



HEXAGON TRANSPORTATION CONSULTANTS, INC.

Santa Clara Downtown Precise Plan

Transportation Analysis

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Executive Summary

This report presents the results of the transportation analysis (TA) conducted for the proposed Santa Clara Downtown Precise Plan (SCDPP) in Santa Clara, California. The plan area is bounded by Benton Street, Lafayette Street, Homestead Road, and Madison Street. The study analyzes the housing emphasis scenario as the preferred plan. This land use scenario includes up to 1,071 residential units and 729,620 square feet of commercial development, including office and retail/entertainment uses. The existing land uses include approximately 228 residential units and 302,500 square feet of non-residential buildings with most buildings to be demolished and redeveloped. Buildings to remain in the DPP area include the United States Post Office and some offices located in Blocks B, I, and J, which are counted toward the total development area. Residential parking would be provided within each residential building. Office parking would be provided at a district scale using on-site parking as well as two parking garages in Blocks B and F. The parking garages would be shared by the office and retail/entertainment uses. The SCDPP would extend Washington, Main, and Franklin Streets through the plan area to complete the street grid in the plan area.

Per California Senate Bill 743 (SB 743) and California Environmental Quality Act (CEQA) Guidelines, the study evaluates the project's impact on vehicle miles traveled (VMT). The study also includes a local transportation analysis (LTA) that evaluates potential transportation effects of the project in accordance with the standards and methodologies set forth by the City of Santa Clara and the Santa Clara Valley Transportation Authority (VTA). For the LTA, the traffic study includes an analysis of AM and PM peak-hour traffic conditions for 10 intersections in the vicinity of the plan area. The study also includes analyses of freeway segment capacity, vehicle queuing at selected intersections, site access, parking, and bicycle, pedestrian, and transit access.

CEQA VMT Analysis

The Santa Clara VMT Policy establishes screening criteria for various types of developments such as infill developments, small projects, and/or transit supportive projects near major transit corridors to be presumed to have a less than significant impact on VMT under CEQA and are not required to prepare further VMT analysis. The plan would qualify as a transit supportive project since it is located within a half mile of the bus stops along El Camino Real, which is a high-quality transit corridor, and meets the following criteria:

- 35 minimum dwelling units per acre for residential uses
- Minimum 0.75 floor to area ratio (FAR) for office/R&D uses,
- Promotion of multimodal transportation networks,
- Incorporation of transit-oriented design elements,
- No excessive parking, and
- No replacement of affordable housing.

Therefore, the plan is presumed to have a less-than-significant impact on VMT.

Project Trip Estimates

Vehicle trips that would be generated by the proposed SCDPP were estimated using the trip generation rates published in the Institute of Transportation Engineers (ITE) *Trip Generation Manual*, 11th Edition. A mixed-use internal trip capture and an external walk, bike, and transit trip reduction were applied to the project's gross trip generation estimates because of the project's mixed-use nature, physical design features, and geographic location. A transportation demand management (TDM) trip reduction was applied based on the trip reduction requirements adopted by the City's 2022 Climate Action Plan (CAP).

After applying the applicable reductions, the proposed SCDPP development is estimated to generate 4,999 net daily vehicle trips, including 359 (241 inbound and 118 outbound) net AM peak hour trips, and 375 (110 inbound and 265 outbound) net PM peak hour trips.

Intersection Traffic Operational Analysis

The results of the intersection level of service analysis (see Table ES-1) show that none of the study intersections would be adversely affected by the plan under background plus project conditions and cumulative plus project conditions.

Freeway Segment Level of Service Analysis

The results of the freeway segment analysis show that the project trips represent less than one percent of capacity to freeway segments on I-880 in the plan area. Thus, the plan would not have an adverse effect on the traffic operations of nearby freeway segments.

Other Transportation Issues

Based on review of SCDPP policies and requirements, Hexagon has the following recommendations resulting from the site access and parking evaluations for future developments within the plan area.

Recommendations

- Driveways and alleys of future development should meet the minimum width requirements in the City Code and SCDPP.
- Future developments should evaluate sight distance at the project driveways/vehicle access points and should be required to prohibit vehicle parking next to the driveways if on-street parking is present near any proposed alleys/driveways.
- Passenger loading zones should be provided along the fronting street in the multi-use curb lane as planned by the SCDPP.
- Truck and service vehicles would access the individual developments via the alleys and loading entrances allowed on the streets in the plan area. On-street loading could be allowed in the multi-use curb lanes for loading and delivery for businesses when on-street parking demand is low.
- Future developments in the plan area should be required to minimize curb cuts and implement or contribute to the traffic calming improvements proposed by the SCDPP and the intersection improvements identified in the *Pedestrian Master Plan*.

- Future development should provide adequate width of sidewalks along the project frontages based on the SCDPP requirements for streets within the plan area.
- Future developments should be required to provide secure indoor bicycle parking sufficient to meet resident and employee demand. It is expected that new developments would be required to provide bike racks near building entrances and public spaces. Bicycle parking spaces should be provided based on the requirements in the VTA *Bicycle Technical Guidelines*.

Table ES-1
Intersection Levels of Service Summary

ID	Intersection	LOS Standard	Peak Hour	Existing		Background		Background+Project				Cumulative		Cumulative+Project			
				Avg. Delay ¹	LOS	Avg. Delay ¹	LOS	Avg. Delay ¹	LOS	Incr. In Crit. Del.	Incr. In Crit. V/C	Avg. Delay ¹	LOS	Avg. Delay ¹	LOS	Incr. In Crit. Del.	Incr. In Crit. V/C
1	San Tomas Expwy/EI Camino Real*	E	AM	64.0	E	64.5	E	64.7	E	0.2	0.003	70.2	E	70.4	E	0.3	0.003
			PM	65.6	E	65.9	E	65.9	E	0.1	0.004	65.6	E	65.7	E	0.1	0.003
2	Scott Blvd and EI Camino Real*	E	AM	33.6	C	33.7	C	33.8	C	0.1	0.004	33.7	C	33.8	C	0.1	0.004
			PM	38.2	D	38.2	D	38.3	D	0.3	0.005	38.2	D	38.3	D	0.3	0.005
3	Monroe St and EI Camino Real*	E	AM	33.3	C	33.2	C	33.2	C	0.1	0.005	33.3	C	33.3	C	0.1	0.005
			PM	34.6	C	34.5	C	35.0	D	0.9	0.013	34.5	C	35.0	C	0.9	0.013
4	Lafayette St and EI Camino Real*	E	AM	39.1	D	41.8	D	42.1	D	0.5	0.005	44.7	D	45.1	D	0.7	0.005
			PM	39.8	D	40.4	D	40.7	D	0.4	0.009	41.1	D	41.4	D	0.5	0.009
5	Lafayette St and Lewis St	D	AM	12.0	B	11.7	B	12.1	B	0.2	0.007	11.3	B	11.8	B	0.3	0.008
			PM	32.1	C	32.8	C	33.5	C	7.3	0.015	34.9	C	35.8	D	1.8	0.016
6	Lafayette St and Benton St	D	AM	9.7	A	10.0	A	10.3	B	0.4	0.014	10.1	B	10.5	B	0.5	0.014
			PM	9.5	A	9.6	A	10.3	B	0.8	0.029	9.7	A	10.4	B	0.9	0.029
7	Lafayette St and Homestead Rd	D	AM	11.4	B	11.4	B	12.2	B	0.2	0.033	12.7	B	13.4	B	0.3	0.033
			PM	9.6	A	10.0	A	13.7	B	6.5	0.096	9.9	A	13.7	B	6.5	0.099
8	Washington St and Newhall St	D	AM	19.7	B	20.3	C	21.1	C	1.1	0.030	21.9	C	23.2	C	1.9	0.030
			PM	43.6	D	43.9	D	44.5	D	0.1	0.021	44.4	D	45.1	D	0.2	0.021
9	Monroe St and Benton St	D	AM	23.6	C	23.6	C	26.1	C	3.4	0.046	24.0	C	26.6	C	3.6	0.046
			PM	22.9	C	22.9	C	24.9	C	1.4	0.012	23.3	C	25.4	C	1.4	0.011
10	Monroe St and Homestead Rd	D	AM	10.8	B	10.8	B	12.1	B	1.8	0.048	10.8	B	12.1	B	1.8	0.048
			PM	11.0	B	11.0	B	12.1	B	2.1	0.045	11.2	B	12.3	B	2.2	0.047

Notes:

* Denotes VTA CMP intersection

1. Overall weighted average control delay (seconds per vehicle) is reported for signalized intersections.

1.

Introduction

This report presents the results of the transportation analysis (TA) conducted for the proposed Santa Clara Downtown Precise Plan (SCDPP) in Santa Clara, California. The plan area is bounded by Benton Street, Lafayette Street, Homestead Road, and Madison Street (see Figure 1). The study analyzes the housing emphasis scenario as the preferred plan. This land use scenario includes up to 1,071 residential units and 729,620 square feet of commercial development, including office and retail/entertainment uses (see Figure 2). The existing land uses include approximately 228 residential units and 302,500 square feet of non-residential buildings with most buildings to be demolished and redeveloped. Buildings to remain on site include the United States Post Office and some offices located in Blocks B, I, and J, which are counted toward the total development area. Residential parking would be provided within each residential building. Office parking would be provided at a district scale using on-site parking as well as two parking garages in Blocks B and F. The parking garages would be shared by the office and retail/entertainment uses. SCDPP would extend Washington, Main, and Franklin Streets through the plan area to complete the street grid in the plan area.

Scope of Study

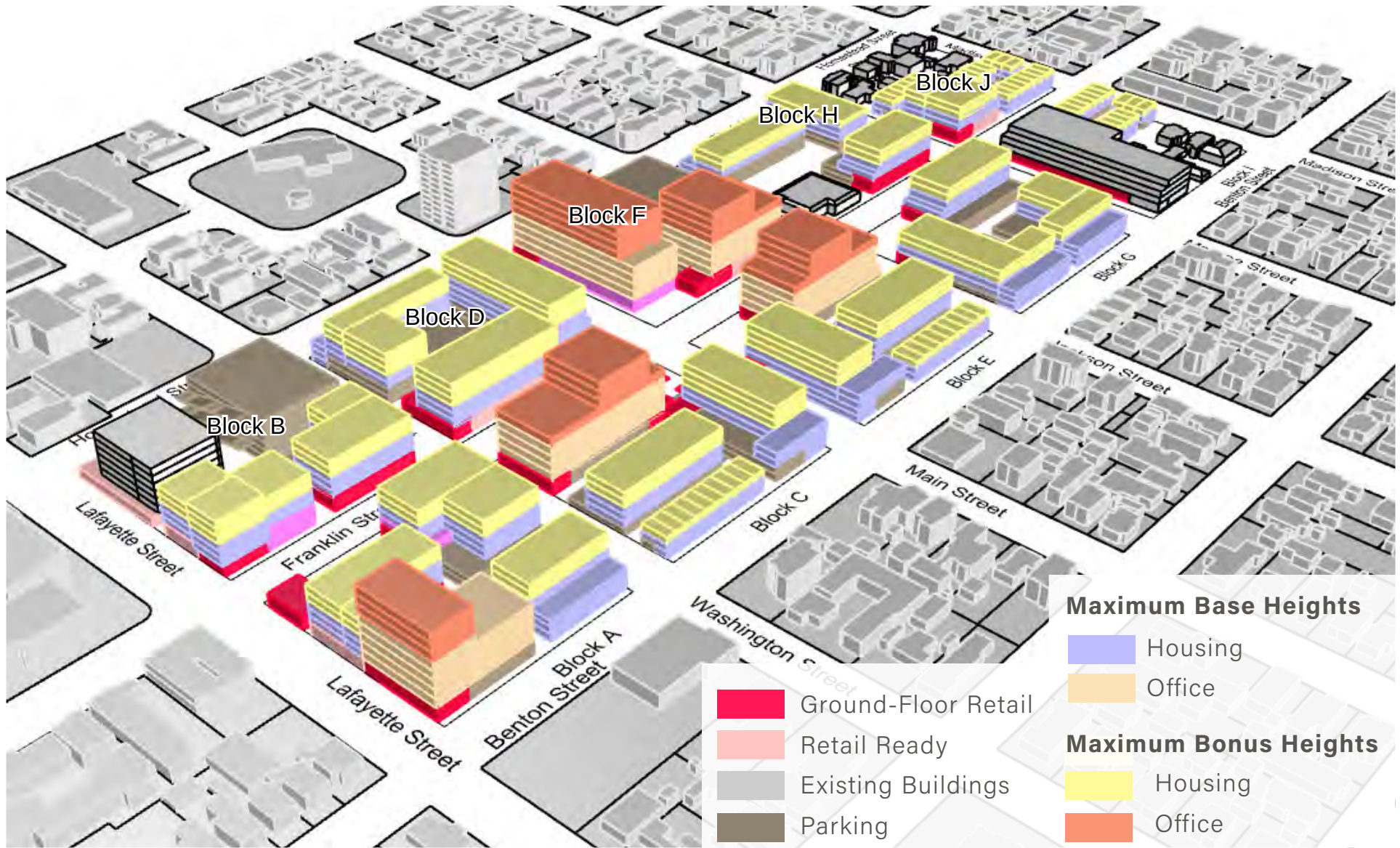
The purpose of the transportation analysis is to satisfy the requirements of the City of Santa Clara and the Congestion Management Program (CMP) of the Santa Clara Valley Transportation Authority (VTA) and the California Environmental Quality Act (CEQA). Per California Senate Bill 743 (SB 743) and CEQA Guidelines, the study evaluates the project's impact on vehicle miles traveled (VMT). The study also includes a local transportation analysis (LTA) that evaluates potential transportation effects of the project in accordance with the standards and methodologies set forth by the City of Santa Clara and the VTA.

Vehicle Miles Traveled Analysis

Per SB 743, the California Natural Resources Agency, with assistance from the Governor's Office of Planning and Research (OPR), adopted new CEQA guidelines in December 2018. The guidelines state that automobile delay, as measured by level of service (LOS), will no longer constitute a significant environmental impact under CEQA, and that VMT is considered the most appropriate metric to evaluate a project's transportation impacts. VMT measures the amount of vehicle trip length and is a direct measurement of greenhouse gas emissions. A reduction in VMT would promote the reduction of greenhouse gas emissions, the development of multimodal transportation networks, and a diversity of land uses that reduces the reliance on individual vehicles.



Figure 1
Site Location and Study Intersections



View from Northeast

Figure 2
Conceptual Land Use Plan

The City's VMT Transportation Analysis Policy establishes procedures for determining project impacts on VMT based on project description, characteristics, and/or location. The City's VMT policy also includes screening criteria that are used to identify types, characteristics, and/or locations of projects that would not exceed the CEQA thresholds of significance. If a project or a component of a mixed-use project meets the screening criteria, it is then presumed that the project or the component would result in a less-than-significant VMT impact and a VMT analysis is not required. The SCDPP is expected to meet all applicable VMT screening criteria as described in further detail in Chapter 2. Therefore, the implementation of the SCDPP would have a less-than-significant impact on VMT.

Local Transportation Analysis

The LTA includes an analysis of the traffic operational effects of the project on the key intersections and freeway segments in the study area. The LTA also includes an evaluation of transit, bicycle, and pedestrian access, site access and circulation, and parking.

Although not required by CEQA, the City requires all projects to evaluate intersection levels of service and to provide improvements or address project related operational deficiencies. Thus, this report contains an intersection traffic operations analysis to evaluate the project's consistency with the level of service standards set forth in the City's General Plan and to identify feasible improvements to remedy any deficiencies. In addition, vehicle queuing was evaluated at selected locations where the project would add a significant number of left-turn vehicles.

The study analyzes the traffic effects of the plan on the key intersections and freeway segments in the vicinity of the site during the weekday AM and PM peak hours of traffic. Locally, the AM peak hour of traffic is usually 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 weekday.

It should be noted that the intersection traffic operations analysis is based on existing traffic volumes prior to the COVID-19 pandemic. Recent counts show that traffic volumes are still below what they were prior to the virus outbreak. It is not known when traffic conditions will return to pre-virus levels, but it is expected that the current reductions in traffic volumes are only temporary. New traffic counts were conducted for two of the intersections with no recent counts prior to COVID-19. A growth factor was applied to these counts to be comparable to the pre- COVID-19 counts, as further described in Chapter 3. Since this transportation analysis is based on pre-COVID-19 conditions, this intersection traffic operations analysis is considered to be a conservative evaluation of the project's effects.

Study Intersections

Ten study intersections were selected in accordance with VTA's *Transportation Impact Analysis Guidelines* (October 2014) and in consultation with Santa Clara staff. The study includes those intersections that provide primary access to the plan area and intersections that would experience a substantial increase in traffic volumes. The study intersections are listed below and shown on Figure 1. Four study intersections are designated as CMP intersections. All study intersections are located within the City of Santa Clara.

1. San Tomas Expressway and El Camino Real (CMP)
2. Scott Boulevard and El Camino Real (CMP)
3. Monroe Street and El Camino Real (CMP)
4. Lafayette Street and El Camino Real (CMP)
5. Lafayette Street and Lewis Street
6. Lafayette Street and Benton Street
7. Lafayette Street and Homestead Road
8. Washington Street and Newhall Street
9. Monroe Street and Benton Street

10. Monroe Street and Homestead Road

Traffic conditions at the study intersections were evaluated for the following scenarios:

- **Existing Conditions.** Existing AM and PM peak-hour traffic volumes were obtained from turning-movement counts conducted in 2015, 2016, 2018 and 2019 for previously completed traffic studies, the 2018 CMP database, and new traffic counts conducted in 2022.
- **Background Conditions.** Background traffic volumes were estimated by adding to existing peak-hour volumes the projected volumes from approved but not yet constructed developments in the study area. The added traffic from approved but not yet constructed developments was based on the list of approved projects provided by the City of Santa Clara, which include traffic generated by Phases 1-3 of the City Place development.
- **Background Plus Project Conditions.** Background plus project conditions were estimated by adding to the background traffic volumes the new traffic estimated to be generated by the plan.
- **Cumulative No Project Conditions.** Cumulative conditions represent future traffic volumes on the planned roadway network that would result from traffic growth projected to occur due to the approved developments and other proposed but not yet approved (pending) developments in the study area. The added traffic from pending developments was based on the list of pending projects provided by the City of Santa Clara, which include traffic generated by the remaining phases of the City Place development and the Kylli development.
- **Cumulative Plus Project Conditions.** Cumulative plus project traffic volumes were estimated by adding the new traffic generated by the plan.

Study Freeway Segments

A freeway segment capacity analysis was conducted for the following freeway segments in the plan vicinity for the AM and PM peak hours based on the VTA's *TIA Guidelines*.

- I-880 between Stevens Creek Boulevard and Coleman Avenue

Methodology

This section presents the methods used to determine traffic conditions on study roadways and effects on traffic operations caused by the plan. 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 new traffic counts, the City of Santa Clara, the 2018 CMP Annual Monitoring Report, Google Earth, and field observations. The following data were collected from these sources:

- Existing traffic volumes,
- Lane geometries,
- Signal timing and phasing, and
- Lists of approved and pending developments.

Intersection Level of Service Methodologies and Standards

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

The City of Santa Clara evaluates level of service at signalized intersections based on the *2000 Highway Capacity Manual (HCM)* level of service methodology. This HCM method evaluates signalized intersection operations on the basis of average control delay time for all vehicles at the intersection. This average delay can then be correlated to a level of service. Table 1 presents the level of service definitions for signalized intersections.

This study utilizes TRAFFIX software to determine intersection levels of service based on the HCM method. Since TRAFFIX is approved by VTA as the level of service analysis software for CMP signalized intersections, the City of Santa Clara employs the CMP defaults values for the analysis parameters. TRAFFIX software was used to analyze intersection operations and to identify adverse effects based on the increases in critical-movement delay and the volume-to-capacity (v/c) ratio between no-project and project scenarios.

The City of Santa Clara has set forth LOS D as the minimum standard, except on CMP and expressway facilities, which have a standard of LOS E.

Table 1
Signalized Intersection Level of Service Definitions Based on Average Control Delay

Level of Service	Description	Average Control Delay Per Vehicle (sec.)
A	Signal progression is extremely favorable. Most vehicles arrive during the green phase and do not stop at all. Short cycle lengths may also contribute to the very low vehicle delay.	10.0 or less
B	Operations characterized by good signal progression and/or short cycle lengths. More vehicles stop than with LOS A, causing higher levels of average vehicle delay.	10.1 to 20.0
C	Higher delays may result from fair signal progression and/or longer cycle lengths. Individual cycle failures may begin to appear at this level. The number of vehicles stopping is significant, though some vehicles may still pass through the intersection without stopping.	20.1 to 35.0
D	The influence of congestion becomes more noticeable. Longer delays may result from some combination of unfavorable signal progression, long cycle lengths, or high volume-to-capacity (V/C) ratios. Many vehicles stop and individual cycle failures are noticeable.	35.1 to 55.0
E	This is considered to be the limit of acceptable delay. These high delay values generally indicate poor signal progression, long cycle lengths, and high volume-to-capacity (V/C) ratios. Individual cycle failures occur frequently.	55.1 to 80.0
F	This level of delay is considered unacceptable by most drivers. This condition often occurs with oversaturation, that is, when arrival flow rates exceed the capacity of the intersection. Poor progression and long cycle lengths may also be major contributing causes of such delay levels.	greater than 80.0
Source: Transportation Research Board, <i>2000 Highway Capacity Manual</i> (Washington, D.C., 2000), p.10-16.		

Intersection Vehicle Queuing Analysis

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

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

Where:

$P(x=n)$ = probability of “n” vehicles in queue per lane

n = number of vehicles in the queue per lane

λ = average # of vehicles in the queue per lane (vehicles per hr per lane/signal cycles per hr)

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

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

Definition of Adverse Operational Effects

Although measures of congestion such as delay and level of service are no longer used to identify significant impacts under CEQA, a local transportation analysis was conducted to evaluate the project's consistency with the level of service standards set forth in the City's General Plan and to identify feasible improvements to remedy any deficiencies. Deficiencies in traffic operations that meet specific criteria are labeled as an “adverse effect” of the project. Such adverse effects on traffic operations do not constitute significant impacts under CEQA.

Adverse operational effects on signalized intersections are based on the City of Santa Clara and CMP level of service standards. According to the City of Santa Clara, a project is said to create an adverse effect at a signalized intersection if for either peak hour, either of the following conditions occurs:

1. The level of service at the intersection drops below its respective level of service standard (LOS D or better for local intersections and LOS E or better for CMP and regionally significant intersections) when project traffic is added, or
2. An intersection that operates below its level of service standard under no-project conditions experiences an increase in critical-movement delay of four (4) or more seconds, and an increase in critical volume-to-capacity (v/c) ratio of one percent (0.01) or more when project traffic is added.

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

Although adverse effects on intersection operations do not constitute significant impacts under CEQA, the City may require developers to implement improvements to address deficiencies in the local transportation network. Adverse effects at signalized intersections can be addressed by one of the following approaches:

- Construct or pay a fair share towards improvements to the subject intersection or proximate to the intersection to increase overall capacity (e.g., traffic signal modifications, construction of additional turn lanes), or
- Construct or pay a fair share towards improvements to the pedestrian or bicycle facilities within the intersection or proximate to the intersection, or
- Construct or pay a fair share towards improved access to transit or transit facility proximate to the intersection, or
- Implement transportation demand management (TDM) measures that will reduce the project traffic at the intersection and improve the deficiency.

Report Organization

This report has a total of five chapters. Chapter 2 describes the CEQA VMT analysis. Chapter 3 describes existing conditions including the existing roadway network, transit service, bicycle and pedestrian facilities, and intersection levels of service. Chapter 4 presents the vehicle operational analysis including the method by which project traffic is estimated, the project's traffic effects on the intersection operations and freeway segment operations. Chapter 5 presents the analyses of other transportation-related issues, including site access, potential effects on bicycle, pedestrian, and transit facilities, and parking.

2. Vehicle Miles Traveled Analysis

The chapter describes the City's VMT analysis screening criteria and how the project is exempt from the VMT analysis by meeting the screening criteria.

