

Technical Memorandum

May 28, 2024

Project# 27249

To: Manjit K. Banwait, Senior Transportation Specialist
San Jose Public Works – Development Services Division
200 East Santa Clara St., 3rd Floor
San Jose, CA 95112

From: Amy Lopez; Mychal Loomis, PE

CC: Mike Okuma, Costco Wholesale

RE: Westgate West Costco Supplemental Transportation Analysis

This memo presents additional transportation analysis for the proposed Westgate West Costco Wholesale (Costco) retail warehouse facility in San Jose, CA. The information provided here is supplemental to the SW San Jose Costco Transportation Analysis Final Report (TA) dated October 2023, prepared by Kittelson & Associates, Inc. (Kittelson), and has been prepared following comments from the community during a community meeting hosted by Vice Mayor Rosemary Kamei on February 5, 2024 at Prospect High School. This memo summarizes traffic operations analysis findings for an after school peak hour for intersections near the project site and Prospect High School, and it summarizes analysis and findings associated with existing pedestrian and bicyclist activity along roadways near the Westgate West shopping center, given its proximity to the high school, and potential effects of Costco traffic on pedestrian and bicyclist safety.

PROJECT BACKGROUND

Costco has proposed to construct an approximately 166,000 square-foot Costco retail warehouse facility and site circulation improvements in San Jose at 5253, 5287, 5289 and 5347 Prospect Road (project). The existing site is within the Westgate West shopping center, which includes several retail businesses and restaurants, including Trader Joe's, MOD Pizza, Starbucks, and Taco Bell. The project includes demolition of three buildings and the development of a new Costco warehouse with an attached tire center facility for tire sales and installation, rooftop and surface parking, and other site improvements. The proposed Costco warehouse would use the site's existing ingress and egress points, which are each also used by other tenants of the Westgate West and West Valley shopping centers.

LOCAL TRANSPORTATION ANALYSIS

The TA for the project analyzed, among other topics, traffic operations at several intersections during the weekday PM peak hour. To address comments from the community about the potential effects of project traffic during the afternoon when students are leaving school, Kittelson collected additional traffic data for an after school peak hour and conducted a supplemental local traffic analysis of intersections near the project site and Prospect High School during that after school period.

Traffic Counts and Study Intersections. Kittelson collected after school peak hour traffic counts on Thursday, March 7, 2024 for 3:00-5:00 PM at the following intersections. The intersections have been numbered to correspond to the numbering used in the TA.

6. Saratoga Ave & Graves Ave
7. Laurence Expwy & Westgate West Dwy
10. Lyle Dr & Prospect Rd
11. Lawrence Expwy & Prospect Rd
12. Westgate West Dwy & Prospect Rd
13. Saratoga Ave & Prospect Rd/Campbell Ave
17. Lawrence Expwy/Quito Rd & Saratoga Ave
23. Westgate West Dwy (W) & Prospect Rd
24. Westgate West Dwy (E) & Prospect Rd
25. English Dr & Prospect Rd (*not studied in TA*)
26. Prospect High School East Dwy & Prospect Dr (*not studied in TA*)

Intersection Operations Analysis Methodology and Levels of Service. “Level of service” describes the operating conditions experienced by users of a facility. LOS is a quantitative stratification of a performance measure or measures representing quality of service. The measures used to determine LOS for transportation system elements are called service measures. The Highway Capacity Manual (HCM) defines six levels of service, ranging from LOS A, or free-flow conditions with little or no delay, to LOS F, or jammed conditions with excessive delays. The service measures to define the LOS of intersections are control delay and volume-to-capacity (V/C) ratio. Control delay alone is used to characterize LOS for the entire intersection or an approach. Control delay and volume-to-capacity ratio are used to characterize LOS for a lane group (e.g., all northbound lanes approaching an intersection).

All intersection level of service evaluations used the peak 15-minute flow rate during the after school peak hour. Using the peak 15-minute flow rate ensures that this analysis is based on a reasonable worst-case scenario for a typical day. For this reason, the analysis reflects conditions that are only likely to occur for 15 minutes during the peak hour on a typical day.

Agency Standards for Traffic Operations. City of San Jose standards indicate an adverse effect on intersection operations occurs when the analysis demonstrates that a project would cause the operations at a study intersection to fall below LOS D with the addition of project vehicle-trips to baseline conditions. For intersections already operating at LOS E or LOS F under the baseline conditions, an adverse effect is defined as:

- An increase in average critical delay by 4.0 seconds or more AND an increase in the critical V/C ratio of 0.010 or more, OR
- A decrease in average critical delay AND an increase in critical V/C ratio of 0.010 or more

City of Saratoga standard is provided in the agency's Circulation and Scenic Highway Element Policy C1-Policy-2.3, which states a minimum of LOS D operations should be maintained at all signalized street intersections and roadway segments that are under City jurisdiction.

Santa Clara County (County) and the Santa Clara Valley Transportation Authority (VTA) performance standards for Congestion Management Program (CMP) intersections, such as those along Lawrence Expwy, should operate at or above LOS E.

Traffic Analysis. Consistent with the analysis conducted for the TA, Kittelson used TRAFFIX traffic analysis software for assessing intersection performance using *Highway Capacity Manual* (HCM) 2000 and VTA *Traffic Level of Service Analysis Guidelines* methodologies. The TRAFFIX database provided by the City of San Jose (City) was used for intersection operations analysis. This local transportation analysis includes an evaluation of level of service (LOS), control delay, and volume-to-capacity (V/C) at the study intersections during the after school peak hour for Existing conditions in 2024 and Existing Plus Project conditions.

Kittelson used traffic volumes during the intersection-specific peak hours for the Existing conditions analysis. To develop Existing Plus Project volumes, Kittelson added the PM peak hour project traffic volumes from the TA to the after school peak hour volumes. Kittelson chose to use the PM peak hour project traffic volumes from the TA because PM peak hour and afternoon peak hour volumes at Costco warehouse sites are similar and because applying the same project trips for the analysis in the TA and this LTA enables clearer comparisons of traffic volumes between the two studies. Attachment A presents traffic volumes for Existing and Existing Plus Project conditions.

Table 1 presents the findings of the traffic operations analysis. As presented in the table, all intersections operate within agency standards under Existing conditions, and all intersections are expected to continue operating within agency standards under Existing Plus Project conditions.

Table 1: Intersection Operations, Existing and Existing Plus Project Conditions, After School Peak Hour

#	Location	Existing Conditions			Existing Plus Project Conditions		
		V/C	Delay	LOS	V/C	Delay	LOS
6	Saratoga Ave & Graves Ave	0.48	27.9	C	0.55	29.8	C
7	Laurence Expwy & Westgate West Dwy	0.34	6.0	A	0.40	8.2	A
10	Lyle Dr & Prospect Rd	0.52	10.9	B	0.53	10.7	B
11	Lawrence Expwy & Prospect Rd	0.52	46.5	D	0.58	48.7	D
12	Westgate West Dwy & Prospect Rd	0.46	30.7	C	0.57	36.6	D
13	Saratoga Ave & Prospect Rd/Campbell Ave	0.57	38.0	D	0.62	38.7	D
17	Lawrence Expwy/Quito Rd & Saratoga Ave	0.54	44.1	D	0.57	44.9	D
23	Westgate West Dwy (W) & Prospect Rd	-	11.1	B	-	12.6	B
24	Westgate West Dwy (E) & Prospect Rd	-	11.9	B	-	13.1	B
25	English Dr & Prospect Rd	-	20.0	C	-	21.1	C
26	Prospect High School East Dwy & Prospect Dr	-	16.4	C	-	16.8	C

Source: Kittelson & Associates, Inc., 2024

Findings. The supplemental analysis demonstrated the study intersections identified herein would be expected to continue to operate within agency standards during the after school peak hour with the addition of project traffic.

PEDESTRIAN AND BICYCLIST SAFETY

Activity near Prospect High School. Observations of pedestrian and bicyclist activities along Lawrence Expwy, Prospect Rd, and at the intersection of the two roads demonstrated high pedestrian volumes in the area, particularly during periods before and after school. The presence of Prospect High School, the vehicular activity at and near the school during student drop off and pick up, and the presence of people dropping off students at the Westgate West shopping center to walk to the school all contribute to a feeling of busyness along Prospect Rd and the high pedestrian volumes at the Lawrence Expwy/Prospect Rd intersection.

The Lawrence Expwy/Prospect Rd intersection has right-turn slip lanes, which are the primary points of interaction between pedestrians and vehicles at the intersection since the slip lanes are not controlled by the traffic signal, and drivers may make a right turn without first slowing significantly or coming to a stop. The slip lanes have marked crosswalks, "YIELD HERE TO PEDESTRIANS" signs, and pavement markings

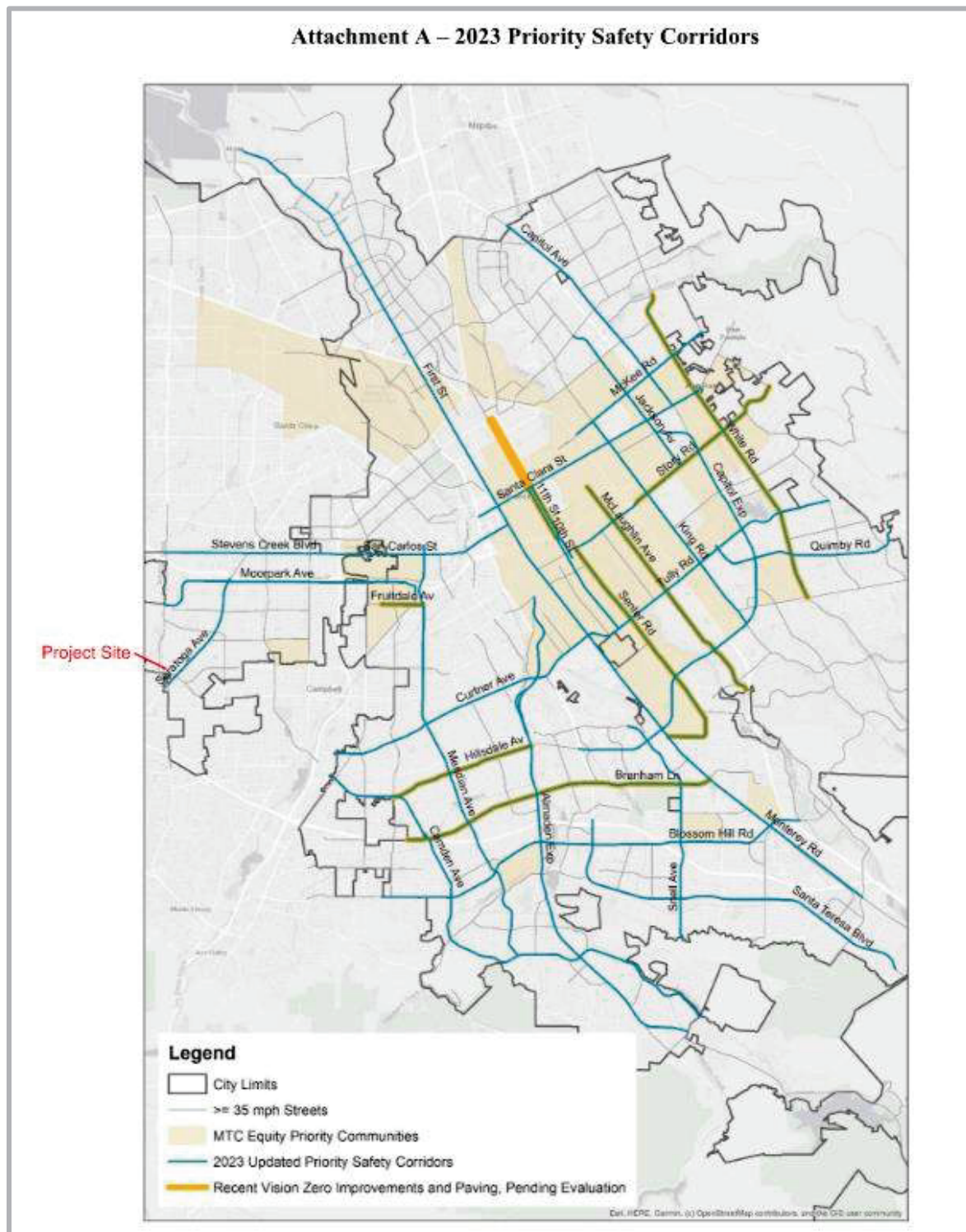
indicating where drivers should yield. The triangular concrete islands at the corners of the intersections that channelize the turn lanes serve as waiting areas for people making multi-stage crossings of the intersection. The northeast and southwest triangular islands are relatively small, providing minimal space for people to wait to cross when substantial numbers of pedestrians are present, such as before and after school and during the high school lunch break.

The configuration of the intersection is an existing condition, and the frequency of pedestrian-vehicle interaction experienced today already exists and is not attributed to the proposed Costco or its traffic. During the peak hour, the TA assumes zero (0) project trips making right turns at three corners and 34 right turns, or approximately one right turn every two minutes, at the northeast corner by the shopping center. Therefore, Costco traffic would not cause a material increase in the frequency of pedestrian and vehicle interactions at the crosswalks. The project does not introduce a geometric feature to this intersection or elsewhere in the area that creates a hazardous environment and therefore does not create a nexus for requiring the project proponent to make infrastructure improvements to the intersection.

Lawrence Expwy is under County jurisdiction and is not controlled by the City. Any intersection improvements that may be contemplated by the City for the Lawrence Expwy/Prospect Rd intersection, such as enlarging the triangular concrete islands at the corners to provide more area for pedestrians waiting to cross the street or closing slip lanes, would require coordination between the City and the County.

City of San Jose Priority Safety Corridors. In February 2020, the San Jose City Council approved a Vision Zero Action Plan and a \$25M investment strategy towards eliminating fatalities and reducing severe injuries while providing safer mobility on San Jose roads. Several million dollars have been programmed to date, providing for a Vision Zero Crash Data Dashboard tool¹, safety redesign projects on high-injury corridors, and outreach and community engagement. The City has identified Priority Safety Corridors, which are the roads where most fatal and severe-injury crashes have occurred in the most recent five-year period. The City prioritizes these roads for quick build safety redesign projects and may identify other preferred improvements. A map of these locations is provided below, with the project site also added for context. As shown on the map, Saratoga Ave is identified as a Priority Safety Corridor by the City. Saratoga Ave is on the east side of the West Valley shopping center, which is east of and directly adjacent to the Westgate West shopping center. Other streets in the vicinity of the project site are not in the San Jose Priority Safety Corridors network.

¹ Vision Zero data analytic tool online at <https://www.sanjoseca.gov/your-government/departments-offices/transportation/safety/vision-zero/maps-data>



Saratoga Ave Bike Lanes. As described on the City's Vision Zero website², the quick build Saratoga Avenue Traffic Safety Improvement Project on Saratoga Ave between Prospect Rd and Williams St (1.6 miles in length) constructed in the fall of 2023 includes the following features:

- Pavement resurfacing
- High-visibility crosswalk markings to enhance pedestrian visibility
- Protected bike lanes with green pavement markings, bike detections, and physical vertical separation (where possible)
- Travel lane reconfiguration to reduce roadway width and optimize space for all people using the road
- Traffic signal head size upgrade and addition of yellow reflective borders to improve signal visibility
- Radar speed signs to alert drivers to slow down
- Streetlight fixture upgrades for brighter lighting

The improvements to Saratoga Ave would not conflict with the project development or access as they are focused on Saratoga Ave, away from the project site. The Saratoga Ave/Graves Ave intersection continues to provide full access to Graves Ave, and the existing West Valley shopping center driveway on Saratoga Ave continues to have right-in/right-out access as it did at the time the TA was prepared, before the improvements were constructed.

The City conducted a local traffic analysis of the Saratoga Ave quick build project, taking the proposed Costco traffic into consideration, and documented their findings in the Traffic Operations Study for Saratoga Avenue memo dated August 2023. The City's analysis, which post-dates the TA, found intersections along Saratoga Ave generally would continue to operate within the City's standard LOS D during peak hours. Exceptions were at the Graves Ave intersection, which was projected to operate at LOS E during the PM peak hour, and at Williams Rd, which was projected to operate at LOS E during AM and PM peak hours. The City's analysis of the Saratoga Ave quick build project also evaluated queuing at intersections. The study found that while 95th percentile queues would lengthen from current conditions, none of the queues were projected to extend to an upstream intersection during AM or PM peak hours.

The Saratoga Ave roadway improvements were not identified for study in the TA at the time of scoping in December 2021. Because the City's study of Saratoga Ave was conducted more than a year after the project TA scope of work was finalized in December 2021, the findings of the Saratoga Ave study do not formally pertain to the TA.

Findings. The project does not introduce a geometric feature to the Lawrence Expwy/Prospect Rd intersection or elsewhere in the area that creates a hazardous environment and therefore does not create a nexus for requiring the project proponent to make infrastructure improvements to that intersection or other locations beyond the project site. The City's quick build improvements to Saratoga Ave would not conflict with the project development or access and were studied by the City through their traffic analysis documented in August 2023.

SUMMARY OF FINDINGS

The transportation analysis for the project documented above supplements the SW San Jose Costco Transportation Analysis Final Report dated October 2023. The traffic operations analysis demonstrated the study intersections identified herein would be expected to continue to operate within agency standards

² San Jose Vision Zero website <https://www.sanjoseca.gov/your-government/departments-offices/transportation/safety/vision-zero>

during the after school peak hour with the addition of project traffic. The project does not introduce a geometric feature to the Lawrence Expwy/Prospect Rd intersection or elsewhere in the area that creates a hazardous environment and therefore does not create a nexus for requiring the project proponent to make infrastructure improvements to that intersection or other locations beyond the project site. The City's quick build improvements to Saratoga Ave would not conflict with the project development or access and were studied by the City through their traffic analysis documented in August 2023.

Attachment A – Existing and Existing Plus Project Traffic Volumes

Attachment B – Traffic Counts

Attachment C – TRAFFIX Output Reports

Attachment A - Existing and Existing Plus Project Traffic Volumes

Attachment A -- Existing and Existing Plus Project Traffic Volumes

Existing Conditions										
#	Location	Northbound			Southbound			Eastbound		
		Left	Through	Right	Left	Through	Right	Left	Through	Right
6	Saratoga Ave & Graves Ave	85	718	30	87	774	83	145	16	71
7	Laurence Expy & Westgate West Dwy	0	1051	106	147	1236	0	0	0	0
10	Lyle Dr & Prospect Rd	5	0	20	101	1	7	9	1216	6
11	Lawrence Expy & Prospect Rd	116	480	135	226	683	308	427	573	279
12	Westgate West Dwy & Prospect Rd	2	0	14	179	0	105	154	839	8
13	Saratoga Ave & Prospect Rd/Campbell Ave	94	490	320	248	499	245	269	694	124
17	Lawrence Expy/Quito Rd & Saratoga Ave	365	654	42	244	504	79	105	596	395
23	Westgate West dwy (W) & Prospect Rd	0	0	0	0	0	69	0	934	0
24	Westgate West dwy (E) & Prospect Rd	0	0	0	0	0	56	0	934	0
25	English Dr & Prospect Rd	2	0	36	1	0	13	22	1226	19
26	Prospect High School East Dwy & Prospect Dr	0	0	46	0	0	0	0	1356	0

Project Trips										
#	Location	Northbound			Southbound			Eastbound		
		Left	Through	Right	Left	Through	Right	Left	Through	Right
6	Saratoga Ave & Graves Ave	10	39	0	0	46	45	64	0	0
7	Laurence Expy & Westgate West Dwy	0	-12	39	93	-28	0	0	0	0
10	Lyle Dr & Prospect Rd	0	0	0	0	0	0	0	40	0
11	Lawrence Expy & Prospect Rd	0	12	34	0	-28	0	15	25	0
12	Westgate West Dwy & Prospect Rd	0	0	0	177	0	0	86	-11	0
13	Saratoga Ave & Prospect Rd/Campbell Ave	53	-9	0	0	-13	36	60	45	61
17	Lawrence Expy/Quito Rd & Saratoga Ave	0	43	42	0	48	4	3	0	0
23	Westgate West dwy (W) & Prospect Rd	0	0	0	0	0	85	0	75	0
24	Westgate West dwy (E) & Prospect Rd	0	0	0	0	0	53	0	75	0
25	English Dr & Prospect Rd	0	0	0	0	0	0	0	40	0
26	Prospect High School East Dwy & Prospect Dr	0	0	0	0	0	0	0	40	0

Existing Plus Project Conditions										
#	Location	Northbound			Southbound			Eastbound		
		Left	Through	Right	Left	Through	Right	Left	Through	Right
6	Saratoga Ave & Graves Ave	95	757	30	87	820	128	209	16	71
7	Laurence Expy & Westgate West Dwy	0	1039	145	240	1208	0	0	0	0
10	Lyle Dr & Prospect Rd	5	0	20	101	1	7	9	1256	6
11	Lawrence Expy & Prospect Rd	116	492	169	226	655	308	442	598	279
12	Westgate West Dwy & Prospect Rd	2	0	14	356	0	105	240	828	8
13	Saratoga Ave & Prospect Rd/Campbell Ave	147	481	320	248	486	281	329	739	185
17	Lawrence Expy/Quito Rd & Saratoga Ave	365	697	84	244	552	83	108	596	395
23	Westgate West dwy (W) & Prospect Rd	0	0	0	0	0	154	0	1009	0
24	Westgate West dwy (E) & Prospect Rd	0	0	0	0	0	109	0	1009	0
25	English Dr & Prospect Rd	2	0	36	1	0	13	22	1266	19
26	Prospect High School East Dwy & Prospect Dr	0	0	46	0	0	0	0	1396	0

