	48	54	2845	147	145	467	314
	157	767	27	171	417	48	54	2845	147	145	467	314

5416 5411
Intersection Name: San Tomas Expressv & El Camino Real
Peak Hour: PM Date of Analysis: 3/9/04
Scenario: Count Date: 04/13/00
(SJ) Growth Factor: 0.000 Future Growth % Per Yea 0.000
(SJ) Number of Months: 0.0 Number of Years to Buildout: 0.0

	Movements											
	North Approach			East Approach			South Approach			West Approach		
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT
		19129			5391			19131			5404	
Existing	490	2896	268	68	941	223	159	755	202	299	972	213
ATI	2	309	18	4	152	67	157	412	0	0	351	0
BEA Systems	0	0	0	0	0	0	0	0	0	0	0	0
Total ATI	2	309	18	4	152	67	157	412	0	0	351	0
Existing + ATI	492	3205	286	72	1093	290	316	1167	202	299	1323	213
	492	3205	286	72	1093	290	316	1167	202	299	1323	213
Project Growth		86			0			292			388	
Project Future Volume	502	2964	274	68	941	223	201	953	255	377	1226	269
	502	2964	274	68	941	223	201	953	255	377	1226	269

5419 5407
Intersection Name: San Tomas Expressv & Homestead Road
Peak Hour: PM Date of Analysis: 3/9/04
Scenario: Count Date: 04/25/00
(SJ) Growth Factor: 0.000 Future Growth % Per Yea 0.000
(SJ) Number of Months: 0.0 Number of Years to Buildout: 0.0

	Movements											
	North Approach			East Approach			South Approach			West Approach		
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT
		19140			5387			19144			5405	
Existing	189	2912	81	30	487	78	65	907	202	248	495	148
ATI	202	158	17	4	48	0	0	94	38	90	112	472
BEA Systems	0	0	0	0	0	0	0	0	0	0	0	0
Total ATI	202	158	17	4	48	0	0	94	38	90	112	472
Existing + ATI	391	3070	98	34	535	78	65	1001	240	338	607	620
	391	3070	98	34	535	78	65	1001	240	338	607	620
Project Growth		49			73			304			142	
Project Future Volume	192	2957	82	34	547	88	82	1142	254	288	574	172
	192	2957	82	34	547	88	82	1142	254	288	574	172

5332 5312
Intersection Name: Scott Boulevard & Central Expressway
Peak Hour: AM Date of Analysis: 3/9/04
Scenario: 0 Count Date: 4/13/00
Growth Factor: 0.000 Future Growth % Per Year: 0.000
Number of Months: 0.0 Number of Years to Buildout: 0

	Movements											
	North Approach			East Approach			South Approach			West Approach		
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT
		5333			5328			5301			5326	
Existing	47	152	49	338	1007	198	309	590	587	230	889	206
ATI	0	18	2	8	89	0	0	32	1	1	16	0
BEA Systems	0	0	14	3	0	0	0	0	0	0	0	0
Total ATI	0	18	16	11	89	0	0	32	1	1	16	0
Existing + ATI	47	170	65	349	1096	198	309	622	588	231	905	206
	47	170	65	349	1096	198	309	622	588	231	905	206
Project Growth		36			-121			-53			211	
Project Future Volume	54	174	70	314	928	182	298	569	566	267	1031	239
	54	174	70	314	928	182	298	569	566	267	1031	239

1205 5389
Intersection Name: Scott Boulevard & El Camino Real
Peak Hour: AM Date of Analysis: 3/9/04
Scenario: 0 Count Date: 9/19/01
Growth Factor: 0.000 Future Growth % Per Year: 0.000
Number of Months: 0.0 Number of Years to Buildout: 0

	Movements											
	North Approach			East Approach			South Approach			West Approach		
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT
		12558			12560			5392			5391	
Existing	0	0	0	0	0	0	0	0	0	0	0	0
ATI	0	4	0	3	329	0	0	26	11	1	103	0
BEA Systems	0	0	0	0	0	0	0	0	0	0	0	0
Total ATI	0	4	0	3	329	0	0	26	11	1	103	0
Existing + ATI	0	4	0	3	329	0	0	26	11	1	103	0
	0	4	0	3	329	0	0	26	11	1	103	0
Project Growth		-84			399			100			0	
Project Future Volume	0	0	0	0	0	0	0	0	0	0	0	0
	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A

5332 5312
Intersection Name: Scott Boulevard & Central Expressway
Peak Hour: PM Date of Analysis: 3/9/04
Scenario: Count Date: 04/13/00
(SJ) Growth Factor: 0.000 Future Growth % Per Yea 0.000
(SJ) Number of Months: 0.0 Number of Years to Buildout: 0.0

	Movements											
	North Approach			East Approach			South Approach			West Approach		
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT
		5333			5328			5301			5326	
Existing	25	513	373	91	738	550	123	280	230	726	1689	77
ATI	0	35	7	1	31	0	0	19	1	1	83	0
BEA Systems	0	0	2	14	0	0	0	0	0	0	0	0
Total ATI	0	35	9	15	31	0	0	19	1	1	83	0
Existing + ATI	25	548	382	106	769	550	123	299	231	727	1772	77
	25	548	382	106	769	550	123	299	231	727	1772	77
Project Growth		-54			301			63			-56	
Project Future Volume	24	483	353	125	899	670	135	308	253	710	1651	75
	24	483	353	125	899	670	135	308	253	710	1651	75

1205 5389
Intersection Name: Scott Boulevard & El Camino Real
Peak Hour: PM Date of Analysis: 3/9/04
Scenario: Count Date: 09/19/01
(SJ) Growth Factor: 0.000 Future Growth % Per Yea 0.000
(SJ) Number of Months: 0.0 Number of Years to Buildout: 0.0

	Movements											
	North Approach			East Approach			South Approach			West Approach		
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT
		12558			12560			5392			5391	
Existing	61	679	217	155	790	153	63	206	87	115	1413	200
ATI	0	26	3	1	221	0	0	5	2	10	516	0
BEA Systems	0	0	0	0	0	0	0	0	0	0	0	0
Total ATI	0	26	3	1	221	0	0	5	2	10	516	0
Existing + ATI	61	705	220	156	1011	153	63	211	89	125	1929	200
	61	705	220	156	1011	153	63	211	89	125	1929	200
Project Growth		34			441			2			0	
Project Future Volume	63	703	225	217	1107	214	63	207	87	115	1413	200
	63	703	225	217	1107	214	63	207	87	115	1413	200

1202 5335
Intersection Name: Lafayette Street & El Camino Real
Peak Hour: AM Date of Analysis: 3/9/04
Scenario: 0 Count Date: 9/11/01
Growth Factor: 0.000 Future Growth % Per Year: 0.000
Number of Months: 0.0 Number of Years to Buildout: 0

	Movements											
	North Approach			East Approach			South Approach			West Approach		
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT
		5314			5336			12508			5334	
Existing	138	192	103	514	561	15	121	1047	107	88	418	333
ATI	26	53	2	15	241	0	0	27	1	0	77	7
BEA Systems	0	0	0	0	0	0	0	0	0	0	0	0
Total ATI	26	53	2	15	241	0	0	27	1	0	77	7
Existing + ATI	164	245	105	529	802	15	121	1074	108	88	495	340
	164	245	105	529	802	15	121	1074	108	88	495	340
Project Growth		90			510			-58			299	
Project Future Volume	167	232	124	754	823	22	115	999	102	119	567	452
	167	232	124	754	823	22	115	999	102	119	567	452

5334 5328
Intersection Name: Lafayette Street & Central Expressway
Peak Hour: AM Date of Analysis: 3/9/04
Scenario: 0 Count Date: 4/6/00
Growth Factor: 0.000 Future Growth % Per Year: 0.000
Number of Months: 0.0 Number of Years to Buildout: 0

	Movements											
	North Approach			East Approach			South Approach			West Approach		
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT
		18111			5310			5300			5312	
Existing	148	403	196	412	1047	333	240	1012	437	139	822	303
ATI	38	91	0	0	41	0	0	34	18	2	6	10
BEA Systems	0	0	0	0	3	3	14	0	0	0	14	0
Total ATI	38	91	0	0	44	3	14	34	18	2	20	10
Existing + ATI	186	494	196	412	1091	336	254	1046	455	141	842	313
	186	494	196	412	1091	336	254	1046	455	141	842	313
Project Growth		-66			168			73			335	
Project Future Volume	135	367	179	451	1148	367	264	1056	456	176	1054	383
	135	367	179	451	1148	367	264	1056	456	176	1054	383

1202 5335
Intersection Name: Lafayette Street & El Camino Real
Peak Hour: PM Date of Analysis: 3/9/04
Scenario: Count Date: 09/11/01
(SJ) Growth Factor: 0.000 Future Growth % Per Yea 0.000
(SJ) Number of Months: 0.0 Number of Years to Buildout: 0.0

	Movements											
	North Approach			East Approach			South Approach			West Approach		
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT
		5314			5336			12508			5334	
Existing	181	914	307	85	571	29	232	232	144	192	679	227
ATI	14	37	13	3	164	0	0	58	0	1	386	27
BEA Systems	0	0	0	0	0	0	0	0	0	0	0	0
Total ATI	14	37	13	3	164	0	0	58	0	1	386	27
Existing + ATI	195	951	320	88	735	29	232	290	144	193	1065	254
	195	951	320	88	735	29	232	290	144	193	1065	254
Project Growth		148			234			227			768	
Project Future Volume	200	1010	339	114	766	39	319	319	198	326	1154	386
	200	1010	339	114	766	39	319	319	198	326	1154	386

5334 5328
Intersection Name: Lafayette Street & Central Expressway
Peak Hour: PM Date of Analysis: 3/9/04
Scenario: Count Date: 04/06/00
(SJ) Growth Factor: 0.000 Future Growth % Per Yea 0.000
(SJ) Number of Months: 0.0 Number of Years to Buildout: 0.0

	Movements											
	North Approach			East Approach			South Approach			West Approach		
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT
		18111			5310			5300			5312	
Existing	198	1104	283	88	644	160	467	343	134	307	1670	107
ATI	21	58	0	0	8	0	0	98	3	13	36	41
BEA Systems	0	0	0	0	14	14	2	0	0	0	2	0
Total ATI	21	58	0	0	22	14	2	98	3	13	38	41
Existing + ATI	219	1162	283	88	666	174	469	441	137	320	1708	148
	219	1162	283	88	666	174	469	441	137	320	1708	148
Project Growth		490			192			12			-175	
Project Future Volume	259	1445	370	107	797	208	475	347	136	281	1532	98
	259	1445	370	107	797	208	475	347	136	281	1532	98

5335 5310
Intersection Name: De La Cruz Boulevar & Central Expressway
Peak Hour: AM Date of Analysis: 3/9/04
Scenario: 0 Count Date: 4/13/00
Growth Factor: 0.000 Future Growth % Per Year: 0.000
Number of Months: 0.0 Number of Years to Buildout: 0

	Movements											
	North Approach			East Approach			South Approach			West Approach		
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT
		5262			0			5318			5328	
Existing	967	605	0	0	0	0	0	1481	720	159	0	1099
ATI	0	151	0	0	0	0	0	63	41	6	0	0
BEA Systems	7	3	0	0	0	0	0	14	0	0	0	28
Total ATI	7	154	0	0	0	0	0	77	41	6	0	28
Existing + ATI	974	759	0	0	0	0	0	1558	761	165	0	1127
	974	759	0	0	0	0	0	1558	761	165	0	1127
Project Growth		30			0			131			140	
Project Future Volume	992	620	0	0	0	0	0	1583	763	177	0	1249
	992	620	0	0	0	0	0	1583	763	177	0	1249

1200 5316
Intersection Name: Bowers Avenue & Scott Boulevard
Peak Hour: AM Date of Analysis: 3/9/04
Scenario: 0 Count Date: 5/15/02
Growth Factor: 0.000 Future Growth % Per Year: 0.000
Number of Months: 0.0 Number of Years to Buildout: 0

	Movements											
	North Approach			East Approach			South Approach			West Approach		
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT
		5621			5351			5321			5325	
Existing	139	832	169	116	263	68	209	1270	145	57	247	132
ATI	120	29	0	0	88	0	0	214	54	12	20	37
BEA Systems	0	0	0	0	0	0	0	0	0	0	0	0
Total ATI	120	29	0	0	88	0	0	214	54	12	20	37
Existing + ATI	259	861	169	116	351	68	209	1484	199	69	267	169
	259	861	169	116	351	68	209	1484	199	69	267	169
Project Growth		357			21			24			496	
Project Future Volume	183	1093	222	121	275	71	212	1289	147	122	528	282
	183	1093	222	121	275	71	212	1289	147	122	528	282

5335 5310
Intersection Name: De La Cruz Boulevar & Central Expressway
Peak Hour: PM Date of Analysis: 3/9/04
Scenario: Count Date: 04/13/00
(SJ) Growth Factor: 0.000 Future Growth % Per Yea 0.000
(SJ) Number of Months: 0.0 Number of Years to Buildout: 0.0

	Movements											
	North Approach			East Approach			South Approach			West Approach		
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT
		5262			0			5318			5328	
Existing	804	1393	0	0	0	0	0	892	285	730	0	1725
ATI	0	110	0	0	0	0	0	207	8	36	0	0
BEA Systems	27	14	0	0	0	0	0	2	0	0	0	3
Total ATI	27	124	0	0	0	0	0	209	8	36	0	3
Existing + ATI	831	1517	0	0	0	0	0	1101	293	766	0	1728
	831	1517	0	0	0	0	0	1101	293	766	0	1728
Project Growth		-29			0			337			-18	
Project Future Volume	820	1389	0	0	0	0	0	1149	367	725	0	1715
	820	1389	0	0	0	0	0	1149	367	725	0	1715

1200 5316
Intersection Name: Bowers Avenue & Scott Boulevard
Peak Hour: PM Date of Analysis: 3/9/04
Scenario: Count Date: 05/15/02
(SJ) Growth Factor: 0.000 Future Growth % Per Yea 0.000
(SJ) Number of Months: 0.0 Number of Years to Buildout: 0.0

	Movements											
	North Approach			East Approach			South Approach			West Approach		
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT
		5621			5351			5321			5325	
Existing	106	1349	202	170	189	112	65	782	74	106	314	212
ATI	41	169	0	0	21	0	0	41	11	77	136	107
BEA Systems	0	0	0	0	0	0	0	0	0	0	0	0
Total ATI	41	169	0	0	21	0	0	41	11	77	136	107
Existing + ATI	147	1518	202	170	210	112	65	823	85	183	450	319
	147	1518	202	170	210	112	65	823	85	183	450	319
Project Growth		445			92			334			142	
Project Future Volume	134	1711	256	203	226	134	89	1066	101	130	385	260
	134	1711	256	203	226	134	89	1066	101	130	385	260

5422 5359
Intersection Name: San Tomas Expressv & Saratoga Avenue
Peak Hour: AM Date of Analysis: 3/9/04
Scenario: 0 Count Date: 4/25/00
Growth Factor: 0.000 Future Growth % Per Year: 0.000
Number of Months: 0.0 Number of Years to Buildout: 0

	Movements											
	North Approach			East Approach			South Approach			West Approach		
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT
		19150			5367			19155			5371	
Existing	192	696	71	74	300	95	280	2749	17	47	585	367
ATI	38	101	0	0	0	0	0	315	0	0	0	10
BEA Systems	0	0	0	0	0	0	0	0	0	0	0	0
Total ATI	38	101	0	0	0	0	0	315	0	0	0	10
Existing + ATI	230	797	71	74	300	95	280	3064	17	47	585	377
	230	797	71	74	300	95	280	3064	17	47	585	377
Project Growth		72			67			-90			36	
Project Future Volume	206	748	76	85	343	109	272	2668	16	49	606	380
	206	748	76	85	343	109	272	2668	16	49	606	380

5429 4776
Intersection Name: San Tomas Expressv & Hamilton Avenue
Peak Hour: AM Date of Analysis: 3/9/04
Scenario: 0 Count Date: 3/7/00
Growth Factor: 0.000 Future Growth % Per Year: 0.000
Number of Months: 0.0 Number of Years to Buildout: 0

	Movements											
	North Approach			East Approach			South Approach			West Approach		
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT
		19182			4829			19185			12693	
Existing	88	790	165	343	634	152	122	2359	121	107	552	182
ATI	0	0	0	0	0	0	0	0	0	0	0	0
BEA Systems	0	0	0	0	0	0	0	0	0	0	0	0
Total ATI	0	0	0	0	0	0	0	0	0	0	0	0
Existing + ATI	88	790	165	343	634	152	122	2359	121	107	552	182
	88	790	165	343	634	152	122	2359	121	107	552	182
Project Growth		87			3			-175			141	
Project Future Volume	95	856	179	344	636	152	114	2200	113	125	645	213
	95	856	179	344	636	152	114	2200	113	125	645	213

5422 5359
Intersection Name: San Tomas Expressv & Saratoga Avenue
Peak Hour: PM Date of Analysis: 3/9/04
Scenario: Count Date: 04/25/00
(SJ) Growth Factor: 0.000 Future Growth % Per Yea 0.000
(SJ) Number of Months: 0.0 Number of Years to Buildout: 0.0

	Movements											
	North Approach			East Approach			South Approach			West Approach		
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT
		19150			5367			19155			5371	
Existing	345	2824	22	30	524	283	121	834	18	56	485	229
ATI	21	417	0	0	0	0	0	176	0	0	0	41
BEA Systems	0	0	0	0	0	0	0	0	0	0	0	0
Total ATI	21	417	0	0	0	0	0	176	0	0	0	41
Existing + ATI	366	3241	22	30	524	283	121	1010	18	56	485	270
	366	3241	22	30	524	283	121	1010	18	56	485	270
Project Growth		43			140			281			137	
Project Future Volume	350	2862	22	35	612	330	156	1075	23	66	571	270
	350	2862	22	35	612	330	156	1075	23	66	571	270

5429 4776
Intersection Name: San Tomas Expressv & Hamilton Avenue
Peak Hour: PM Date of Analysis: 3/9/04
Scenario: Count Date: 03/07/00
(SJ) Growth Factor: 0.000 Future Growth % Per Yea 0.000
(SJ) Number of Months: 0.0 Number of Years to Buildout: 0.0

	Movements											
	North Approach			East Approach			South Approach			West Approach		
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT
		19182			4829			19185			12693	
Existing	231	2394	438	57	1126	203	75	831	303	265	947	191
ATI	0	0	0	0	0	0	0	0	0	0	0	0
BEA Systems	0	0	0	0	0	0	0	0	0	0	0	0
Total ATI	0	0	0	0	0	0	0	0	0	0	0	0
Existing + ATI	231	2394	438	57	1126	203	75	831	303	265	947	191
	231	2394	438	57	1126	203	75	831	303	265	947	191
Project Growth		18			96			124			91	
Project Future Volume	232	2408	441	61	1204	217	83	916	334	282	1008	203
	232	2408	441	61	1204	217	83	916	334	282	1008	203

5805 5303
Intersection Name: Mission College Boul & Montague Expressway
Peak Hour: AM Date of Analysis: 3/9/04
Scenario: 0 Count Date: 4/13/00
Growth Factor: 0.000 Future Growth % Per Year: 0.000
Number of Months: 0.0 Number of Years to Buildout: 0

	Movements											
	North Approach			East Approach			South Approach			West Approach		
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT
		5435			19325			18241			19329	
Existing	200	22	105	551	1949	69	2	134	173	477	2714	996
ATI	33	0	14	73	689	0	0	0	0	0	274	132
BEA Systems	0	0	0	0	0	0	0	0	0	0	0	0
Total ATI	33	0	14	73	689	0	0	0	0	0	274	132
Existing + ATI	233	22	119	624	2638	69	2	134	173	477	2988	1128
	233	22	119	624	2638	69	2	134	173	477	2988	1128
Project Growth		140			1779			8			2312	
Project Future Volume	286	31	150	933	3299	117	2	137	177	740	4213	1546
	286	31	150	933	3299	117	2	137	177	740	4213	1546

5806 5687
Intersection Name: De La Cruz Boulevar & Montague Expressway
Peak Hour: AM Date of Analysis: 3/9/04
Scenario: 0 Count Date: 10/16/01
Growth Factor: 0.000 Future Growth % Per Year: 0.000
Number of Months: 0.0 Number of Years to Buildout: 0

	Movements											
	North Approach			East Approach			South Approach			West Approach		
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT
		18101			19010			18114			19009	
Existing	1	0	0	8	2276	209	201	0	319	129	3695	1
ATI	312	103	51	13	376	89	17	33	8	2	86	64
BEA Systems	0	0	0	0	0	0	0	0	0	0	0	0
Total ATI	312	103	51	13	376	89	17	33	8	2	86	64
Existing + ATI	313	103	51	21	2652	298	218	33	327	131	3781	65
	313	103	51	21	2652	298	218	33	327	131	3781	65
Project Growth		203			1662			282			2373	
Project Future Volume	204	0	0	13	3793	348	310	0	492	209	5987	2
	204	0	0	13	3793	348	310	0	492	209	5987	2

5805 5303
Intersection Name: Mission College Boul & Montague Expressway
Peak Hour: PM Date of Analysis: 3/9/04
Scenario: Count Date: 04/13/00
(SJ) Growth Factor: 0.000 Future Growth % Per Yea 0.000
(SJ) Number of Months: 0.0 Number of Years to Buildout: 0.0

	Movements											
	North Approach			East Approach			South Approach			West Approach		
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT
		5435			19325			18241			19329	
Existing	1515	203	553	47	3213	24	44	23	181	55	1677	474
ATI	162	0	72	12	446	0	0	0	0	0	792	21
BEA Systems	0	0	0	0	0	0	0	0	0	0	0	0
Total ATI	162	0	72	12	446	0	0	0	0	0	792	21
Existing + ATI	1677	203	625	59	3659	24	44	23	181	55	2469	495
	1677	203	625	59	3659	24	44	23	181	55	2469	495
Project Growth		444			2369			57			1929	
Project Future Volume	1811	243	661	81	5531	41	54	28	223	103	3143	888
	1811	243	661	81	5531	41	54	28	223	103	3143	888

5806 5687
Intersection Name: De La Cruz Boulevar & Montague Expressway
Peak Hour: PM Date of Analysis: 3/9/04
Scenario: Count Date: 10/16/01
(SJ) Growth Factor: 0.000 Future Growth % Per Yea 0.000
(SJ) Number of Months: 0.0 Number of Years to Buildout: 0.0

	Movements											
	North Approach			East Approach			South Approach			West Approach		
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT
		18101			19010			18114			19009	
Existing	6	7	6	33	2142	175	100	11	124	234	1976	37
ATI	172	57	28	55	177	49	68	136	1	7	440	259
BEA Systems	0	0	0	0	0	0	0	0	0	0	0	0
Total ATI	172	57	28	55	177	49	68	136	1	7	440	259
Existing + ATI	178	64	34	88	2319	224	168	147	125	241	2416	296
	178	64	34	88	2319	224	168	147	125	241	2416	296
Project Growth		14			2609			304			2105	
Project Future Volume	10	12	10	70	4520	369	229	25	284	453	3827	72
	10	12	10	70	4520	369	229	25	284	453	3827	72

300	9505		
Intersection Name:	Lafayette Street & Hope Drive		
Peak Hour:	AM	Date of Analysis:	3/9/04
Scenario:	0	Count Date:	5/22/02
Growth Factor:	0.000	Future Growth % Per Year:	0.000
Number of Months:	0.0	Number of Years to Buildout:	0

	Movements											
	North Approach			East Approach			South Approach			West Approach		
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT
		18097			18106			5436			0	
Existing	0	570	24	66	0	141	202	728	0	0	0	0
ATI	0	73	0	26	0	0	27	251	0	0	0	0
BEA Systems	0	0	0	0	0	0	0	0	0	0	0	0
Total ATI	0	73	0	26	0	0	27	251	0	0	0	0
Existing + ATI	0	643	24	92	0	141	229	979	0	0	0	0
	0	643	24	92	0	141	229	979	0	0	0	0
Project Growth		85			-47			213			0	
Project Future Volume	0	652	27	51	0	109	248	895	0	0	0	0
	0	652	27	51	0	109	248	895	0	0	0	0

301	18016		
Intersection Name:	Lafayette Street & Monatague Expressway (North)		
Peak Hour:	AM	Date of Analysis:	3/9/04
Scenario:	0	Count Date:	5/22/02
Growth Factor:	0.000	Future Growth % Per Year:	0.000
Number of Months:	0.0	Number of Years to Buildout:	0

	Movements											
	North Approach			East Approach			South Approach			West Approach		
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT
		5703			5702			18107			0	
Existing	0	518	14	373	0	36	164	844	0	0	0	0
ATI	0	235	15	81	0	13	3	151	0	0	0	0
BEA Systems	0	0	0	0	0	0	0	0	0	0	0	0
Total ATI	0	235	15	81	0	13	3	151	0	0	0	0
Existing + ATI	0	753	29	454	0	49	167	995	0	0	0	0
	0	753	29	454	0	49	167	995	0	0	0	0
Project Growth		-240			665			137			0	
Project Future Volume	0	284	8	979	0	95	186	959	0	0	0	0
	0	284	8	979	0	95	186	959	0	0	0	0

300 9505
Intersection Name: Lafayette Street & Hope Drive
Peak Hour: PM Date of Analysis: 3/9/04
Scenario: Count Date: 05/22/02
(SJ) Growth Factor: 0.000 Future Growth % Per Yea 0.000
(SJ) Number of Months: 0.0 Number of Years to Buildout: 0.0

	Movements											
	North Approach			East Approach			South Approach			West Approach		
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT
		18097			18106			5436			0	
Existing	0	896	34	39	0	70	129	608	0	0	0	0
ATI	0	243	0	14	0	0	109	111	0	0	0	0
BEA Systems	0	0	0	0	0	0	0	0	0	0	0	0
Total ATI	0	243	0	14	0	0	109	111	0	0	0	0
Existing + ATI	0	1139	34	53	0	70	238	719	0	0	0	0
	0	1139	34	53	0	70	238	719	0	0	0	0
Project Growth		327			142			358			0	
Project Future Volume	0	1211	46	90	0	161	192	903	0	0	0	0
	0	1211	46	90	0	161	192	903	0	0	0	0

301 18016
Intersection Name: Lafayette Street & Monatague Expressway (North)
Peak Hour: PM Date of Analysis: 3/9/04
Scenario: Count Date: 05/22/02
(SJ) Growth Factor: 0.000 Future Growth % Per Yea 0.000
(SJ) Number of Months: 0.0 Number of Years to Buildout: 0.0

	Movements											
	North Approach			East Approach			South Approach			West Approach		
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT
		5703			5702			18107			0	
Existing	0	839	39	204	0	50	110	396	0	0	0	0
ATI	0	211	50	35	0	7	14	335	0	0	0	0
BEA Systems	0	0	0	0	0	0	0	0	0	0	0	0
Total ATI	0	211	50	35	0	7	14	335	0	0	0	0
Existing + ATI	0	1050	89	239	0	57	124	731	0	0	0	0
	0	1050	89	239	0	57	124	731	0	0	0	0
Project Growth		469			606			218			0	
Project Future Volume	0	1287	60	691	0	169	157	567	0	0	0	0
	0	1287	60	691	0	169	157	567	0	0	0	0

106 18107
Intersection Name: Lafayette Street & Monatague Expressway (South)
Peak Hour: AM Date of Analysis: 3/9/04
Scenario: 0 Count Date: 5/22/02
Growth Factor: 0.000 Future Growth % Per Year: 0.000
Number of Months: 0.0 Number of Years to Buildout: 0

	Movements											
	North Approach			East Approach			South Approach			West Approach		
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT
		18016			18103			18112			0	
Existing	0	429	150	28	0	84	133	1059	0	0	0	0
ATI	0	104	143	114	0	26	3	41	0	0	0	0
BEA Systems	0	0	0	0	0	0	0	0	0	0	0	0
Total ATI	0	104	143	114	0	26	3	41	0	0	0	0
Existing + ATI	0	533	293	142	0	110	136	1100	0	0	0	0
	0	533	293	142	0	110	136	1100	0	0	0	0
Project Growth		569			-353			328			0	
Project Future Volume	0	851	297	-60	0	-181	170	1350	0	0	0	0
	0	851	297	0	0	0	170	1350	0	0	0	0

308 12508
Intersection Name: Lafayette Street & Benton Street
Peak Hour: AM Date of Analysis: 3/9/04
Scenario: 0 Count Date: 3/20/02
Growth Factor: 0.000 Future Growth % Per Year: 0.000
Number of Months: 0.0 Number of Years to Buildout: 0

	Movements											
	North Approach			East Approach			South Approach			West Approach		
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT
		5335			12509			5338			12507	
Existing	34	386	16	13	87	18	243	1183	36	48	332	44
ATI	0	66	0	0	70	0	3	28	0	0	22	0
BEA Systems	0	0	0	0	0	0	0	0	0	0	0	0
Total ATI	0	66	0	0	70	0	3	28	0	0	22	0
Existing + ATI	34	452	16	13	157	18	246	1211	36	48	354	44
	34	452	16	13	157	18	246	1211	36	48	354	44
Project Growth		39			34			-67			88	
Project Future Volume	37	421	17	17	112	23	232	1129	34	58	401	53
	37	421	17	17	112	23	232	1129	34	58	401	53

106 18107
Intersection Name: Lafayette Street & Monatague Expressway (South)
Peak Hour: PM Date of Analysis: 3/9/04
Scenario: Count Date: 05/22/02
(SJ) Growth Factor: 0.000 Future Growth % Per Yea 0.000
(SJ) Number of Months: 0.0 Number of Years to Buildout: 0.0

	Movements											
	North Approach			East Approach			South Approach			West Approach		
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT
		18016			18103			18112			0	
Existing	0	768	203	24	0	115	61	525	0	0	0	0
ATI	0	65	152	223	0	14	14	125	0	0	0	0
BEA Systems	0	0	0	0	0	0	0	0	0	0	0	0
Total ATI	0	65	152	223	0	14	14	125	0	0	0	0
Existing + ATI	0	833	355	247	0	129	75	650	0	0	0	0
	0	833	355	247	0	129	75	650	0	0	0	0
Project Growth		886			-274			447			0	
Project Future Volume	0	1469	388	-23	0	-112	108	925	0	0	0	0
	0	1469	388	0	0	0	108	925	0	0	0	0

308 12508
Intersection Name: Lafayette Street & Benton Street
Peak Hour: PM Date of Analysis: 3/9/04
Scenario: Count Date: 03/20/02
(SJ) Growth Factor: 0.000 Future Growth % Per Yea 0.000
(SJ) Number of Months: 0.0 Number of Years to Buildout: 0.0

	Movements											
	North Approach			East Approach			South Approach			West Approach		
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT
		5335			12509			5338			12507	
Existing	98	1427	21	12	177	65	94	358	4	114	195	34
ATI	0	45	0	0	48	0	14	58	0	0	112	0
BEA Systems	0	0	0	0	0	0	0	0	0	0	0	0
Total ATI	0	45	0	0	48	0	14	58	0	0	112	0
Existing + ATI	98	1472	21	12	225	65	108	416	4	114	307	34
	98	1472	21	12	225	65	108	416	4	114	307	34
Project Growth		165			338			241			238	
Project Future Volume	108	1579	23	28	413	151	144	547	6	193	330	58
	108	1579	23	28	413	151	144	547	6	193	330	58

309	5339		
Intersection Name:	Lafayette Street & Homestead Road		
Peak Hour:	AM	Date of Analysis:	3/9/04
Scenario:	0	Count Date:	3/20/02
Growth Factor:	0.000	Future Growth % Per Year:	0.000
Number of Months:	0.0	Number of Years to Buildout:	0

	Movements											
	North Approach			East Approach			South Approach			West Approach		
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT
		5338			0			5350			5340	
Existing	87	365	0	0	0	0	0	1376	149	104	0	193
ATI	0	66	0	0	0	0	0	31	0	0	0	0
BEA Systems	0	0	0	0	0	0	0	0	0	0	0	0
Total ATI	0	66	0	0	0	0	0	31	0	0	0	0
Existing + ATI	87	431	0	0	0	0	0	1407	149	104	0	193
	87	431	0	0	0	0	0	1407	149	104	0	193
Project Growth		44			0			-147			125	
Project Future Volume	95	401	0	0	0	0	0	1243	135	148	0	274
	95	401	0	0	0	0	0	1243	135	148	0	274

205	5402		
Intersection Name:	Bowers Avenue & Monroe Street		
Peak Hour:	AM	Date of Analysis:	3/9/04
Scenario:	0	Count Date:	5/15/02
Growth Factor:	0.000	Future Growth % Per Year:	0.000
Number of Months:	0.0	Number of Years to Buildout:	0

	Movements											
	North Approach			East Approach			South Approach			West Approach		
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT
		5322			5395			5406			5409	
Existing	34	198	52	84	364	23	119	938	59	68	419	58
ATI	0	23	0	0	0	0	0	171	0	0	0	3
BEA Systems	0	0	0	0	0	0	0	0	0	0	0	0
Total ATI	0	23	0	0	0	0	0	171	0	0	0	3
Existing + ATI	34	221	52	84	364	23	119	1109	59	68	419	61
	34	221	52	84	364	23	119	1109	59	68	419	61
Project Growth		0			37			180			91	
Project Future Volume	34	198	52	91	393	25	138	1089	69	79	489	68
	34	198	52	91	393	25	138	1089	69	79	489	68

309 5339
Intersection Name: Lafayette Street & Homestead Road
Peak Hour: PM Date of Analysis: 3/9/04
Scenario: Count Date: 03/20/02
(SJ) Growth Factor: 0.000 Future Growth % Per Yea 0.000
(SJ) Number of Months: 0.0 Number of Years to Buildout: 0.0

	Movements											
	North Approach			East Approach			South Approach			West Approach		
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT
		5338			0			5350			5340	
Existing	212	1443	0	0	0	0	0	404	99	196	0	106
ATI	0	45	0	0	0	0	0	71	0	0	0	0
BEA Systems	0	0	0	0	0	0	0	0	0	0	0	0
Total ATI	0	45	0	0	0	0	0	71	0	0	0	0
Existing + ATI	212	1488	0	0	0	0	0	475	99	196	0	106
	212	1488	0	0	0	0	0	475	99	196	0	106
Project Growth		292			0			311			21	
Project Future Volume	249	1698	0	0	0	0	0	654	160	210	0	113
	249	1698	0	0	0	0	0	654	160	210	0	113

205 5402
Intersection Name: Bowers Avenue & Monroe Street
Peak Hour: PM Date of Analysis: 3/9/04
Scenario: Count Date: 05/15/02
(SJ) Growth Factor: 0.000 Future Growth % Per Yea 0.000
(SJ) Number of Months: 0.0 Number of Years to Buildout: 0.0

	Movements											
	North Approach			East Approach			South Approach			West Approach		
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT
		5322			5395			5406			5409	
Existing	54	1057	200	39	369	45	43	291	49	64	314	21
ATI	1	146	0	0	0	0	0	32	0	0	0	0
BEA Systems	0	0	0	0	0	0	0	0	0	0	0	0
Total ATI	1	146	0	0	0	0	0	32	0	0	0	0
Existing + ATI	55	1203	200	39	369	45	43	323	49	64	314	21
	55	1203	200	39	369	45	43	323	49	64	314	21
Project Growth		110			206			10			209	
Project Future Volume	59	1146	217	57	537	65	44	299	50	98	478	32
	59	1146	217	57	537	65	44	299	50	98	478	32

613 5457
Intersection Name: Lawrence Expresswa & Kifer Road
Peak Hour: AM Date of Analysis: 3/9/04
Scenario: 0 Count Date: 10/1/03
Growth Factor: 0.000 Future Growth % Per Year: 0.000
Number of Months: 0.0 Number of Years to Buildout: 0

	Movements											
	North Approach			East Approach			South Approach			West Approach		
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT
		19240			5317			19244			5477	
Existing	579	1304	166	84	148	54	451	3914	303	86	103	72
ATI	0	338	0	0	0	0	1	311	0	0	0	0
BEA Systems	0	0	0	0	0	0	0	0	0	0	0	0
Total ATI	0	338	0	0	0	0	1	311	0	0	0	0
Existing + ATI	579	1642	166	84	148	54	452	4225	303	86	103	72
	579	1642	166	84	148	54	452	4225	303	86	103	72
Project Growth		-161			-24			101			70	
Project Future Volume	534	1202	153	77	136	49	461	3999	310	109	131	91
	534	1202	153	77	136	49	461	3999	310	109	131	91

809 12506
Intersection Name: Lawrence Expresswa & Benton Street
Peak Hour: AM Date of Analysis: 3/9/04
Scenario: 0 Count Date: 10/7/03
Growth Factor: 0.000 Future Growth % Per Year: 0.000
Number of Months: 0.0 Number of Years to Buildout: 0

	Movements											
	North Approach			East Approach			South Approach			West Approach		
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT
		19263			12696			19266			0	
Existing	15	1343	182	233	155	209	139	3710	82	93	131	134
ATI	0	665	0	0	0	0	0	354	0	0	0	0
BEA Systems	0	0	0	0	0	0	0	0	0	0	0	0
Total ATI	0	665	0	0	0	0	0	354	0	0	0	0
Existing + ATI	15	2008	182	233	155	209	139	4064	82	93	131	134
	15	2008	182	233	155	209	139	4064	82	93	131	134
Project Growth		-31			-41			70			0	
Project Future Volume	15	1316	178	217	144	195	141	3776	83	93	131	134
	15	1316	178	217	144	195	141	3776	83	93	131	134

613 5457
Intersection Name: Lawrence Expresswa & Kifer Road
Peak Hour: PM Date of Analysis: 3/9/04
Scenario: Count Date: 10/01/03
(SJ) Growth Factor: 0.000 Future Growth % Per Yea 0.000
(SJ) Number of Months: 0.0 Number of Years to Buildout: 0.0

	Movements											
	North Approach			East Approach			South Approach			West Approach		
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT
		19240			5317			19244			5477	
Existing	166	3491	257	251	201	327	250	1533	43	729	159	255
ATI	0	371	0	0	0	2	0	484	0	0	0	0
BEA Systems	0	0	0	0	0	0	0	0	0	0	0	0
Total ATI	0	371	0	0	0	2	0	484	0	0	0	0
Existing + ATI	166	3862	257	251	201	329	250	2017	43	729	159	255
	166	3862	257	251	201	329	250	2017	43	729	159	255
Project Growth		-39			125			-15			-15	
Project Future Volume	164	3456	254	291	233	379	248	1520	43	719	157	252
	164	3456	254	291	233	379	248	1520	43	719	157	252

809 12506
Intersection Name: Lawrence Expresswa & Benton Street
Peak Hour: PM Date of Analysis: 3/9/04
Scenario: Count Date: 10/07/03
(SJ) Growth Factor: 0.000 Future Growth % Per Yea 0.000
(SJ) Number of Months: 0.0 Number of Years to Buildout: 0.0

	Movements											
	North Approach			East Approach			South Approach			West Approach		
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT
		19263			12696			19266			0	
Existing	82	3301	236	72	197	189	164	1469	117	66	112	52
ATI	0	534	0	0	0	0	0	991	0	0	0	0
BEA Systems	0	0	0	0	0	0	0	0	0	0	0	0
Total ATI	0	534	0	0	0	0	0	991	0	0	0	0
Existing + ATI	82	3835	236	72	197	189	164	2460	117	66	112	52
	82	3835	236	72	197	189	164	2460	117	66	112	52
Project Growth		6			197			55			0	
Project Future Volume	82	3306	236	103	282	270	169	1515	121	66	112	52
	82	3306	236	103	282	270	169	1515	121	66	112	52

302 5405
Intersection Name: Kiely Boulevard & Homestead Road
Peak Hour: AM Date of Analysis: 3/9/04
Scenario: 0 Count Date: 5/16/02
Growth Factor: 0.000 Future Growth % Per Year: 0.000
Number of Months: 0.0 Number of Years to Buildout: 0

	Movements											
	North Approach			East Approach			South Approach			West Approach		
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT
		5401			5407			5369			5426	
Existing	155	222	183	312	465	80	112	845	132	85	595	239
ATI	0	14	0	0	418	0	0	107	0	0	134	0
BEA Systems	0	0	0	0	0	0	0	0	0	0	0	0
Total ATI	0	14	0	0	418	0	0	107	0	0	134	0
Existing + ATI	155	236	183	312	883	80	112	952	132	85	729	239
	155	236	183	312	883	80	112	952	132	85	729	239
Project Growth		-3			110			117			36	
Project Future Volume	154	221	182	352	525	90	124	936	146	88	618	248
	154	221	182	352	525	90	124	936	146	88	618	248

500 5302
Intersection Name: San Tomas Expressw & Walsh Avenue
Peak Hour: AM Date of Analysis: 3/9/04
Scenario: 0 Count Date: 1/1/01
Growth Factor: 0.000 Future Growth % Per Year: 0.000
Number of Months: 0.0 Number of Years to Buildout: 0

	Movements											
	North Approach			East Approach			South Approach			West Approach		
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT
		19113			5331			19116			5332	
Existing	359	630	129	85	454	20	113	4573	411	29	61	86
ATI	0	288	1	1	0	0	0	292	0	0	0	0
BEA Systems	0	0	0	0	0	0	0	0	0	0	0	0
Total ATI	0	288	1	1	0	0	0	292	0	0	0	0
Existing + ATI	359	918	130	86	454	20	113	4865	411	29	61	86
	359	918	130	86	454	20	113	4865	411	29	61	86
Project Growth		49			448			-116			37	
Project Future Volume	375	658	135	153	818	36	110	4469	402	35	74	104
	375	658	135	153	818	36	110	4469	402	35	74	104

302 5405
Intersection Name: Kiely Boulevard & Homestead Road
Peak Hour: PM Date of Analysis: 3/9/04
Scenario: Count Date: 05/16/02
(SJ) Growth Factor: 0.000 Future Growth % Per Yea 0.000
(SJ) Number of Months: 0.0 Number of Years to Buildout: 0.0

	Movements											
	North Approach			East Approach			South Approach			West Approach		
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT
		5401			5407			5369			5426	
Existing	290	840	286	196	601	105	117	462	124	168	618	152
ATI	0	93	0	0	289	0	0	20	0	0	674	0
BEA Systems	0	0	0	0	0	0	0	0	0	0	0	0
Total ATI	0	93	0	0	289	0	0	20	0	0	674	0
Existing + ATI	290	933	286	196	890	105	117	482	124	168	1292	152
	290	933	286	196	890	105	117	482	124	168	1292	152
Project Growth		260			-27			3			125	
Project Future Volume	343	994	339	190	583	102	117	464	125	190	700	172
	343	994	339	190	583	102	117	464	125	190	700	172

500 5302
Intersection Name: San Tomas Expressv & Walsh Avenue
Peak Hour: PM Date of Analysis: 3/9/04
Scenario: Count Date: 01/01/01
(SJ) Growth Factor: 0.000 Future Growth % Per Yea 0.000
(SJ) Number of Months: 0.0 Number of Years to Buildout: 0.0

	Movements											
	North Approach			East Approach			South Approach			West Approach		
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT
		19113			5331			19116			5332	
Existing	91	3961	136	182	87	132	65	1121	61	309	297	136
ATI	0	356	1	1	0	0	0	422	0	0	0	0
BEA Systems	0	0	0	0	0	0	0	0	0	0	0	0
Total ATI	0	356	1	1	0	0	0	422	0	0	0	0
Existing + ATI	91	4317	137	183	87	132	65	1543	61	309	297	136
	91	4317	137	183	87	132	65	1543	61	309	297	136
Project Growth		81			31			137			13	
Project Future Volume	93	4038	139	196	94	142	72	1244	68	314	302	138
	93	4038	139	196	94	142	72	1244	68	314	302	138

313 12504
Intersection Name: San Tomas Expressv & Benton Street
Peak Hour: AM Date of Analysis: 3/9/04
Scenario: 0 Count Date: 3/14/02
Growth Factor: 0.000 Future Growth % Per Year: 0.000
Number of Months: 0.0 Number of Years to Buildout: 0