VTM Analysis Screening Criteria

The City of Santa Clara VMT Transportation Analysis Policy establishes screening criteria that determine whether a CEQA VMT analysis would be required for development projects. The criteria are based on the type of project, characteristics, and/or location. If a project or a component of a mixed-use project meets the City's screening criteria, it is presumed that the project would result in a less-than-significant VMT impact, and a detailed VMT analysis is not required. The type of development projects that may meet the screening criteria include the following:

- **Small Infill Projects:** Project generates less than or equal to 110 vehicle trips per day
- **Local Serving Retail:** Retail uses of 50,000 square feet or less.
- **Local Serving Public Projects:** Projects such as fire stations, neighborhood parks, libraries, and community centers.
- **Affordable Housing Projects:** Projects with 100% affordable housing.
- **Transit Supportive Projects:** All projects located within one-half mile of a major transit stop, or a stop along a high-quality transit corridor, and meet the following requirements:
 - o 35 minimum dwelling units per acre for residential projects;
 - o 0.75 minimum floor area ratio (FAR) for office/R&D projects;
 - o Promotes multimodal transportation networks;
 - o Incorporates transit-oriented design elements;
 - o Does not provide more parking than required by the City Code; or
 - o Does not replace affordable housing with a fewer number of moderate or high-income residential units.

The plan area is located within one-half mile of high-quality transit corridors and would qualify as a Transit Supportive Project as described below.

Proximity to Transit

Transit supportive projects must be located within one-half mile of an existing Major Transit Stop or an existing transit stop along a High-Quality Transit Corridor, as those terms are defined by Public

Resources Code sections 21064.3 and 21155. A “Major Transit Stop” is defined as a site containing any of the following: (a) an existing rail or bus rapid transit station; (b) the intersection of two or more major bus routes with a frequency of service interval of 15 minutes or less during the morning and afternoon peak commute periods; or (3) a major transit stop that is included in Plan Bay Area 2040 (Pub. Res. Code §§ 21064.3, 21155(b)). A “High-Quality Transit Corridor” is defined as a corridor with fixed route bus service with service intervals no longer than 15 minutes during peak commute hours. (Pub. Res. Code § 21155(b).

The VTA provides frequent bus service via Routes 22 and 522, which run along El Camino Real, and Route 60, which runs along Monroe Street and Benton Street in the plan area. All routes have headways of 15-minutes during the peak commute periods. Thus, both El Camino Real and Monroe Street/Benton Street have fixed-route bus service with service intervals of 15 minutes or less during the AM and PM peak commute periods and are considered High-Quality Transit Corridors. There are three Route 60 bus stops for each direction along Monroe Street and Benton in the plan area and two Route 522 bus stops for each direction along El Camino Real between Madison Street and Lafayette Street. All of the parcels within the SCDPP area are within one-half mile of the nearest Route 22, 60 or 522 bus stops. A map showing these transit facilities and a full description of other nearby transit services are presented in Chapter 3 (see Figure 5).

The eastern portion of the plan area is also within one-half mile of the Santa Clara Transit Center, which includes a train station for Caltrain, Amtrak, and ACE, and a VTA bus stop for Routes 21, 53, 59, 22, 60, and 522.

Density

The planned developments in the SCDPP would result in an average development density of 51 dwelling units per acre for residential developments and 0.8 FAR for commercial development, which exceed the minimum density requirements.

Multimodal Transportation Networks

The SCDPP includes the following policies to ensure that complete streets and multimodal access would be provided with the implementation of the plan. The goal of the plan is to encourage walking, bicycling, and transit use, while maintaining access by cars and trucks, and to create an interconnected network of streets and paths to provide direct routes and distribute traffic.

- **Connected Street Grid** – Re-establish the street grid, create 10 city blocks, and extend Washington, Main, and Franklin Streets through the plan area to establish an interconnected network (see Figure 3). Benton, Homestead, and Monroe would be multimodal streets that balance vehicle, transit, bicycle, and pedestrian travel. Franklin Street and Main Street (south block) would be pedestrian-oriented streets with active retail and cultural uses. Washington, Main (north block), Jackson, and Madison Streets would be local downtown streets that provide both a quality pedestrian experience and service function.
- **Complete Streets** – Design multimodal streets for safe, comfortable walking, bicycling, and shared mobility; and for convenient access to transit and local destinations. Establish ample sidewalks that provide continuous paths of pedestrian travel, and provide space for trees, outdoor dining, bicycle parking, and landscape, as appropriate. Set the width of traffic lanes to acceptable dimensions to accommodate yet slow traffic flows, reduce pedestrian crossing distances, and create human-scaled environments, maintaining ease of flow for all modes and functions.
- **Pedestrian Comfort and Safety** – Provide safe, direct, and continuous pedestrian paths throughout Downtown, to and from surrounding areas, and to the Santa Clara Station. Maintain

an uninterrupted path for pedestrian travel at least 8 feet in width. Minimize curb cuts where motor vehicles cross pedestrian sidewalks, by consolidating access and using alleys.

- **Bikes and Micromobility** – Prioritize bike-friendly designs for new or modified Downtown streets. Maintain bike lanes on Monroe Street, Benton Streets, and Homestead Road. Create a new continuous bicycle route on Washington Street. Incorporate street design elements to encourage safe, mixed vehicle and bike movement. Encourage bicycle use and other forms of mobility by creating mobility hubs that cluster combinations of bikeshare, scootershare, carshare, on-demand rideshare, and microtransit. Figure 4 shows the planned Downtown bicycle network and micromobility stations.
- **Transit Access** – Encourage transit use by Downtown workers, residents, and visitors. In coordination with VTA, provide high-quality transit shelters where buses stop adjacent to Downtown. Enhance transit connections from Downtown to regional destinations, such as to emphasize proximity to the Santa Clara Transit Center through pedestrian connections, integration of design features, and wayfinding.

Transit-Oriented Design Elements

In addition to the promotion of multimodal transportation networks, the SCDPP includes the following policies to ensure the future developments in the SCDPP would incorporate transit-oriented design elements. The goal of the plan is to attract high-intensity employment and residential development, creating a pedestrian-oriented, transit-accessible and amenity-rich Downtown, and reduce auto dependence, and encourage shared-use and construction of public parking.

- **Land Use Diversity and Flexibility** – Create a thoroughly mixed-use Downtown with residential, office and hotel uses on upper stories to take advantage of market trends and foster 24/7 activation.
- **Urban Intensity** – Activate and populate Downtown by attracting urban development with sufficient height and intensity to be financially feasible. Leverage Downtown's potential by prohibiting auto-oriented and other low-intensity uses.
- **Downtown Form** – Locate taller buildings at the eastern end of Downtown, within a half-mile walk of Santa Clara Station, and near the center of Downtown (Main & Franklin Streets).
- **Required Contributions to Infrastructure and the Public Realm** – Require new developments to make contributions that improve public infrastructure and the public realm in ways that promote alternative transportation modes (walking, biking, and transit). New development is expected to improve adjacent streets, dedicate land for the creation of new streets and public spaces, and make fair-share contributions through an Infrastructure Impact Fee for Downtown improvements to create and improve streets and public spaces, as indicated in Figure 3.
- **Parking Requirements** – Establish parking requirements that reflect a strong transit orientation for Downtown (see Table 2).
- **Transportation Demand Management (TDM)** – Require new development to provide secure indoor bicycle parking sufficient to meet resident and employee demand, provide free transit passes to residents and employees, and provide dedicated parking spaces for carsharing.

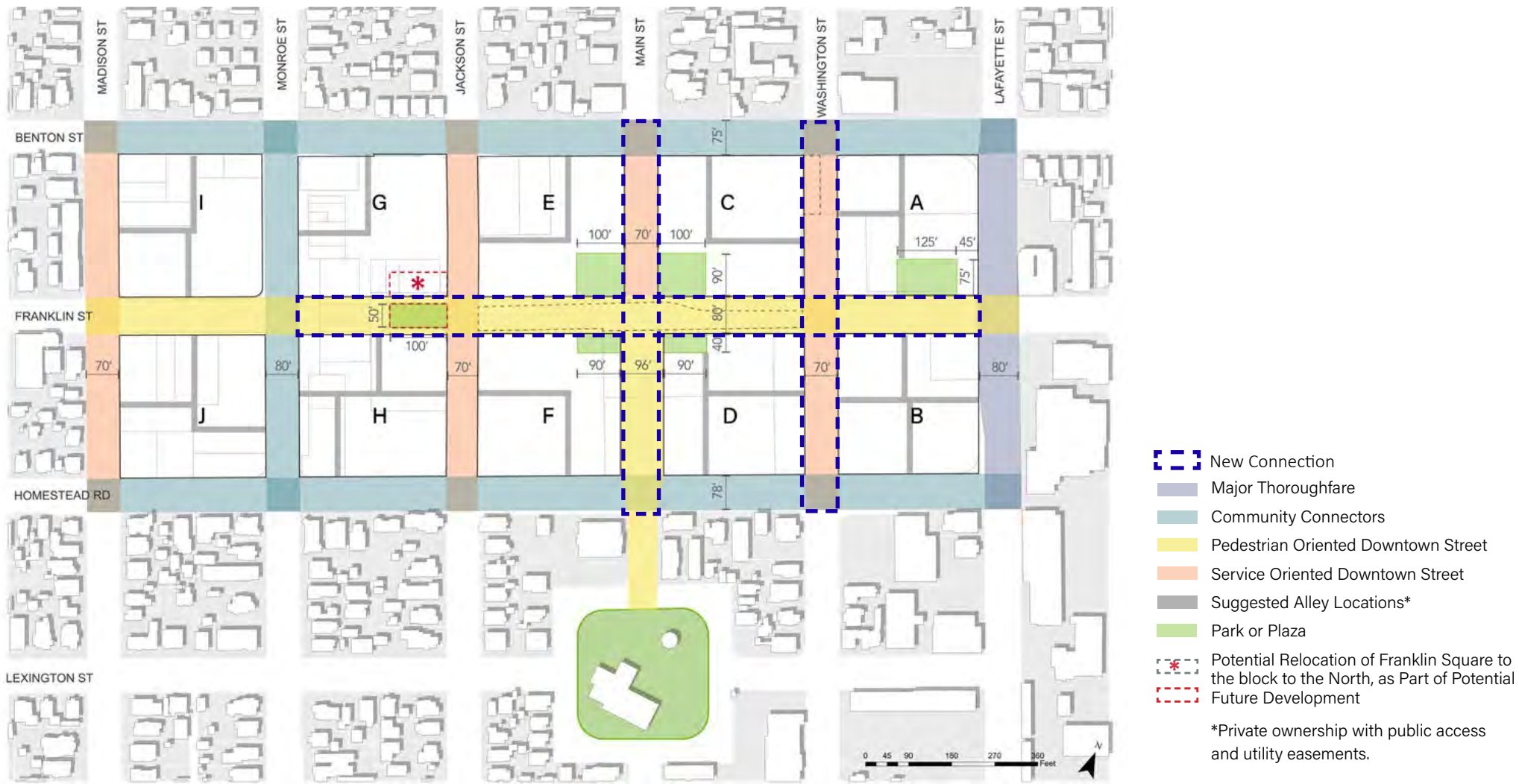
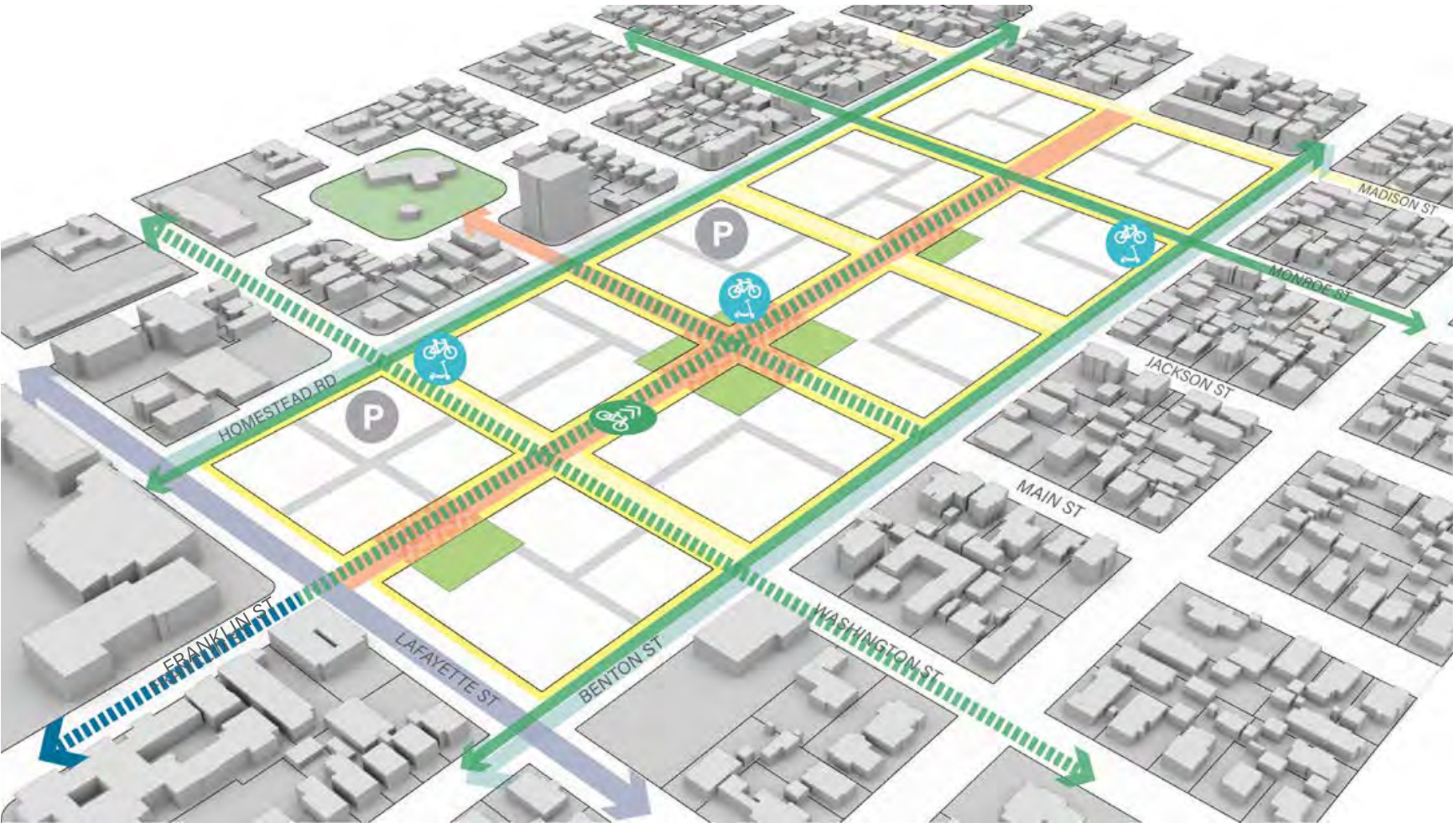


Figure 3
Proposed Downtown Street Network



View from Northeast

- Class II Bike Lanes
- Class III Bike Routes (Sharrows)
- Micromobility Stations
- Parking Garage (Potential)

Figure 4
Proposed Downtown Bicycle Network and Mobility Hubs

Table 2
SCDPP vs. City Code Parking Requirements

Land Use	SCDPP Min. Parking Requirement ¹	City Code Min. Parking Requirement ²
Office, civic, cultural and conference uses	1 space/500 sq. ft.	1 space/300 sq. ft.
Grocery stores	1 space/500 sq. ft.	Not defined.
All other commercial uses, including restaurants and bars	1 space/1,000 sq. ft.	1 space/200 sq. ft. or 1 space/3 seats
Hotels	0.5 space/room	1 space/lodging unit
Residential units	0.5 space/unit for units less than 550 sq. ft. 1 space/unit for units greater than 550 sq. ft. 1 space/20 units for guest parking Required parking may be provided anywhere in the district, including in shared-use garages.	No parking standards for Downtown Commercial Zoning Districts. Based on requirements for Mixed Use Combining Zoning Districts. 1 space/unit for studio and one bedroom units 1.5 spaces/unit for two or more bedrooms Parking shared among uses is encouraged.
Residential units for seniors, with onsite staff	1 space/employee plus 0.1 spaces/unit	Not defined.
Notes: 1. Table 5-2 (Required Parking) of the draft SCDPP 2. City Code Chapter 18.74 (Parking Regulations), Chapter 18.40 (Regulations for CD - Downtown Commercial Zoning Districts), and Chapter 18.22 (Regulations for Various Mixed Use Combining Zoning Districts).		

Parking

Table 2 shows the proposed vehicle parking requirements for various land uses in the SCDPP and a comparison to the City Code parking requirements. The minimum numbers of parking spaces required by the SCDPP are lower than the minimum spaces required by the City Code. Therefore, the SCDPP would not provide more parking than required by the City Code.

Affordable Housing

The implementation of the SCDPP would not replace any existing affordable housing units. The plan would also require at least 15 percent of the proposed new residential dwelling units to be affordable to extremely low, very low-, low- and moderate-income households per City Code Chapter 17.40 (Citywide Affordable Housing Requirements). Therefore, the plan would add new affordable dwelling units and not result in a loss of affordable units.

Findings

Per the City's VMT Policy, the SCDPP qualifies as a transit supportive project and is presumed to have a less than significant impact on VMT.

It should be noted that Action T-3-1 (Transportation demand management [TDM] plan requirements) in the City's 2022 Climate Action Plan (CAP) requires a 25 percent reduction in project-based VMT through active TDM measures for large employers over 500 employees in new developments, and a 20 percent reduction of VMT for multifamily residential developments with a 10 percent reduction through active TDM measures. Therefore, the future office and residential developments in the plan area would be required to implement TDM measures to reduce project-level VMT/trips.

3.

Existing Conditions

This chapter describes the existing conditions for transportation facilities in the vicinity of the site, including the roadway network, transit services, pedestrian and bicycle facilities, and traffic operations at the study intersections.

Existing Roadway Network

Regional access to the plan area is provided via I-880, El Camino Real (SR 82), and San Tomas Expressway. Local access to the plan area is provided via Scott Boulevard, Monroe Street, Lafayette Street, De La Cruz Boulevard, Benton Street, Homestead Road, Saratoga Avenue, Winchester Boulevard, Washington Street, and The Alameda. These roads are described below.

I-880 is a six-lane north-south divided freeway that extends through the Bay Area, connecting Oakland to San Jose. Access to the plan area from I-880 is provided via full interchanges at Washington Street and The Alameda.

El Camino Real (SR 82) is a six-lane major arterial that is oriented in an east-west direction extending westward from The Alameda in San Jose towards the City of Mountain View. In the study area, El Camino Real has a posted speed limit of 40 mph and sidewalks on both sides of the street. On-street parking is allowed. El Camino Real provides access to the Downtown area via its intersections with Monroe Street, Jackson Street, Main Street, Washington Street, and Lafayette Street.

San Tomas Expressway is a north-south eight-lane expressway with a raised median. It begins at US 101 and extends southward where it transitions into Camden Avenue at SR 17. North of US 101, San Tomas Expressway becomes Montague Expressway. South of Owen Street, San Tomas Expressway has HOV lanes in both directions during both the AM and PM peak commute hours. During other times, the lane is open to all users. It has a posted speed limit of 45 mph. San Tomas Expressway includes sidewalks along the east side and crosswalks at signalized intersections. The San Tomas Aquino Creek Trail exists along the west side of the expressway.

Scott Boulevard is a four-lane street with a two-way left-turn lane and left-turn pockets at intersections. It transitions from Arques Boulevard west of Oakmead Parkway and extends southeasterly to Saratoga Avenue, where it transitions to Newhall Street. Scott Boulevard has a speed limit of 40 mph. Sidewalks exist along both sides of the street. On-street parking is permitted along both sides of the street.

Monroe Street is a two-lane roadway between Forest Avenue and Wolfe Road. The SCDPP identifies Monroe Street as a community connector street. In the study area, Monroe Street has a posted speed limit of 25 mph and sidewalks on both sides of the street. Bike lanes exist along both sides of the street.

for the entire street. On-street parking is allowed on both sides of the street. Monroe Street provides direct access to the plan area.

Lafayette Street is a two- to four-lane north-south arterial that transitions from Gold Street at Great America Way in the north and extends to Poplar Street in the south where it transitions into Washington Street. It runs along the eastern boundary of the Plan area. The SCDPP identifies Lafayette Street as a major thoroughfare street. North of Lewis Street and south of Homestead Road, Lafayette Street is a four-lane street. Between Homestead Road and Lewis Street, Lafayette Street has three lanes, with a reversible lane in the middle that serves northbound traffic from 6:00 to 9:30 AM and southbound traffic from 2:30 to 7:00 PM. During the rest of the day, the middle lane operates as a two-way left turn lane. It has a posted speed limit of 30 mph. Sidewalks exist along both sides of the street. On-street parking is allowed along the west side of the street near the plan area. Lafayette Street provides direct access to the plan area.

De La Cruz Boulevard is a four- to six-lane north-south arterial that transitions from Alviso Street/Lewis Street east of Lafayette Street and extends to US 101 where it transitions into Trimble Road. North of Coleman Avenue, De La Cruz Boulevard is a six-lane street. South of Coleman Avenue, De La Cruz Boulevard transitions into a four-lane street and transitions into two one-way streets at Lewis Street and Alviso Street. It has a posted speed limit of 40 mph. Sidewalks do not exist along the street, except on Lewis Street and Alviso Street in the study area. On-street parking is prohibited near the plan area.

Benton Street is a two- to four-lane roadway that is oriented in an east-west direction and runs along the northern boundary of the plan area. The SCDPP identifies Benton Street as a community connector street. Benton Street extends westward from the Santa Clara Caltrain Station to Lawrence Expressway. In the plan area, Benton Street is a two-lane local street with a posted speed limit of 25 mph and sidewalks on both sides of the street. On-street parking is allowed on the street west of El Camino Real. Benton Street provides direct access to the plan area.

Homestead Road is a two-lane roadway that is oriented in the east-west direction and runs along the southern boundary of the plan area. The SCDPP identifies Homestead Road as a community connector street. Homestead Road extends westward from Lafayette Street to El Sereno Avenue, where it transitions into Grant Road. In the vicinity of the plan area, Homestead Road has a posted speed limit of 25 mph and sidewalks on both sides of the street. Bike lanes exist along both sides of the street. On-street parking is allowed on both sides of the street. Homestead Road provides direct access to the plan area.

Saratoga Avenue is a four-lane roadway that is oriented in the north-south direction. Saratoga Avenue extends northward from the City of San Jose to south of Fallon Avenue, where it transitions into one-way streets along Market Street and Bellomy Street. In the study area, Saratoga Avenue has a posted speed limit of 35 mph and sidewalks on both sides of the street. On-street parking is allowed on both sides of the street.

Winchester Boulevard is a four-lane roadway with a two-way left turn lane that is oriented in the north-south direction. Winchester Boulevard extends northward from the City of San Jose to Homestead Road, where it transitions into Lincoln Street. In the study area, Winchester Boulevard has a posted speed limit of 30 mph and sidewalks on both sides of the street. On-street parking is allowed on both sides of the street.

Lincoln Street is a two-lane roadway that is oriented in the north-south direction. Lincoln Street transitions from Winchester Boulevard at Homestead Road to Warburton Avenue. In the study area, Winchester Boulevard has a posted speed limit of 25 mph and sidewalks on both sides of the street. On-street parking is allowed on both sides of the street. Lincoln Street provides access to the plan area via its intersections with Benton Street and Homestead Road.

Washington Street is a four-lane roadway that is oriented in the north-south direction. Washington Street transitions from Bascom Avenue at I-880 and continues northward to Homestead Road. Washington Street continues from Benton Street to Main Street. The SCDPP identifies Washington Street as a service-oriented street. In the study area, Washington Street has a posted speed limit of 25 mph and sidewalks on both sides of the street. On-street parking is allowed on both sides of the street. Washington Street provides direct access to the plan area.

The Alameda is generally a north-south roadway that runs along the southern boundary of Santa Clara University. The Alameda begins at Park Avenue as a two-lane roadway with a two-way median and intersects with the southern terminus of El Camino Real. South of El Camino Real, it is a four-lane north-south roadway with a two-way left-turn lane until I-880. It then extends southward with a landscaped median into Downtown San Jose. In the study area, The Alameda has a posted speed limit of 35 mph and sidewalks on both sides of the street. Bike lanes exist between Park Avenue and Mission Street. On-street parking is allowed on both sides of the street in the study area.

Existing Transit Services

Existing transit services within the study area are provided by the VTA, Caltrain, Altamont Commuter Express (ACE), and Capitol Corridor (Amtrak). Transit services in the study area as of September 2022 are summarized in Table 3 and shown on Figure 5.