Attachment B - Traffic Counts

Attachment B - Traffic Counts

Type of peak hour being reported: Intersection Peak

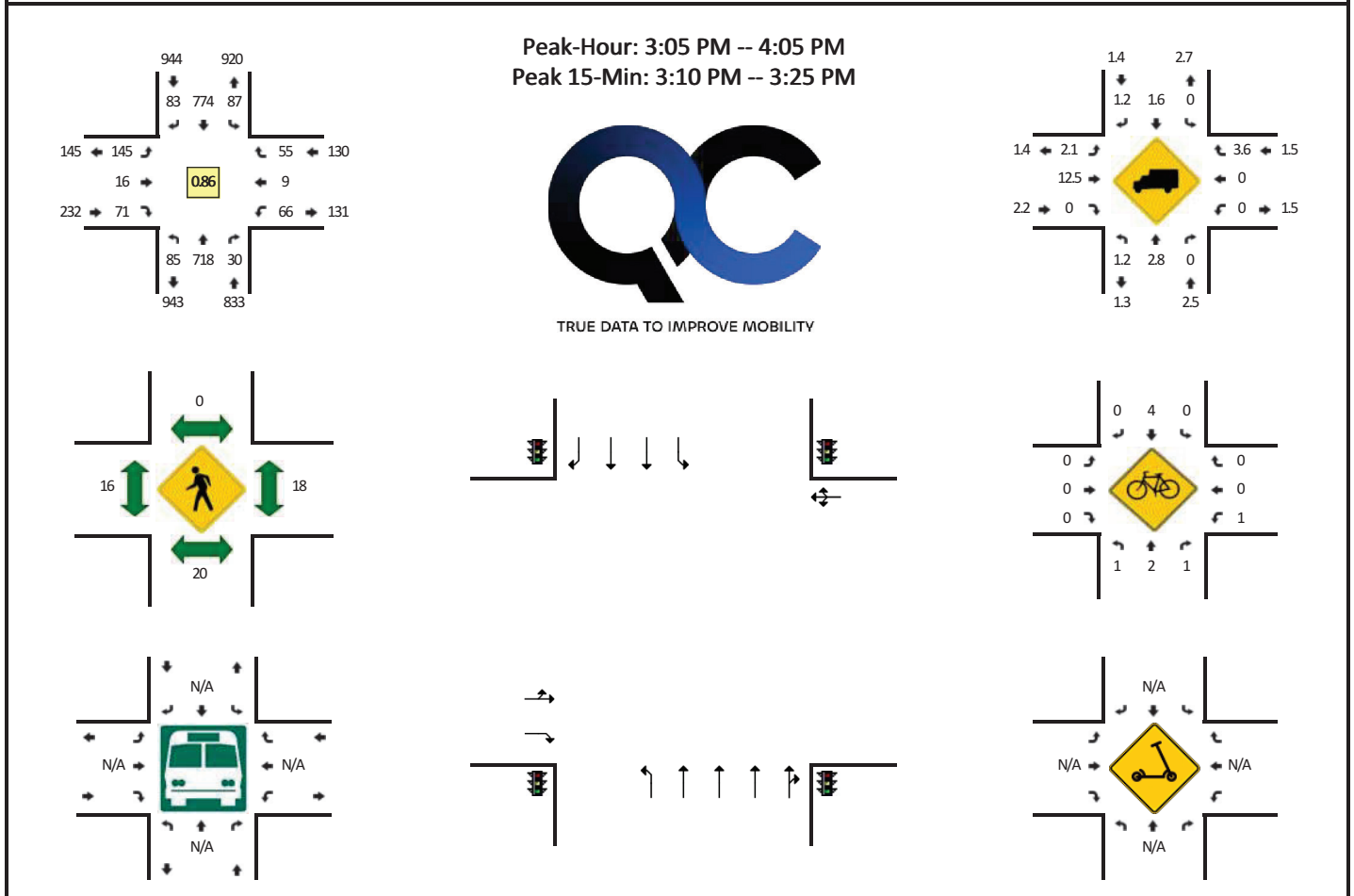
Method for determining peak hour: Total Entering Volume

LOCATION: Saratoga Ave -- Graves Ave

CITY/STATE: San Jose, CA

QC JOB #: 16510709

DATE: Thu, Mar 7 2024



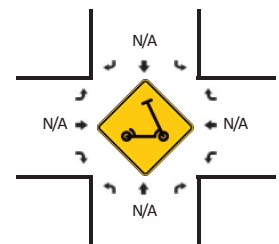
5-Min Count Period Beginning At	Saratoga Ave (Northbound)				Saratoga Ave (Southbound)				Graves Ave (Eastbound)				Graves Ave (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
3:00 PM	6	50	2	4	8	43	7	0	25	2	9	0	9	1	5	0	171	
3:05 PM	4	46	1	2	6	71	7	0	27	2	8	0	7	1	3	0	185	
3:10 PM	8	86	6	6	4	60	6	0	9	1	7	0	6	1	3	0	203	
3:15 PM	5	75	4	1	9	82	6	0	23	2	8	0	2	0	2	0	219	
3:20 PM	2	68	2	5	9	68	8	0	11	2	8	0	7	3	8	0	201	
3:25 PM	10	43	2	2	7	53	4	0	7	1	2	0	3	1	4	0	139	
3:30 PM	7	56	3	6	6	34	4	0	14	2	2	0	6	1	6	0	147	
3:35 PM	1	70	1	5	9	61	4	0	6	1	10	0	10	1	5	0	184	
3:40 PM	1	54	2	1	7	82	11	0	9	1	8	0	3	1	3	0	183	
3:45 PM	2	44	1	1	4	61	5	1	10	1	6	0	5	0	9	0	150	
3:50 PM	7	57	3	0	9	59	9	0	12	2	4	0	1	0	2	0	165	
3:55 PM	3	63	3	3	9	71	8	0	10	0	5	0	10	0	3	0	188	2135
4:00 PM	3	56	2	0	6	72	11	1	7	1	3	0	6	0	7	0	175	2139
4:05 PM	5	51	5	3	6	48	9	0	12	0	4	0	5	1	6	0	155	2109
4:10 PM	2	63	2	3	4	56	6	1	16	1	6	0	5	2	4	0	171	2077
4:15 PM	5	57	4	1	9	56	7	0	14	2	6	0	4	0	4	0	169	2027
4:20 PM	3	53	4	2	5	50	6	0	6	2	5	0	5	0	5	0	146	1972
4:25 PM	8	58	2	4	4	35	2	0	13	1	6	0	6	0	8	0	147	1980
4:30 PM	6	45	2	3	3	62	10	0	7	0	5	0	8	1	4	0	156	1989
4:35 PM	5	54	2	0	9	50	5	0	11	0	9	0	3	1	3	0	152	1957
4:40 PM	4	56	1	6	6	81	8	1	4	0	7	0	5	0	3	0	182	1956
4:45 PM	6	63	4	3	3	32	2	1	11	1	4	0	7	0	7	0	144	1950
4:50 PM	7	72	4	3	10	72	2	0	11	2	5	0	5	0	3	0	196	1981
4:55 PM	4	55	2	3	13	60	11	0	7	0	3	0	5	1	7	0	171	1964
Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total	
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
All Vehicles	60	916	48	48	88	840	80	0	172	20	92	0	60	16	52	0	2492	
Heavy Trucks	4	12	0		0	16	0		0	4	0		0	0	0		36	
Buses																		
Pedestrians		20				0				16				20			56	
Bicycles	0	4	0		0	4	0		0	0	0		0	0	0		8	
Scooters																		

Comments:

Report generated on 3/14/2024 3:47 PM

SOURCE: Quality Counts, LLC (<http://www.qualitycounts.net>) 1-877-580-2212

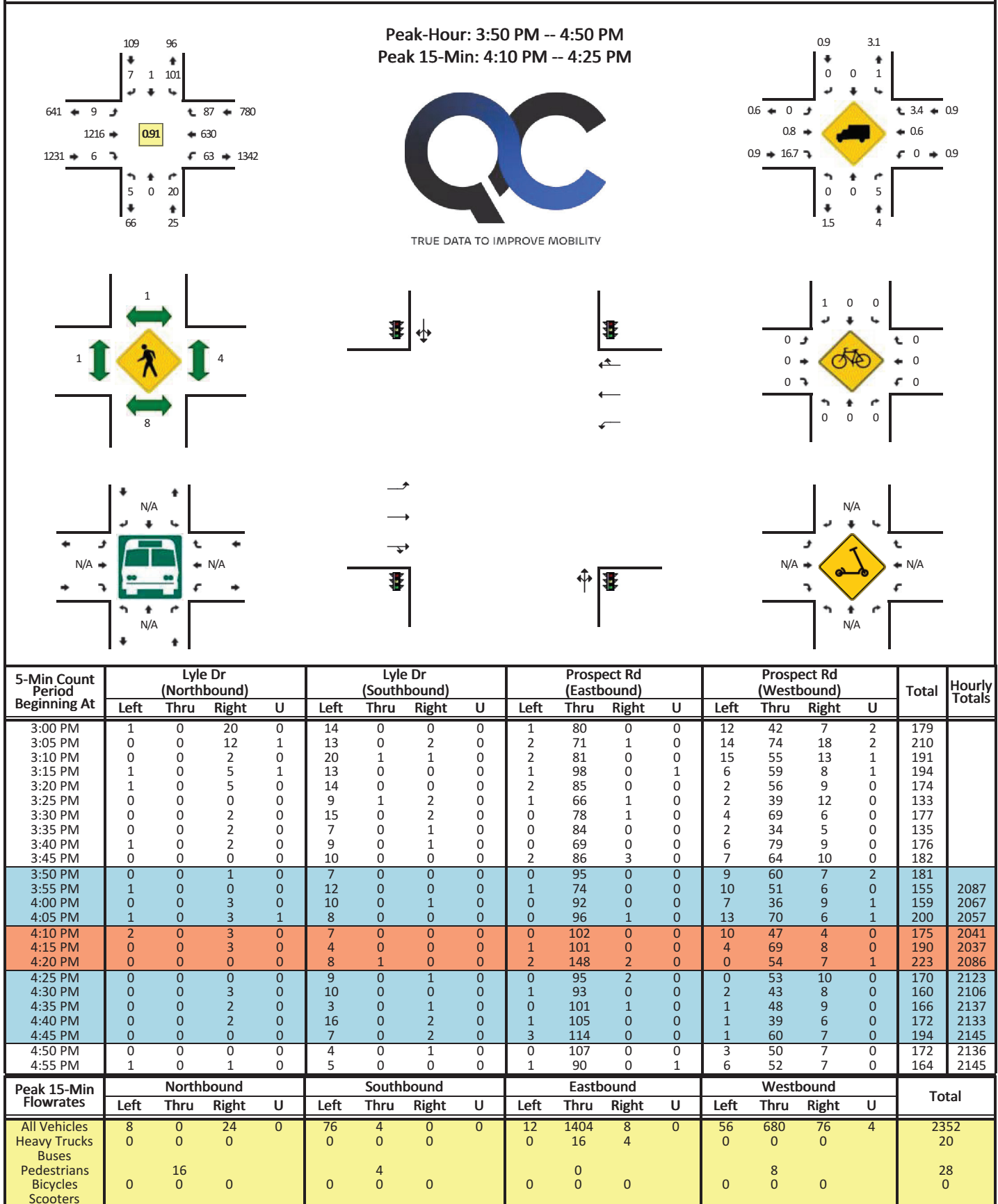
QC JOB #: 16510701
DATE: Thu, Mar 7 2024



Comments:

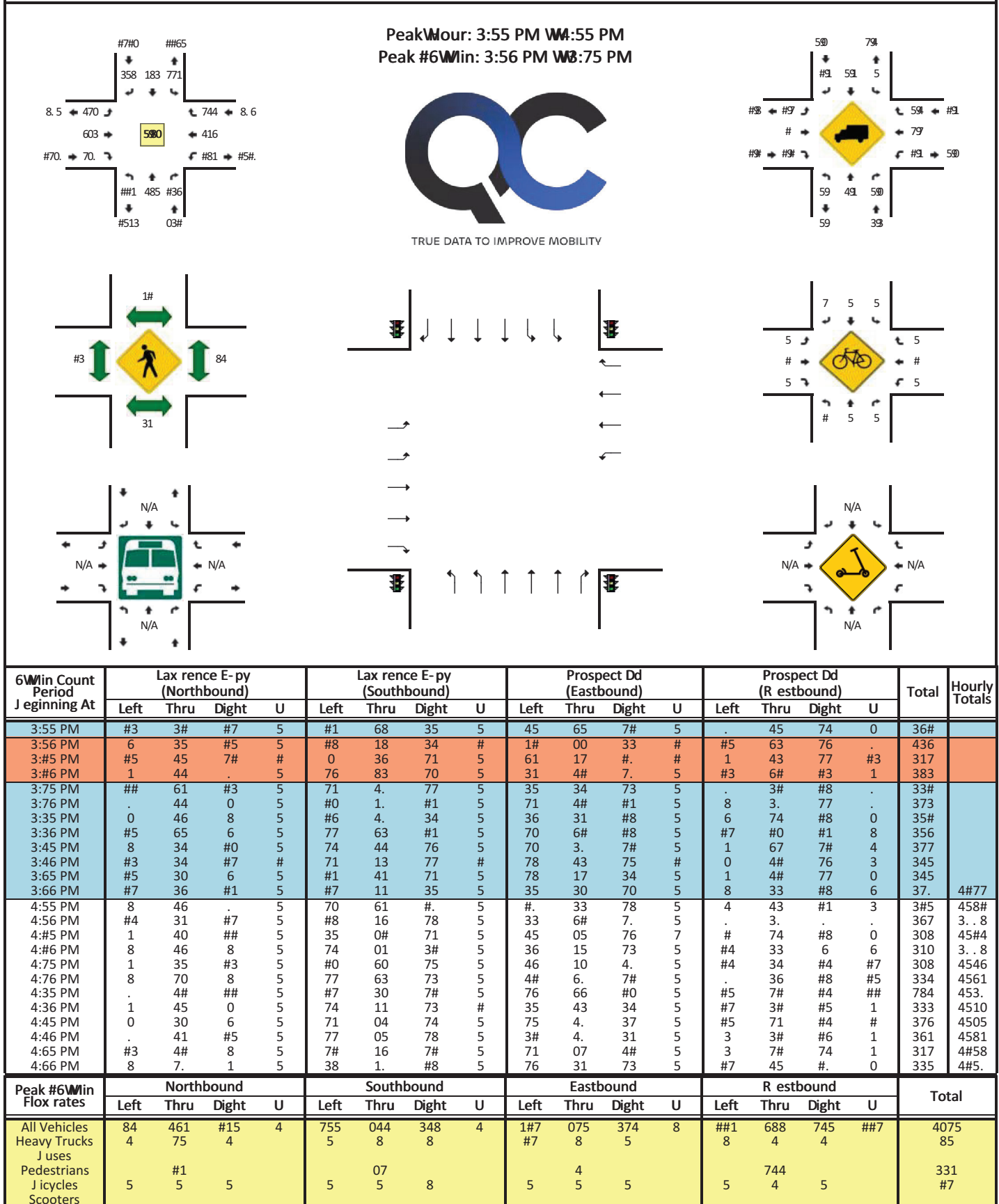
LOCATION: Lyle Dr -- Prospect Rd
CITY/STATE: Saratoga, CA

QC JOB #: 16510705
DATE: Thu, Mar 7 2024



LOCATION: Lax rence E-py W Prospect Dd
CITY/STATE: San Jose, CA

WC B: #16#5057
DATE: Thu, Mar 07 2019



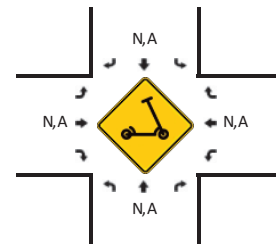
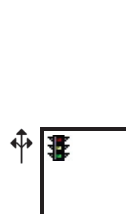
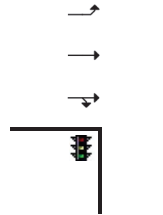
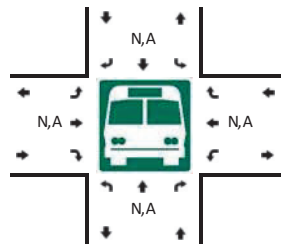
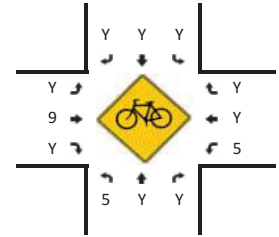
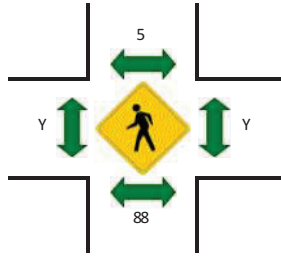
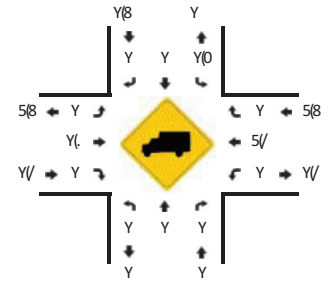
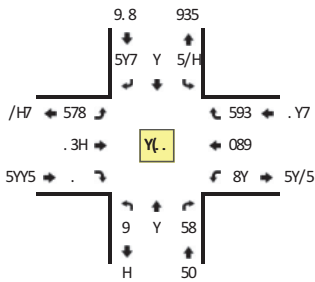
LOCATION: D estgate D est - R y Q Prospect J d
CITS, 2TATE: 2aratoga4CA

BC #01 6: 5075Y/Y/
- ATE: Thu4Mar / 9Y98

Peak Hour: 3:YY PM 08:YY PM
 Peak 57QMin: 3:YY PM 08:57 PM



TRUE DATA TO IMPROVE MOBILITY

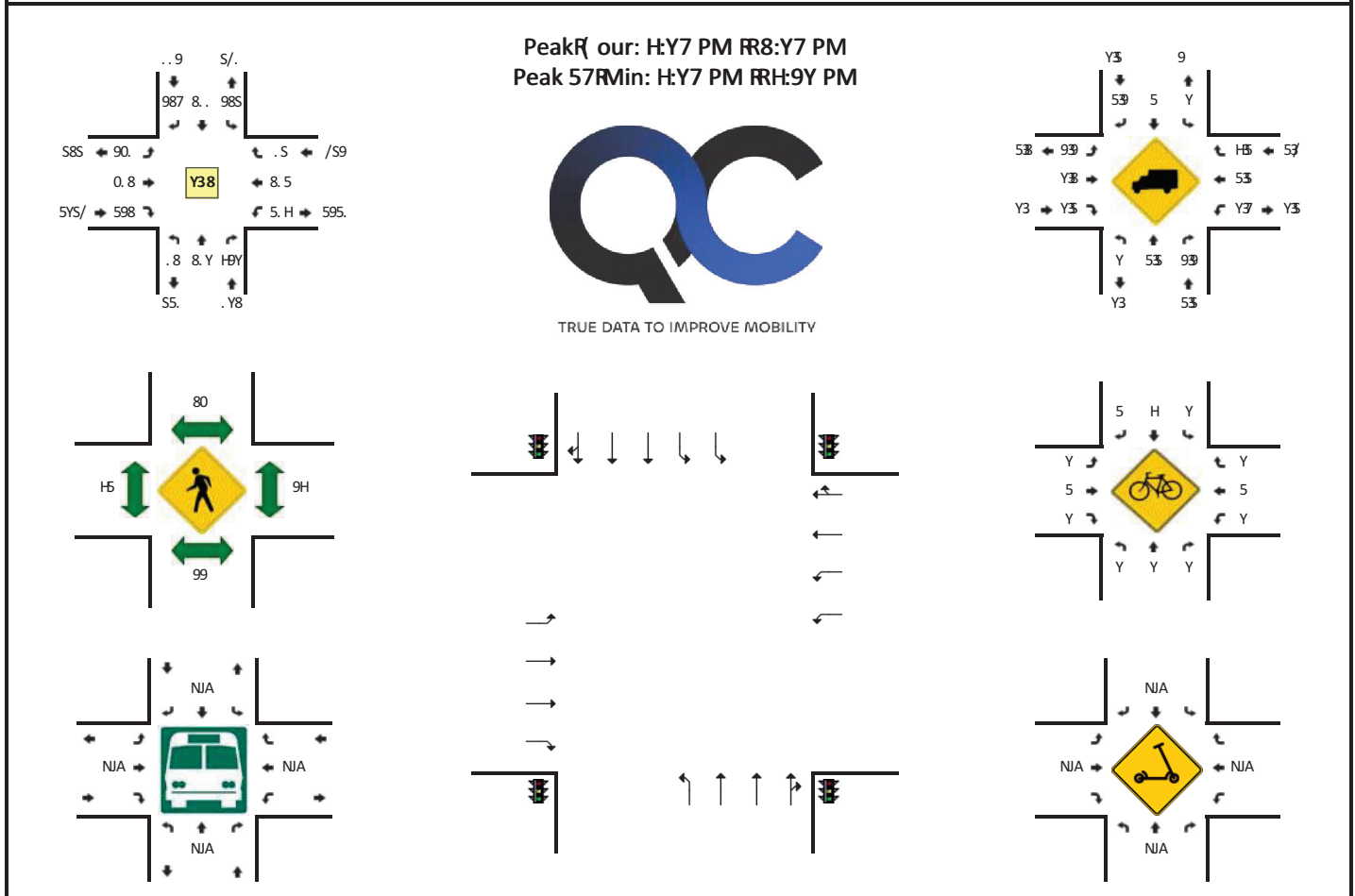


7QMin Count Period beginning At	D estgate D est - R y Northbound				D estgate D est - R y Southbound				Prospect J d Westbound				Prospect J d Eastbound				Total	Hourly Totals
	Left	Thru	Right	F	Left	Thru	Right	F	Left	Thru	Right	F	Left	Thru	Right	F		
3:YY PM	5	Y	5	Y	57	Y	5Y	Y	0	/9	9	8	Y	00	59	5	5HY	
3:Y7 PM	Y	Y	Y	Y	99	Y	55	Y	.	//	5	0	Y	0.	H	7	9Y/	
3:5Y PM	Y	Y	Y	Y	97	Y	3	Y	50	//	5	3	Y	0/	59	Y	9Y8	
3:57 PM	Y	Y	3	Y	58	Y	5Y	Y	.	7.	9	7	Y	89	0	3	575	
3:9Y PM	Y	Y	Y	Y	5Y	Y	0	Y	5Y	/8	Y	H	Y	77	8	8	5/9	
3:97 PM	Y	Y	9	Y	50	Y	.	Y	58	0H	Y	.	Y	8/	53	7	5. 9	
3:3Y PM	Y	Y	3	Y	58	Y	55	Y	55	/5	Y	3	Y	8H	9Y	3	5. 7	
3:37 PM	Y	Y	Y	Y	5Y	Y	53	Y	7	08	Y	3	Y	83	H	7	579	
3:8Y PM	Y	Y	9	Y	59	Y	55	Y	H	/.	Y	5	Y	07	H	7	5H9	
3:87 PM	5	Y	5	Y	5H	Y	.	Y	7	75	5	5	5	8H	.	3	58.	
3:7Y PM	Y	Y	Y	Y	59	Y	.	Y	7	5Y5	Y	9	Y	05	55	9	9Y9	
3:77 PM	Y	Y	9	Y	5Y	Y	0	Y	55	8/	5	5	Y	3Y	5Y	3	595	95Y0
8:YY PM	Y	Y	Y	Y	/	Y	0	Y	58	. 7	9	8	Y	73	58	3	5. .	95Y8
8:Y7 PM	Y	Y	Y	Y	53	Y	.	Y	0	00	Y	3	Y	89	58	.	50Y	9Y7/
8:5Y PM	Y	5	Y	Y	57	Y	.	Y	5Y	00	Y	7	Y	79	58	3	9Y8	9Y7/
8:57 PM	Y	5	5	Y	5/	Y	57	Y	3	0H	Y	5	Y	39	/	H	577	9Y05
8:9Y PM	9	Y	5	Y	/	Y	5Y	Y	.	5Y5	5	7	Y	80	H	9	5H9	9Y. 5
8:97 PM	Y	Y	Y	Y	5H	Y	.	Y	55	0/	5	/	Y	8.	/	3	5/5	9Y/Y
8:3Y PM	Y	Y	5	Y	58	Y	.	Y	/	H9	Y	.	Y	8Y	55	8	5. 7	9Y/Y
8:37 PM	Y	Y	Y	Y	53	Y	.	Y	5Y	/5	Y	0	5	30	55	7	505	9Y/H
8:8Y PM	Y	Y	5	Y	57	Y	.	Y	.	. 9	Y	.	Y	85	/	7	5/7	9Y09
8:87 PM	Y	Y	9	Y	5/	Y	.	Y	8	. 5	Y	7	Y	35	/	5	570	9Y/Y
8:7Y PM	Y	Y	5	Y	5Y	Y	3	Y	55	5Y7	Y	9	Y	0H	58	Y	957	9Y. 3
8:77 PM	Y	Y	Y	Y	.	Y	.	Y	8	78	5	7	Y	85	/	Y	59.	9YHY
Peak 57QMin WoR rates	Northbound				Southbound				Eastbound				Westbound				Total	
	Left	Thru	Right	F	Left	Thru	Right	F	Left	Thru	Right	F	Left	Thru	Right	F		
All Vehicles	8	Y	8	Y	98.	Y	H0	Y	59Y	HY8	50	79	Y	. Y8	539	98	98Y8	
Heavy Trucks	Y	Y	Y		8	Y	Y		Y	.	Y		Y	50	Y		9.	
1uses																		
Pedestrians		59.				8				Y				Y			539	
1cycles	Y	Y	Y		Y	Y	Y		Y	Y	Y		Y	Y	Y		Y	
2cooters																		