	Movements											
	North Approach			East Approach			South Approach			West Approach		
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT
		19134			5392			19137			5401	
Existing	191	804	18	117	252	42	20	3239	933	87	283	262
ATI	0	379	0	0	0	0	0	271	0	0	0	0
BEA Systems	0	0	0	0	0	0	0	0	0	0	0	0
Total ATI	0	379	0	0	0	0	0	271	0	0	0	0
Existing + ATI	191	1183	18	117	252	42	20	3510	933	87	283	262
	191	1183	18	117	252	42	20	3510	933	87	283	262
Project Growth		136			112			-169			130	
Project Future Volume	217	912	20	149	321	53	19	3108	895	105	341	316
	217	912	20	149	321	53	19	3108	895	105	341	316

405 5378
Intersection Name: San Tomas Expressv & Pruneridge Avenue
Peak Hour: AM Date of Analysis: 3/9/04
Scenario: 0 Count Date: 9/17/02
Growth Factor: 0.000 Future Growth % Per Year: 0.000
Number of Months: 0.0 Number of Years to Buildout: 0

	Movements											
	North Approach			East Approach			South Approach			West Approach		
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT
		19146			5367			19149			5368	
Existing	50	819	150	207	353	7	9	2892	84	53	311	132
ATI	0	95	6	27	100	0	0	186	139	45	25	0
BEA Systems	0	0	0	0	0	0	0	0	0	0	0	0
Total ATI	0	95	6	27	100	0	0	186	139	45	25	0
Existing + ATI	50	914	156	234	453	7	9	3078	223	98	336	132
	50	914	156	234	453	7	9	3078	223	98	336	132
Project Growth		53			217			-213			128	
Project Future Volume	53	862	158	286	488	10	8	2686	78	67	391	166
	53	862	158	286	488	10	8	2686	78	67	391	166

313 12504
Intersection Name: San Tomas Expressv & Benton Street
Peak Hour: PM Date of Analysis: 3/9/04
Scenario: Count Date: 03/14/02
(SJ) Growth Factor: 0.000 Future Growth % Per Yea 0.000
(SJ) Number of Months: 0.0 Number of Years to Buildout: 0.0

	Movements											
	North Approach			East Approach			South Approach			West Approach		
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT
		19134			5392			19137			5401	
Existing	230	2974	81	50	296	50	56	1088	107	62	258	138
ATI	0	377	0	0	0	0	0	570	0	0	0	0
BEA Systems	0	0	0	0	0	0	0	0	0	0	0	0
Total ATI	0	377	0	0	0	0	0	570	0	0	0	0
Existing + ATI	230	3351	81	50	296	50	56	1658	107	62	258	138
	230	3351	81	50	296	50	56	1658	107	62	258	138
Project Growth		-13			150			339			267	
Project Future Volume	229	2962	81	69	408	69	71	1383	136	98	408	218
	229	2962	81	69	408	69	71	1383	136	98	408	218

405 5378
Intersection Name: San Tomas Expressv & Pruneridge Avenue
Peak Hour: PM Date of Analysis: 3/9/04
Scenario: Count Date: 09/17/02
(SJ) Growth Factor: 0.000 Future Growth % Per Yea 0.000
(SJ) Number of Months: 0.0 Number of Years to Buildout: 0.0

	Movements											
	North Approach			East Approach			South Approach			West Approach		
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT
		19146			5367			19149			5368	
Existing	84	2883	206	138	351	13	19	1082	55	170	494	73
ATI	0	213	34	12	45	0	0	120	96	225	129	0
BEA Systems	0	0	0	0	0	0	0	0	0	0	0	0
Total ATI	0	213	34	12	45	0	0	120	96	225	129	0
Existing + ATI	84	3096	240	150	396	13	19	1202	151	395	623	73
	84	3096	240	150	396	13	19	1202	151	395	623	73
Project Growth		121			226			345			79	
Project Future Volume	87	2993	214	200	509	19	25	1405	71	188	547	81
	87	2993	214	200	509	19	25	1405	71	188	547	81

102	4829		
Intersection Name:	Winchester Boulevar & Hamilton Avenue		
Peak Hour:	AM	Date of Analysis:	3/9/04
Scenario:	0	Count Date:	4/26/00
Growth Factor:	0.000	Future Growth % Per Year:	0.000
Number of Months:	0.0	Number of Years to Buildout:	0

	Movements											
	North Approach			East Approach			South Approach			West Approach		
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT
		4830			4828			4790			4776	
Existing	84	437	349	468	838	305	352	759	108	68	703	129
ATI	0	0	0	0	0	0	0	0	0	0	0	0
BEA Systems	0	0	0	0	0	0	0	0	0	0	0	0
Total ATI	0	0	0	0	0	0	0	0	0	0	0	0
Existing + ATI	84	437	349	468	838	305	352	759	108	68	703	129
	84	437	349	468	838	305	352	759	108	68	703	129
Project Growth		-16			-34			-222			245	
Project Future Volume	82	429	343	458	820	299	288	621	88	87	894	164
	82	429	343	458	820	299	288	621	88	87	894	164

104	4828		
Intersection Name:	SR 17	& Hamilton Avenue (West)	
Peak Hour:	AM	Date of Analysis:	3/9/04
Scenario:	0	Count Date:	4/26/00
Growth Factor:	0.000	Future Growth % Per Year:	0.000
Number of Months:	0.0	Number of Years to Buildout:	0

	Movements											
	North Approach			East Approach			South Approach			West Approach		
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT
		4827			4854			0			4829	
Existing	593	205	735	418	1182	177	433	0	26	338	1444	0
ATI	0	0	0	0	0	0	0	0	0	0	0	0
BEA Systems	0	0	0	0	0	0	0	0	0	0	0	0
Total ATI	0	0	0	0	0	0	0	0	0	0	0	0
Existing + ATI	593	205	735	418	1182	177	433	0	26	338	1444	0
	593	205	735	418	1182	177	433	0	26	338	1444	0
Project Growth		74			-151			0			105	
Project Future Volume	622	215	770	382	1082	162	433	0	26	358	1529	0
	622	215	770	382	1082	162	433	0	26	358	1529	0

102 4829
Intersection Name: Winchester Boulevar & Hamilton Avenue
Peak Hour: PM Date of Analysis: 3/9/04
Scenario: Count Date: 04/26/00
(SJ) Growth Factor: 0.000 Future Growth % Per Yea 0.000
(SJ) Number of Months: 0.0 Number of Years to Buildout: 0.0

	Movements											
	North Approach			East Approach			South Approach			West Approach		
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT
		4830			4828			4790			4776	
Existing	225	762	645	505	1291	468	225	606	166	146	1139	327
ATI	0	0	0	0	0	0	0	0	0	0	0	0
BEA Systems	0	0	0	0	0	0	0	0	0	0	0	0
Total ATI	0	0	0	0	0	0	0	0	0	0	0	0
Existing + ATI	225	762	645	505	1291	468	225	606	166	146	1139	327
	225	762	645	505	1291	468	225	606	166	146	1139	327
Project Growth		-41			63			45			141	
Project Future Volume	219	743	629	519	1327	481	235	633	173	159	1239	356
	219	743	629	519	1327	481	235	633	173	159	1239	356

104 4828
Intersection Name: SR 17 & Hamilton Avenue (West)
Peak Hour: PM Date of Analysis: 3/9/04
Scenario: Count Date: 04/26/00
(SJ) Growth Factor: 0.000 Future Growth % Per Yea 0.000
(SJ) Number of Months: 0.0 Number of Years to Buildout: 0.0

	Movements											
	North Approach			East Approach			South Approach			West Approach		
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT
		4827			4854			0			4829	
Existing	918	336	1303	301	1262	228	430	0	101	449	2025	0
ATI	0	0	0	0	0	0	0	0	0	0	0	0
BEA Systems	0	0	0	0	0	0	0	0	0	0	0	0
Total ATI	0	0	0	0	0	0	0	0	0	0	0	0
Existing + ATI	918	336	1303	301	1262	228	430	0	101	449	2025	0
	918	336	1303	301	1262	228	430	0	101	449	2025	0
Project Growth		74			63			0			121	
Project Future Volume	945	346	1341	312	1306	236	430	0	101	471	2124	0
	945	346	1341	312	1306	236	430	0	101	471	2124	0

103	4854		
Intersection Name:	SR 17	& Hamilton Avenue (East)	
Peak Hour:	AM	Date of Analysis:	3/9/04
Scenario:	0	Count Date:	4/27/00
Growth Factor:	0.000	Future Growth % Per Year:	0.000
Number of Months:	0.0	Number of Years to Buildout:	0

	Movements											
	North Approach			East Approach			South Approach			West Approach		
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT
		0			4873			4869			4828	
Existing	0	0	0	754	1511	40	228	0	358	301	1384	0
ATI	0	0	0	0	0	0	0	0	0	0	0	0
BEA Systems	0	0	0	0	0	0	0	0	0	0	0	0
Total ATI	0	0	0	0	0	0	0	0	0	0	0	0
Existing + ATI	0	0	0	754	1511	40	228	0	358	301	1384	0
	0	0	0	754	1511	40	228	0	358	301	1384	0
Project Growth		0			-80			-247			65	
Project Future Volume	0	0	0	728	1459	39	132	0	207	313	1437	0
	0	0	0	728	1459	39	132	0	207	313	1437	0

105	4873		
Intersection Name:	Bascom Avenue	& Hamilton Avenue	
Peak Hour:	AM	Date of Analysis:	3/9/04
Scenario:	0	Count Date:	4/27/00
Growth Factor:	0.000	Future Growth % Per Year:	0.000
Number of Months:	0.0	Number of Years to Buildout:	0

	Movements											
	North Approach			East Approach			South Approach			West Approach		
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT
		4855			4874			4880			4854	
Existing	325	349	172	325	1514	343	172	1242	459	294	721	577
ATI	0	0	0	0	0	0	0	0	0	0	0	0
BEA Systems	0	0	0	0	0	0	0	0	0	0	0	0
Total ATI	0	0	0	0	0	0	0	0	0	0	0	0
Existing + ATI	325	349	172	325	1514	343	172	1242	459	294	721	577
	325	349	172	325	1514	343	172	1242	459	294	721	577
Project Growth		140			-205			-44			-100	
Project Future Volume	379	407	200	294	1372	311	168	1213	448	276	676	541
	379	407	200	294	1372	311	168	1213	448	276	676	541

103	4854		
Intersection Name:	SR 17	& Hamilton Avenue (East)	
Peak Hour:	PM	Date of Analysis:	3/9/04
Scenario:		Count Date:	04/27/00
(SJ) Growth Factor:	0.000	Future Growth % Per Yea	0.000
(SJ) Number of Months:	0.0	Number of Years to Buildout:	0.0

Movements

	North Approach			East Approach			South Approach			West Approach		
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT
		0			4873			4869			4828	
Existing	0	0	0	0	2128	70	334	0	619	271	2575	0
ATI	0	0	0	0	0	0	0	0	0	0	0	0
BEA Systems	0	0	0	0	0	0	0	0	0	0	0	0
Total ATI	0	0	0	0	0	0	0	0	0	0	0	0
Existing + ATI	0	0	0	0	2128	70	334	0	619	271	2575	0
	0	0	0	0	2128	70	334	0	619	271	2575	0
Project Growth		0			7			-29			168	
Project Future Volume	0	0	0	0	2135	70	324	0	600	287	2727	0
	0	0	0	0	2135	70	324	0	600	287	2727	0

105	4873		
Intersection Name:	Bascom Avenue	& Hamilton Avenue	
Peak Hour:	PM	Date of Analysis:	3/9/04
Scenario:		Count Date:	04/27/00
(SJ) Growth Factor:	0.000	Future Growth % Per Yea	0.000
(SJ) Number of Months:	0.0	Number of Years to Buildout:	0.0

Movements

	North Approach			East Approach			South Approach			West Approach		
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT
		4855			4874			4880			4854	
Existing	517	937	660	184	1061	553	297	706	591	548	1693	805
ATI	0	0	0	0	0	0	0	0	0	0	0	0
BEA Systems	0	0	0	0	0	0	0	0	0	0	0	0
Total ATI	0	0	0	0	0	0	0	0	0	0	0	0
Existing + ATI	517	937	660	184	1061	553	297	706	591	548	1693	805
	517	937	660	184	1061	553	297	706	591	548	1693	805
Project Growth		-3			73			88			41	
Project Future Volume	516	936	659	191	1104	575	313	745	624	555	1716	816
	516	936	659	191	1104	575	313	745	624	555	1716	816

204 4703
Intersection Name: Wolfe Road & Stevens Creek Boulevard
Peak Hour: AM Date of Analysis: 3/9/04
Scenario: 0 Count Date: 2/1/00
Growth Factor: 0.000 Future Growth % Per Year: 0.000
Number of Months: 0.0 Number of Years to Buildout: 0

	Movements											
	North Approach			East Approach			South Approach			West Approach		
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT
		4690			4704			4711			4702	
Existing	345	220	128	221	972	38	41	998	164	70	542	353
ATI	0	0	0	0	0	0	0	0	0	0	0	0
BEA Systems	0	0	0	0	0	0	0	0	0	0	0	0
Total ATI	0	0	0	0	0	0	0	0	0	0	0	0
Existing + ATI	345	220	128	221	972	38	41	998	164	70	542	353
	345	220	128	221	972	38	41	998	164	70	542	353
Project Growth		-25			68			-41			105	
Project Future Volume	333	212	123	233	1026	40	40	964	158	78	601	391
	333	212	123	233	1026	40	40	964	158	78	601	391

211 4700
Intersection Name: De Anza Boulevard & Stevens Creek Boulevard
Peak Hour: AM Date of Analysis: 3/9/04
Scenario: 0 Count Date: 3/1/00
Growth Factor: 0.000 Future Growth % Per Year: 0.000
Number of Months: 0.0 Number of Years to Buildout: 0

	Movements											
	North Approach			East Approach			South Approach			West Approach		
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT
		4699			4702			12544			4659	
Existing	302	558	338	254	714	229	217	1864	448	116	406	280
ATI	0	0	0	0	0	0	0	0	0	0	0	0
BEA Systems	0	0	0	0	0	0	0	0	0	0	0	0
Total ATI	0	0	0	0	0	0	0	0	0	0	0	0
Existing + ATI	302	558	338	254	714	229	217	1864	448	116	406	280
	302	558	338	254	714	229	217	1864	448	116	406	280
Project Growth		-79			18			-53			165	
Project Future Volume	282	521	316	258	725	232	212	1825	439	140	490	338
	282	521	316	258	725	232	212	1825	439	140	490	338

204 4703
Intersection Name: Wolfe Road & Stevens Creek Boulevard
Peak Hour: PM Date of Analysis: 3/9/04
Scenario: Count Date: 02/01/00
(SJ) Growth Factor: 0.000 Future Growth % Per Yea 0.000
(SJ) Number of Months: 0.0 Number of Years to Buildout: 0.0

	Movements											
	North Approach			East Approach			South Approach			West Approach		
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT
		4690			4704			4711			4702	
Existing	293	1209	449	139	945	445	68	331	159	233	1117	424
ATI	0	0	0	0	0	0	0	0	0	0	0	0
BEA Systems	0	0	0	0	0	0	0	0	0	0	0	0
Total ATI	0	0	0	0	0	0	0	0	0	0	0	0
Existing + ATI	293	1209	449	139	945	445	68	331	159	233	1117	424
	293	1209	449	139	945	445	68	331	159	233	1117	424
Project Growth		20			33			5			68	
Project Future Volume	296	1221	454	142	965	455	69	334	160	242	1160	440
	296	1221	454	142	965	455	69	334	160	242	1160	440

211 4700
Intersection Name: De Anza Boulevard & Stevens Creek Boulevard
Peak Hour: PM Date of Analysis: 3/9/04
Scenario: Count Date: 03/01/00
(SJ) Growth Factor: 0.000 Future Growth % Per Yea 0.000
(SJ) Number of Months: 0.0 Number of Years to Buildout: 0.0

	Movements											
	North Approach			East Approach			South Approach			West Approach		
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT
		4699			4702			12544			4659	
Existing	360	1979	440	309	1165	485	238	1446	453	466	739	244
ATI	0	0	0	0	0	0	0	0	0	0	0	0
BEA Systems	0	0	0	0	0	0	0	0	0	0	0	0
Total ATI	0	0	0	0	0	0	0	0	0	0	0	0
Existing + ATI	360	1979	440	309	1165	485	238	1446	453	466	739	244
	360	1979	440	309	1165	485	238	1446	453	466	739	244
Project Growth		78			61			59			49	
Project Future Volume	370	2035	452	319	1201	500	245	1486	466	482	764	252
	370	2035	452	319	1201	500	245	1486	466	482	764	252

1404 5420
Intersection Name: Fair Oaks Avenue & El Camino Real
Peak Hour: AM Date of Analysis: 3/9/04
Scenario: 0 Count Date: 4/6/00
Growth Factor: 0.000 Future Growth % Per Year: 0.000
Number of Months: 0.0 Number of Years to Buildout: 0

	Movements											
	North Approach			East Approach			South Approach			West Approach		
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT
		5453			5419			5543			5549	
Existing	86	362	56	215	1048	221	172	851	76	46	347	129
ATI	0	0	0	0	0	0	0	0	0	0	0	0
BEA Systems	0	0	0	0	0	0	0	0	0	0	0	0
Total ATI	0	0	0	0	0	0	0	0	0	0	0	0
Existing + ATI	86	362	56	215	1048	221	172	851	76	46	347	129
	86	362	56	215	1048	221	172	851	76	46	347	129
Project Growth		18			0			180			130	
Project Future Volume	89	375	58	215	1048	221	200	990	88	57	433	161
	89	375	58	215	1048	221	200	990	88	57	433	161

1405 5422
Intersection Name: Wolfe Road & El Camino Real
Peak Hour: AM Date of Analysis: 3/9/04
Scenario: 0 Count Date: 4/18/00
Growth Factor: 0.000 Future Growth % Per Year: 0.000
Number of Months: 0.0 Number of Years to Buildout: 0

	Movements											
	North Approach			East Approach			South Approach			West Approach		
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT
		5421			5418			5424			12700	
Existing	74	588	129	367	768	266	65	1646	331	254	550	93
ATI	0	0	0	0	0	0	0	0	0	0	0	0
BEA Systems	0	0	0	0	0	0	0	0	0	0	0	0
Total ATI	0	0	0	0	0	0	0	0	0	0	0	0
Existing + ATI	74	588	129	367	768	266	65	1646	331	254	550	93
	74	588	129	367	768	266	65	1646	331	254	550	93
Project Growth		94			116			1			40	
Project Future Volume	83	658	144	397	832	288	65	1647	331	265	575	97
	83	658	144	397	832	288	65	1647	331	265	575	97

1404 5420
Intersection Name: Fair Oaks Avenue & El Camino Real
Peak Hour: PM Date of Analysis: 3/9/04
Scenario: Count Date: 04/06/00
(SJ) Growth Factor: 0.000 Future Growth % Per Yea 0.000
(SJ) Number of Months: 0.0 Number of Years to Buildout: 0.0

	Movements											
	North Approach			East Approach			South Approach			West Approach		
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT
		5453			5419			5543			5549	
Existing	174	839	225	197	849	280	179	403	87	190	1444	337
ATI	0	0	0	0	0	0	0	0	0	0	0	0
BEA Systems	0	0	0	0	0	0	0	0	0	0	0	0
Total ATI	0	0	0	0	0	0	0	0	0	0	0	0
Existing + ATI	174	839	225	197	849	280	179	403	87	190	1444	337
	174	839	225	197	849	280	179	403	87	190	1444	337
Project Growth		28			0			34			182	
Project Future Volume	178	858	230	197	849	280	188	423	91	208	1577	368
	178	858	230	197	849	280	188	423	91	208	1577	368

1405 5422
Intersection Name: Wolfe Road & El Camino Real
Peak Hour: PM Date of Analysis: 3/9/04
Scenario: Count Date: 04/18/00
(SJ) Growth Factor: 0.000 Future Growth % Per Yea 0.000
(SJ) Number of Months: 0.0 Number of Years to Buildout: 0.0

	Movements											
	North Approach			East Approach			South Approach			West Approach		
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT
		5421			5418			5424			12700	
Existing	90	1394	265	127	830	443	69	526	311	448	1079	75
ATI	0	0	0	0	0	0	0	0	0	0	0	0
BEA Systems	0	0	0	0	0	0	0	0	0	0	0	0
Total ATI	0	0	0	0	0	0	0	0	0	0	0	0
Existing + ATI	90	1394	265	127	830	443	69	526	311	448	1079	75
	90	1394	265	127	830	443	69	526	311	448	1079	75
Project Growth		92			232			106			151	
Project Future Volume	95	1467	279	148	968	516	77	588	347	490	1181	82
	95	1467	279	148	968	516	77	588	347	490	1181	82

1413	5445		
Intersection Name:	Mathilda Avenue & Maude Avenue		
Peak Hour:	AM	Date of Analysis:	3/9/04
Scenario:	0	Count Date:	4/5/00
Growth Factor:	0.000	Future Growth % Per Year:	0.000
Number of Months:	0.0	Number of Years to Buildout:	0

	Movements											
	North Approach			East Approach			South Approach			West Approach		
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT
		5433			5446			5531			12581	
Existing	294	770	209	346	226	155	51	2257	241	36	107	109
ATI	0	0	0	0	0	0	0	0	0	0	0	0
BEA Systems	0	0	0	0	0	0	0	0	0	0	0	0
Total ATI	0	0	0	0	0	0	0	0	0	0	0	0
Existing + ATI	294	770	209	346	226	155	51	2257	241	36	107	109
	294	770	209	346	226	155	51	2257	241	36	107	109
Project Growth		-50			-2			226			-131	
Project Future Volume	282	740	201	345	225	155	56	2457	262	17	51	52
	282	740	201	345	225	155	56	2457	262	17	51	52

5320	5529		
Intersection Name:	Mary Avenue & Central Expressway		
Peak Hour:	AM	Date of Analysis:	3/9/04
Scenario:	0	Count Date:	4/25/00
Growth Factor:	0.000	Future Growth % Per Year:	0.000
Number of Months:	0.0	Number of Years to Buildout:	0

	Movements											
	North Approach			East Approach			South Approach			West Approach		
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT
		5513			5530			5556			5807	
Existing	124	101	88	360	1987	230	834	544	745	144	1360	145
ATI	0	0	0	0	0	0	0	0	0	0	0	0
BEA Systems	0	0	0	0	0	0	0	0	0	0	0	0
Total ATI	0	0	0	0	0	0	0	0	0	0	0	0
Existing + ATI	124	101	88	360	1987	230	834	544	745	144	1360	145
	124	101	88	360	1987	230	834	544	745	144	1360	145
Project Growth		-8			-493			370			365	
Project Future Volume	121	98	86	291	1607	186	979	639	875	176	1661	177
	121	98	86	291	1607	186	979	639	875	176	1661	177

1413 5445
Intersection Name: Mathilda Avenue & Maude Avenue
Peak Hour: PM Date of Analysis: 3/9/04
Scenario: Count Date: 04/05/00
(SJ) Growth Factor: 0.000 Future Growth % Per Yea 0.000
(SJ) Number of Months: 0.0 Number of Years to Buildout: 0.0

	Movements											
	North Approach			East Approach			South Approach			West Approach		
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT
		5433			5446			5531			12581	
Existing	203	2930	349	146	134	130	86	724	174	252	358	267
ATI	0	0	0	0	0	0	0	0	0	0	0	0
BEA Systems	0	0	0	0	0	0	0	0	0	0	0	0
Total ATI	0	0	0	0	0	0	0	0	0	0	0	0
Existing + ATI	203	2930	349	146	134	130	86	724	174	252	358	267
	203	2930	349	146	134	130	86	724	174	252	358	267
Project Growth		88			139			39			79	
Project Future Volume	208	3004	358	195	179	174	89	753	181	275	390	291
	208	3004	358	195	179	174	89	753	181	275	390	291

5320 5529
Intersection Name: Mary Avenue & Central Expressway
Peak Hour: PM Date of Analysis: 3/9/04
Scenario: Count Date: 04/25/00
(SJ) Growth Factor: 0.000 Future Growth % Per Yea 0.000
(SJ) Number of Months: 0.0 Number of Years to Buildout: 0.0

	Movements											
	North Approach			East Approach			South Approach			West Approach		
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT
		5513			5530			5556			5807	
Existing	198	485	354	166	1412	666	226	195	173	726	1870	90
ATI	0	0	0	0	0	0	0	0	0	0	0	0
BEA Systems	0	0	0	0	0	0	0	0	0	0	0	0
Total ATI	0	0	0	0	0	0	0	0	0	0	0	0
Existing + ATI	198	485	354	166	1412	666	226	195	173	726	1870	90
	198	485	354	166	1412	666	226	195	173	726	1870	90
Project Growth		292			202			152			-48	
Project Future Volume	254	622	454	181	1539	726	284	245	217	713	1837	88
	254	622	454	181	1539	726	284	245	217	713	1837	88

701 5804
Intersection Name: Abel Street & Calaveras Boulevard
Peak Hour: AM Date of Analysis: 3/9/04
Scenario: 0 Count Date: 10/8/98
Growth Factor: 0.000 Future Growth % Per Year: 0.000
Number of Months: 0.0 Number of Years to Buildout: 0

	Movements											
	North Approach			East Approach			South Approach			West Approach		
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT
		4401			4392			4390			5803	
Existing	629	412	122	33	1995	269	118	250	61	26	1173	93
ATI	0	0	0	0	0	0	0	0	0	0	0	0
BEA Systems	0	0	0	0	56	0	0	0	0	0	14	0
Total ATI	0	0	0	0	56	0	0	0	0	0	14	0
Existing + ATI	629	412	122	33	2051	269	118	250	61	26	1187	93
	629	412	122	33	2051	269	118	250	61	26	1187	93
Project Growth		203			-254			81			73	
Project Future Volume	739	484	143	29	1830	239	140	297	73	27	1253	98
	739	484	143	29	1830	239	140	297	73	27	1253	98

702 5806
Intersection Name: Milpitas Boulevard & Calaveras Boulevard
Peak Hour: AM Date of Analysis: 3/9/04
Scenario: 0 Count Date: 10/6/98
Growth Factor: 0.000 Future Growth % Per Year: 0.000
Number of Months: 0.0 Number of Years to Buildout: 0

	Movements											
	North Approach			East Approach			South Approach			West Approach		
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT
		9541			9534			9536			4392	
Existing	432	400	176	206	1549	278	65	130	411	477	728	229
ATI	0	0	0	0	0	0	0	0	0	0	0	0
BEA Systems	14	0	0	0	28	0	0	0	14	3	7	3
Total ATI	14	0	0	0	28	0	0	0	14	3	7	3
Existing + ATI	446	400	176	206	1577	278	65	130	425	480	735	232
	446	400	176	206	1577	278	65	130	425	480	735	232
Project Growth		87			55			38			-8	
Project Future Volume	483	435	191	212	1619	286	69	138	451	477	731	231
	483	435	191	212	1619	286	69	138	451	477	731	231

701 5804
Intersection Name: Abel Street & Calaveras Boulevard
Peak Hour: PM Date of Analysis: 3/9/04
Scenario: Count Date: 10/08/98
(SJ) Growth Factor: 0.000 Future Growth % Per Yea 0.000
(SJ) Number of Months: 0.0 Number of Years to Buildout: 0.0

	Movements											
	North Approach			East Approach			South Approach			West Approach		
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT
		4401			4392			4390			5803	
Existing	258	281	104	98	1762	207	300	539	46	86	2027	434
ATI	0	0	0	0	0	0	0	0	0	0	0	0
BEA Systems	0	0	0	0	6	0	0	0	0	0	55	0
Total ATI	0	0	0	0	6	0	0	0	0	0	55	0
Existing + ATI	258	281	104	98	1768	207	300	539	46	86	2082	434
	258	281	104	98	1768	207	300	539	46	86	2082	434
Project Growth		158			35			173			41	
Project Future Volume	321	350	130	100	1798	211	359	644	55	87	2115	441
	321	350	130	100	1798	211	359	644	55	87	2115	441

702 5806
Intersection Name: Milpitas Boulevard & Calaveras Boulevard
Peak Hour: PM Date of Analysis: 3/9/04
Scenario: Count Date: 10/06/98
(SJ) Growth Factor: 0.000 Future Growth % Per Yea 0.000
(SJ) Number of Months: 0.0 Number of Years to Buildout: 0.0

	Movements											
	North Approach			East Approach			South Approach			West Approach		
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT
		9541			9534			9536			4392	
Existing	190	304	323	462	1247	173	180	583	710	271	1709	884
ATI	0	0	0	0	0	0	0	0	0	0	0	0
BEA Systems	2	0	0	0	3	0	0	0	2	14	27	14
Total ATI	2	0	0	0	3	0	0	0	2	14	27	14
Existing + ATI	192	304	323	462	1250	173	180	583	712	285	1736	898
	192	304	323	462	1250	173	180	583	712	285	1736	898
Project Growth		20			241			157			84	
Project Future Volume	197	311	331	521	1410	195	199	645	788	293	1786	924
	197	311	331	521	1410	195	199	645	788	293	1786	924

5803 5784
Intersection Name: Great Mall Parkway & Montague Expressway
Peak Hour: AM Date of Analysis: 3/9/04
Scenario: 0 Count Date: 4/26/00
Growth Factor: 0.000 Future Growth % Per Year: 0.000
Number of Months: 0.0 Number of Years to Buildout: 0

	Movements											
	North Approach			East Approach			South Approach			West Approach		
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT
		5786			19041			5785			19038	
Existing	15	140	179	1054	2317	107	52	774	406	42	690	188
ATI	0	0	0	0	0	0	0	0	0	0	0	0
BEA Systems	0	0	0	0	28	0	0	0	0	0	7	0
Total ATI	0	0	0	0	28	0	0	0	0	0	7	0
Existing + ATI	15	140	179	1054	2345	107	52	774	406	42	697	188
	15	140	179	1054	2345	107	52	774	406	42	697	188
Project Growth		292			1055			81			326	
Project Future Volume	28	262	335	1374	3048	139	55	825	433	57	942	255
	28	262	335	1374	3048	139	55	825	433	57	942	255

5804 5706
Intersection Name: Milpitas Boulevard & Montague Expressway
Peak Hour: AM Date of Analysis: 3/9/04
Scenario: 0 Count Date: 4/26/00
Growth Factor: 0.000 Future Growth % Per Year: 0.000
Number of Months: 0.0 Number of Years to Buildout: 0

	Movements											
	North Approach			East Approach			South Approach			West Approach		
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT
		9535			19330			0			19331	
Existing	720	0	103	462	3091	32	0	0	0	3	459	456
ATI	0	0	0	0	0	0	0	0	0	0	0	0
BEA Systems	0	0	0	0	28	0	0	0	0	0	7	0
Total ATI	0	0	0	0	28	0	0	0	0	0	7	0
Existing + ATI	720	0	103	462	3119	32	0	0	0	3	466	456
	720	0	103	462	3119	32	0	0	0	3	466	456
Project Growth		7			1140			0			550	
Project Future Volume	726	0	104	609	4102	42	0	0	0	5	741	729
	726	0	104	609	4102	42	0	0	0	5	741	729

5803 5784
Intersection Name: Great Mall Parkway & Montague Expressway
Peak Hour: PM Date of Analysis: 3/9/04
Scenario: Count Date: 04/26/00
(SJ) Growth Factor: 0.000 Future Growth % Per Yea 0.000
(SJ) Number of Months: 0.0 Number of Years to Buildout: 0.0

	Movements											
	North Approach			East Approach			South Approach			West Approach		
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT
		5786			19041			5785			19038	
Existing	60	1380	582	416	987	377	242	439	107	368	1933	224
ATI	0	0	0	0	0	0	0	0	0	0	0	0
BEA Systems	0	0	0	0	3	0	0	0	0	0	27	0
Total ATI	0	0	0	0	3	0	0	0	0	0	27	0
Existing + ATI	60	1380	582	416	990	377	242	439	107	368	1960	224
	60	1380	582	416	990	377	242	439	107	368	1960	224
Project Growth		318			793			438			1059	
Project Future Volume	69	1597	674	601	1430	545	377	683	166	522	2771	318
	69	1597	674	601	1430	545	377	683	166	522	2771	318

5804 5706
Intersection Name: Milpitas Boulevard & Montague Expressway
Peak Hour: PM Date of Analysis: 3/9/04
Scenario: Count Date: 04/26/00
(SJ) Growth Factor: 0.000 Future Growth % Per Yea 0.000
(SJ) Number of Months: 0.0 Number of Years to Buildout: 0.0

	Movements											
	North Approach			East Approach			South Approach			West Approach		
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT
		9535			19330			0			19331	
Existing	651	0	538	189	1032	0	0	0	0	0	2152	620
ATI	0	0	0	0	0	0	0	0	0	0	0	0
BEA Systems	0	0	0	0	3	0	0	0	0	0	27	0
Total ATI	0	0	0	0	3	0	0	0	0	0	27	0
Existing + ATI	651	0	538	189	1035	0	0	0	0	0	2179	620
	651	0	538	189	1035	0	0	0	0	0	2179	620
Project Growth		266			616			0			1331	
Project Future Volume	797	0	658	284	1556	0	0	0	0	0	3212	918
	797	0	658	284	1556	0	0	0	0	0	3212	918

80	4371		
Intersection Name:	Main Street & Great Mall Parkway		
Peak Hour:	AM	Date of Analysis:	3/9/04
Scenario:	0	Count Date:	10/13/99
Growth Factor:	0.000	Future Growth % Per Year:	0.000
Number of Months:	0.0	Number of Years to Buildout:	0

	Movements											
	North Approach			East Approach			South Approach			West Approach		
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT
		4373			5786			0			4370	
Existing	3	293	98	158	1818	98	29	48	0	2	376	25
ATI	0	0	0	0	0	0	0	0	0	0	0	0
BEA Systems	0	0	0	0	0	0	0	0	0	0	0	0
Total ATI	0	0	0	0	0	0	0	0	0	0	0	0
Existing + ATI	3	293	98	158	1818	98	29	48	0	2	376	25
	3	293	98	158	1818	98	29	48	0	2	376	25
Project Growth		8			151			0			313	
Project Future Volume	3	299	100	170	1950	105	29	48	0	4	668	44
	3	299	100	170	1950	105	29	48	0	4	668	44

7003	4253		
Intersection Name:	McCarthy Boulevard & Tasman Drive		
Peak Hour:	AM	Date of Analysis:	3/9/04
Scenario:	0	Count Date:	6/15/99
Growth Factor:	0.000	Future Growth % Per Year:	0.000
Number of Months:	0.0	Number of Years to Buildout:	0

	Movements											
	North Approach			East Approach			South Approach			West Approach		
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT
		9513			9514			5674			18023	
Existing	112	344	48	146	1980	292	59	184	67	46	150	132
ATI	0	0	0	0	0	0	0	0	0	0	0	0
BEA Systems	0	0	0	0	0	0	0	0	0	0	0	0
Total ATI	0	0	0	0	0	0	0	0	0	0	0	0
Existing + ATI	112	344	48	146	1980	292	59	184	67	46	150	132
	112	344	48	146	1980	292	59	184	67	46	150	132
Project Growth		603			263			25			865	
Project Future Volume	246	756	105	162	2195	324	64	199	72	167	546	480
	246	756	105	162	2195	324	64	199	72	167	546	480

80 4371
Intersection Name: Main Street & Great Mall Parkway
Peak Hour: PM Date of Analysis: 3/9/04
Scenario: Count Date: 10/13/99
(SJ) Growth Factor: 0.000 Future Growth % Per Yea 0.000
(SJ) Number of Months: 0.0 Number of Years to Buildout: 0.0

	Movements											
	North Approach			East Approach			South Approach			West Approach		
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT
		4373			5786			0			4370	
Existing	65	118	154	199	715	75	106	276	4	13	1274	169
ATI	0	0	0	0	0	0	0	0	0	0	0	0
BEA Systems	0	0	0	0	0	0	0	0	0	0	0	0
Total ATI	0	0	0	0	0	0	0	0	0	0	0	0
Existing + ATI	65	118	154	199	715	75	106	276	4	13	1274	169
	65	118	154	199	715	75	106	276	4	13	1274	169
Project Growth		10			561			0			541	
Project Future Volume	67	122	159	312	1121	118	106	276	4	18	1747	232
	67	122	159	312	1121	118	106	276	4	18	1747	232

7003 4253
Intersection Name: McCarthy Boulevard & Tasman Drive
Peak Hour: PM Date of Analysis: 3/9/04
Scenario: Count Date: 06/15/99
(SJ) Growth Factor: 0.000 Future Growth % Per Yea 0.000
(SJ) Number of Months: 0.0 Number of Years to Buildout: 0.0

	Movements											
	North Approach			East Approach			South Approach			West Approach		
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT
		9513			9514			5674			18023	
Existing	71	317	224	22	211	30	222	386	49	211	1614	329
ATI	0	0	0	0	0	0	0	0	0	0	0	0
BEA Systems	0	0	0	0	0	0	0	0	0	0	0	0
Total ATI	0	0	0	0	0	0	0	0	0	0	0	0
Existing + ATI	71	317	224	22	211	30	222	386	49	211	1614	329
	71	317	224	22	211	30	222	386	49	211	1614	329
Project Growth		278			902			777			305	
Project Future Volume	103	461	326	97	935	133	485	843	107	241	1843	376
	103	461	326	97	935	133	485	843	107	241	1843	376

77	5097		
Intersection Name:	I-880	& Tasman Drive	
Peak Hour:	AM	Date of Analysis:	3/9/04
Scenario:	0	Count Date:	10/21/99
Growth Factor:	0.000	Future Growth % Per Year:	0.000
Number of Months:	0.0	Number of Years to Buildout:	0

	Movements											
	North Approach			East Approach			South Approach			West Approach		
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT
		5098			5096			0			9514	
Existing	577	0	218	0	2916	271	0	0	0	70	229	0
ATI	0	0	0	0	0	0	0	0	0	0	0	0
BEA Systems	0	0	0	0	0	0	0	0	0	0	0	0
Total ATI	0	0	0	0	0	0	0	0	0	0	0	0
Existing + ATI	577	0	218	0	2916	271	0	0	0	70	229	0
	577	0	218	0	2916	271	0	0	0	70	229	0
Project Growth		153			30			0			578	
Project Future Volume	688	0	260	0	2943	274	0	0	0	205	672	0
	688	0	260	0	2943	274	0	0	0	205	672	0

74	5096		
Intersection Name:	I-880	& Great Mall Parkway	
Peak Hour:	AM	Date of Analysis:	3/9/04
Scenario:	0	Count Date:	10/21/99
Growth Factor:	0.000	Future Growth % Per Year:	0.000
Number of Months:	0.0	Number of Years to Buildout:	0

	Movements											
	North Approach			East Approach			South Approach			West Approach		
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT
		0			9516			5101			5097	
Existing	11	3	1	15	2580	280	88	16	583	141	299	23
ATI	0	0	0	0	0	0	0	0	0	0	0	0
BEA Systems	0	0	0	0	0	0	0	0	0	0	0	0
Total ATI	0	0	0	0	0	0	0	0	0	0	0	0
Existing + ATI	11	3	1	15	2580	280	88	16	583	141	299	23
	11	3	1	15	2580	280	88	16	583	141	299	23
Project Growth		0			1			411			317	
Project Future Volume	11	3	1	15	2581	280	141	26	932	238	504	39
	11	3	1	15	2581	280	141	26	932	238	504	39

77 5097
Intersection Name: I-880 & Tasman Drive
Peak Hour: PM Date of Analysis: 3/9/04
Scenario: Count Date: 10/21/99
(SJ) Growth Factor: 0.000 Future Growth % Per Yea 0.000
(SJ) Number of Months: 0.0 Number of Years to Buildout: 0.0

	Movements											
	North Approach			East Approach			South Approach			West Approach		
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT
		5098			5096			0			9514	
Existing	95	0	448	0	450	94	0	0	0	465	2734	0
ATI	0	0	0	0	0	0	0	0	0	0	0	0
BEA Systems	0	0	0	0	0	0	0	0	0	0	0	0
Total ATI	0	0	0	0	0	0	0	0	0	0	0	0
Existing + ATI	95	0	448	0	450	94	0	0	0	465	2734	0
	95	0	448	0	450	94	0	0	0	465	2734	0
Project Growth		158			552			0			218	
Project Future Volume	123	0	578	0	907	189	0	0	0	497	2920	0
	123	0	578	0	907	189	0	0	0	497	2920	0

74 5096
Intersection Name: I-880 & Great Mall Parkway
Peak Hour: PM Date of Analysis: 3/9/04
Scenario: Count Date: 10/21/99
(SJ) Growth Factor: 0.000 Future Growth % Per Yea 0.000
(SJ) Number of Months: 0.0 Number of Years to Buildout: 0.0

	Movements											
	North Approach			East Approach			South Approach			West Approach		
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT
		0			9516			5101			5097	
Existing	15	7	7	17	439	265	309	26	120	1125	2055	20
ATI	0	0	0	0	0	0	0	0	0	0	0	0
BEA Systems	0	0	0	0	0	0	0	0	0	0	0	0
Total ATI	0	0	0	0	0	0	0	0	0	0	0	0
Existing + ATI	15	7	7	17	439	265	309	26	120	1125	2055	20
	15	7	7	17	439	265	309	26	120	1125	2055	20
Project Growth		0			440			213			110	
Project Future Volume	15	7	7	27	707	427	454	38	176	1164	2126	21
	15	7	7	27	707	427	454	38	176	1164	2126	21

29	4460		
Intersection Name:	Jacklin Road	& Milpitas Boulevard	
Peak Hour:	AM	Date of Analysis:	3/9/04
Scenario:	0	Count Date:	5/21/02
Growth Factor:	0.000	Future Growth % Per Year:	0.000
Number of Months:	0.0	Number of Years to Buildout:	0

	Movements											
	North Approach			East Approach			South Approach			West Approach		
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT
		5770			4416			9539			5772	
Existing	923	475	153	316	933	107	88	264	146	104	278	324
ATI	0	0	0	0	0	0	0	0	0	0	0	0
BEA Systems	0	0	0	0	0	0	0	0	0	0	0	0
Total ATI	0	0	0	0	0	0	0	0	0	0	0	0
Existing + ATI	923	475	153	316	933	107	88	264	146	104	278	324
	923	475	153	316	933	107	88	264	146	104	278	324
Project Growth		-121			181			33			217	
Project Future Volume	851	438	141	358	1058	121	94	281	156	136	363	424
	851	438	141	358	1058	121	94	281	156	136	363	424

1001	5633		
Intersection Name:	Castro Street	& El Camino Real	
Peak Hour:	AM	Date of Analysis:	3/9/04
Scenario:	0	Count Date:	3/16/00
Growth Factor:	0.000	Future Growth % Per Year:	0.000
Number of Months:	0.0	Number of Years to Buildout:	0

	Movements											
	North Approach			East Approach			South Approach			West Approach		
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT
		12707			5352			5575			5634	
Existing	0	0	0	0	0	0	0	0	0	0	0	0
ATI	0	0	0	0	0	0	0	0	0	0	0	0
BEA Systems	0	0	0	0	0	0	0	0	0	0	0	0
Total ATI	0	0	0	0	0	0	0	0	0	0	0	0
Existing + ATI	0	0	0	0	0	0	0	0	0	0	0	0
	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A
Project Growth		-15			-72			62			418	
Project Future Volume	0	0	0	0	0	0	0	0	0	0	0	0
	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A

29 4460
Intersection Name: Jacklin Road & Milpitas Boulevard
Peak Hour: PM Date of Analysis: 3/9/04
Scenario: Count Date: 05/21/02
(SJ) Growth Factor: 0.000 Future Growth % Per Yea 0.000
(SJ) Number of Months: 0.0 Number of Years to Buildout: 0.0