VTA Bus Service

VTA operates Local Bus Routes 21, 53, and 59 and Frequent Routes 22, 60, and 522 in the study area (with bus stops within walking distance). The closest bus stops are located along Benton Street, Monroe Street, and Homestead Road, serving Routes 21, 53, 59, and 60. The nearest bus stops for Route 522 are located at the Santa Clara Transit Station and for Route 22 are located on El Camino Real at Monroe, Main, and Washington Streets within one-half mile of the plan area.

Caltrain Commuter Rail Service

Caltrain provides commuter rail service between San Francisco and San Jose, with limited service to Gilroy during commute hours. The Santa Clara Caltrain station is located about 0.4 mile east of the Plan area at the Santa Clara Transit Station on Railroad Avenue, which is approximately a 9-minute walk. The station has bike racks, bike lockers, and two surface parking lots.

The Santa Clara station is served by local-stop and limited-stop trains. During the morning peak period of 6:00 to 9:30 AM, the Santa Clara Station is served by 7 northbound trains (3 limited-stop and 4 local trains) with headways of 60 minutes. Eight southbound trains (4 local-stop and 4 limited-stop trains) serve the Santa Clara Station in the AM peak period with headways of 60 to 70 minutes.

During the PM peak period between 3:30 and 7:30 PM, the station is served by 8 northbound trains (4 local-stop and 4 limited-stop trains) with headways of 60 minutes. Eight southbound trains (4 local stop and 4 limited-stop trains) with headways of 60 minutes serve the Santa Clara Station during the PM peak period.

As part of the Caltrain Modernization Program, the rail service will be electrified. With the electrification of service, Caltrain will be able to provide faster and more frequent service along the corridor, including at the Santa Clara station.

Table 3
Existing Transit Services

Route	Route Description	Weekday Hours of Operation	Headways ¹ (minutes)	Bus Stops within/near the SCDPP
<u>VTA Bus Routes</u>				
Local Route 21	Stanford Shopping Center - Santa Clara Transit Center	5:35 AM - 9:00 PM	29-33	Santa Clara Transit Center Main Street & Homestead Road Lafayette Street & Homestead Road Monroe Street & Fremont Street
Frequent Route 22	Palo Alto Transit Center - Eastridge	4:13 AM - 3:00 AM (next day)	15	Santa Clara Transit Center El Camino Real east of Lafayette Street Washington Street & El Camino Real Main Street & El Camino Real Monroe Street & El Camino Real
Local Route 53	Sunnyvale Transit Center - Santa Clara Transit Center	6:18 AM - 7:44 PM	30-33	Santa Clara Transit Center Alviso Street & Benton Street Lafayette Street & Benton Street Main Street & Benton Street Jefferson Street and Benton Street
Local Route 59	Stevens Creek & Saratoga - Baypointe Station via Alviso	5:50 AM - 10:19 PM	30	Santa Clara Transit Center El Camino Real east of Lafayette Street Alviso Street & Benton Street Lafayette Street & Homestead Road Washington Street & El Camino Real Main Street & El Camino Real El Camino Real east of Monroe Street
Frequent Route 60	Milpitas BART - Winchester Station via SJC Airport	5:16 AM - 12:20 AM (next day)	15	Santa Clara Transit Center El Camino Real east of Lafayette Street Alviso Street & Benton Street Lafayette Street & Benton Street Main Street & Benton Street
Frequent Route 522	Palo Alto Transit Center - Eastridge	5:20 AM - 11:13 PM	15	Santa Clara Transit Center
<u>ACE Commuter Rail Service</u>				
ACE Train Line	San Jose - Stockton	4:10 AM - 9:44 AM (westbound) 3:35 PM - 8:50 PM (eastbound)	60	Santa Clara Transit Center
VTA Airport Flyer	Santa Clara Transit Center - Mineta San Jose International Airport	5:12 AM - 11:33 PM	15	Santa Clara Transit Center
<u>Caltrain Commuter Rail Service</u>				
Caltrain	Gilroy - San Francisco	4:20 AM - 1:45 AM (next day)	15 - 25	Santa Clara Transit Center
<u>Capitol Corridor Commuter Rail Service</u>				
Capitol Corridor	Sacramento - San Jose	7:03 AM - 9:47 PM	60 - 90	Santa Clara Transit Center
Notes: 1. Headways during weekday peak periods as of September 2022.				



Figure 5
Existing Transit Services

ACE Commuter Rail Service

ACE provides commuter rail service between Stockton and San Jose. ACE shares the Caltrain Station at the Santa Clara Transit Center. ACE operates four westbound trains heading to San Jose in the morning and four eastbound trains heading to Stockton in the evening with 60-minute headways on weekdays.

ACE also provides the VTA Airport Flyer shuttle service between the Santa Clara Caltrain Station and the Mineta San Jose International Airport. The shuttle operates with 15-minute headways.

Capitol Corridor Commuter Rail Service

The Amtrak Capitol Corridor provides commuter rail service between Sacramento and San Jose. The Capitol Corridor train shares the Caltrain Station at the Santa Clara Transit Center. The Capitol Corridor operates six westbound and six eastbound trains on weekdays with more westbound trains in the morning and an equal number of eastbound trains. At the Santa Clara Station, there are two westbound trains during the AM commute periods and one eastbound train during the PM commute period with 60- to 90-minute headways.

Existing Pedestrian Facilities

Pedestrian facilities consist of sidewalks, crosswalks, and pedestrian signals at signalized intersections. In the plan area vicinity, a continuous network of sidewalks is present along all of the streets within the plan area and the surrounding streets. Crosswalks are provided at the following intersections in the study area (see Figure 6):

- Lafayette Street and Benton Street
- Lafayette Street and Homestead Road
- Monroe Street and Benton Street
- North and west leg of Monroe Street and Franklin Street
- Monroe Street and Homestead Road
- East and west legs of Jackson Street and Benton Street
- West, north, and south legs of Jackson Street and Homestead Road
- East and south legs of Main Street and Homestead Road
- East leg of Washington Street and Benton Street
- East and south legs of Washington Street and Homestead Road

All of the crosswalks at the signalized study intersections include pedestrian signal heads and push buttons.

Existing Bicycle Facilities

The bicycle facilities that exist in the vicinity of plan area (see Figure 7) include multi-use trails/paths (Class I bikeway), striped bike lanes (Class II bikeway), and shared bike routes (Class III bikeway).

Class I Trail or Path is an off-street path with exclusive right-of-way for non-motorized transportation used for commuting as well as recreation. The San Tomas Aquino Creek trail extends from Sunnyvale Baylands Park, north of SR 237, southward to San Tomas Expressway, where it connects to a bike path along the west side of San Tomas Expressway north of Cabrillo Avenue and extends southward to Homestead Road. The trail connects to bike lanes on El Camino Real, Benton Street, and Homestead Road in the project vicinity. The nearest access point to the trail is located at San Tomas Expressway and Benton Street, approximately 1.3 miles from the plan area.



Figure 6
Existing Crosswalks in Plan Area



Figure 7
Existing Bicycle Facilities

Class II Bike Lanes are lanes on roadways designated for use by bicycles with special lane markings. Within a one-mile radius of the plan area, striped bike lanes are present along the following roadway segments:

- Benton Street, between Monroe Street and El Camino Real
- Homestead Road, along the entire street
- Market Street, between Lafayette Street and Winchester Boulevard
- Bellomy Street, between Saratoga Avenue and Jackson Street
- Poplar Street, along the entire street
- Newhall Street, between Sunny Vista Drive and Alviso Street
- Monroe Street, between Forest Avenue and Chromite Drive
- Jackson Street between Bellomy Street and Market Street
- Park Avenue, along the entire street
- The Alameda, between Mission Street and Park Avenue

Class III Bike Routes are streets designated for bike travel and shared with motor vehicles. Bike routes are typically signed with sharrows (shared-lane pavement markings). Within a one-mile radius of the plan area, bike routes are present along the following roadway segments:

- The Alameda, between Benton Street and Harrison Street
- Newhall Street between Alviso Street and Heatherdale Avenue

Many local streets in the plan area carry low traffic volumes with low vehicle travel speeds and are conducive to bicyclists although they do not have striped bike lanes or bike route signs. Bicycles are also permitted on San Tomas Expressway. However, due to high speeds and traffic volumes, the expressway is recommended for use only by bicyclists of intermediate to advanced skills.

Existing Lane Configurations and Traffic Volumes

The existing lane configurations at the study intersections were obtained from Google Earth and field observations (see Figure 8). Lafayette Street between Homestead Road and Lewis Street has a reversible lane in the middle that serves as a northbound lane from 6:00 to 9:30 AM and a southbound lane from 2:30 to 7:00 PM. At Lafayette Street/Lewis Street intersection, the inside westbound through lane on Lewis Street serves as a shared left-turn/through lane in the PM commute hours.

Existing traffic volumes for the majority of intersections were obtained from turning movement counts collected in 2015, 2016, 2018 and 2019, between 7:00 and 9:00 AM and between 4:00 and 6:00 PM, from previously completed traffic studies. Traffic counts are presented in Appendix A. PM peak-hour counts for CMP intersections were obtained from the 2018 CMP Annual Monitoring Report.

Existing peak-hour traffic volumes for the Monroe Street/Benton Street intersection are based on new traffic counts as no recent traffic counts were available. New traffic counts were conducted in September 2022, when traffic volumes were lower than typical pre-Covid-19 conditions. These counts were adjusted by counting the Monroe Street/Homestead Road and Lafayette Street/Benton Street intersections, which had available recent counts, and comparing the new counts to the available 2015 counts to estimate the existing volumes at the Monroe Street/Benton Street intersection that would occur under typical conditions (pre-Covid-19). The Monroe Street/Benton Street intersection volumes were increased by factors of 1.31 and 1.33 during the AM and PM peak hours, respectively. The northbound and southbound through volumes were balanced based on the counts at the Monroe Street/Homestead Road intersection.

The existing peak-hour intersection volumes are shown on Figure 9. Peak-hour traffic volumes for all intersections and study scenarios are tabulated in Appendix B.

Existing Intersection Levels of Service

Signal Timing Input Adjustments

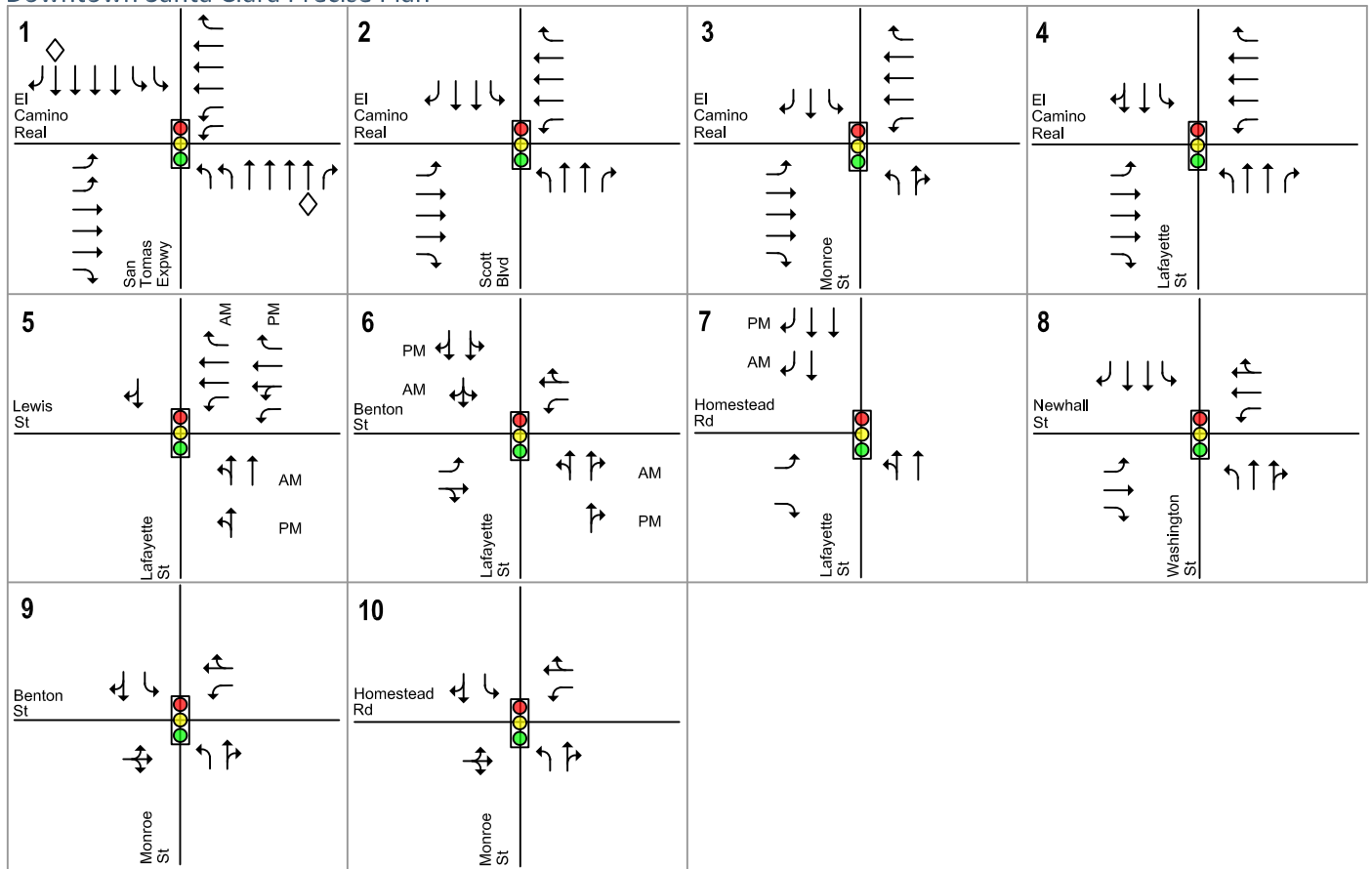
As described in Chapter 1, intersection level of service analysis for the study intersections was conducted using TRAFFIX software based the CMP default values for the analysis parameters and signal timing inputs. In addition to the CMP default values, the signal timing inputs for the intersections on expressways are based on the actual timing corresponding to the traffic count dates, and signal timing inputs for the City of Santa Clara intersections are based on the timing schedule of each intersection.

For the green time inputs, the City of Santa Clara requires the green time to reflect the greater of the minimum green for the vehicle phase or the pedestrian crossing time (both walk and clearance time), which typically is longer than the minimum green time for vehicles. The pedestrian crossing times were reduced at some locations to reflect the volume of pedestrian crossings. This is because most of the intersections have low pedestrian counts and are estimated to have only a few cycles in an hour that need the pedestrian crossing time for certain approaches. Therefore, using the full pedestrian crossing time as the minimum green time would not reasonably represent the traffic conditions for most of the peak hour on typical weekdays. The green time adjustments are summarized in Appendix C.

Intersection Level of Service Results

The results of the intersection level of service analysis show that all of the study intersections currently are operating at acceptable levels of service (see Table 4). The intersection levels of service calculation sheets are included in Appendix D.

Downtown Santa Clara Precise Plan



LEGEND



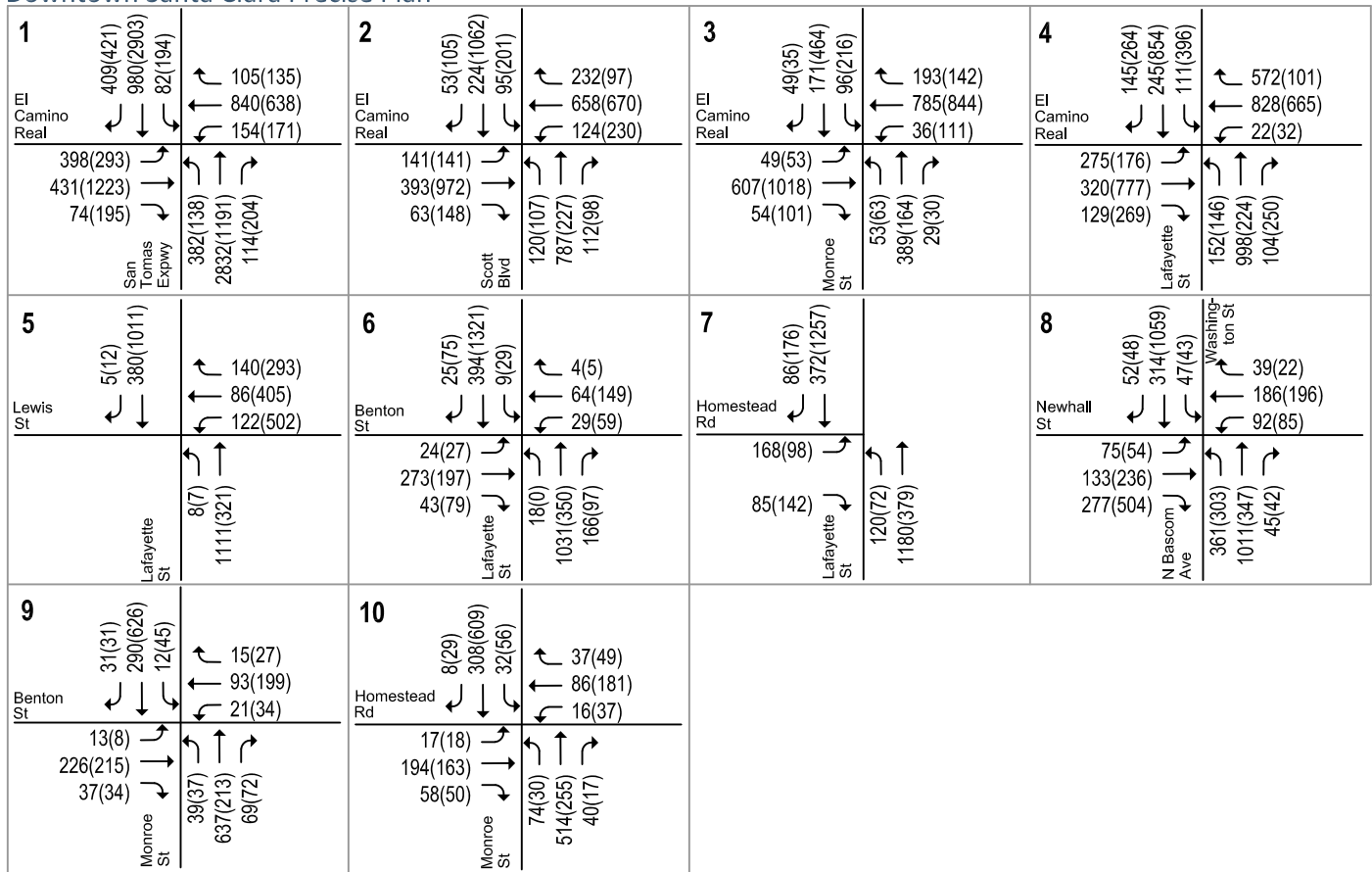
= Signalized Intersection



= HOV Lane

Figure 8
Existing Lane Configurations

Downtown Santa Clara Precise Plan



LEGEND

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

Figure 9
Existing Traffic Volumes

Table 4
Existing Intersection Levels of Service

ID	Intersection	LOS Standard	Peak Hour	Count Date	Avg. Delay ¹	LOS
1	San Tomas Expwy/El Camino Real*	E	AM	04/09/19	64.0	E
			PM	11/15/18	65.6	E
2	Scott Blvd and El Camino Real*	E	AM	05/24/18	33.6	C
			PM	11/15/18	38.2	D
3	Monroe St and El Camino Real*	E	AM	05/24/18	33.3	C
			PM	11/15/18	34.6	C
4	Lafayette St and El Camino Real*	E	AM	03/21/19	39.1	D
			PM	11/15/18	39.8	D
5	Lafayette St and Lewis St	D	AM	03/21/19	12.0	B
			PM	03/21/19	32.1	C
6	Lafayette St and Benton St	D	AM	01/06/15	9.7	A
			PM	01/06/15	9.5	A
7	Lafayette St and Homestead Rd	D	AM	05/21/15	11.4	B
			PM	05/21/15	9.6	A
8	Washington St and Newhall St	D	AM	01/19/16	19.7	B
			PM	01/19/16	43.6	D
9	Monroe St and Benton St	D	AM	09/14/22	23.6	C
			PM	09/14/22	22.9	C
10	Monroe St and Homestead Rd	D	AM	05/21/15	10.8	B
			PM	05/21/15	11.0	B

Notes:
 * Denotes VTA CMP intersection
 1. Overall weighted average control delay (seconds per vehicle) is reported for signalized intersections.

4.

Motor Vehicle Operational Analysis

This chapter presents the motor vehicle operational analysis including the method by which project traffic is estimated, the results of intersection level of service analysis for background, background plus project, cumulative, and cumulative plus project, any adverse effects to intersection level of service caused by the project, an intersection vehicle queuing analysis, and a freeway segment capacity analysis. A potential adverse operational effect on a study intersection is not considered a CEQA impact.

Project Trip Estimates

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

Trip Generation

Trip generation estimates for the SCDPP are based on standard trip generation rates published in the Institute of Transportation Engineers (ITE) *Trip Generation Manual*, 11th Edition manual. A variety of trip reductions were applied to the project's gross trip generation estimates based on the project's mixed-use nature, physical design features, geographic location, and transportation demand management (TDM) trip reduction requirements adopted by the City's 2022 Climate Action Plan (CAP). A pass-by trip reduction was also applied to the project's retail uses.

Net project trip generation on the surrounding roadway network was estimated by further crediting trips generated by the existing land uses on the sites that will be removed.

The study analyzes the housing emphasis scenario which includes up to 1,071 residential units and 729,620 square feet of commercial development, including office and retail/entertainment uses. It is assumed that 531,720 square feet of the total commercial development would be office uses, while 197,900 square feet would be retail/entertainment and other commercial uses. The total development area includes the existing buildings to remain in the DPP area including the United States Post Office and some offices located in Blocks B, I, and J.

Gross Project Trip Generation

A description of the source of trip generation rates for each land use is provided below:

- **Residential.** The trip estimate is based on the ITE Land Use code 221: Multifamily Housing (Mid-Rise), which includes apartments, townhouses, and condominiums located within the same building with at least three other dwelling units and that have between four to ten levels.
- **Office.** The trip estimate is based on ITE Land Use code 710: General Office Building.
- **Retail.** The trip estimate is based on ITE Land Use code 820: Shopping Center. This category includes the trip data for a wide scale of retail/commercial uses, from neighborhood centers to regional centers. It includes several types of retail/commercial uses like retail stores, restaurants, banks, and health clubs, etc. that are typically present in shopping centers. Since specific uses of the proposed retail/commercial spaces are unknown, it is reasonable to use the trip rates for shopping centers for the retail/commercial space.
- **Other Existing Land Uses.** The trip estimates for the existing County Courthouse, United States Post Office, and Shalom Christian Academy preschool are based on ITE Land Use code 720: Government Office Building, ITE Land Use code 732: United States Post Office, and ITE Land Use code 565: Day Care Center, respectively.

Mixed-Use Development (MXD) Trip Reduction

Trip reductions associated with mixed-use developments typically include internal capture and external walk, bike, and transit reductions, as described below.

Internal Capture

Since this project is mixed-use in nature, a portion of the trips generated by the project will both begin and end within the development, referred to as internal capture. These internal trips will be made by walking. Internal capture trip estimates were made for each of the project's land uses based on the specific mix of uses, sizes, and location within the project utilizing a combination of two internal capture methodologies: the Transportation Research Board (TRB) *National Cooperative Highway Research Program (NCHRP) Report 684: Enhancing Internal Trip Capture Estimation for Mixed-Use Developments*, and US EPA *Mixed Use Trip Generation Model v.4 (MXD)*, 2020. Local area characteristics inputs into the EPA MXD model are shown in Table 5.

NCHRP Report 684 includes an assessment of on-site land use categories including retail, office, residential, restaurants, theaters, and hotels within the site land use mix when generating internal capture. The EPA MXD method does not explicitly differentiate subcategories such as restaurants, theaters, and hotels but it does account for location factors influencing the project, including regional location, transit availability, density of development, walkability factors, and the sociodemographic profile of site residents and businesses. Given the strengths and weaknesses of both methodologies, an integrated approach for internal capture was developed as described in *Getting Trip Generation Right: Eliminating the Bias Against Mixed-Use Development*, PAS Memo, American Planning Association, May 2013. In accordance with the PAS memo, the full EPA MXD methodology and NCHRP 684 methodology were applied to estimate internal capture from each method. The results of the two methods were then combined using proportioning factors provided in the PAS Memo (see Table 6).