Comments:

LOCATION: Daratoga A-e RR Prospect QdJ Campbell A-e
CIT, JDATE: Dan #bse2CA

BC #01 6: 5075Y/YS
4ATE: Thu2Mar / 9Y98



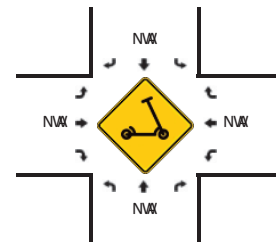
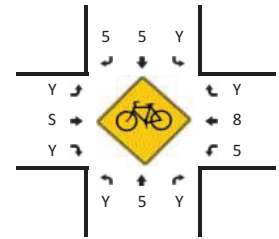
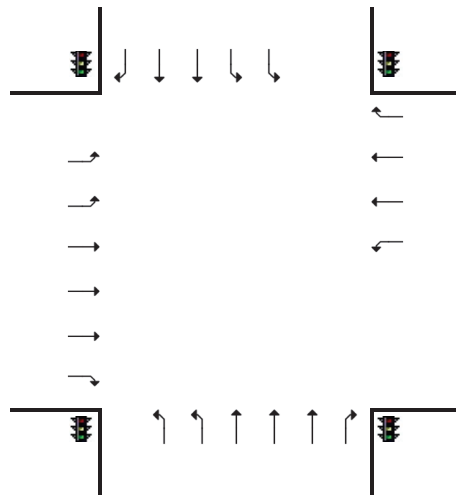
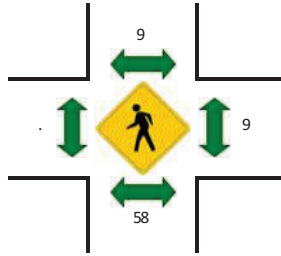
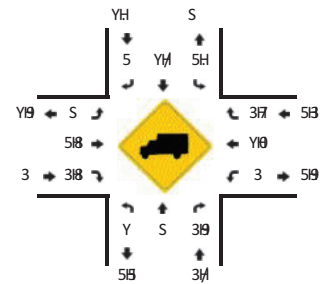
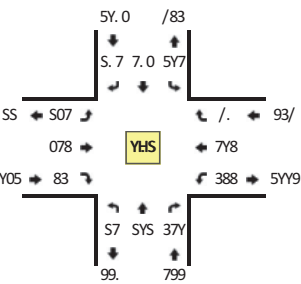
7RMin Count Period beginning At	Daratoga A-e)NorthboundW				Daratoga A-e)outhboundW				Prospect QdJ Campbell A-e)EastboundW				Prospect QdJ Campbell A-e)U estboundW				Total	Hourly Totals
	Left	Thru	Right	F	Left	Thru	Right	F	Left	Thru	Right	F	Left	Thru	Right	F		
H:YY PM	S	H/	9Y	Y	50	H0	90	5	90	7S	57	9	S	85	.	Y	HYH	
H:Y7 PM	0	70	H5	5	59	H8	9.	0	90	7S	55	9	5Y	78	S	Y	H88	
H:5Y PM	.	8.	H0	9	50	H.	9/	0	55	8H	.	Y	57	89	55	Y	H99	
H:57 PM	55	H5	5.	Y	5/	H5	50	0	97	/7	.	5	HH	H.	5Y	Y	HH/	
H:9Y PM	S	5.	9Y	Y	50	80	5/	5	99	00	5Y	H	/	H.	5Y	Y	9S8	
H:97 PM	57	8S	99	Y	9Y	H/	59	8	95	75	/	H	.	9.	55	Y	95.	
H:HY PM	58	95	9.	Y	55	88	50	0	57	80	50	Y	97	79	5Y	Y	H59	
H:H7 PM	S	H/	5S	9	57	H.	99	H	99	77	5H	8	5/	H.	7	Y	9..	
H:8Y PM	5Y	8Y	H9	Y	9Y	7Y	55	9	55	/Y	/	9	50	85	.	Y	HH7	
H:87 PM	H	70	9.	Y	5.	78	5/	H	5H	8.	5Y	8	59	80	8	5	H9Y	
H:7Y PM	5	H5	90	Y	55	8Y	95	H	5.	08	0	9	5.	8H	59	5	HY0	
H:77 PM	8	88	98	Y	55	90	9Y	8	99	75	59	9	5.	8Y	9	Y	955	H/H9
8:YY PM	Y	75	H8	Y	95	79	HY	5	97	00	58	Y	.	9/	0	Y	HH0	H/07
8:Y7 PM	5Y	H.	HH	5	55	8H	58	H	55	87	/	Y	5.	88	55	Y	HY7	H/90
8:5Y PM	.	HH	9Y	Y	5.	9S	99	9	98	09	S	H	50	88	55	Y	HY5	H/Y7
8:57 PM	S	75	9H	Y	55	H5	5H	Y	90	0/	S	Y	50	H/	50	Y	H58	H0S9
8:9Y PM	S	HH	9/	9	57	H5	95	0	5.	05	59	H	9Y	99	7	Y	957	H0SH
8:97 PM	S	79	H9	5	5/	9/	57	H	99	/H	55	5	5Y	H.	S	Y	H5.	H/5H
8:HY PM	0	97	5/	5	5H	H/	55	Y	55	/7	9Y	9	5/	8Y	55	Y	9. H	H0. 8
8:H7 PM	S	87	H5	5	55	9S	98	9	9Y	00	5Y	9	58	H0	7	5	H55	H/Y0
8:8Y PM	0	8.	HY	5	9Y	7Y	50	0	5H	08	58	9	57	9.	/	Y	H99	H0. H
8:87 PM	55	8/	9S	5	98	H9	5/	7	9H	/H	.	Y	5/	H7	5Y	Y	HH9	H/Y7
8:7Y PM	8	79	9S	5	55	H7	5.	8	90	S/	S	5	5/	8S	.	Y	H7Y	H/8.
8:77 PM	H	85	9.	5	9H	H.	5H	9	50	89	8	9	5H	95	S	Y	97/	H/97
Peak 57RMin wov rates	Northbound				Douthbound				Eastbound				U estbound				Total	
	Left	Thru	Right	F	Left	Thru	Right	F	Left	Thru	Right	F	Left	Thru	Right	F		
All Vehicles (ea-y Trucks	5Y8	7/9	H88	59	5SY	888	9SS	/9	9/0	/Y8	550	59	9H9	78Y	550	Y	8Y59	
1uses	Y	Y	59		Y	8	8		S	8	8		Y	8	S		8S	
Pedestrians		79				/9				H0				88			9Y8	
1cycles	Y	Y	Y		Y	Y	8		Y	Y	Y		Y	Y	Y		8	
Dcooters																		

Comments:

LOCATION: Lax rence E-pyVduito wd J aratoga ABe
CIT, WTATE: Jan #se2CA

DC #01 6: 5075Y/YS
ATE: Thu2Mar / 3Y38

Peak Hour: S:YY PM 08:YY PM
 Peak 57QMin: S:5Y PM 05:37 PM

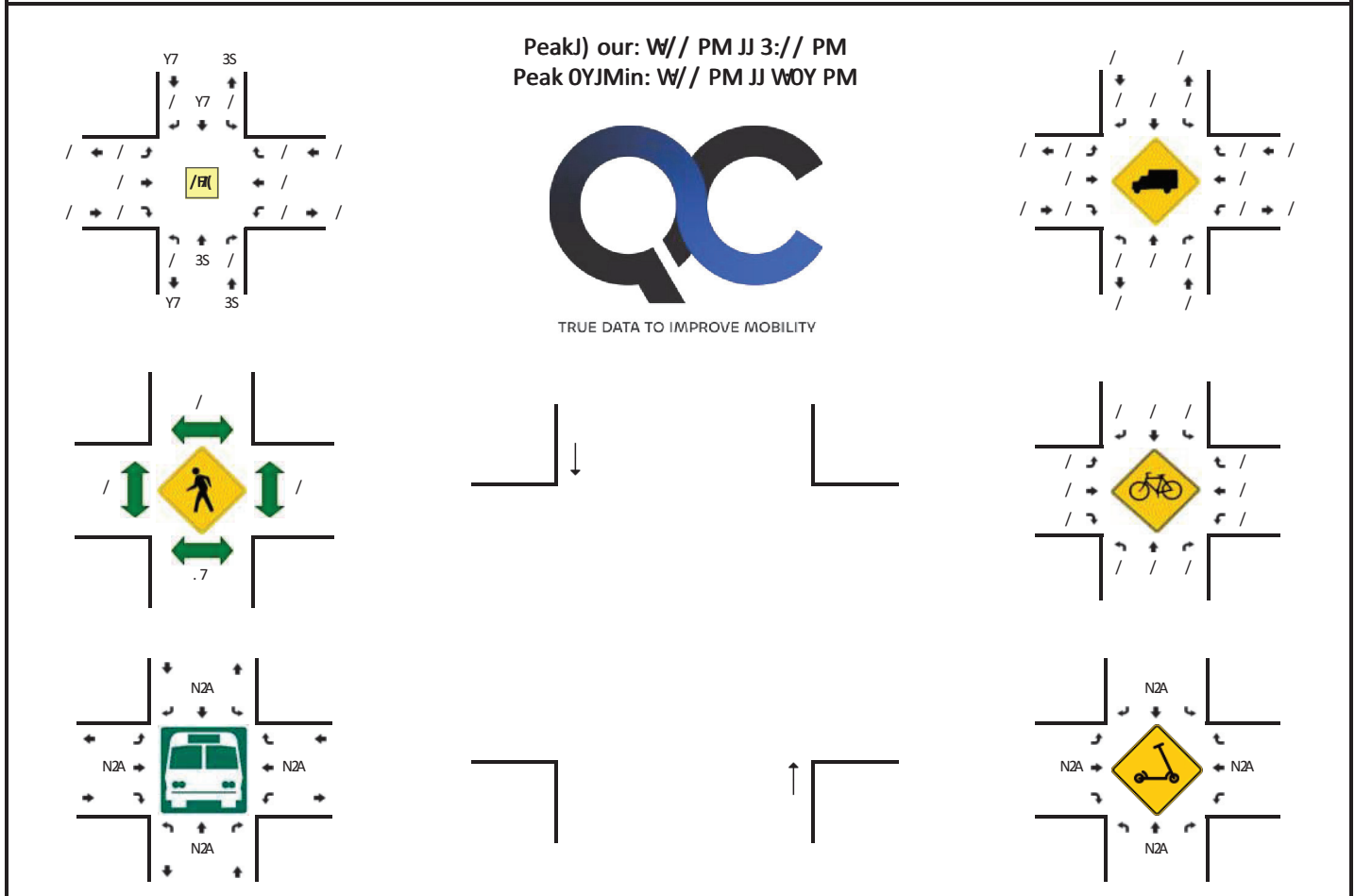


7QMin Count Period Beginning At	Lax rence E-pyVduito wd)NorthboundR				Lax rence E-pyVduito wd)outhboundR				Jaratoga ABe)EastboundR				Jaratoga ABe)U estboundR				Total	(Hourly Totals
	Left	Thru	right	F	Left	Thru	right	F	Left	Thru	right	F	Left	Thru	right	F		
S:YY PM	S	53	33	Y	.	80	89	5	S5	00	7	5	37	88	5Y	Y	S3S	
S:Y7 PM	7	S/	35	5	9	73	S0	Y	58	77	5	Y	58	35	.	Y	3/8	
S:5Y PM	S	38	5/	Y	5S	5Y	39	Y	85	//	8	Y	35	80	9	Y	S53	
S:57 PM	Y	57	3.	5	.	07	75	Y	S9	78	3	Y	33	89	8	Y	S59	
S:3Y PM	5	S7	5.	S	.	7Y	S5	Y	S.	7Y	8	3	3Y	83	7	5	S55	
S:37 PM	Y	38	35	Y	5Y	7.	S3	5	SY	S.	S	5	5.	3/	S	Y	30.	
S:5Y PM	3	5.	3/	5	5	8Y	39	Y	S5	89	8	3	5.	S/	/	Y	300	
S:57 PM	3	39	55	8	.	8S	3/	3	3S	83	0	Y	59	83	8	Y	305	
S:8Y PM	5	S8	30	Y	S	89	3Y	Y	30	75	8	5	39	73	/	Y	SY5	
S:87 PM	/	S8	5.	Y	5Y	S.	39	Y	S5	0Y	3	3	3S	83	/	5	SY/	
S:7Y PM	5	5.	5/	Y	0	7.	S0	Y	33	77	8	Y	50	79	7	Y	3. 9	
S:77 PM	Y	33	35	Y	58	07	SY	Y	39	77	S	Y	50	87	5Y	5	S5Y	S7/3
8:YY PM	Y	33	5.	8	50	87	37	Y	S5	83	5	Y	37	89	0	Y	390	S7S7
8:Y7 PM	5	S8	5/	Y	5S	75	S/	Y	59	S5	S	Y	3S	83	0	Y	309	S73.
8:5Y PM	5	S3	59	5	0	7/	S/	Y	S5	05	S	Y	50	S7	/	Y	SY7	S733
8:57 PM	Y	39	35	5	57	/3	S8	Y	35	7.	S	Y	53	S9	3	Y	SY0	S8. Y
8:3Y PM	8	38	50	5	/	7/	S/	Y	37	88	3	5	33	7/	/	Y	SY8	S89S
8:37 PM	5	5/	59	Y	.	SY	30	Y	SY	73	3	5	5/	S5	7	Y	3S.	S87S
8:5Y PM	Y	38	58	Y	53	7.	39	Y	S3	89	5	3	57	83	55	5	39.	S8/0
8:57 PM	Y	3S	58	Y	9	87	88	Y	53	85	7	Y	33	S/	0	Y	37/	S8/3
8:8Y PM	Y	37	5Y	5	5/	07	S3	Y	3.	0S	S	Y	35	85	3	5	S5Y	S8/.
8:87 PM	5	S8	37	Y	58	7.	8Y	Y	30	S5	S	Y	30	3/	0	Y	3. 3	S808
8:7Y PM	S	S3	3Y	Y	5S	00	S5	Y	5.	79	3	3	5S	80	8	Y	SY.	S8/7
8:77 PM	Y	5.	35	5	9	/Y	S7	Y	59	8Y	S	Y	38	39	7	Y	3/3	S8S/
Peak 57QMin volumes	Northbound				Jouthbound				Eastbound				U estbound				Total	
	Left	Thru	right	F	Left	Thru	right	F	Left	Thru	right	F	Left	Thru	right	F		
All Vehicles (eaBy Trucks 1uses Pedestrians 1cycles Jcooters	50	3. 0	30Y	50	538	79Y	88Y	Y	8/3	/38	8Y	9	373	788	09	8	S988	
	Y	9	Y		8	Y	Y		9	53	Y		8	Y	Y		S0	
		Y				Y				Y				53			53	
	Y	Y	Y		Y	Y	8		Y	8	Y		Y	8	Y		53	

Comments:

LOCATION: D estgate D est d- y REQJ Prospect Bd
CIT, 24TATE: 4aratoga9CA

C 106 5: 07Y0/S00
8ATE: Thu9Mar S . / . 3



YJMin Count Period Beginning At	D estgate D est d- y REQ Northbound				D estgate D est d- y REQ Southbound				Prospect Bd Eastbound				Prospect Bd Westbound				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
W// PM	/	/	/	/	/	3	/	/	/	/	/	/	/	/	/	/	0.	0.03
W/Y PM	/	/	/	/	/	3	/	/	/	/	/	/	/	/	/	/	0.	
W0/ PM	/	3	/	/	/	/	/	/	/	/	/	/	/	/	/	/	S	00 0/ F Y S Y (W
W0Y PM	/	W	/	/	/	3	/	/	/	/	/	/	/	/	/	/	Y	
W. / PM	/	S	/	/	/	3	/	/	/	/	/	/	/	/	/	/	00	
W. Y PM	/	Y	/	/	/	Y	/	/	/	/	/	/	/	/	/	/	0/ F	
W0Y PM	/	W	/	/	/	7	/	/	/	/	/	/	/	/	/	/	Y	
W0Y PM	/	W	/	/	/	.	/	/	/	/	/	/	/	/	/	/	S	
W3/ PM	/	3	/	/	/	W	/	/	/	/	/	/	/	/	/	/	Y	
W3Y PM	/	0	/	/	/	3	/	/	/	/	/	/	/	/	/	/	(	
WY/ PM	/	.	/	/	/	7	/	/	/	/	/	/	/	/	/	/	W	
WYY PM	/	/	/	/	/	W	/	/	/	/	/	/	/	/	/	/	0/W	
3:// PM	/	W	/	/	/	.	/	/	/	/	/	/	/	/	/	/	Y	F7
3:// PM	/	0	/	/	/	3	/	/	/	/	/	/	/	/	/	/	Y	(S
3:0/ PM	/	0	/	/	/	W	/	/	/	/	/	/	/	/	/	/	3	SF
3:0Y PM	/	/	/	/	/	.	/	/	/	/	/	/	/	/	/	/	.	S3
3: / PM	/	.	/	/	/	W	/	/	/	/	/	/	/	/	/	/	Y	7(
3: Y PM	/	.	/	/	/	W	/	/	/	/	/	/	/	/	/	/	Y	7W
3:Y PM	/	3	/	/	/	3	/	/	/	/	/	/	/	/	/	/	(	7.
3:Y PM	/	0	/	/	/	3	/	/	/	/	/	/	/	/	/	/	Y	7.
3:3/ PM	/	.	/	/	/	Y	/	/	/	/	/	/	/	/	/	/	S	7.
3:3Y PM	/	0	/	/	/	0	/	/	/	/	/	/	/	/	/	/	.	YF
3:Y PM	/	/	/	/	/	3	/	/	/	/	/	/	/	/	/	/	3	YY
3:YY PM	/	0	/	/	/	F	/	/	/	/	/	/	/	/	/	/	0/ 7.	7.
Peak 0YJMin W0- rates	Northbound				Southbound				Eastbound				Westbound				Total	
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
All Vehicles	/	S7	/	/	/	S7	/	/	/	/	/	/	/	/	/	/	0Y.	/
Heavy Trucks	/	/	/	/	/	/	/	/	/	/	/	/	/	/	/	/	/	
Buses	/	/	/	/	/	/	/	/	/	/	/	/	/	/	/	/	/	
Pedestrians	/	(/	/	/	/	/	/	/	/	/	/	/	/	/	/	/	(/	
Bicycles	/	/	/	/	/	/	/	/	/	/	/	/	/	/	/	/	/	
Motorcycles	/	/	/	/	/	/	/	/	/	/	/	/	/	/	/	/	/	

Comments:

LOCATION: English Dr -- Prospect Rd

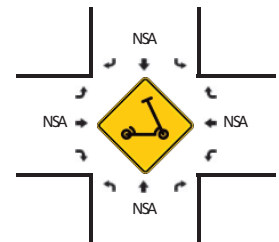
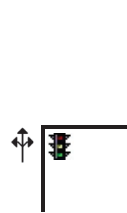
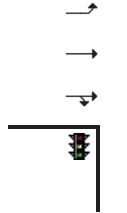
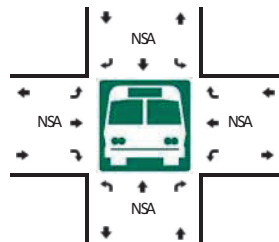
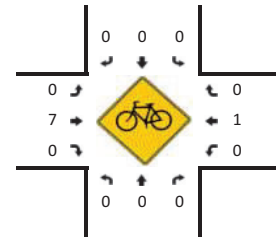
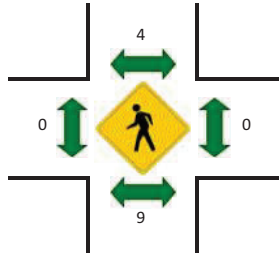
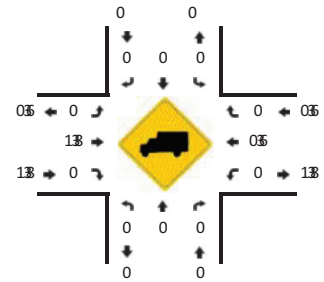
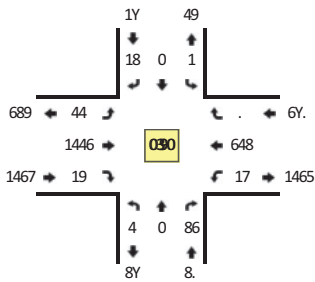
CIT/S, TATE: , an Jose2CA