	Movements											
	North Approach			East Approach			South Approach			West Approach		
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT
		5770			4416			9539			5772	
Existing	334	384	316	171	260	78	118	496	61	99	601	657
ATI	0	0	0	0	0	0	0	0	0	0	0	0
BEA Systems	0	0	0	0	0	0	0	0	0	0	0	0
Total ATI	0	0	0	0	0	0	0	0	0	0	0	0
Existing + ATI	334	384	316	171	260	78	118	496	61	99	601	657
	334	384	316	171	260	78	118	496	61	99	601	657
Project Growth		-6			288			-52			113	
Project Future Volume	332	382	314	268	407	122	109	458	56	107	651	712
	332	382	314	268	407	122	109	458	56	107	651	712

1001 5633
Intersection Name: Castro Street & El Camino Real
Peak Hour: PM Date of Analysis: 3/9/04
Scenario: Count Date: 03/16/00
(SJ) Growth Factor: 0.000 Future Growth % Per Yea 0.000
(SJ) Number of Months: 0.0 Number of Years to Buildout: 0.0

	Movements											
	North Approach			East Approach			South Approach			West Approach		
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT
		12707			5352			5575			5634	
Existing	317	152	161	189	1405	231	178	163	89	63	1658	201
ATI	0	0	0	0	0	0	0	0	0	0	0	0
BEA Systems	0	0	0	0	0	0	0	0	0	0	0	0
Total ATI	0	0	0	0	0	0	0	0	0	0	0	0
Existing + ATI	317	152	161	189	1405	231	178	163	89	63	1658	201
	317	152	161	189	1405	231	178	163	89	63	1658	201
Project Growth		14			513			-10			60	
Project Future Volume	324	155	165	242	1800	296	174	159	87	65	1710	207
	324	155	165	242	1800	296	174	159	87	65	1710	207

1003	5632		
Intersection Name:	Grant Road & El Camino Real		
Peak Hour:	AM	Date of Analysis:	3/9/04
Scenario:	0	Count Date:	4/18/00
Growth Factor:	0.000	Future Growth % Per Year:	0.000
Number of Months:	0.0	Number of Years to Buildout:	0

	Movements											
	North Approach			East Approach			South Approach			West Approach		
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT
		5625			5569			5576			5352	
Existing	0	0	0	0	0	0	0	0	0	0	0	0
ATI	0	0	0	0	0	0	0	0	0	0	0	0
BEA Systems	0	0	0	0	0	0	0	0	0	0	0	0
Total ATI	0	0	0	0	0	0	0	0	0	0	0	0
Existing + ATI	0	0	0	0	0	0	0	0	0	0	0	0
	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A
Project Growth		-162			157			144			361	
Project Future Volume	0	0	0	0	0	0	0	0	0	0	0	0
	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A

1004	5634		
Intersection Name:	Shoreline Boulevard & El Camino Real		
Peak Hour:	AM	Date of Analysis:	3/9/04
Scenario:	0	Count Date:	3/16/00
Growth Factor:	0.000	Future Growth % Per Year:	0.000
Number of Months:	0.0	Number of Years to Buildout:	0

	Movements											
	North Approach			East Approach			South Approach			West Approach		
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT
		5204			5633			5575			5642	
Existing	0	0	0	0	0	0	0	0	0	0	0	0
ATI	0	0	0	0	0	0	0	0	0	0	0	0
BEA Systems	0	0	0	0	0	0	0	0	0	0	0	0
Total ATI	0	0	0	0	0	0	0	0	0	0	0	0
Existing + ATI	0	0	0	0	0	0	0	0	0	0	0	0
	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A
Project Growth		13			-15			103			463	
Project Future Volume	0	0	0	0	0	0	0	0	0	0	0	0
	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A

1003 5632
Intersection Name: Grant Road & El Camino Real
Peak Hour: PM Date of Analysis: 3/9/04
Scenario: Count Date: 04/18/00
(SJ) Growth Factor: 0.000 Future Growth % Per Yea 0.000
(SJ) Number of Months: 0.0 Number of Years to Buildout: 0.0

	Movements											
	North Approach			East Approach			South Approach			West Approach		
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT
		5625			5569			5576			5352	
Existing	374	1344	544	51	1220	388	430	555	247	51	1647	380
ATI	0	0	0	0	0	0	0	0	0	0	0	0
BEA Systems	0	0	0	0	0	0	0	0	0	0	0	0
Total ATI	0	0	0	0	0	0	0	0	0	0	0	0
Existing + ATI	374	1344	544	51	1220	388	430	555	247	51	1647	380
	374	1344	544	51	1220	388	430	555	247	51	1647	380
Project Growth		105			549			111			38	
Project Future Volume	391	1406	569	68	1624	516	469	605	269	52	1677	387
	391	1406	569	68	1624	516	469	605	269	52	1677	387

1004 5634
Intersection Name: Shoreline Boulevard & El Camino Real
Peak Hour: PM Date of Analysis: 3/9/04
Scenario: Count Date: 03/16/00
(SJ) Growth Factor: 0.000 Future Growth % Per Yea 0.000
(SJ) Number of Months: 0.0 Number of Years to Buildout: 0.0

	Movements											
	North Approach			East Approach			South Approach			West Approach		
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT
		5204			5633			5575			5642	
Existing	463	476	304	174	1428	141	37	230	172	106	1444	411
ATI	0	0	0	0	0	0	0	0	0	0	0	0
BEA Systems	0	0	0	0	0	0	0	0	0	0	0	0
Total ATI	0	0	0	0	0	0	0	0	0	0	0	0
Existing + ATI	463	476	304	174	1428	141	37	230	172	106	1444	411
	463	476	304	174	1428	141	37	230	172	106	1444	411
Project Growth		183			434			3			120	
Project Future Volume	531	546	349	217	1784	176	37	232	173	112	1532	436
	531	546	349	217	1784	176	37	232	173	112	1532	436

1106	5849		
Intersection Name:	Arastradero Road & El Camino Real		
Peak Hour:	AM	Date of Analysis:	3/9/04
Scenario:	0	Count Date:	4/12/00
Growth Factor:	0.000	Future Growth % Per Year:	0.000
Number of Months:	0.0	Number of Years to Buildout:	0

	Movements											
	North Approach			East Approach			South Approach			West Approach		
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT
		5850			5615			5897			5848	
Existing	157	881	131	120	616	153	90	1277	284	213	549	207
ATI	0	0	0	0	0	0	0	0	0	0	0	0
BEA Systems	0	0	0	0	0	0	0	0	0	0	0	0
Total ATI	0	0	0	0	0	0	0	0	0	0	0	0
Existing + ATI	157	881	131	120	616	153	90	1277	284	213	549	207
	157	881	131	120	616	153	90	1277	284	213	549	207
Project Growth		-38			21			103			313	
Project Future Volume	152	852	127	123	631	157	96	1357	302	282	726	274
	152	852	127	123	631	157	96	1357	302	282	726	274

1108	5598		
Intersection Name:	San Antonio Road & Charleston Road		
Peak Hour:	AM	Date of Analysis:	3/9/04
Scenario:	0	Count Date:	4/13/00
Growth Factor:	0.000	Future Growth % Per Year:	0.000
Number of Months:	0.0	Number of Years to Buildout:	0

	Movements											
	North Approach			East Approach			South Approach			West Approach		
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT
		5597			5607			5610			12623	
Existing	31	709	252	170	766	209	60	316	43	142	797	181
ATI	0	0	0	0	0	0	0	0	0	0	0	0
BEA Systems	0	0	0	0	0	0	0	0	0	0	0	0
Total ATI	0	0	0	0	0	0	0	0	0	0	0	0
Existing + ATI	31	709	252	170	766	209	60	316	43	142	797	181
	31	709	252	170	766	209	60	316	43	142	797	181
Project Growth		-110			-38			-93			30	
Project Future Volume	28	630	224	164	741	202	47	246	33	146	818	186
	28	630	224	164	741	202	47	246	33	146	818	186

1106 5849
Intersection Name: Arastradero Road & El Camino Real
Peak Hour: PM Date of Analysis: 3/9/04
Scenario: Count Date: 04/12/00
(SJ) Growth Factor: 0.000 Future Growth % Per Yea 0.000
(SJ) Number of Months: 0.0 Number of Years to Buildout: 0.0

	Movements											
	North Approach			East Approach			South Approach			West Approach		
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT
		5850			5615			5897			5848	
Existing	226	1524	212	158	546	161	143	1213	295	223	447	190
ATI	0	0	0	0	0	0	0	0	0	0	0	0
BEA Systems	0	0	0	0	0	0	0	0	0	0	0	0
Total ATI	0	0	0	0	0	0	0	0	0	0	0	0
Existing + ATI	226	1524	212	158	546	161	143	1213	295	223	447	190
	226	1524	212	158	546	161	143	1213	295	223	447	190
Project Growth		-24			517			27			37	
Project Future Volume	223	1505	209	252	872	257	145	1233	300	233	466	198
	223	1505	209	252	872	257	145	1233	300	233	466	198

1108 5598
Intersection Name: San Antonio Road & Charleston Road
Peak Hour: PM Date of Analysis: 3/9/04
Scenario: Count Date: 04/13/00
(SJ) Growth Factor: 0.000 Future Growth % Per Yea 0.000
(SJ) Number of Months: 0.0 Number of Years to Buildout: 0.0

	Movements											
	North Approach			East Approach			South Approach			West Approach		
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT
		5597			5607			5610			12623	
Existing	62	829	217	217	1074	277	177	267	139	178	730	175
ATI	0	0	0	0	0	0	0	0	0	0	0	0
BEA Systems	0	0	0	0	0	0	0	0	0	0	0	0
Total ATI	0	0	0	0	0	0	0	0	0	0	0	0
Existing + ATI	62	829	217	217	1074	277	177	267	139	178	730	175
	62	829	217	217	1074	277	177	267	139	178	730	175
Project Growth		130			98			54			9	
Project Future Volume	69	926	242	231	1141	294	193	292	152	179	736	176
	69	926	242	231	1141	294	193	292	152	179	736	176

1110 5610
Intersection Name: San Antonio Road & Middlefield Road
Peak Hour: AM Date of Analysis: 3/9/04
Scenario: 0 Count Date: 4/11/00
Growth Factor: 0.000 Future Growth % Per Year: 0.000
Number of Months: 0.0 Number of Years to Buildout: 0

	Movements											
	North Approach			East Approach			South Approach			West Approach		
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT
		5598			5612			5611			5599	
Existing	92	556	92	68	776	122	119	434	211	92	1053	224
ATI	0	0	0	0	0	0	0	0	0	0	0	0
BEA Systems	0	0	0	0	0	0	0	0	0	0	0	0
Total ATI	0	0	0	0	0	0	0	0	0	0	0	0
Existing + ATI	92	556	92	68	776	122	119	434	211	92	1053	224
	92	556	92	68	776	122	119	434	211	92	1053	224
Project Growth		-95			12			-1			106	
Project Future Volume	80	485	80	69	786	124	119	433	211	99	1135	241
	80	485	80	69	786	124	119	433	211	99	1135	241

5305 5613
Intersection Name: Regstorff Avenue & Central Expressway
Peak Hour: AM Date of Analysis: 3/9/04
Scenario: 0 Count Date: 4/12/00
Growth Factor: 0.000 Future Growth % Per Year: 0.000
Number of Months: 0.0 Number of Years to Buildout: 0

	Movements											
	North Approach			East Approach			South Approach			West Approach		
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT
		5617			5396			5202			5619	
Existing	97	376	81	116	1317	109	107	539	212	63	1121	101
ATI	0	0	0	0	0	0	0	0	0	0	0	0
BEA Systems	0	0	0	0	0	0	0	0	0	0	0	0
Total ATI	0	0	0	0	0	0	0	0	0	0	0	0
Existing + ATI	97	376	81	116	1317	109	107	539	212	63	1121	101
	97	376	81	116	1317	109	107	539	212	63	1121	101
Project Growth		-23			7			-53			138	
Project Future Volume	93	360	78	117	1323	109	100	506	199	70	1241	112
	93	360	78	117	1323	109	100	506	199	70	1241	112

1110 5610
Intersection Name: San Antonio Road & Middlefield Road
Peak Hour: PM Date of Analysis: 3/9/04
Scenario: Count Date: 04/11/00
(SJ) Growth Factor: 0.000 Future Growth % Per Yea 0.000
(SJ) Number of Months: 0.0 Number of Years to Buildout: 0.0

	Movements											
	North Approach			East Approach			South Approach			West Approach		
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT
		5598			5612			5611			5599	
Existing	202	564	89	66	1082	111	147	519	429	86	902	383
ATI	0	0	0	0	0	0	0	0	0	0	0	0
BEA Systems	0	0	0	0	0	0	0	0	0	0	0	0
Total ATI	0	0	0	0	0	0	0	0	0	0	0	0
Existing + ATI	202	564	89	66	1082	111	147	519	429	86	902	383
	202	564	89	66	1082	111	147	519	429	86	902	383
Project Growth		185			32			-66			11	
Project Future Volume	246	686	108	68	1110	114	138	488	403	87	909	386
	246	686	108	68	1110	114	138	488	403	87	909	386

5305 5613
Intersection Name: Regstorff Avenue & Central Expressway
Peak Hour: PM Date of Analysis: 3/9/04
Scenario: Count Date: 04/12/00
(SJ) Growth Factor: 0.000 Future Growth % Per Yea 0.000
(SJ) Number of Months: 0.0 Number of Years to Buildout: 0.0

	Movements											
	North Approach			East Approach			South Approach			West Approach		
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT
		5617			5396			5202			5619	
Existing	30	595	138	113	1113	288	127	421	89	154	1196	223
ATI	0	0	0	0	0	0	0	0	0	0	0	0
BEA Systems	0	0	0	0	0	0	0	0	0	0	0	0
Total ATI	0	0	0	0	0	0	0	0	0	0	0	0
Existing + ATI	30	595	138	113	1113	288	127	421	89	154	1196	223
	30	595	138	113	1113	288	127	421	89	154	1196	223
Project Growth		91			50			3			62	
Project Future Volume	34	666	154	117	1150	298	128	423	89	160	1243	232
	34	666	154	117	1150	298	128	423	89	160	1243	232

5308 5637
Intersection Name: Castro Street & Central Expressway
Peak Hour: AM Date of Analysis: 3/9/04
Scenario: 0 Count Date: 4/4/00
Growth Factor: 0.000 Future Growth % Per Year: 0.000
Number of Months: 0.0 Number of Years to Buildout: 0

	Movements											
	North Approach			East Approach			South Approach			West Approach		
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT
		5228			5639			5638			5396	
Existing	174	193	49	136	1294	115	89	271	198	88	1178	149
ATI	0	0	0	0	0	0	0	0	0	0	0	0
BEA Systems	0	0	0	0	0	0	0	0	0	0	0	0
Total ATI	0	0	0	0	0	0	0	0	0	0	0	0
Existing + ATI	174	193	49	136	1294	115	89	271	198	88	1178	149
	174	193	49	136	1294	115	89	271	198	88	1178	149
Project Growth		114			-13			19			78	
Project Future Volume	222	246	62	135	1283	114	92	280	205	93	1243	157
	222	246	62	135	1283	114	92	280	205	93	1243	157

5310 5396
Intersection Name: Shoreline Boulevard & Central Expressway
Peak Hour: AM Date of Analysis: 3/9/04
Scenario: 0 Count Date: 3/15/00
Growth Factor: 0.000 Future Growth % Per Year: 0.000
Number of Months: 0.0 Number of Years to Buildout: 0

	Movements											
	North Approach			East Approach			South Approach			West Approach		
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT
		5229			5637			12609			5613	
Existing	150	0	223	170	1615	0	0	0	0	0	1285	44
ATI	0	0	0	0	0	0	0	0	0	0	0	0
BEA Systems	0	0	0	0	0	0	0	0	0	0	0	0
Total ATI	0	0	0	0	0	0	0	0	0	0	0	0
Existing + ATI	150	0	223	170	1615	0	0	0	0	0	1285	44
	150	0	223	170	1615	0	0	0	0	0	1285	44
Project Growth		-152			-27			118			117	
Project Future Volume	89	0	132	167	1591	0	0	0	0	0	1398	48
	89	0	132	167	1591	0	0	0	0	0	1398	48

5308 5637
Intersection Name: Castro Street & Central Expressway
Peak Hour: PM Date of Analysis: 3/9/04
Scenario: Count Date: 04/04/00
(SJ) Growth Factor: 0.000 Future Growth % Per Yea 0.000
(SJ) Number of Months: 0.0 Number of Years to Buildout: 0.0

	Movements											
	North Approach			East Approach			South Approach			West Approach		
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT
		5228			5639			5638			5396	
Existing	116	282	83	74	1257	159	117	267	178	197	1296	125
ATI	0	0	0	0	0	0	0	0	0	0	0	0
BEA Systems	0	0	0	0	0	0	0	0	0	0	0	0
Total ATI	0	0	0	0	0	0	0	0	0	0	0	0
Existing + ATI	116	282	83	74	1257	159	117	267	178	197	1296	125
	116	282	83	74	1257	159	117	267	178	197	1296	125
Project Growth		-178			362			-7			-19	
Project Future Volume	73	178	52	92	1562	198	116	264	176	195	1281	124
	73	178	52	92	1562	198	116	264	176	195	1281	124

5310 5396
Intersection Name: Shoreline Boulevard & Central Expressway
Peak Hour: PM Date of Analysis: 3/9/04
Scenario: Count Date: 03/15/00
(SJ) Growth Factor: 0.000 Future Growth % Per Yea 0.000
(SJ) Number of Months: 0.0 Number of Years to Buildout: 0.0

	Movements											
	North Approach			East Approach			South Approach			West Approach		
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT
		5229			5637			12609			5613	
Existing	110	0	101	104	1578	0	0	0	0	0	1572	57
ATI	0	0	0	0	0	0	0	0	0	0	0	0
BEA Systems	0	0	0	0	0	0	0	0	0	0	0	0
Total ATI	0	0	0	0	0	0	0	0	0	0	0	0
Existing + ATI	110	0	101	104	1578	0	0	0	0	0	1572	57
	110	0	101	104	1578	0	0	0	0	0	1572	57
Project Growth		157			51			-46			28	
Project Future Volume	192	0	176	107	1626	0	0	0	0	0	1599	58
	192	0	176	107	1626	0	0	0	0	0	1599	58

3242 4199
Intersection Name: Almaden Avenue & Virginia Street
Peak Hour: AM Date of Analysis: 3/9/04
Scenario: 0 Count Date: 9/12/00
Growth Factor: 0.000 Future Growth % Per Year: 0.000
Number of Months: 0.0 Number of Years to Buildout: 0

	Movements											
	North Approach			East Approach			South Approach			West Approach		
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT
		0			4213			4913			5003	
Existing	0	0	0	30	53	0	62	1523	70	0	87	36
ATI	0	0	0	0	0	0	0	99	0	0	2	0
BEA Systems	0	0	0	0	0	0	0	0	0	0	0	0
Total ATI	0	0	0	0	0	0	0	99	0	0	2	0
Existing + ATI	0	0	0	30	53	0	62	1622	70	0	89	36
	25	100	26	15	53	10	31	818	35	21	90	18
Reassigned Volume	25	100	26	15	53	10	31	818	35	21	90	18
Project Growth		0			71			494			62	
Project Future Volume	25	100	26	29	101	19	48	1275	55	31	133	27
	25	100	26	29	101	19	48	1275	55	31	133	27

3247 4925
Intersection Name: Almaden Avenue & Grant Street
Peak Hour: AM Date of Analysis: 3/9/04
Scenario: 0 Count Date: 9/12/00
Growth Factor: 0.000 Future Growth % Per Year: 0.000
Number of Months: 0.0 Number of Years to Buildout: 0

	Movements											
	North Approach			East Approach			South Approach			West Approach		
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT
		0			0			4199			4928	
Existing	0	0	0	0	0	0	0	1844	2	0	0	70
ATI	0	0	0	0	0	0	0	150	51	0	0	81
BEA Systems	0	0	0	0	0	0	0	0	0	0	0	0
Total ATI	0	0	0	0	0	0	0	150	51	0	0	81
Existing + ATI	0	0	0	0	0	0	0	1994	53	0	0	151
	0	0	0	0	0	0	0	1004	53	100	0	251
Reassigned Volume	0	0	0	0	0	0	0	1004	53	100	0	251
Project Growth		0			0			818			148	
Project Future Volume	0	0	0	0	0	0	0	1781	94	142	0	357
	0	0	0	0	0	0	0	1781	94	142	0	357
Cumulative Growth	0	0	0	0	0	0	0	1190	63	119	0	297
Project Growth		0			0			818			148	
Cumulative Total	0	0	0	0	0	0	0	1967	104	161	0	403

3242 4199
Intersection Name: Almaden Avenue & Virginia Street
Peak Hour: PM Date of Analysis: 3/9/04
Scenario: Count Date: 09/12/00
(SJ) Growth Factor: 0.000 Future Growth % Per Yea 0.000
(SJ) Number of Months: 0.0 Number of Years to Buildout: 0.0

	Movements											
	North Approach			East Approach			South Approach			West Approach		
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT
		0			4213			4913			5003	
Existing	0	0	0	23	94	0	41	313	55	0	185	62
ATI	0	0	0	0	0	0	0	18	0	0	23	0
BEA Systems	0	0	0	0	0	0	0	0	0	0	0	0
Total ATI	0	0	0	0	0	0	0	18	0	0	23	0
Existing + ATI	0	0	0	23	94	0	41	331	55	0	208	62
	43	905	95	12	95	20	21	167	28	31	208	31
Reassigned Volume	43	905	95	12	95	20	21	167	28	31	208	31
Project Growth		0			15			239			-25	
Project Future Volume	43	905	95	13	106	22	44	352	59	28	189	28
	43	905	95	13	106	22	44	352	59	28	189	28

3247 4925
Intersection Name: Almaden Avenue & Grant Street
Peak Hour: PM Date of Analysis: 3/9/04
Scenario: Count Date: 09/12/00
(SJ) Growth Factor: 0.000 Future Growth % Per Yea 0.000
(SJ) Number of Months: 0.0 Number of Years to Buildout: 0.0

	Movements											
	North Approach			East Approach			South Approach			West Approach		
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT
		0			0			4199			4928	
Existing	0	0	0	0	0	0	0	391	2	0	0	140
ATI	0	0	0	0	0	0	0	36	17	0	0	10
BEA Systems	0	0	0	0	0	0	0	0	0	0	0	0
Total ATI	0	0	0	0	0	0	0	36	17	0	0	10
Existing + ATI	0	0	0	0	0	0	0	427	19	0	0	150
	0	0	0	0	0	0	0	430	19	742	0	150
Reassigned Volume	0	0	0	0	0	0	0	430	19	742	0	150
Project Growth		0			0			257			30	
Project Future Volume	0	0	0	0	0	0	0	676	30	767	0	155
	0	0	0	0	0	0	0	676	30	767	0	155
Cumulative Growth	0	0	0	0	0	0	0	790	35	1363	0	276
Project Growth		0			0			257			30	
Cumulative Total	0	0	0	0	0	0	0	1036	46	1388	0	281

3254 4913
Intersection Name: Almaden Avenue & Willow Street
Peak Hour: AM Date of Analysis: 3/9/04
Scenario: 0 Count Date: 11/21/02
Growth Factor: 0.000 Future Growth % Per Year: 0.000
Number of Months: 0.0 Number of Years to Buildout: 0

	Movements											
	North Approach			East Approach			South Approach			West Approach		
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT
		4199			4472			4474			4914	
Existing	0	0	0	66	176	0	46	1482	58	0	163	27
ATI	0	0	0	0	3	0	0	99	0	0	6	12
BEA Systems	0	0	0	0	0	0	0	0	0	0	0	0
Total ATI	0	0	0	0	3	0	0	99	0	0	6	12
Existing + ATI	0	0	0	66	179	0	46	1581	58	0	169	39
	10	93	29	44	239	20	23	907	27	11	144	22
Reassigned Volume	10	93	29	44	239	20	23	907	27	11	144	22
Project Growth		0			-4			-20			-269	
Project Future Volume	10	93	29	43	236	20	23	888	26	-6	-75	-11
	10	93	29	43	236	20	23	888	26	0	0	0

3466 4971
Intersection Name: Eleventh Street & San Salvador Street
Peak Hour: AM Date of Analysis: 3/9/04
Scenario: 0 Count Date: 4/30/02
Growth Factor: 0.000 Future Growth % Per Year: 0.000
Number of Months: 0.0 Number of Years to Buildout: 0

	Movements											
	North Approach			East Approach			South Approach			West Approach		
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT
		0			4949			4948			4950	
Existing	0	0	0	22	32	0	14	2234	202	0	29	131
ATI	0	0	0	0	0	0	0	194	0	0	0	0
BEA Systems	0	0	0	0	0	0	0	0	0	0	0	0
Total ATI	0	0	0	0	0	0	0	194	0	0	0	0
Existing + ATI	0	0	0	22	32	0	14	2428	202	0	29	131
	0	0	0	22	32	0	14	2435	202	0	29	131
Reassigned Volume	0	0	0	22	32	0	14	2435	202	0	29	131
Project Growth		0			-20			41			-34	
Project Future Volume	0	0	0	14	20	0	14	2473	205	0	23	103
	0	0	0	14	20	0	14	2473	205	0	23	103

3254 4913
Intersection Name: Almaden Avenue & Willow Street
Peak Hour: PM Date of Analysis: 3/9/04
Scenario: Count Date: 11/21/02
(SJ) Growth Factor: 0.000 Future Growth % Per Yea 0.000
(SJ) Number of Months: 0.0 Number of Years to Buildout: 0.0

	Movements											
	North Approach			East Approach			South Approach			West Approach		
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT
		4199			4472			4474			4914	
Existing	0	0	0	82	198	0	66	226	66	0	337	27
ATI	0	0	0	0	0	0	0	18	0	0	3	6
BEA Systems	0	0	0	0	0	0	0	0	0	0	0	0
Total ATI	0	0	0	0	0	0	0	18	0	0	3	6
Existing + ATI	0	0	0	82	198	0	66	244	66	0	340	33
	43	667	131	41	249	20	41	131	35	33	263	23
Reassigned Volume	43	667	131	41	249	20	41	131	35	33	263	23
Project Growth		0			-13			117			37	
Project Future Volume	43	667	131	39	239	19	64	205	55	37	294	26
	43	667	131	39	239	19	64	205	55	37	294	26

3466 4971
Intersection Name: Eleventh Street & San Salvador Street
Peak Hour: PM Date of Analysis: 3/9/04
Scenario: Count Date: 04/30/02
(SJ) Growth Factor: 0.000 Future Growth % Per Yea 0.000
(SJ) Number of Months: 0.0 Number of Years to Buildout: 0.0

	Movements											
	North Approach			East Approach			South Approach			West Approach		
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT
		0			4949			4948			4950	
Existing	0	0	0	6	34	0	23	1066	121	0	69	217
ATI	0	0	0	0	0	0	0	92	0	0	0	0
BEA Systems	0	0	0	0	0	0	0	0	0	0	0	0
Total ATI	0	0	0	0	0	0	0	92	0	0	0	0
Existing + ATI	0	0	0	6	34	0	23	1158	121	0	69	217
	0	0	0	6	34	0	23	1159	121	0	69	217
Reassigned Volume	0	0	0	6	34	0	23	1159	121	0	69	217
Project Growth		0			22			63			16	
Project Future Volume	0	0	0	9	53	0	24	1215	127	0	73	229
	0	0	0	9	53	0	24	1215	127	0	73	229

3469 5054
Intersection Name: Eleventh Street & Hedding Street
Peak Hour: AM Date of Analysis: 3/9/04
Scenario: 0 Count Date: 10/24/00
Growth Factor: 0.000 Future Growth % Per Year: 0.000
Number of Months: 0.0 Number of Years to Buildout: 0

	Movements											
	North Approach			East Approach			South Approach			West Approach		
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT
		0			5044			18122			5045	
Existing	0	0	0	0	1359	0	278	0	1188	0	316	0
ATI	0	0	0	0	79	0	5	0	0	0	40	0
BEA Systems	0	0	0	0	0	0	0	0	0	0	0	0
Total ATI	0	0	0	0	79	0	5	0	0	0	40	0
Existing + ATI	0	0	0	0	1438	0	283	0	1188	0	356	0
	0	0	0	0	1440	95	159	0	487	97	472	0
Reassigned Volume	0	0	0	0	1440	95	159	0	487	97	472	0
Project Growth		0			-108			610			335	
Project Future Volume	0	0	0	0	1339	88	309	0	947	154	750	0
	0	0	0	0	1339	88	309	0	947	154	750	0

3471 4974
Intersection Name: Eleventh Street & Julian Street
Peak Hour: AM Date of Analysis: 3/9/04
Scenario: 0 Count Date: 3/21/01
Growth Factor: 0.000 Future Growth % Per Year: 0.000
Number of Months: 0.0 Number of Years to Buildout: 0

	Movements											
	North Approach			East Approach			South Approach			West Approach		
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT
		0			4944			4986			0	
Existing	0	0	0	148	1054	0	0	1689	130	0	0	0
ATI	0	0	0	0	66	0	0	5	0	0	0	0
BEA Systems	0	0	0	0	0	0	0	0	0	0	0	0
Total ATI	0	0	0	0	66	0	0	5	0	0	0	0
Existing + ATI	0	0	0	148	1120	0	0	1694	130	0	0	0
	52	234	8	37	564	58	9	847	33	11	107	21
Reassigned Volume	52	234	8	37	564	58	9	847	33	11	107	21
Project Growth		0			-103			182			0	
Project Future Volume	52	234	8	31	476	49	11	1020	40	11	107	21
	52	234	8	31	476	49	11	1020	40	11	107	21

3469 5054
Intersection Name: Eleventh Street & Hedding Street
Peak Hour: PM Date of Analysis: 3/9/04
Scenario: Count Date: 10/24/00
(SJ) Growth Factor: 0.000 Future Growth % Per Yea 0.000
(SJ) Number of Months: 0.0 Number of Years to Buildout: 0.0

	Movements											
	North Approach			East Approach			South Approach			West Approach		
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT
		0			5044			18122			5045	
Existing	0	0	0	0	674	0	217	0	222	0	960	0
ATI	0	0	0	0	71	0	38	0	0	0	22	0
BEA Systems	0	0	0	0	0	0	0	0	0	0	0	0
Total ATI	0	0	0	0	71	0	38	0	0	0	22	0
Existing + ATI	0	0	0	0	745	0	255	0	222	0	982	0
	0	0	0	0	664	91	125	0	104	580	927	0
Reassigned Volume	0	0	0	0	664	91	125	0	104	580	927	0
Project Growth		0			531			-79			-72	
Project Future Volume	0	0	0	0	1131	155	82	0	68	552	883	0
	0	0	0	0	1131	155	82	0	68	552	883	0

3471 4974
Intersection Name: Eleventh Street & Julian Street
Peak Hour: PM Date of Analysis: 3/9/04
Scenario: Count Date: 03/21/01
(SJ) Growth Factor: 0.000 Future Growth % Per Yea 0.000
(SJ) Number of Months: 0.0 Number of Years to Buildout: 0.0

	Movements											
	North Approach			East Approach			South Approach			West Approach		
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT
		0			4944			4986			0	
Existing	0	0	0	40	403	0	0	492	124	0	0	0
ATI	0	0	0	0	19	0	0	45	0	0	0	0
BEA Systems	0	0	0	0	0	0	0	0	0	0	0	0
Total ATI	0	0	0	0	19	0	0	45	0	0	0	0
Existing + ATI	0	0	0	40	422	0	0	537	124	0	0	0
	37	660	25	10	212	21	18	269	31	29	350	24
Reassigned Volume	37	660	25	10	212	21	18	269	31	29	350	24
Project Growth		0			745			25			0	
Project Future Volume	37	660	25	41	862	85	19	290	33	29	350	24
	37	660	25	41	862	85	19	290	33	29	350	24

3472	4500		
Intersection Name:	Eleventh Street	& Keyes Street	
Peak Hour:	AM	Date of Analysis:	3/9/04
Scenario:	0	Count Date:	3/20/01
Growth Factor:	0.000	Future Growth % Per Year:	0.000
Number of Months:	0.0	Number of Years to Buildout:	0

	Movements											
	North Approach			East Approach			South Approach			West Approach		
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT
		4948			4469			0			4470	
Existing	0	0	0	1544	1058	0	26	790	44	0	530	130
ATI	0	0	0	21	0	0	0	42	33	0	39	0
BEA Systems	0	0	0	0	0	0	0	0	0	0	0	0
Total ATI	0	0	0	21	0	0	0	42	33	0	39	0
Existing + ATI	0	0	0	1565	1058	0	26	832	77	0	569	130
	0	0	0	0	1058	0	26	790	65	0	532	130
Reassigned Volume	0	0	0	0	1058	0	26	790	65	0	532	130
Project Growth		0			168			0			-55	
Project Future Volume	0	0	0	0	1226	0	26	790	65	0	488	119
	0	0	0	0	1226	0	26	790	65	0	488	119

3475	4972		
Intersection Name:	Eleventh Street	& San Carlos Street	
Peak Hour:	AM	Date of Analysis:	3/9/04
Scenario:	0	Count Date:	4/30/02
Growth Factor:	0.000	Future Growth % Per Year:	0.000
Number of Months:	0.0	Number of Years to Buildout:	0

	Movements											
	North Approach			East Approach			South Approach			West Approach		
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT
		0			4946			4971			4967	
Existing	0	0	0	74	121	0	36	2312	29	0	12	20
ATI	0	0	0	0	0	0	0	194	0	0	0	0
BEA Systems	0	0	0	0	0	0	0	0	0	0	0	0
Total ATI	0	0	0	0	0	0	0	194	0	0	0	0
Existing + ATI	0	0	0	74	121	0	36	2506	29	0	12	20
	0	0	0	74	121	0	29	2513	36	0	12	20
Reassigned Volume	0	0	0	74	121	0	29	2513	36	0	12	20
Project Growth		0			5			40			3	
Project Future Volume	0	0	0	76	124	0	29	2552	37	0	13	22
	0	0	0	76	124	0	29	2552	37	0	13	22

3472 4500
Intersection Name: Eleventh Street & Keyes Street
Peak Hour: PM Date of Analysis: 3/9/04
Scenario: Count Date: 03/20/01
(SJ) Growth Factor: 0.000 Future Growth % Per Yea 0.000
(SJ) Number of Months: 0.0 Number of Years to Buildout: 0.0

	Movements											
	North Approach			East Approach			South Approach			West Approach		
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT
		4948			4469			0			4470	
Existing	0	0	0	877	582	0	63	605	26	0	1627	145
ATI	0	0	0	8	6	0	0	26	21	0	64	9
BEA Systems	0	0	0	0	0	0	0	0	0	0	0	0
Total ATI	0	0	0	8	6	0	0	26	21	0	64	9
Existing + ATI	0	0	0	885	588	0	63	631	47	0	1691	154
	0	0	0	0	582	0	63	605	34	0	1645	145
Reassigned Volume	0	0	0	0	582	0	63	605	34	0	1645	145
Project Growth		0			34			0			18	
Project Future Volume	0	0	0	0	616	0	63	605	34	0	1662	146
	0	0	0	0	616	0	63	605	34	0	1662	146

3475 4972
Intersection Name: Eleventh Street & San Carlos Street
Peak Hour: PM Date of Analysis: 3/9/04
Scenario: Count Date: 04/30/02
(SJ) Growth Factor: 0.000 Future Growth % Per Yea 0.000
(SJ) Number of Months: 0.0 Number of Years to Buildout: 0.0

	Movements											
	North Approach			East Approach			South Approach			West Approach		
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT
		0			4946			4971			4967	
Existing	0	0	0	31	87	0	44	1177	51	0	31	54
ATI	0	0	0	0	0	0	0	92	0	0	0	0
BEA Systems	0	0	0	0	0	0	0	0	0	0	0	0
Total ATI	0	0	0	0	0	0	0	92	0	0	0	0
Existing + ATI	0	0	0	31	87	0	44	1269	51	0	31	54
	0	0	0	31	87	0	44	1270	51	0	31	54
Reassigned Volume	0	0	0	31	87	0	44	1270	51	0	31	54
Project Growth		0			33			74			43	
Project Future Volume	0	0	0	40	111	0	46	1339	54	0	47	81
	0	0	0	40	111	0	46	1339	54	0	47	81

3476 4947
Intersection Name: Eleventh Street & San Fernando Street
Peak Hour: AM Date of Analysis: 3/9/04
Scenario: 0 Count Date: 9/27/00
Growth Factor: 0.000 Future Growth % Per Year: 0.000
Number of Months: 0.0 Number of Years to Buildout: 0

	Movements											
	North Approach			East Approach			South Approach			West Approach		
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT
		0			0			4972			4966	
Existing	0	0	0	23	182	0	26	1754	757	0	31	32
ATI	0	0	0	0	1	0	0	117	111	0	1	8
BEA Systems	0	0	0	0	0	0	0	0	0	0	0	0
Total ATI	0	0	0	0	1	0	0	117	111	0	1	8
Existing + ATI	0	0	0	23	183	0	26	1871	868	0	32	40
	0	0	0	12	67	0	13	1889	653	0	26	35
Reassigned Volume	0	0	0	12	67	0	13	1889	653	0	26	35
Project Growth		0			0			42			62	
Project Future Volume	0	0	0	12	67	0	13	1920	664	0	52	71
	0	0	0	12	67	0	13	1920	664	0	52	71

3477 4973
Intersection Name: Eleventh Street & Santa Clara Street
Peak Hour: AM Date of Analysis: 3/9/04
Scenario: 0 Count Date: 9/27/00
Growth Factor: 0.000 Future Growth % Per Year: 0.000
Number of Months: 0.0 Number of Years to Buildout: 0

	Movements											
	North Approach			East Approach			South Approach			West Approach		
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT
		0			4945			4972			4962	
Existing	0	0	0	108	1199	0	128	1468	282	0	359	101
ATI	0	0	0	0	88	0	5	4	117	0	15	0
BEA Systems	0	0	0	0	0	0	0	0	0	0	0	0
Total ATI	0	0	0	0	88	0	5	4	117	0	15	0
Existing + ATI	0	0	0	108	1287	0	133	1472	399	0	374	101
	177	0	41	58	943	0	122	1029	713	0	357	35
Reassigned Volume	177	0	41	58	943	0	122	1029	713	0	357	35
Project Growth		0			-213			0			41	
Project Future Volume	177	0	41	46	742	0	122	1029	713	0	394	39
	177	0	41	46	742	0	122	1029	713	0	394	39

3476 4947
Intersection Name: Eleventh Street & San Fernando Street
Peak Hour: PM Date of Analysis: 3/9/04
Scenario: Count Date: 09/27/00
(SJ) Growth Factor: 0.000 Future Growth % Per Yea 0.000
(SJ) Number of Months: 0.0 Number of Years to Buildout: 0.0

	Movements											
	North Approach			East Approach			South Approach			West Approach		
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT
		0			0			4972			4966	
Existing	0	0	0	21	103	0	38	716	565	0	98	74
ATI	0	0	0	0	4	0	0	53	84	0	3	18
BEA Systems	0	0	0	0	0	0	0	0	0	0	0	0
Total ATI	0	0	0	0	4	0	0	53	84	0	3	18
Existing + ATI	0	0	0	21	107	0	38	769	649	0	101	92
	0	0	0	18	98	0	38	710	574	0	99	76
Reassigned Volume	0	0	0	18	98	0	38	710	574	0	99	76
Project Growth		0			0			151			5	
Project Future Volume	0	0	0	18	98	0	42	791	640	0	102	78
	0	0	0	18	98	0	42	791	640	0	102	78

3477 4973
Intersection Name: Eleventh Street & Santa Clara Street
Peak Hour: PM Date of Analysis: 3/9/04
Scenario: Count Date: 09/27/00
(SJ) Growth Factor: 0.000 Future Growth % Per Yea 0.000
(SJ) Number of Months: 0.0 Number of Years to Buildout: 0.0

	Movements											
	North Approach			East Approach			South Approach			West Approach		
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT
		0			4945			4972			4962	
Existing	0	0	0	57	702	0	202	523	192	0	810	90
ATI	0	0	0	0	41	0	9	7	55	0	82	0
BEA Systems	0	0	0	0	0	0	0	0	0	0	0	0
Total ATI	0	0	0	0	41	0	9	7	55	0	82	0
Existing + ATI	0	0	0	57	743	0	211	530	247	0	892	90
	484	0	100	24	671	0	184	324	358	0	905	46
Reassigned Volume	484	0	100	24	671	0	184	324	358	0	905	46
Project Growth		0			329			0			253	
Project Future Volume	484	0	100	35	989	0	184	324	358	0	1146	58
	484	0	100	35	989	0	184	324	358	0	1146	58

3478 4986
Intersection Name: Eleventh Street & St. James Street
Peak Hour: AM Date of Analysis: 3/9/04
Scenario: 0 Count Date: 3/21/01
Growth Factor: 0.000 Future Growth % Per Year: 0.000
Number of Months: 0.0 Number of Years to Buildout: 0

	Movements											
	North Approach			East Approach			South Approach			West Approach		
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT
		0			0			4973			4985	
Existing	0	0	0	0	0	0	37	1678	0	0	206	83
ATI	0	0	0	0	0	0	0	5	0	0	8	0
BEA Systems	0	0	0	0	0	0	0	0	0	0	0	0
Total ATI	0	0	0	0	0	0	0	5	0	0	8	0
Existing + ATI	0	0	0	0	0	0	37	1683	0	0	214	83
	26	296	8	37	563	29	9	842	32	11	107	21
Reassigned Volume	26	296	8	37	563	29	9	842	32	11	107	21
Project Growth		0			0			143			110	
Project Future Volume	26	296	8	37	563	29	10	978	37	20	192	38
	26	296	8	37	563	29	10	978	37	20	192	38

3536 4963
Intersection Name: Fourth Street & Julian Street
Peak Hour: AM Date of Analysis: 3/9/04
Scenario: 0 Count Date: 2/27/01
Growth Factor: 0.000 Future Growth % Per Year: 0.000
Number of Months: 0.0 Number of Years to Buildout: 0

	Movements											
	North Approach			East Approach			South Approach			West Approach		
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT
		5047			4964			4983			0	
Existing	52	343	0	0	821	149	0	0	0	0	0	0
ATI	2	32	0	0	52	0	0	0	0	0	0	0
BEA Systems	0	0	0	0	0	0	0	0	0	0	0	0
Total ATI	2	32	0	0	52	0	0	0	0	0	0	0
Existing + ATI	54	375	0	0	873	149	0	0	0	0	0	0
	35	249	18	37	439	76	0	36	438	9	9	0
Reassigned Volume	35	249	18	37	439	76	0	36	438	9	9	0
Project Growth		-1			122			364			0	
Project Future Volume	35	248	18	45	536	93	0	64	774	9	9	0
	35	248	18	45	536	93	0	64	774	9	9	0
Cumulative Growth	51	366	26	54	645	112	0	53	643	13	13	0
Project Growth		-1			122			364			0	
Cumulative Total	51	365	26	63	742	128	0	81	980	13	13	0

3478 4986
Intersection Name: Eleventh Street & St. James Street
Peak Hour: PM Date of Analysis: 3/9/04
Scenario: Count Date: 03/21/01
(SJ) Growth Factor: 0.000 Future Growth % Per Yea 0.000
(SJ) Number of Months: 0.0 Number of Years to Buildout: 0.0

	Movements											
	North Approach			East Approach			South Approach			West Approach		
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT
		0			0			4973			4985	
Existing	0	0	0	0	0	0	72	500	0	0	633	97
ATI	0	0	0	0	0	0	0	45	0	0	61	0
BEA Systems	0	0	0	0	0	0	0	0	0	0	0	0
Total ATI	0	0	0	0	0	0	0	45	0	0	61	0
Existing + ATI	0	0	0	0	0	0	72	545	0	0	694	97
	36	712	25	10	211	20	18	273	31	29	351	24
Reassigned Volume	36	712	25	10	211	20	18	273	31	29	351	24
Project Growth		0			0			-68			467	
Project Future Volume	36	712	25	10	211	20	14	215	24	63	757	52
	36	712	25	10	211	20	14	215	24	63	757	52