Table 5
Input for EPA MXD Model V4

Factor	Input Value	Source
Project Acreage	25 acres	Project Plan
Number of intersections within or on the perimeter of the MXD	12 (existing)/ 18 (SCDPP)	Project Plan
Is transit present within the site or across the street	Yes	Project Plan
Is the site a Central Business District or TOD	No	--
Employment within one mile of the MXD	19,989	http://onthemap.ces.census.gov/
Employment within a 30 min transit trip	554,903	http://onthemap.ces.census.gov/

Table 6
Internal Capture Proportioning Factors

	AM Peak Traffic	PM Peak Traffic	Average Daily Traffic
NCHRP 684	10.1%	36.5%	0.0%
EPA MXD	89.9%	63.5%	100.0%
Total	100.0%	100.0%	100.0%
Source: <i>Getting Trip Generation Right: Eliminating the Bias Against Mixed-Use Development</i> , PAS Memo, American Planning Association, May 2013.			

External Walk, Bike, and Transit

An external walk, bike, and transit trip reduction was applied to the project to account for trips to the plan area using these alternative modes of transportation. This reduction is dependent on local area characteristics like availability of transit near the site, intersection density, etc. The EPA MXD methodology accounts for local area characteristics (see Table 5) and calculates trip reductions based on external walking, biking, and transit usage.

CAP TDM Trip Reduction

The Action T-3-1 (TDM plan requirements) of the City's 2022 CAP requires that new developments with over 500 employees must achieve a minimum 25 percent reduction in project-based VMT through the implementation of active TDM measures; and a 20 percent reduction of VMT for multifamily residential developments with a 10 percent reduction through active TDM measures.

For the office use, because 6 percent of the trip reduction would be achieved through mixed-use internal trip capture, which can be considered as active TDM measures, the remaining 19 percent of trip reduction is required per the CAP requirement. For the residential use, it is assumed a 10 percent TDM trip reduction would be required for multifamily residential developments in the plan area.

Pass-By Trips

Retail uses would attract some of their customers from motorists who are passing by the developments heading towards other destinations. These customers would not need to make a separate vehicle trip to come to the project site. Such vehicle trips are categorized as pass-by trips as they are not new trips generated on the roadway network and should be subtracted from the project trip generation. A pass-by trip reduction for retail trips was applied based on the average pass-by reduction rate published in the *ITE Trip Generation Manual*. Pass-by data are typically available only for the PM peak hour. For the study, no pass-by trip reduction was applied for the AM peak hour and half of the PM peak pass-by rate was assumed for the daily trips.

Existing Trip Credits

Most of the existing land uses in the plan area would be demolished and redeveloped. Trips that are generated by existing land uses in the plan area are subtracted from the gross project trip generation estimates.

Net Project Trips

After applying the applicable reductions, the proposed SCDPP development is expected to generate 4,209 net daily vehicle trips, including 359 (241 inbound and 118 outbound) net AM peak hour trips, and 375 (110 inbound and 265 outbound) net PM peak hour trips (see Table 7).

Trip Distribution and Assignment

The trip distribution patterns for the components of the development were estimated based on existing travel patterns on the surrounding roadway network that reflect typical weekday AM and PM peak commute patterns for each land use, the locations of complementary land uses, and freeway access points. The trip distribution patterns for the proposed office, residential, and retail uses are shown on Figure 10.

The peak-hour vehicle trips generated by the existing and proposed uses were assigned to the roadway network in accordance with the trip distribution patterns for each land use and the access to the adjacent streets from each street block. Figure 11 shows the assignment of the net project traffic at the study intersections.

Table 7
Project Trip Generation Estimates

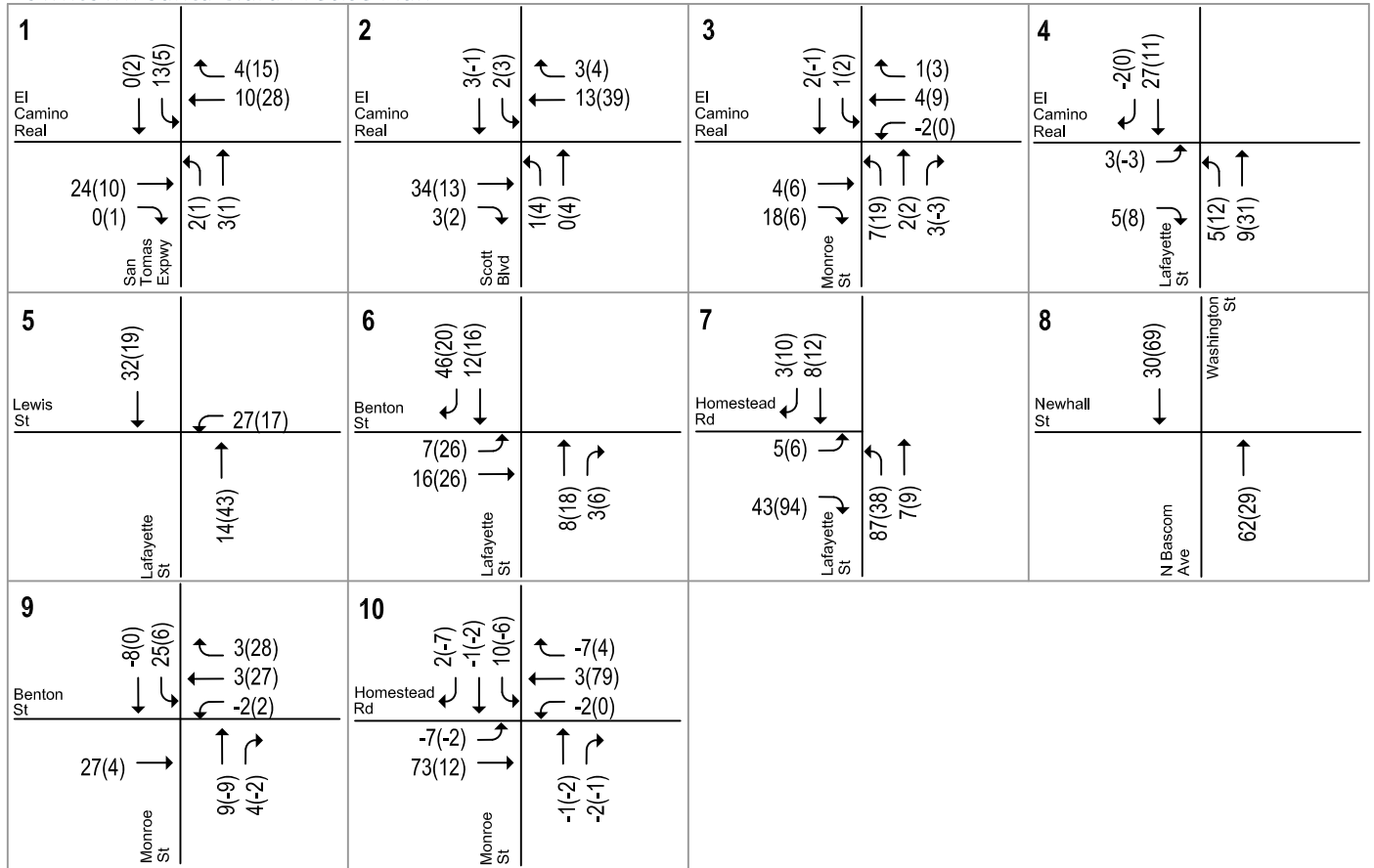
Land Use	Size	Daily		AM Peak Hour			PM Peak Hour		
		Trip Rate	Trips	Trips			Trips		
				In	Out	Total	In	Out	Total
Proposed Land Uses									
Residential¹	1,071 du	4.54	4,862	91	305	396	255	163	418
MXD Reduction ⁴			-1,115	-22	-77	-99	-80	-52	-132
TDM Trip Reduction (10%) ⁵			-375	-7	-23	-30	-18	-11	-29
Sub-Total Residential			3,372	62	205	267	157	100	257
General Office²	531,720 s.f.	10.84	5,764	711	97	808	130	636	766
MXD Reduction ⁴			-1,322	-179	-24	-203	-30	-150	-180
TDM Trip Reduction (19%) ⁶			-844	-101	-14	-115	-19	-92	-111
Sub-Total Office			3,598	431	59	490	81	394	475
Retail/Commercial³	197,900 s.f.	37.01	7,324	103	63	166	323	350	673
MXD Reduction ⁴			-1,680	-28	-17	-45	-92	-100	-192
Pass-By Reduction (15% Daily/0% AM/29% PM) ⁷			-847	0	0	0	-67	-73	-139
Sub-Total Retail/Commercial			4,797	75	46	121	164	177	342
Total Gross Project Trips			11,767	568	310	878	402	671	1,073
Existing Land Uses									
Residential¹	228 du	4.54	1,035	19	65	84	54	35	89
MXD Reduction ⁴			-151	-3	-12	-15	-15	-10	-25
Sub-Total Residential			884	16	53	69	39	25	64
General Office²	125,800 s.f.	10.84	1,364	168	23	191	31	150	181
MXD Reduction ⁴			-200	-29	-4	-33	-6	-26	-32
Sub-Total Office			1,164	139	19	158	25	124	149
County Courthouse⁸	16,500 s.f.	22.59	373	41	14	55	7	21	28
MXD Reduction ⁴			-55	-7	-2	-9	-1	-3	-4
Sub-Total County Courthouse			318	34	12	46	6	18	24
Retail/Commercial³	141,900 s.f.	37.01	5,252	74	45	119	231	251	482
MXD Reduction ⁴			-769	-13	-8	-21	-41	-44	-85
Pass-By Reduction (29% Daily/0% AM/29% PM) ⁷			-1,300	0	0	0	-55	-60	-115
Sub-Total Retail/Commercial			3,183	61	37	98	135	147	282
Preschool⁹	8,600 s.f.	47.60	409	50	45	95	45	51	96
MXD Reduction ⁴			-60	-8	-7	-15	-6	-7	-13
Sub-Total Preschool			349	42	38	80	39	44	83
United States Post Office¹⁰	9,800 s.f.	103.94	1,019	42	39	81	56	54	110
MXD Reduction ⁴			-149	-7	-6	-13	-8	-6	-14
Sub-Total United States Post Office			870	35	33	68	48	48	96
Total Existing Trips			6,768	327	192	519	292	406	698
Net Project Trips			4,999	241	118	359	110	265	375

Notes:

All trip rates are from ITE Trip Generation Manual, 11th Edition, 2021.

1. Mid-Rise Multifamily Housing (ITE Land Use 221): average trip rates in trips per dwelling unit were used.
2. General Office (ITE Land Use 710): average trip rates in trips per 1,000 s.f. were used.
3. Shopping Center (Land Use 820): average trip rates in trips per 1,000 s.f. were used.
4. Internal Capture developed using National Cooperative Highway Research Program (NCHRP) Report 684: Enhancing Internal Trip Capture Estimation for Mixed-Use Developments and US EPA Mixed Use Trip Generation Model v.4, 2020 per the methodology described in Getting Trip Generation Right: Eliminating the Bias Against Mixed-Use Development, PAS Memo, American Planning Association, May 2013.
5. Per the 2022 Santa Clara Climate Action Plan (CAP), a 10% trip reduction is required through active TDM measures for multifamily residential developments.
6. Per the CAP, a 25% trip reduction is required through active TDM measures for large employers over 500 employees. Because 6% of the trip reduction would be achieved through mixed-use internal trip capture, additional 19% of trip reduction is required per the CAP requirement.
7. An average 29% pass-by trip reduction was applied to the Daily and PM peak-hour trips based on the ITE Trip Generation Manual for Shopping Center.
8. Government Office Building (Land Use 730): average trip rates in trips per 1,000 s.f. were used.
9. Day Care Center (Land Use 565): average trip rates in trips per 1,000 s.f. were used.
10. United States Post Office (Land Use 732): average trip rates in trips per 1,000 s.f. were used.

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LEGEND

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

Figure 11
Project Trip Assignment

Intersection Traffic Operations Analysis

This section presents the results of intersection level of service analysis for background and cumulative conditions, identifies any adverse effects to intersection level of service caused by the project, and includes a vehicle queuing analysis at study intersections where the project would add a substantial number of vehicle trips to the left-turn movements.

Roadway Network

The intersection configurations under background and cumulative conditions is assumed to be the same as under existing conditions because there are no planned and funded transportation improvements at the study intersections that would alter the existing intersection lane configurations, and the project would not alter the existing intersection lane configurations.

Traffic Volumes

The AM and PM peak-hour intersection volumes under background, background plus project, cumulative, and cumulative plus project conditions are shown on Figures 12, 13, 14, and 15, respectively. Traffic volumes for all scenarios are tabulated in Appendix B.

Background Conditions

Background traffic volumes for the study intersections were estimated by adding to the existing traffic volumes the trips generated by nearby approved projects that have not been constructed or occupied. A list of approved projects was obtained from the City of Santa Clara. Hexagon considered both the location and size of the approved projects in order to eliminate those that were too far away or too small to affect traffic conditions of the selected study intersections. Based on the review of the approved project list, the background conditions traffic volumes include City Place Phases 1-3 as the approved developments are either too far or small and would not add noticeable trips to the study intersections. Vehicle trips for City Place Phases 1-3 were obtained from the project's environmental document (initial study or EIR).

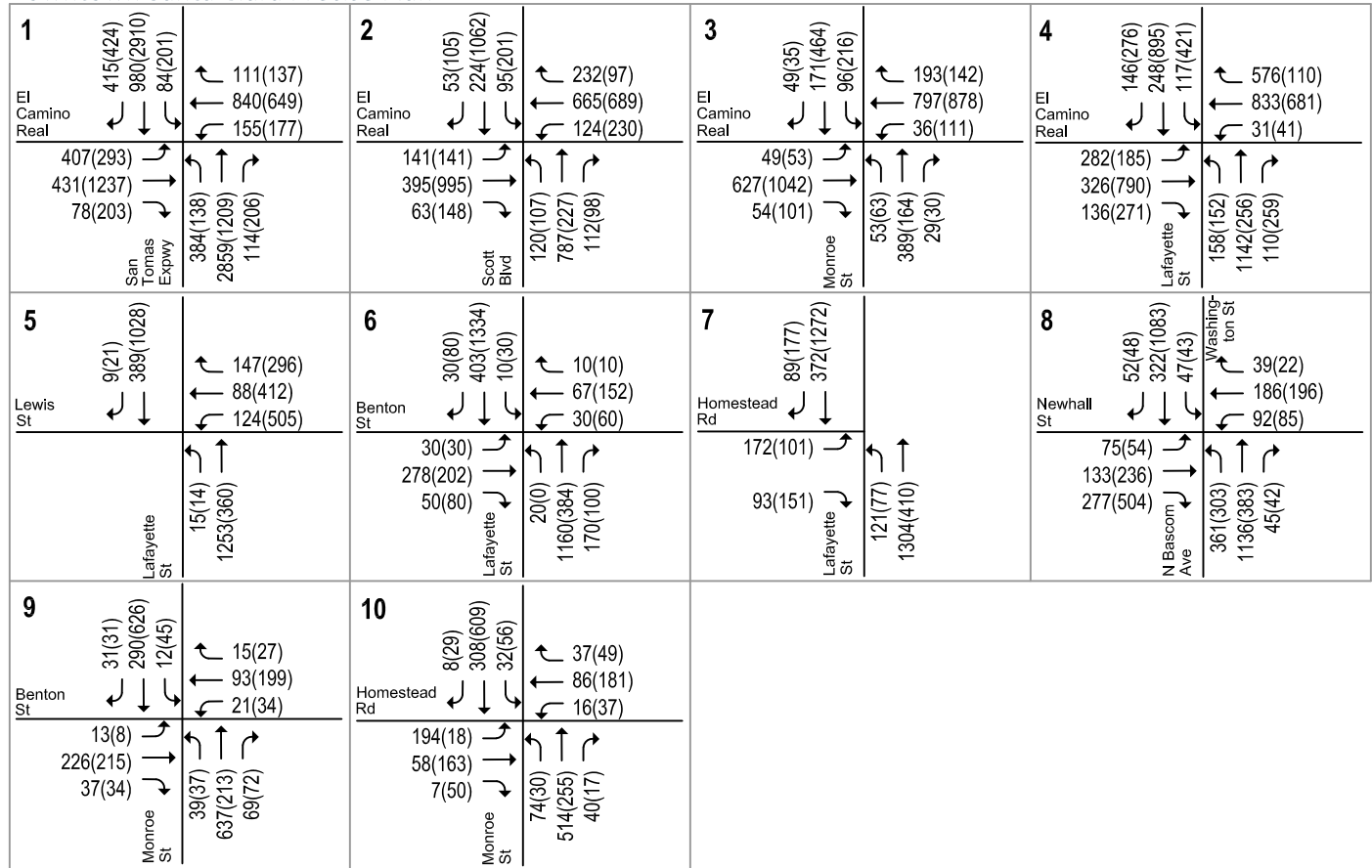
Project trips were added to background traffic volumes to obtain background plus project traffic volumes.

Cumulative Conditions

Traffic volumes under cumulative no project conditions were estimated by adding the trips from proposed but not yet approved (pending) developments to the background traffic volumes. A list of pending projects was obtained from the City of Santa Clara. Notable pending projects in the area that are included in the cumulative conditions traffic volumes include the Kylii mixed-use development and the remaining phases of City Place. The pending projects considered for the study are listed in Appendix E. Vehicle trips from the pending projects were obtained from the projects' transportation studies/environmental document (initial study or EIR), if available. For projects without a transportation study, trip estimates were developed using rates published in the Institute of Engineers' (ITE) *Trip Generation Manual, 11th Edition*. The estimated trips were assigned to the study intersections according to distributions identified in the development traffic studies, if available, or knowledge of the study area. A tabular summary of pending trips at each study intersection is contained in Appendix B.

The trips generated by the plan were then added to the cumulative no project traffic volumes to yield cumulative plus project traffic volumes.