QC JOB #: 1651070Y

DATE: Thu2Mar 7 404Y

Peak-Hour: Y:00 PM -- 5:00 PM
Peak 15-Min: Y:15 PM -- Y:80 PM

TRUE DATA TO IMPROVE MOBILITY



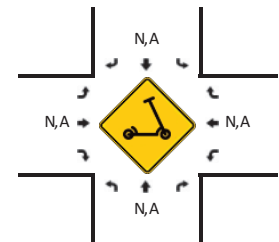
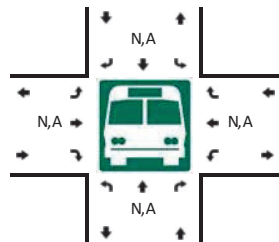
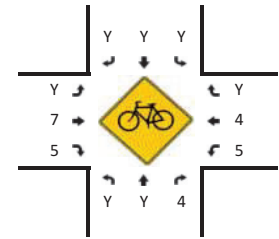
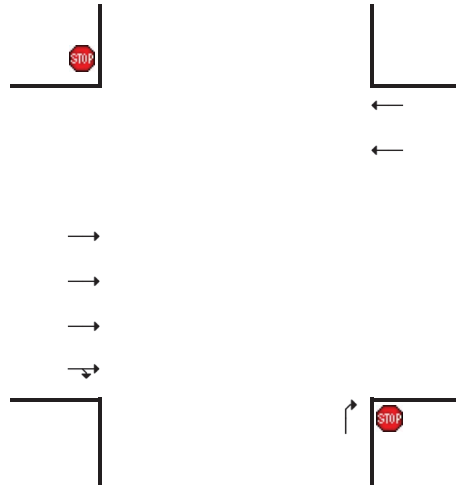
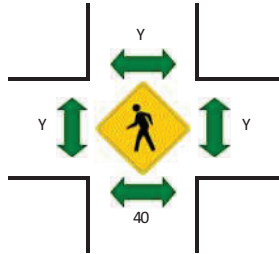
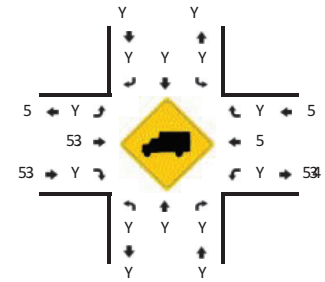
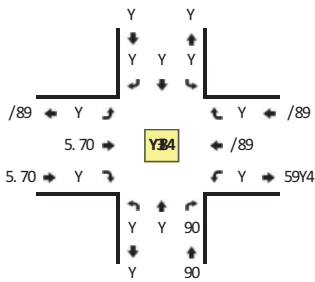
5-Min Count Period Beginning At	English Dr (Northbound)				English Dr (, outhbound)				Prospect Rd (Eastbound)				Prospect Rd (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
8:00 PM	0	0	19	0	0	0	4	0	0	67	0	1	0	89	1	1	180	
8:05 PM	0	0	6	0	0	0	4	0	1	54	0	0	1	74	8	1	18.	
8:10 PM	1	0	9	0	0	0	4	0	1	. 8	1	0	0	58	1	4	158	
8:15 PM	0	0	9	0	0	0	4	0	1	79	1	0	1	58	0	1	1Y7	
8:40 PM	4	0	4	0	1	0	0	0	4	79	1	0	0	60	1	0	1Y.	
8:45 PM	0	0	0	0	0	0	1	0	8	75	0	0	4	Y4	0	0	148	
8:80 PM	0	0	4	0	4	0	Y	0	1	71	1	0	0	74	0	0	158	
8:85 PM	0	0	8	0	0	0	4	0	0	76	0	0	0	86	0	0	117	
8:Y0 PM	0	0	5	0	0	0	1	0	4	7Y	0	0	0	. 4	0	0	16Y	
8:Y5 PM	0	0	0	0	1	0	0	0	4	94	1	0	0	61	4	1	160	
8:50 PM	0	0	Y	0	4	0	1	0	1	. 4	0	0	4	60	0	0	154	
8:55 PM	0	1	Y	0	0	0	8	0	4	76	0	0	4	54	1	0	1Y1	1746
Y:00 PM	0	0	7	0	0	0	5	0	4	90	4	0	4	86	0	1	1Y5	17Y1
Y:05 PM	0	0	7	0	0	0	1	0	0	. 8	4	0	8	6.	0	0	16Y	1767
Y:10 PM	1	0	8	0	0	0	0	0	5	9Y	4	0	0	Y9	1	1	156	1770
Y:15 PM	0	0	.	0	0	0	1	0	0	9.	8	0	5	70	0	0	1. 5	1. 0.
Y:40 PM	0	0	1	0	0	0	4	0	0	189	1	0	4	5Y	0	0	199	1. 59
Y:45 PM	1	0	8	0	0	0	0	0	0	104	1	0	4	5Y	0	0	168	1. 99
Y:80 PM	0	0	1	0	0	0	1	0	4	95	1	0	0	YY	0	0	1YY	1. 90
Y:85 PM	0	0	0	0	1	0	0	0	Y	104	4	0	0	Y.	1	0	15.	1981
Y:Y0 PM	0	0	0	0	0	0	0	0	0	10Y	1	0	0	Y0	1	0	1Y6	1918
Y:Y5 PM	0	0	4	0	0	0	4	0	4	117	1	0	0	51	4	0	177	1980
Y:50 PM	0	0	4	0	0	0	1	0	4	105	4	0	0	56	1	0	169	19Y7
Y:55 PM	0	0	4	0	0	0	0	0	Y	97	1	1	1	58	4	0	161	1967
Peak 15-Min Flowrates	Northbound				, outhbound				Eastbound				Westbound				Total	
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
All Vehicles	Y	0	Y.	0	0	0	14	0	0	1856	40	0	86	714	0	0	41..	
Heavy Trucks	0	0	0		0	0	0		0	16	0		0	Y	0		40	
Buses																		
Pedestrians		16				0				0				0			16	
Bicycles	0	0	0		0	0	0		0	Y	0		0	Y	0		.	
,ooters																		

Comments:

LOCATION: Prospect Digh - chool East RQy JJ Prospect Rr
CITS, - TATE: - aratoga2CA

BC #01 6: 5075Y/Y0
RATE: Thu2Mar / 4Y49

PeakJDour: . :7Y PM JJ 9:7Y PM
 Peak 57JMin: 9:5Y PM JJ 9:47 PM



7JMin Count Period beginning At	Prospect Digh - chool East RQy Northbound(				Prospect Digh - chool East RQy Southbound(				Prospect Rr Eastbound(				Prospect Rr Westbound(				Total	Hourly Totals
	Left	Thru	Wght	U	Left	Thru	Wght	U	Left	Thru	Wght	U	Left	Thru	Wght	U		
.:YY PM	Y	Y	F	Y	Y	Y	Y	Y	Y	5Y	Y	Y	Y	/0	Y	Y	5F9	
.:Y7 PM	Y	Y	F	Y	Y	Y	Y	Y	Y	5.9	Y	Y	Y	5Y5	Y	Y	49.	
.:5Y PM	Y	Y	5Y	Y	Y	Y	Y	Y	Y	5Y.	Y	Y	Y	/8	Y	Y	584	
.:57 PM	Y	Y	.	Y	Y	Y	Y	Y	Y	559	Y	Y	Y	F9	Y	Y	4Y5	
.:4Y PM	Y	Y	5	Y	Y	Y	Y	Y	Y	5Y/	Y	Y	Y	0Y	Y	Y	50F	
.:47 PM	Y	Y	5	Y	Y	Y	Y	Y	Y	//	Y	Y	Y	05	Y	Y	5.8	
.:Y PM	Y	Y	4	Y	Y	Y	Y	Y	Y	F8	Y	Y	Y	08	Y	Y	50Y	
.:7 PM	Y	Y	7	Y	Y	Y	Y	Y	Y	5Y5	Y	Y	Y	94	Y	Y	59F	
.:9Y PM	Y	Y	4	Y	Y	Y	Y	Y	Y	//	Y	Y	Y	8Y	Y	Y	508	
.:97 PM	Y	Y	4	Y	Y	Y	Y	Y	Y	8Y	Y	Y	Y	FY	Y	Y	5/4	
.:7Y PM	Y	Y	F	Y	Y	Y	Y	Y	Y	55/	Y	Y	Y	/8	Y	Y	4Y9	
.:77 PM	Y	Y	.	Y	Y	Y	Y	Y	Y	F.	Y	Y	Y	/7	Y	Y	505	4595
9:YY PM	Y	Y	55	Y	Y	Y	Y	Y	Y	5Y9	Y	Y	Y	0Y	Y	Y	5/7	45.4
9:Y7 PM	Y	Y	7	Y	Y	Y	Y	Y	Y	55.	Y	Y	Y	FF	Y	Y	4Y0	4Y87
9:5Y PM	Y	Y	5Y	Y	Y	Y	Y	Y	Y	55F	Y	Y	Y	70	Y	Y	5F9	4YF/
9:57 PM	Y	Y	9	Y	Y	Y	Y	Y	Y	5Y5	Y	Y	Y	//	Y	Y	5F4	4Y0F
9:4Y PM	Y	Y	4	Y	Y	Y	Y	Y	Y	500	Y	Y	Y	0Y	Y	Y	44F	454F
9:47 PM	Y	Y	5	Y	Y	Y	Y	Y	Y	5Y/	Y	Y	Y	07	Y	Y	5/.	4504
9:.Y PM	Y	Y	Y	Y	Y	Y	Y	Y	Y	8/	Y	Y	Y	7.	Y	Y	57Y	4574
9:.7 PM	Y	Y	5	Y	Y	Y	Y	Y	Y	55.	Y	Y	Y	7F	Y	Y	5/4	45/0
9:9Y PM	Y	Y	5	Y	Y	Y	Y	Y	Y	545	Y	Y	Y	70	Y	Y	5/F	45F7
9:97 PM	Y	Y	Y	Y	Y	Y	Y	Y	Y	550	Y	Y	Y	0/	Y	Y	5F.	4580
9:7Y PM	Y	Y	Y	Y	Y	Y	Y	Y	Y	549	Y	Y	Y	77	Y	Y	5/8	45/5
9:77 PM	Y	Y	.	Y	Y	Y	Y	Y	Y	8/	Y	Y	Y	05	Y	Y	505	45/5
Peak 57JMin WoQrates	Northbound				Southbound				Eastbound				Westbound				Total	
	Left	Thru	Wght	U	Left	Thru	Wght	U	Left	Thru	Wght	U	Left	Thru	Wght	U		
All Vehicles	Y	Y	09	Y	Y	Y	Y	Y	Y	579Y	Y	Y	Y	//4	Y	Y	4./0	
Deavy Trucks	Y	Y	Y		Y	Y	Y		Y	4F	Y		Y	Y	Y		4F	
1uses																		
Pedestrians		49				Y				Y				Y			49	
1cycles	Y	Y	Y		Y	Y	Y		Y	Y	Y		Y	Y	Y		Y	
-cooters																		

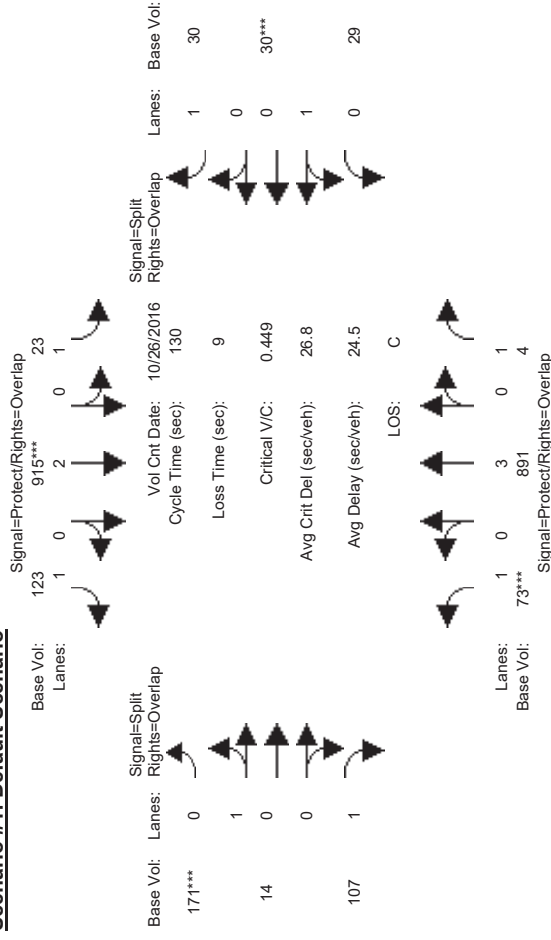
Comments:

Attachment C - TRAFFIX Output Reports

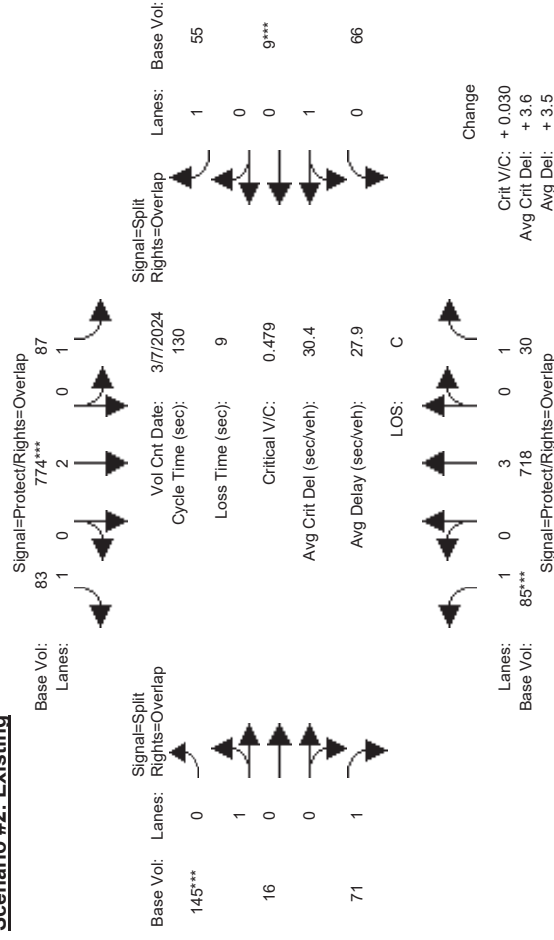
Detailed Scenario Comparison Report
2000 HCM Operations (Base Volume Alternative)

Intersection #6: GRAVES/SARATOGA

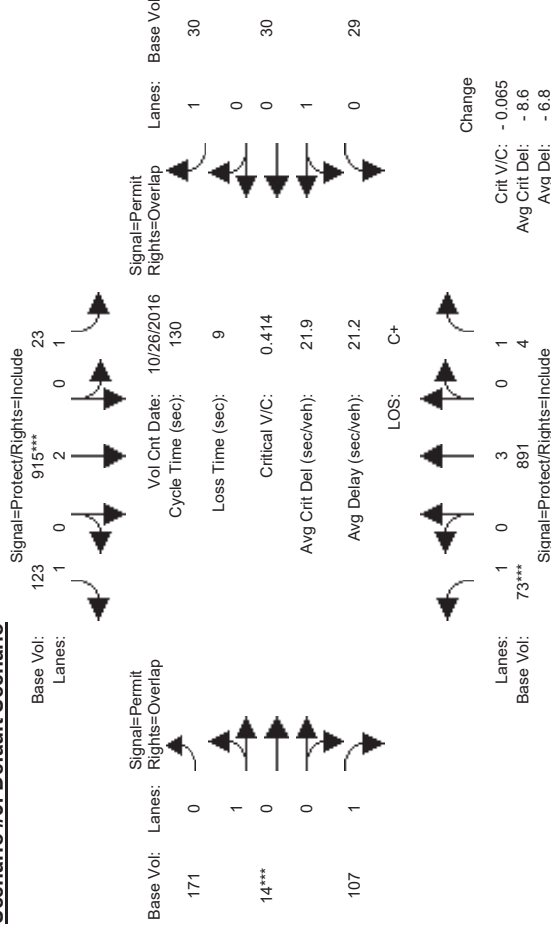
Scenario #1: Default Scenario



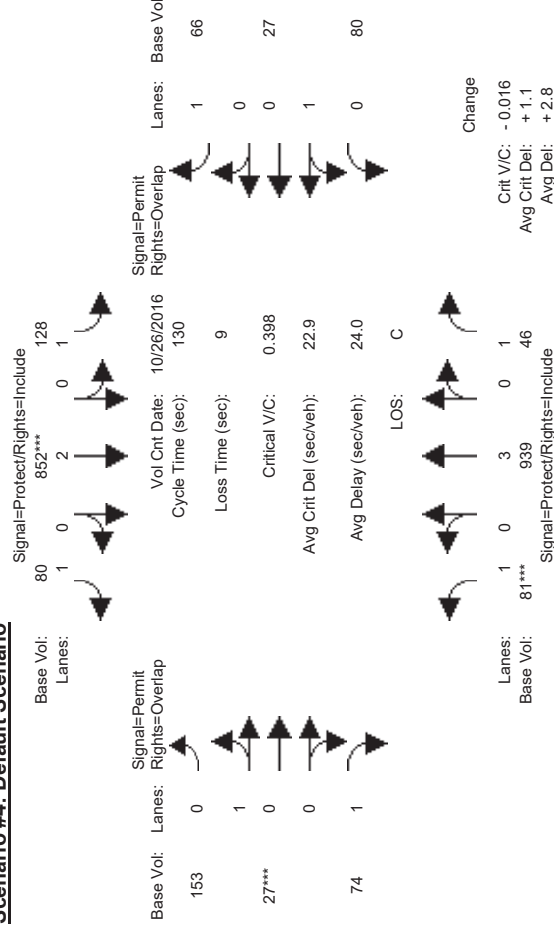
Scenario #2: Existing



Scenario #3: Default Scenario



Scenario #4: Default Scenario

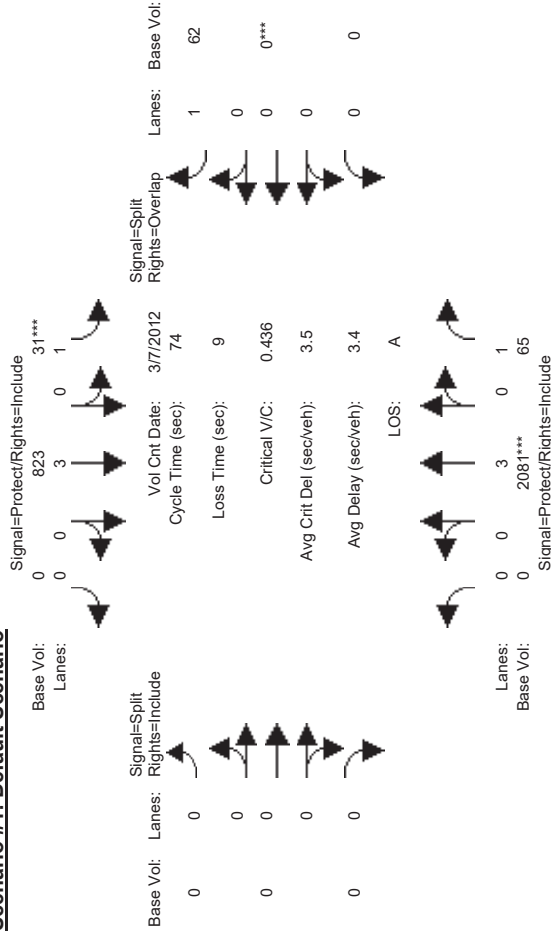


City of San Jose
Citywide Traffic Database
(updated December 1, 2016)

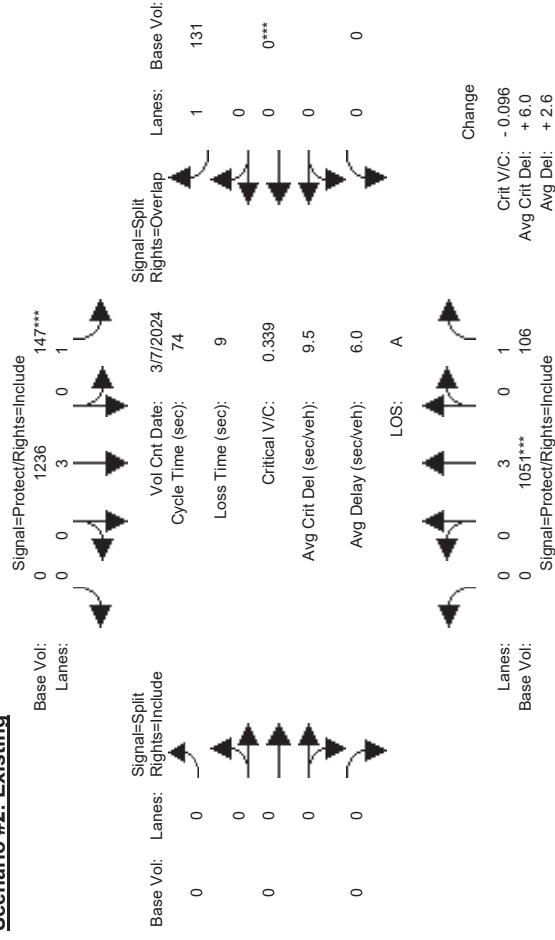
Detailed Scenario Comparison Report
2000 HCM Operations (Base Volume Alternative)