3536 4963
Intersection Name: Fourth Street & Julian Street
Peak Hour: PM Date of Analysis: 3/9/04
Scenario: Count Date: 02/27/01
(SJ) Growth Factor: 0.000 Future Growth % Per Yea 0.000
(SJ) Number of Months: 0.0 Number of Years to Buildout: 0.0

	Movements											
	North Approach			East Approach			South Approach			West Approach		
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT
		5047			4964			4983			0	
Existing	108	1175	0	0	426	147	0	0	0	0	0	0
ATI	3	46	0	0	13	0	0	0	0	0	0	0
BEA Systems	0	0	0	0	0	0	0	0	0	0	0	0
Total ATI	3	46	0	0	13	0	0	0	0	0	0	0
Existing + ATI	111	1221	0	0	439	147	0	0	0	0	0	0
	72	803	75	67	219	74	0	65	219	439	37	0
Reassigned Volume	72	803	75	67	219	74	0	65	219	439	37	0
Project Growth		227			751			39			0	
Project Future Volume	89	995	93	207	676	228	0	74	249	439	37	0
	89	995	93	207	676	228	0	74	249	439	37	0
Cumulative Growth	82	910	85	76	248	84	0	74	248	498	42	0
Project Growth		227			751			39			0	
Cumulative Total	99	1102	103	216	705	238	0	83	278	498	42	0

3542 4983
Intersection Name: Fourth Street & St, James Street
Peak Hour: AM Date of Analysis: 3/9/04
Scenario: 0 Count Date: 9/26/00
Growth Factor: 0.000 Future Growth % Per Year: 0.000
Number of Months: 0.0 Number of Years to Buildout: 0

	Movements											
	North Approach			East Approach			South Approach			West Approach		
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT
		4963			0			4960			4982	
Existing	0	463	35	0	0	0	0	0	0	129	340	0
ATI	0	32	0	0	0	0	0	0	0	0	7	0
BEA Systems	0	0	0	0	0	0	0	0	0	0	0	0
Total ATI	0	32	0	0	0	0	0	0	0	0	7	0
Existing + ATI	0	495	35	0	0	0	0	0	0	129	347	0
	0	429	18	474	0	76	0	0	0	115	192	170
Reassigned Volume	0	429	18	474	0	76	0	0	0	115	192	170
Project Growth		12			0			362			174	
Project Future Volume	0	441	18	474	0	76	0	0	0	157	262	232
	0	441	18	474	0	76	0	0	0	157	262	232

3559 4928
Intersection Name: Vine Street & Grant Street
Peak Hour: AM Date of Analysis: 3/9/04
Scenario: 0 Count Date: 4/30/02
Growth Factor: 0.000 Future Growth % Per Year: 0.000
Number of Months: 0.0 Number of Years to Buildout: 0

	Movements											
	North Approach			East Approach			South Approach			West Approach		
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT
		4929			0			0			4915	
Existing	0	146	23	1	0	0	0	0	0	192	37	761
ATI	0	15	0	0	0	0	0	0	0	0	0	497
BEA Systems	0	0	0	0	0	0	0	0	0	0	0	0
Total ATI	0	15	0	0	0	0	0	0	0	0	0	497
Existing + ATI	0	161	23	1	0	0	0	0	0	192	37	1258
	0	81	104	0	0	0	0	1004	0	96	133	1348
Reassigned Volume	0	81	104	0	0	0	0	1004	0	96	133	1348
Project Growth		5			0			0			52	
Project Future Volume	0	83	107	0	0	0	0	1004	0	99	137	1392
	0	83	107	0	0	0	0	1004	0	99	137	1392

3542 4983
Intersection Name: Fourth Street & St, James Street
Peak Hour: PM Date of Analysis: 3/9/04
Scenario: Count Date: 09/26/00
(SJ) Growth Factor: 0.000 Future Growth % Per Yea 0.000
(SJ) Number of Months: 0.0 Number of Years to Buildout: 0.0

	Movements											
	North Approach			East Approach			South Approach			West Approach		
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT
		4963			0			4960			4982	
Existing	0	1043	136	0	0	0	0	0	0	129	761	0
ATI	0	46	0	0	0	0	0	0	0	0	44	0
BEA Systems	0	0	0	0	0	0	0	0	0	0	0	0
Total ATI	0	46	0	0	0	0	0	0	0	0	44	0
Existing + ATI	0	1089	136	0	0	0	0	0	0	129	805	0
	0	1199	75	284	0	74	0	0	0	123	428	253
Reassigned Volume	0	1199	75	284	0	74	0	0	0	123	428	253
Project Growth		398			0			237			191	
Project Future Volume	0	1574	98	284	0	74	0	0	0	152	530	313
	0	1574	98	284	0	74	0	0	0	152	530	313

3559 4928
Intersection Name: Vine Street & Grant Street
Peak Hour: PM Date of Analysis: 3/9/04
Scenario: Count Date: 04/30/02
(SJ) Growth Factor: 0.000 Future Growth % Per Yea 0.000
(SJ) Number of Months: 0.0 Number of Years to Buildout: 0.0

	Movements											
	North Approach			East Approach			South Approach			West Approach		
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT
		4929			0			0			4915	
Existing	0	1289	63	0	0	0	0	0	0	373	30	141
ATI	0	181	0	0	0	0	0	0	0	0	0	107
BEA Systems	0	0	0	0	0	0	0	0	0	0	0	0
Total ATI	0	181	0	0	0	0	0	0	0	0	0	107
Existing + ATI	0	1470	63	0	0	0	0	0	0	373	30	248
	0	742	805	0	0	0	0	215	0	187	30	445
Reassigned Volume	0	742	805	0	0	0	0	215	0	187	30	445
Project Growth		-228			0			0			20	
Project Future Volume	0	633	686	0	0	0	0	215	0	193	31	458
	0	633	686	0	0	0	0	215	0	193	31	458

3581 5045
Intersection Name: Tenth Street & Hedding Street
Peak Hour: AM Date of Analysis: 3/9/04
Scenario: 0 Count Date: 5/9/01
Growth Factor: 0.000 Future Growth % Per Year: 0.000
Number of Months: 0.0 Number of Years to Buildout: 0

	Movements											
	North Approach			East Approach			South Approach			West Approach		
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT
		4329			5054			0			5046	
Existing	41	159	49	984	1252	148	0	0	0	46	294	107
ATI	6	0	0	0	35	43	0	0	0	0	40	11
BEA Systems	0	0	0	0	0	0	0	0	0	0	0	0
Total ATI	6	0	0	0	35	43	0	0	0	0	40	11
Existing + ATI	47	159	49	984	1287	191	0	0	0	46	334	118
	47	83	131	359	1287	96	80	1510	6	31	349	118
Reassigned Volume	47	83	131	359	1287	96	80	1510	6	31	349	118
Project Growth		49			-42			0			563	
Project Future Volume	56	99	156	350	1256	94	80	1510	6	66	744	251
	56	99	156	350	1256	94	80	1510	6	66	744	251
Cumulative Growth	52	92	145	398	1428	107	89	1675	7	34	387	131
Project Growth		49			-42			0			563	
Cumulative Total	61	108	170	390	1397	104	89	1675	7	69	782	264

3603 4988
Intersection Name: Seventeenth Street & Julian Street
Peak Hour: AM Date of Analysis: 3/9/04
Scenario: 0 Count Date: 11/7/00
Growth Factor: 0.000 Future Growth % Per Year: 0.000
Number of Months: 0.0 Number of Years to Buildout: 0

	Movements											
	North Approach			East Approach			South Approach			West Approach		
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT
		4117			5025			0			0	
Existing	110	73	51	39	956	26	68	123	67	0	0	0
ATI	0	0	0	0	0	0	0	0	0	0	0	0
BEA Systems	0	0	0	0	0	0	0	0	0	0	0	0
Total ATI	0	0	0	0	0	0	0	0	0	0	0	0
Existing + ATI	110	73	51	39	956	26	68	123	67	0	0	0
	110	73	51	20	956	13	68	123	67	6	102	25
Reassigned Volume	110	73	51	20	956	13	68	123	67	6	102	25
Project Growth		-4			109			0			0	
Project Future Volume	108	72	50	22	1061	14	68	123	67	6	102	25
	108	72	50	22	1061	14	68	123	67	6	102	25

3531 5045
Intersection Name: Tenth Street & Hedding Street
Peak Hour: PM Date of Analysis: 3/9/04
Scenario: Count Date: 05/09/01
(SJ) Growth Factor: 0.000 Future Growth % Per Yea 0.000
(SJ) Number of Months: 0.0 Number of Years to Buildout: 0.0

	Movements											
	North Approach			East Approach			South Approach			West Approach		
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT
		4329			5054			0			5046	
Existing	65	1043	144	220	460	182	0	0	0	177	860	51
ATI	13	0	0	0	55	17	0	0	0	0	22	7
BEA Systems	0	0	0	0	0	0	0	0	0	0	0	0
Total ATI	13	0	0	0	55	17	0	0	0	0	22	7
Existing + ATI	78	1043	144	220	515	199	0	0	0	177	882	58
	78	527	665	326	515	100	50	178	11	118	941	58
Reassigned Volume	78	527	665	326	515	100	50	178	11	118	941	58
Project Growth		-48			421			0			73	
Project Future Volume	75	507	640	472	745	145	50	178	11	126	1002	62
	75	507	640	472	745	145	50	178	11	126	1002	62
Cumulative Growth	98	659	832	408	644	125	63	223	14	148	1177	73
Project Growth		-48			421			0			73	
Cumulative Total	95	639	807	554	875	170	63	223	14	155	1239	76

3603 4988
Intersection Name: Seventeenth Street & Julian Street
Peak Hour: PM Date of Analysis: 3/9/04
Scenario: Count Date: 11/07/00
(SJ) Growth Factor: 0.000 Future Growth % Per Yea 0.000
(SJ) Number of Months: 0.0 Number of Years to Buildout: 0.0

	Movements											
	North Approach			East Approach			South Approach			West Approach		
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT
		4117			5025			0			0	
Existing	40	97	108	27	418	47	138	91	36	0	0	0
ATI	0	0	0	0	0	0	0	0	0	0	0	0
BEA Systems	0	0	0	0	0	0	0	0	0	0	0	0
Total ATI	0	0	0	0	0	0	0	0	0	0	0	0
Existing + ATI	40	97	108	27	418	47	138	91	36	0	0	0
	40	97	108	27	209	24	138	91	36	24	296	26
Reassigned Volume	40	97	108	27	209	24	138	91	36	24	296	26
Project Growth		-60			705			0			0	
Project Future Volume	30	73	82	100	776	89	138	91	36	24	296	26
	30	73	82	100	776	89	138	91	36	24	296	26

3604 4964
Intersection Name: Seventh Street & Julian Street
Peak Hour: AM Date of Analysis: 3/9/04
Scenario: 0 Count Date: 4/15/97
Growth Factor: 0.000 Future Growth % Per Year: 0.000
Number of Months: 0.0 Number of Years to Buildout: 0

	Movements											
	North Approach			East Approach			South Approach			West Approach		
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT
		5048			4965			4984			0	
Existing	22	26	0	31	848	25	0	71	31	0	0	0
ATI	0	0	0	0	46	20	0	0	0	0	0	0
BEA Systems	0	0	0	0	0	0	0	0	0	0	0	0
Total ATI	0	0	0	0	46	20	0	0	0	0	0	0
Existing + ATI	22	26	0	31	894	45	0	71	31	0	0	0
	22	26	0	16	451	23	0	71	31	11	161	21
Reassigned Volume	22	26	0	16	451	23	0	71	31	11	161	21
Project Growth		-34			-46			237			0	
Project Future Volume	6	8	0	14	409	21	0	236	103	11	161	21
	6	8	0	14	409	21	0	236	103	11	161	21

3609 4965
Intersection Name: Tenth Street & Julian Street
Peak Hour: AM Date of Analysis: 3/9/04
Scenario: 0 Count Date: 3/22/01
Growth Factor: 0.000 Future Growth % Per Year: 0.000
Number of Months: 0.0 Number of Years to Buildout: 0

	Movements											
	North Approach			East Approach			South Approach			West Approach		
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT
		4903			4974			0			0	
Existing	104	418	0	0	980	116	0	0	0	0	0	0
ATI	0	51	0	0	66	0	0	0	0	0	0	0
BEA Systems	0	0	0	0	0	0	0	0	0	0	0	0
Total ATI	0	51	0	0	66	0	0	0	0	0	0	0
Existing + ATI	104	469	0	0	1046	116	0	0	0	0	0	0
	26	235	9	37	527	29	10	847	33	11	161	21
Reassigned Volume	26	235	9	37	527	29	10	847	33	11	161	21
Project Growth		-43			-161			0			0	
Project Future Volume	22	198	8	27	384	21	10	847	33	11	161	21
	22	198	8	27	384	21	10	847	33	11	161	21
Cumulative Growth	40	363	14	57	814	45	15	1308	51	17	249	32
Project Growth		-43			-161			0			0	
Cumulative Total	36	325	12	47	671	37	15	1308	51	17	249	32

3604 4964
Intersection Name: Seventh Street & Julian Street
Peak Hour: PM Date of Analysis: 3/9/04
Scenario: Count Date: 04/15/97
(SJ) Growth Factor: 0.000 Future Growth % Per Yea 0.000
(SJ) Number of Months: 0.0 Number of Years to Buildout: 0.0

	Movements											
	North Approach			East Approach			South Approach			West Approach		
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT
		5048			4965			4984			0	
Existing	26	91	0	21	520	45	0	78	30	0	0	0
ATI	0	0	0	0	12	7	0	0	0	0	0	0
BEA Systems	0	0	0	0	0	0	0	0	0	0	0	0
Total ATI	0	0	0	0	12	7	0	0	0	0	0	0
Existing + ATI	26	91	0	21	532	52	0	78	30	0	0	0
	26	91	0	11	267	26	0	78	30	29	380	24
Reassigned Volume	26	91	0	11	267	26	0	78	30	29	380	24
Project Growth		116			1104			-11			0	
Project Future Volume	52	181	0	51	1237	120	0	70	27	29	380	24
	52	181	0	51	1237	120	0	70	27	29	380	24

3609 4965
Intersection Name: Tenth Street & Julian Street
Peak Hour: PM Date of Analysis: 3/9/04
Scenario: Count Date: 03/22/01
(SJ) Growth Factor: 0.000 Future Growth % Per Yea 0.000
(SJ) Number of Months: 0.0 Number of Years to Buildout: 0.0

	Movements											
	North Approach			East Approach			South Approach			West Approach		
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT
		4903			4974			0			0	
Existing	147	1302	0	0	457	82	0	0	0	0	0	0
ATI	0	18	0	0	19	0	0	0	0	0	0	0
BEA Systems	0	0	0	0	0	0	0	0	0	0	0	0
Total ATI	0	18	0	0	19	0	0	0	0	0	0	0
Existing + ATI	147	1320	0	0	476	82	0	0	0	0	0	0
	37	660	25	10	239	21	18	268	31	29	380	24
Reassigned Volume	37	660	25	10	239	21	18	268	31	29	380	24
Project Growth		140			838			0			0	
Project Future Volume	44	788	30	41	981	86	18	268	31	29	380	24
	44	788	30	41	981	86	18	268	31	29	380	24
Cumulative Growth	52	922	35	14	334	29	25	374	43	41	531	34
Project Growth		140			838			0			0	
Cumulative Total	59	1050	40	45	1076	95	25	374	43	41	531	34

3611 4944
Intersection Name: Thirteenth Street & Julian Street
Peak Hour: AM Date of Analysis: 3/9/04
Scenario: 0 Count Date: 2/10/00
Growth Factor: 0.000 Future Growth % Per Year: 0.000
Number of Months: 0.0 Number of Years to Buildout: 0

	Movements											
	North Approach			East Approach			South Approach			West Approach		
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT
		4905			4988			4987			0	
Existing	78	132	0	106	996	23	0	286	61	0	0	0
ATI	0	0	0	0	46	0	0	0	0	0	0	0
BEA Systems	0	0	0	0	0	0	0	0	0	0	0	0
Total ATI	0	0	0	0	46	0	0	0	0	0	0	0
Existing + ATI	78	132	0	106	1042	23	0	286	61	0	0	0
	39	171	8	53	525	12	7	286	31	6	102	23
Reassigned Volume	39	171	8	53	525	12	7	286	31	6	102	23
Project Growth		-239			-249			101			0	
Project Future Volume	-4	-16	-1	31	303	7	9	375	41	6	102	23
	0	0	0	31	303	7	9	375	41	6	102	23

3619 4470
Intersection Name: Tenth Street & Keyes Street
Peak Hour: AM Date of Analysis: 3/9/04
Scenario: 0 Count Date: 2/14/02
Growth Factor: 0.000 Future Growth % Per Year: 0.000
Number of Months: 0.0 Number of Years to Buildout: 0

	Movements											
	North Approach			East Approach			South Approach			West Approach		
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT
		4981			4500			4482			4471	
Existing	47	528	366	0	799	36	0	0	0	17	286	0
ATI	0	2	35	0	6	6	0	0	0	0	4	0
BEA Systems	0	0	0	0	0	0	0	0	0	0	0	0
Total ATI	0	2	35	0	6	6	0	0	0	0	4	0
Existing + ATI	47	530	401	0	805	42	0	0	0	17	290	0
	47	530	401	0	805	42	0	0	0	17	290	0
Reassigned Volume	0	0	0	0	0	0	0	0	0	0	0	0
Project Growth		-26			81			110			-177	
Project Future Volume	46	513	356	0	877	39	0	0	0	7	119	0
	46	513	356	0	877	39	0	0	0	7	119	0

3611 4944
Intersection Name: Thirteenth Street & Julian Street
Peak Hour: PM Date of Analysis: 3/9/04
Scenario: Count Date: 02/10/00
(SJ) Growth Factor: 0.000 Future Growth % Per Yea 0.000
(SJ) Number of Months: 0.0 Number of Years to Buildout: 0.0

	Movements											
	North Approach			East Approach			South Approach			West Approach		
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT
		4905			4988			4987			0	
Existing	72	298	0	39	422	33	0	167	28	0	0	0
ATI	0	0	0	0	12	0	0	0	0	0	0	0
BEA Systems	0	0	0	0	0	0	0	0	0	0	0	0
Total ATI	0	0	0	0	12	0	0	0	0	0	0	0
Existing + ATI	72	298	0	39	434	33	0	167	28	0	0	0
	36	298	21	20	218	17	18	167	14	24	296	26
Reassigned Volume	36	298	21	20	218	17	18	167	14	24	296	26
Project Growth		96			655			142			0	
Project Future Volume	46	379	27	71	778	61	31	286	24	24	296	26
	46	379	27	71	778	61	31	286	24	24	296	26

3619 4470
Intersection Name: Tenth Street & Keyes Street
Peak Hour: PM Date of Analysis: 3/9/04
Scenario: Count Date: 02/14/02
(SJ) Growth Factor: 0.000 Future Growth % Per Yea 0.000
(SJ) Number of Months: 0.0 Number of Years to Buildout: 0.0

	Movements											
	North Approach			East Approach			South Approach			West Approach		
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT
		4981			4500			4482			4471	
Existing	95	1022	840	0	467	72	0	0	0	45	643	0
ATI	0	24	62	0	12	4	0	0	0	0	11	0
BEA Systems	0	0	0	0	0	0	0	0	0	0	0	0
Total ATI	0	24	62	0	12	4	0	0	0	0	11	0
Existing + ATI	95	1046	902	0	479	76	0	0	0	45	654	0
	95	1046	902	0	479	76	0	0	0	45	654	0
Reassigned Volume	0	0	0	0	0	0	0	0	0	0	0	0
Project Growth		-140			159			-94			-18	
Project Future Volume	88	949	780	0	605	93	0	0	0	44	626	0
	88	949	780	0	605	93	0	0	0	44	626	0

3765 4967
Intersection Name: Tenth Street & San Carlos Street
Peak Hour: AM Date of Analysis: 3/9/04
Scenario: 0 Count Date: 5/22/98
Growth Factor: 0.000 Future Growth % Per Year: 0.000
Number of Months: 0.0 Number of Years to Buildout: 0

	Movements											
	North Approach			East Approach			South Approach			West Approach		
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT
		4966			4972			0			0	
Existing	0	772	27	0	0	125	0	0	0	0	0	0
ATI	0	21	0	0	0	0	0	0	0	0	0	0
BEA Systems	0	0	0	0	0	0	0	0	0	0	0	0
Total ATI	0	21	0	0	0	0	0	0	0	0	0	0
Existing + ATI	0	793	27	0	0	125	0	0	0	0	0	0
	0	793	27	0	0	125	0	0	0	0	0	0
Reassigned Volume	0	793	27	0	0	125	0	0	0	0	0	0
Project Growth		23			-25			0			0	
Project Future Volume	0	815	28	0	0	100	0	0	0	0	0	0
	0	815	28	0	0	100	0	0	0	0	0	0

3772 4966
Intersection Name: Tenth Street & San Fernando Street
Peak Hour: AM Date of Analysis: 3/9/04
Scenario: 0 Count Date: 9/6/01
Growth Factor: 0.000 Future Growth % Per Year: 0.000
Number of Months: 0.0 Number of Years to Buildout: 0

	Movements											
	North Approach			East Approach			South Approach			West Approach		
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT
		4962			0			0			4959	
Existing	319	494	18	0	599	45	0	0	0	99	29	0
ATI	6	4	0	0	112	0	0	0	0	17	10	0
BEA Systems	0	0	0	0	0	0	0	0	0	0	0	0
Total ATI	6	4	0	0	112	0	0	0	0	17	10	0
Existing + ATI	325	498	18	0	711	45	0	0	0	116	39	0
	319	494	18	0	698	45	0	0	0	0	29	0
Reassigned Volume	319	494	18	0	698	45	0	0	0	0	29	0
Project Growth		-289			0			0			0	
Project Future Volume	208	322	12	0	698	45	0	0	0	0	29	0
	208	322	12	0	698	45	0	0	0	0	29	0

3765 4967
Intersection Name: Tenth Street & San Carlos Street
Peak Hour: PM Date of Analysis: 3/9/04
Scenario: Count Date: 05/22/98
(SJ) Growth Factor: 0.000 Future Growth % Per Yea 0.000
(SJ) Number of Months: 0.0 Number of Years to Buildout: 0.0

	Movements											
	North Approach			East Approach			South Approach			West Approach		
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT
		4966			4972			0			0	
Existing	0	2086	71	0	0	138	0	0	0	0	0	0
ATI	0	213	0	0	0	0	0	0	0	0	0	0
BEA Systems	0	0	0	0	0	0	0	0	0	0	0	0
Total ATI	0	213	0	0	0	0	0	0	0	0	0	0
Existing + ATI	0	2299	71	0	0	138	0	0	0	0	0	0
	0	2305	71	0	0	138	0	0	0	0	0	0
Reassigned Volume	0	2305	71	0	0	138	0	0	0	0	0	0
Project Growth		121			10			0			0	
Project Future Volume	0	2422	75	0	0	148	0	0	0	0	0	0
	0	2422	75	0	0	148	0	0	0	0	0	0

3772 4966
Intersection Name: Tenth Street & San Fernando Street
Peak Hour: PM Date of Analysis: 3/9/04
Scenario: Count Date: 09/06/01
(SJ) Growth Factor: 0.000 Future Growth % Per Yea 0.000
(SJ) Number of Months: 0.0 Number of Years to Buildout: 0.0

	Movements											
	North Approach			East Approach			South Approach			West Approach		
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT
		4962			0			0			4959	
Existing	343	1585	24	0	682	168	0	0	0	294	228	3
ATI	15	8	0	0	88	0	0	0	0	139	21	0
BEA Systems	0	0	0	0	0	0	0	0	0	0	0	0
Total ATI	15	8	0	0	88	0	0	0	0	139	21	0
Existing + ATI	358	1593	24	0	770	168	0	0	0	433	249	3
	343	1585	24	0	738	168	0	0	0	0	229	0
Reassigned Volume	343	1585	24	0	738	168	0	0	0	0	229	0
Project Growth		78			0			0			0	
Project Future Volume	357	1648	25	0	738	168	0	0	0	0	229	0
	357	1648	25	0	738	168	0	0	0	0	229	0

3780	4950		
Intersection Name:	Tenth Street	& San Salvador Street	
Peak Hour:	AM	Date of Analysis:	3/9/04
Scenario:	0	Count Date:	4/24/01
Growth Factor:	0.000	Future Growth % Per Year:	0.000
Number of Months:	0.0	Number of Years to Buildout:	0

	Movements											
	North Approach			East Approach			South Approach			West Approach		
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT
		4967			4971			0			4951	
Existing	142	604	21	0	196	53	0	0	0	56	139	0
ATI	0	21	0	0	0	0	0	0	0	0	0	0
BEA Systems	0	0	0	0	0	0	0	0	0	0	0	0
Total ATI	0	21	0	0	0	0	0	0	0	0	0	0
Existing + ATI	142	625	21	0	196	53	0	0	0	56	139	0
	142	625	21	0	196	53	0	0	0	56	139	0
Reassigned Volume	142	625	21	0	196	53	0	0	0	56	139	0
Project Growth		-4			-72			0			-42	
Project Future Volume	141	622	21	0	139	38	0	0	0	44	109	0
	141	622	21	0	139	38	0	0	0	44	109	0

3785	4962		
Intersection Name:	Tenth Street	& Santa Clara Street	
Peak Hour:	AM	Date of Analysis:	3/9/04
Scenario:	0	Count Date:	2/22/01
Growth Factor:	0.000	Future Growth % Per Year:	0.000
Number of Months:	0.0	Number of Years to Buildout:	0

	Movements											
	North Approach			East Approach			South Approach			West Approach		
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT
		4985			4973			0			4961	
Existing	46	463	59	0	869	158	0	0	0	98	379	0
ATI	1	2	0	0	201	3	0	0	0	16	15	0
BEA Systems	0	0	0	0	0	0	0	0	0	0	0	0
Total ATI	1	2	0	0	201	3	0	0	0	16	15	0
Existing + ATI	47	465	59	0	1070	161	0	0	0	114	394	0
	23	309	20	472	1055	158	0	0	0	110	389	36
Reassigned Volume	23	309	20	472	1055	158	0	0	0	110	389	36
Project Growth		-142			57			0			36	
Project Future Volume	14	184	12	488	1091	163	0	0	0	117	415	38
	14	184	12	488	1091	163	0	0	0	117	415	38

3780 4950
Intersection Name: Tenth Street & San Salvador Street
Peak Hour: PM Date of Analysis: 3/9/04
Scenario: Count Date: 04/24/01
(SJ) Growth Factor: 0.000 Future Growth % Per Yea 0.000
(SJ) Number of Months: 0.0 Number of Years to Buildout: 0.0

	Movements											
	North Approach			East Approach			South Approach			West Approach		
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT
		4967			4971			0			4951	
Existing	118	1710	32	0	91	34	0	0	0	49	111	0
ATI	0	213	0	0	0	0	0	0	0	0	0	0
BEA Systems	0	0	0	0	0	0	0	0	0	0	0	0
Total ATI	0	213	0	0	0	0	0	0	0	0	0	0
Existing + ATI	118	1923	32	0	91	34	0	0	0	49	111	0
	118	1923	32	0	91	34	0	0	0	49	111	0
Reassigned Volume	118	1923	32	0	91	34	0	0	0	49	111	0
Project Growth		90			35			0			28	
Project Future Volume	123	2006	33	0	116	44	0	0	0	58	130	0
	123	2006	33	0	116	44	0	0	0	58	130	0

3785 4962
Intersection Name: Tenth Street & Santa Clara Street
Peak Hour: PM Date of Analysis: 3/9/04
Scenario: Count Date: 02/22/01
(SJ) Growth Factor: 0.000 Future Growth % Per Yea 0.000
(SJ) Number of Months: 0.0 Number of Years to Buildout: 0.0

	Movements											
	North Approach			East Approach			South Approach			West Approach		
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT
		4985			4973			0			4961	
Existing	92	1313	148	0	587	230	0	0	0	219	778	0
ATI	2	7	0	0	88	8	0	0	0	124	82	0
BEA Systems	0	0	0	0	0	0	0	0	0	0	0	0
Total ATI	2	7	0	0	88	8	0	0	0	124	82	0
Existing + ATI	94	1320	148	0	675	238	0	0	0	343	860	0
	46	875	49	23	652	230	0	0	0	335	859	46
Reassigned Volume	46	875	49	23	652	230	0	0	0	335	859	46
Project Growth		18			349			0			222	
Project Future Volume	47	891	50	32	903	319	0	0	0	395	1013	54
	47	891	50	32	903	319	0	0	0	395	1013	54

3810 4985
Intersection Name: Tenth Street & St. James Street
Peak Hour: AM Date of Analysis: 3/9/04
Scenario: 0 Count Date: 3/20/01
Growth Factor: 0.000 Future Growth % Per Year: 0.000
Number of Months: 0.0 Number of Years to Buildout: 0

	Movements											
	North Approach			East Approach			South Approach			West Approach		
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT
		4965			0			0			4984	
Existing	0	542	33	0	0	0	0	0	0	44	314	0
ATI	0	51	0	0	0	0	0	0	0	0	8	0
BEA Systems	0	0	0	0	0	0	0	0	0	0	0	0
Total ATI	0	51	0	0	0	0	0	0	0	0	8	0
Existing + ATI	0	593	33	0	0	0	0	0	0	44	322	0
	26	297	8	37	526	29	9	841	32	11	161	21
Reassigned Volume	26	297	8	37	526	29	9	841	32	11	161	21
Project Growth		-158			0			0			127	
Project Future Volume	14	155	4	37	526	29	9	841	32	18	267	35
	14	155	4	37	526	29	9	841	32	18	267	35

3822 5049
Intersection Name: Tenth Street & Taylor Street
Peak Hour: AM Date of Analysis: 3/9/04
Scenario: 0 Count Date: 3/20/01
Growth Factor: 0.000 Future Growth % Per Year: 0.000
Number of Months: 0.0 Number of Years to Buildout: 0

	Movements											
	North Approach			East Approach			South Approach			West Approach		
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT
		18123			5052			0			5048	
Existing	41	289	19	0	780	99	0	0	0	27	235	0
ATI	2	41	0	0	42	10	0	0	0	8	24	0
BEA Systems	0	0	0	0	0	0	0	0	0	0	0	0
Total ATI	2	41	0	0	42	10	0	0	0	8	24	0
Existing + ATI	43	330	19	0	822	109	0	0	0	35	259	0
	25	165	10	0	704	55	48	1251	126	23	283	25
Reassigned Volume	25	165	10	0	704	55	48	1251	126	23	283	25
Project Growth		24			-142			0			659	
Project Future Volume	28	185	11	0	572	45	48	1251	126	69	846	75
	28	185	11	0	572	45	48	1251	126	69	846	75
Cumulative Growth	27	181	11	0	773	60	53	1373	138	25	311	27
Project Growth		24			-142			0			659	
Cumulative Total	30	201	12	0	641	50	53	1373	138	71	874	77

3810 4985
Intersection Name: Tenth Street & St. James Street
Peak Hour: PM Date of Analysis: 3/9/04
Scenario: Count Date: 03/20/01
(SJ) Growth Factor: 0.000 Future Growth % Per Yea 0.000
(SJ) Number of Months: 0.0 Number of Years to Buildout: 0.0

	Movements											
	North Approach			East Approach			South Approach			West Approach		
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT
		4965			0			0			4984	
Existing	0	1407	100	0	0	0	0	0	0	116	692	0
ATI	0	18	0	0	0	0	0	0	0	0	61	0
BEA Systems	0	0	0	0	0	0	0	0	0	0	0	0
Total ATI	0	18	0	0	0	0	0	0	0	0	61	0
Existing + ATI	0	1425	100	0	0	0	0	0	0	116	753	0
	37	713	25	10	238	20	18	272	31	29	380	24
Reassigned Volume	37	713	25	10	238	20	18	272	31	29	380	24
Project Growth		-125			0			0			609	
Project Future Volume	31	598	21	10	238	20	18	272	31	70	914	58
	31	598	21	10	238	20	18	272	31	70	914	58

3822 5049
Intersection Name: Tenth Street & Taylor Street
Peak Hour: PM Date of Analysis: 3/9/04
Scenario: Count Date: 03/20/01
(SJ) Growth Factor: 0.000 Future Growth % Per Yea 0.000
(SJ) Number of Months: 0.0 Number of Years to Buildout: 0.0

	Movements											
	North Approach			East Approach			South Approach			West Approach		
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT
		18123			5052			0			5048	
Existing	69	1392	108	0	268	108	0	0	0	116	594	0
ATI	2	15	0	0	32	4	0	0	0	8	49	0
BEA Systems	0	0	0	0	0	0	0	0	0	0	0	0
Total ATI	2	15	0	0	32	4	0	0	0	8	49	0
Existing + ATI	71	1407	108	0	300	112	0	0	0	124	643	0
	41	704	54	0	273	56	38	177	24	83	658	18
Reassigned Volume	41	704	54	0	273	56	38	177	24	83	658	18
Project Growth		46			660			0			366	
Project Future Volume	43	745	57	0	821	168	38	177	24	123	975	27
	43	745	57	0	821	168	38	177	24	123	975	27
Cumulative Growth	50	861	66	0	334	68	46	216	29	102	805	22
Project Growth		46			660			0			366	
Cumulative Total	53	902	69	0	882	181	46	216	29	142	1122	31

3834	5003		
Intersection Name:	Vine Street	& Virginia Street	
Peak Hour:	AM	Date of Analysis:	3/9/04
Scenario:	0	Count Date:	3/6/01
Growth Factor:	0.000	Future Growth % Per Year:	0.000
Number of Months:	0.0	Number of Years to Buildout:	0

	Movements											
	North Approach			East Approach			South Approach			West Approach		
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT
		4928			4199			0			4911	
Existing	47	190	48	0	147	20	0	0	0	39	73	0
ATI	0	8	2	0	0	0	0	0	0	0	0	0
BEA Systems	0	0	0	0	0	0	0	0	0	0	0	0
Total ATI	0	8	2	0	0	0	0	0	0	0	0	0
Existing + ATI	47	198	50	0	147	20	0	0	0	39	73	0
	24	100	25	16	147	10	32	818	36	20	74	19
Reassigned Volume	24	100	25	16	147	10	32	818	36	20	74	19
Project Growth		-91			-145			0			0	
Project Future Volume	9	39	10	3	24	2	32	818	36	20	74	19
	9	39	10	3	24	2	32	818	36	20	74	19

3835	4914		
Intersection Name:	Vine Street	& Willow Street	
Peak Hour:	AM	Date of Analysis:	3/9/04
Scenario:	0	Count Date:	11/21/02
Growth Factor:	0.000	Future Growth % Per Year:	0.000
Number of Months:	0.0	Number of Years to Buildout:	0

	Movements											
	North Approach			East Approach			South Approach			West Approach		
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT
		5003			4913			4474			4935	
Existing	21	172	56	0	209	29	0	0	0	31	145	0
ATI	6	8	0	0	3	0	0	0	0	0	18	0
BEA Systems	0	0	0	0	0	0	0	0	0	0	0	0
Total ATI	6	8	0	0	3	0	0	0	0	0	18	0
Existing + ATI	27	180	56	0	212	29	0	0	0	31	163	0
	9	93	28	44	201	20	23	907	27	11	165	21
Reassigned Volume	9	93	28	44	201	20	23	907	27	11	165	21
Project Growth		-17			-382			0			-272	
Project Future Volume	8	81	24	-19	-89	-9	23	907	27	-4	-63	-8
	8	81	24	0	0	0	23	907	27	0	0	0

3834 5003
Intersection Name: Vine Street & Virginia Street
Peak Hour: PM Date of Analysis: 3/9/04
Scenario: Count Date: 03/06/01
(SJ) Growth Factor: 0.000 Future Growth % Per Yea 0.000
(SJ) Number of Months: 0.0 Number of Years to Buildout: 0.0

	Movements											
	North Approach			East Approach			South Approach			West Approach		
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT
		4928			4199			0			4911	
Existing	84	1684	165	0	157	39	0	0	0	61	155	0
ATI	0	113	23	0	0	0	0	0	0	0	0	0
BEA Systems	0	0	0	0	0	0	0	0	0	0	0	0
Total ATI	0	113	23	0	0	0	0	0	0	0	0	0
Existing + ATI	84	1797	188	0	157	39	0	0	0	61	155	0
	42	906	94	12	158	20	21	172	28	31	155	32
Reassigned Volume	42	906	94	12	158	20	21	172	28	31	155	32
Project Growth		-238			28			0			-9	
Project Future Volume	32	699	73	14	181	23	21	172	28	30	149	31
	32	699	73	14	181	23	21	172	28	30	149	31

3835 4914
Intersection Name: Vine Street & Willow Street
Peak Hour: PM Date of Analysis: 3/9/04
Scenario: Count Date: 11/21/02
(SJ) Growth Factor: 0.000 Future Growth % Per Yea 0.000
(SJ) Number of Months: 0.0 Number of Years to Buildout: 0.0

	Movements											
	North Approach			East Approach			South Approach			West Approach		
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT
		5003			4913			4474			4935	
Existing	73	1345	136	0	249	40	0	0	0	64	297	0
ATI	12	113	0	0	6	0	0	0	0	0	9	0
BEA Systems	0	0	0	0	0	0	0	0	0	0	0	0
Total ATI	12	113	0	0	6	0	0	0	0	0	9	0
Existing + ATI	85	1458	136	0	255	40	0	0	0	64	306	0
	43	667	131	42	266	20	42	131	36	33	327	24
Reassigned Volume	43	667	131	42	266	20	42	131	36	33	327	24
Project Growth		-228			-94			0			-91	
Project Future Volume	31	486	95	30	190	14	42	131	36	25	250	18
	31	486	95	30	190	14	42	131	36	25	250	18

Appendix B

Level of Service Calculations

Due to its size, a copy of Appendix B is on file with the City of San José Planning Division and can be viewed during normal business hours.