Downtown Santa Clara Precise Plan

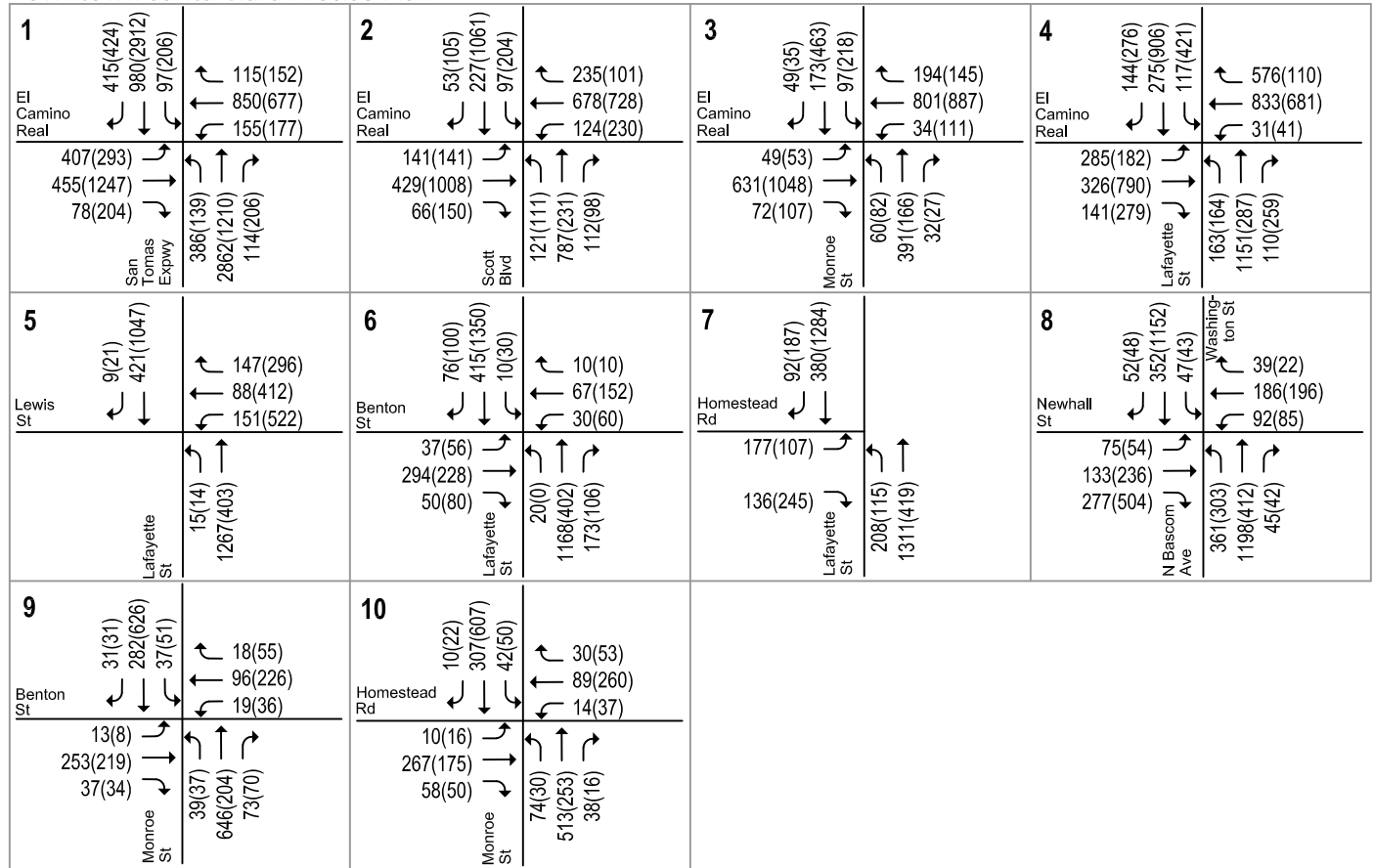


LEGEND

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

Figure 12
Background Traffic Volumes

Downtown Santa Clara Precise Plan

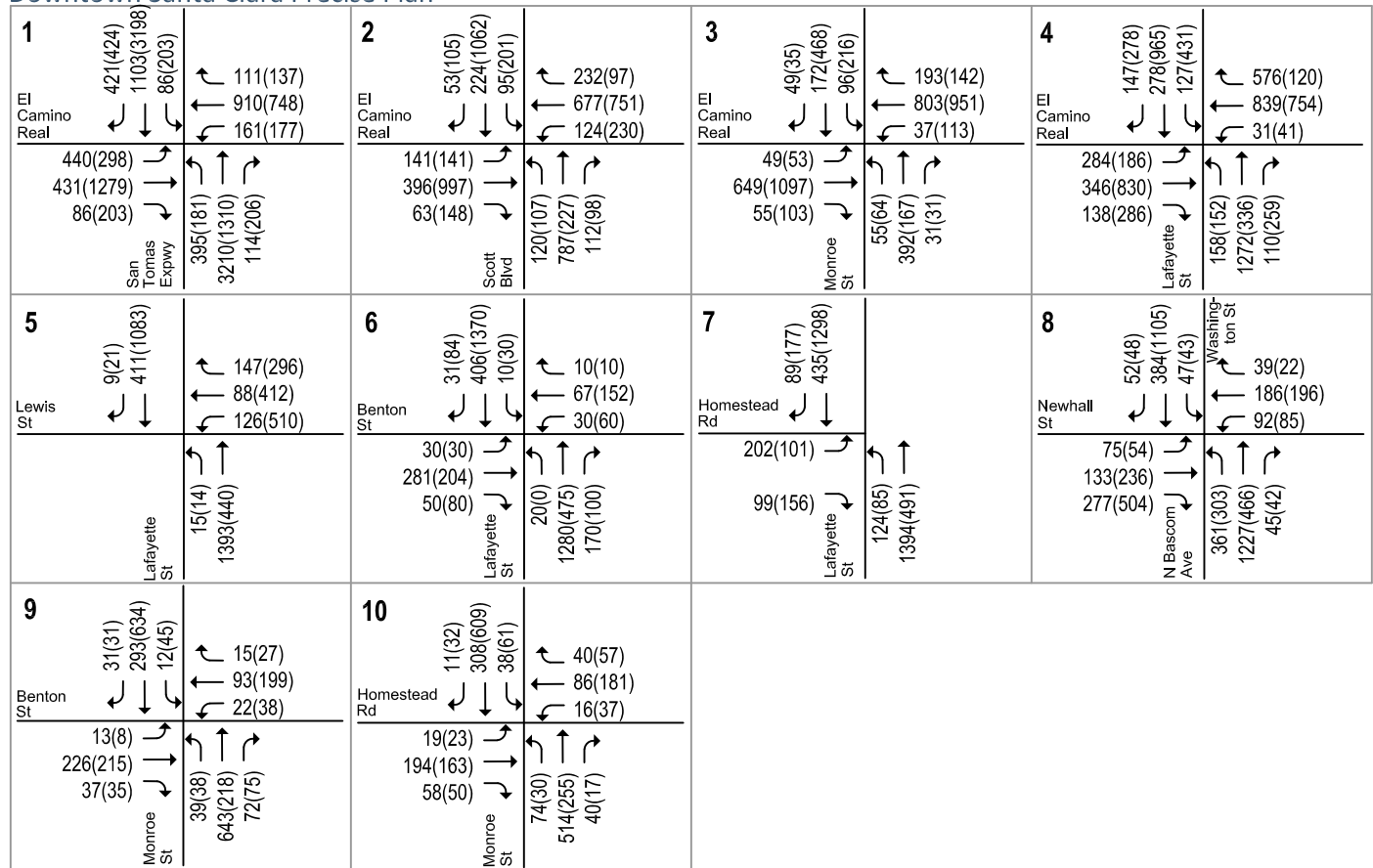


LEGEND

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

Figure 13
Background Plus Project Traffic Volumes

Downtown Santa Clara Precise Plan

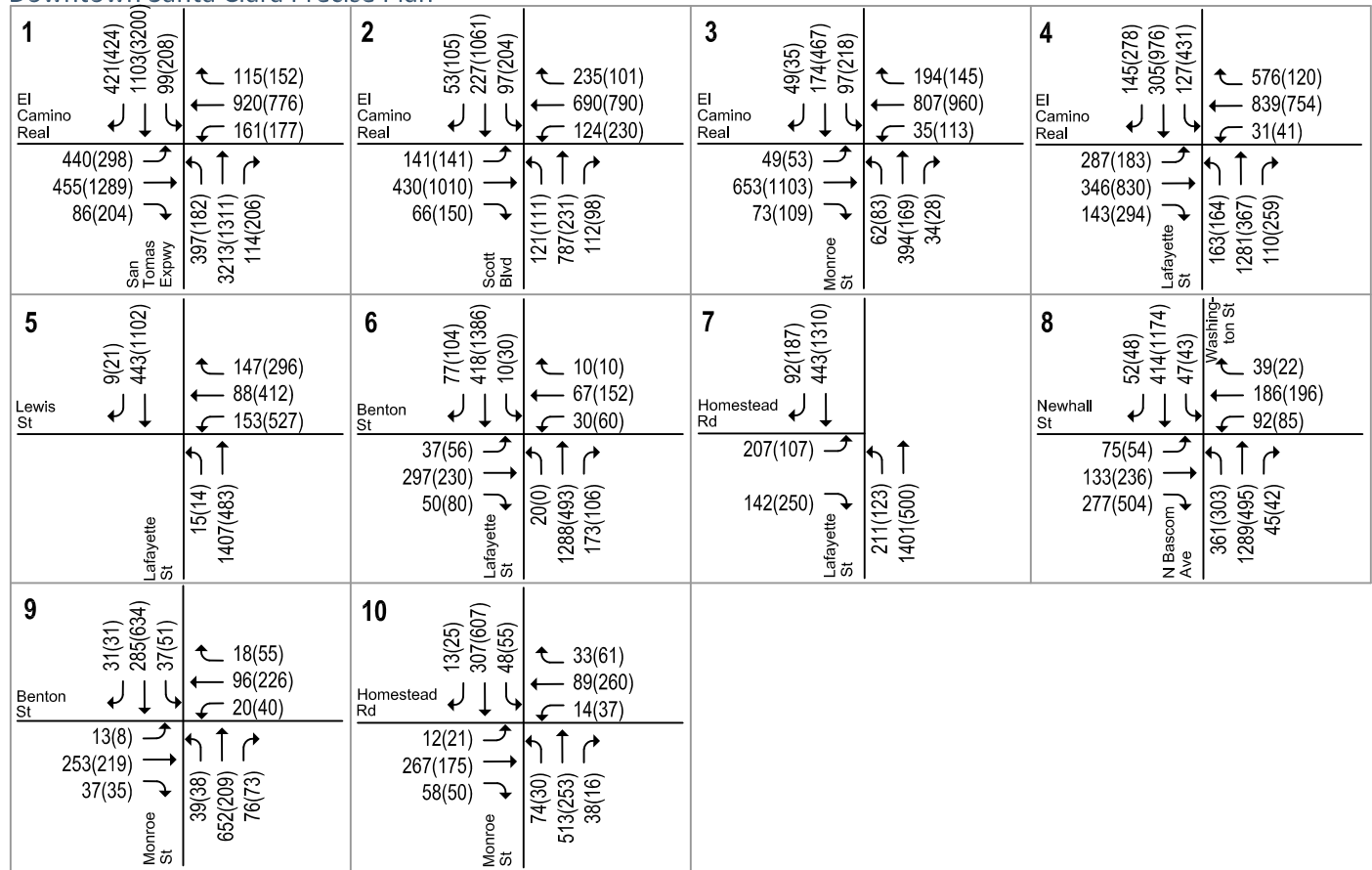


LEGEND

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

Figure 14
Cumulative No Project Traffic Volumes

Downtown Santa Clara Precise Plan



LEGEND

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

Figure 15
Cumulative Plus Project Traffic Volumes

Intersection Levels of Service

The results of the intersection level of service analysis show that all study intersections would operate at acceptable levels during both the AM and PM peak hours of traffic and that SCDPP would not cause adverse effects at any of the study intersections under background conditions (see Table 8) and cumulative conditions (see Table 9). The intersection levels of service calculation sheets are included in Appendix D.

Table 8
Background and Background Plus Project Intersection Levels of Service

ID	Intersection	LOS Standard	Peak Hour	Background		Background+Project			
				Avg. Delay ¹	LOS	Avg. Delay ¹	LOS	Incr. in Crit. Delay	Incr. in Crit. V/C
1	San Tomas Expwy/El Camino Real*	E	AM	64.5	E	64.7	E	0.2	0.003
			PM	65.9	E	65.9	E	0.1	0.004
2	Scott Blvd and El Camino Real*	E	AM	33.7	C	33.8	C	0.1	0.004
			PM	38.2	D	38.3	D	0.3	0.005
3	Monroe St and El Camino Real*	E	AM	33.2	C	33.2	C	0.1	0.005
			PM	34.5	C	35.0	D	0.9	0.013
4	Lafayette St and El Camino Real*	E	AM	41.8	D	42.1	D	0.5	0.005
			PM	40.4	D	40.7	D	0.4	0.009
5	Lafayette St and Lewis St	D	AM	11.7	B	12.1	B	0.2	0.007
			PM	32.8	C	33.5	C	7.3	0.015
6	Lafayette St and Benton St	D	AM	10.0	A	10.3	B	0.4	0.014
			PM	9.6	A	10.3	B	0.8	0.029
7	Lafayette St and Homestead Rd	D	AM	11.4	B	12.2	B	0.2	0.033
			PM	10.0	A	13.7	B	6.5	0.096
8	Washington St and Newhall St	D	AM	20.3	C	21.1	C	1.1	0.030
			PM	43.9	D	44.5	D	0.1	0.021
9	Monroe St and Benton St	D	AM	23.6	C	26.1	C	3.4	0.046
			PM	22.9	C	24.9	C	1.4	0.012
10	Monroe St and Homestead Rd	D	AM	10.8	B	12.1	B	1.8	0.048
			PM	11.0	B	12.1	B	2.1	0.045

Notes:

* Denotes VTA CMP intersection

1. Overall weighted average control delay (seconds per vehicle) is reported for signalized intersections.

Table 9
Cumulative Intersection Levels of Service

ID	Intersection	LOS Standard	Peak Hour	Cumulative		Cumulative+Project			
				Avg. Delay ¹	LOS	Avg. Delay ¹	LOS	Incr. in Crit. Delay	Incr. in Crit. V/C
1	San Tomas Expwy/EI Camino Real*	E	AM	70.2	E	70.4	E	0.3	0.003
			PM	65.6	E	65.7	E	0.1	0.003
2	Scott Blvd and EI Camino Real*	E	AM	33.7	C	33.8	C	0.1	0.004
			PM	38.2	D	38.3	D	0.3	0.005
3	Monroe St and EI Camino Real*	E	AM	33.3	C	33.3	C	0.1	0.005
			PM	34.5	C	35.0	C	0.9	0.013
4	Lafayette St and EI Camino Real*	E	AM	44.7	D	45.1	D	0.7	0.005
			PM	41.1	D	41.4	D	0.5	0.009
5	Lafayette St and Lewis St	D	AM	11.3	B	11.8	B	0.3	0.008
			PM	34.9	C	35.8	D	1.8	0.016
6	Lafayette St and Benton St	D	AM	10.1	B	10.5	B	0.5	0.014
			PM	9.7	A	10.4	B	0.9	0.029
7	Lafayette St and Homestead Rd	D	AM	12.7	B	13.4	B	0.3	0.033
			PM	9.9	A	13.7	B	6.5	0.099
8	Washington St and Newhall St	D	AM	21.9	C	23.2	C	1.9	0.030
			PM	44.4	D	45.1	D	0.2	0.021
9	Monroe St and Benton St	D	AM	24.0	C	26.6	C	3.6	0.046
			PM	23.3	C	25.4	C	1.4	0.011
10	Monroe St and Homestead Rd	D	AM	10.8	B	12.1	B	1.8	0.048
			PM	11.2	B	12.3	B	2.2	0.047

Notes:
 * Denotes VTA CMP intersection
 1. Overall weighted average control delay (seconds per vehicle) is reported for signalized intersections.

Vehicle Queuing Analysis

The analysis of intersection levels of service was supplemented with a vehicle queuing analysis for left-turn lanes at intersections where the plan would add a substantial number of left turns. This analysis provides a basis for estimating future storage requirements at the intersections under existing, background, and project conditions. Vehicle queues were estimated using a Poisson probability distribution, described in Chapter 1. The following left-turn movements were evaluated, and the results of the queueing analysis are summarized in Table 10:

- Monroe Street and EI Camino Real – Northbound left turn
- Lafayette Street and EI Camino Real – Northbound left turn
- Lafayette Street and Lewis Street – Westbound left turn
- Lafayette Street and Benton Street – Eastbound left turn
- Monroe Street and Benton Street – Southbound left turn
- Monroe Street and Homestead Road – Southbound left turn

The queuing analysis indicates that the northbound left-turn movement from Monroe Street to westbound EI Camino Real would have queuing deficiencies caused or exacerbated by the plan.

The 95th percentile queues would exceed the storage lane for the northbound left-turn movement at Lafayette Street and El Camino Real during the AM and PM peak hour under existing and background conditions. However, the project traffic would not cause a noticeable increase in the left-turn vehicle queue.

Table 10
Left-Turn Storage Queuing Analysis

Analysis Scenario	Monroe St & El Camino Real		Lafayette St & El Camino Real		Lafayette St & Lewis St		Lafayette St & Benton St		Monroe St & Benton St		Monroe St & Homestead Rd	
	NBL		NBL		WBL ²		EBL		SBL		SBL	
	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM
Existing												
Cycle (sec)	116	120	116	130	115	120	58	58	65	56	60	60
Volume (vph)	53	63	152	146	122	502	24	27	12	45	32	56
Number of lanes	1	1	1	1	1	1	1	1	1	1	1	1
Volume (vphpl)	53	63	152	146	122	502	24	27	12	45	32	56
95th % Queue (veh/ln)	4	5	9	9	7	24	2	2	1	2	2	3
95th % Queue ¹ (ft/ln)	100	125	225	225	175	600	50	50	25	50	50	75
Storage (ft/ln)	75	75	100	100	275	1525	100	100	100	100	125	125
Adequate (Y/N)	N	N	N	N	Y	Y	Y	Y	Y	Y	Y	Y
Background												
Cycle (sec)	116	120	116	130	115	120	58	58	65	56	60	60
Volume (vph)	53	63	158	152	124	505	30	30	12	45	32	56
Number of lanes	1	1	1	1	1	1	1	1	1	1	1	1
Volume (vphpl)	53	63	158	152	124	505	30	30	12	45	32	56
95th % Queue (veh/ln)	4	5	9	10	7	24	2	2	1	2	2	3
95th % Queue ¹ (ft/ln)	100	125	225	250	175	600	50	50	25	50	50	75
Storage (ft/ln)	75	75	100	100	275	1525	100	100	100	100	125	125
Adequate (Y/N)	N	N	N	N	Y	Y	Y	Y	Y	Y	Y	Y
Background Plus Project												
Cycle (sec)	116	120	116	130	115	120	58	58	65	56	60	60
Volume (vph)	60	82	163	164	151	522	37	56	37	51	42	50
Number of lanes	1	1	1	1	1	1	1	1	1	1	1	1
Volume (vphpl)	60	82	163	164	151	522	37	56	37	51	42	50
95th % Queue (veh/ln)	4	6	9	10	9	25	2	3	2	2	2	3
95th % Queue ¹ (ft/ln)	100	150	225	250	225	625	50	75	50	50	50	75
Storage (ft/ln)	75	75	100	100	275	1525	100	100	100	100	125	125
Adequate (Y/N)	N	N	N	N	Y	Y	Y	Y	Y	Y	Y	Y
Notes:												
NBL = northbound left-turn movement; NBT = northbound through movement; SBL = southbound left-turn movement; EBL = eastbound left-turn movement; WBL = westbound left-turn movement.												
¹ Assumes 25 feet per vehicle queued.												
² The queue length reflects the inside westbound through lane on Lewis Street that serves as a shared left-turn/through lane in the PM commute hours.												

Monroe Street and El Camino Real – Northbound left turn

The existing storage capacity for the northbound left-turn lane on Monroe Street at El Camino Real is approximately 75 feet (3 vehicles). The 95th percentile queue exceeds the storage lane by 25 feet and 50 feet during the AM and PM peak hour, respectively. Under background conditions, the queue would not increase. The plan would add one additional vehicle to the PM peak-hour queue, causing the queue to exceed the storage lane by three vehicles during the PM Peak hour. The turn lane cannot be

extended as it would require the removal of on-street parking. However, the small increase in queue length would have an insignificant effect on traffic operations at this intersection because the left-turn spillback would last for a short period of time during the PM peak hour.

Freeway Segment Capacity Analysis

The City is required to conform to the requirements of the VTA that establishes a uniform program for evaluating the transportation impacts of land use decisions on the designated CMP Roadway System. The VTA's CMP has yet to adopt and implement guidelines and standards for the evaluation of the CMP roadway system using VMT. Therefore, the effects of the proposed project on freeway segments in the vicinity of the project area following the current methodologies as outlined in the VTA *TIA Guidelines*, was completed. However, this analysis is not relevant to CEQA.

Traffic volumes on the study freeway segments with the project were estimated by adding project trips to the freeway segment volumes obtained from the 2018 CMP Annual Monitoring Report. The results of the freeway segment analysis show that the project trips represent less than one percent of capacity of the freeway segments on I-880 in the project vicinity (See Table 11). Thus, the project would not have an adverse effect on the traffic operations of nearby freeway segments.

Table 11
Freeway Segment Traffic Operations

Freeway Segment	Dir	Peak Hour	Existing Conditions			Existing Plus Project Conditions	
			Mixed-Flow			Mixed-Flow	
			# of Lanes ¹	Capacity ²	LOS ³	Project Trips	% of Capacity
I-880 Stevens Creek Blvd to N. Bascom Ave	NB	AM	3	6,900	F	28	0.4%
		PM	3	6,900	F	11	0.2%
I-880 N. Bascom Ave to The Alameda	NB	AM	3	6,900	F	17	0.2%
		PM	3	6,900	F	28	0.4%
I-880 The Alameda to Coleman Ave	NB	AM	3	6,900	F	27	0.4%
		PM	3	6,900	F	49	0.7%
I-880 Coleman Ave to The Alameda	SB	AM	3	6,900	D	46	0.7%
		PM	3	6,900	F	25	0.4%
I-880 The Alameda to N. Bascom Ave	SB	AM	3	6,900	D	25	0.4%
		PM	3	6,900	F	15	0.2%
I-880 N. Bascom Ave to Stevens Creek Blvd	SB	AM	3	6,900	E	10	0.1%
		PM	3	6,900	E	29	0.4%

Notes:

LOS = level of service.

1. Number of lanes on each segment are taken from the Google Earth software.

2. Capacity is based on the capacities cited in VTA's *Transportation Impact Analysis Guidelines* (2014).

3. Level of service (LOS) of each segment are taken from VTA's 2018 CMP Monitoring Report.

Bold indicates a substandard level of service.

5.

Other Transportation Issues

This chapter presents other transportation issues associated with the plan, including:

- Site access
- Pedestrians, bicycles, and transit facilities
- Parking

The analyses in this chapter are based on the professional judgment in accordance with the standards and methods employed by the traffic engineering community.

Site Access

Site access is typically reviewed at the project level to determine if adequate site access and circulation would be provided to a development and to identify any access or circulation issues that should be improved. Because no development applications have been submitted for the parcels within the SCDPP, there are no detailed site plans showing access and circulation. This section presents the SCDPP requirements. This review is based on the conceptual plan presented in Figure 2, and in accordance with the City Code and SCDPP requirements and generally accepted traffic engineering standards.

Vehicle Site Access

Motor vehicle access to and from the plan area would be provided via Benton Street, Franklin Street, Homestead Road, Madison Street, Monroe Street, Jackson Street, Main Street, Washington Street, and Lafayette Street. The plan would extend Washington, Main, and Franklin Streets through the plan area to complete the street grid in the plan area (see Figure 3). Alleys are required for developments in each block to facilitate parking, loading, and service access. Alleys should connect at least two different adjoining streets for each block.

Driveway Design

According to the City of Santa Clara Municipal Code, Chapter 18.74 (Parking Regulations), two-way driveways providing access to all properties other than residential should be a minimum width of 22 feet and a maximum width of 30 feet. Two-way driveways providing access to 25 or more residential parking spaces should be at least 26 feet wide. The SCDPP requires that alleys be at least 26 feet wide.

Sight Distance at Driveways

Adequate sight distance reduces the likelihood of a collision at driveways and provides drivers with the ability to locate sufficient gaps in traffic to exit a driveway. Sight distance of a driveway is evaluated based on the stopping sight distance recommended by Caltrans for a given design speed.

Figure 3 shows the suggested parking entrances/alleys for each block within the plan area. The streets bounding and within the plan area have a speed limit of 25 mph, except Lafayette Street that has a speed limit of 30 mph. The Caltrans stopping sight distance is 200 feet (based on a design speed of 30 mph). Thus, a driver must be able to see 200 feet in both directions coming out of a driveway/alley on along these streets to locate a sufficient gap to turn out of the driveway. For a driveway/alley on Lafayette Street, a driver must be able to see 250 feet in both directions (based on a design speed of 35 mph).

There are no roadway curves along any of these streets. On-street parking is allowed on the streets bounding and within the plan area and would continue to be allowed on the existing streets and the extended Washington, Main, and Franklin Streets in the plan area. The SCDPP proposes to redesignate the parking lane as a multi-use curb lane for a variety of uses including drop-off zones, service and delivery zones, bike share stations and on-street parking. If on-street parking is present near any proposed alleys/driveways, it could obstruct the vision of exiting drivers if there were cars parked next the alleys/driveways. Therefore, future developments should be required to evaluate sight distance at the project driveways/vehicle access points and be required to prohibit vehicle parking next to the driveways.

Passenger Loading

The SCDPP would provide multi-use curb lanes on streets bounding and within the plan area, which would allow passenger loading along the development frontages and would be convenient for people accessing the development in the plan area using Uber/Lyft or other rideshare apps (e.g., Scoop, Waze Carpool).

Emergency Vehicle and Truck Access

Emergency vehicles would access the individual developments from the streets bounding and within the plan area and via alleys within each block.

Trucks and service vehicles would access the individual developments via the alleys and loading entrances allowed on the streets in the plan area. Figure 3 shows the suggested alley and loading entrance locations on the streets within the plan. On-street loading could also be allowed in the multi-use curb lanes for loading and delivery for businesses when on-street parking demand is low.

Pedestrians, Bicycles, and Transit Facilities

This section describes the existing and future transit, pedestrian and bicycle facilities that serve the plan area and evaluates whether appropriate bicycle and pedestrian access and transit service are provided between the plan area and nearby destinations.

Pedestrian Facilities

Pedestrian access to the plan area is provided via sidewalks on Benton Street, Homestead Road, Lafayette Street, Jackson Street, Monroe Street, Madison Street, and surrounding streets and crosswalks at the nearby intersections. Crosswalks with pedestrian signal heads are located at all of the signalized study intersections in the study area. A continuous pedestrian network is present along all of the streets within the plan area and the surrounding streets.

For signalized intersections along the plan boundary, all corners of the Monroe Street/Homestead Road intersection and Monroe Street/Benton Street intersection and all corners except the northwest corner of the Lafayette Street/Homestead Road intersection have ADA curb ramps with truncated domes. Truncated domes are the standard design requirement for detectable warnings which enable people with visual disabilities to determine the boundary between the sidewalk and the street. Future

developments in the plan area should be required to provide an ADA-compliance curb ramp at the northwest corner of the Lafayette Street/Homestead Road intersection.

The plan proposes to extend Washington, Main, and Franklin Streets through the plan area to establish a street grid with 10 city blocks. Future developments in the plan area would be required to provide 10-foot sidewalks along Lafayette, Main, and Washington Streets, 11-foot sidewalks along Monroe Street, Benton Street, and Homestead Road, and 15-foot sidewalks along Franklin Street.

To provide safe, direct, and continuous pedestrian paths throughout the plan area, the SCDPP includes policies to minimize curb cuts where motor vehicles cross pedestrian sidewalks by consolidating access and using alleys and calm traffic and maximize pedestrian safety. The traffic calming strategies include:

- Curb extensions to reduce pedestrian crossing distances at crosswalks
- Pedestrian-activated flashers at longer crosswalks
- Traffic lane width reductions to acceptable minimums
- Curb radius reductions to acceptable minimums
- Landscaped medians where turn lanes exist but are not needed

The City of Santa Clara *Pedestrian Master Plan 2019* identifies intersections and sidewalks within the City that need curb ramp and sidewalk improvements in order to provide a comprehensive network of safe, convenient, and comfortable pedestrian routes for people of all ages and abilities. The following intersections in the plan area are identified as high priority projects for spot improvements, which include crossing improvements, signal improvements, transit stop improvements, and walking environment improvements.

- Monroe Street and Homestead Road: Crossing and signal improvements
- Lafayette Street and Homestead Road: Crossing and signal improvements
- Monroe Street and Franklin Street: Signal improvement
- Homestead Road and Jackson Street: Crossing and signal improvements

Additional crossing improvements are also identified for the Jackson Street/Benton Street and Main Street/Homestead Road intersections.

It is expected that future developments in the plan area would be required to minimize curb cuts and implement or contribute to the traffic calming improvements proposed by the SCDPP and the intersection improvements identified in the *Pedestrian Master Plan*.

Bicycle Facilities

There are bike lanes on Benton Street, Homestead Road, and Monroe Street that connect cyclists from the plan area to the surrounding areas. With the extension of Washington, Main, and Franklin Streets through the plan area, the plan also proposes these streets as future bike routes (see Figure 4).

The City of Santa Clara *Bicycle Master Plan Update 2018* and SCDPP includes recommended bikeways along the following streets in the study area:

- Class IV separated bike lanes on El Camino
- Class II bike lanes on Benton Street, between Lincoln Street and Monroe Street
- Class II bike lanes on Bellomy Street, east of Lafayette Street
- Class III bike route on Market Street, east of Lafayette Street
- Class III bike route on The Alameda between Benton Street and Franklin Street
- Class III bike boulevard on Lincoln Street between El Camino Real and Homestead Road
- Class III bike boulevard on Benton Street between San Tomas Expressway and Lincoln Street

- Class III bike boulevard on Santa Clara Street between Winchester Boulevard and Lafayette Street

The SCDPP also proposes mobility hubs that would provide bikeshare, scootershare, carshare, on-demand rideshare, and microtransit. These hubs would be located within the plan area along Homestead Road, Main Street, and Benton Street (see Figure 4).

As part of the plan's goal to reduce auto dependence, new developments would be required to provide secure indoor bicycle parking sufficient to meet resident and employee demand. It is expected that new developments would be required to provide bike racks near building entrances and public spaces.