Intersection #7: LAWRENCE/WESTGATE

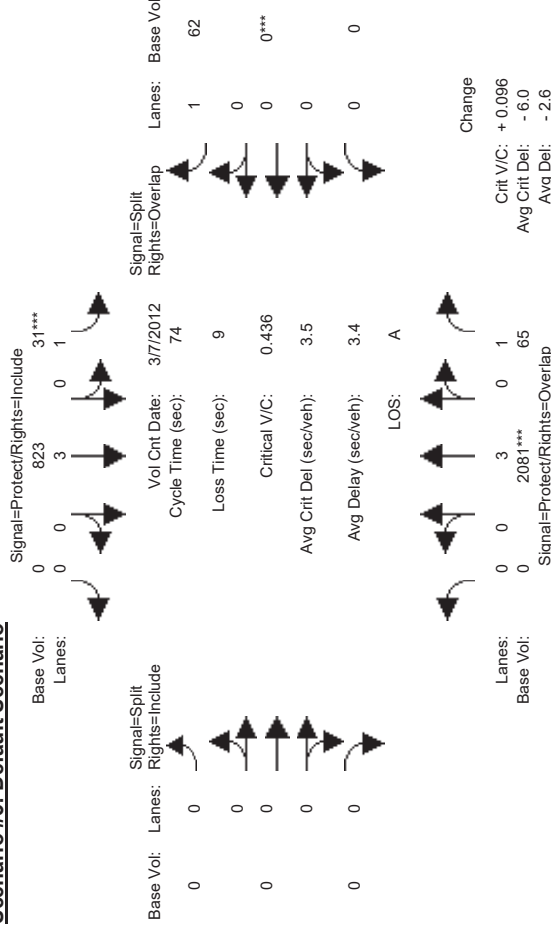
Scenario #1: Default Scenario



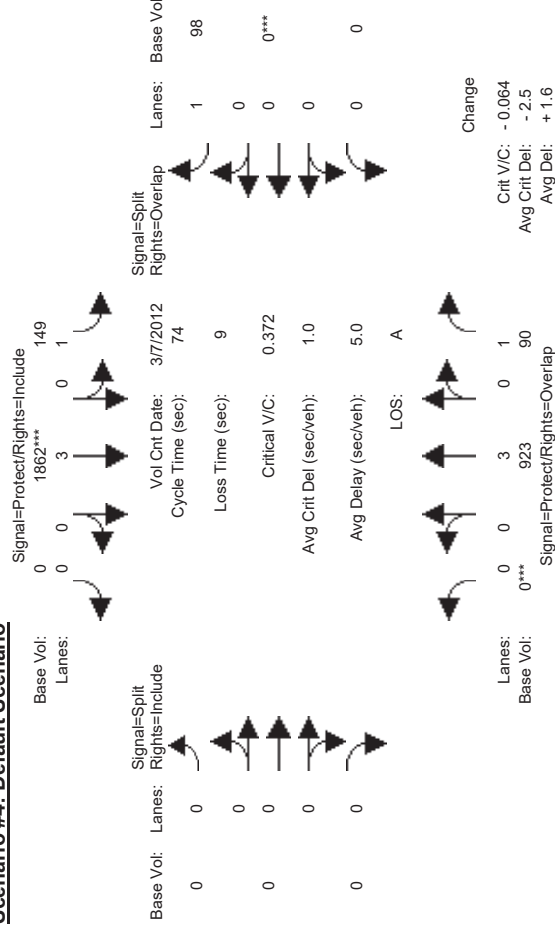
Scenario #2: Existing



Scenario #3: Default Scenario

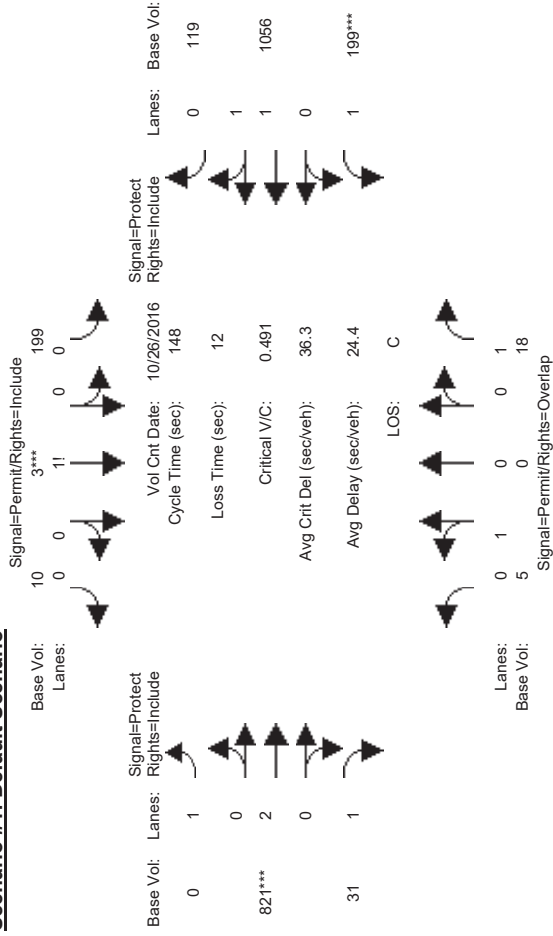
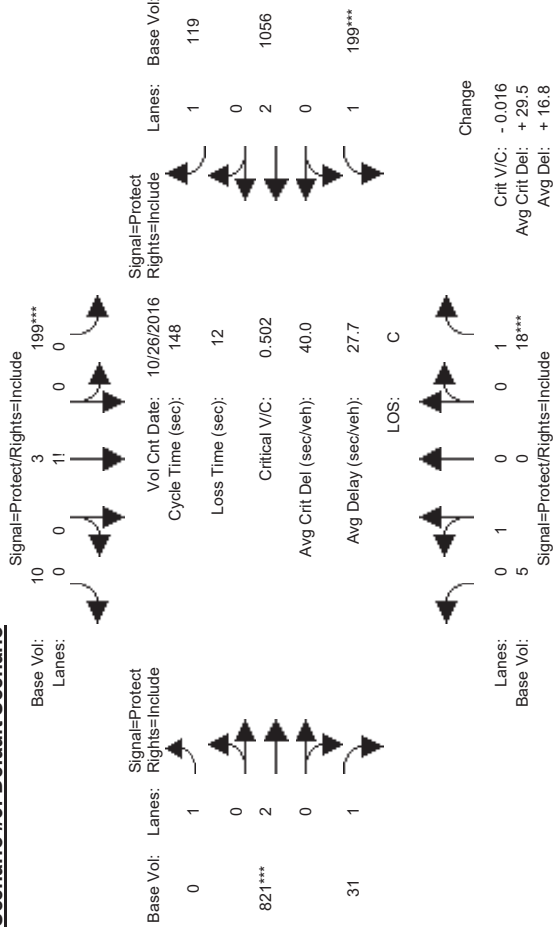
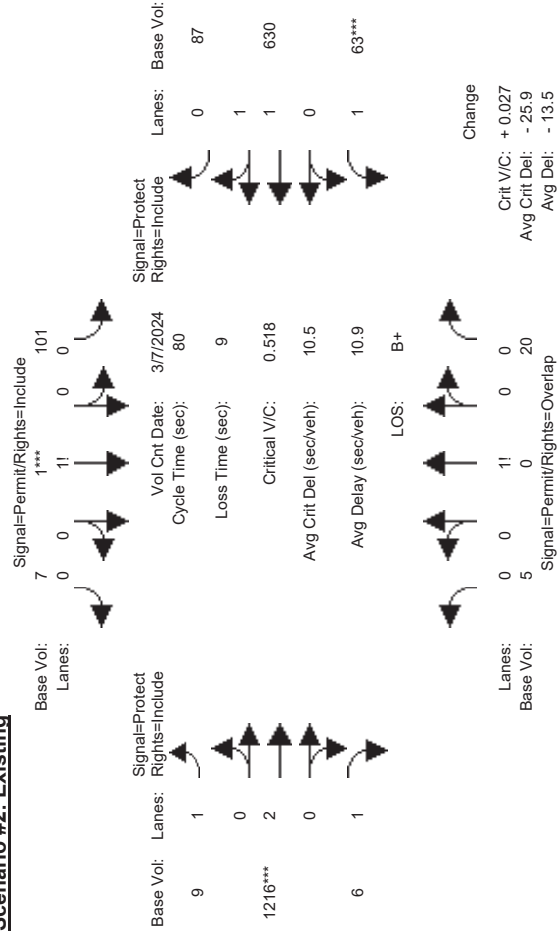
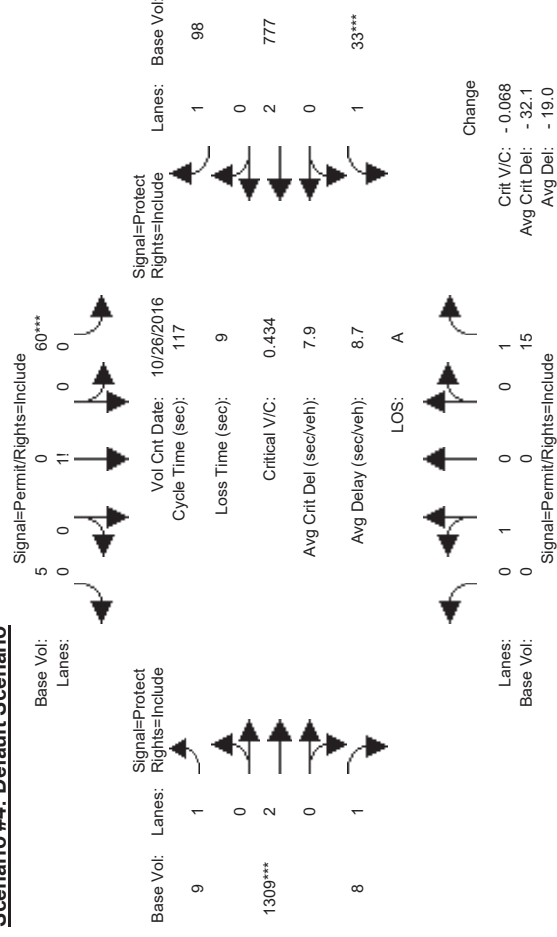


Scenario #4: Default Scenario



City of San Jose
Citywide Traffic Database
(updated December 1, 2016)
Detailed Scenario Comparison Report
2000 HCM Operations (Base Volume Alternative)

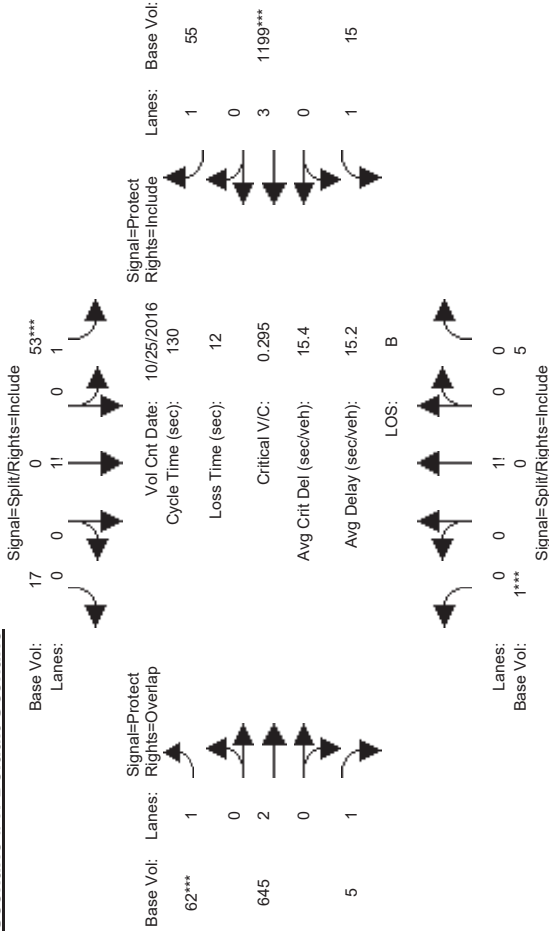
Intersection #10: LYLE/PROSPECT

Scenario #1: Default Scenario**Scenario #3: Default Scenario****Scenario #2: Existing****Scenario #4: Default Scenario**

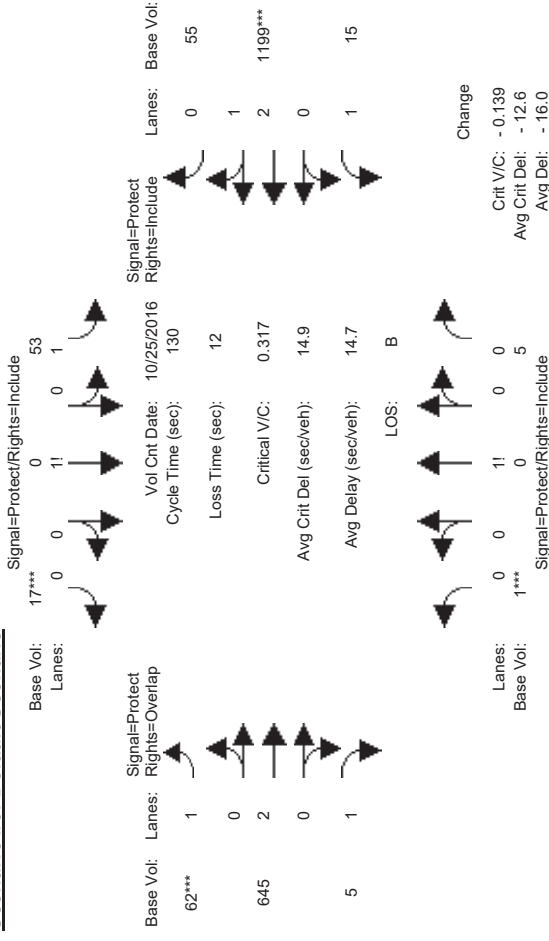
City of San Jose
Citywide Traffic Database
(updated December 1, 2016)
Detailed Scenario Comparison Report
2000 HCM Operations (Base Volume Alternative)

Intersection #12: PROSPECT/WESTGATE WEST

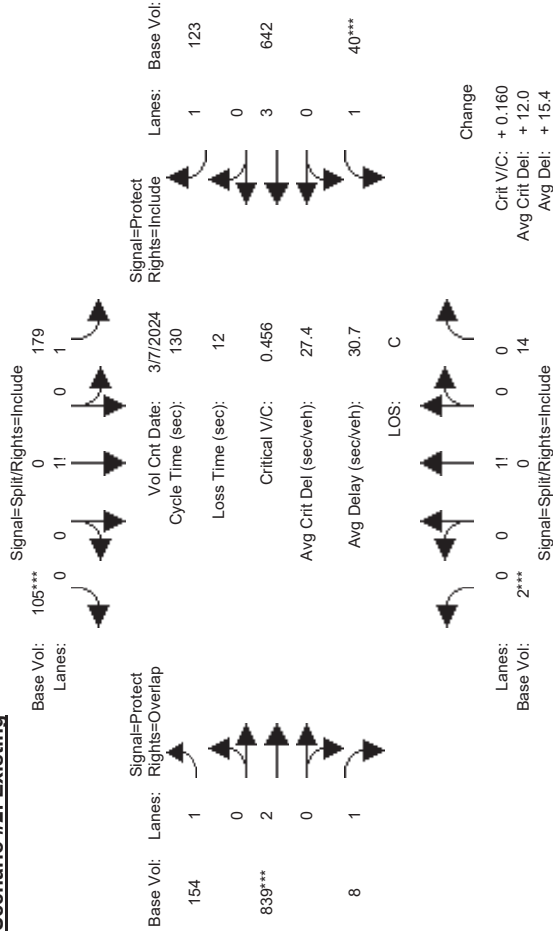
Scenario #1: Default Scenario



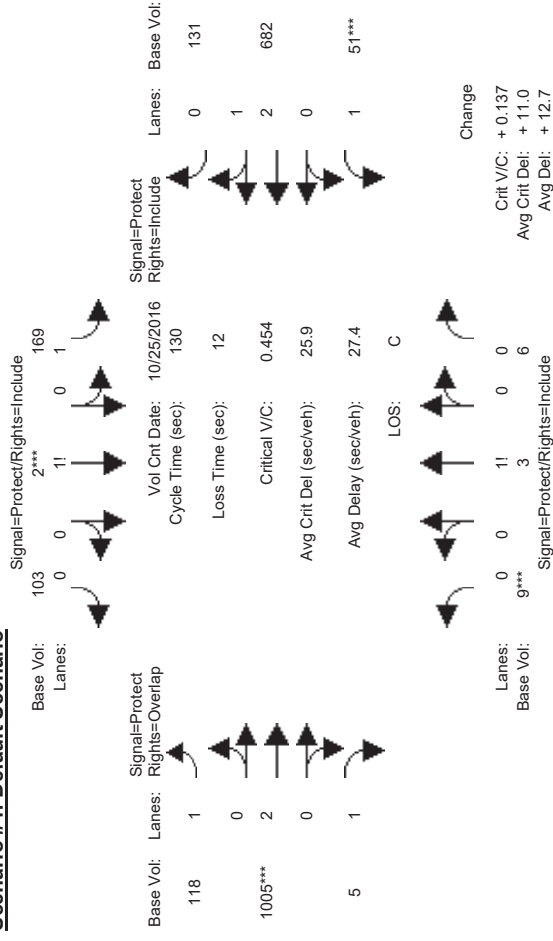
Scenario #3: Default Scenario



Scenario #2: Existing



Scenario #4: Default Scenario

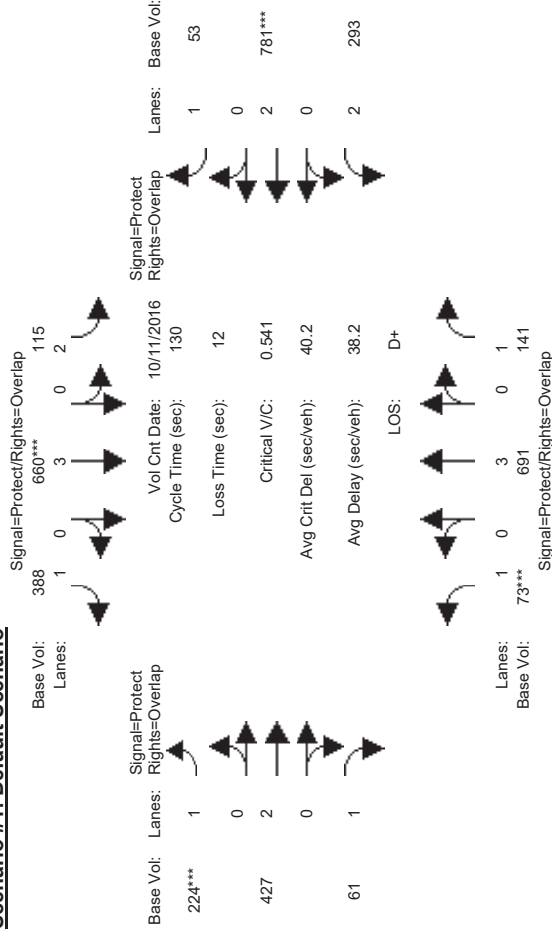


City of San Jose
Citywide Traffic Database
(updated December 1, 2016)

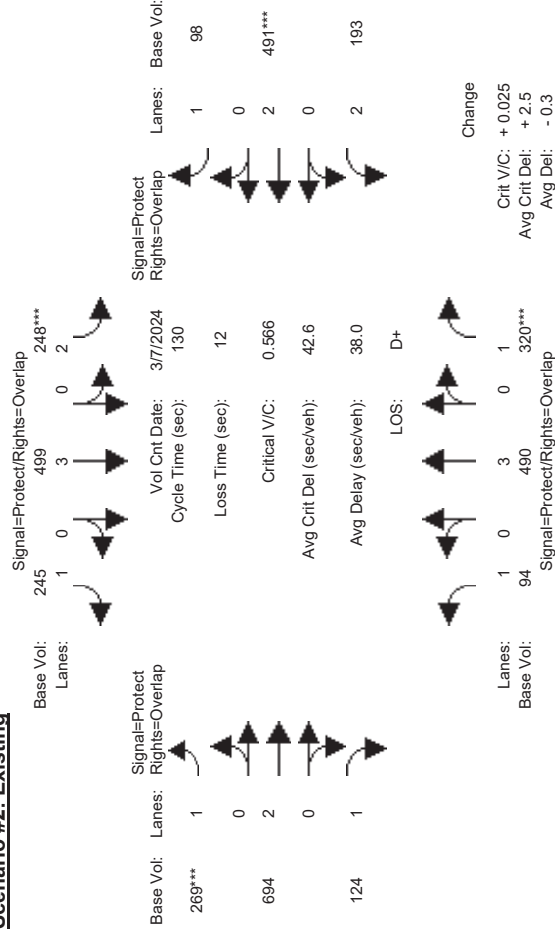
Detailed Scenario Comparison Report
2000 HCM Operations (Base Volume Alternative)

Intersection #13: CAMPBELL/SARATOGA

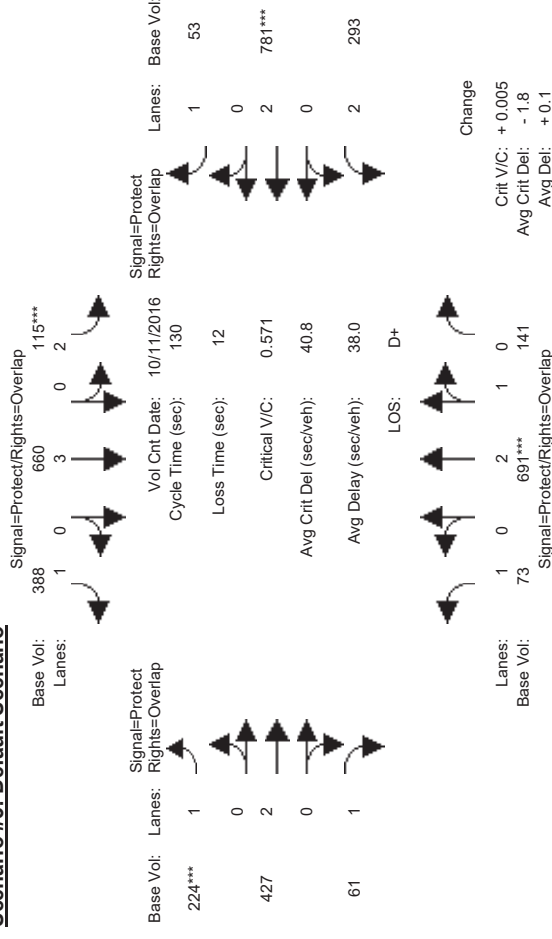
Scenario #1: Default Scenario



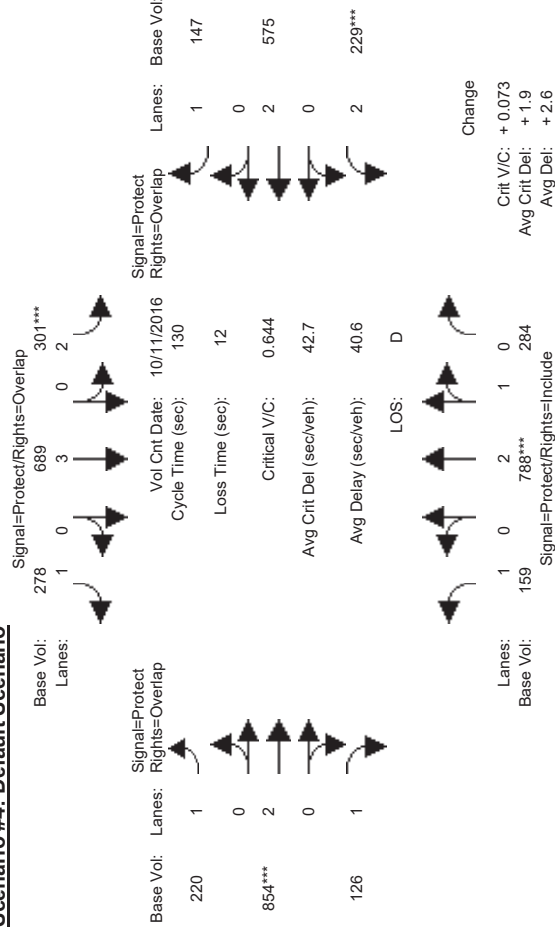
Scenario #2: Existing



Scenario #3: Default Scenario



Scenario #4: Default Scenario



Scenario #3: Default Scenario

Signal=Stop/Rights=Include									
Base Vol:	0	0	0	0	0	0	0	0	0
Lanes:									
									
Base Vol:	0	0	0	0	0	0	0	0	0
Lanes:	0	0	0	0	0	0	0	0	0
Signal=Uncontrol Rights=Include									
Lanes:	0	0	0	0	0	0	0	0	0
Vol Cnt Date:	n/a								
Cycle Time (sec):	100								
Loss Time (sec):	0								
Critical V/C:	0.000								
Avg Crit Del (sec/veh):	0.0								
Avg Delay (sec/veh):	0.0								
LOS:									
									
Base Vol:	0	0	0	0	0	0	0	0	0
Lanes:	0	0	0	0	0	0	0	0	0
Signal=Uncontrol Rights=Include									
Lanes:	0	0	0	0	0	0	0	0	0
Vol Cnt Date:	n/a								
Cycle Time (sec):	100								
Loss Time (sec):	0								
Critical V/C:	0.000								
Avg Crit Del (sec/veh):	0.0								
Avg Delay (sec/veh):	0.0								
LOS:									
									
Base Vol:	0	0	0	0	0	0	0	0	0
Lanes:	0	0	0	0	0	0	0	0	0
Signal=Uncontrol Rights=Include									
Lanes:	0	0	0	0	0	0	0	0	0
Vol Cnt Date:	n/a								
Cycle Time (sec):	100								
Loss Time (sec):	0								
Critical V/C:	0.000								
Avg Crit Del (sec/veh):	0.0								
Avg Delay (sec/veh):	0.0								
LOS:									
									
Base Vol:	0	0	0	0	0	0	0	0	0
Lanes:	0	0	0	0	0	0	0	0	0
Signal=Stop/Rights=Include									
Lanes:	0	0	0	0	0	0	0	0	0
Vol Cnt Date:	n/a								
Cycle Time (sec):	100								
Loss Time (sec):	0								
Critical V/C:	0.000								
Avg Crit Del (sec/veh):	0.0								
Avg Delay (sec/veh):	0.0								
LOS:									
									
Base Vol:	0	0	0	0	0	0	0	0	0
Lanes:	0	0	0	0	0	0	0	0	0
Signal=Stop/Rights=Include									
Lanes:	0	0	0	0	0	0	0	0	0
Vol Cnt Date:	n/a								
Cycle Time (sec):	100								
Loss Time (sec):	0								
Critical V/C:	0.000								
Avg Crit Del (sec/veh):	0.0								
Avg Delay (sec/veh):	0.0								
LOS:									
									