Appendix C

Freeway Segment Levels of Service

Table C-1
Year 2000 Freeway Levels of Service

					Mixed-Flow Lanes					HOV Lane Traffic Volume				
Freeway	From	To	Direction	Peak Hour	Ave. Speed/a/	# of Lanes	Volume/a/	Density	LOS	Ave. Speed/a/	# of Lanes	Volume/a/	Density	LOS
SR 237	EL CAMINO REAL	SR 85	EB	AM	60	2	2,760	23.0	C	N/A	N/A	N/A		
				PM	60	2	2,760	23.0	C	N/A	N/A	N/A		
SR 237	SR 85	EL CAMINO REAL	WB	AM	55	2	3,960	36.0	D	N/A	N/A	N/A		
				PM	25	2	3,450	69.0	F	N/A	N/A	N/A		
SR 237	SR 85	CENTRAL EXPWY	EB	AM	20	2	2,960	74.0	F	N/A	N/A	N/A		
				PM	65	2	2,470	19.0	C	N/A	N/A	N/A		
SR 237	CENTRAL EXPWY	SR 85	WB	AM	60	2	2,640	22.0	C	N/A	N/A	N/A		
				PM	20	2	3,320	83.0	F	N/A	N/A	N/A		
SR 237	CENTRAL EXPWY	MAUDE AVE	EB	AM	30	2	3,180	53.0	E	N/A	N/A	N/A		
				PM	65	2	1,690	13.0	B	N/A	N/A	N/A		
SR 237	MAUDE AVE	CENTRAL EXPWY	WB	AM	65	2	1,690	13.0	B	N/A	N/A	N/A		
				PM	15	2	2,820	94.0	F	N/A	N/A	N/A		
SR 237	MAUDE AVE	US 101	EB	AM	25	2	3,250	65.0	F	N/A	N/A	N/A		
				PM	65	2	1,690	13.0	B	N/A	N/A	N/A		
SR 237	US 101	MAUDE AVE	WB	AM	60	2	3,120	26.0	D	N/A	N/A	N/A		
				PM	55	2	4,290	39.0	D	N/A	N/A	N/A		
SR 237	US 101	MATHILDA AVE	EB	AM	15	2	2,610	87.0	F	N/A	N/A	N/A		
				PM	60	2	2,760	23.0	C	N/A	N/A	N/A		
SR 237	MATHILDA AVE	US 101	WB	AM	60	2	3,720	31.0	D	N/A	N/A	N/A		
				PM	55	2	4,180	38.0	D	N/A	N/A	N/A		
SR 237	MATHILDA AVE	N. FAIR OAKS AVE	EB	AM	25	2	3,400	68.0	F	60	1	1,620	27.0	D
				PM	60	2	2,400	20.0	C	65	1	650	10.0	A
SR 237	N. FAIR OAKS AVE	MATHILDA AVE	WB	AM	60	2	3,590	26.0	D	N/A	N/A	N/A		
				PM	55	2	4,430	35.0	D	N/A	N/A	N/A		
SR 237	N. FAIR OAKS AVE	LAWRENCE EXPWY	EB	AM	50	2	4,500	45.0	D	60	1	2,040	34.0	D
				PM	60	2	2,520	21.0	C	65	1	460	7.1	A
SR 237	LAWRENCE EXPWY	N. FAIR OAKS AVE	WB	AM	60	2	3,480	29.0	D	60	1	1,800	30.0	D
				PM	60	2	3,960	33.0	D	65	1	1,240	19.1	C
SR 237	LAWRENCE EXPWY	GREAT AMERICA PKWY	EB	AM	30	2	3,180	53.0	E	60	1	1,680	28.0	D
				PM	60	2	3,120	26.0	D	65	1	850	13.1	B
SR 237	GREAT AMERICA PKWY	LAWRENCE EXPWY	WB	AM	60	2	3,240	27.0	D	60	1	1,380	23.0	C
				PM	55	2	4,070	37.0	D	65	1	460	7.1	A
SR 237	GREAT AMERICA PKWY	N. FIRST ST	EB	AM	35	2	3,640	52.0	E	65	1	1,170	18.0	C
				PM	60	2	3,480	29.0	D	65	1	1,040	16.0	B
SR 237	N. FIRST ST	GREAT AMERICA PKWY	WB	AM	55	2	3,850	35.0	D	60	1	1,740	29.0	D
				PM	45	2	4,230	47.0	E	65	1	850	13.1	B
SR 237	N. FIRST ST	ZANKER RD	EB	AM	60	2	3,960	33.0	D	65	1	910	14.0	B
				PM	25	2	3,350	67.0	F	65	1	910	14.0	B
SR 237	ZANKER RD	N. FIRST ST	WB	AM	50	2	4,300	43.0	D	60	1	1,560	26.0	D
				PM	55	2	3,850	35.0	D	65	1	590	9.1	A
SR 237	ZANKER RD	MC CARTHY BLVD	EB	AM	60	2	3,960	33.0	D	60	1	1,260	21.0	C
				PM	15	2	3,060	102.0	F	15	1	1,530	102.0	F
SR 237	MC CARTHY BLVD	ZANKER RD	WB	AM	15	3	3,860	102.9	F	25	1	1,680	67.2	F
				PM	60	3	4,500	30.0	D	65	1	590	9.1	A
SR 237	MC CARTHY BLVD	I-880	EB	AM	20	2	2,800	70.0	F	60	1	1,200	20.0	C
				PM	10	2	2,180	109.0	F	15	1	1,530	102.0	F
SR 237	I-880	MC CARTHY BLVD	WB	AM	10	3	3,480	116.0	F	55	1	1,980	36.0	D
				PM	60	3	3,960	22.0	C	60	1	1,440	24.0	C
I-880	I-280	STEVENS CR.	NB	AM	25	3	4,800	64.0	F	N/A	N/A	N/A		
				PM	65	3	3,510	18.0	C	N/A	N/A	N/A		
I-880	STEVENS CR.	I-280	SB	AM	60	3	5,940	33.0	D	N/A	N/A	N/A		
				PM	60	3	4,860	27.0	D	N/A	N/A	N/A		
I-880	STEVENS CR.	BASCOM	NB	AM	15	3	4,100	91.1	F	N/A	N/A	N/A		
				PM	60	3	4,320	24.0	C	N/A	N/A	N/A		

Table C-1
Year 2000 Freeway Levels of Service

					Mixed-Flow Lanes					HOV Lane Traffic Volume				
Freeway	From	To	Direction	Peak Hour	Ave. Speed/a/	# of Lanes	Volume/a/	Density	LOS	Ave. Speed/a/	# of Lanes	Volume/a/	Density	LOS
I-880	BASCOM	STEVENS CR.	SB	AM	50	3	6,750	45.0	D	N/A	N/A	N/A		
				PM	40	3	5,880	49.0	E	N/A	N/A	N/A		
I-880	BASCOM	THE ALAMEDA	NB	AM	15	3	4,100	91.1	F	N/A	N/A	N/A		
				PM	60	3	3,960	22.0	C	N/A	N/A	N/A		
I-880	THE ALAMEDA	BASCOM	SB	AM	60	3	4,320	24.0	C	N/A	N/A	N/A		
				PM	40	3	5,880	49.0	E	N/A	N/A	N/A		
I-880	THE ALAMEDA	COLEMAN	NB	AM	15	3	4,100	91.1	F	N/A	N/A	N/A		
				PM	60	3	5,040	28.0	D	N/A	N/A	N/A		
I-880	COLEMAN	THE ALAMEDA	SB	AM	60	3	3,960	22.0	C	N/A	N/A	N/A		
				PM	25	3	4,200	56.0	F	N/A	N/A	N/A		
I-880	COLEMAN	SR 87	NB	AM	15	3	4,590	102.0	F	N/A	N/A	N/A		
				PM	55	3	5,780	35.0	D	N/A	N/A	N/A		
I-880	SR 87	COLEMAN	SB	AM	60	3	5,400	30.0	D	N/A	N/A	N/A		
				PM	25	3	4,130	55.1	F	N/A	N/A	N/A		
I-880	SR 87	N. 1ST	NB	AM	15	3	3,830	85.1	F	N/A	N/A	N/A		
				PM	60	3	4,320	24.0	C	N/A	N/A	N/A		
I-880	N. 1ST	SR 87	SB	AM	60	3	3,600	20.0	C	N/A	N/A	N/A		
				PM	25	3	4,200	56.0	F	N/A	N/A	N/A		
I-880	N. 1ST	US 101	NB	AM	15	3	4,590	102.0	F	N/A	N/A	N/A		
				PM	60	3	5,400	30.0	D	N/A	N/A	N/A		
I-880	US 101	N. 1ST	SB	AM	60	3	5,580	31.0	D	N/A	N/A	N/A		
				PM	25	3	4,880	65.1	F	N/A	N/A	N/A		
I-880	US 101	BROKAW	NB	AM	15	2	2,730	91.0	F	N/A	N/A	N/A		
				PM	25	2	2,800	56.0	F	N/A	N/A	N/A		
I-880	BROKAW	US 101	SB	AM	55	2	4,290	39.0	D	N/A	N/A	N/A		
				PM	20	2	2,880	72.0	F	N/A	N/A	N/A		
I-880	BROKAW	MONTAGUE	NB	AM	55	2	3,850	35.0	D	N/A	N/A	N/A		
				PM	55	2	4,070	37.0	D	N/A	N/A	N/A		
I-880	MONTAGUE	BROKAW	SB	AM	55	2	4,290	39.0	D	N/A	N/A	N/A		
				PM	15	2	3,090	103.0	F	N/A	N/A	N/A		
I-880	MONTAGUE	GREAT MALL	NB	AM	55	3	5,940	36.0	D	N/A	N/A	N/A		
				PM	25	3	4,950	66.0	F	N/A	N/A	N/A		
I-880	GREAT MALL	MONTAGUE	SB	AM	65	3	3,710	19.0	C	N/A	N/A	N/A		
				PM	15	3	3,870	86.0	F	N/A	N/A	N/A		
I-880	GREAT MALL	SR 237	NB	AM	65	3	3,120	16.0	B	N/A	N/A	N/A		
				PM	10	3	3,150	105.0	F	N/A	N/A	N/A		
I-880	SR 237	GREAT MALL	SB	AM	55	3	5,780	35.0	D	N/A	N/A	N/A		
				PM	60	3	3,600	20.0	C	N/A	N/A	N/A		
I-880	SR 237	DIXON LANDING	NB	AM	60	4	5,400	25.0	D	N/A	N/A	N/A		
				PM	25	4	6,120	68.0	F	N/A	N/A	N/A		
I-880	DIXON LANDING	SR 237	SB	AM	60	4	6,910	32.0	D	N/A	N/A	N/A		
				PM	-60	4	6,260	29.0	D	N/A	N/A	N/A		
US 101	YERBA BUENA RD	CAPITOL EXPWY	NB	AM	20	3	4,500	75.0	F	60	1	1,500	25.0	D
				PM	60	3	3,780	21.0	C	65	1	650	10.0	A
US 101	CAPITOL EXPWY	YERBA BUENA RD	SB	AM	65	3	3,510	18.0	C	65	1	460	7.1	A
				PM	60	3	3,960	22.0	C	65	1	1,170	18.0	C
US 101	CAPITOL EXPWY	TULLY RD	NB	AM	10	3	3,150	105.0	F	25	1	1,730	69.2	F
				PM	60	3	4,860	27.0	D	65	1	590	9.1	A
US 101	TULLY RD	CAPITOL EXPWY	SB	AM	60	3	4,500	25.0	D	65	1	780	12.0	B
				PM	25	3	4,280	57.1	F	60	1	1,560	26.0	D
US 101	TULLY RD	STORY RD	NB	AM	10	3	3,390	113.0	F	10	1	1,160	116.0	F
				PM	60	3	4,680	26.0	D	65	1	390	6.0	A
US 101	STORY RD	TULLY RD	SB	AM	60	3	3,960	22.0	C	65	1	330	5.1	A
				PM	20	3	4,560	76.0	F	60	1	2,040	34.0	D

Table C-1
Year 2000 Freeway Levels of Service

					Mixed-Flow Lanes					HOV Lane Traffic Volume				
Freeway	From	To	Direction	Peak Hour	Ave. Speed/a/	# of Lanes	Volume/a/	Density	LOS	Ave. Speed/a/	# of Lanes	Volume/a/	Density	LOS
US 101	STORY RD	I-280	NB	AM	10	3	3,510	117.0	F	10	1	1,150	115.0	F
				PM	65	3	2,540	13.0	B	65	1	460	7.1	A
US 101	I-280	STORY RD	SB	AM	65	3	2,930	15.0	B	65	1	330	5.1	A
				PM	20	3	4,200	70.0	F	50	1	2,100	42.0	D
US 101	I-280	SANTA CLARA ST	NB	AM	10	3	4,410	147.0	F	10	1	1,180	118.0	F
				PM	60	3	3,960	22.0	C	65	1	780	12.0	B
US 101	SANTA CLARA ST	I-280	SB	AM	60	3	3,960	22.0	C	65	1	650	10.0	A
				PM	25	3	4,650	62.0	F	55	1	1,930	35.1	D
US 101	SANTA CLARA ST	MCKEE RD	NB	AM	10	3	3,840	128.0	F	10	1	1,280	128.0	F
				PM	60	3	3,600	20.0	C	65	1	650	10.0	A
US 101	MCKEE RD	SANTA CLARA ST	SB	AM	65	3	3,710	19.0	C	65	1	330	5.1	A
				PM	55	3	6,770	41.0	D	60	1	1,680	28.0	D
US 101	MCKEE RD	OAKLAND RD	NB	AM	10	3	4,020	134.0	F	15	1	1,350	90.0	F
				PM	60	3	3,780	21.0	C	65	1	390	6.0	A
US 101	OAKLAND RD	MCKEE RD	SB	AM	65	3	3,320	17.0	C	65	1	330	5.1	A
				PM	35	3	5,360	51.0	E	55	1	1,980	36.0	D
US 101	OAKLAND RD	I-880	NB	AM	10	3	3,510	117.0	F	15	1	1,530	102.0	F
				PM	60	3	4,140	23.0	C	65	1	1,110	17.1	C
US 101	I-880	OAKLAND RD	SB	AM	65	3	2,930	15.0	B	65	1	520	8.0	A
				PM	10	3	3,990	133.0	F	20	1	1,560	78.0	F
US 101	I-880	OLD BAYSHORE HWY	NB	AM	10	3	3,750	125.0	F	25	1	1,650	66.0	F
				PM	65	3	3,710	19.0	C	65	1	650	10.0	A
US 101	OLD BAYSHORE HWY	I-880	SB	AM	65	3	3,320	17.0	C	65	1	390	6.0	A
				PM	10	3	3,510	117.0	F	15	1	1,500	100.0	F
US 101	OLD BAYSHORE HWY	FIRST ST	NB	AM	15	3	4,680	104.0	F	15	1	1,280	85.3	F
				PM	60	3	5,580	31.0	D	65	1	910	14.0	B
US 101	FIRST ST	OLD BAYSHORE HWY	SB	AM	65	3	3,120	16.0	B	65	1	390	6.0	A
				PM	10	3	3,720	124.0	F	20	1	1,580	79.0	F
US 101	FIRST ST	GUADALUPE PKWY	NB	AM	15	3	4,550	101.1	F	30	1	1,620	54.0	E
				PM	65	3	3,320	17.0	C	65	1	650	10.0	A
US 101	GUADALUPE PKWY	FIRST ST	SB	AM	60	3	3,960	22.0	C	65	1	460	7.1	A
				PM	15	3	4,550	101.1	F	20	1	1,400	70.0	F
US 101	GUADALUPE PKWY	DE LA CRUZ BLVD	NB	AM	15	3	4,010	89.1	F	25	1	1,430	57.2	F
				PM	55	3	6,110	37.0	D	65	1	780	12.0	B
US 101	DE LA CRUZ BLVD	GUADALUPE PKWY	SB	AM	60	3	5,760	32.0	D	65	1	720	11.1	B
				PM	15	3	4,500	100.0	F	15	1	1,440	96.0	F
US 101	DE LA CRUZ BLVD	MONTAGUE EXP/ S. TOMAS EXP	NB	AM	35	3	5,460	52.0	E	35	1	1,790	51.1	E
				PM	60	3	5,940	33.0	D	65	1	850	13.1	B
US 101	MONTAGUE EXP/ S. TOMAS EXP	DE LA CRUZ BLVD	SB	AM	60	3	4,680	26.0	D	65	1	850	13.1	B
				PM	10	3	3,480	116.0	F	25	1	1,380	55.2	F
US 101	MONTAGUE EXP/ S. TOMAS EXP	BOWER AVE / GR. AMERICA PKWY	NB	AM	50	3	6,300	42.0	D	55	1	2,040	37.1	D
				PM	55	3	5,940	36.0	D	65	1	1,110	17.1	C
US 101	BOWER AVE / GR. AMERICA PKV	MONTAGUE EXP/ S. TOMAS EXP	SB	AM	60	3	5,760	32.0	D	65	1	1,040	16.0	B
				PM	10	3	3,840	128.0	F	20	1	1,560	78.0	F
US 101	BOWER AVE / GR. AMERICA PKV	LAWRENCE EXPWY	NB	AM	55	3	5,940	36.0	D	60	1	1,860	31.0	D
				PM	55	3	6,600	40.0	D	65	1	850	13.1	B
US 101	LAWRENCE EXPWY	BOWER AVE / GR. AMERICA PKWY	SB	AM	40	3	5,880	49.0	E	65	1	780	12.0	B
				PM	10	3	3,210	107.0	F	60	1	1,860	31.0	D
US 101	LAWRENCE EXPWY	N. FAIR OAKS AVE	NB	AM	60	3	4,860	27.0	D	65	1	1,170	18.0	C
				PM	60	3	5,220	29.0	D	65	1	1,040	16.0	B
US 101	N. FAIR OAKS AVE	LAWRENCE EXPWY	SB	AM	40	3	5,880	49.0	E	60	1	1,740	29.0	D
				PM	15	3	4,050	90.0	F	65	1	1,170	18.0	C
US 101	N. FAIR OAKS AVE	MATHILTDA AVE	NB	AM	55	3	6,770	41.0	D	60	1	1,440	24.0	C
				PM	60	3	4,500	25.0	D	65	1	910	14.0	B

Table C-1
Year 2000 Freeway Levels of Service

					Mixed-Flow Lanes					HOV Lane Traffic Volume				
Freeway	From	To	Direction	Peak Hour	Ave. Speed/a/	# of Lanes	Volume/a/	Density	LOS	Ave. Speed/a/	# of Lanes	Volume/a/	Density	LOS
US 101	MATHILTDA AVE	N. FAIR OAKS AVE	SB	AM	50	3	6,300	42.0	D	60	1	1,680	28.0	D
				PM	10	3	3,360	112.0	F	65	1	1,040	16.0	B
US 101	MATHILTDA AVE	SR 237	NB	AM	20	3	4,740	79.0	F	35	1	1,790	51.1	E
				PM	60	3	5,040	28.0	D	60	1	1,200	20.0	C
US 101	SR 237	MATHILTDA AVE	SB	AM	50	3	6,450	43.0	D	60	1	1,680	28.0	D
				PM	60	3	5,220	29.0	D	60	1	1,320	22.0	C
US 101	SR 237	MOFFETT BLVD	NB	AM	15	3	3,960	88.0	F	20	1	1,440	72.0	F
				PM	25	3	4,500	60.0	F	60	1	1,380	23.0	C
US 101	MOFFETT BLVD	SR 237	SB	AM	25	3	4,950	66.0	F	60	1	1,620	27.0	D
				PM	55	3	5,940	36.0	D	60	1	1,260	21.0	C
I-280	WINCHESTER	I-880	EB	AM	60	3	5,400	30.0	D	65	1	460	7.1	A
				PM	20	3	4,380	73.0	F	35	1	1,820	52.0	E
I-280	I-880	WINCHESTER	WB	AM	15	3	4,590	102.0	F	60	1	1,920	32.0	D
				PM	55	3	6,440	39.0	D	65	1	1,170	18.0	C
I-280	I-880	MERIDIAN	EB	AM	60	4	5,110	23.0	C	65	1	460	7.1	A
				PM	20	4	5,990	80.9	F	25	1	1,630	65.2	F
I-280	MERIDIAN	I-880	WB	AM	10	4	4,550	123.0	F	60	1	1,920	32.0	D
				PM	60	4	6,660	30.0	D	65	1	460	7.1	A
I-280	MERIDIAN	BIRD	EB	AM	60	4	6,720	28.0	D	N/A	N/A	N/A		
				PM	25	4	6,300	63.0	F	N/A	N/A	N/A		
I-280	BIRD	MERIDIAN	WB	AM	10	4	4,320	108.0	F	N/A	N/A	N/A		
				PM	50	4	9,000	45.0	D	N/A	N/A	N/A		
I-280	BIRD	SR 87	EB	AM	60	4	6,480	27.0	D	N/A	N/A	N/A		
				PM	25	4	6,900	69.0	F	N/A	N/A	N/A		
I-280	SR 87	BIRD	WB	AM	15	4	5,880	98.0	F	N/A	N/A	N/A		
				PM	60	4	6,240	26.0	D	N/A	N/A	N/A		
I-280	SR 87	10TH	EB	AM	60	4	5,520	23.0	C	N/A	N/A	N/A		
				PM	25	4	6,700	67.0	F	N/A	N/A	N/A		
I-280	10TH	SR 87	WB	AM	20	4	5,920	74.0	F	N/A	N/A	N/A		
				PM	60	4	6,720	28.0	D	N/A	N/A	N/A		
I-280	10TH	MCLAUGHLIN	EB	AM	60	4	6,240	26.0	D	N/A	N/A	N/A		
				PM	50	4	8,400	42.0	D	N/A	N/A	N/A		
I-280	MCLAUGHLIN	10TH	WB	AM	25	4	5,800	58.0	F	N/A	N/A	N/A		
				PM	60	4	6,960	29.0	D	N/A	N/A	N/A		
I-280	MCLAUGHLIN	US 101	EB	AM	60	4	5,280	22.0	C	N/A	N/A	N/A		
				PM	60	4	7,440	31.0	D	N/A	N/A	N/A		
I-280	US 101	MCLAUGHLIN	WB	AM	20	4	5,920	74.0	F	N/A	N/A	N/A		
				PM	60	4	7,920	33.0	D	N/A	N/A	N/A		
I-680	US 101	KING	NB	AM	50	4	8,400	42.0	D	N/A	N/A	N/A		
				PM	60	4	6,240	26.0	D	N/A	N/A	N/A		
I-680	KING	US 101	SB	AM	60	4	6,960	29.0	D	N/A	N/A	N/A		
				PM	60	4	6,240	26.0	D	N/A	N/A	N/A		
I-680	KING	CAPITOL EXPWY	NB	AM	20	4	6,550	78.0	F	N/A	N/A	N/A		
				PM	55	4	8,090	35.0	D	N/A	N/A	N/A		
I-680	CAPITOL EXPWY	KING	SB	AM	60	5	9,380	34.0	D	N/A	N/A	N/A		
				PM	60	5	7,450	27.0	D	N/A	N/A	N/A		
I-680	CAPITOL EXPWY	ALUM ROCK	NB	AM	10	4	4,800	120.0	F	N/A	N/A	N/A		
				PM	60	4	6,960	29.0	D	N/A	N/A	N/A		
I-680	ALUM ROCK	CAPITOL EXPWY	SB	AM	60	4	7,920	33.0	D	N/A	N/A	N/A		
				PM	60	4	7,440	31.0	D	N/A	N/A	N/A		
I-680	ALUM ROCK	MCKEE	NB	AM	15	4	5,340	89.0	F	N/A	N/A	N/A		
				PM	60	4	6,960	29.0	D	N/A	N/A	N/A		
I-680	MCKEE	ALUM ROCK	SB	AM	60	4	7,200	30.0	D	N/A	N/A	N/A		
				PM	55	4	7,700	35.0	D	N/A	N/A	N/A		

Table C-1
Year 2000 Freeway Levels of Service

					Mixed-Flow Lanes					HOV Lane Traffic Volume				
Freeway	From	To	Direction	Peak Hour	Ave. Speed/a/	# of Lanes	Volume/a/	Density	LOS	Ave. Speed/a/	# of Lanes	Volume/a/	Density	LOS
I-680	MCKEE	BERRYESSA	NB	AM	25	4	5,900	59.0	F	N/A	N/A	N/A		
				PM	60	4	7,440	31.0	D	N/A	N/A	N/A		
I-680	BERRYESSA	MCKEE	SB	AM	60	4	5,520	23.0	C	N/A	N/A	N/A		
				PM	50	4	9,200	46.0	D	N/A	N/A	N/A		
I-680	BERRYESSA	HOSTETTER	NB	AM	25	4	6,900	69.0	F	N/A	N/A	N/A		
				PM	60	4	6,480	27.0	D	N/A	N/A	N/A		
I-680	HOSTETTER	BERRYESSA	SB	AM	60	4	5,520	23.0	C	N/A	N/A	N/A		
				PM	20	4	6,160	77.0	F	N/A	N/A	N/A		
I-680	HOSTETTER	CAPITOL AVE	NB	AM	25	4	6,500	65.0	F	N/A	N/A	N/A		
				PM	60	4	5,280	22.0	C	N/A	N/A	N/A		
I-680	CAPITOL AVE	HOSTETTER	SB	AM	60	4	5,520	23.0	C	N/A	N/A	N/A		
				PM	10	4	4,360	109.0	F	N/A	N/A	N/A		
I-680	Capitol Ave	MONTAGUE	NB	AM	25	4	6,900	69.0	F	N/A	N/A	N/A		
				PM	60	4	5,520	23.0	C	N/A	N/A	N/A		
I-680	MONTAGUE	CAPITOL AVE	SB	AM	65	4	4,680	18.0	C	N/A	N/A	N/A		
				PM	15	4	5,400	90.0	F	N/A	N/A	N/A		
I-680	MONTAGUE	YOSEMITE	NB	AM	55	4	7,920	36.0	D	N/A	N/A	N/A		
				PM	60	4	6,240	26.0	D	N/A	N/A	N/A		
I-680	YOSEMITE	MONTAGUE	SB	AM	60	4	6,240	26.0	D	N/A	N/A	N/A		
				PM	15	4	5,280	88.0	F	N/A	N/A	N/A		
I-680	YOSEMITE	CALAVERAS / SR 237	NB	AM	40	4	6,860	49.0	E	N/A	N/A	N/A		
				PM	55	4	6,930	36.0	D	N/A	N/A	N/A		
I-680	CALAVERAS / SR 237	YOSEMITE	SB	AM	60	4	5,460	26.0	D	N/A	N/A	N/A		
				PM	15	4	4,520	86.1	F	N/A	N/A	N/A		
I-680	Calaveras / 237	JACKLIN	NB	AM	35	3	5,460	52.0	E	N/A	N/A	N/A		
				PM	20	3	4,260	71.0	F	N/A	N/A	N/A		
I-680	JACKLIN	CALAVERAS / SR 237	SB	AM	60	3	5,940	33.0	D	N/A	N/A	N/A		
				PM	55	3	6,270	38.0	D	N/A	N/A	N/A		

/a/ Source: Santa Clara Valley Transportation Authority Congestion Management Program Monitoring Study, 2002.

Table C-2
Freeway Segment Levels of Service - Project Conditions

					Existing Plus Future Trips										Future Growth			
					Mixed-Flow Lanes					HOV Lane Traffic Volume					Mixed-Flow		HOV Lane	
Freeway	Segment		Direction	Peak Hour	Ave. Speed/a/	# of Lanes	Volume/a/	Density	LOS	Ave. Speed/a/	# of Lanes	Volume/a/	Density	LOS	Volume	% Capacity	Volume	% Capacity
SR 237	EL CAMINO REAL	SR 85	EB	AM	60	2	2,810	23.4	C	--	--	--	--	--	50	1.1%	--	--
				PM	60	2	2,719	22.7	C	--	--	--	--	--	-41	-0.9%	--	--
SR 237	SR 85	EL CAMINO REAL	WB	AM	55	2	3,826	34.8	D	--	--	--	--	--	-134	-3.0%	--	--
				PM	25	2	3,551	71.0	F	--	--	--	--	--	101	2.3%	--	--
SR 237	SR 85	CENTRAL EXPWY	EB	AM	20	2	3,161	79.0	F	--	--	--	--	--	201	4.6%	--	--
				PM	65	2	2,483	19.1	C	--	--	--	--	--	13	0.3%	--	--
SR 237	CENTRAL EXPWY	SR 85	WB	AM	60	2	2,615	21.8	C	--	--	--	--	--	-25	-0.6%	--	--
				PM	20	2	3,581	89.5	F	--	--	--	--	--	261	5.9%	--	--
SR 237	CENTRAL EXPWY	MAUDE AVE	EB	AM	30	2	3,382	56.4	F	--	--	--	--	--	202	4.6%	--	--
				PM	65	2	1,678	12.9	B	--	--	--	--	--	-12	-0.3%	--	--
SR 237	MAUDE AVE	CENTRAL EXPWY	WB	AM	65	2	1,654	12.7	B	--	--	--	--	--	-36	-0.8%	--	--
				PM	15	2	3,019	100.6	F	--	--	--	--	--	199	4.5%	--	--
SR 237	MAUDE AVE	US 101	EB	AM	25	2	3,460	69.2	F	--	--	--	--	--	210	4.8%	--	--
				PM	65	2	1,676	12.9	B	--	--	--	--	--	-14	-0.3%	--	--
SR 237	US 101	MAUDE AVE	WB	AM	60	2	3,078	25.7	D	--	--	--	--	--	-42	-1.0%	--	--
				PM	55	2	4,495	40.9	D	--	--	--	--	--	205	4.7%	--	--
SR 237	US 101	MATHILDA AVE	EB	AM	15	2	2,876	95.9	F	--	--	--	--	--	266	6.0%	--	--
				PM	60	2	2,601	21.7	C	--	--	--	--	--	-159	-3.6%	--	--
SR 237	MATHILDA AVE	US 101	WB	AM	60	2	3,596	30.0	D	--	--	--	--	--	-124	-2.8%	--	--
				PM	55	2	4,391	39.9	D	--	--	--	--	--	211	4.8%	--	--
SR 237	MATHILDA AVE	N. FAIR OAKS AVE	EB	AM	25	2	3,624	72.5	F	60	1	1,790	29.8	D	224	5.1%	170	9.4%
				PM	60	2	2,393	19.9	C	65	1	570	8.8	A	-7	-0.2%	-80	-4.4%
SR 237	N. FAIR OAKS AVE	MATHILDA AVE	WB	AM	60	2	3,609	26.2	D	--	--	--	--	--	19	0.4%	--	--
				PM	55	2	4,613	36.5	D	--	--	--	--	--	183	3.6%	--	--
SR 237	N. FAIR OAKS AVE	LAWRENCE EXPWY	EB	AM	50	2	4,819	48.2	E	60	1	2,262	37.7	D	319	7.3%	222	12.3%
				PM	60	2	2,511	20.9	C	65	1	366	5.6	A	-9	-0.2%	-94	-5.2%
SR 237	LAWRENCE EXPWY	N. FAIR OAKS AVE	WB	AM	60	2	3,436	28.6	D	60	1	1,828	30.5	D	-44	-1.0%	28	1.6%
				PM	60	2	4,209	35.1	D	65	1	1,362	21.0	C	249	5.7%	122	6.8%
SR 237	LAWRENCE EXPWY	GREAT AMERICA PKWY	EB	AM	30	2	3,861	64.4	F	60	1	1,867	31.1	D	681	15.5%	187	10.4%
				PM	60	2	3,079	25.7	D	65	1	756	11.6	B	-41	-0.9%	-94	-5.2%
SR 237	GREAT AMERICA PKWY	LAWRENCE EXPWY	WB	AM	60	2	3,260	27.2	D	60	1	1,283	21.4	C	20	0.5%	-97	-5.4%
				PM	55	2	4,581	41.6	D	65	1	592	9.1	A	511	11.6%	132	7.3%
SR 237	GREAT AMERICA PKWY	N. FIRST ST	EB	AM	35	2	4,140	59.1	F	65	1	1,380	21.2	C	500	11.4%	210	11.7%
				PM	60	2	3,514	29.3	D	65	1	938	14.4	B	34	0.8%	-102	-5.7%
SR 237	N. FIRST ST	GREAT AMERICA PKWY	WB	AM	55	2	4,070	37.0	D	60	1	1,638	27.3	D	220	5.0%	-102	-5.7%
				PM	45	2	5,036	56.0	F	65	1	980	15.1	B	806	18.3%	130	7.2%
SR 237	N. FIRST ST	ZANKER RD	EB	AM	60	2	4,079	34.0	D	65	1	977	15.0	B	119	2.7%	67	3.7%
				PM	25	2	3,470	69.4	F	65	1	767	11.8	B	120	2.7%	-143	-7.9%
SR 237	ZANKER RD	N. FIRST ST	WB	AM	50	2	4,482	44.8	D	60	1	1,609	26.8	D	182	4.1%	49	2.7%
				PM	55	2	3,900	35.5	D	65	1	647	10.0	A	50	1.1%	57	3.2%
SR 237	ZANKER RD	MC CARTHY BLVD	EB	AM	60	2	4,104	34.2	D	60	1	1,337	22.3	C	144	3.3%	77	4.3%
				PM	15	2	3,715	123.8	F	15	1	1,370	91.3	F	655	14.9%	-160	-8.9%
SR 237	MC CARTHY BLVD	ZANKER RD	WB	AM	15	3	4,152	110.7	F	25	1	1,609	64.4	F	292	5.3%	-71	-3.9%
				PM	60	3	4,656	31.0	D	65	1	664	10.2	B	156	2.8%	74	4.1%
SR 237	MC CARTHY BLVD	I-880	EB	AM	20	2	3,005	75.1	F	60	1	1,200	20.0	C	205	4.7%	0	0.0%
				PM	10	2	2,985	149.3	F	15	1	1,530	102.0	F	805	18.3%	0	0.0%
SR 237	I-880	MC CARTHY BLVD	WB	AM	10	3	4,136	137.9	F	55	1	1,980	36.0	D	656	9.5%	0	0.0%
				PM	60	3	4,112	22.8	C	60	1	1,440	24.0	C	152	2.2%	0	0.0%
I-880	I-280	STEVENS CR.	NB	AM	25	3	4,946	65.9	F	--	--	--	--	--	146	2.1%	--	--
				PM	65	3	3,547	18.2	C	--	--	--	--	--	37	0.5%	--	--
I-880	STEVENS CR.	I-280	SB	AM	60	3	6,211	34.5	D	--	--	--	--	--	271	3.9%	--	--
				PM	60	3	4,935	27.4	D	--	--	--	--	--	75	1.1%	--	--
I-880	STEVENS CR.	BASCOM	NB	AM	15	3	4,077	90.6	F	--	--	--	--	--	-23	-0.3%	--	--
				PM	60	3	4,681	26.0	D	--	--	--	--	--	361	5.2%	--	--
I-880	BASCOM	STEVENS CR.	SB	AM	50	3	7,018	46.8	E	--	--	--	--	--	268	3.9%	--	--
				PM	40	3	6,022	50.2	E	--	--	--	--	--	142	2.1%	--	--
I-880	BASCOM	THE ALAMEDA	NB	AM	15	3	4,386	97.5	F	--	--	--	--	--	286	4.1%	--	--
				PM	60	3	4,374	24.3	D	--	--	--	--	--	414	6.0%	--	--

Table C-2
Freeway Segment Levels of Service - Project Conditions

					Existing Plus Future Trips										Future Growth			
					Mixed-Flow Lanes					HOV Lane Traffic Volume					Mixed-Flow		HOV Lane	
Freeway	Segment		Direction	Peak Hour	Ave. Speed/a/	# of Lanes	Volume/a/	Density	LOS	Ave. Speed/a/	# of Lanes	Volume/a/	Density	LOS	Volume	% Capacity	Volume	% Capacity
I-880	THE ALAMEDA	BASCOM	SB	AM	60	3	4,691	26.1	D	--	--	--	--	--	371	5.4%	--	--
				PM	40	3	6,074	50.6	E	--	--	--	--	--	194	2.8%	--	--
I-880	THE ALAMEDA	COLEMAN	NB	AM	15	3	4,449	98.9	F	--	--	--	--	--	349	5.1%	--	--
				PM	60	3	5,427	30.2	D	--	--	--	--	--	387	5.6%	--	--
I-880	COLEMAN	THE ALAMEDA	SB	AM	60	3	4,469	24.8	D	--	--	--	--	--	509	7.4%	--	--
				PM	25	3	4,835	64.5	F	--	--	--	--	--	635	9.2%	--	--
I-880	COLEMAN	SR 87	NB	AM	15	3	5,150	114.4	F	--	--	--	--	--	560	8.1%	--	--
				PM	55	3	6,290	38.1	D	--	--	--	--	--	510	7.4%	--	--
I-880	SR 87	COLEMAN	SB	AM	60	3	5,856	32.5	D	--	--	--	--	--	456	6.6%	--	--
				PM	25	3	4,636	61.8	F	--	--	--	--	--	506	7.3%	--	--
I-880	SR 87	N. 1ST	NB	AM	15	3	4,390	97.6	F	--	--	--	--	--	560	8.1%	--	--
				PM	60	3	4,830	26.8	D	--	--	--	--	--	510	7.4%	--	--
I-880	N. 1ST	SR 87	SB	AM	60	3	4,056	22.5	C	--	--	--	--	--	456	6.6%	--	--
				PM	25	3	4,706	62.7	F	--	--	--	--	--	506	7.3%	--	--
I-880	N. 1ST	US 101	NB	AM	15	3	5,241	116.5	F	--	--	--	--	--	651	9.4%	--	--
				PM	60	3	5,413	30.1	D	--	--	--	--	--	13	0.2%	--	--
I-880	US 101	N. 1ST	SB	AM	60	3	5,277	29.3	D	--	--	--	--	--	-303	-4.4%	--	--
				PM	25	3	5,673	75.6	F	--	--	--	--	--	793	11.5%	--	--
I-880	US 101	BROKAW	NB	AM	15	2	3,457	115.2	F	--	--	--	--	--	727	16.5%	--	--
				PM	25	2	3,116	62.3	F	--	--	--	--	--	316	7.2%	--	--
I-880	BROKAW	US 101	SB	AM	55	2	4,391	39.9	D	--	--	--	--	--	101	2.3%	--	--
				PM	20	2	4,045	101.1	F	--	--	--	--	--	1,165	26.5%	--	--
I-880	BROKAW	MONTAGUE	NB	AM	55	2	4,279	38.9	D	--	--	--	--	--	429	9.8%	--	--
				PM	55	2	4,465	40.6	D	--	--	--	--	--	395	9.0%	--	--
I-880	MONTAGUE	BROKAW	SB	AM	55	2	4,852	44.1	D	--	--	--	--	--	562	12.8%	--	--
				PM	15	2	3,907	130.2	F	--	--	--	--	--	817	18.6%	--	--
I-880	MONTAGUE	GREAT MALL	NB	AM	55	3	6,274	38.0	D	--	--	--	--	--	334	4.8%	--	--
				PM	25	3	5,447	72.6	F	--	--	--	--	--	497	7.2%	--	--
I-880	GREAT MALL	MONTAGUE	SB	AM	65	3	4,062	20.8	C	--	--	--	--	--	352	5.1%	--	--
				PM	15	3	4,200	93.3	F	--	--	--	--	--	330	4.8%	--	--
I-880	GREAT MALL	SR 237	NB	AM	65	3	3,386	17.4	C	--	--	--	--	--	266	3.9%	--	--
				PM	10	3	3,400	113.3	F	--	--	--	--	--	250	3.6%	--	--
I-880	SR 237	GREAT MALL	SB	AM	55	3	5,960	36.1	D	--	--	--	--	--	180	2.6%	--	--
				PM	60	3	4,017	22.3	C	--	--	--	--	--	417	6.0%	--	--
I-880	SR 237	DIXON LANDING	NB	AM	60	4	5,342	24.7	D	--	--	--	--	--	-58	-0.7%	--	--
				PM	25	4	6,359	70.7	F	--	--	--	--	--	239	2.9%	--	--
I-880	DIXON LANDING	SR 237	SB	AM	60	4	7,243	33.5	D	--	--	--	--	--	333	4.0%	--	--
				PM	60	4	6,114	28.3	D	--	--	--	--	--	-146	-1.8%	--	--
US 101	YERBA BUENA RD	CAPITOL EXPWY	NB	AM	20	3	4,311	71.9	F	60	1	1,326	22.1	C	-189	-2.7%	-174	-9.7%
				PM	60	3	3,778	21.0	C	65	1	610	9.4	A	-2	0.0%	-40	-2.2%
US 101	CAPITOL EXPWY	YERBA BUENA RD	SB	AM	65	3	3,653	18.7	C	65	1	448	6.9	A	143	2.1%	-12	-0.7%
				PM	60	3	3,952	22.0	C	65	1	913	14.0	B	-8	-0.1%	-257	-14.3%
US 101	CAPITOL EXPWY	TULLY RD	NB	AM	10	3	3,187	106.2	F	25	1	1,444	57.8	F	37	0.5%	-286	-15.9%
				PM	60	3	4,944	27.5	D	65	1	560	8.6	A	84	1.2%	-30	-1.7%
US 101	TULLY RD	CAPITOL EXPWY	SB	AM	60	3	4,626	25.7	D	65	1	784	12.1	B	126	1.8%	4	0.2%
				PM	25	3	4,330	57.7	F	60	1	1,296	21.6	C	50	0.7%	-264	-14.7%
US 101	TULLY RD	STORY RD	NB	AM	10	3	3,329	111.0	F	10	1	1,163	116.3	F	-61	-0.9%	3	0.2%
				PM	60	3	4,770	26.5	D	65	1	400	6.2	A	90	1.3%	10	0.6%
US 101	STORY RD	TULLY RD	SB	AM	60	3	4,076	22.6	C	65	1	358	5.5	A	116	1.7%	28	1.6%
				PM	20	3	4,588	76.5	F	60	1	1,825	30.4	D	28	0.4%	-215	-11.9%
US 101	STORY RD	I-280	NB	AM	10	3	3,394	113.1	F	10	1	1,038	103.8	F	-116	-1.7%	-112	-6.2%
				PM	65	3	2,775	14.2	B	65	1	446	6.9	A	235	3.4%	-14	-0.8%
US 101	I-280	STORY RD	SB	AM	65	3	3,224	16.5	C	65	1	305	4.7	A	294	4.3%	-25	-1.4%
				PM	20	3	4,120	68.7	F	50	1	1,940	38.8	D	-80	-1.2%	-160	-8.9%
US 101	I-280	SANTA CLARA ST	NB	AM	10	3	4,284	142.8	F	10	1	1,068	106.8	F	-126	-1.8%	-112	-6.2%
				PM	60	3	4,307	23.9	C	65	1	766	11.8	B	347	5.0%	-14	-0.8%
US 101	SANTA CLARA ST	I-280	SB	AM	60	3	4,314	24.0	C	65	1	724	11.1	B	354	5.1%	74	4.1%
				PM	25	3	4,712	62.8	F	55	1	1,836	33.4	D	62	0.9%	-94	-5.2%

Table C-2
Freeway Segment Levels of Service - Project Conditions

					Existing Plus Future Trips										Future Growth			
					Mixed-Flow Lanes					HOV Lane Traffic Volume					Mixed-Flow		HOV Lane	
Freeway	Segment		Direction	Peak Hour	Ave. Speed/a/	# of Lanes	Volume/a/	Density	LOS	Ave. Speed/a/	# of Lanes	Volume/a/	Density	LOS	Volume	% Capacity	Volume	% Capacity
US 101	SANTA CLARA ST	MCKEE RD	NB	AM	10	3	3,792	126.4	F	10	1	1,114	111.4	F	-48	-0.7%	-166	-9.2%
				PM	60	3	3,879	21.6	C	65	1	708	10.9	B	279	4.0%	58	3.2%
US 101	MCKEE RD	SANTA CLARA ST	SB	AM	65	3	3,748	19.2	C	65	1	856	13.2	B	38	0.6%	526	29.2%
				PM	55	3	7,008	42.5	D	60	1	1,553	25.9	D	238	3.4%	-127	-7.1%
US 101	MCKEE RD	MABURY RD	NB	AM	10	3	3,673	122.4	F	15	1	1,366	91.1	F	-347	-5.0%	16	0.9%
				PM	60	3	3,806	21.1	C	65	1	516	7.9	A	26	0.4%	126	7.0%
US 101	MABURY RD	MCKEE RD	SB	AM	65	3	3,636	18.6	C	65	1	647	10.0	A	316	4.6%	317	17.6%
				PM	35	3	5,555	52.9	E	55	1	2,001	36.4	D	195	2.8%	21	1.2%
US 101	MABURY RD	OAKLAND RD	NB	AM	10	3	4,599	153.3	F	15	1	1,563	104.2	F	579	8.4%	213	11.8%
				PM	60	3	4,667	25.9	D	65	1	600	9.2	A	887	12.9%	210	11.7%
US 101	OAKLAND RD	MABURY RD	SB	AM	65	3	3,756	19.3	C	65	1	531	8.2	A	436	6.3%	201	11.2%
				PM	35	3	5,722	54.5	E	55	1	1,849	33.6	D	362	5.2%	-131	-7.3%
US 101	OAKLAND RD	I-880	NB	AM	10	3	3,989	133.0	F	15	1	1,498	99.9	F	479	6.9%	-32	-1.8%
				PM	60	3	4,820	26.8	D	65	1	1,449	22.3	C	680	9.9%	339	18.8%
US 101	I-880	OAKLAND RD	SB	AM	65	3	3,007	15.4	B	65	1	673	10.4	B	77	1.1%	153	8.5%
				PM	10	3	4,422	147.4	F	20	1	1,473	73.7	F	432	6.3%	-87	-4.8%
US 101	I-880	OLD BAYSHORE HWY	NB	AM	10	3	4,739	158.0	F	25	1	1,553	62.1	F	989	14.3%	-97	-5.4%
				PM	65	3	4,572	23.4	C	65	1	848	13.0	B	862	12.5%	198	11.0%
US 101	OLD BAYSHORE HWY	I-880	SB	AM	65	3	4,166	21.4	C	65	1	331	5.1	A	846	12.3%	-59	-3.3%
				PM	10	3	4,401	146.7	F	15	1	1,439	95.9	F	891	12.9%	-61	-3.4%
US 101	OLD BAYSHORE HWY	FIRST ST	NB	AM	15	3	5,298	117.7	F	15	1	1,183	78.9	F	618	9.0%	-97	-5.4%
				PM	60	3	5,291	29.4	D	65	1	1,108	17.0	C	-289	-4.2%	198	11.0%
US 101	FIRST ST	OLD BAYSHORE HWY	SB	AM	65	3	2,585	13.3	B	65	1	331	5.1	A	-535	-7.8%	-59	-3.3%
				PM	10	3	4,044	134.8	F	20	1	1,519	76.0	F	324	4.7%	-61	-3.4%
US 101	FIRST ST	GUADALUPE PKWY	NB	AM	15	3	4,807	106.8	F	30	1	1,589	53.0	E	257	3.7%	-31	-1.7%
				PM	65	3	3,394	17.4	C	65	1	730	11.2	B	74	1.1%	80	4.4%
US 101	GUADALUPE PKWY	FIRST ST	SB	AM	60	3	3,830	21.3	C	65	1	409	6.3	A	-130	-1.9%	-51	-2.8%
				PM	15	3	4,892	108.7	F	20	1	1,461	73.1	F	342	5.0%	61	3.4%
US 101	GUADALUPE PKWY	DE LA CRUZ BLVD	NB	AM	15	3	4,831	107.4	F	25	1	1,881	75.2	F	821	11.9%	451	25.1%
				PM	55	3	6,423	38.9	D	65	1	1,019	15.7	B	313	4.5%	239	13.3%
US 101	DE LA CRUZ BLVD	GUADALUPE PKWY	SB	AM	60	3	5,891	32.7	D	65	1	787	12.1	B	131	1.9%	67	3.7%
				PM	15	3	5,141	114.2	F	15	1	1,919	127.9	F	641	9.3%	479	26.6%
US 101	DE LA CRUZ BLVD	MONTAGUE EXP/ S. TOMAS E	NB	AM	35	3	5,625	53.6	E	35	1	2,149	61.4	F	165	2.4%	359	19.9%
				PM	60	3	6,356	35.3	D	65	1	1,012	15.6	B	416	6.0%	162	9.0%
US 101	MONTAGUE EXP/ S. TOMAS	DE LA CRUZ BLVD	SB	AM	60	3	4,965	27.6	D	65	1	946	14.6	B	285	4.1%	96	5.3%
				PM	10	3	3,970	132.3	F	25	1	1,749	70.0	F	490	7.1%	369	20.5%
US 101	MONTAGUE EXP/ S. TOMAS	BOWER AVE / GR. AMERICA I	NB	AM	50	3	6,652	44.3	D	55	1	2,179	39.6	D	352	5.1%	139	7.7%
				PM	55	3	6,692	40.6	D	65	1	1,212	18.6	C	752	10.9%	102	5.7%
US 101	BOWER AVE / GR. AMERICA	MONTAGUE EXP/ S. TOMAS E	SB	AM	60	3	6,356	35.3	D	65	1	1,356	20.9	C	596	8.6%	316	17.6%
				PM	10	3	4,170	139.0	F	20	1	1,922	96.1	F	330	4.8%	362	20.1%
US 101	BOWER AVE / GR. AMERICA	LAWRENCE EXPWY	NB	AM	55	3	6,048	36.7	D	60	1	2,108	35.1	D	108	1.6%	248	13.8%
				PM	55	3	7,156	43.4	D	65	1	1,104	17.0	C	556	8.1%	254	14.1%
US 101	LAWRENCE EXPWY	BOWER AVE / GR. AMERICA I	SB	AM	40	3	6,271	52.3	E	65	1	1,166	17.9	C	391	5.7%	386	21.4%
				PM	10	3	3,308	110.3	F	60	1	2,126	35.4	D	98	1.4%	266	14.8%
US 101	LAWRENCE EXPWY	N. FAIR OAKS AVE	NB	AM	60	3	4,863	27.0	D	65	1	1,434	22.1	C	3	0.0%	264	14.7%
				PM	60	3	5,530	30.7	D	65	1	1,274	19.6	C	310	4.5%	234	13.0%
US 101	N. FAIR OAKS AVE	LAWRENCE EXPWY	SB	AM	40	3	6,256	52.1	E	60	1	2,025	33.8	D	376	5.4%	285	15.8%
				PM	15	3	4,067	90.4	F	65	1	1,391	21.4	C	17	0.2%	221	12.3%
US 101	N. FAIR OAKS AVE	MATHILTDA AVE	NB	AM	55	3	6,799	41.2	D	60	1	1,568	26.1	D	29	0.4%	128	7.1%
				PM	60	3	4,877	27.1	D	65	1	1,157	17.8	C	377	5.5%	247	13.7%
US 101	MATHILTDA AVE	N. FAIR OAKS AVE	SB	AM	50	3	6,798	45.3	D	60	1	1,955	32.6	D	498	7.2%	275	15.3%
				PM	10	3	3,349	111.6	F	65	1	1,203	18.5	C	-11	-0.2%	163	9.1%
US 101	MATHILTDA AVE	SR 237	NB	AM	20	3	4,811	80.2	F	35	1	1,874	53.5	E	71	1.0%	84	4.7%
				PM	60	3	5,315	29.5	D	60	1	1,436	23.9	C	275	4.0%	236	13.1%
US 101	SR 237	MATHILTDA AVE	SB	AM	50	3	6,810	45.4	D	60	1	1,963	32.7	D	360	5.2%	283	15.7%
				PM	60	3	5,257	29.2	D	60	1	1,403	23.4	C	37	0.5%	83	4.6%
US 101	SR 237	MOFFETT BLVD	NB	AM	15	3	3,906	86.8	F	20	1	1,567	78.4	F	-54	-0.8%	127	7.1%
				PM	25	3	4,766	63.5	F	60	1	1,631	27.2	D	266	3.9%	251	13.9%