Access to Schools

The SCDPP would generate an increase in school attendance. Nearby schools include Washington Elementary School, Buchser Middle School, and Wilson High School, which are about 2,605 feet south, 1,575 feet south, and 1,645 feet west of the plan area edges, respectively. There are continuous sidewalks between the schools and the plan area. There are also bike lanes along Benton Street, Homestead Road, Jackson Street, and Market Street that could be used for middle school and high school students.

Transit Services

Due to the proximity of the Santa Clara Transit Station and bus stops to the plan area, it is assumed that some residents, guests, and employees of the plan area would utilize the existing transit services. Assuming a commute-hour transit mode share of six percent for employees and nine percent for residents (as recommended by VTA TIA guidelines for employment and residential near a LRT, BRT, or Caltrain Station), the buildout of the plan would generate up to 63 new transit riders during the peak hours. The plan area is served by six VTA bus routes with 36 buses, 4 Caltrain trains, one Capitol Corridor train, and one ACE trains operating during the peak hour. Therefore, it is anticipated that the projected transit riders associated with the plan could be accommodated by the existing transit services.

To provide high-quality transit service and encourage more residents and employees to use transit, the City would work with VTA to provide more frequent transit service as Downtown development increases ridership in the plan area and evaluate a potential shuttle route with stops along Franklin Street within the plan area (see Figure 16). The shuttle would provide a frequent convenient trolley, shuttle, or autonomous micro bus between Downtown, Santa Clara University, and the Santa Clara Transit Center.

An evaluation of the effects of project traffic on transit vehicle delay also was completed. The analysis was completed for all transit routes that travel through the study intersections utilizing information presented in the preceding chapter under the intersection level of service analysis. The results of the transit delay analysis are presented in Table 12. The analysis shows that for all routes, the traffic associated with the plan would increase delay to transit vehicles by less than 10 seconds per vehicle. The VTA has not established policies or significance criteria related to transit vehicle delay. Thus, this data is presented for informational purposes only.



View from Northeast

- Existing Bus Routes
- Existing Bus Stops
- Potential Shuttle

Figure 16
Potential Shuttle Route

Table 12
Transit Vehicle Delay in Study Area

Bus Route	Study Area Street(s)	Direction	Projected Change in Transit Vehicle Delay (sec/veh)	
			AM	PM
21	Monroe Street, Homestead Road, Benton Street, Lafayette Street	Eastbound	3.6	-3.4
		Westbound	1.2	-0.8
22	El Camino Real	Eastbound	0.7	1.3
		Westbound	0.4	0.9
53	Benton Street	Eastbound	3.4	-4.3
		Westbound	-0.9	-1.0
59	Lafayette Street, Benton Street, El Camino Real, Monroe Street	Northbound	0.9	4.5
		Southbound	-0.3	4.3
60	Monroe Street, Benton Street	Northbound	5.7	2.3
		Southbound	0.5	1.2
522	El Camino Real	Eastbound	0.7	1.3
		Westbound	-0.1	1.7

Note:

Projected increase in transit delay based on a comparison of background vs. background plus project intersection movement delays calculated by TRAFFIX.

Parking

Because no development applications have been submitted for the parcels within the SCDPP, the parking analysis evaluates the plan-wide parking based on the SCDPP requirements.

Vehicle Parking

Table 2 in Chapter 2 shows the proposed vehicle parking requirements for various land uses in the SCDPP, which include the minimum number of parking spaces required for office uses, grocery stores, retail/commercial uses, hotels, and residential uses. Based on the plan, residential parking would be provided within each residential building; office parking would be provided at a district scale using on-site parking as well as two parking garages in Blocks B and F. The parking garages would be shared by the office and retail/entertainment uses.

This study analyzes the housing emphasis scenario which includes up to 1,071 residential units, 531,720 square feet of office uses, and 197,900 square feet of retail/entertainment and other commercial uses. For the office and commercial uses, the plan would be required to provide at least 1,262 parking spaces within the two district parking garages and office buildings. The plan estimates 1,219 commercial parking spaces would be provided, which are 43 spaces fewer than the required number of parking spaces. Depending on the mix of office and retail uses proposed in the plan area, the number of required office/commercial parking spaces would need to be evaluated further in the future.

For the residential uses, the mix of unit types that would be constructed for the residential buildings is unknown. The plan estimates 1,349 parking spaces would be provided, which equates to 1.21 spaces per residential unit plus 54 guest parking spaces (at 1 space per 20 units). The proposed parking rate is greater than the minimum parking rate for residential uses.

Bicycle Parking

The SCDPP requires new development to provide secure indoor bicycle parking sufficient to meet resident and employee demand. Because the SCDPP does not specify the number of bicycle parking spaces required for proposed land uses in the plan area, and the City Code does not establish a bicycle parking requirement, the bicycle parking spaces were evaluated based on the recommendations in the VTA *Bicycle Technical Guidelines*.

It is expected that new developments within the SCDPP would be required to follow the bicycle parking standards as listed below:

- Residential:
 - o Long-term – minimum one space per unit
 - o Short-term – minimum one space per 20 units
- Office:
 - o Long-term – minimum one space per 4,000 square feet
 - o short-term – minimum four spaces per building entrance
- Retail:
 - o Long-term – minimum one space per 20 on-site employees
 - o Short-term – minimum one space per 4,000 square feet

Santa Clara Downtown Precise Plan TA

Technical Appendices

December 23, 2022

Appendix A

Traffic Counts



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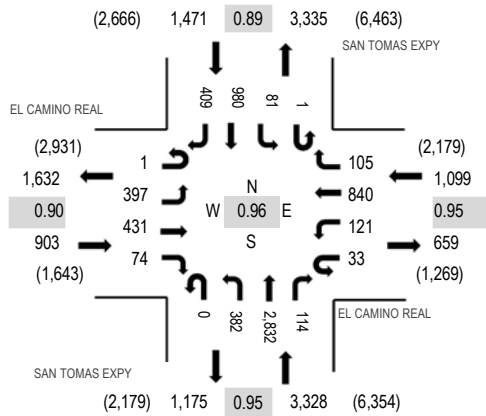
Location: 10 SAN TOMAS EXPY & EL CAMINO REAL AM

Date: Tuesday, April 9, 2019

Peak Hour: 07:30 AM - 08:30 AM

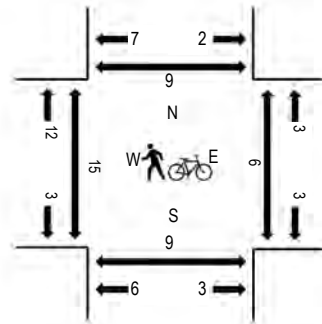
Peak 15-Minutes: 08:00 AM - 08:15 AM

Peak Hour - All Vehicles



Note: Total study counts contained in parentheses.

Peak Hour - Pedestrians/Bicycles in Crosswalk



Traffic Counts

Interval Start Time	EL CAMINO REAL Eastbound				EL CAMINO REAL Westbound				SAN TOMAS EXPY Northbound				SAN TOMAS EXPY Southbound				Total	Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right			West	East	South	North
7:00 AM	0	39	57	10	3	41	169	32	0	49	483	21	0	15	192	66	1,177	6,067	3	0	0	2
7:15 AM	0	51	92	10	10	34	199	45	0	84	670	30	1	14	236	98	1,574	6,658	13	1	2	0
7:30 AM	1	95	90	18	8	24	223	24	0	114	718	26	0	13	217	93	1,664	6,801	5	2	0	3
7:45 AM	0	103	119	16	10	20	219	9	0	104	611	29	1	24	270	117	1,652	6,796	2	0	2	1
8:00 AM	0	109	125	21	11	47	209	29	0	89	715	27	0	19	246	121	1,768	6,775	3	1	4	0
8:15 AM	0	90	97	19	4	30	189	43	0	75	788	32	0	25	247	78	1,717		3	3	1	4
8:30 AM	0	119	129	22	11	26	170	53	0	54	763	33	0	35	189	55	1,659		0	0	1	0
8:45 AM	0	95	93	23	9	28	209	41	0	77	736	26	0	32	193	69	1,631		6	0	2	6

Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	2	0	0	0	6	0	0	0	2	0	0	1	2	0	13
Bicycles on Road	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Lights	1	397	415	74	33	119	798	105	0	380	2,814	111	1	77	952	397	6,674
Mediums	0	0	14	0	0	2	36	0	0	2	16	3	0	3	26	12	114
Total	1	397	431	74	33	121	840	105	0	382	2,832	114	1	81	980	409	6,801



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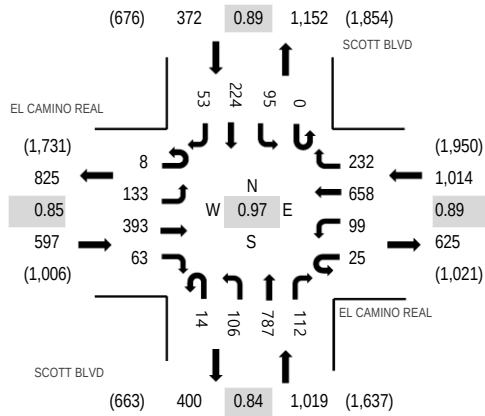
Location: 122 SCOTT BLVD & EL CAMINO REAL AM

Date and Start Time: Thursday, May 24, 2018

Peak Hour: 08:00 AM - 09:00 AM

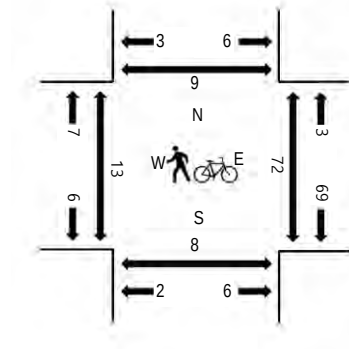
Peak 15-Minutes: 08:15 AM - 08:30 AM

Peak Hour - All Vehicles



Note: Total study counts contained in parentheses.

Peak Hour - Pedestrians/Bicycles in Crosswalk



Traffic Counts

Interval Start Time	EL CAMINO REAL Eastbound				EL CAMINO REAL Westbound				SCOTT BLVD Northbound				SCOTT BLVD Southbound				Total	Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right			West	East	South	North
7:00 AM	3	19	35	4	4	10	145	32	1	18	69	5	0	12	33	21	411	2,267	2	3	2	3
7:15 AM	4	32	67	11	8	18	175	33	0	24	89	6	0	19	25	17	528	2,558	1	2	2	3
7:30 AM	2	27	64	18	6	10	205	33	1	34	136	16	0	17	38	15	622	2,807	2	4	3	2
7:45 AM	3	24	84	12	4	22	186	45	1	38	163	17	0	32	59	16	706	2,939	2	3	3	4
8:00 AM	0	29	96	11	6	25	159	49	13	32	147	28	0	24	68	15	702	3,002	3	2	3	4
8:15 AM	0	39	119	18	7	36	186	66	1	25	183	22	0	24	38	13	777		2	2	2	2
8:30 AM	3	37	92	18	7	19	149	72	0	23	209	31	0	22	59	13	754		3	3	1	0
8:45 AM	5	28	86	16	5	19	164	45	0	26	248	31	0	25	59	12	769		5	64	2	3

Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	1	0	0	0	0	2	1	0	0	0	0	0	0	0	0	4
Lights	8	131	380	58	25	99	631	228	14	106	776	111	0	93	217	52	2,929
Mediums	0	1	13	5	0	0	25	3	0	0	11	1	0	2	7	1	69
Total	8	133	393	63	25	99	658	232	14	106	787	112	0	95	224	53	3,002



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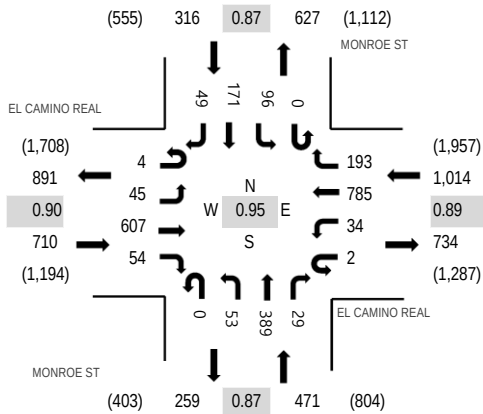
Location: 129 MONROE ST & EL CAMINO REAL AM

Date and Start Time: Thursday, May 24, 2018

Peak Hour: 07:45 AM - 08:45 AM

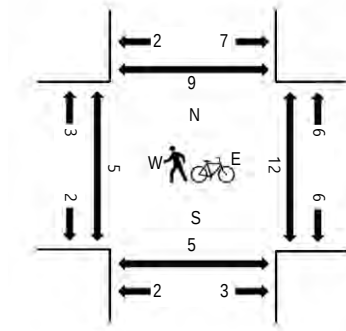
Peak 15-Minutes: 08:15 AM - 08:30 AM

Peak Hour - All Vehicles



Note: Total study counts contained in parentheses.

Peak Hour - Pedestrians/Bicycles in Crosswalk



Traffic Counts

Interval Start Time	EL CAMINO REAL Eastbound				EL CAMINO REAL Westbound				MONROE ST Northbound				MONROE ST Southbound				Total	Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right			West	East	South	North
7:00 AM	0	1	83	3	1	1	164	41	0	9	37	6	0	10	20	17	393	2,025	1	0	0	1
7:15 AM	0	8	81	3	0	3	180	40	0	7	68	12	0	13	20	16	451	2,280	3	3	2	1
7:30 AM	1	5	108	3	0	6	210	50	0	6	76	7	0	32	27	8	539	2,487	0	2	0	1
7:45 AM	1	16	134	13	0	11	243	43	0	10	87	9	0	17	46	12	642	2,511	0	0	0	3
8:00 AM	1	9	156	17	0	9	190	60	0	16	90	7	0	28	52	13	648	2,485	3	4	2	2
8:15 AM	1	15	175	12	1	6	175	50	0	12	119	5	0	26	43	18	658		1	2	1	2
8:30 AM	1	5	142	12	1	8	177	40	0	15	93	8	0	25	30	6	563		0	2	2	2
8:45 AM	2	13	158	15	2	5	185	55	0	3	91	11	0	29	38	9	616		1	4	2	1

Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	1	3
Lights	4	43	592	54	2	31	757	184	0	53	384	28	0	94	167	46	2,439
Mediums	0	1	15	0	0	3	27	9	0	0	5	1	0	2	4	2	69
Total	4	45	607	54	2	34	785	193	0	53	389	29	0	96	171	49	2,511



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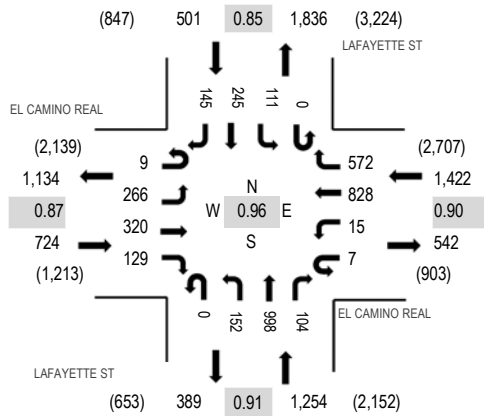
Location: 8 LAFAYETTE ST & EL CAMINO REAL AM

Date: Thursday, March 21, 2019

Peak Hour: 08:00 AM - 09:00 AM

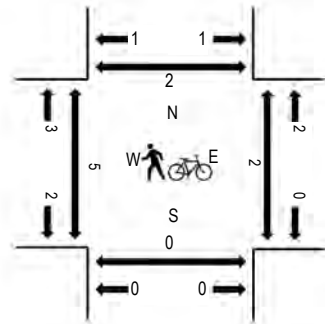
Peak 15-Minutes: 08:00 AM - 08:15 AM

Peak Hour - All Vehicles



Note: Total study counts contained in parentheses.

Peak Hour - Pedestrians/Bicycles in Crosswalk



Traffic Counts

Interval Start Time	EL CAMINO REAL Eastbound				EL CAMINO REAL Westbound				LAFAYETTE ST Northbound				LAFAYETTE ST Southbound				Total	Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right			West	East	South	North
7:00 AM	5	31	38	17	0	3	149	99	0	18	139	13	0	9	23	21	565	3,018	1	0	1	1
7:15 AM	2	38	59	15	2	1	197	117	0	26	193	16	0	22	47	29	764	3,465	0	0	0	0
7:30 AM	1	47	61	29	2	0	233	142	0	37	200	15	0	16	42	25	850	3,655	1	4	1	2
7:45 AM	2	53	71	20	0	3	209	128	0	24	201	16	0	21	64	27	839	3,811	2	0	0	1
8:00 AM	2	68	71	35	3	2	207	129	0	34	290	21	0	28	95	27	1,012	3,901	1	1	0	0
8:15 AM	0	64	81	32	0	3	210	143	0	35	229	22	0	28	63	44	954		1	0	0	0
8:30 AM	2	84	88	33	3	5	223	165	0	47	214	30	0	25	48	39	1,006		0	0	0	1
8:45 AM	5	50	80	29	1	5	188	135	0	36	265	31	0	30	39	35	929		2	1	0	1

Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	2	2	0	0	0	3	2	0	2	0	0	0	0	0	0	11
Bicycles on Road	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Lights	9	257	300	128	7	15	786	559	0	148	990	96	0	103	234	144	3,776
Mediums	0	7	18	1	0	0	39	11	0	2	8	8	0	8	11	1	114
Total	9	266	320	129	7	15	828	572	0	152	998	104	0	111	245	145	3,901



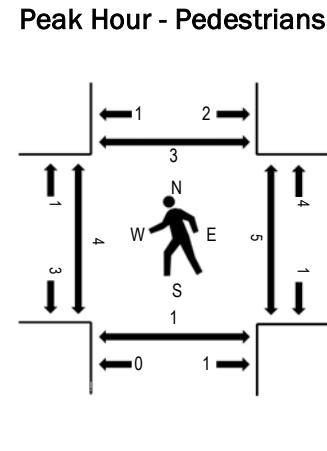
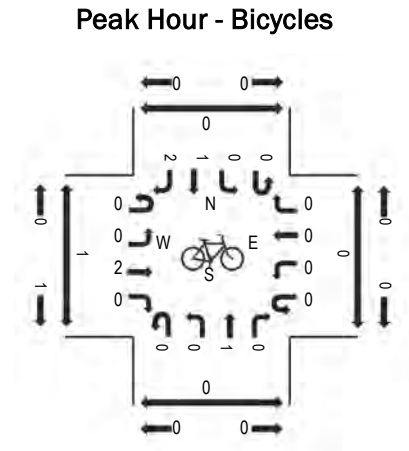
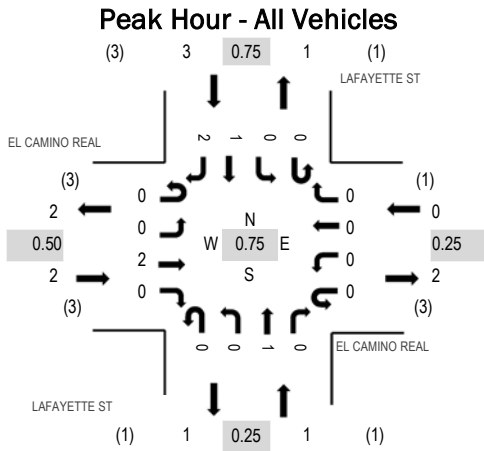
(303) 216-2439
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Location: 8 LAFAYETTE ST & EL CAMINO REAL AM

Date: Thursday, March 21, 2019

Peak Hour: 07:15 AM - 08:15 AM

Peak 15-Minutes: 07:15 AM - 07:30 AM



Note: Total study counts contained in parentheses.

Traffic Counts

Interval Start Time	EL CAMINO REAL Eastbound				EL CAMINO REAL Westbound				LAFAYETTE ST Northbound				LAFAYETTE ST Southbound				Total	Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right			West	East	South	North
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5	1	0	1	1
7:15 AM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	2	6	0	0	0	0
7:30 AM	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	2	5	1	4	1	2
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	4	2	0	0	1
8:00 AM	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	3	1	1	0	0
8:15 AM	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1		1	0	0	0
8:30 AM	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1		0	0	0	1
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		2	1	0	1

Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Bicycles on Road	0	0	2	0	0	0	0	0	0	0	1	0	0	0	1	2	6
Lights	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Mediums	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	2	0	0	0	0	0	0	0	1	0	0	0	1	2	6



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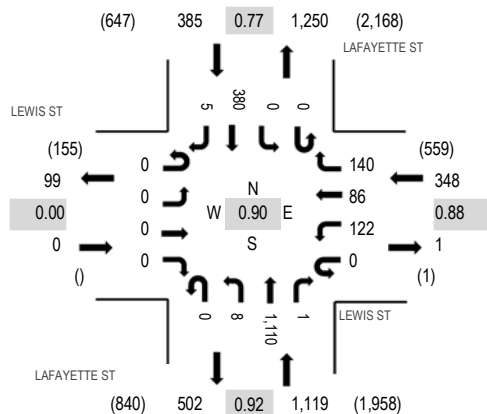
Location: 9 LAFAYETTE ST & LEWIS ST AM

Date: Thursday, March 21, 2019

Peak Hour: 08:00 AM - 09:00 AM

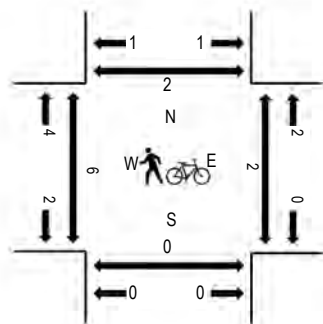
Peak 15-Minutes: 08:00 AM - 08:15 AM

Peak Hour - All Vehicles



Note: Total study counts contained in parentheses.

Peak Hour - Pedestrians/Bicycles in Crosswalk



Traffic Counts

Interval Start Time	LEWIS ST Eastbound				LEWIS ST Westbound				LAFAYETTE ST Northbound				LAFAYETTE ST Southbound				Total	Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right			West	East	South	North
7:00 AM	0	0	0	0	0	12	13	18	0	0	148	0	0	0	41	3	235	1,312	1	0	0	0
7:15 AM	0	0	0	0	0	19	10	23	0	2	205	0	0	0	60	1	320	1,589	0	0	0	0
7:30 AM	0	0	0	0	0	27	10	24	0	3	243	0	0	0	69	0	376	1,707	1	0	0	1
7:45 AM	0	0	0	0	0	23	11	21	0	2	236	0	0	0	87	1	381	1,783	3	0	0	0
8:00 AM	0	0	0	0	0	24	26	34	0	4	294	0	0	0	130	0	512	1,852	1	0	0	0
8:15 AM	0	0	0	0	0	41	19	29	0	1	250	0	0	0	95	3	438		1	0	0	0
8:30 AM	0	0	0	0	0	35	25	39	0	2	264	1	0	0	85	1	452		2	1	0	1
8:45 AM	0	0	0	0	0	22	16	38	0	1	302	0	0	0	70	1	450		2	1	0	0

Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1
Bicycles on Road	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Lights	0	0	0	0	0	120	79	128	0	8	1,099	1	0	0	370	5	1,810
Mediums	0	0	0	0	0	2	6	12	0	0	11	0	0	0	10	0	41
Total	0	0	0	0	0	122	86	140	0	8	1,110	1	0	0	380	5	1,852



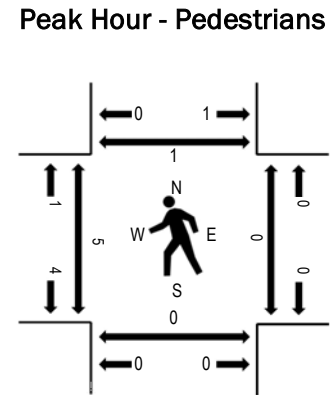
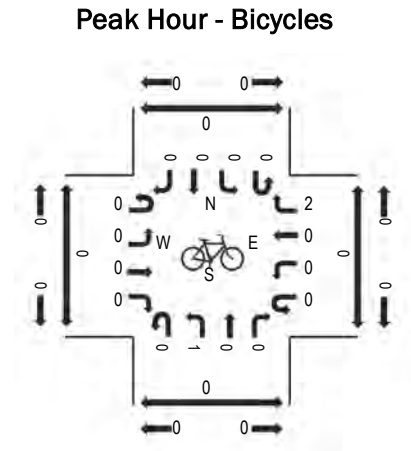
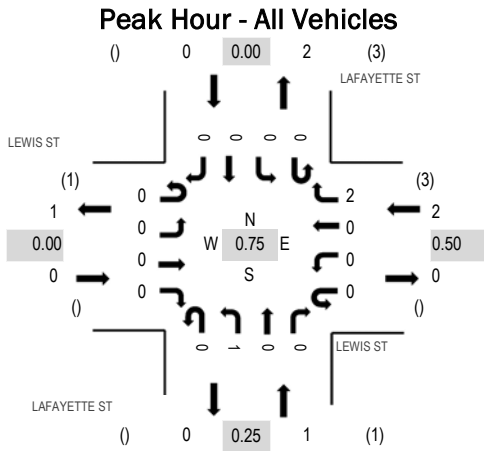
(303) 216-2439
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Location: 9 LAFAYETTE ST & LEWIS ST AM

Date: Thursday, March 21, 2019

Peak Hour: 07:00 AM - 08:00 AM

Peak 15-Minutes: 07:15 AM - 07:30 AM



Note: Total study counts contained in parentheses.