Base Vol:	0	0	0	0	0	0	0	0	0
Lanes:	0	0	0	0	0	0	0	0	0
Signal=Uncontrol Rights=Include									
Lanes:	0	0	0	0	0	0	0	0	0
Vol Cnt Date:	n/a								
Cycle Time (sec):	100								
Loss Time (sec):	0								
Critical V/C:	0.000								
Avg Crit Del (sec/veh):	0.0								
Avg Delay (sec/veh):	0.0								
LOS:									
									
Base Vol:	0	0	0	0	0	0	0	0	0
Lanes:	0	0	0	0	0	0	0	0	0
Signal=Uncontrol Rights=Include									
Lanes:	0	0	0	0	0	0	0	0	0
Vol Cnt Date:	n/a								
Cycle Time (sec):	100								
Loss Time (sec):	0								
Critical V/C:	0.000								
Avg Crit Del (sec/veh):	0.0								
Avg Delay (sec/veh):	0.0								
LOS:									
									
Base Vol:	0	0	0	0	0	0	0	0	0
Lanes:	0	0	0	0	0	0	0	0	0
Signal=Uncontrol Rights=Include									
Lanes:	0	0	0	0	0	0	0	0	0
Vol Cnt Date:	n/a								
Cycle Time (sec):	100								
Loss Time (sec):	0								
Critical V/C:	0.000								
Avg Crit Del (sec/veh):	0.0								
Avg Delay (sec/veh):	0.0								
LOS:									
									
Base Vol:	0	0	0	0	0	0	0	0	0
Lanes:	0	0	0	0	0	0	0	0	0
Signal=Uncontrol Rights=Include									
Lanes:	0	0	0	0	0	0	0	0	0
Vol Cnt Date:	n/a								
Cycle Time (sec):	100								
Loss Time (sec):	0								
Critical V/C:	0.000								
Avg Crit Del (sec/veh):	0.0								
Avg Delay (sec/veh):	0.0								
LOS:									
									
Base Vol:	0	0	0	0	0	0	0	0	0
Lanes:	0	0	0	0	0	0	0	0	0
Signal=Uncontrol Rights=Include									
Lanes:	0	0	0	0	0	0	0	0	0
Vol Cnt Date:	n/a								
Cycle Time (sec):	100								
Loss Time (sec):	0								
Critical V/C:	0.000								
Avg Crit Del (sec/veh):	0.0								
Avg Delay (sec/veh):	0.0								
LOS:									
									
Base Vol:	0	0	0	0	0	0	0	0	0
Lanes:	0	0	0	0	0	0	0	0	0
Signal=Uncontrol Rights=Include									
Lanes:	0	0	0	0	0</				

Scenario #4: Default Scenario

Signal=Stop/Rights=Include										Signal=Uncontrol Rights=Include										Base V	
Base Vol:		0		0		0		0		Base Vol:		n/a		0		0		Base V			
Lanes:		0		0		0		0		Lanes:		100		0		0		Base V			
																					
Vol Cnt Date:		n/a		0		0		0		Vol Cnt Date:		0		0		0		0			
Cycle Time (sec):		100		0		0		0		Cycle Time (sec):		0		0		0		0			
Loss Time (sec):		0		0		0		0		Loss Time (sec):		0		0		0		0			
Critical V/C:		0.000		0.000		0.000		0.000		Critical V/C:		0.000		0.000		0.000		0.000			
Avg Crit Del (sec/veh):		0.0		0.0		0.0		0.0		Avg Crit Del (sec/veh):		0.0		0.0		0.0		0.0			
Avg Delay (sec/veh):		0.0		0.0		0.0		0.0		Avg Delay (sec/veh):		0.0		0.0		0.0		0.0			
LOS:										LOS:											
Lanes:		0		0		0		0		Lanes:		0		0		0		0			
Base Vol:		0		0		0		0		Base Vol:		0		0		0		0			
																					
Change										Change											
Crit V/C: + 0.000										Crit V/C: + 0.000											
Avg Crit Del: + 0.0										Avg Crit Del: + 0.0											
Avg Del: + 0.0										Avg Del: + 0.0											

Intersection #24: Costco Access E/PROSPECT

Scenario #1: Default Scenario

Base Vol: 0		Signal=Stop/Rights=Include		Signal=Uncontrol Rights=Include		Base Vol: 0	
Lanes: 0		0 0 0 0		n/a		Lanes: 0	
Vol Cnt Date: 100		Cycle Time (sec): 0		Loss Time (sec): 0		Critical V/C: 0.000	
Avg Crit Del (sec/veh): 0.0		Avg Delay (sec/veh): 0.0		LOS:		Change	
Signal=Stop/Rights=Include		Lanes: 0 0 0 0		Crit V/C: -0.142		Avg Crit Del: -0.4	
				Avg Del: -0.4			

Scenario #2: Existing

Base Vol: 56		Signal=Stop/Rights=Include		Signal=Uncontrol Rights=Include		Base Vol: 47	
Lanes: 1		0 0 0 0		3/7/2024		Lanes: 0	
				Cycle Time (sec): 100		Loss Time (sec): 0	
				Critical V/C: 0.142		Avg Crit Del (sec/veh): 0.4	
934		2		0.4		Avg Delay (sec/veh): 0.4	
0		0		0.4		LOS: B	
				Signal=Stop/Rights=Ignore		Change	
Signal=Uncontrol Rights=Ignore		Lanes: 0		Crit V/C: +0.142		Avg Crit Del: +0.4	
				Avg Del: +0.4			

Scenario #3: Default Scenario

Base Vol: 0		Signal=Stop/Rights=Include		Signal=Uncontrol Rights=Include		Base Vol: 0	
Lanes: 0		0 0 0 0		n/a		Lanes: 0	
				100			
Vol Cnt Date: 0		Cycle Time (sec): 0		Loss Time (sec): 0		Critical V/C: 0.000	
Avg Crit Del (sec/veh): 0.0		Avg Delay (sec/veh): 0.0		LOS:		Change	
Signal=Stop/Rights=Include		Lanes: 0 0 0 0		Crit V/C: -0.142		Avg Crit Del: -0.4	
				Avg Del: -0.4			

Scenario #4: Default Scenario

Base Vol: 0		Signal=Stop/Rights=Include		Signal=Uncontrol Rights=Include		Base Vol: 0	
Lanes: 0		0 0 0 0		n/a		Lanes: 0	
				100			
Vol Cnt Date: 0		Cycle Time (sec): 0		Loss Time (sec): 0		Critical V/C: 0.000	
Avg Crit Del (sec/veh): 0.0		Avg Delay (sec/veh): 0.0		LOS:		Change	
Signal=Stop/Rights=Include		Lanes: 0 0 0 0		Crit V/C: +0.000		Avg Crit Del: +0.0	
				Avg Del: +0.0			

City of San Jose
Citywide Traffic Database
(updated December 1, 2016)
Detailed Scenario Comparison Report
2000 HCM Unsignalized (Base Volume Alternative)

Intersection #25: English Drive & Prospect Road

Scenario #1: Default Scenario

Signal=Uncontrol Rights=Include		Signal=Stop/Rights=Include	
Base Vol: Lanes:	0 0	Base Vol: Lanes:	0 0
Vol Cnt Date: Cycle Time (sec):	n/a 100	Vol Cnt Date: Cycle Time (sec):	n/a 100
Loss Time (sec):	0	Loss Time (sec):	0
Critical V/C:	0.000	Critical V/C:	0.000
Avg Crit Del (sec/veh):	0.0	Avg Crit Del (sec/veh):	0.0
Avg Delay (sec/veh):	0.0	Avg Delay (sec/veh):	0.0
LOS:		LOS:	
Change		Change	
Lanes:	0 0 0 0	Lanes:	0 0 0 0
Base Vol:	0 0 0 0	Base Vol:	0 0 0 0
Signal=Stop/Rights=Include		Signal=Stop/Rights=Include	

Scenario #3: Default Scenario

Signal=Uncontrol Rights=Include		Signal=Stop/Rights=Include	
Base Vol: Lanes:	0 0	Base Vol: Lanes:	0 0
Vol Cnt Date: Cycle Time (sec):	n/a 100	Vol Cnt Date: Cycle Time (sec):	n/a 100
Loss Time (sec):	0	Loss Time (sec):	0
Critical V/C:	0.000	Critical V/C:	0.000
Avg Crit Del (sec/veh):	0.0	Avg Crit Del (sec/veh):	0.0
Avg Delay (sec/veh):	0.0	Avg Delay (sec/veh):	0.0
LOS:		LOS:	
Change		Change	
Lanes:	0 0 0 0	Lanes:	0 0 0 0
Base Vol:	0 0 0 0	Base Vol:	0 0 0 0
Signal=Stop/Rights=Include		Signal=Stop/Rights=Include	

Scenario #2: Existing

Signal=Uncontrol Rights=Include		Signal=Stop/Rights=Include	
Base Vol: Lanes:	22 0	Base Vol: Lanes:	13 0
Vol Cnt Date: Cycle Time (sec):	3/7/2024 100	Vol Cnt Date: Cycle Time (sec):	3/7/2024 100
Loss Time (sec):	0	Loss Time (sec):	0
Critical V/C:	0.102	Critical V/C:	0.102
Avg Crit Del (sec/veh):	0.7	Avg Crit Del (sec/veh):	0.7
Avg Delay (sec/veh):	0.7	Avg Delay (sec/veh):	0.7
LOS:		LOS:	
Change		Change	
Lanes:	0 0 1 0	Lanes:	0 0 1 0
Base Vol:	2 0 0 0	Base Vol:	2 0 0 0
Signal=Stop/Rights=Include		Signal=Stop/Rights=Include	

Scenario #4: Default Scenario

Signal=Uncontrol Rights=Include		Signal=Stop/Rights=Include	
Base Vol: Lanes:	0 0	Base Vol: Lanes:	0 0
Vol Cnt Date: Cycle Time (sec):	n/a 100	Vol Cnt Date: Cycle Time (sec):	n/a 100
Loss Time (sec):	0	Loss Time (sec):	0
Critical V/C:	0.000	Critical V/C:	0.000
Avg Crit Del (sec/veh):	0.0	Avg Crit Del (sec/veh):	0.0
Avg Delay (sec/veh):	0.0	Avg Delay (sec/veh):	0.0
LOS:		LOS:	
Change		Change	
Lanes:	0 0 0 0	Lanes:	0 0 0 0
Base Vol:	0 0 0 0	Base Vol:	0 0 0 0
Signal=Stop/Rights=Include		Signal=Stop/Rights=Include	

City of San Jose
Citywide Traffic Database
(updated December 1, 2016)
Detailed Scenario Comparison Report
2000 HCM Unsignalized (Base Volume Alternative)

Intersection #26: Prospect High Dwy & Prospect Road

Scenario #1: Default Scenario

Signal=Uncontrol Rights=Include		Signal=Stop/Rights=Include	
Base Vol: Lanes:	0 0	Base Vol: Lanes:	0 0
Signal=Uncontrol Rights=Include	↔	Signal=Stop/Rights=Include	↔
Base Vol: 0	0	Vol Cnt Date: n/a	n/a
0	0	Cycle Time (sec): 100	100
0	0	Loss Time (sec): 0	0
0	0	Critical V/C: 0.000	0.000
0	0	Avg Crit Del (sec/veh): 0.0	0.0
0	0	Avg Delay (sec/veh): 0.0	0.0
LOS:		LOS:	
↔	↔	↔	↔
Lanes: 0	0	Lanes: 0	0
Base Vol: 0	0	Base Vol: 0	0
Signal=Stop/Rights=Include		Signal=Stop/Rights=Include	
↔	↔	↔	↔
Change		Change	
		Crit V/C: + 0.137	- 0.137
		Avg Crit Del: + 0.3	- 0.3
		Avg Del: + 0.3	- 0.3

Scenario #2: Existing

Signal=Uncontrol Rights=Include		Signal=Stop/Rights=Include	
Base Vol: Lanes:	0 0	Base Vol: Lanes:	0 0
Signal=Uncontrol Rights=Include	↔	Signal=Stop/Rights=Include	↔
Base Vol: 0	0	Vol Cnt Date: 3/7/2024	3/7/2024
1356	1	Cycle Time (sec): 100	100
0	0	Loss Time (sec): 0	0
0	0	Critical V/C: 0.137	0.137
0	0	Avg Crit Del (sec/veh): 0.3	0.3
0	0	Avg Delay (sec/veh): 0.3	0.3
LOS: C		LOS: C	
↔	↔	↔	↔
Lanes: 0	0	Lanes: 0	0
Base Vol: 0	0	Base Vol: 0	0
Signal=Stop/Rights=Include		Signal=Stop/Rights=Include	
↔	↔	↔	↔
Change		Change	
		Crit V/C: + 0.137	- 0.137
		Avg Crit Del: + 0.3	- 0.3
		Avg Del: + 0.3	- 0.3

Scenario #3: Default Scenario

Signal=Uncontrol Rights=Include		Signal=Stop/Rights=Include	
Base Vol: Lanes:	0 0	Base Vol: Lanes:	0 0
Signal=Uncontrol Rights=Include	↔	Signal=Stop/Rights=Include	↔
Base Vol: 0	0	Vol Cnt Date: n/a	n/a
0	0	Cycle Time (sec): 100	100
0	0	Loss Time (sec): 0	0
0	0	Critical V/C: 0.000	0.000
0	0	Avg Crit Del (sec/veh): 0.0	0.0
0	0	Avg Delay (sec/veh): 0.0	0.0
LOS:		LOS:	
↔	↔	↔	↔
Lanes: 0	0	Lanes: 0	0
Base Vol: 0	0	Base Vol: 0	0
Signal=Stop/Rights=Include		Signal=Stop/Rights=Include	
↔	↔	↔	↔
Change		Change	
		Crit V/C: - 0.137	+ 0.137
		Avg Crit Del: - 0.3	+ 0.3
		Avg Del: - 0.3	+ 0.3

Scenario #4: Default Scenario

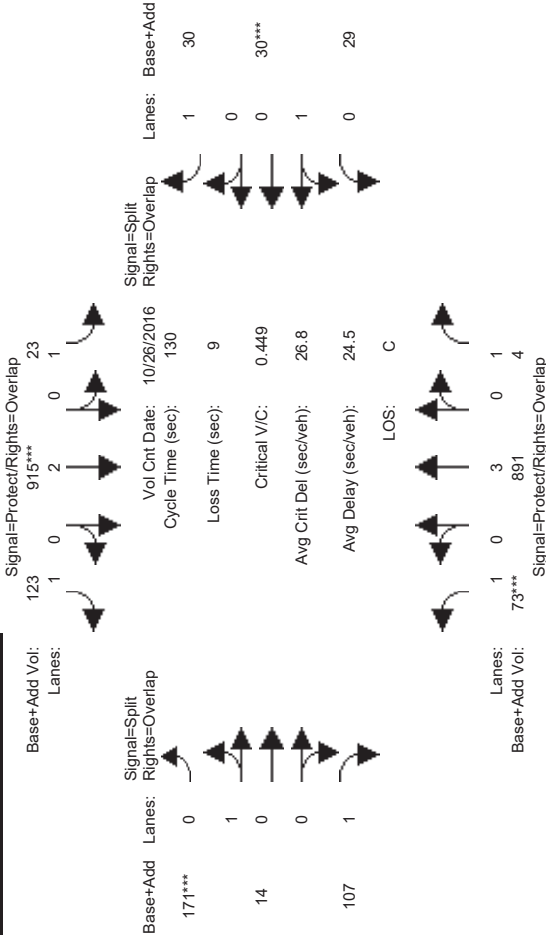
Signal=Uncontrol Rights=Include		Signal=Stop/Rights=Include	
Base Vol: Lanes:	0 0	Base Vol: Lanes:	0 0
Signal=Uncontrol Rights=Include	↔	Signal=Stop/Rights=Include	↔
Base Vol: 0	0	Vol Cnt Date: n/a	n/a
0	0	Cycle Time (sec): 100	100
0	0	Loss Time (sec): 0	0
0	0	Critical V/C: 0.000	0.000
0	0	Avg Crit Del (sec/veh): 0.0	0.0
0	0	Avg Delay (sec/veh): 0.0	0.0
LOS:		LOS:	
↔	↔	↔	↔
Lanes: 0	0	Lanes: 0	0
Base Vol: 0	0	Base Vol: 0	0
Signal=Stop/Rights=Include		Signal=Stop/Rights=Include	
↔	↔	↔	↔
Change		Change	
		Crit V/C: + 0.000	- 0.000
		Avg Crit Del: + 0.0	- 0.0
		Avg Del: + 0.0	- 0.0

City of San Jose
Citywide Traffic Database
(updated December 1, 2016)

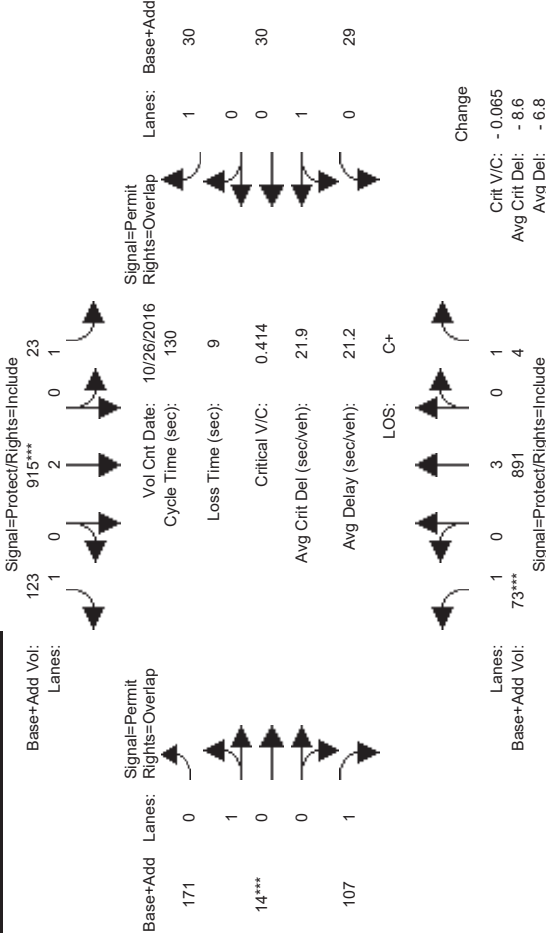
Detailed Scenario Comparison Report
2000 HCM Operations (Base+Add Volume Alternative)

Intersection #6: GRAVES/SARATOGA

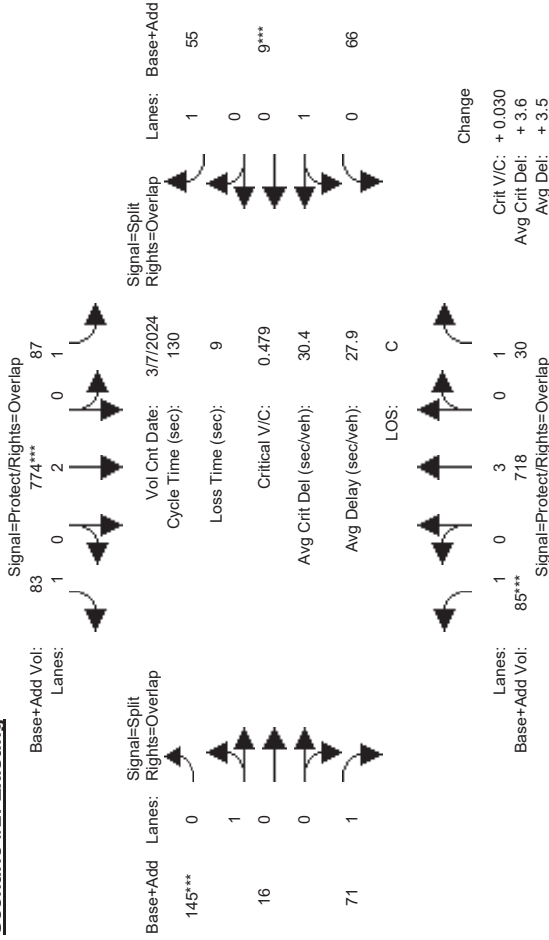
Scenario #1: Default Scenario



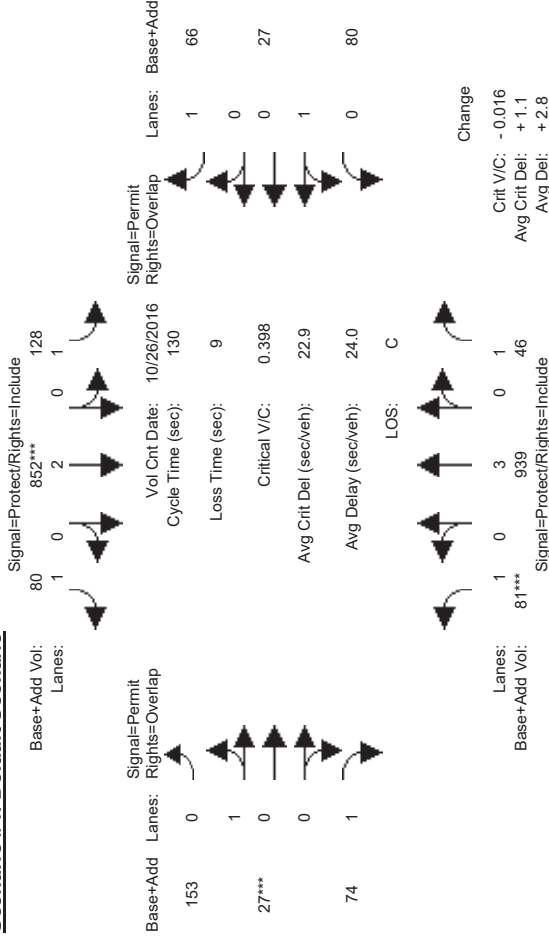
Scenario #3: Default Scenario



Scenario #2: Existing



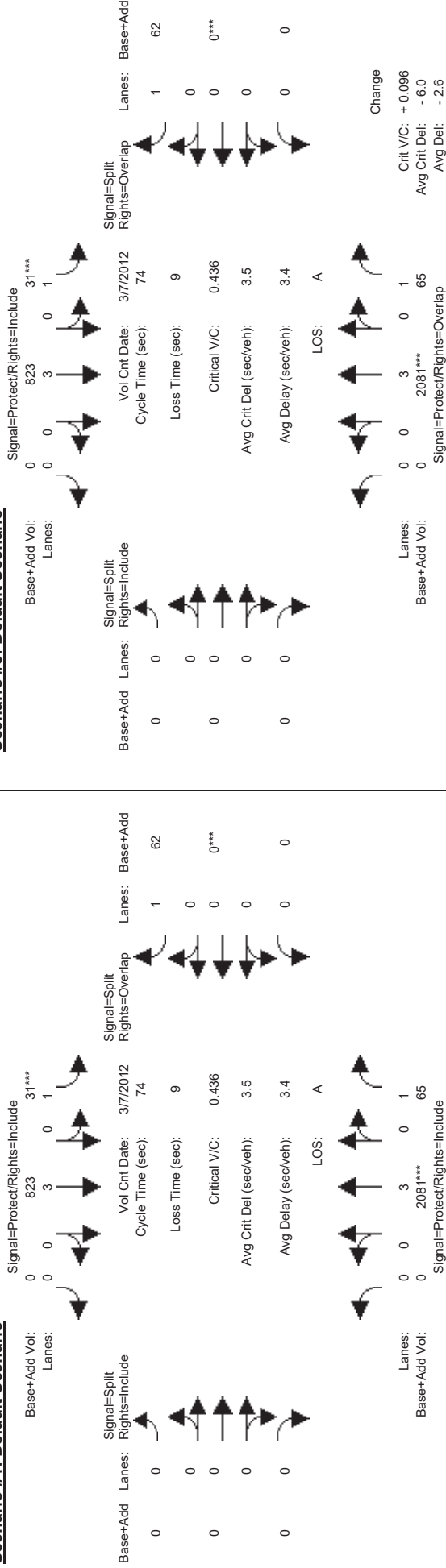
Scenario #4: Default Scenario



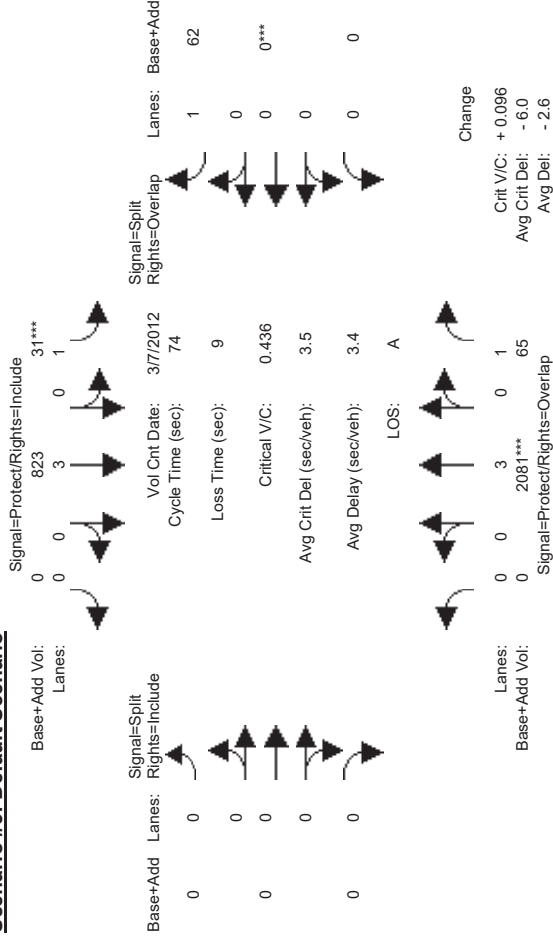
City of San Jose
Citywide Traffic Database
(updated December 1, 2016)
Detailed Scenario Comparison Report
2000 HCM Operations (Base+Add Volume Alternative)