Table C-2
Freeway Segment Levels of Service - Project Conditions

					Existing Plus Future Trips										Future Growth			
					Mixed-Flow Lanes					HOV Lane Traffic Volume					Mixed-Flow		HOV Lane	
Freeway	Segment		Direction	Peak Hour	Ave. Speed/a/	# of Lanes	Volume/a/	Density	LOS	Ave. Speed/a/	# of Lanes	Volume/a/	Density	LOS	Volume	% Capacity	Volume	% Capacity
US 101	MOFFETT BLVD	SR 237	SB	AM	25	3	5,365	71.5	F	60	1	1,905	31.8	D	415	6.0%	285	15.8%
				PM	55	3	5,901	35.8	D	60	1	1,273	21.2	C	-39	-0.6%	13	0.7%
I-280	WINCHESTER	I-880	EB	AM	60	3	5,576	31.0	D	65	1	537	8.3	A	176	2.6%	77	4.3%
				PM	20	3	4,574	76.2	F	35	1	1,877	53.6	E	194	2.8%	57	3.2%
I-280	I-880	WINCHESTER	WB	AM	15	3	4,965	110.3	F	60	1	2,193	36.6	D	375	5.4%	273	15.2%
				PM	55	3	6,686	40.5	D	65	1	1,242	19.1	C	246	3.6%	72	4.0%
I-280	I-880	MERIDIAN	EB	AM	60	4	5,412	24.4	D	65	1	537	8.3	A	302	3.5%	77	4.3%
				PM	20	4	6,227	84.1	F	25	1	1,687	67.5	F	237	2.8%	57	3.2%
I-280	MERIDIAN	I-880	WB	AM	10	4	4,681	126.5	F	60	1	2,176	36.3	D	131	1.5%	256	14.2%
				PM	60	4	6,957	31.3	D	65	1	526	8.1	A	297	3.5%	66	3.7%
I-280	MERIDIAN	BIRD	EB	AM	60	4	7,224	30.1	D	--	--	--	--	--	504	5.5%	--	--
				PM	25	4	6,548	65.5	F	--	--	--	--	--	248	2.7%	--	--
I-280	BIRD	MERIDIAN	WB	AM	10	4	4,622	115.6	F	--	--	--	--	--	302	3.3%	--	--
				PM	50	4	9,405	47.0	E	--	--	--	--	--	405	4.4%	--	--
I-280	BIRD	SR 87	EB	AM	60	4	7,024	29.3	D	--	--	--	--	--	544	5.9%	--	--
				PM	25	4	6,856	68.6	F	--	--	--	--	--	-44	-0.5%	--	--
I-280	SR 87	BIRD	WB	AM	15	4	5,668	94.5	F	--	--	--	--	--	-212	-2.3%	--	--
				PM	60	4	6,201	25.8	D	--	--	--	--	--	-39	-0.4%	--	--
I-280	SR 87	10TH	EB	AM	60	4	6,559	27.3	D	--	--	--	--	--	1,039	11.3%	--	--
				PM	25	4	7,106	71.1	F	--	--	--	--	--	406	4.4%	--	--
I-280	10TH	SR 87	WB	AM	20	4	6,141	76.8	F	--	--	--	--	--	221	2.4%	--	--
				PM	60	4	7,512	31.3	D	--	--	--	--	--	792	8.6%	--	--
I-280	10TH	MCLAUGHLIN	EB	AM	60	4	6,794	28.3	D	--	--	--	--	--	554	6.0%	--	--
				PM	50	4	8,530	42.7	D	--	--	--	--	--	130	1.4%	--	--
I-280	MCLAUGHLIN	10TH	WB	AM	25	4	5,711	57.1	F	--	--	--	--	--	-89	-1.0%	--	--
				PM	60	4	7,815	32.6	D	--	--	--	--	--	855	9.3%	--	--
I-280	MCLAUGHLIN	US 101	EB	AM	60	4	5,817	24.2	D	--	--	--	--	--	537	5.8%	--	--
				PM	60	4	7,625	31.8	D	--	--	--	--	--	185	2.0%	--	--
I-280	US 101	MCLAUGHLIN	WB	AM	20	4	6,052	75.7	F	--	--	--	--	--	132	1.4%	--	--
				PM	60	4	8,536	35.6	D	--	--	--	--	--	616	6.7%	--	--
I-680	US 101	KING	NB	AM	50	4	8,937	44.7	D	--	--	--	--	--	537	5.8%	--	--
				PM	60	4	6,425	26.8	D	--	--	--	--	--	185	2.0%	--	--
I-680	KING	US 101	SB	AM	60	4	7,092	29.6	D	--	--	--	--	--	132	1.4%	--	--
				PM	60	4	6,856	28.6	D	--	--	--	--	--	616	6.7%	--	--
I-680	KING	CAPITOL EXPWY	NB	AM	20	4	6,586	78.4	F	--	--	--	--	--	36	0.4%	--	--
				PM	55	4	8,115	35.1	D	--	--	--	--	--	25	0.3%	--	--
I-680	CAPITOL EXPWY	KING	SB	AM	60	5	9,386	34.0	D	--	--	--	--	--	6	0.1%	--	--
				PM	60	5	7,477	27.1	D	--	--	--	--	--	27	0.3%	--	--
I-680	CAPITOL EXPWY	ALUM ROCK	NB	AM	10	4	5,344	133.6	F	--	--	--	--	--	544	5.9%	--	--
				PM	60	4	7,476	31.2	D	--	--	--	--	--	516	5.6%	--	--
I-680	ALUM ROCK	CAPITOL EXPWY	SB	AM	60	4	8,269	34.5	D	--	--	--	--	--	349	3.8%	--	--
				PM	60	4	7,957	33.2	D	--	--	--	--	--	517	5.6%	--	--
I-680	ALUM ROCK	MCKEE	NB	AM	15	4	5,598	93.3	F	--	--	--	--	--	258	2.8%	--	--
				PM	60	4	7,579	31.6	D	--	--	--	--	--	619	6.7%	--	--
I-680	MCKEE	ALUM ROCK	SB	AM	60	4	7,555	31.5	D	--	--	--	--	--	355	3.9%	--	--
				PM	55	4	8,263	37.6	D	--	--	--	--	--	563	6.1%	--	--
I-680	MCKEE	BERRYESSA	NB	AM	25	4	6,037	60.4	F	--	--	--	--	--	137	1.5%	--	--
				PM	60	4	8,001	33.3	D	--	--	--	--	--	561	6.1%	--	--
I-680	BERRYESSA	MCKEE	SB	AM	60	4	6,160	25.7	D	--	--	--	--	--	640	7.0%	--	--
				PM	50	4	9,550	47.8	E	--	--	--	--	--	350	3.8%	--	--
I-680	BERRYESSA	HOSTETTER	NB	AM	25	4	7,145	71.5	F	--	--	--	--	--	245	2.7%	--	--
				PM	60	4	7,053	29.4	D	--	--	--	--	--	573	6.2%	--	--
I-680	HOSTETTER	BERRYESSA	SB	AM	60	4	6,114	25.5	D	--	--	--	--	--	594	6.5%	--	--
				PM	20	4	6,685	83.6	F	--	--	--	--	--	525	5.7%	--	--
I-680	HOSTETTER	CAPITOL AVE	NB	AM	25	4	6,985	69.9	F	--	--	--	--	--	485	5.3%	--	--
				PM	60	4	5,550	23.1	C	--	--	--	--	--	270	2.9%	--	--
I-680	CAPITOL AVE	HOSTETTER	SB	AM	60	4	5,948	24.8	D	--	--	--	--	--	428	4.7%	--	--
				PM	10	4	4,861	121.5	F	--	--	--	--	--	501	5.4%	--	--

Table C-2
Freeway Segment Levels of Service - Project Conditions

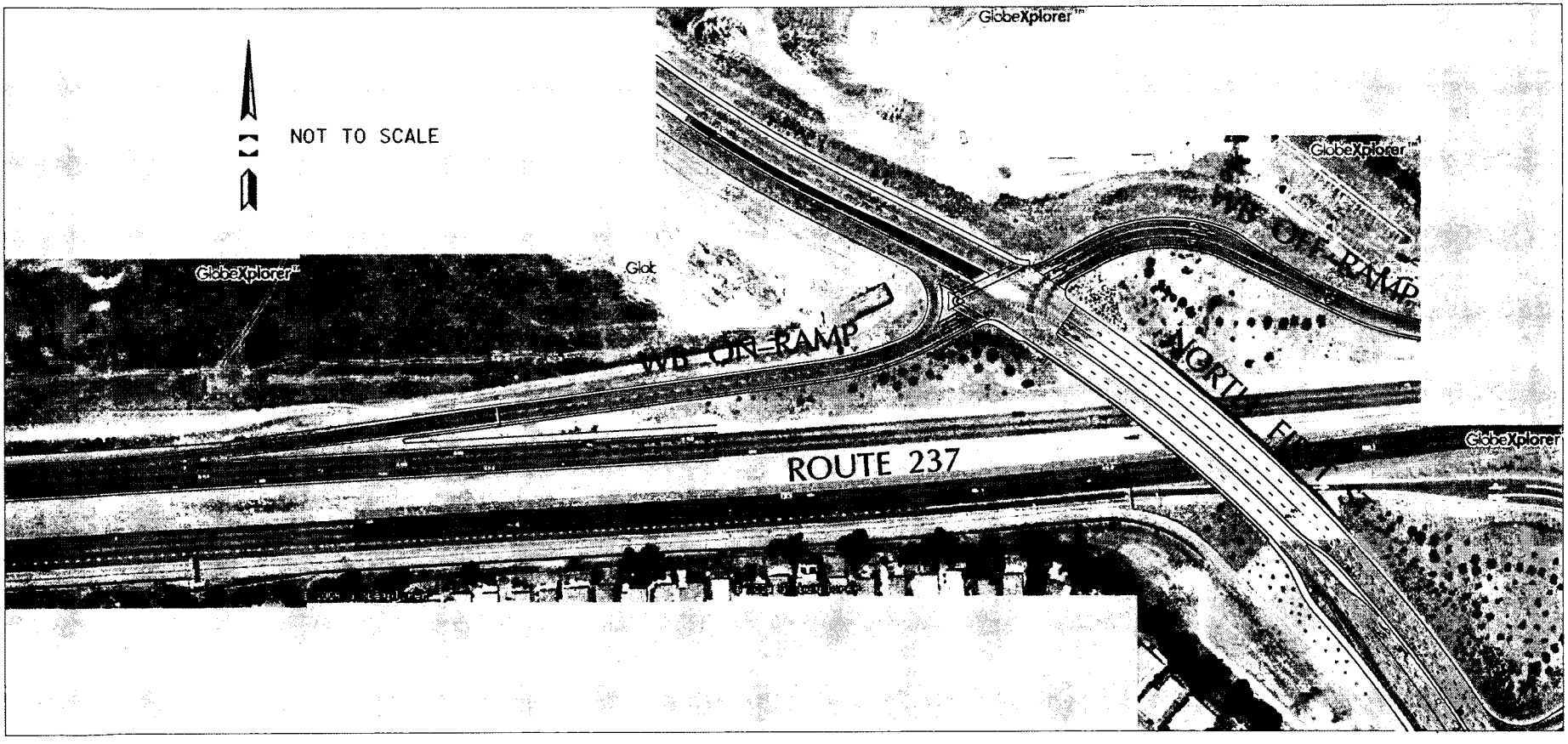
					Existing Plus Future Trips										Future Growth			
					Mixed-Flow Lanes					HOV Lane Traffic Volume					Mixed-Flow		HOV Lane	
Freeway	Segment		Direction	Peak Hour	Ave. Speed/a/	# of Lanes	Volume/a/	Density	LOS	Ave. Speed/a/	# of Lanes	Volume/a/	Density	LOS	Volume	% Capacity	Volume	% Capacity
I-680	Capitol Ave	MONTAGUE	NB	AM	25	4	7,441	74.4	F	--	--	--	--	--	541	5.9%	--	--
				PM	60	4	5,808	24.2	D	--	--	--	--	--	288	3.1%	--	--
I-680	MONTAGUE	CAPITOL AVE	SB	AM	65	4	4,973	19.1	C	--	--	--	--	--	293	3.2%	--	--
				PM	15	4	6,073	101.2	F	--	--	--	--	--	673	7.3%	--	--
I-680	MONTAGUE	YOSEMITE	NB	AM	55	4	8,049	36.6	D	--	--	--	--	--	129	1.4%	--	--
				PM	60	4	6,775	28.2	D	--	--	--	--	--	535	5.8%	--	--
I-680	YOSEMITE	MONTAGUE	SB	AM	60	4	6,514	27.1	D	--	--	--	--	--	274	3.0%	--	--
				PM	15	4	5,694	94.9	F	--	--	--	--	--	414	4.5%	--	--
I-680	YOSEMITE	CALAVERAS / SR 237	NB	AM	40	4	6,989	49.9	E	--	--	--	--	--	129	1.6%	--	--
				PM	55	4	7,465	38.8	D	--	--	--	--	--	535	6.6%	--	--
I-680	CALAVERAS / SR 237	YOSEMITE	SB	AM	60	4	5,734	27.3	D	--	--	--	--	--	274	3.4%	--	--
				PM	15	4	4,934	94.0	F	--	--	--	--	--	414	5.1%	--	--
I-680	Calaveras / 237	JACKLIN	NB	AM	35	3	5,642	53.7	E	--	--	--	--	--	182	2.6%	--	--
				PM	20	3	4,678	78.0	F	--	--	--	--	--	418	6.1%	--	--
I-680	JACKLIN	CALAVERAS / SR 237	SB	AM	60	3	6,125	34.0	D	--	--	--	--	--	185	2.7%	--	--
				PM	55	3	6,524	39.5	D	--	--	--	--	--	254	3.7%	--	--

- Existing Conditions LOS F
- Future Conditions Impact

/a/ Source: Santa Clara Valley Transportation Authority Congestion Management Program Monitoring Study, 2001.

Appendix D

Conceptual Mitigation Drawings

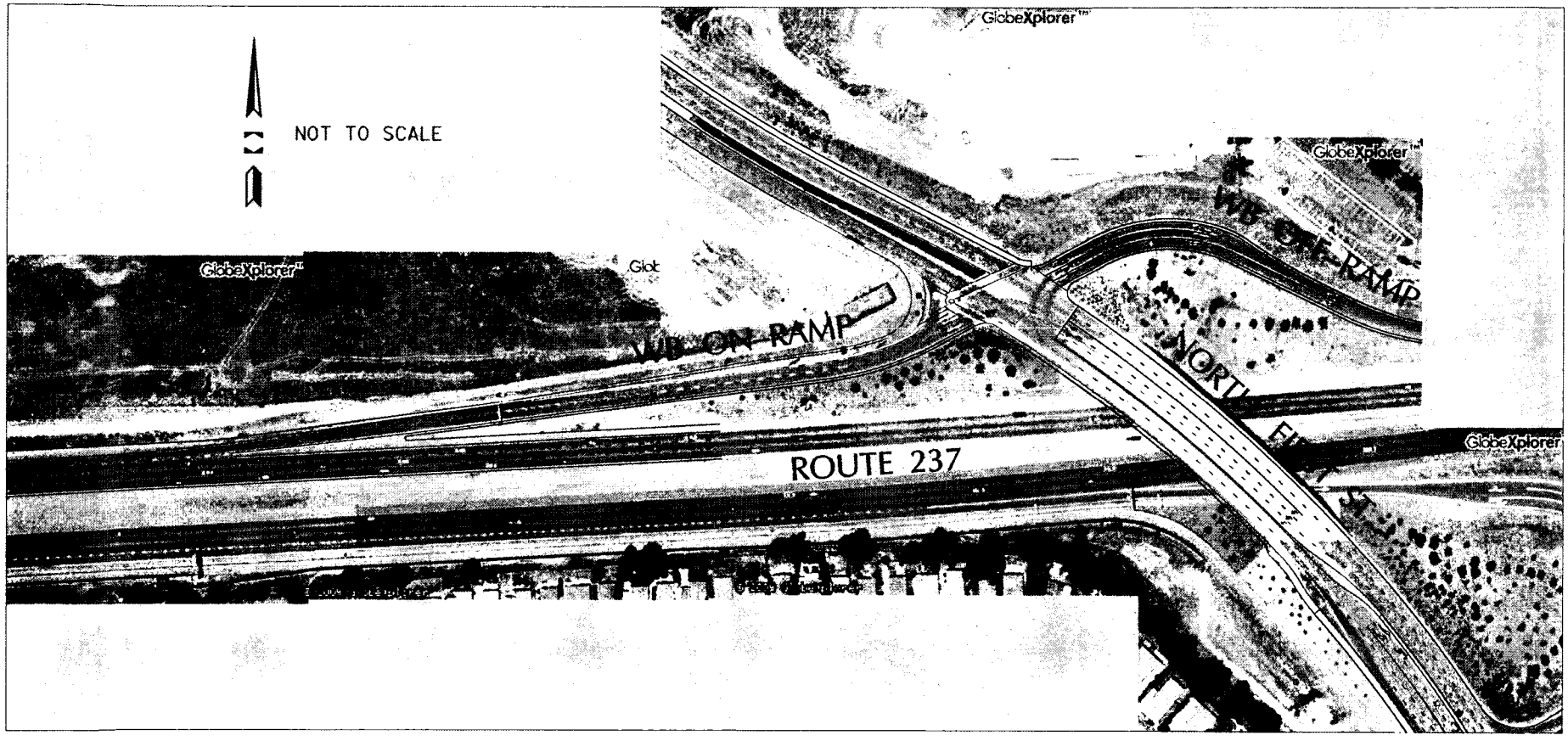


Hexagon Transportation Consultants, Inc.
40 South Market Street, Suite 600
San Jose, California 95113
Phone: (408) 971-6100 Fax: (408) 971-6102

EXISTING CONDITIONS
INTERSECTION 01
NORTH FIRST ST. AND SR 237 (NORTH)

DESIGNED BY: M. POWELL

DATE: 9/9/04



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PROPOSED IMPROVEMENTS
INTERSECTION 01
NORTH FIRST ST. AND SR 237 (NORTH)

DESIGNED BY: M. POWELL

DATE: 9/9/04

Hexagon Transportation Consultants, Inc.
40 South Market Street, Suite 600
San Jose, California 95113
Phone: (408) 971-6100 Fax: (408) 971-6102

EXISTING CONDITIONS
INTERSECTION 02
NORTH FIRST ST. AND SR 237 (SOUTH)

DESIGNED BY: M. POWELL

DATE: 9/8/04

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San Jose, California 95113
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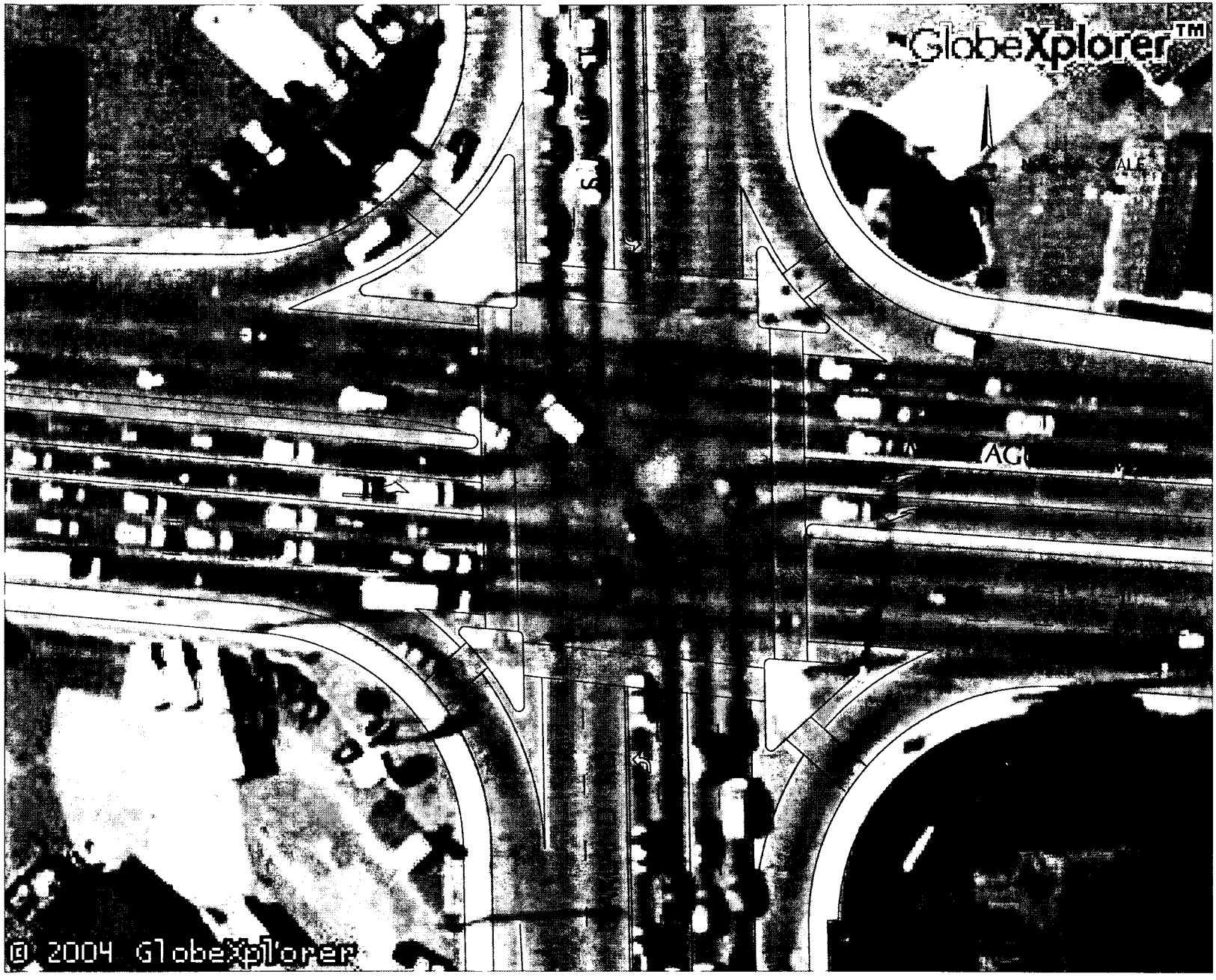
PROPOSED IMPROVEMENTS
INTERSECTION 02
NORTH FIRST ST. AND SR 237 (SOUTH)

DESIGNED BY: M. POWELL

DATE: 9/8/04



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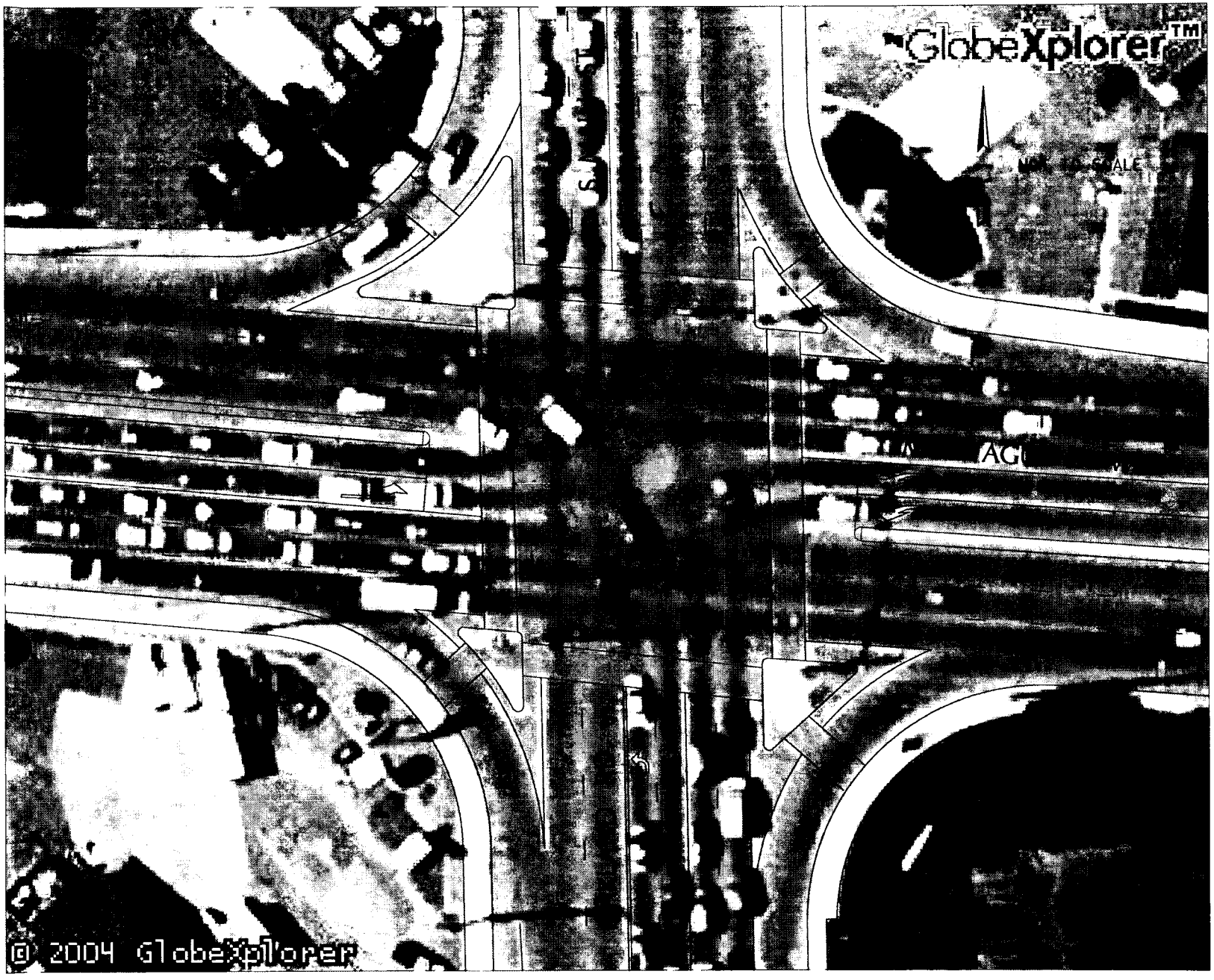
EXISTING CONDITIONS
INTERSECTION 10
OAKLAND ROAD AND MONTAGUE EXPRESSWAY

DESIGNED BY: M. POWELL

DATE: 9/8/04



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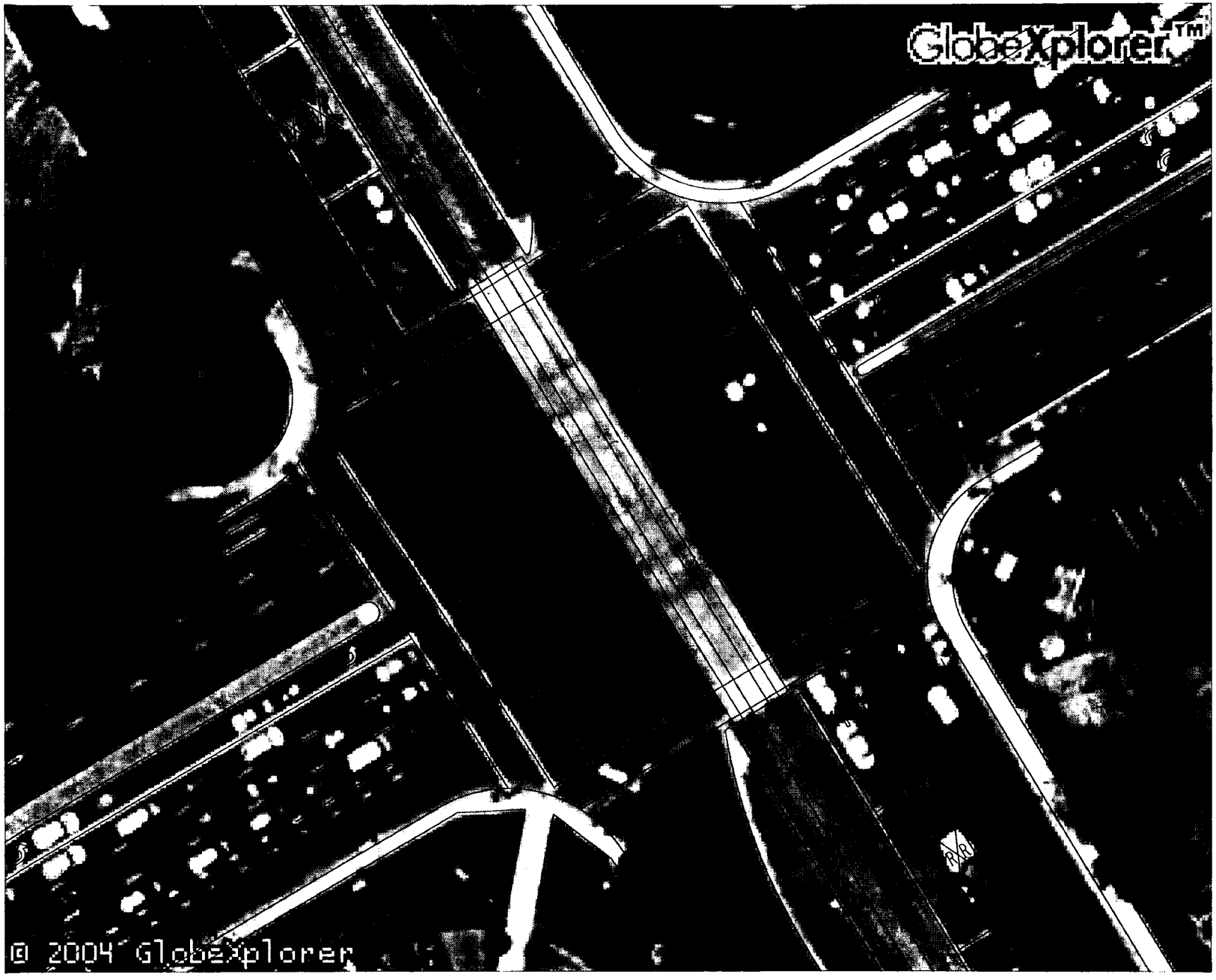
PROPOSED IMPROVEMENTS
INTERSECTION 10
OAKLAND ROAD AND MONTAGUE EXPRESSWAY

DESIGNED BY: M. POWELL

DATE: 9/8/04



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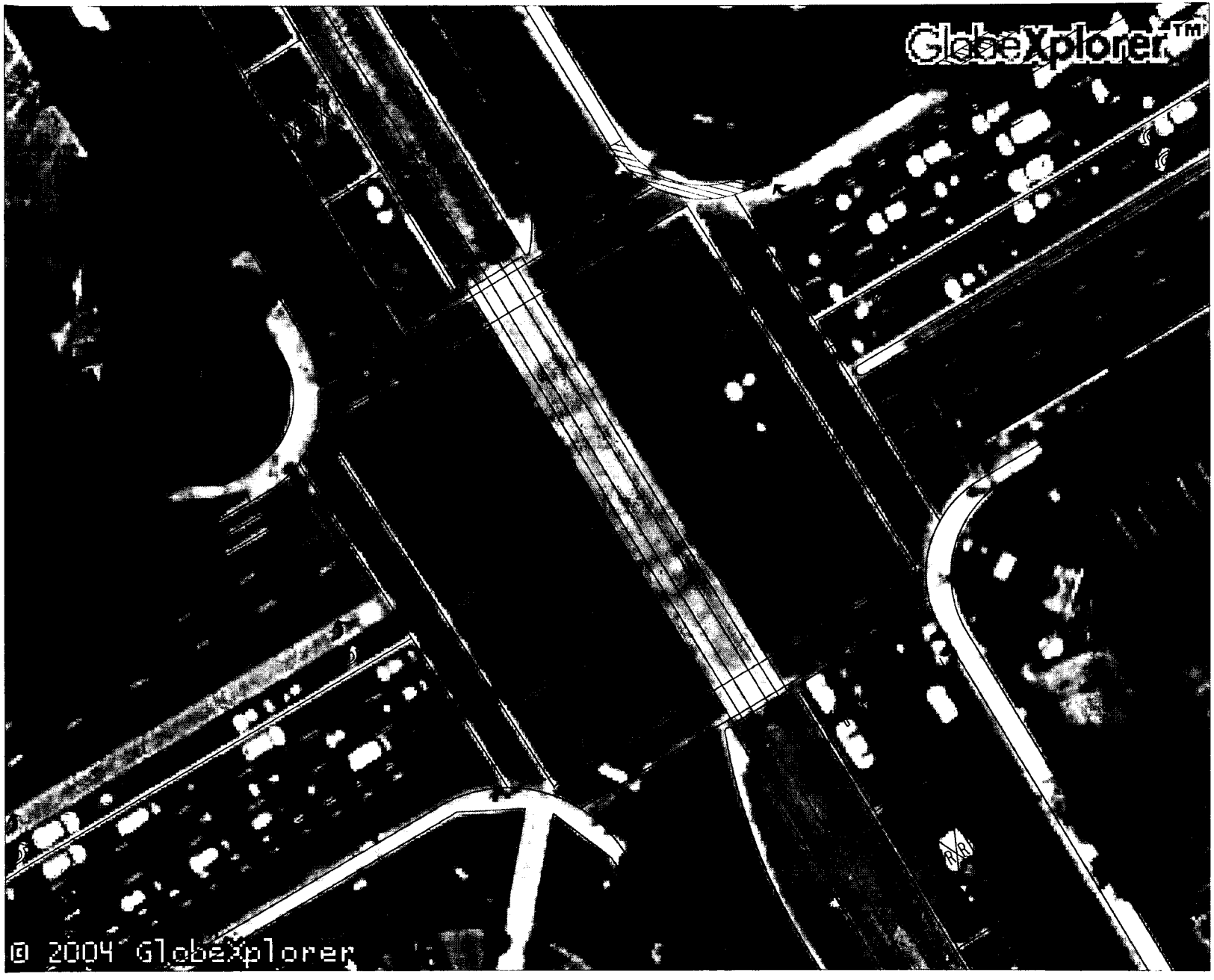
EXISTING CONDITIONS
INTERSECTION 12
NORTH FIRST ST. AND TRIMBLE RD.

DESIGNED BY: M. POWELL

DATE: 9/8/04



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PROPOSED IMPROVEMENTS
INTERSECTION 12
NORTH FIRST ST. AND TRIMBLE RD.

DESIGNED BY: M. POWELL

DATE: 9/8/04

Hexagon Transportation Consultants, Inc.
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Phone: (408) 971-6100 Fax: (408) 971-6102

EXISTING CONDITIONS
INTERSECTION 13
ZANKER RD. AND TRIMBLE RD.

DESIGNED BY: M. POWELL

DATE: 9/8/04

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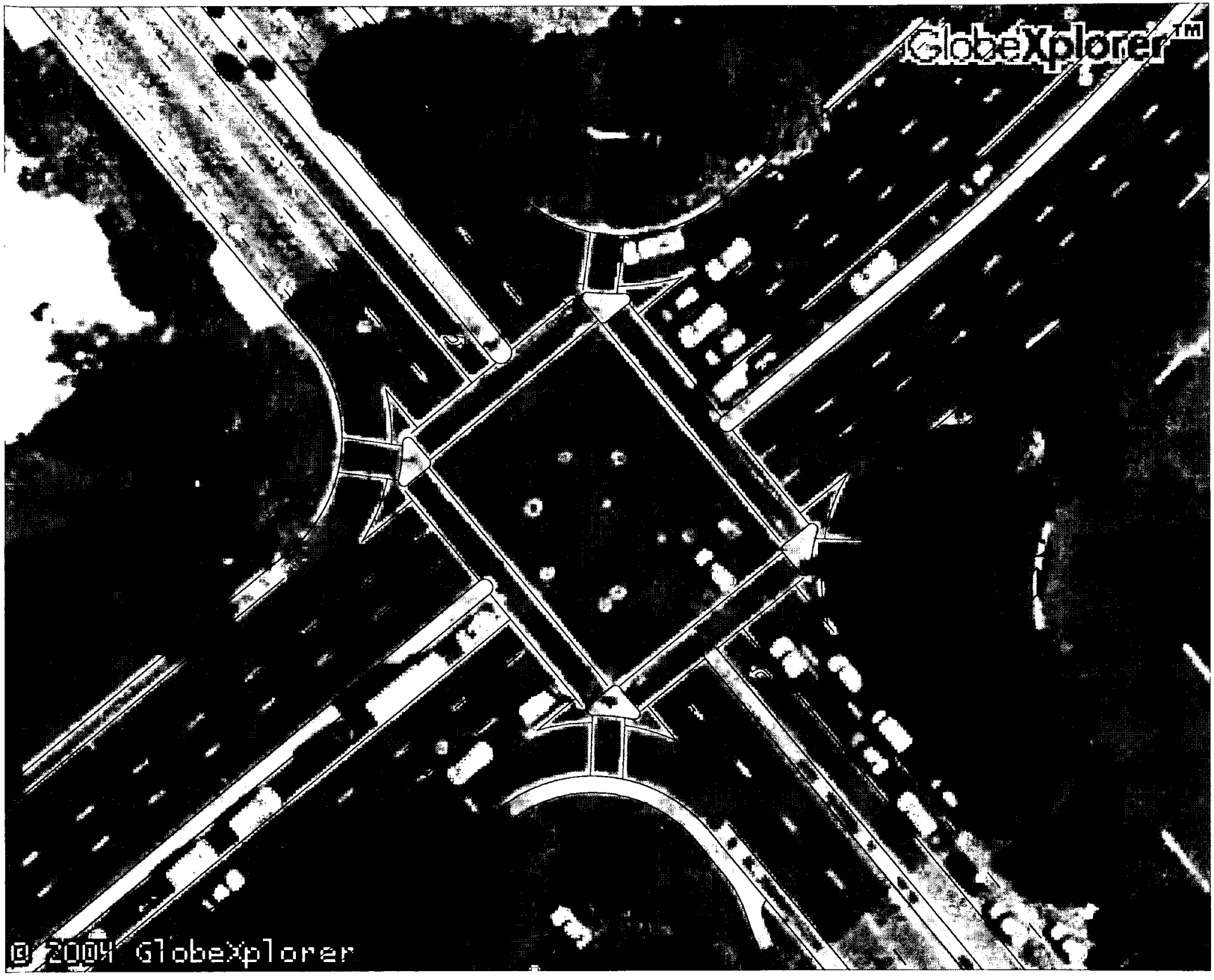
PROPOSED IMPROVEMENTS
INTERSECTION 13
ZANKER RD. AND TRIMBLE RD.

DESIGNED BY: M. POWELL

DATE: 9/8/04



Hexagon Transportation Consultants, Inc.
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Phone: (408) 971-6100 Fax: (408) 971-6102

EXISTING CONDITIONS
INTERSECTION 16
ZANKER RD. AND BROKAW RD.

DESIGNED BY: M. POWELL

DATE: 9/8/04

Hexagon Transportation Consultants, Inc.
40 South Market Street, Suite 600
San Jose, California 95113
Phone: (408) 971-6100 Fax: (408) 971-6102

PROPOSED IMPROVEMENTS
INTERSECTION 16
ZANKER RD. AND BROKAW RD.

DESIGNED BY: M. POWELL

DATE: 9/8/04

Hexagon Transportation Consultants, Inc.
40 South Market Street, Suite 600
San Jose, California 95113
Phone: (408) 971-6100 Fax: (408) 971-6102

EXISTING CONDITIONS
INTERSECTION 24
ZANKER RD. AND TASMAN DR.

DESIGNED BY: M. POWELL

DATE: 9/8/04

Hexagon Transportation Consultants, Inc.
40 South Market Street, Suite 600
San Jose, California 95113
Phone: (408) 971-6100 Fax: (408) 971-6102

PROPOSED IMPROVEMENTS
INTERSECTION 24
ZANKER RD. AND TASMAN DR.

DESIGNED BY: M. POWELL

DATE: 9/8/04

Hexagon Transportation Consultants, Inc.
40 South Market Street, Suite 600
San Jose, California 95113
Phone: (408) 971-6100 Fax: (408) 971-6102

EXISTING CONDITIONS
INTERSECTION 27
NORTH FIRST ST. AND CHARCOT AV.

DESIGNED BY: M. POWELL

DATE: 9/8/04

Hexagon Transportation Consultants, Inc.
40 South Market Street, Suite 600
San Jose, California 95113
Phone: (408) 971-6100 Fax: (408) 971-6102

PROPOSED IMPROVEMENTS
INTERSECTION 27
NORTH FIRST ST. AND CHARCOT AV.

DESIGNED BY: M. POWELL

DATE: 9/8/04

Hexagon Transportation Consultants, Inc.
40 South Market Street, Suite 600
San Jose, California 95113
Phone: (408) 971-6100 Fax: (408) 971-6102

EXISTING CONDITIONS
INTERSECTION 37
NORTH FIRST ST. AND METRO DR.