Traffic Counts

Interval Start Time	LEWIS ST Eastbound				LEWIS ST Westbound				LAFAYETTE ST Northbound				LAFAYETTE ST Southbound				Total	Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right			West	East	South	North
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	1	0	0	0
7:15 AM	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1	3	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	3	1	0	0	1
7:45 AM	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1	2	3	0	0	0
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0
8:15 AM	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1		1	0	0	0
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		2	1	0	1
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		2	1	0	0

Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Bicycles on Road	0	0	0	0	0	0	0	2	0	1	0	0	0	0	0	0	3
Lights	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Mediums	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	2	0	1	0	0	0	0	0	0	3



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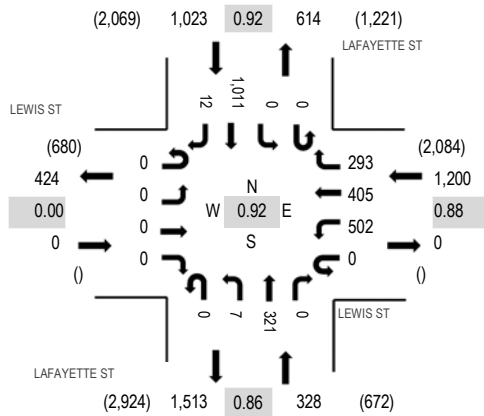
Location: 9 LAFAYETTE ST & LEWIS ST PM

Date: Thursday, March 21, 2019

Peak Hour: 05:00 PM - 06:00 PM

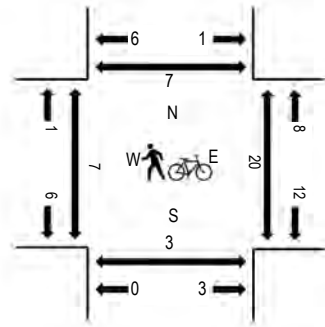
Peak 15-Minutes: 05:15 PM - 05:30 PM

Peak Hour - All Vehicles



Note: Total study counts contained in parentheses.

Peak Hour - Pedestrians/Bicycles in Crosswalk



Traffic Counts

Interval Start Time	LEWIS ST Eastbound				LEWIS ST Westbound				LAFAYETTE ST Northbound				LAFAYETTE ST Southbound				Total	Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right			West	East	South	North
4:00 PM	0	0	0	0	0	57	51	52	0	0	99	0	0	0	234	2	495	2,274	2	2	0	2
4:15 PM	0	0	0	0	0	87	60	52	0	0	100	0	0	0	253	4	556	2,378	1	3	0	7
4:30 PM	0	0	0	0	0	101	52	74	0	2	79	0	0	0	291	4	603	2,515	0	0	0	2
4:45 PM	0	0	0	0	0	131	78	89	0	2	62	0	0	0	257	1	620	2,535	1	0	0	0
5:00 PM	0	0	0	0	0	116	77	62	0	2	78	0	0	0	260	4	599	2,551	2	8	1	2
5:15 PM	0	0	0	0	0	140	125	75	0	1	81	0	0	0	267	4	693		2	4	2	4
5:30 PM	0	0	0	0	0	119	99	70	0	1	86	0	0	0	246	2	623		1	2	0	0
5:45 PM	0	0	0	0	0	127	104	86	0	3	76	0	0	0	238	2	636		2	6	0	0

Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1
Bicycles on Road	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Lights	0	0	0	0	0	501	404	288	0	7	319	0	0	0	1,004	12	2,535
Mediums	0	0	0	0	0	1	1	5	0	0	1	0	0	0	7	0	15
Total	0	0	0	0	0	502	405	293	0	7	321	0	0	0	1,011	12	2,551



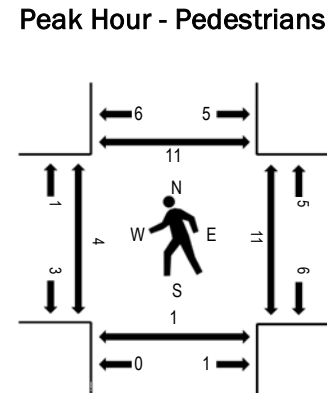
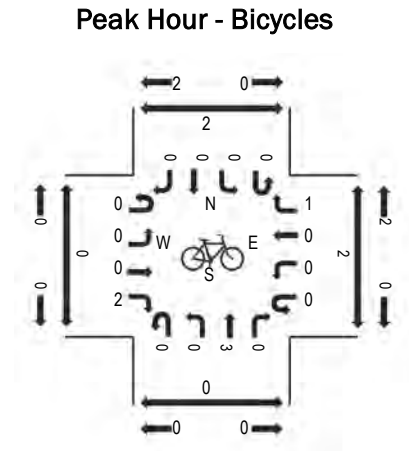
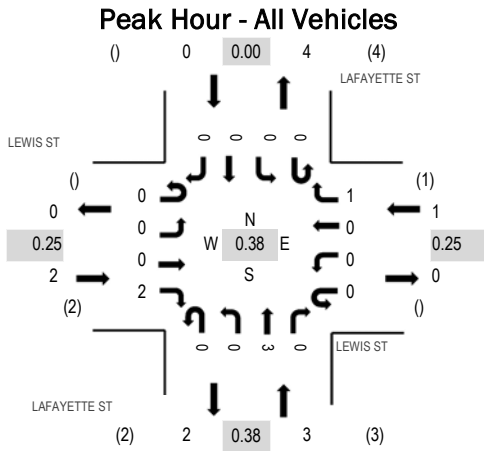
(303) 216-2439
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Location: 9 LAFAYETTE ST & LEWIS ST PM

Date: Thursday, March 21, 2019

Peak Hour: 04:15 PM - 05:15 PM

Peak 15-Minutes: 04:30 PM - 04:45 PM



Note: Total study counts contained in parentheses.

Traffic Counts

Interval Start Time	LEWIS ST Eastbound				LEWIS ST Westbound				LAFAYETTE ST Northbound				LAFAYETTE ST Southbound				Total	Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right			West	East	South	North
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	2	2	0	2
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6	1	3	0	7
4:30 PM	0	0	0	2	0	0	0	1	0	0	1	0	0	0	0	0	4	6	0	0	0	2
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	1	0	0	0
5:00 PM	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	2	2	2	8	1	2
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		2	4	2	4
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		1	2	0	0
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		2	6	0	0

Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Bicycles on Road	0	0	0	2	0	0	0	1	0	0	3	0	0	0	0	0	6
Lights	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Mediums	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	2	0	0	0	1	0	0	3	0	0	0	0	0	6

Traffic Data Service

Campbell, CA

(408) 377-2988

tdsbay@cs.com

File Name : 104AM FINAL

Site Code : 00000104

Start Date : 1/6/2015

Page No : 1

Groups Printed- Vehicles

	LAFAYETTE ST Southbound					BENTON ST Westbound					LAFAYETTE ST Northbound					BENTON ST Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
07:00 AM	4	43	2	0	49	1	15	2	0	18	12	136	4	0	152	5	33	4	0	42	261
07:15 AM	4	49	1	0	54	2	13	6	1	22	19	161	4	1	185	6	54	6	1	67	328
07:30 AM	4	93	2	2	101	1	16	2	3	22	24	239	1	1	265	9	39	8	2	58	446
07:45 AM	9	100	4	2	115	1	16	6	2	25	38	255	8	3	304	13	78	5	1	97	541
Total	21	285	9	4	319	5	60	16	6	87	93	791	17	5	906	33	204	23	4	264	1576
08:00 AM	5	125	2	4	136	0	15	2	3	20	41	236	3	2	282	14	56	6	3	79	517
08:15 AM	6	90	1	0	97	1	25	13	6	45	36	260	3	0	299	9	63	7	6	85	526
08:30 AM	5	79	2	0	86	2	8	8	1	19	51	280	4	0	335	7	76	6	0	89	529
08:45 AM	14	66	4	3	87	5	15	5	0	25	32	249	10	2	293	8	47	12	2	69	474
Total	30	360	9	7	406	8	63	28	10	109	160	1025	20	4	1209	38	242	31	11	322	2046
Grand Total	51	645	18	11	725	13	123	44	16	196	253	1816	37	9	2115	71	446	54	15	586	3622
Apprch %	7	89	2.5	1.5		6.6	62.8	22.4	8.2		12	85.9	1.7	0.4		12.1	76.1	9.2	2.6		
Total %	1.4	17.8	0.5	0.3	20	0.4	3.4	1.2	0.4	5.4	7	50.1	1	0.2	58.4	2	12.3	1.5	0.4	16.2	

	LAFAYETTE ST Southbound				BENTON ST Westbound				LAFAYETTE ST Northbound				BENTON ST Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:45 AM																	
07:45 AM	9	100	4	113	1	16	6	23	38	255	8	301	13	78	5	96	533
08:00 AM	5	125	2	132	0	15	2	17	41	236	3	280	14	56	6	76	505
08:15 AM	6	90	1	97	1	25	13	39	36	260	3	299	9	63	7	79	514
08:30 AM	5	79	2	86	2	8	8	18	51	280	4	335	7	76	6	89	528
Total Volume	25	394	9	428	4	64	29	97	166	1031	18	1215	43	273	24	340	2080
% App. Total	5.8	92.1	2.1		4.1	66	29.9		13.7	84.9	1.5		12.6	80.3	7.1		
PHF	.694	.788	.563	.811	.500	.640	.558	.622	.814	.921	.563	.907	.768	.875	.857	.885	.976

Traffic Data Service

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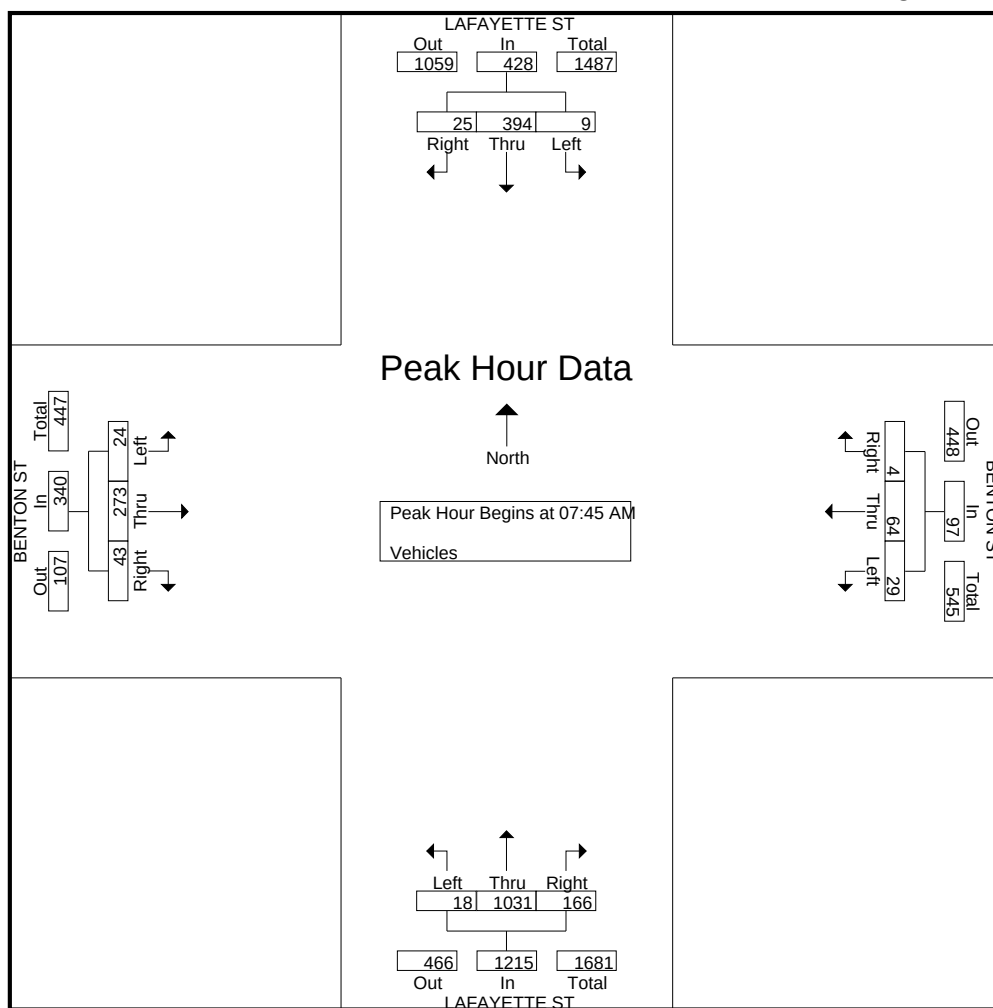
tdsbay@cs.com

File Name : 104AM FINAL

Site Code : 00000104

Start Date : 1/6/2015

Page No : 2



Traffic Data Service

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File Name : 104PM FINAL

Site Code : 00000104

Start Date : 1/6/2015

Page No : 1

Groups Printed- Vehicles

	LAFAYETTE ST Southbound					BENTON ST Westbound					LAFAYETTE ST Northbound					BENTON ST Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
04:00 PM	13	231	5	0	249	2	21	12	2	37	24	85	0	3	112	14	34	7	3	58	456
04:15 PM	14	245	3	1	263	3	23	10	5	41	28	90	3	0	121	16	47	9	2	74	499
04:30 PM	16	275	7	2	300	6	25	7	0	38	21	78	0	0	99	14	37	4	1	56	493
04:45 PM	20	320	5	2	347	2	40	8	4	54	39	67	0	5	111	19	49	4	2	74	586
Total	63	1071	20	5	1159	13	109	37	11	170	112	320	3	8	443	63	167	24	8	262	2034
05:00 PM	20	281	12	6	319	0	49	19	5	73	20	82	0	5	107	22	39	7	6	74	573
05:15 PM	21	359	8	4	392	2	30	11	4	47	19	85	0	4	108	21	55	4	2	82	629
05:30 PM	24	325	4	1	354	1	31	16	3	51	26	98	0	9	133	14	45	10	1	70	608
05:45 PM	10	356	5	1	372	2	39	13	3	57	32	85	0	4	121	22	58	6	5	91	641
Total	75	1321	29	12	1437	5	149	59	15	228	97	350	0	22	469	79	197	27	14	317	2451
Grand Total	138	2392	49	17	2596	18	258	96	26	398	209	670	3	30	912	142	364	51	22	579	4485
Apprch %	5.3	92.1	1.9	0.7		4.5	64.8	24.1	6.5		22.9	73.5	0.3	3.3		24.5	62.9	8.8	3.8		
Total %	3.1	53.3	1.1	0.4	57.9	0.4	5.8	2.1	0.6	8.9	4.7	14.9	0.1	0.7	20.3	3.2	8.1	1.1	0.5	12.9	

	LAFAYETTE ST Southbound				BENTON ST Westbound				LAFAYETTE ST Northbound				BENTON ST Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 05:00 PM																	
05:00 PM	20	281	12	313	0	49	19	68	20	82	0	102	22	39	7	68	551
05:15 PM	21	359	8	388	2	30	11	43	19	85	0	104	21	55	4	80	615
05:30 PM	24	325	4	353	1	31	16	48	26	98	0	124	14	45	10	69	594
05:45 PM	10	356	5	371	2	39	13	54	32	85	0	117	22	58	6	86	628
Total Volume	75	1321	29	1425	5	149	59	213	97	350	0	447	79	197	27	303	2388
% App. Total	5.3	92.7	2		2.3	70	27.7		21.7	78.3	0		26.1	65	8.9		
PHF	.781	.920	.604	.918	.625	.760	.776	.783	.758	.893	.000	.901	.898	.849	.675	.881	.951

Traffic Data Service

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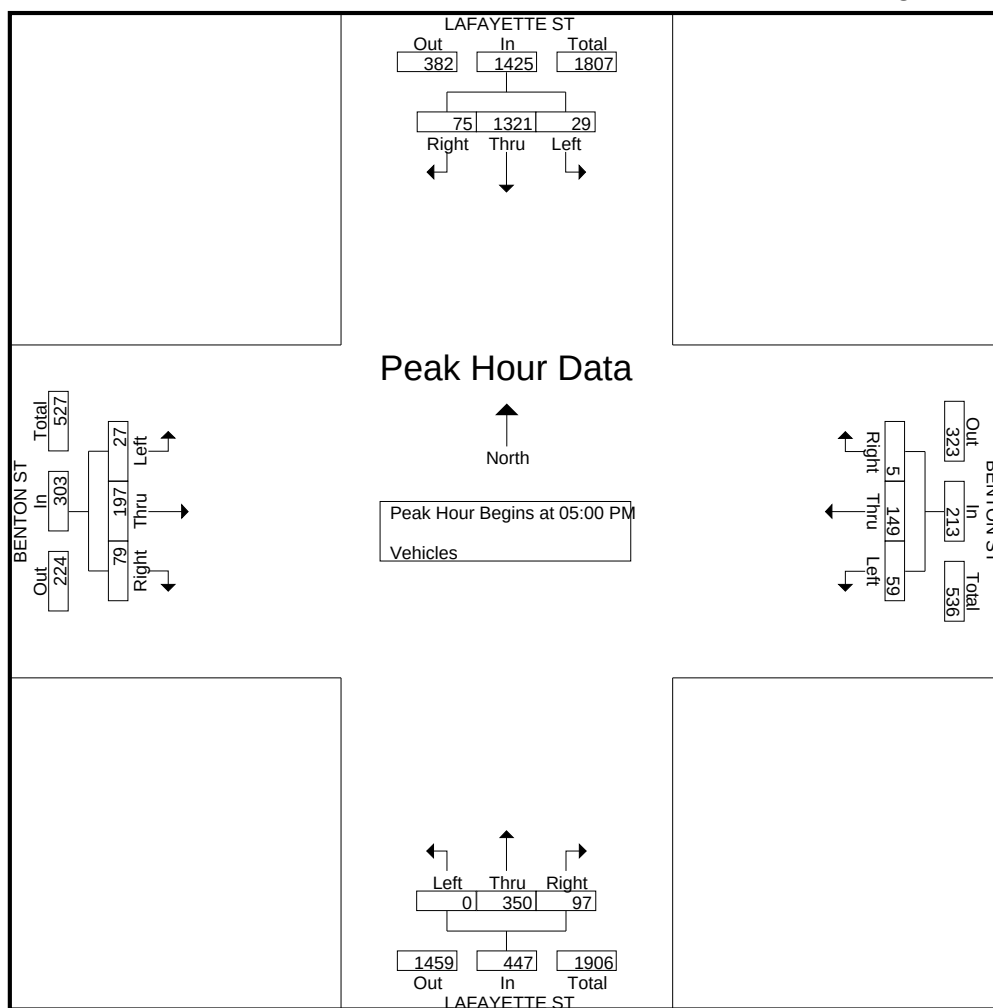
tdsbay@cs.com

File Name : 104PM FINAL

Site Code : 00000104

Start Date : 1/6/2015

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File Name : 104AM FINAL

Site Code : 00000104

Start Date : 1/6/2015

Page No : 1

Groups Printed- Bikes

	LAFAYETTE ST Southbound					BENTON ST Westbound					LAFAYETTE ST Northbound					BENTON ST Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
07:30 AM	0	0	0	0	0	0	1	0	0	1	0	1	0	0	1	0	0	0	0	0	2
07:45 AM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	3	0	0	3	4
Total	0	0	0	0	0	0	2	0	0	2	0	1	0	0	1	0	4	0	0	4	7
08:00 AM	0	0	0	0	0	1	0	0	0	1	1	0	0	0	2	0	1	0	0	1	4
08:15 AM	0	2	0	0	2	0	2	0	0	2	0	2	0	0	2	0	0	0	0	0	6
08:30 AM	0	1	0	0	1	0	2	1	0	3	0	0	0	0	0	0	0	0	0	0	4
08:45 AM	0	0	0	0	0	0	1	0	0	1	0	2	0	0	2	0	0	0	0	0	3
Total	0	3	0	0	3	1	5	1	0	7	1	5	0	0	6	0	1	0	0	1	17
Grand Total	0	3	0	0	3	1	7	1	0	9	1	6	0	0	7	0	5	0	0	5	24
Apprch %	0	100	0	0		11.1	77.8	11.1	0		14.3	85.7	0	0		0	100	0	0		
Total %	0	12.5	0	0	12.5	4.2	29.2	4.2	0	37.5	4.2	25	0	0	29.2	0	20.8	0	0	20.8	

	LAFAYETTE ST Southbound				BENTON ST Westbound				LAFAYETTE ST Northbound				BENTON ST Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:45 AM																	
07:45 AM	0	0	0	0	0	1	0	1	0	0	0	0	0	3	0	3	4
08:00 AM	0	0	0	0	1	0	0	1	1	1	0	2	0	1	0	1	4
08:15 AM	0	2	0	2	0	2	0	2	0	2	0	2	0	0	0	0	6
08:30 AM	0	1	0	1	0	2	1	3	0	0	0	0	0	0	0	0	4
Total Volume	0	3	0	3	1	5	1	7	1	3	0	4	0	4	0	4	18
% App. Total	0	100	0		14.3	71.4	14.3		25	75	0		0	100	0		
PHF	.000	.375	.000	.375	.250	.625	.250	.583	.250	.375	.000	.500	.000	.333	.000	.333	.750

Traffic Data Service

Campbell, CA

(408) 377-2988

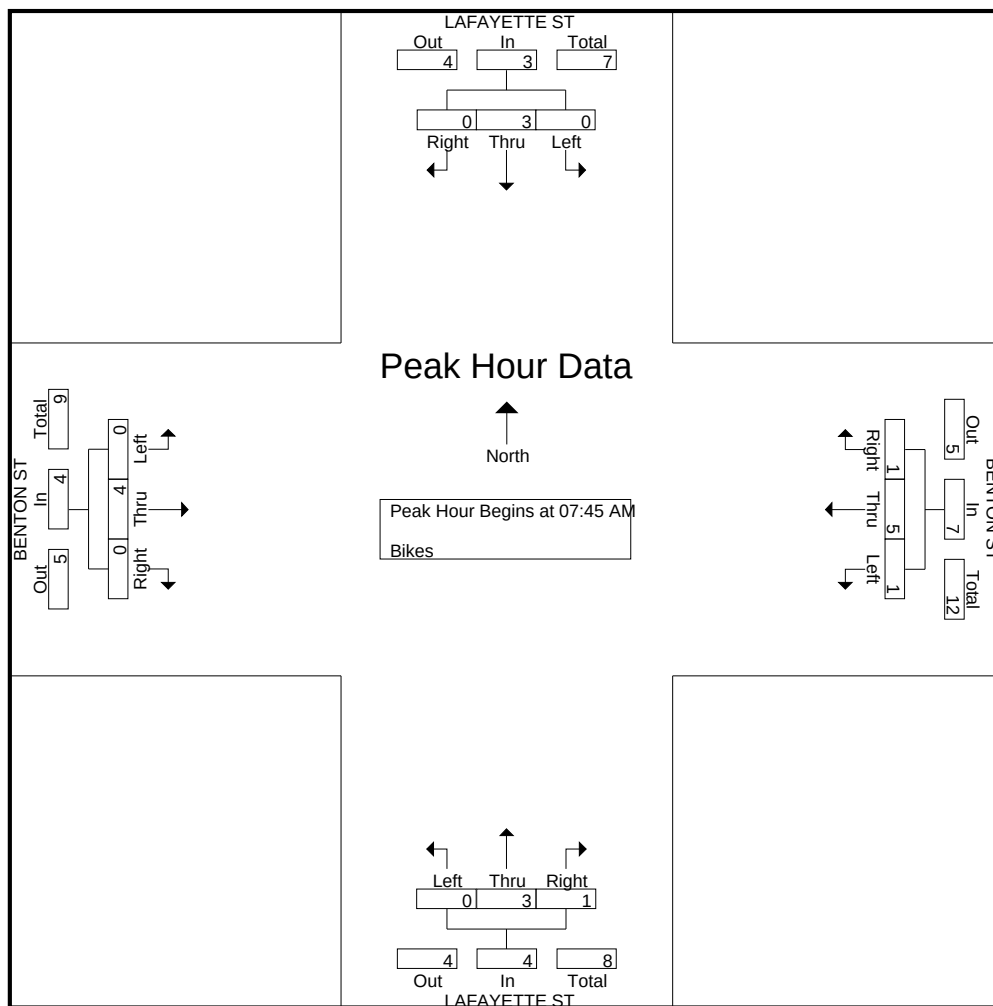
tdsbay@cs.com

File Name : 104AM FINAL

Site Code : 00000104

Start Date : 1/6/2015

Page No : 2



Traffic Data Service

Campbell, CA
(408) 377-2988
tdsbay@cs.com

File Name : 104PM FINAL

Site Code : 00000104

Start Date : 1/6/2015

Page No : 1

Groups Printed- Bikes

	LAFAYETTE ST Southbound					BENTON ST Westbound					LAFAYETTE ST Northbound					BENTON ST Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	3
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	2	0	0	3	3
Total	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	1	3	0	0	4	6
05:00 PM	0	1	0	0	1	0	1	0	0	1	0	0	0	0	0	2	2	0	0	4	6
05:15 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1
05:45 PM	0	0	0	0	0	0	5	0	0	5	0	0	0	0	0	0	3	0	0	3	8
Total	0	1	0	0	1	0	7	0	0	7	0	1	0	0	1	2	5	0	0	7	16
Grand Total	0	3	0	0	3	0	7	0	0	7	0	1	0	0	1	3	8	0	0	11	22
Apprch %	0	100	0	0		0	100	0	0		0	100	0	0		27.3	72.7	0	0		
Total %	0	13.6	0	0	13.6	0	31.8	0	0	31.8	0	4.5	0	0	4.5	13.6	36.4	0	0	50	