Intersection #7: LAWRENCE/WESTGATE

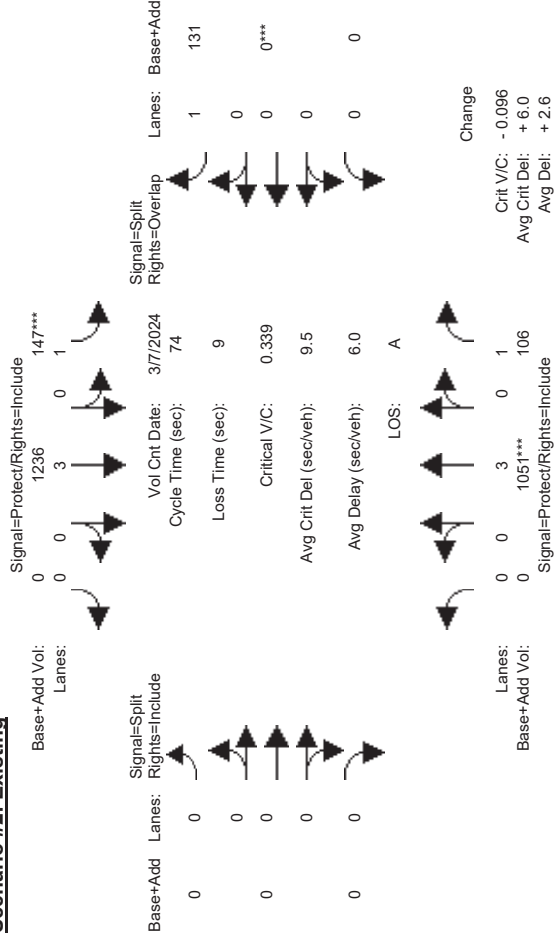
Scenario #1: Default Scenario



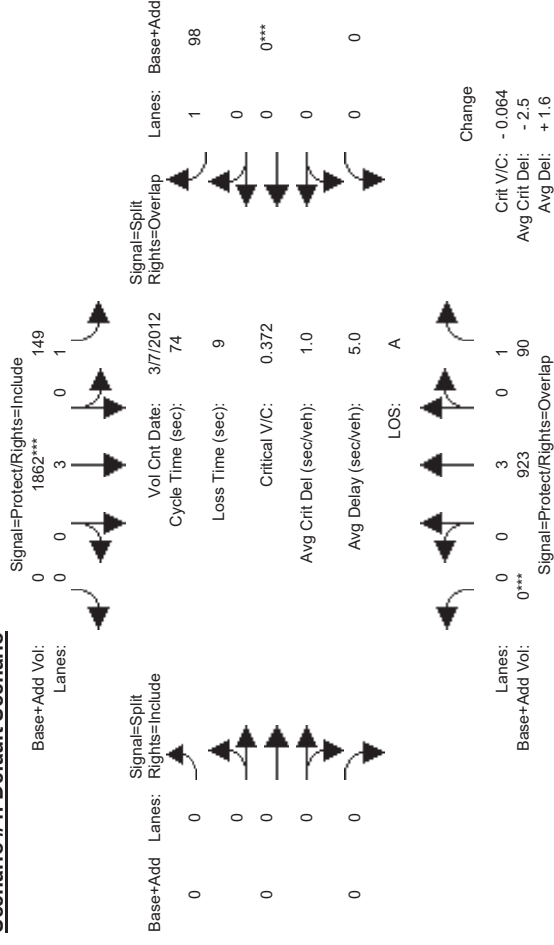
Scenario #3: Default Scenario

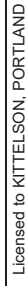


Scenario #2: Existing



Scenario #4: Default Scenario



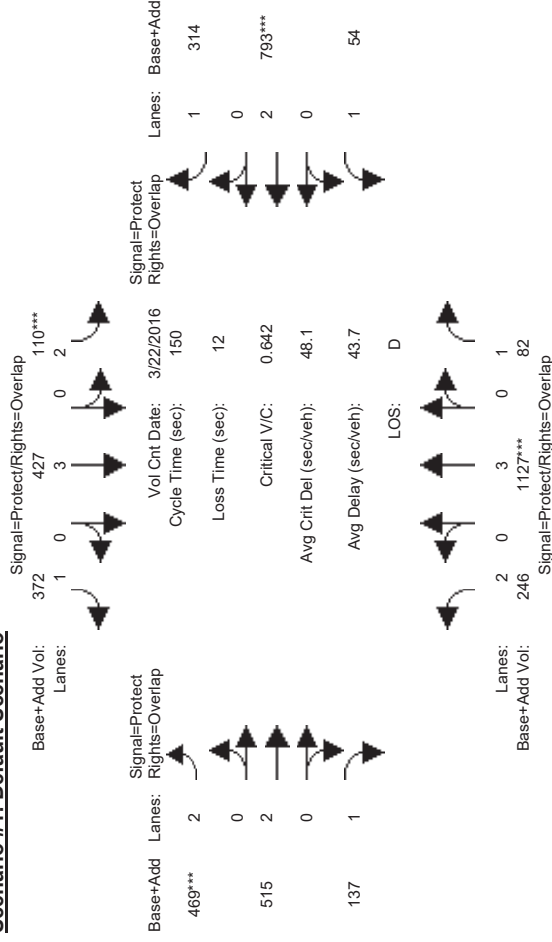


City of San Jose
Citywide Traffic Database
(updated December 1, 2016)

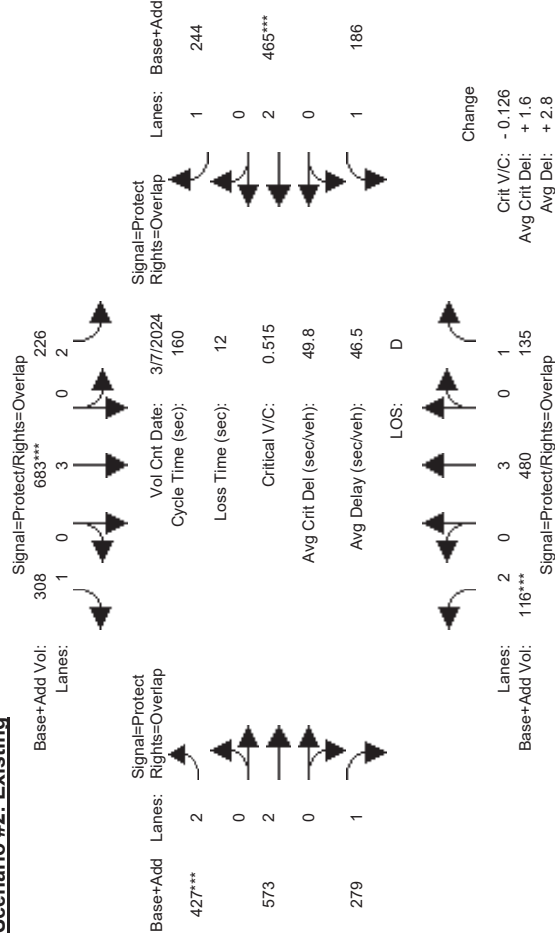
Detailed Scenario Comparison Report
2000 HCM Operations (Base+Add Volume Alternative)

Intersection #11: LAWRENCE/PROSPECT

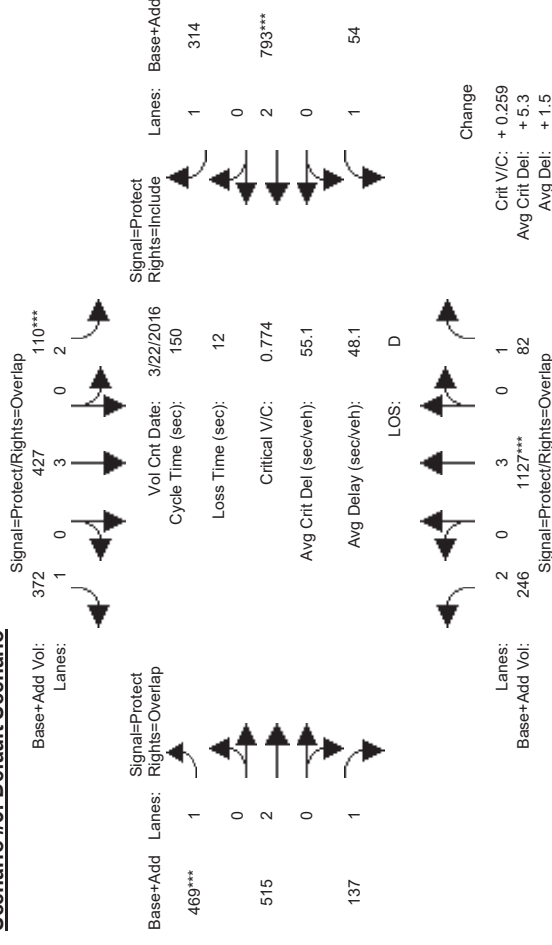
Scenario #1: Default Scenario



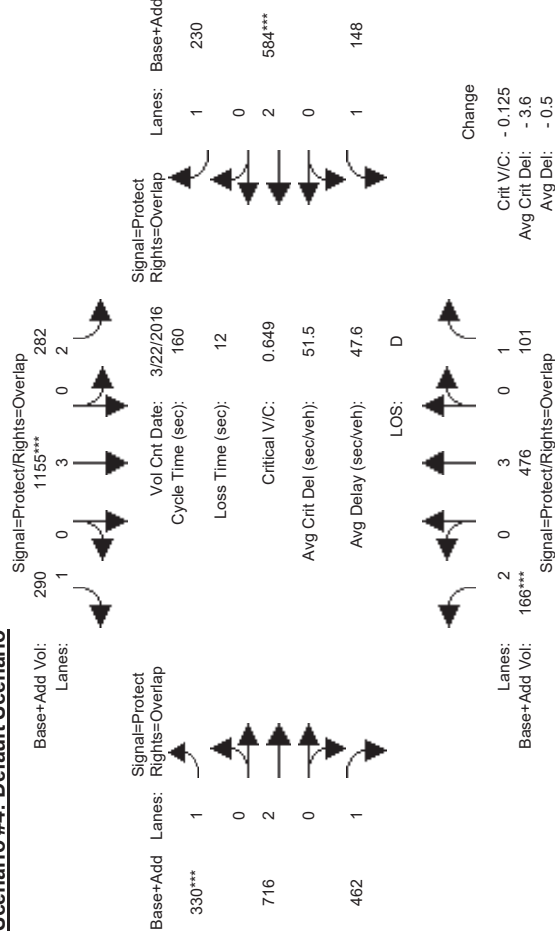
Scenario #2: Existing



Scenario #3: Default Scenario



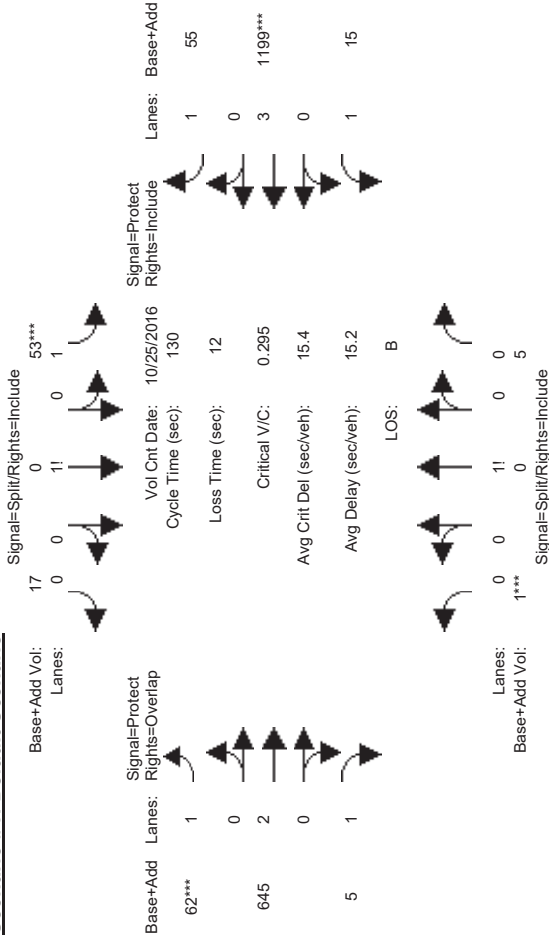
Scenario #4: Default Scenario



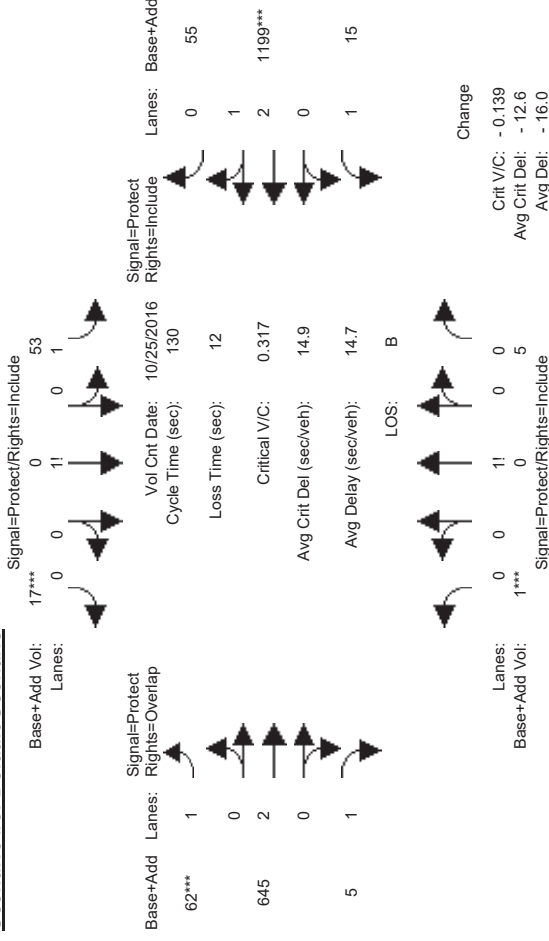
City of San Jose
Citywide Traffic Database
(updated December 1, 2016)
Detailed Scenario Comparison Report
2000 HCM Operations (Base+Add Volume Alternative)

Intersection #12: PROSPECT/WESTGATE WEST

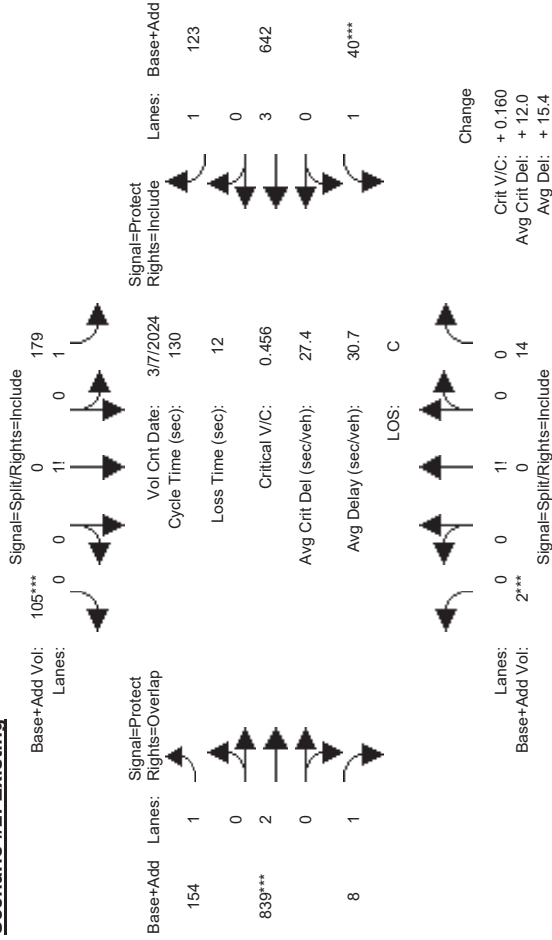
Scenario #1: Default Scenario



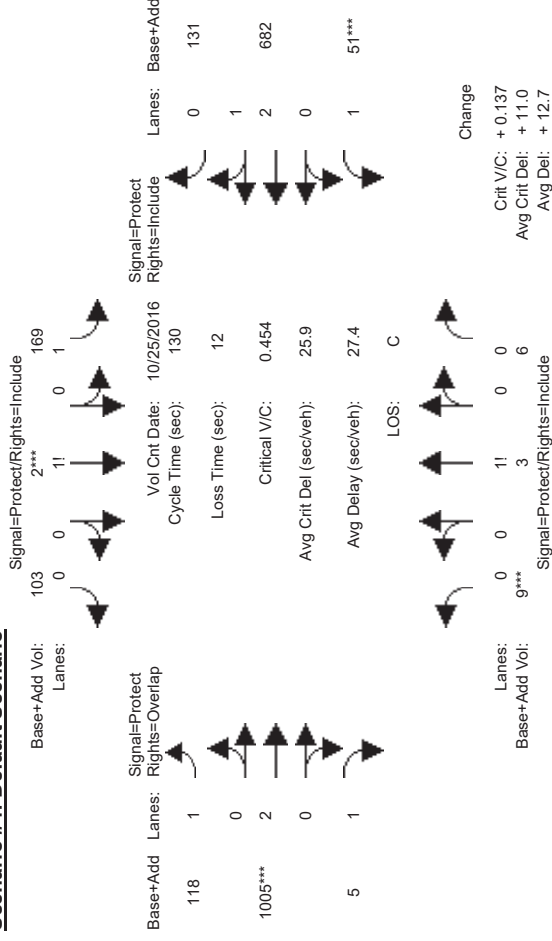
Scenario #3: Default Scenario



Scenario #2: Existing



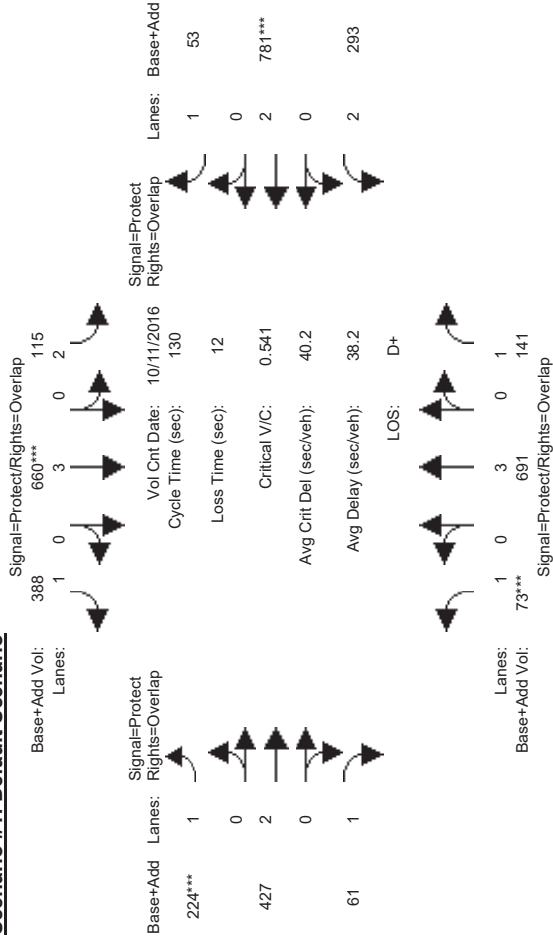
Scenario #4: Default Scenario



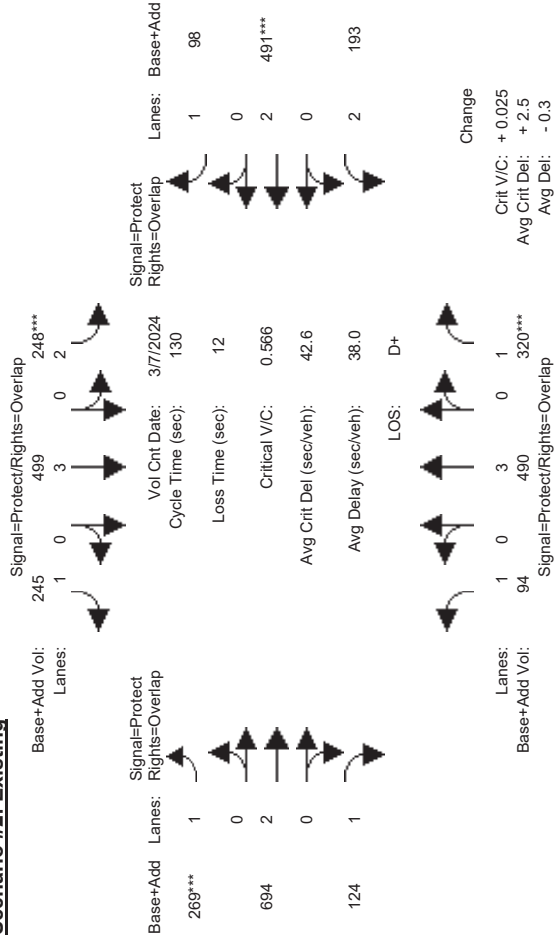
City of San Jose
Citywide Traffic Database
(updated December 1, 2016)
Detailed Scenario Comparison Report
2000 HCM Operations (Base+Add Volume Alternative)