DESIGNED BY: M. POWELL

DATE: 9/8/04

Appendix E

General Plan Amendment Information

Land Use Only

General Plan Amendment Information

General Plan Amendments
GP04-04-06 & GP04-T-03 (Land Use Only)
Screenlines Analysis
in the PM Peak Direction

Base

		TO						
	District	1	2	3	4	5	Total	
FROM	1	6661	1456	1127	11949	15438	36,631	29,970
	2	293	14107	757	6594	2656	24,407	
	3	222	1509	20574	11359	8203	41,867	
	4	3468	9927	12084	126225	45099	196,803	
	5	6384	7470	8967	66783	277553	367,157	
	Total	17,028	34,469	43,509	222,910	348,949	666,865	
	Total Inbound		20,362	22,935				

Project

		TO						
	District	1	2	3	4	5	Total	
FROM	1	16,318	2,308	1,808	19,600	21,507	61,541	45,223
	2	547	13,950	759	6,468	2,589	24,313	
	3	447	1,471	20,406	11,135	8,126	41,585	
	4	6,859	9,687	11,956	124,622	44,394	197,518	
	5	10,989	7,228	8,763	65,479	273,459	365,918	
	Total	35,160	34,644	43,692	227,304	350,075	690,875	
	Total Inbound		20,694	23,286				

Change	24,010
Percent Change	3.60%

EV	**Change in Volume**	332	
	Percent Change	1.63%	(Significant impact for EV = 0.10%)
SSJ	**Change in Volume**	351	
	Percent Change	1.53%	(Significant impact for SSJ = 0.20%)
NSJ	**Change in Volume**	15,253	
	Percent Change	50.89%	(Significant impact for NSJ = 0.20%)

District 1	North San Jose
District 2	Evergreen
District 3	South San Jose
District 4	Remainder of City
District 5	Remainder of County

3/2/2005
Department of Transportation

General Plan Amendments
GP04-04-06 & GP04-T-03 (Land Use Only)
Vehicle Hours Traveled (VHT) Analysis Summary

BASE	Freeways	Highways	Express-ways	Arterials	Collectors	On-ramps/ Off-ramps	Interchng Ramps	Loop Ramps	Totals
NSJ	1,989	-	233	1,339	331	252	38	47	4,229
EV	873	-	524	1,480	271	75	-	3	3,225
SSJ	2,175	396	928	1,981	237	87	49	6	5,859
Rest of SJ	9,822	849	1,652	11,536	1,901	1,159	490	192	27,600
Totals	14,859	1,245	3,337	16,335	2,740	1,572	577	248	40,913

Total Base VHT = 40,913

PROJECT	Freeways	Highways	Express-ways	Arterials	Collectors	On-ramps/ Off-ramps	Interchng Ramps	Loop Ramps	Totals
NSJ	2,138	-	364	2,229	511	368	39	67	5,716
EV	913	-	520	1,521	268	76	-	3	3,301
SSJ	2,165	417	953	1,959	240	87	47	6	5,874
Rest of SJ	10,412	862	1,712	12,293	2,030	1,251	494	191	29,245
Totals	15,628	1,279	3,549	18,002	3,050	1,782	580	267	44,136

Total Project VHT = 44,136

Change in VHT	**3223**	(Significant impact = 0.20%)
Percent Change	**7.88%**	

3/2/2005
Department of Transportation

General Plan Amendments
GP04-04-06 & GP04-T-03 (Land Use Only)
Vehicle Miles Traveled (VMT) Analysis Summary

BASE	Freeways	Highways	Express-ways	Arterials	Collectors	On-ramps/ Off-ramps	Interchng Ramps	Loop Ramps	Totals
NSJ	89,116	-	9,295	40,988	6,644	5,938	1,865	994	154,839
EV	42,185	-	19,656	49,453	6,623	1,735	-	73	119,724
SSJ	109,668	18,907	36,414	66,853	5,686	2,369	2,099	151	242,147
Rest of SJ	462,797	37,257	67,384	376,284	44,488	26,832	23,157	4,036	1,042,233
Totals	703,766	56,164	132,749	533,577	63,441	36,873	27,120	5,254	1,558,944

Total Base VMT = 1,558,944

PROJECT	Freeways	Highways	Express-ways	Arterials	Collectors	On-ramps/ Off-ramps	Interchng Ramps	Loop Ramps	Totals
NSJ	93,551	-	11,459	56,014	9,043	7,733	1,880	1,249	180,928
EV	43,330	-	19,557	50,533	6,546	1,734	-	78	121,778
SSJ	109,419	19,716	36,531	66,462	5,719	2,374	2,020	151	242,391
Rest of SJ	479,160	37,605	68,809	393,459	47,221	27,955	23,362	4,012	1,081,582
Totals	725,460	57,321	136,356	566,467	68,528	39,795	27,262	5,490	1,626,680

Total Project VMT = 1,626,680

Change in VMT	**67736**	(Significant impact = 0.20%)
Percent Change	**4.34%**	

3/2/2005
Department of Transportation

General Plan Amendment
GP04-04-06 & GP04-T-03 (Land Use Only)
E/F Link Analysis
in PM Peak Direction

Link #1
W/o I680

				Base			Project			
	A-Node	B-Node	E/F Link	Volume	Capacity	V/C	Volume	Capacity	V/C	Change
1	6996	6995	Calaveras	3528	3039	1.1609*	3677	3039	1.2099*	149
2	7936	7917	Yosemite	1796	1039	1.7286*	1760	1039	1.6939*	-36
3	6891	6892	Montague Exp	4227	3647	1.1590*	4475	3647	1.2270*	248
4	7931	3381	Capitol Av	3079	2763	1.1144*	3382	2763	1.2240*	303
5	3663	7932	Trade Zone	2155	1837	1.1731*	2151	1837	1.1709*	-4
6	3106	7946	Hostetter	3102	2763	1.1227*	3507	2763	1.2693*	405

Total	17,887	18,952	1,065
Number of E/F Links	6		
Average Link Volume	2,981		

Change in Volume	1065	
Total Volume	2,981	
Percent Change	35.72%	(Significant impact = 1.50%)

Link #5
E/o I680

				Base			Project			
	A-Node	B-Node	E/F Link	Volume	Capacity	V/C	Volume	Capacity	V/C	Change
1	6990	7918	Calaveras	3850	1039	3.7055*	3834	1039	3.6901*	-16
2	7936	7917	Yosemite	1796	1039	1.7286*	1760	1039	1.6939*	-36
3	6897	7914	Landess	3228	2021	1.5972*	3472	2021	1.7180*	244
4	7899	3383	Capitol Av	2434	1837	1.3250*	2406	1837	1.3097*	-28
5	7889	3293	Berryessa	1663	1837	0.9053*	1708	1837	0.9298*	45

Total	12,971	13,180	209
Number of E/F Links	5		
Average Link Volume	2,594		

Change in Volume	209	
Total Volume	2,594	
Percent Change	8.06%	(Significant impact = 1.50%)

General Plan Amendment
GP04-04-06 & GP04-T-03 (Land Use Only)
E/F Link Analysis
in PM Peak Direction

Link #4&25
S/o Naglee-Jackson

				Base			Project			
	A-Node	B-Node	E/F Link	Volume	Capacity	V/C	Volume	Capacity	V/C	Change
1	6336	6339	I-880	8655	7700	1.1240*	9053	7700	1.1757*	398
2	3284	8165	Bascom	2434	1837	1.3250*	2547	1837	1.3865*	113
3	8110	8109	Alameda	2118	1837	1.1530*	2244	1837	1.2216*	126
4	8120	8121	Coleman	1952	1837	1.0626*	2134	1837	1.1617*	182
5	6552	6554	CA-87	8366	5500	1.5211*	8723	5500	1.5860*	357
6	7186	7173	First	1767	1350	1.3089*	1817	1350	1.3459*	50
7	7183	7179	Fourth	891	1039	0.8576	960	1039	0.9240*	69
8	9047	9046	Thirteenth	1344	1350	0.9956*	1369	1350	1.0141*	25
9	6052	6054	US-101	10761	7700	1.3975*	11247	7700	1.4606*	486

Total	38,288	40,094	1,806
Number of E/F Links	9		
Average Link Volume	4,254		

Change in Volume	1,806	
Total Volume	4,254	
Percent Change	42.45%	(Significant impact = 1.50%)

Link #12
N/o 17-880

				Base			Project			
	A-Node	B-Node	E/F Link	Volume	Capacity	V/C	Volume	Capacity	V/C	Change
1	9161	6546	CA-87	7587	5500	1.3795*	8160	5500	1.4836*	573
2	3493	3054	First	2174	1837	1.1835*	2623	1837	1.4279*	449
3	3533	7212	Fourth	1960	1837	1.0670*	2306	1837	1.2553*	346
4	6035	6038	US-101	9071	8800	1.0308*	9125	8800	1.0369*	54
5	7982	3288	Old Bayshore	1414	1286	1.0995*	1842	1286	1.4323*	428
6	6300	6301	I-880	9,370	7,700	1.2169*	9,968	7,700	1.2945*	598

Total	31,576	34,024	2,448
Number of E/F Links	6		
Average Link Volume	5,263		

Change in Volume	2448	
Total Volume	5,263	
Percent Change	46.52%	(Significant impact = 1.50%)

General Plan Amendment
GP04-04-06 & GP04-T-03 (Land Use Only)
E/F Link Analysis
in PM Peak Direction

Link #18
S/o 101

				Base			Project			
	A-Node	B-Node	E/F Link	Volume	Capacity	V/C	Volume	Capacity	V/C	Change
1	6012	6240	CA-237	4880	4400	1.1091*	5318	4400	1.2086*	438
2	6013	6826	Mathilda	3327	2763	1.2041*	3514	2763	1.2718*	187
3	6844	6845	Lawrence Exp	2727	3039	0.8973	2941	3039	0.9678*	214
4	6872	6871	San Tomas Exp	4729	3647	1.2967*	5325	3647	1.4601*	596
5	8048	6838	LaFayette	1486	1653	0.899	1913	1653	1.1573*	427
6	8051	6840	De La Cruz	2092	1653	1.2656*	2427	1653	1.4682*	335
7	6537	6538	CA-87	6173	5500	1.1224*	6835	5500	1.2427*	662
8	3287	8997	First	2390	2021	1.1826*	2954	2021	1.4617*	564
9	9023	9022	Fourth	2040	1837	1.1105*	2916	1837	1.5874*	876

Total	29,844	34,143	4,299
Number of E/F Links	9		
Average Link Volume	3,316		

Change in Volume	4299	
Total Volume	3,316	
Percent Change	129.64%	(Significant impact = 1.50%)

Link #19
E/o 880

				Base			Project			
	A-Node	B-Node	E/F Link	Volume	Capacity	V/C	Volume	Capacity	V/C	Change
1	7000	6999	Calaveras	4238	2763	1.5338*	4457	2763	1.6131*	219
2	7929	7928	Great Mall	2649	2763	0.9587*	2797	2763	1.0123*	148
3	6887	6888	Montague Exp	4257	3647	1.1673*	4948	3647	1.3567*	691
4	9021	7942	Charcot	1305	1837	0.7104	2372	1837	1.2912*	1067
5	3050	3084	Brokaw	2925	2763	1.0586*	3263	2763	1.1810*	338
6	6040	6042	US-101	12138	8800	1.3793*	12432	8800	1.4127*	294

Total	27,512	30,269	2,757

Number of E/F Links	6
Average Link Volume	4,585

Change in Volume	2757	
Total Volume	4,585	
Percent Change	60.13%	(Significant impact = 1.50%)

GP04-04-06 & GP04-T-03 (Land Use Only)

ADJUSTED PM PEAK HOUR VEHICLE TRIP PRODUCTION RATES (PM PK HR VEH TRIP PRODUCTION RATES X PRODUCTION ADJ FACTOR)

TRIP			DWELLING UNITS							EMPLOYMENT					
PURPOSE	SF LOW	SF MED	SF HI	MF LOW	MF MED	MF HI	AGRIC	MANUF	WHOLES	RETAIL	SERVIC	TRCMUT	RESID	GOVT	FIRE
HBWORK	0.2589	0.4132	0.4983	0.1951	0.321	0.4416	0	0	0	0	0	0	0	0	0
HBSHOP	0.1447	0.1549	0.2008	0.0435	0.0672	0.0957	0	0	0	0	0	0	0	0	0
HBS/REC	0.0492	0.0809	0.1154	0.0219	0.0367	0.0492	0	0	0	0	0	0	0	0	0
HBOTHER	0.1701	0.1962	0.2888	0.0505	0.0792	0.0994	0	0	0	0	0	0	0	0	0
HBSCHOL	0.0095	0.0159	0.0233	0.0066	0.0057	0.0047	0	0	0	0	0	0	0	0	0
NON-HB	0.0162	0.0162	0.0162	0.0162	0.0162	0.0162	0.0052	0.0399	0.1108	0.2673	0.0628	0.0236	0	0.2326	0.0458
TOTALS	0.6486	0.8774	1.1429	0.3338	0.526	0.7067	0.0052	0.0399	0.1108	0.2673	0.0628	0.0236	0	0.2326	0.0458

ADJUSTED PM PEAK HOUR VEHICLE TRIP ATTRACTION RATES (PM PK HR VEH TRIP ATTRACTION RATES X ATTRACTION ADJ FACTORS)

TRIP			DWELLING UNITS							EMPLOYMENT					
PURPOSE	SF LOW	SF MED	SF HI	MF LOW	MF MED	MF HI	AGRIC	MANUF	WHOLES	RETAIL	SERVIC	TRCMUT	RESID	GOVT	FIRE
HBWORK	0.0129	0.0129	0.0129	0.0129	0.0129	0.0129	0.0374	0.2586	0.181	0.181	0.1882	0.1796	0	0.1868	0.1796
HBSHOP	0	0	0	0	0	0	0	0	0.0225	0.3904	0	0	0	0	0
HBS/REC	0.0089	0.0089	0.0089	0.0089	0.0089	0.0089	0.0057	0	0	0.0835	0.0344	0.0038	0	0	0
HBOTHER	0	0	0	0	0	0	0	0.0105	0	0.2463	0.0943	0.0108	0	0.0885	0.0378
HBSCHOL	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
NON-HB	0.0155	0.0155	0.0155	0.0155	0.0155	0.0155	0.0049	0.0285	0.0815	0.3317	0.0473	0.0179	0	0.2388	0.0416
TOTALS	0.0373	0.0373	0.0373	0.0373	0.0373	0.0373	0.0479	0.2976	0.285	1.233	0.3641	0.2121	0	0.5141	0.259

TOTAL ADJUSTED PM PEAK HOUR VEHICLE TRIP GENERATION RATES

			DWELLING UNITS						EMPLOYMENT						
TOTAL	SF LOW	SF MED	SF HI	MF LOW	MF MED	MF HI	AGRIC	MANUF	WHOLES	RETAIL	SERVIC	TRCMUT	RESID	GOVT	FIRE
PK HR RATES	0.6859	0.9147	1.1801	0.3711	0.5633	0.7439	0.0531	0.3375	0.3958	1.5003	0.4269	0.2357	0	0.7467	0.3048

TAZ	HHTOT	JTOT	SFLow	SFMed	SFHigh	2+Low	2+Med	2+High	Ag	Manu	Ware	Retail	Service	TRCMU	Resid	Gov	Fire
44	1,897	7,235	281	106	45	517	500	448	0	270	10	697	3313	14	0	676	2255
ADD	2,683	668	0	0	0	0	1342	1341	0	0	4	75	585	0	0	0	4
REV	4,580	7,903	281	106	45	517	1842	1789	0	270	14	772	3898	14	0	676	2259
45	27	13,105	13	5	2	6	0	1	0	6147	788	200	3195	528	0	0	2247
ADD	1,945	18,981	0	0	0	0	973	972	0	0	14	255	18698	0	0	0	14
REV	1,972	32,086	13	5	2	6	973	973	0	6147	802	455	21893	528	0	0	2261
46	0	8,164	0	0	0	0	0	0	0	3652	792	200	2973	265	0	0	282
ADD	2,044	10,492	0	0	0	0	1022	1022	0	0	9	157	10317	0	0	0	9
REV	2,044	18,656	0	0	0	0	1022	1022	0	3652	801	357	13290	265	0	0	291
47	1,864	13,699	216	65	23	0	733	827	0	5629	1650	241	5153	546	0	0	480
ADD	3,255	1,766	0	0	0	0	1628	1627	0	0	10	172	1574	0	0	0	10
REV	5,119	15,465	216	65	23	0	2361	2454	0	5629	1660	413	6727	546	0	0	490
48	4,646	12,344	469	167	75	0	1565	2370	0	5051	1852	475	4448	411	0	0	107
ADD	611	1,779	0	0	0	0	306	305	0	0	11	203	1554	0	0	0	11
REV	5,257	14,123	469	167	75	0	1871	2675	0	5051	1863	678	6002	411	0	0	118
50	35	11,445	34	1	0	0	0	0	0	0	0	133	10090	0	0	100	1122
ADD	4,466	1,891	0	0	0	0	2233	2233	0	0	10	185	1686	0	0	0	10
REV	4,501	13,336	34	1	0	0	2233	2233	0	0	10	318	11776	0	0	100	1132
51	1,800	17,017	0	0	0	0	846	954	0	5375	2079	100	8709	693	0	0	61
ADD	1,151	12,554	0	0	0	0	576	575	0	0	12	219	12311	0	0	0	12
REV	2,951	29,571	0	0	0	0	1422	1529	0	5375	2091	319	21020	693	0	0	73
52	0	4,700	0	0	0	0	0	0	0	1602	2083	300	0	0	0	0	715
ADD	1,726	16,071	0	0	0	0	863	863	0	0	11	194	15855	0	0	0	11
REV	1,726	20,771	0	0	0	0	863	863	0	1602	2094	494	15855	0	0	0	726
53	0	2,147	0	0	0	0	0	0	0	1157	940	0	16	34	0	0	0
ADD	0	870	0	0	0	0	0	0	0	0	2	35	831	0	0	0	2
REV	0	3,017	0	0	0	0	0	0	0	1157	942	35	847	34	0	0	2
54	0	2,342	0	0	0	0	0	0	0	546	1576	0	146	74	0	0	0
ADD	0	955	0	0	0	0	0	0	0	0	2	35	916	0	0	0	2
REV	0	3,297	0	0	0	0	0	0	0	546	1578	35	1062	74	0	0	2
55	0	3,811	0	0	0	0	0	0	0	1258	1468	302	644	139	0	0	0
ADD	0	1,184	0	0	0	0	0	0	0	0	2	43	1137	0	0	0	2
REV	0	4,995	0	0	0	0	0	0	0	1258	1470	345	1781	139	0	0	2

TAZ	HHTOT	JTOT	SFLow	SFMed	SFHigh	2+Low	2+Med	2+High	Ag	Manu	Ware	Retail	Service	TRCMU	Resid	Gov	Fire
56	0	6,029	0	0	0	0	0	0	0	1218	1620	441	1888	862	0	0	0
ADD	0	1,383	0	0	0	0	0	0	0	0	3	51	1326	0	0	0	3
REV	0	7,412	0	0	0	0	0	0	0	1218	1623	492	3214	862	0	0	3
57	0	2,091	0	0	0	0	0	0	0	1027	378	209	309	168	0	0	0
ADD	3,541	179	0	0	0	0	1771	1770	0	0	3	58	115	0	0	0	3
REV	3,541	2,270	0	0	0	0	1771	1770	0	1027	381	267	424	168	0	0	3
58	2,176	1,455	0	0	0	469	788	919	0	92	187	461	200	176	0	0	339
ADD	2,464	99	0	0	0	0	1232	1232	0	0	5	89	0	0	0	0	5
REV	4,640	1,554	0	0	0	469	2020	2151	0	92	192	550	200	176	0	0	344
59	0	1,623	0	0	0	0	0	0	0	148	148	468	462	100	0	0	297
ADD	981	160	0	0	0	0	491	490	0	0	3	49	105	0	0	0	3
REV	981	1,783	0	0	0	0	491	490	0	148	151	517	567	100	0	0	300
476	0	3,055	0	0	0	0	0	0	0	474	402	149	1485	201	0	240	104
ADD	0	444	0	0	0	0	0	0	0	0	1	16	426	0	0	0	1
REV	0	3,499	0	0	0	0	0	0	0	474	403	165	1911	201	0	240	105
478	1,711	1,934	132	63	495	0	509	512	0	495	410	80	548	111	0	290	0
ADD	0	89	0	0	0	0	0	0	0	0	0	3	86	0	0	0	0
REV	1,711	2,023	132	63	495	0	509	512	0	495	410	83	634	111	0	290	0
488	895	1,517	7	14	49	207	247	371	0	214	261	299	616	102	0	0	25
ADD	0	44	0	0	0	0	0	0	0	0	0	2	42	0	0	0	0
REV	895	1,561	7	14	49	207	247	371	0	214	261	301	658	102	0	0	25
489	0	4,964	0	0	0	0	0	0	0	649	334	164	3354	143	0	60	260
ADD	0	455	0	0	0	0	0	0	0	0	1	17	436	0	0	0	1
REV	0	5,419	0	0	0	0	0	0	0	649	335	181	3790	143	0	60	261
491	405	7,107	15	29	110	60	77	114	0	431	615	170	5213	198	0	0	480
ADD	0	2	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0
REV	405	7,109	15	29	110	60	77	114	0	431	615	172	5213	198	0	0	480
	24,867	70,066															
	+HH	+J															

Network Only

General Plan Amendment Information

General Plan Amendments
GP04-04-06 & GP04-T-03 (Network Only)
Screenlines Analysis
in the PM Peak Direction

Base

		TO						
	District	1	2	3	4	5	Total	
FROM	1	6661	1456	1127	11949	15438	36,631	29,970
	2	293	14107	757	6594	2656	24,407	
	3	222	1509	20574	11359	8203	41,867	
	4	3468	9927	12084	126225	45099	196,803	
	5	6384	7470	8967	66783	277553	367,157	
	Total	17,028	34,469	43,509	222,910	348,949	666,865	
	Total Inbound		20,362	22,935				

Project

		TO						
	District	1	2	3	4	5	Total	
FROM	1	6,660	1,462	1,130	11,933	15,436	36,621	29,961
	2	290	14,101	772	6,595	2,645	24,403	
	3	227	1,506	20,574	11,362	8,204	41,873	
	4	3,466	9,944	12,099	126,170	45,102	196,781	
	5	6,366	7,479	8,965	66,776	277,576	367,162	
	Total	17,009	34,492	43,540	222,836	348,963	666,840	
	Total Inbound		20,391	22,966				

Change	-25
Percent Change	0.00%

EV	**Change in Volume**	29	
	Percent Change	0.14%	(Significant impact for EV = 0.10%)
SSJ	**Change in Volume**	31	
	Percent Change	0.14%	(Significant impact for SSJ = 0.20%)
NSJ	**Change in Volume**	-9	
	Percent Change	-0.03%	(Significant impact for NSJ = 0.20%)

District 1	North San Jose
District 2	Evergreen
District 3	South San Jose
District 4	Remainder of City
District 5	Remainder of County

3/2/2005
Department of Transportation

General Plan Amendments
GP04-04-06 & GP04-T-03 (Network Only)
Vehicle Hours Traveled (VHT) Analysis Summary

BASE	Freeways	Highways	Express-ways	Arterials	Collectors	On-ramps/ Off-ramps	Interchng Ramps	Loop Ramps	Totals
NSJ	1,989	-	233	1,339	331	252	38	47	4,229
EV	873	-	524	1,480	271	75	-	3	3,225
SSJ	2,175	396	928	1,981	237	87	49	6	5,859
Rest of SJ	9,822	849	1,652	11,536	1,901	1,159	490	192	27,600
Totals	14,859	1,245	3,337	16,335	2,740	1,572	577	248	40,913

Total Base VHT = 40,913

PROJECT	Freeways	Highways	Express-ways	Arterials	Collectors	On-ramps/ Off-ramps	Interchng Ramps	Loop Ramps	Totals
NSJ	1,976	-	230	1,357	312	252	38	37	4,203
EV	879	-	514	1,492	270	74	-	3	3,231
SSJ	2,160	416	947	1,969	238	84	47	6	5,866
Rest of SJ	9,838	847	1,673	11,514	1,892	1,153	492	173	27,583
Totals	14,852	1,263	3,365	16,332	2,712	1,564	576	219	40,883

Total Project VHT = 40,883

Change in VHT	**-30**	(Significant impact = 0.20%)
Percent Change	**-0.07%**	

3/2/2005
Department of Transportation

General Plan Amendments
GP04-04-06 & GP04-T-03 (Network Only)
Vehicle Miles Traveled (VMT) Analysis Summary

BASE	Freeways	Highways	Express-ways	Arterials	Collectors	On-ramps/ Off-ramps	Interchng Ramps	Loop Ramps	Totals
NSJ	89,116	-	9,295	40,988	6,644	5,938	1,865	994	154,839
EV	42,185	-	19,656	49,453	6,623	1,735	-	73	119,724
SSJ	109,668	18,907	36,414	66,853	5,686	2,369	2,099	151	242,147
Rest of SJ	462,797	37,257	67,384	376,284	44,488	26,832	23,157	4,036	1,042,233
Totals	703,766	56,164	132,749	533,577	63,441	36,873	27,120	5,254	1,558,944

Total Base VMT = 1,558,944

PROJECT	Freeways	Highways	Express-ways	Arterials	Collectors	On-ramps/ Off-ramps	Interchng Ramps	Loop Ramps	Totals
NSJ	89,101	-	9,152	42,227	6,581	5,853	1,843	1,136	155,891
EV	42,388	-	19,478	49,794	6,577	1,734	-	70	120,041
SSJ	109,071	19,677	36,715	66,655	5,672	2,286	2,004	150	242,231
Rest of SJ	462,834	37,122	67,857	375,280	44,498	26,684	23,229	4,287	1,041,790
Totals	703,394	56,799	133,203	533,955	63,327	36,558	27,075	5,643	1,559,953

Total Project VMT = 1,559,953

Change in VMT	**1009**	(Significant impact = 0.20%)
Percent Change	**0.06%**	

3/2/2005
Department of Transportation

General Plan Amendment
GP04-04-06 & GP04-T-03 (Network Only)
E/F Link Analysis
in PM Peak Direction

Link #1
W/o I680

				Base			Project			
	A-Node	B-Node	E/F Link	Volume	Capacity	V/C	Volume	Capacity	V/C	Change
1	6996	6995	Calaveras	3528	3039	1.1609*	3530	3039	1.1616*	2
2	7936	7917	Yosemite	1796	1039	1.7286*	1638	1039	1.5765*	-158
3	6891	6892	Montague Exp	4227	3647	1.1590*	4413	3647	1.2100*	186
4	7931	3381	Capitol Av	3079	2763	1.1144*	3103	2763	1.1231*	24
5	3663	7932	Trade Zone	2155	1837	1.1731*	2137	1837	1.1633*	-18
6	3106	7946	Hostetter	3102	2763	1.1227*	3053	2763	1.1050*	-49

Total	17,887	17,874	-13
Number of E/F Links	6		
Average Link Volume	2,981		

Change in Volume	-13	
Total Volume	2,981	
Percent Change	-0.44%	(Significant impact = 1.50%)

Link #5
E/o I680

				Base			Project			
	A-Node	B-Node	E/F Link	Volume	Capacity	V/C	Volume	Capacity	V/C	Change
1	6990	7918	Calaveras	3850	1039	3.7055*	3750	1039	3.6092*	-100
2	7936	7917	Yosemite	1796	1039	1.7286*	1638	1039	1.5765*	-158
3	6897	7914	Landess	3228	2021	1.5972*	3507	2021	1.7353*	279
4	7899	3383	Capitol Av	2434	1837	1.3250*	2420	1837	1.3174*	-14
5	7889	3293	Berryessa	1663	1837	0.9053*	1682	1837	0.9156*	19

Total	12,971	12,997	26
Number of E/F Links	5		
Average Link Volume	2,594		

Change in Volume	26	
Total Volume	2,594	
Percent Change	1.00%	(Significant impact = 1.50%)

General Plan Amendment
GP04-04-06 & GP04-T-03 (Network Only)
E/F Link Analysis
in PM Peak Direction

Link #4&25
S/o Naglee-Jackson

				Base			Project			
	A-Node	B-Node	E/F Link	Volume	Capacity	V/C	Volume	Capacity	V/C	Change
1	6336	6339	I-880	8655	7700	1.1240*	8751	7700	1.1365*	96
2	3284	8165	Bascom	2434	1837	1.3250*	2415	1837	1.3146*	-19
3	8110	8109	Alameda	2118	1837	1.1530*	2121	1837	1.1546*	3
4	8120	8121	Coleman	1952	1837	1.0626*	1920	1837	1.0452*	-32
5	6552	6554	CA-87	8366	5500	1.5211*	8412	5500	1.5295*	46
6	7186	7173	First	1767	1350	1.3089*	1779	1350	1.3178*	12
7	7183	7179	Fourth	891	1039	0.8576	906	1039	0.872	15
8	9047	9046	Thirteenth	1344	1350	0.9956*	1336	1350	0.9896*	-8
9	6052	6054	US-101	10761	7700	1.3975*	10767	7700	1.3983*	6

Total	38,288	38,407	119
Number of E/F Links	9		
Average Link Volume	4,254		

Change in Volume	119	
Total Volume	4,254	
Percent Change	2.80%	(Significant impact = 1.50%)

Link #12
N/o 17-880

				Base			Project			
	A-Node	B-Node	E/F Link	Volume	Capacity	V/C	Volume	Capacity	V/C	Change
1	9161	6546	CA-87	7587	5500	1.3795*	7597	5500	1.3813*	10
2	3493	3054	First	2174	1837	1.1835*	2241	1837	1.2199*	67
3	3533	7212	Fourth	1960	1837	1.0670*	2039	1837	1.1100*	79
4	6035	6038	US-101	9071	8800	1.0308*	9138	8800	1.0384*	67
5	7982	3288	Old Bayshore	1414	1286	1.0995*	1505	1286	1.1703*	91
6	6300	6301	I-880	9,370	7,700	1.2169*	9,273	7,700	1.2043*	-97
			Total	31,576			31,793			217
			Number of E/F Links	6						
			Average Link Volume	5,263						

Change in Volume	217	
Total Volume	5,263	
Percent Change	4.12%	(Significant impact = 1.50%)

General Plan Amendment
GP04-04-06 & GP04-T-03 (Network Only)
E/F Link Analysis
in PM Peak Direction

Link #18
S/o 101

				Base			Project			
	A-Node	B-Node	E/F Link	Volume	Capacity	V/C	Volume	Capacity	V/C	Change
1	6012	6240	CA-237	4880	4400	1.1091*	4899	4400	1.1134*	19
2	6013	6826	Mathilda	3327	2763	1.2041*	3342	2763	1.2096*	15
3	6844	6845	Lawrence Exp	2727	3039	0.8973	2804	3039	0.9227*	77
4	6872	6871	San Tomas Exp	4729	3647	1.2967*	4609	3647	1.2638*	-120
5	8048	6838	LaFayette	1486	1653	0.899	1307	1653	0.7907	-179
6	8051	6840	De La Cruz	2092	1653	1.2656*	2109	1653	1.2759*	17
7	6537	6538	CA-87	6173	5500	1.1224*	6145	5500	1.1173*	-28
8	3287	8997	First	2390	2021	1.1826*	2336	2021	1.1559*	-54
9	9023	9022	Fourth	2040	1837	1.1105*	2109	1837	1.1481*	69
			Total	29,844			29,660			-184
			Number of E/F Links	9						
			Average Link Volume	3,316						

Change in Volume	-184	
Total Volume	3,316	
Percent Change	-5.55%	(Significant impact = 1.50%)

Link #19
E/o 880

				Base			Project			
	A-Node	B-Node	E/F Link	Volume	Capacity	V/C	Volume	Capacity	V/C	Change
1	7000	6999	Calaveras	4238	2763	1.5338*	4196	2763	1.5186*	-42
2	7929	7928	Great Mall	2649	2763	0.9587*	2682	2763	0.9707*	33
3	6887	6888	Montague Exp	4257	3647	1.1673*	4378	3647	1.2004*	121
4	9021	7942	Charcot	1305	1837	0.7104	974	1039	0.9374*	-331
5	3050	3084	Brokaw	2925	2763	1.0586*	3118	2763	1.1285*	193
6	6040	6042	US-101	12138	8800	1.3793*	12151	8800	1.3808*	13
			Total	27,512			27,499			-13

Number of E/F Links	6
Average Link Volume	4,585

Change in Volume	-13	
Total Volume	4,585	
Percent Change	-0.28%	(Significant impact = 1.50%)

GP04-04-06 & GP04-T-03 (Network Only)

ADJUSTED PM PEAK HOUR VEHICLE TRIP PRODUCTION RATES (PM PK HR VEH TRIP PRODUCTION RATES X PRODUCTION ADJ FACTOR)

TRIP			DWELLING UNITS							EMPLOYMENT					
PURPOSE	SF LOW	SF MED	SF HI	MF LOW	MF MED	MF HI	AGRIC	MANUF	WHOLES	RETAIL	SERVIC	TRCMUT	RESID	GOVT	FIRE
HBWORK	0.2546	0.4063	0.4899	0.1918	0.3156	0.4341	0	0	0	0	0	0	0	0	0
HBSHOP	0.1447	0.1549	0.2008	0.0435	0.0672	0.0957	0	0	0	0	0	0	0	0	0
HBS/REC	0.0492	0.0809	0.1154	0.0219	0.0367	0.0492	0	0	0	0	0	0	0	0	0
HBOTHER	0.1701	0.1962	0.2888	0.0505	0.0792	0.0994	0	0	0	0	0	0	0	0	0
HBSCHOL	0.0097	0.0161	0.0237	0.0067	0.0058	0.0047	0	0	0	0	0	0	0	0	0
NON-HB	0.0162	0.0162	0.0162	0.0162	0.0162	0.0162	0.0052	0.0399	0.1108	0.2673	0.0628	0.0236	0	0.2326	0.0458
TOTALS	0.6444	0.8707	1.1349	0.3307	0.5207	0.6993	0.0052	0.0399	0.1108	0.2673	0.0628	0.0236	0	0.2326	0.0458

ADJUSTED PM PEAK HOUR VEHICLE TRIP ATTRACTION RATES (PM PK HR VEH TRIP ATTRACTION RATES X ATTRACTION ADJ FACTORS)

TRIP			DWELLING UNITS							EMPLOYMENT					
PURPOSE	SF LOW	SF MED	SF HI	MF LOW	MF MED	MF HI	AGRIC	MANUF	WHOLES	RETAIL	SERVIC	TRCMUT	RESID	GOVT	FIRE
HBWORK	0.0129	0.0129	0.0129	0.0129	0.0129	0.0129	0.0374	0.2586	0.181	0.181	0.1882	0.1796	0	0.1868	0.1796
HBSHOP	0	0	0	0	0	0	0	0	0.022	0.3818	0	0	0	0	0
HBS/REC	0.0093	0.0093	0.0093	0.0093	0.0093	0.0093	0.0059	0	0	0.0877	0.0361	0.004	0	0	0
HBOTHER	0	0	0	0	0	0	0	0.011	0	0.2595	0.0993	0.0114	0	0.0933	0.0399
HBSCHOL	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
NON-HB	0.0154	0.0154	0.0154	0.0154	0.0154	0.0154	0.0048	0.0283	0.0808	0.3288	0.0469	0.0178	0	0.2367	0.0412
TOTALS	0.0376	0.0376	0.0376	0.0376	0.0376	0.0376	0.0481	0.2979	0.2838	1.2389	0.3705	0.2127	0	0.5168	0.2607

TOTAL ADJUSTED PM PEAK HOUR VEHICLE TRIP GENERATION RATES

			DWELLING UNITS						EMPLOYMENT						
TOTAL	SF LOW	SF MED	SF HI	MF LOW	MF MED	MF HI	AGRIC	MANUF	WHOLES	RETAIL	SERVIC	TRCMUT	RESID	GOVT	FIRE
PK HR RATES	0.682	0.9083	1.1724	0.3683	0.5583	0.7369	0.0533	0.3378	0.3946	1.5062	0.4333	0.2363	0	0.7494	0.3064

Land Use Plus Network

General Plan Amendment Information

General Plan Amendments
GP04-04-06 & GP04-T-03 (Land Use & Network)
Screenlines Analysis
in the PM Peak Direction

Base

		TO						
	District	1	2	3	4	5	Total	
FROM	1	6661	1456	1127	11949	15438	36,631	29,970
	2	293	14107	757	6594	2656	24,407	
	3	222	1509	20574	11359	8203	41,867	
	4	3468	9927	12084	126225	45099	196,803	
	5	6384	7470	8967	66783	277553	367,157	
	Total	17,028	34,469	43,509	222,910	348,949	666,865	
	Total Inbound		20,362	22,935				

Project

		TO						
	District	1	2	3	4	5	Total	
FROM	1	16,319	2,308	1,799	19,612	21,498	61,536	45,217
	2	548	13,951	754	6,476	2,587	24,316	
	3	451	1,470	20,407	11,139	8,120	41,587	
	4	6,828	9,704	11,919	124,652	44,420	197,523	
	5	10,989	7,215	8,787	65,471	273,466	365,928	
	Total	35,135	34,648	43,666	227,350	350,091	690,890	
	Total Inbound		20,697	23,259				

Change	24,025
Percent Change	3.60%

EV	**Change in Volume**	335	
	Percent Change	1.65%	(Significant impact for EV = 0.10%)
SSJ	**Change in Volume**	324	
	Percent Change	1.41%	(Significant impact for SSJ = 0.20%)
NSJ	**Change in Volume**	15,247	
	Percent Change	50.87%	(Significant impact for NSJ = 0.20%)

District 1	North San Jose
District 2	Evergreen
District 3	South San Jose
District 4	Remainder of City
District 5	Remainder of County

3/2/2005
Department of Transportation

General Plan Amendments
GP04-04-06 & GP04-T-03 (Land Use & Network)
Vehicle Hours Traveled (VHT) Analysis Summary

BASE	Freeways	Highways	Express-ways	Arterials	Collectors	On-ramps/ Off-ramps	Interchng Ramps	Loop Ramps	Totals
NSJ	1,989	-	233	1,339	331	252	38	47	4,229
EV	873	-	524	1,480	271	75	-	3	3,225
SSJ	2,175	396	928	1,981	237	87	49	6	5,859
Rest of SJ	9,822	849	1,652	11,536	1,901	1,159	490	192	27,600
Totals	14,859	1,245	3,337	16,335	2,740	1,572	577	248	40,913

Total Base VHT = 40,913

PROJECT	Freeways	Highways	Express-ways	Arterials	Collectors	On-ramps/ Off-ramps	Interchng Ramps	Loop Ramps	Totals
NSJ	2,132	-	337	2,267	469	342	39	54	5,641
EV	919	-	523	1,520	266	77	-	3	3,307
SSJ	2,161	427	941	1,973	239	84	46	6	5,876
Rest of SJ	10,447	854	1,717	12,303	2,020	1,238	501	172	29,252
Totals	15,659	1,281	3,518	18,062	2,995	1,741	586	236	44,077

Total Project VHT = 44,077

Change in VHT	**3164**	(Significant impact = 0.20%)
Percent Change	**7.73%**	

3/2/2005
Department of Transportation

General Plan Amendments
GP04-04-06 & GP04-T-03 (Land Use & Network)
Vehicle Miles Traveled (VMT) Analysis Summary

BASE	Freeways	Highways	Express-ways	Arterials	Collectors	On-ramps/ Off-ramps	Interchng Ramps	Loop Ramps	Totals
NSJ	89,116	-	9,295	40,988	6,644	5,938	1,865	994	154,839
EV	42,185	-	19,656	49,453	6,623	1,735	-	73	119,724
SSJ	109,668	18,907	36,414	66,853	5,686	2,369	2,099	151	242,147
Rest of SJ	462,797	37,257	67,384	376,284	44,488	26,832	23,157	4,036	1,042,233
Totals	703,766	56,164	132,749	533,577	63,441	36,873	27,120	5,254	1,558,944

Total Base VMT = 1,558,944

PROJECT	Freeways	Highways	Express-ways	Arterials	Collectors	On-ramps/ Off-ramps	Interchng Ramps	Loop Ramps	Totals
NSJ	93,484	-	11,112	58,535	8,752	7,200	1,879	1,373	182,335
EV	43,506	-	19,641	50,519	6,496	1,755	-	76	121,994
SSJ	109,102	20,084	36,270	66,785	5,669	2,286	1,979	149	242,324
Rest of SJ	479,905	37,194	68,796	392,889	47,215	27,710	23,634	4,286	1,081,629
Totals	725,996	57,278	135,819	568,729	68,132	38,952	27,492	5,883	1,628,281

Total Project VMT = 1,628,281

Change in VMT	**69337**	(Significant impact = 0.20%)
Percent Change	**4.45%**	

3/2/2005
Department of Transportation

General Plan Amendment
GP04-04-06 & GP04-T-03 (Land Use & Network)
E/F Link Analysis
in PM Peak Direction

Link #1
W/o I680

				Base			Project			
	A-Node	B-Node	E/F Link	Volume	Capacity	V/C	Volume	Capacity	V/C	Change
1	6996	6995	Calaveras	3528	3039	1.1609*	3650	3039	1.2011*	122
2	7936	7917	Yosemite	1796	1039	1.7286*	1792	1039	1.7247*	-4
3	6891	6892	Montague Exp	4227	3647	1.1590*	4456	3647	1.2218*	229
4	7931	3381	Capitol Av	3079	2763	1.1144*	3321	2763	1.2020*	242
5	3663	7932	Trade Zone	2155	1837	1.1731*	2287	1837	1.2450*	132
6	3106	7946	Hostetter	3102	2763	1.1227*	3422	2763	1.2385*	320

Total	17,887	18,928	1,041
Number of E/F Links	6		
Average Link Volume	2,981		

Change in Volume	1041	
Total Volume	2,981	
Percent Change	34.92%	(Significant impact = 1.50%)

Link #5
E/o I680

				Base			Project			
	A-Node	B-Node	E/F Link	Volume	Capacity	V/C	Volume	Capacity	V/C	Change
1	6990	7918	Calaveras	3850	1039	3.7055*	3852	1039	3.7074*	2
2	7936	7917	Yosemite	1796	1039	1.7286*	1792	1039	1.7247*	-4
3	6897	7914	Landess	3228	2021	1.5972*	3374	2021	1.6695*	146
4	7899	3383	Capitol Av	2434	1837	1.3250*	2427	1837	1.3212*	-7
5	7889	3293	Berryessa	1663	1837	0.9053*	1728	1837	0.9407*	65

Total	12,971	13,173	202
Number of E/F Links	5		
Average Link Volume	2,594		

Change in Volume	202	
Total Volume	2,594	
Percent Change	7.79%	(Significant impact = 1.50%)

General Plan Amendment
GP04-04-06 & GP04-T-03 (Land Use & Network)
E/F Link Analysis
in PM Peak Direction

Link #4&25
S/o Naglee-Jackson

				Base			Project			
	A-Node	B-Node	E/F Link	Volume	Capacity	V/C	Volume	Capacity	V/C	Change
1	6336	6339	I-880	8655	7700	1.1240*	9181	7700	1.1923*	526
2	3284	8165	Bascom	2434	1837	1.3250*	2543	1837	1.3843*	109
3	8110	8109	Alameda	2118	1837	1.1530*	2253	1837	1.2265*	135
4	8120	8121	Coleman	1952	1837	1.0626*	2096	1837	1.1410*	144
5	6552	6554	CA-87	8366	5500	1.5211*	8747	5500	1.5904*	381
6	7186	7173	First	1767	1350	1.3089*	1798	1350	1.3319*	31
7	7183	7179	Fourth	891	1039	0.8576	952	1039	0.9163*	61
8	9047	9046	Thirteenth	1344	1350	0.9956*	1374	1350	1.0178*	30
9	6052	6054	US-101	10761	7700	1.3975*	11328	7700	1.4712*	567

Total	38,288	40,272	1,984
Number of E/F Links	9		
Average Link Volume	4,254		

Change in Volume	1,984	
Total Volume	4,254	
Percent Change	46.64%	(Significant impact = 1.50%)

Link #12
N/o 17-880

				Base			Project			
	A-Node	B-Node	E/F Link	Volume	Capacity	V/C	Volume	Capacity	V/C	Change
1	9161	6546	CA-87	7587	5500	1.3795*	8211	5500	1.4929*	624
2	3493	3054	First	2174	1837	1.1835*	2784	1837	1.5155*	610
3	3533	7212	Fourth	1960	1837	1.0670*	2422	1837	1.3185*	462
4	6035	6038	US-101	9071	8800	1.0308*	9102	8800	1.0343*	31
5	7982	3288	Old Bayshore	1414	1286	1.0995*	1988	1286	1.5459*	574
6	6300	6301	I-880	9,370	7,700	1.2169*	9,853	7,700	1.2796*	483