Intersection #13: CAMPBELL/SARATOGA

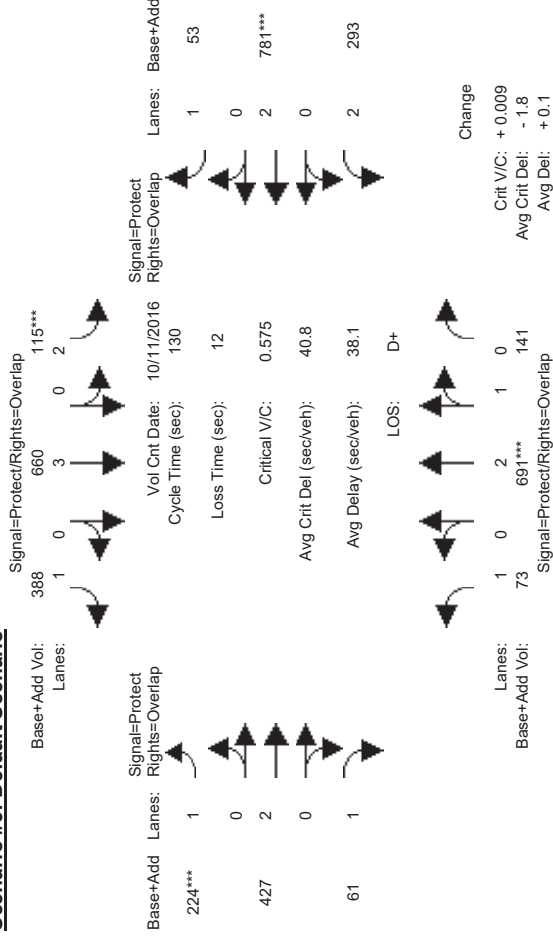
Scenario #1: Default Scenario



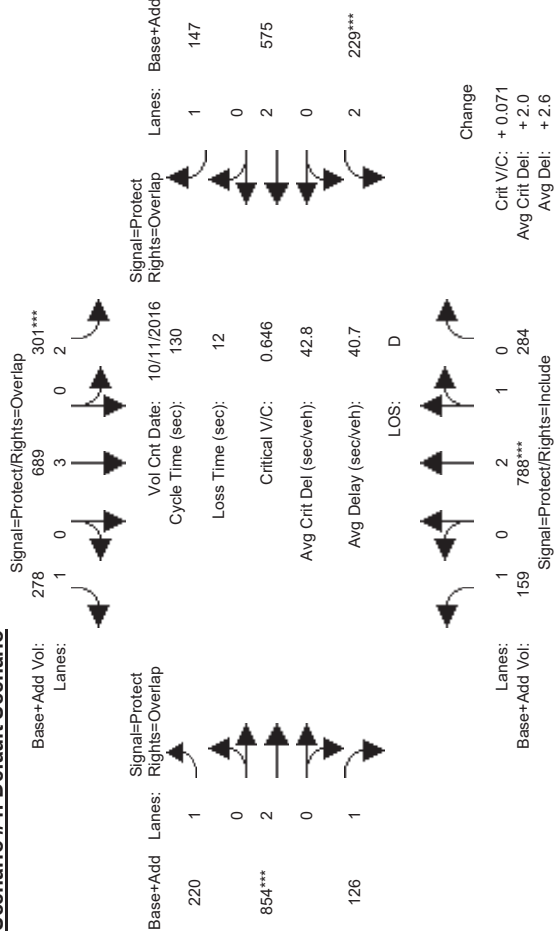
Scenario #2: Existing



Scenario #3: Default Scenario



Scenario #4: Default Scenario

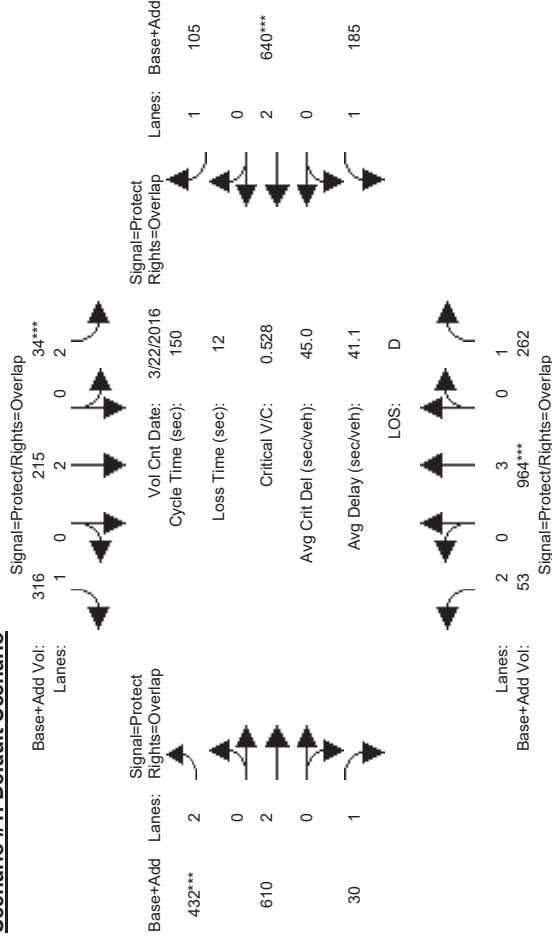


City of San Jose
Citywide Traffic Database
(updated December 1, 2016)

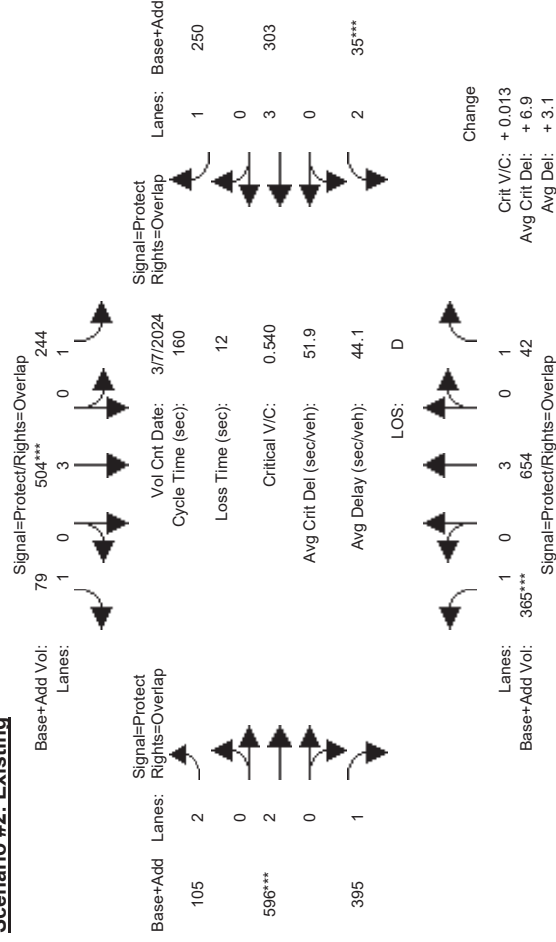
Detailed Scenario Comparison Report
2000 HCM Operations (Base+Add Volume Alternative)

Intersection #17: SARATOGA/LAWRENCE

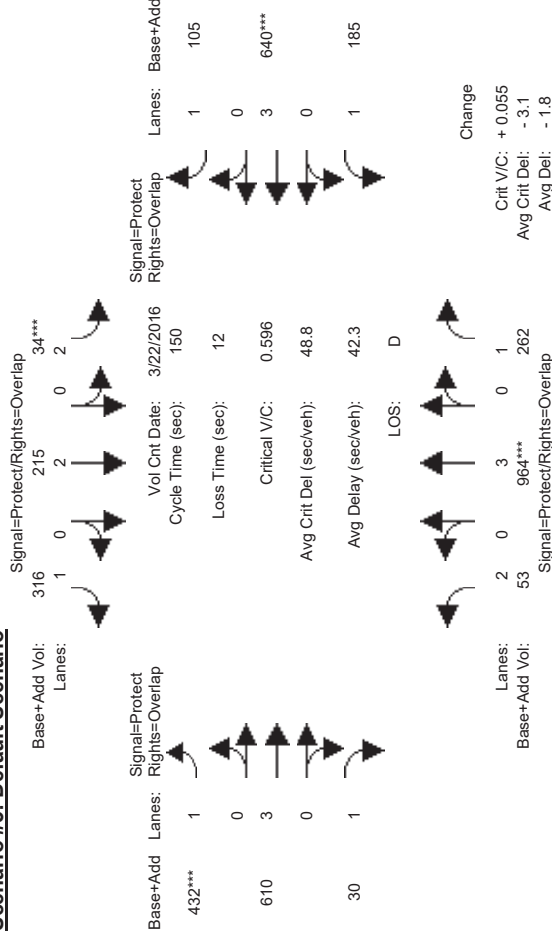
Scenario #1: Default Scenario



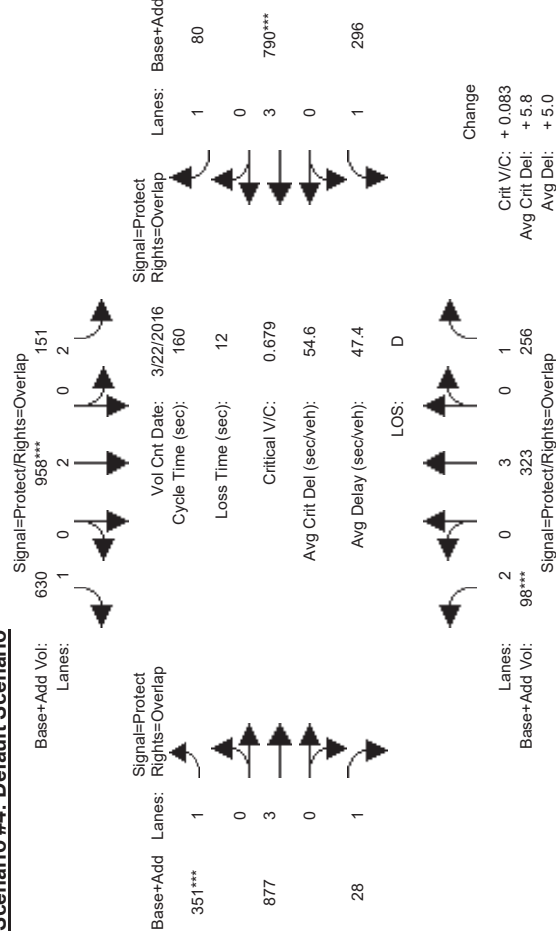
Scenario #2: Existing



Scenario #3: Default Scenario



Scenario #4: Default Scenario



City of San Jose
Citywide Traffic Database
(updated December 1, 2016)
Detailed Scenario Comparison Report
2000 HCM Unsignalized (Base+Add Volume Alternative)

Intersection #23: Costco Access D/PROSPECT

Scenario #1: Default Scenario

Base+Add		Signal=Uncontrol Rights=Include		Signal=Stop/Rights=Include		Signal=Uncontrol Rights=Include		Lanes: Base+Add	
0	0	0	0	0	0	0	0	0	0
Lanes:		Lanes:		Lanes:		Lanes:		Lanes:	
0	0	0	0	0	0	0	0	0	0
Vol Cnt Date:		Vol Cnt Date:		Vol Cnt Date:		Vol Cnt Date:		Vol Cnt Date:	
Cycle Time (sec):		Cycle Time (sec):		Cycle Time (sec):		Cycle Time (sec):		Cycle Time (sec):	
Loss Time (sec):		Loss Time (sec):		Loss Time (sec):		Loss Time (sec):		Loss Time (sec):	
Critical V/C:		Critical V/C:		Critical V/C:		Critical V/C:		Critical V/C:	
Avg Crit Del (sec/veh):		Avg Crit Del (sec/veh):		Avg Crit Del (sec/veh):		Avg Crit Del (sec/veh):		Avg Crit Del (sec/veh):	
Avg Delay (sec/veh):		Avg Delay (sec/veh):		Avg Delay (sec/veh):		Avg Delay (sec/veh):		Avg Delay (sec/veh):	
LOS:		LOS:		LOS:		LOS:		LOS:	
Signal=Stop/Rights=Include		Signal=Stop/Rights=Include		Signal=Stop/Rights=Include		Signal=Stop/Rights=Include		Signal=Stop/Rights=Include	
0	0	0	0	0	0	0	0	0	0
Lanes:		Lanes:		Lanes:		Lanes:		Lanes:	
0	0	0	0	0	0	0	0	0	0
Base+Add Vol:		Base+Add Vol:		Base+Add Vol:		Base+Add Vol:		Base+Add Vol:	
Change		Change		Change		Change		Change	
Crit V/C: -0.119		Crit V/C: -0.119		Crit V/C: -0.119		Crit V/C: -0.119		Crit V/C: -0.119	
Avg Crit Del: -0.4		Avg Crit Del: -0.4		Avg Crit Del: -0.4		Avg Crit Del: -0.4		Avg Crit Del: -0.4	
Avg Del: -0.4		Avg Del: -0.4		Avg Del: -0.4		Avg Del: -0.4		Avg Del: -0.4	

Scenario #2: Existing

Base+Add		Signal=Uncontrol Rights=Ignore		Signal=Stop/Rights=Include		Signal=Uncontrol Rights=Include		Lanes: Base+Add	
0	0	0	0	69	0	0	0	0	0
Lanes:		Lanes:		Lanes:		Lanes:		Lanes:	
0	0	0	0	1	0	0	0	0	0
Vol Cnt Date:		Vol Cnt Date:		Vol Cnt Date:		Vol Cnt Date:		Vol Cnt Date:	
Cycle Time (sec):		Cycle Time (sec):		Cycle Time (sec):		Cycle Time (sec):		Cycle Time (sec):	
Loss Time (sec):		Loss Time (sec):		Loss Time (sec):		Loss Time (sec):		Loss Time (sec):	
Critical V/C:		Critical V/C:		Critical V/C:		Critical V/C:		Critical V/C:	
Avg Crit Del (sec/veh):		Avg Crit Del (sec/veh):		Avg Crit Del (sec/veh):		Avg Crit Del (sec/veh):		Avg Crit Del (sec/veh):	
Avg Delay (sec/veh):		Avg Delay (sec/veh):		Avg Delay (sec/veh):		Avg Delay (sec/veh):		Avg Delay (sec/veh):	
LOS:		LOS:		LOS:		LOS:		LOS:	
Signal=Stop/Rights=Ignore		Signal=Stop/Rights=Ignore		Signal=Stop/Rights=Ignore		Signal=Stop/Rights=Ignore		Signal=Stop/Rights=Ignore	
0	0	0	0	0	0	0	0	0	0
Lanes:		Lanes:		Lanes:		Lanes:		Lanes:	
0	0	0	0	0	0	0	0	0	0
Base+Add Vol:		Base+Add Vol:		Base+Add Vol:		Base+Add Vol:		Base+Add Vol:	
Change		Change		Change		Change		Change	
Crit V/C: +0.119		Crit V/C: +0.119		Crit V/C: +0.119		Crit V/C: +0.119		Crit V/C: +0.119	
Avg Crit Del: +0.4		Avg Crit Del: +0.4		Avg Crit Del: +0.4		Avg Crit Del: +0.4		Avg Crit Del: +0.4	
Avg Del: +0.4		Avg Del: +0.4		Avg Del: +0.4		Avg Del: +0.4		Avg Del: +0.4	

Scenario #3: Default Scenario

Base+Add		Signal=Uncontrol Rights=Include		Signal=Stop/Rights=Include		Signal=Uncontrol Rights=Include		Lanes: Base+Add	
0	0	0	0	0	0	0	0	0	0
Lanes:		Lanes:		Lanes:		Lanes:		Lanes:	
0	0	0	0	0	0	0	0	0	0
Vol Cnt Date:		Vol Cnt Date:		Vol Cnt Date:		Vol Cnt Date:		Vol Cnt Date:	
Cycle Time (sec):		Cycle Time (sec):		Cycle Time (sec):		Cycle Time (sec):		Cycle Time (sec):	
Loss Time (sec):		Loss Time (sec):		Loss Time (sec):		Loss Time (sec):		Loss Time (sec):	
Critical V/C:		Critical V/C:		Critical V/C:		Critical V/C:		Critical V/C:	
Avg Crit Del (sec/veh):		Avg Crit Del (sec/veh):		Avg Crit Del (sec/veh):		Avg Crit Del (sec/veh):		Avg Crit Del (sec/veh):	
Avg Delay (sec/veh):		Avg Delay (sec/veh):		Avg Delay (sec/veh):		Avg Delay (sec/veh):		Avg Delay (sec/veh):	
LOS:		LOS:		LOS:		LOS:		LOS:	
Signal=Stop/Rights=Include		Signal=Stop/Rights=Include		Signal=Stop/Rights=Include		Signal=Stop/Rights=Include		Signal=Stop/Rights=Include	
0	0	0	0	0	0	0	0	0	0
Lanes:		Lanes:		Lanes:		Lanes:		Lanes:	
0	0	0	0	0	0	0	0	0	0
Base+Add Vol:		Base+Add Vol:		Base+Add Vol:		Base+Add Vol:		Base+Add Vol:	
Change		Change		Change		Change		Change	
Crit V/C: -0.119		Crit V/C: -0.119		Crit V/C: -0.119		Crit V/C: -0.119		Crit V/C: -0.119	
Avg Crit Del: -0.4		Avg Crit Del: -0.4		Avg Crit Del: -0.4		Avg Crit Del: -0.4		Avg Crit Del: -0.4	
Avg Del: -0.4		Avg Del: -0.4		Avg Del: -0.4		Avg Del: -0.4		Avg Del: -0.4	

Scenario #4: Default Scenario

Base+Add		Signal=Uncontrol Rights=Include		Signal=Stop/Rights=Include		Signal=Uncontrol Rights=Include		Lanes: Base+Add	
0	0	0	0	0	0	0	0	0	0
Lanes:		Lanes:		Lanes:		Lanes:		Lanes:	
0	0	0	0	0	0	0	0	0	0
Vol Cnt Date:		Vol Cnt Date:		Vol Cnt Date:		Vol Cnt Date:		Vol Cnt Date:	
Cycle Time (sec):		Cycle Time (sec):		Cycle Time (sec):		Cycle Time (sec):		Cycle Time (sec):	
Loss Time (sec):		Loss Time (sec):		Loss Time (sec):		Loss Time (sec):		Loss Time (sec):	
Critical V/C:		Critical V/C:		Critical V/C:		Critical V/C:		Critical V/C:	
Avg Crit Del (sec/veh):		Avg Crit Del (sec/veh):		Avg Crit Del (sec/veh):		Avg Crit Del (sec/veh):		Avg Crit Del (sec/veh):	
Avg Delay (sec/veh):		Avg Delay (sec/veh):		Avg Delay (sec/veh):		Avg Delay (sec/veh):		Avg Delay (sec/veh):	
LOS:		LOS:		LOS:		LOS:		LOS:	
Signal=Stop/Rights=Include		Signal=Stop/Rights=Include		Signal=Stop/Rights=Include		Signal=Stop/Rights=Include		Signal=Stop/Rights=Include	
0	0	0	0	0	0	0	0	0	0
Lanes:		Lanes:		Lanes:		Lanes:		Lanes:	
0	0	0	0	0	0	0	0	0	0
Base+Add Vol:		Base+Add Vol:		Base+Add Vol:		Base+Add Vol:		Base+Add Vol:	
Change		Change		Change		Change		Change	
Crit V/C: +0.000		Crit V/C: +0.000		Crit V/C: +0.000		Crit V/C: +0.000		Crit V/C: +0.000	
Avg Crit Del: +0.0		Avg Crit Del: +0.0		Avg Crit Del: +0.0		Avg Crit Del: +0.0		Avg Crit Del: +0.0	
Avg Del: +0.0		Avg Del: +0.0		Avg Del: +0.0		Avg Del: +0.0		Avg Del: +0.0	

City of San Jose
Citywide Traffic Database
(updated December 1, 2016)

Detailed Scenario Comparison Report
2000 HCM Unsignalized (Base+Add Volume Alternative)

Intersection #24: Costco Access E/PROSPECT

Scenario #1: Default Scenario

[illegible]

Scenario #2: Existing

Base+Add Vol:		Signal=Uncontrol Rights=Ignore		Signal=Stop/Right=Include		Base+Add Vol:		Signal=Uncontrol Rights=Include		Base+Add	
Lanes:											
56	0	1	0	0	0	0	0	0	0	0	47
		Vol Cnt Date: 3/7/2024		Cycle Time (sec): 100				Signal=Uncontrol Rights=Include		Lanes: Base+Add	
		Loss Time (sec): 0		Critical V/C: 0.142							
		Avg Crit Del (sec/veh): 0.4		Avg Delay (sec/veh): 0.4							
		LOS: B									
		Change									
		Lanes: + 0.142									
		Base+Add Vol: + 0.4									
		Signal=Stop/Right=Ignore									
		Avg Del: + 0.4									

Scenario #3: Default Scenario

[illegible]

Scenario #4: Default Scenario

[illegible]

City of San Jose
Citywide Traffic Database
(updated December 1, 2016)

Detailed Scenario Comparison Report

2000 HCM Unsignalized (Base+Add Volume Alternative)

Intersection #25: English Drive & Prospect Road

Scenario #1: Default Scenario

Base+Add Vol:		Signal=Stop/Rights=Include				Base+Add Vol:		Signal=Uncontrol Rights=Include				Base+Add Vol:		Signal=Stop/Rights=Include			
Lanes:		0	0	0	0	Lanes:		0	0	0	0	Lanes:		0	0	0	0
0	0					0	0					0	0				
Base+Add Vol:		Signal=Uncontrol Rights=Include				Base+Add Vol:		Signal=Uncontrol Rights=Include				Base+Add Vol:		Signal=Uncontrol Rights=Include			
Lanes:		Signal=Uncontrol Rights=Include				Lanes:		Signal=Uncontrol Rights=Include				Lanes:		Signal=Uncontrol Rights=Include			
Vol Cnt Date:		n/a				Vol Cnt Date:		n/a				Vol Cnt Date:		n/a			
Cycle Time (sec):		100				Cycle Time (sec):		100				Cycle Time (sec):		100			
Loss Time (sec):		0				Loss Time (sec):		0				Loss Time (sec):		0			
Critical V/C:		0.000				Critical V/C:		0.000				Critical V/C:		0.000			
Avg Crit Del (sec/veh):		0.0				Avg Crit Del (sec/veh):		0.0				Avg Crit Del (sec/veh):		0.0			
Avg Delay (sec/veh):		0.0				Avg Delay (sec/veh):		0.0				Avg Delay (sec/veh):		0.0			
LOS:						LOS:						LOS:					

Scenario #2: Existing

[illegible]

Scenario #3: Default Scenario

[illegible]

Scenario #4: Default Scenario

[illegible]

Scenario #1: Default Scenario

Scenario #2: Existing

Scenario #4: Default Scenario

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