Total	31,576	34,360	2,784
Number of E/F Links	6		
Average Link Volume	5,263		

Change in Volume	2784	
Total Volume	5,263	
Percent Change	52.90%	(Significant impact = 1.50%)

General Plan Amendment
GP04-04-06 & GP04-T-03 (Land Use & Network)
E/F Link Analysis
in PM Peak Direction

Link #18
S/o 101

				Base			Project			
	A-Node	B-Node	E/F Link	Volume	Capacity	V/C	Volume	Capacity	V/C	Change
1	6012	6240	CA-237	4880	4400	1.1091*	5304	4400	1.2055*	424
2	6013	6826	Mathilda	3327	2763	1.2041*	3534	2763	1.2790*	207
3	6844	6845	Lawrence Exp	2727	3039	0.8973	2906	3039	0.9562*	179
4	6872	6871	San Tomas Exp	4729	3647	1.2967*	5189	3647	1.4228*	460
5	8048	6838	LaFayette	1486	1653	0.899	1698	1653	1.0272*	212
6	8051	6840	De La Cruz	2092	1653	1.2656*	2486	1653	1.5039*	394
7	6537	6538	CA-87	6173	5500	1.1224*	6793	5500	1.2351*	620
8	3287	8997	First	2390	2021	1.1826*	3017	2021	1.4928*	627
9	9023	9022	Fourth	2040	1837	1.1105*	3117	1837	1.6968*	1077

Total	29,844	34,044	4,200
Number of E/F Links	9		
Average Link Volume	3,316		

Change in Volume	4200	
Total Volume	3,316	
Percent Change	126.66%	(Significant impact = 1.50%)

Link #19
E/o 880

				Base			Project			
	A-Node	B-Node	E/F Link	Volume	Capacity	V/C	Volume	Capacity	V/C	Change
1	7000	6999	Calaveras	4238	2763	1.5338*	4411	2763	1.5965*	173
2	7929	7928	Great Mall	2649	2763	0.9587*	2881	2763	1.0427*	232
3	6887	6888	Montague Exp	4257	3647	1.1673*	5113	3647	1.4020*	856
4	9021	7942	Charcot	1305	1837	0.7104	1597	1039	1.5371*	292
5	3050	3084	Brokaw	2925	2763	1.0586*	3541	2763	1.2816*	616
6	6040	6042	US-101	12138	8800	1.3793*	12558	8800	1.4270*	420

Total	27,512	30,101	2,589

Number of E/F Links	6
Average Link Volume	4,585

Change in Volume	2589	
Total Volume	4,585	
Percent Change	56.46%	(Significant impact = 1.50%)

GP04-04-06 & GP04-T-03 (Land Use & Network)

ADJUSTED PM PEAK HOUR VEHICLE TRIP PRODUCTION RATES (PM PK HR VEH TRIP PRODUCTION RATES X PRODUCTION ADJ FACTOR)

TRIP			DWELLING UNITS							EMPLOYMENT					
PURPOSE	SF LOW	SF MED	SF HI	MF LOW	MF MED	MF HI	AGRIC	MANUF	WHOLES	RETAIL	SERVIC	TRCMUT	RESID	GOVT	FIRE
HBWORK	0.2589	0.4132	0.4983	0.1951	0.321	0.4416	0	0	0	0	0	0	0	0	0
HBSHOP	0.1447	0.1549	0.2008	0.0435	0.0672	0.0957	0	0	0	0	0	0	0	0	0
HBS/REC	0.0492	0.0809	0.1154	0.0219	0.0367	0.0492	0	0	0	0	0	0	0	0	0
HBOTHER	0.1701	0.1962	0.2888	0.0505	0.0792	0.0994	0	0	0	0	0	0	0	0	0
HBSCHOL	0.0095	0.0159	0.0233	0.0066	0.0057	0.0047	0	0	0	0	0	0	0	0	0
NON-HB	0.0162	0.0162	0.0162	0.0162	0.0162	0.0162	0.0052	0.0399	0.1108	0.2673	0.0628	0.0236	0	0.2326	0.0458
TOTALS	0.6486	0.8774	1.1429	0.3338	0.526	0.7067	0.0052	0.0399	0.1108	0.2673	0.0628	0.0236	0	0.2326	0.0458

ADJUSTED PM PEAK HOUR VEHICLE TRIP ATTRACTION RATES (PM PK HR VEH TRIP ATTRACTION RATES X ATTRACTION ADJ FACTORS)

TRIP			DWELLING UNITS							EMPLOYMENT					
PURPOSE	SF LOW	SF MED	SF HI	MF LOW	MF MED	MF HI	AGRIC	MANUF	WHOLES	RETAIL	SERVIC	TRCMUT	RESID	GOVT	FIRE
HBWORK	0.0129	0.0129	0.0129	0.0129	0.0129	0.0129	0.0374	0.2586	0.181	0.181	0.1882	0.1796	0	0.1868	0.1796
HBSHOP	0	0	0	0	0	0	0	0	0.0225	0.3904	0	0	0	0	0
HBS/REC	0.0089	0.0089	0.0089	0.0089	0.0089	0.0089	0.0057	0	0	0.0835	0.0344	0.0038	0	0	0
HBOTHER	0	0	0	0	0	0	0	0.0105	0	0.2463	0.0943	0.0108	0	0.0885	0.0378
HBSCHOL	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
NON-HB	0.0155	0.0155	0.0155	0.0155	0.0155	0.0155	0.0049	0.0285	0.0815	0.3317	0.0473	0.0179	0	0.2388	0.0416
TOTALS	0.0373	0.0373	0.0373	0.0373	0.0373	0.0373	0.0479	0.2976	0.285	1.233	0.3641	0.2121	0	0.5141	0.259

TOTAL ADJUSTED PM PEAK HOUR VEHICLE TRIP GENERATION RATES

			DWELLING UNITS						EMPLOYMENT						
TOTAL	SF LOW	SF MED	SF HI	MF LOW	MF MED	MF HI	AGRIC	MANUF	WHOLES	RETAIL	SERVIC	TRCMUT	RESID	GOVT	FIRE
PK HR RATES	0.6859	0.9147	1.1801	0.3711	0.5633	0.7439	0.0531	0.3375	0.3958	1.5003	0.4269	0.2357	0	0.7467	0.3048

TAZ	HHTOT	JTOT	SFLow	SFMed	SFHigh	2+Low	2+Med	2+High	Ag	Manu	Ware	Retail	Service	TRCMU	Resid	Gov	Fire
44	1,897	7,235	281	106	45	517	500	448	0	270	10	697	3313	14	0	676	2255
ADD	2,683	668	0	0	0	0	1342	1341	0	0	4	75	585	0	0	0	4
REV	4,580	7,903	281	106	45	517	1842	1789	0	270	14	772	3898	14	0	676	2259
45	27	13,105	13	5	2	6	0	1	0	6147	788	200	3195	528	0	0	2247
ADD	1,945	18,981	0	0	0	0	973	972	0	0	14	255	18698	0	0	0	14
REV	1,972	32,086	13	5	2	6	973	973	0	6147	802	455	21893	528	0	0	2261
46	0	8,164	0	0	0	0	0	0	0	3652	792	200	2973	265	0	0	282
ADD	2,044	10,492	0	0	0	0	1022	1022	0	0	9	157	10317	0	0	0	9
REV	2,044	18,656	0	0	0	0	1022	1022	0	3652	801	357	13290	265	0	0	291
47	1,864	13,699	216	65	23	0	733	827	0	5629	1650	241	5153	546	0	0	480
ADD	3,255	1,766	0	0	0	0	1628	1627	0	0	10	172	1574	0	0	0	10
REV	5,119	15,465	216	65	23	0	2361	2454	0	5629	1660	413	6727	546	0	0	490
48	4,646	12,344	469	167	75	0	1565	2370	0	5051	1852	475	4448	411	0	0	107
ADD	611	1,779	0	0	0	0	306	305	0	0	11	203	1554	0	0	0	11
REV	5,257	14,123	469	167	75	0	1871	2675	0	5051	1863	678	6002	411	0	0	118
50	35	11,445	34	1	0	0	0	0	0	0	0	133	10090	0	0	100	1122
ADD	4,466	1,891	0	0	0	0	2233	2233	0	0	10	185	1686	0	0	0	10
REV	4,501	13,336	34	1	0	0	2233	2233	0	0	10	318	11776	0	0	100	1132
51	1,800	17,017	0	0	0	0	846	954	0	5375	2079	100	8709	693	0	0	61
ADD	1,151	12,554	0	0	0	0	576	575	0	0	12	219	12311	0	0	0	12
REV	2,951	29,571	0	0	0	0	1422	1529	0	5375	2091	319	21020	693	0	0	73
52	0	4,700	0	0	0	0	0	0	0	1602	2083	300	0	0	0	0	715
ADD	1,726	16,071	0	0	0	0	863	863	0	0	11	194	15855	0	0	0	11
REV	1,726	20,771	0	0	0	0	863	863	0	1602	2094	494	15855	0	0	0	726
53	0	2,147	0	0	0	0	0	0	0	1157	940	0	16	34	0	0	0
ADD	0	870	0	0	0	0	0	0	0	0	2	35	831	0	0	0	2
REV	0	3,017	0	0	0	0	0	0	0	1157	942	35	847	34	0	0	2
54	0	2,342	0	0	0	0	0	0	0	546	1576	0	146	74	0	0	0
ADD	0	955	0	0	0	0	0	0	0	0	2	35	916	0	0	0	2
REV	0	3,297	0	0	0	0	0	0	0	546	1578	35	1062	74	0	0	2
55	0	3,811	0	0	0	0	0	0	0	1258	1468	302	644	139	0	0	0
ADD	0	1,184	0	0	0	0	0	0	0	0	2	43	1137	0	0	0	2
REV	0	4,995	0	0	0	0	0	0	0	1258	1470	345	1781	139	0	0	2

TAZ	HHTOT	JTOT	SFLow	SFMed	SFHigh	2+Low	2+Med	2+High	Ag	Manu	Ware	Retail	Service	TRCMU	Resid	Gov	Fire
56	0	6,029	0	0	0	0	0	0	0	1218	1620	441	1888	862	0	0	0
ADD	0	1,383	0	0	0	0	0	0	0	0	3	51	1326	0	0	0	3
REV	0	7,412	0	0	0	0	0	0	0	1218	1623	492	3214	862	0	0	3
57	0	2,091	0	0	0	0	0	0	0	1027	378	209	309	168	0	0	0
ADD	3,541	179	0	0	0	0	1771	1770	0	0	3	58	115	0	0	0	3
REV	3,541	2,270	0	0	0	0	1771	1770	0	1027	381	267	424	168	0	0	3
58	2,176	1,455	0	0	0	469	788	919	0	92	187	461	200	176	0	0	339
ADD	2,464	99	0	0	0	0	1232	1232	0	0	5	89	0	0	0	0	5
REV	4,640	1,554	0	0	0	469	2020	2151	0	92	192	550	200	176	0	0	344
59	0	1,623	0	0	0	0	0	0	0	148	148	468	462	100	0	0	297
ADD	981	160	0	0	0	0	491	490	0	0	3	49	105	0	0	0	3
REV	981	1,783	0	0	0	0	491	490	0	148	151	517	567	100	0	0	300
476	0	3,055	0	0	0	0	0	0	0	474	402	149	1485	201	0	240	104
ADD	0	444	0	0	0	0	0	0	0	0	1	16	426	0	0	0	1
REV	0	3,499	0	0	0	0	0	0	0	474	403	165	1911	201	0	240	105
478	1,711	1,934	132	63	495	0	509	512	0	495	410	80	548	111	0	290	0
ADD	0	89	0	0	0	0	0	0	0	0	0	3	86	0	0	0	0
REV	1,711	2,023	132	63	495	0	509	512	0	495	410	83	634	111	0	290	0
488	895	1,517	7	14	49	207	247	371	0	214	261	299	616	102	0	0	25
ADD	0	44	0	0	0	0	0	0	0	0	0	2	42	0	0	0	0
REV	895	1,561	7	14	49	207	247	371	0	214	261	301	658	102	0	0	25
489	0	4,964	0	0	0	0	0	0	0	649	334	164	3354	143	0	60	260
ADD	0	455	0	0	0	0	0	0	0	0	1	17	436	0	0	0	1
REV	0	5,419	0	0	0	0	0	0	0	649	335	181	3790	143	0	60	261
491	405	7,107	15	29	110	60	77	114	0	431	615	170	5213	198	0	0	480
ADD	0	2	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0
REV	405	7,109	15	29	110	60	77	114	0	431	615	172	5213	198	0	0	480
	24,867	70,066															
	+HH	+J															

Grand Cumulative

General Plan Amendment Information

General Plan Amendments
Winter-Spring 2005 Cumulative
Screenlines Analysis
in the PM Peak Direction

Base

		TO						
	District	1	2	3	4	5	Total	
FROM	1	6661	1456	1127	11949	15438	36,631	29,970
	2	293	14107	757	6594	2656	24,407	
	3	222	1509	20574	11359	8203	41,867	
	4	3468	9927	12084	126225	45099	196,803	
	5	6384	7470	8967	66783	277553	367,157	
	Total	17,028	34,469	43,509	222,910	348,949	666,865	
	Total Inbound		20,362	22,935				

Project

		TO						
	District	1	2	3	4	5	Total	
FROM	1	16,345	2,694	1,955	19,400	20,718	61,112	44,767
	2	605	13,871	751	6,158	2,556	23,941	
	3	464	1,675	30,399	11,487	10,527	54,552	
	4	6,834	10,748	12,629	125,050	44,223	199,484	
	5	11,131	8,647	11,613	65,729	273,982	371,102	
	Total	35,379	37,635	57,347	227,824	352,006	710,191	
	Total Inbound		23,764	26,948				

Change	43,326
Percent Change	6.50%

EV	**Change in Volume**	3,402	
	Percent Change	16.71%	(Significant impact for EV = 0.10%)
SSJ	**Change in Volume**	4,013	
	Percent Change	17.50%	(Significant impact for SSJ = 0.20%)
NSJ	**Change in Volume**	14,797	
	Percent Change	49.37%	(Significant impact for NSJ = 0.20%)

District 1	North San Jose
District 2	Evergreen
District 3	South San Jose
District 4	Remainder of City
District 5	Remainder of County

3/2/2005
Department of Transportation

General Plan Amendments
Winter-Spring 2005 Cumulative
Vehicle Hours Traveled (VHT) Analysis Summary

BASE	Freeways	Highways	Express-ways	Arterials	Collectors	On-ramps/ Off-ramps	Interchng Ramps	Loop Ramps	Totals
NSJ	1,989	-	233	1,339	331	252	38	47	4,229
EV	873	-	524	1,480	271	75	-	3	3,225
SSJ	2,175	396	928	1,981	237	87	49	6	5,859
Rest of SJ	9,822	849	1,652	11,536	1,901	1,159	490	192	27,600
Totals	14,859	1,245	3,337	16,335	2,740	1,572	577	248	40,913

Total Base VHT = 40,913

PROJECT	Freeways	Highways	Express-ways	Arterials	Collectors	On-ramps/ Off-ramps	Interchng Ramps	Loop Ramps	Totals
NSJ	2,171	-	346	2,242	475	334	37	51	5,656
EV	1,003	-	565	1,740	270	82	-	3	3,662
SSJ	2,472	744	1,075	2,081	254	97	62	9	6,795
Rest of SJ	10,886	946	1,714	12,803	2,081	1,283	513	180	30,405
Totals	16,531	1,690	3,700	18,867	3,080	1,796	612	243	46,518

Total Project VHT = 46,518

Change in VHT	**5,605**	(Significant impact = 0.20%)
Percent Change	**13.70%**	

3/2/2005
Department of Transportation

General Plan Amendments
Winter-Spring 2005 Cumulative
Vehicle Miles Traveled (VMT) Analysis Summary

BASE	Freeways	Highways	Express-ways	Arterials	Collectors	On-ramps/ Off-ramps	Interchng Ramps	Loop Ramps	Totals
NSJ	89,116	-	9,295	40,988	6,644	5,938	1,865	994	154,839
EV	42,185	-	19,656	49,453	6,623	1,735	-	73	119,724
SSJ	109,668	18,907	36,414	66,853	5,686	2,369	2,099	151	242,147
Rest of SJ	462,797	37,257	67,384	376,284	44,488	26,832	23,157	4,036	1,042,233
Totals	703,766	56,164	132,749	533,577	63,441	36,873	27,120	5,254	1,558,944

Total Base VMT = 1,558,944

PROJECT	Freeways	Highways	Express-ways	Arterials	Collectors	On-ramps/ Off-ramps	Interchng Ramps	Loop Ramps	Totals
NSJ	94,097	-	11,146	58,280	9,019	7,072	1,825	1,321	182,760
EV	44,714	-	20,121	55,981	6,635	1,841	-	80	129,372
SSJ	119,835	26,269	40,012	70,113	5,770	2,669	2,533	228	267,429
Rest of SJ	490,898	40,176	68,685	404,779	48,576	27,860	24,038	4,288	1,109,300
Totals	749,544	66,444	139,964	589,153	70,001	39,442	28,396	5,917	1,688,860

Total Project VMT = 1,688,860

Change in VMT	**129,916**	(Significant impact = 0.20%)
Percent Change	**8.33%**	

3/2/2005
Department of Transportation

General Plan Amendment
Winter-Spring 2005 Cumulative
E/F Link Analysis
in PM Peak Direction

GP02-07-03a
s/o 280

				Base			Project			
	A-Node	B-Node	E/F Link	Volume	Capacity	V/C	Volume	Capacity	V/C	Change
1	6575	6577	CA-87	9092	6600	1.3776*	9395	6600	1.4235*	303
2	7281	3835	Vine	991	1039	0.9538*	1113	1039	1.0712*	122
3	7291	3099	First	2495	1837	1.3582*	2664	1837	1.4502*	169
4	7290	3616	Second	948	1039	0.9124*	1027	1039	0.9885*	79
5	7296	3619	Tenth	2636	1837	1.4349*	2953	1837	1.6075*	317
6	6065	6067	US-101	6752	7700	0.8769	7837	7700	1.0178*	1085
7	8854	3628	King	2462	1837	1.3402*	2747	1837	1.4954*	285

Total	25,376	27,736	2,360
Number of E/F Links	7		
Average Link Volume	3,625		

Change in Volume	2,360	
Total Volume	3,625	
Percent Change	65.10%	(Significant impact = 1.50%)

GP02-07-03b
n/o Hamilton

				Base			Project			
	A-Node	B-Node	E/F Link	Volume	Capacity	V/C	Volume	Capacity	V/C	Change
1	6581	6583	CA-87	8792	5500	1.5985*	9110	5500	1.6564*	318
2	3060	3705	Monterey Hwy	3876	3592	1.0791*	4198	3592	1.1687*	322
3	3683	7307	McLaughlin	1944	1837	1.0582*	2300	1837	1.2520*	356
4	6069	6071	US-101	10992	8800	1.2491*	12515	8800	1.4222*	1523
5	8855	3573	King	1930	1837	1.0506*	2162	1837	1.1769*	232

Total	27,534	30,285	2,751
Number of E/F Links	5		
Average Link Volume	5,507		

Change in Volume	2,751	
Total Volume	5,507	
Percent Change	49.96%	(Significant impact = 1.50%)

General Plan Amendment
Winter-Spring 2005 Cumulative
E/F Link Analysis
in PM Peak Direction

GP03-07-09a
S/o 280

				Base			Project			
	A-Node	B-Node	E/F Link	Volume	Capacity	V/C	Volume	Capacity	V/C	Change
1	6575	6577	CA-87	9092	6600	1.3776*	9395	6600	1.4235*	303
2	7281	3835	Vine	991	1039	0.9538*	1113	1039	1.0712*	122
3	7291	3099	First	2495	1837	1.3582*	2664	1837	1.4502*	169
4	7290	3616	Second	948	1039	0.9124*	1027	1039	0.9885*	79
5	7296	3619	Tenth	2636	1837	1.4349*	2953	1837	1.6075*	317

Total	16,162	17,152	990
Number of E/F Links	5		
Average Link Volume	3,232		

Change in Volume	990

Total Volume	3,232	
Percent Change	30.63%	(Significant impact = 1.50%)

GP03-07-09b
S/o Tully

				Base			Project			
	A-Node	B-Node	E/F Link	Volume	Capacity	V/C	Volume	Capacity	V/C	Change
1	6071	6073	US-101	8811	7700	1.1443*	10068	7700	1.3075*	1257
2	3111	7339	Monterey Hwy	3166	3039	1.0418*	3579	3039	1.1777*	413
3	7343	7368	Vistapark	1709	1837	0.9303*	1813	1837	0.9869*	104
4	6589	6591	CA-87	6377	5500	1.1595*	6664	5500	1.2116*	287
			Total	20,063			22,124			2,061
			Number of E/F Links	4						
			Average Link Volume	5,016						

Change in Volume	2,061	
Total Volume	5,016	
Percent Change	41.09%	(Significant impact = 1.50%)

General Plan Amendment
Winter-Spring 2005 Cumulative
E/F Link Analysis
in PM Peak Direction

GP03-02-05a
S/o Capitol

				Base			Project			
	A-Node	B-Node	E/F Link	Volume	Capacity	V/C	Volume	Capacity	V/C	Change
1	6951	6953	Almaden Ex	3357	3039	1.1046*	3491	3039	1.1487*	134
2	3120	7662	Pearl	1851	1837	1.0076*	1837	1837	1.0000*	-14
3	6595	6596	CA-87	4973	5500	0.9042*	5229	5500	0.9507*	256

Total	10,181	10,557	376
Number of E/F Links	3		
Average Link Volume	3,394		

Change in Volume	376	
Total Volume	3,394	
Percent Change	11.08%	(Significant impact = 1.50%)

GP03-02-05b
S/o 85

				Base			Project			
	A-Node	B-Node	E/F Link	Volume	Capacity	V/C	Volume	Capacity	V/C	Change
1	5523	6955	Almaden Ex	4640	3039	1.5268*	4844	3039	1.5939*	204
2	3011	3792	Santa Teresa	2647	2763	0.9580*	2311	2763	0.8364	-336
3	9142	7479	Cottle	3277	2763	1.1860*	3117	2763	1.1281*	-160

Total	10,564	10,272	-292
Number of E/F Links	3		
Average Link Volume	3,521		

Change in Volume	-292	
Total Volume	3,521	
Percent Change	-8.29%	(Significant impact = 1.50%)

GP03-02-05c
E/o 101 (S)

				Base			Project			
	A-Node	B-Node	E/F Link	Volume	Capacity	V/C	Volume	Capacity	V/C	Change
1	3855	3018	Silver Crk Valley	5245	3592	1.4602*	5062	3592	1.4092*	-183
2	3919	7457	Silicon Valley	2368	2388	0.9916*	2412	2388	1.0101*	44

Total	7,613	7,474	-139
Number of E/F Links	2		
Average Link Volume	3,807		

Change in Volume	-139	
Total Volume	3,807	
Percent Change	-3.65%	(Significant impact = 1.50%)

General Plan Amendment
Winter-Spring 2005 Cumulative
E/F Link Analysis
in PM Peak Direction

GP03-02-05d
E/o Monterey

				Base			Project			
	A-Node	B-Node	E/F Link	Volume	Capacity	V/C	Volume	Capacity	V/C	Change
1	9228	7450	Blossom Hill	4337	2763	1.5697*	4499	2763	1.6283*	162

Total	4,337	4,499	162

Number of E/F Links	1
Average Link Volume	4,337

Change in Volume	162	
Total Volume	4,337	
Percent Change	3.74%	(Significant impact = 1.50%)

General Plan Amendment
Winter-Spring 2005 Cumulative
E/F Link Analysis
in PM Peak Direction

GP04-04-06a
S/o Naglee/Taylor

				Base			Project			
	A-Node	B-Node	E/F Link	Volume	Capacity	V/C	Volume	Capacity	V/C	Change
1	8110	8109	Alameda	2118	1837	1.1530*	2294	1837	1.2488*	176
2	8120	8121	Coleman	1952	1837	1.0626*	2648	2763	0.9584*	696
3	6552	6554	CA-87	8366	5500	1.5211*	8783	5500	1.5969*	417
4	7186	7173	First	1767	1350	1.3089*	1817	1350	1.3459*	50

Total	14,203	15,542	1,339
Number of E/F Links	4		
Average Link Volume	3,551		

Change in Volume	1,339	
Total Volume	3,551	
Percent Change	37.71%	(Significant impact = 1.50%)

GP04-04-06b
S/o I-880

				Base			Project			
	A-Node	B-Node	E/F Link	Volume	Capacity	V/C	Volume	Capacity	V/C	Change
1	3047	3057	Alameda	1901	1837	1.0348*	2110	1837	1.1486*	209
2	3053	3413	Coleman	2576	2763	0.9323*	3196	2763	1.1567*	620
3	6546	6548	CA-87	7587	5500	1.3795*	8216	5500	1.4938*	629
4	7210	3496	First	2056	1837	1.1192*	2188	1837	1.1911*	132
5	7212	3534	Fourth	2099	1837	1.1426*	2518	1837	1.3707*	419

Total	16,219	18,228	2,009
Number of E/F Links	5		
Average Link Volume	3,244		

Change in Volume	2,009	
Total Volume	3,244	
Percent Change	61.93%	(Significant impact = 1.50%)

GP04-04-06c
N/o I-880

				Base			Project			
	A-Node	B-Node	E/F Link	Volume	Capacity	V/C	Volume	Capacity	V/C	Change
1	3229	3046	Alameda	2463	1837	1.3408*	2514	1837	1.3685*	51
2	3223	3052	Coleman	2463	2763	0.8914	3223	2763	1.1665*	760
3	9161	6546	CA-87	7587	5500	1.3795*	8216	5500	1.4938*	629
4	3493	3054	First	2174	1837	1.1835*	2691	1837	1.4649*	517
5	3533	7212	Fourth	1960	1837	1.0670*	2501	1837	1.3615*	541

Total	16,647	19,145	2,498
Number of E/F Links	5		
Average Link Volume	3,329		

Change in Volume	2,498	
Total Volume	3,329	
Percent Change	75.03%	(Significant impact = 1.50%)

General Plan Amendment

Winter-Spring 2005 Cumulative
E/F Link Analysis
in PM Peak Direction

GP04-04-06d
N/o US-101/I-880

				Base			Project			
	A-Node	B-Node	E/F Link	Volume	Capacity	V/C	Volume	Capacity	V/C	Change
1	9161	6546	CA-87	7587	5500	1.3795*	8216	5500	1.4938*	629
2	3493	3054	First	2174	1837	1.1835*	2691	1837	1.4649*	517
3	3533	7212	Fourth	1960	1837	1.0670*	2501	1837	1.3615*	541
4	6035	6038	US-101	9071	8800	1.0308*	9666	8800	1.0984*	595
5	7982	3288	Old Bayshore	1414	1286	1.0995*	2081	1286	1.6182*	667
6	6300	6301	I-880	9,370	7,700	1.2169*	9,944	7,700	1.2914*	574

Total	31,576	35,099	3,523
Number of E/F Links	6		
Average Link Volume	5,263		

Change in Volume	3,523	
Total Volume	5,263	
Percent Change	66.94%	(Significant impact = 1.50%)

GP04-04-06e
S/o US-101

				Base			Project			
	A-Node	B-Node	E/F Link	Volume	Capacity	V/C	Volume	Capacity	V/C	Change
1	8048	6838	LaFayette	1486	1653	0.899	1731	1653	1.0472*	245
2	8051	6840	De La Cruz	2092	1653	1.2656*	2470	1653	1.4943*	378
3	6537	6538	CA-87	6173	5500	1.1224*	6752	5500	1.2276*	579
4	3287	8997	First	2390	2021	1.1826*	2878	2021	1.4240*	488
5	9023	9022	Fourth	2040	1837	1.1105*	3127	1837	1.7022*	1087

Total	14,181	16,958	2,777
Number of E/F Links	5		
Average Link Volume	2,836		

Change in Volume	2,777	
Total Volume	2,836	
Percent Change	97.91%	(Significant impact = 1.50%)

General Plan Amendment
Winter-Spring 2005 Cumulative
E/F Link Analysis
in PM Peak Direction

GP04-04-06f
W/o I680

				Base			Project			
	A-Node	B-Node	E/F Link	Volume	Capacity	V/C	Volume	Capacity	V/C	Change
1	6996	6995	Calaveras	3528	3039	1.1609*	3726	3039	1.2261*	198
2	7936	7917	Yosemite	1796	1039	1.7286*	1764	1039	1.6978*	-32
3	6891	6892	Montague Exp	4227	3647	1.1590*	4475	3647	1.2270*	248
4	7931	3381	Capitol Av	3079	2763	1.1144*	3374	2763	1.2211*	295
5	3663	7932	Trade Zone	2155	1837	1.1731*	2248	1837	1.2237*	93
6	3106	7946	Hostetter	3102	2763	1.1227*	3468	2763	1.2552*	366

Total	17,887	19,055	1,168
Number of E/F Links	6		
Average Link Volume	2,981		

Change in Volume	1168	
Total Volume	2,981	
Percent Change	39.18%	(Significant impact = 1.50%)

GP04-04-06g

E/o I680

	A-Node	B-Node	E/F Link	Base Volume	Base Capacity	Base V/C	Project Volume	Project Capacity	Project V/C	Change
1	6990	7918	Calaveras	3850	1039	3.7055*	3812	1039	3.6689*	-38
2	7936	7917	Yosemite	1796	1039	1.7286*	1764	1039	1.6978*	-32
3	6897	7914	Landess	3228	2021	1.5972*	3406	2021	1.6853*	178
4	7899	3383	Capitol Av	2434	1837	1.3250*	2418	1837	1.3163*	-16
5	7889	3293	Berryessa	1663	1837	0.9053*	1658	1837	0.9026*	-5

Total	12,971	13,058	87
Number of E/F Links	5		
Average Link Volume	2,594		

Change in Volume	87	
Total Volume	2,594	
Percent Change	3.35%	(Significant impact = 1.50%)

General Plan Amendment
Winter-Spring 2005 Cumulative
E/F Link Analysis
in PM Peak Direction

GP04-04-06h
S/o Naglee-Jackson

	A-Node	B-Node	E/F Link	Base Volume	Base Capacity	Base V/C	Project Volume	Project Capacity	Project V/C	Change
1	6336	6339	I-880	8655	7700	1.1240*	9080	7700	1.1792*	425
2	3284	8165	Bascom	2434	1837	1.3250*	2581	1837	1.4050*	147
3	8110	8109	Alameda	2118	1837	1.1530*	2294	1837	1.2488*	176
4	8120	8121	Coleman	1952	1837	1.0626*	2648	2763	0.9584*	696
5	6552	6554	CA-87	8366	5500	1.5211*	8783	5500	1.5969*	417
6	7186	7173	First	1767	1350	1.3089*	1817	1350	1.3459*	50
7	7183	7179	Fourth	891	1039	0.8576	1001	1039	0.9634*	110
8	9047	9046	Thirteenth	1344	1350	0.9956*	1362	1350	1.0089*	18
9	6052	6054	US-101	10761	7700	1.3975*	11728	7700	1.5231*	967

Total	38,288	41,294	3,006
Number of E/F Links	9		
Average Link Volume	4,254		

Change in Volume	3,006	
Total Volume	4,254	
Percent Change	70.66%	(Significant impact = 1.50%)

GP04-04-06i
S/o 101

	A-Node	B-Node	E/F Link	Base Volume	Base Capacity	Base V/C	Project Volume	Project Capacity	Project V/C	Change
1	6012	6240	CA-237	4880	4400	1.1091*	5008	4400	1.1382*	128
2	6013	6826	Mathilda	3327	2763	1.2041*	3388	2763	1.2262*	61
3	6844	6845	Lawrence Exp	2727	3039	0.8973	2920	3039	0.9608*	193
4	6872	6871	San Tomas Exp	4729	3647	1.2967*	5045	3647	1.3833*	316
5	8048	6838	LaFayette	1486	1653	0.899	1731	1653	1.0472*	245
6	8051	6840	De La Cruz	2092	1653	1.2656*	2470	1653	1.4943*	378
7	6537	6538	CA-87	6173	5500	1.1224*	6752	5500	1.2276*	579
8	3287	8997	First	2390	2021	1.1826*	2878	2021	1.4240*	488
9	9023	9022	Fourth	2040	1837	1.1105*	3127	1837	1.7022*	1087

Total	29,844	33,319	3,475
Number of E/F Links	9		
Average Link Volume	3,316		

Change in Volume	3475	
Total Volume	3,316	
Percent Change	104.79%	(Significant impact = 1.50%)

GP04-04-06j

E/o 880

	A-Node	B-Node	E/F Link	Base Volume	Base Capacity	Base V/C	Project Volume	Project Capacity	Project V/C	Change
1	7000	6999	Calaveras	4238	2763	1.5338*	4376	2763	1.5838*	138
2	7929	7928	Great Mall	2649	2763	0.9587*	2902	2763	1.0503*	253
3	6887	6888	Montague Exp	4257	3647	1.1673*	5182	3647	1.4209*	925
4	9021	7942	Charcot	1305	1837	0.7104	1646	1039	1.5842*	341
5	3050	3084	Brokaw	2925	2763	1.0586*	3613	2763	1.3076*	688
6	6040	6042	US-101	12138	8800	1.3793*	12900	8800	1.4659*	762

Total	27,512	30,619	3,107
Number of E/F Links	6		
Average Link Volume	4,585		

Change in Volume	3107	
Total Volume	4,585	
Percent Change	67.76%	(Significant impact = 1.50%)

General Plan Amendment
Winter-Spring 2005 Cumulative
E/F Link Analysis
in PM Peak Direction

GP04-03-02a
S/o Naglee/Taylor

	A-Node	B-Node	E/F Link	Base Volume	Base Capacity	Base V/C	Project Volume	Project Capacity	Project V/C	Change
1	8110	8109	Alameda	2118	1837	1.1530*	2294	1837	1.2488*	176
2	8120	8121	Coleman	1952	1837	1.0626*	2648	2763	0.9584*	696
3	6552	6554	CA-87	8366	5500	1.5211*	8783	5500	1.5969*	417
4	7186	7173	First	1767	1350	1.3089*	1817	1350	1.3459*	50

Total	14,203	15,542	1,339
Number of E/F Links	4		
Average Link Volume	3,551		

Change in Volume	1,339	
Total Volume	3,551	
Percent Change	37.71%	(Significant impact = 1.50%)

GP04-03-02b
S/o I-880

	A-Node	B-Node	E/F Link	Base Volume	Base Capacity	Base V/C	Project Volume	Project Capacity	Project V/C	Change
1	3047	3057	Alameda	1901	1837	1.0348*	2110	1837	1.1486*	209
2	3053	3413	Coleman	2576	2763	0.9323*	3196	2763	1.1567*	620
3	6546	6548	CA-87	7587	5500	1.3795*	8216	5500	1.4938*	629
4	7210	3496	First	2056	1837	1.1192*	2188	1837	1.1911*	132
5	7212	3534	Fourth	2099	1837	1.1426*	2518	1837	1.3707*	419

Total	16,219	18,228	2,009
Number of E/F Links	5		
Average Link Volume	3,244		

Change in Volume	2,009	
Total Volume	3,244	
Percent Change	61.93%	(Significant impact = 1.50%)

GP04-03-02c
N/o I-880

	A-Node	B-Node	E/F Link	Base Volume	Base Capacity	Base V/C	Project Volume	Project Capacity	Project V/C	Change
1	3229	3046	Alameda	2463	1837	1.3408*	2514	1837	1.3685*	51
2	3223	3052	Coleman	2463	2763	0.8914	3223	2763	1.1665*	760
3	9161	6546	CA-87	7587	5500	1.3795*	8216	5500	1.4938*	629
4	3493	3054	First	2174	1837	1.1835*	2691	1837	1.4649*	517
5	3533	7212	Fourth	1960	1837	1.0670*	2501	1837	1.3615*	541

Total	16,647	19,145	2,498
Number of E/F Links	5		
Average Link Volume	3,329		

Change in Volume	2,498	
Total Volume	3,329	
Percent Change	75.03%	(Significant impact = 1.50%)

General Plan Amendment
Winter-Spring 2005 Cumulative
E/F Link Analysis
in PM Peak Direction

GP04-03-02d
N/o US-101/I-880

				Base			Project			
	A-Node	B-Node	E/F Link	Volume	Capacity	V/C	Volume	Capacity	V/C	Change
1	9161	6546	CA-87	7587	5500	1.3795*	8216	5500	1.4938*	629
2	3493	3054	First	2174	1837	1.1835*	2691	1837	1.4649*	517
3	3533	7212	Fourth	1960	1837	1.0670*	2501	1837	1.3615*	541
4	6035	6038	US-101	9071	8800	1.0308*	9666	8800	1.0984*	595
5	7982	3288	Old Bayshore	1414	1286	1.0995*	2081	1286	1.6182*	667
6	6300	6301	I-880	9,370	7,700	1.2169*	9,944	7,700	1.2914*	574

Total	31,576	35,099	3,523
Number of E/F Links	6		
Average Link Volume	5,263		

Change in Volume	3,523	
Total Volume	5,263	
Percent Change	66.94%	(Significant impact = 1.50%)

GP04-03-02e
S/o US-101

				Base			Project			
	A-Node	B-Node	E/F Link	Volume	Capacity	V/C	Volume	Capacity	V/C	Change
1	8048	6838	LaFayette	1486	1653	0.899	1731	1653	1.0472*	245
2	8051	6840	De La Cruz	2092	1653	1.2656*	2470	1653	1.4943*	378
3	6537	6538	CA-87	6173	5500	1.1224*	6752	5500	1.2276*	579
4	3287	8997	First	2390	2021	1.1826*	2878	2021	1.4240*	488
5	9023	9022	Fourth	2040	1837	1.1105*	3127	1837	1.7022*	1087

Total	14,181	16,958	2,777
Number of E/F Links	5		
Average Link Volume	2,836		

Change in Volume	2,777	
Total Volume	2,836	
Percent Change	97.91%	(Significant impact = 1.50%)

General Plan Amendment
Winter-Spring 2005 Cumulative
E/F Link Analysis
in PM Peak Direction

GP03-03-12a (Coleman)
N/o Hedding

				Base			Project			
	A-Node	B-Node	E/F Link	Volume	Capacity	V/C	Volume	Capacity	V/C	Change
1	7210	3496	First	2056	1837	1.1192*	2188	1837	1.1911*	132
2	6546	6548	CA-87	7587	5500	1.3795*	8216	5500	1.4938*	629
3	3053	3413	Coleman	2576	2763	0.9323*	3196	2763	1.1567*	620

Total	12,219	13,600	1,381
Number of E/F Links	3		
Average Link Volume	4,073		

Change in Volume	1381	
Total Volume	4,073	
Percent Change	33.91%	(Significant impact = 1.50%)

GP03-03-12b (Coleman)
S/o Julian

				Base			Project			
	A-Node	B-Node	E/F Link	Volume	Capacity	V/C	Volume	Capacity	V/C	Change
1	6559	6561	CA-87	8116	5500	1.4756*	8741	5500	1.5893*	625

Total	8,116	8,741	625
Number of E/F Links	1		
Average Link Volume	8,116		

Change in Volume	625	
Total Volume	8,116	
Percent Change	7.70%	(Significant impact = 1.50%)

GP03-03-12c (Coleman)
W/o First

				Base			Project			
	A-Node	B-Node	E/F Link	Volume	Capacity	V/C	Volume	Capacity	V/C	Change
1	6313	6315	I-880	8676	6600	1.3145*	8953	6600	1.3565*	277
2	3499	7134	Julian	2183	1837	1.1884*	2312	1837	1.2586*	129

Total	10,859	11,265	406
Number of E/F Links	2		
Average Link Volume	5,430		

Change in Volume	406	
Total Volume	5,430	
Percent Change	7.48%	(Significant impact = 1.50%)

General Plan Amendment
Winter-Spring 2005 Cumulative
E/F Link Analysis
in PM Peak Direction

GP03-03-12d (Coleman)
N/o Alameda

				Base			Project			
	A-Node	B-Node	E/F Link	Volume	Capacity	V/C	Volume	Capacity	V/C	Change
1	6320	6322	I-880	9132	7700	1.1860*	9800	7700	1.2727*	668

Total	9,132	9,800	668
Number of E/F Links	1		
Average Link Volume	9,132		

Change in Volume	668	
Total Volume	9,132	
Percent Change	7.31%	(Significant impact = 1.50%)

Winter-Spring 2005 Cumulative

ADJUSTED PM PEAK HOUR VEHICLE TRIP PRODUCTION RATES (PM PK HR VEH TRIP PRODUCTION RATES X PRODUCTION ADJ FACTOR)

TRIP			DWELLING UNITS							EMPLOYMENT					
PURPOSE	SF LOW	SF MED	SF HI	MF LOW	MF MED	MF HI	AGRIC	MANUF	WHOLES	RETAIL	SERVIC	TRCMUT	RESID	GOVT	FIRE
HBWORK	0.2453	0.3915	0.4721	0.1848	0.3041	0.4184	0	0	0	0	0	0	0	0	0
HBSHOP	0.1447	0.1549	0.2008	0.0435	0.0672	0.0957	0	0	0	0	0	0	0	0	0
HBS/REC	0.0492	0.0809	0.1154	0.0219	0.0367	0.0492	0	0	0	0	0	0	0	0	0
HBOTHER	0.1701	0.1962	0.2888	0.0505	0.0792	0.0994	0	0	0	0	0	0	0	0	0
HBSCHOL	0.009	0.015	0.022	0.0062	0.0054	0.0044	0	0	0	0	0	0	0	0	0
NON-HB	0.0162	0.0162	0.0162	0.0162	0.0162	0.0162	0.0052	0.0399	0.1108	0.2673	0.0628	0.0236	0	0.2326	0.0458
TOTALS	0.6345	0.8549	1.1154	0.3232	0.5088	0.6832	0.0052	0.0399	0.1108	0.2673	0.0628	0.0236	0	0.2326	0.0458

ADJUSTED PM PEAK HOUR VEHICLE TRIP ATTRACTION RATES (PM PK HR VEH TRIP ATTRACTION RATES X ATTRACTION ADJ FACTORS)

TRIP			DWELLING UNITS							EMPLOYMENT					
PURPOSE	SF LOW	SF MED	SF HI	MF LOW	MF MED	MF HI	AGRIC	MANUF	WHOLES	RETAIL	SERVIC	TRCMUT	RESID	GOVT	FIRE
HBWORK	0.0129	0.0129	0.0129	0.0129	0.0129	0.0129	0.0374	0.2586	0.181	0.181	0.1882	0.1796	0	0.1868	0.1796
HBSHOP	.0	0	0	0	0	0	0	0	0.0234	0.4064	0	0	0	0	0
HBS/REC	0.0091	0.0091	0.0091	0.0091	0.0091	0.0091	0.0058	0	0	0.086	0.0354	0.0039	0	0	0
HBOTHER	0	0	0	0	0	0	0	0.0108	0	0.2535	0.097	0.0111	0	0.0911	0.0389
HBSCHOL	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
NON-HB	0.0155	0.0155	0.0155	0.0155	0.0155	0.0155	0.0049	0.0285	0.0813	0.3311	0.0472	0.0179	0	0.2383	0.0415
TOTALS	0.0375	0.0375	0.0375	0.0375	0.0375	0.0375	0.0481	0.2978	0.2858	1.2579	0.3678	0.2125	0	0.5162	0.26

TOTAL ADJUSTED PM PEAK HOUR VEHICLE TRIP GENERATION RATES

			DWELLING UNITS						EMPLOYMENT						
TOTAL	SF LOW	SF MED	SF HI	MF LOW	MF MED	MF HI	AGRIC	MANUF	WHOLES	RETAIL	SERVIC	TRCMUT	RESID	GOVT	FIRE
PK HR RATES	0.672	0.8924	1.1529	0.3607	0.5463	0.7207	0.0532	0.3377	0.3966	1.5253	0.4306	0.2361	0	0.7488	0.3058