	LAFAYETTE ST Southbound				BENTON ST Westbound				LAFAYETTE ST Northbound				BENTON ST Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 05:00 PM																	
05:00 PM	0	1	0	1	0	1	0	1	0	0	0	0	2	2	0	4	6
05:15 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	1
05:30 PM	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	1
05:45 PM	0	0	0	0	0	5	0	5	0	0	0	0	0	3	0	3	8
Total Volume	0	1	0	1	0	7	0	7	0	1	0	1	2	5	0	7	16
% App. Total	0	100	0		0	100	0		0	100	0		28.6	71.4	0		
PHF	.000	.250	.000	.250	.000	.350	.000	.350	.000	.250	.000	.250	.250	.417	.000	.438	.500

Traffic Data Service

Campbell, CA

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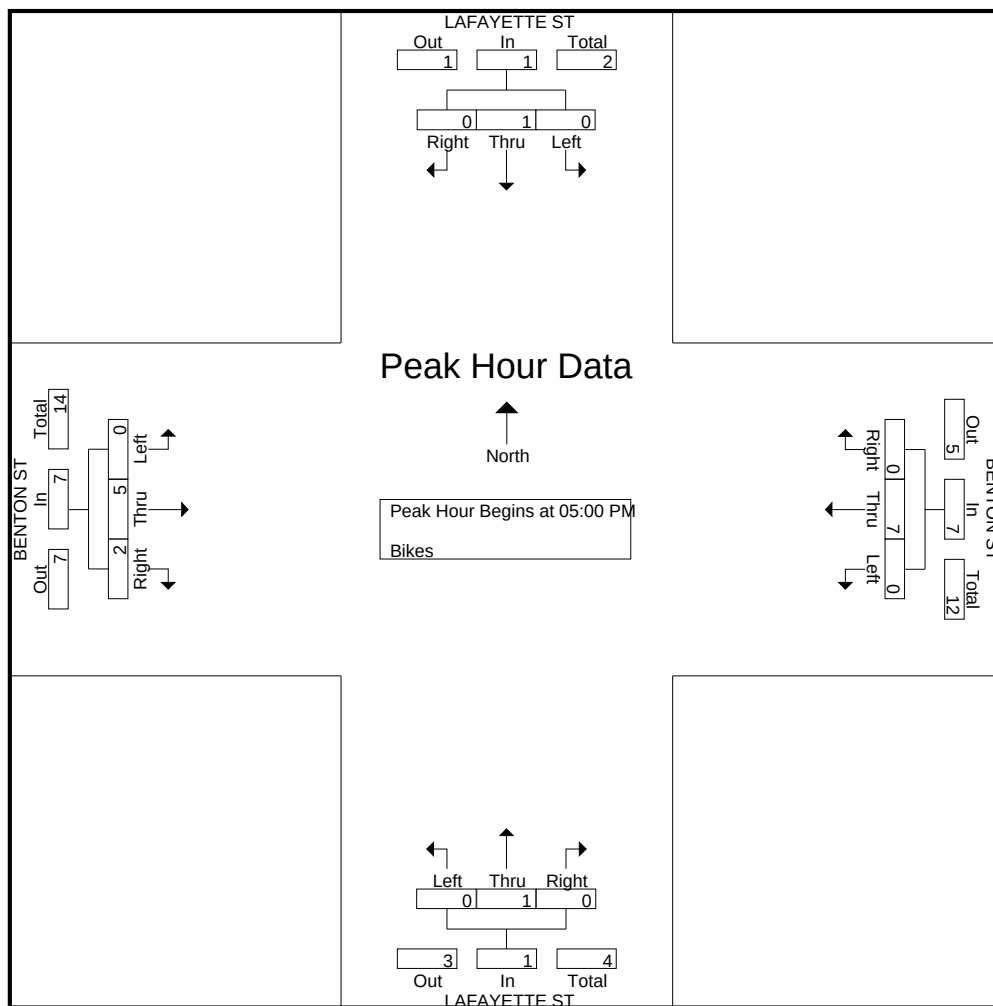
tdsbay@cs.com

File Name : 104PM FINAL

Site Code : 00000104

Start Date : 1/6/2015

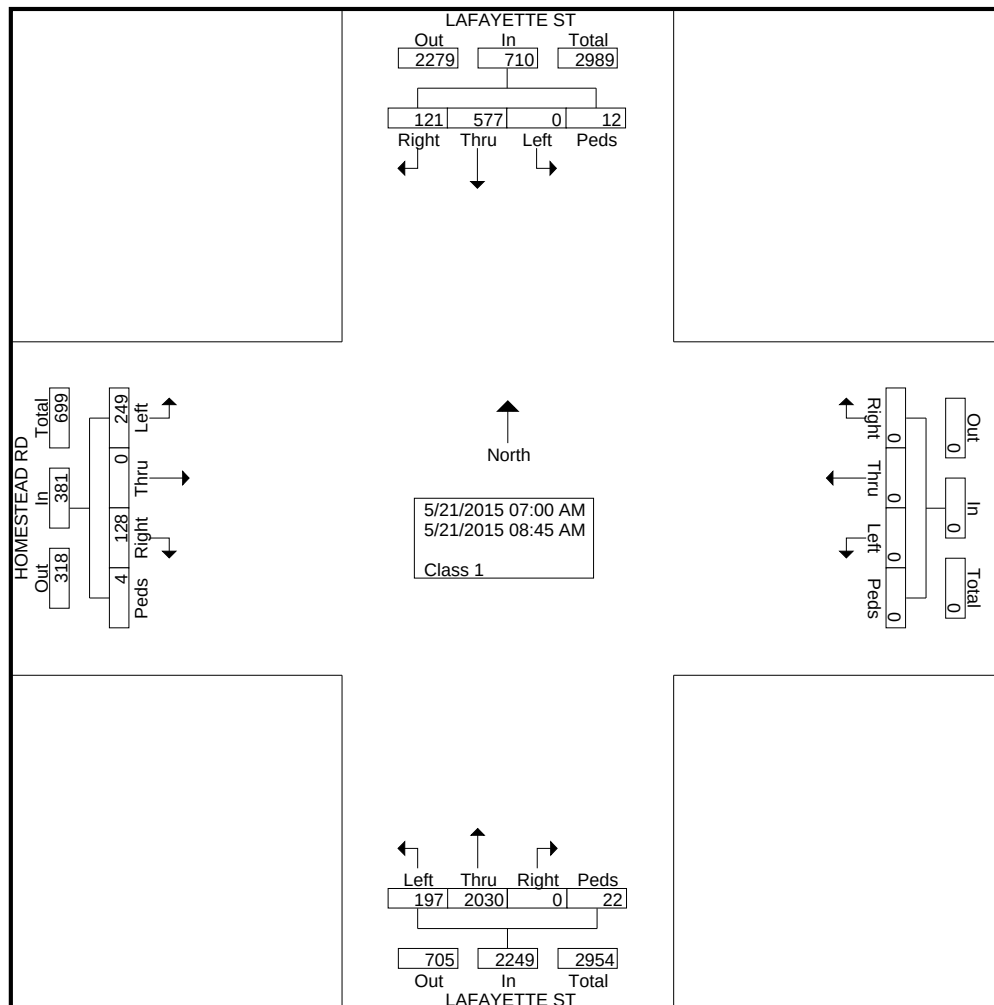
Page No : 2



File Name : #19 HOMESTEAD&LAFAYETTE TEAM
 Site Code :
 Start Date : 5/21/2015
 Page No : 1

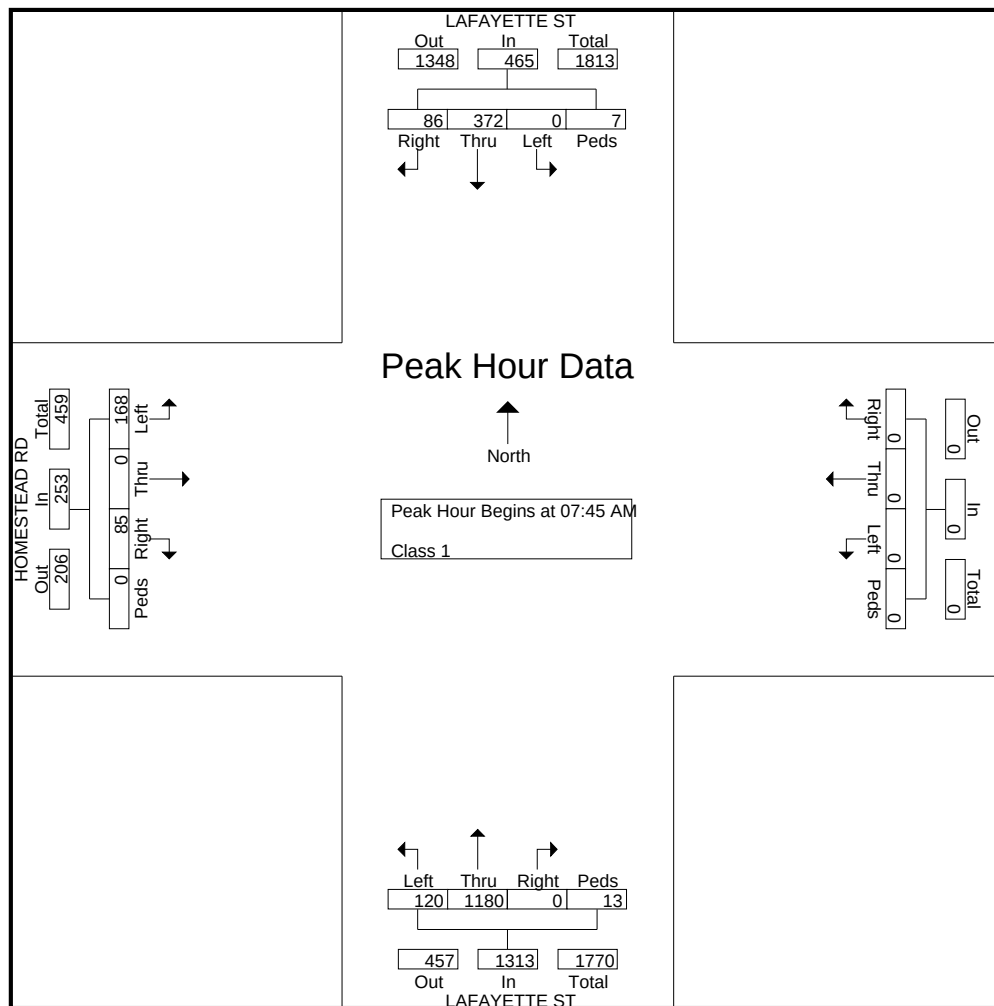
Groups Printed- Class 1

Start Time	LAFAYETTE ST Southbound				Westbound				LAFAYETTE ST Northbound				HOMESTEAD RD Eastbound				Int. Total
	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds	
07:00 AM	8	27	0	1	0	0	0	0	0	152	9	2	8	0	8	0	215
07:15 AM	7	50	0	3	0	0	0	0	0	184	14	4	5	0	12	1	280
07:30 AM	11	67	0	0	0	0	0	0	0	236	30	2	10	0	27	0	383
07:45 AM	22	85	0	2	0	0	0	0	0	264	30	3	18	0	36	0	460
Total	48	229	0	6	0	0	0	0	0	836	83	11	41	0	83	1	1338
08:00 AM	28	118	0	2	0	0	0	0	0	303	24	4	17	0	56	0	552
08:15 AM	16	104	0	3	0	0	0	0	0	312	32	4	30	0	43	0	544
08:30 AM	20	65	0	0	0	0	0	0	0	301	34	2	20	0	33	0	475
08:45 AM	9	61	0	1	0	0	0	0	0	278	24	1	20	0	34	3	431
Total	73	348	0	6	0	0	0	0	0	1194	114	11	87	0	166	3	2002
Grand Total	121	577	0	12	0	0	0	0	0	2030	197	22	128	0	249	4	3340
Apprch %	17	81.3	0	1.7	0	0	0	0	0	90.3	8.8	1	33.6	0	65.4	1	
Total %	3.6	17.3	0	0.4	0	0	0	0	0	60.8	5.9	0.7	3.8	0	7.5	0.1	



File Name : #19 HOMESTEAD&LAFAYETTE TEAM
 Site Code :
 Start Date : 5/21/2015
 Page No : 2

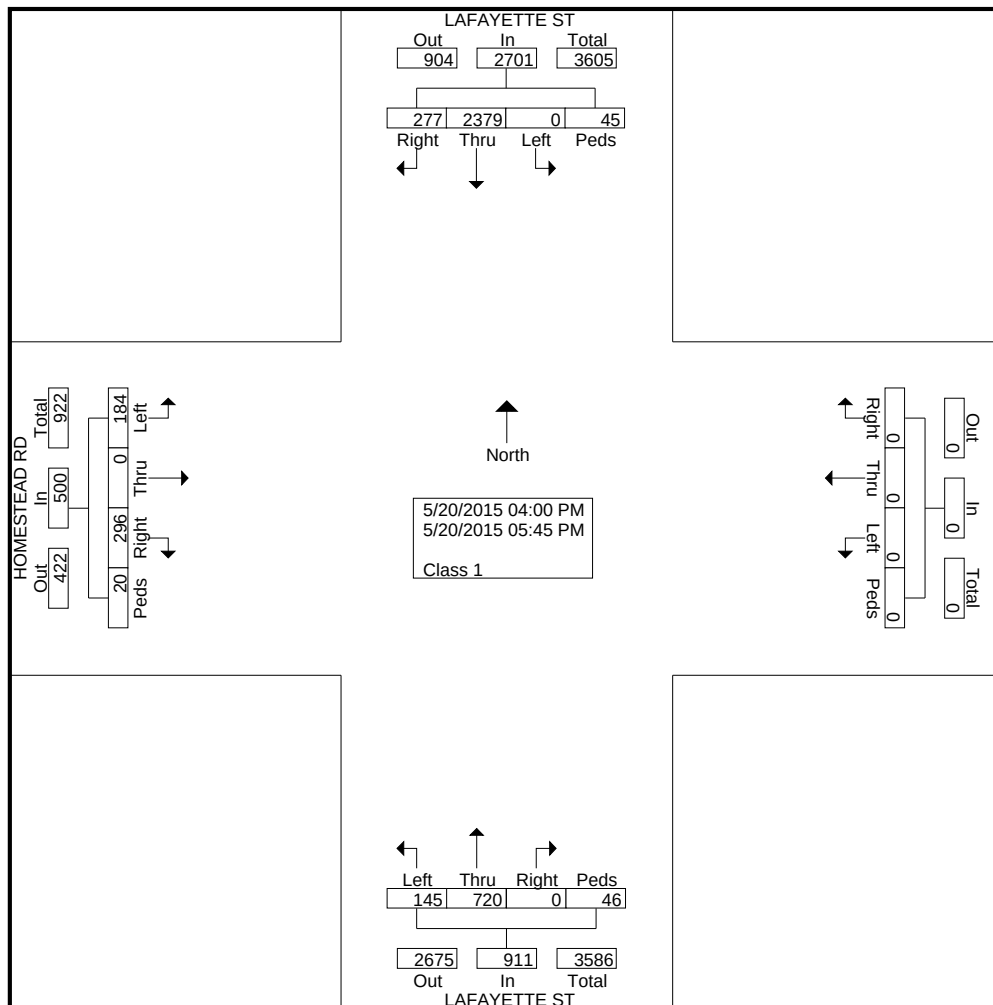
	LAFAYETTE ST Southbound					Westbound					LAFAYETTE ST Northbound					HOMESTEAD RD Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:45 AM																					
07:45 AM	22	85	0	2	109	0	0	0	0	0	0	264	30	3	297	18	0	36	0	54	460
08:00 AM	28	118	0	2	148	0	0	0	0	0	0	303	24	4	331	17	0	56	0	73	552
08:15 AM	16	104	0	3	123	0	0	0	0	0	0	312	32	4	348	30	0	43	0	73	544
08:30 AM	20	65	0	0	85	0	0	0	0	0	0	301	34	2	337	20	0	33	0	53	475
Total Volume	86	372	0	7	465	0	0	0	0	0	0	1180	120	13	1313	85	0	168	0	253	2031
% App. Total	18.5	80	0	1.5		0	0	0	0		0	89.9	9.1	1		33.6	0	66.4	0		
PHF	.768	.788	.000	.583	.785	.000	.000	.000	.000	.000	.000	.946	.882	.813	.943	.708	.000	.750	.000	.866	.920



File Name : #19 HOMESTEAD&LAFAYETTEPM
 Site Code :
 Start Date : 5/20/2015
 Page No : 1

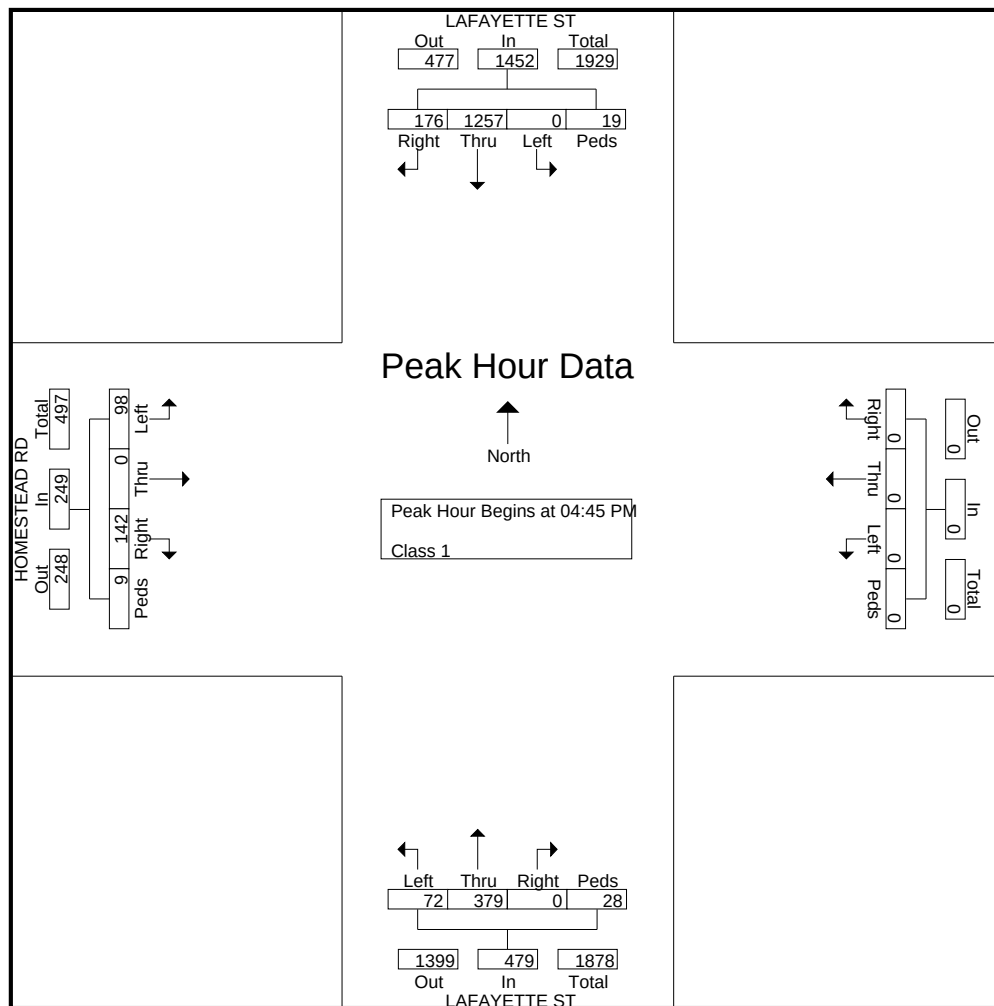
Groups Printed- Class 1

Start Time	LAFAYETTE ST Southbound				Westbound				LAFAYETTE ST Northbound				HOMESTEAD RD Eastbound				Int. Total
	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds	
04:00 PM	25	270	0	7	0	0	0	0	0	90	17	5	36	0	16	1	467
04:15 PM	18	256	0	4	0	0	0	0	0	72	17	5	37	0	29	2	440
04:30 PM	21	293	0	8	0	0	0	0	0	87	21	6	44	0	20	3	503
04:45 PM	35	296	0	6	0	0	0	0	0	98	16	5	39	0	27	4	526
Total	99	1115	0	25	0	0	0	0	0	347	71	21	156	0	92	10	1936
05:00 PM	44	325	0	5	0	0	0	0	0	102	15	11	37	0	23	4	566
05:15 PM	36	314	0	4	0	0	0	0	0	93	24	11	36	0	27	0	545
05:30 PM	61	322	0	4	0	0	0	0	0	86	17	1	30	0	21	1	543
05:45 PM	37	303	0	7	0	0	0	0	0	92	18	2	37	0	21	5	522
Total	178	1264	0	20	0	0	0	0	0	373	74	25	140	0	92	10	2176
Grand Total	277	2379	0	45	0	0	0	0	0	720	145	46	296	0	184	20	4112
Apprch %	10.3	88.1	0	1.7	0	0	0	0	0	79	15.9	5	59.2	0	36.8	4	
Total %	6.7	57.9	0	1.1	0	0	0	0	0	17.5	3.5	1.1	7.2	0	4.5	0.5	



File Name : #19 HOMESTEAD&LAFAYETTEPM
 Site Code :
 Start Date : 5/20/2015
 Page No : 2

	LAFAYETTE ST Southbound					Westbound					LAFAYETTE ST Northbound					HOMESTEAD RD Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 04:45 PM																					
04:45 PM	35	296	0	6	337	0	0	0	0	0	0	98	16	5	119	39	0	27	4	70	526
05:00 PM	44	325	0	5	374	0	0	0	0	0	0	102	15	11	128	37	0	23	4	64	566
05:15 PM	36	314	0	4	354	0	0	0	0	0	0	93	24	11	128	36	0	27	0	63	545
05:30 PM	61	322	0	4	387	0	0	0	0	0	0	86	17	1	104	30	0	21	1	52	543
Total Volume	176	1257	0	19	1452	0	0	0	0	0	0	379	72	28	479	142	0	98	9	249	2180
% App. Total	12.1	86.6	0	1.3		0	0	0	0	0	0	79.1	15	5.8		57	0	39.4	3.6		
PHF	.721	.967	.000	.792	.938	.000	.000	.000	.000	.000	.000	.929	.750	.636	.936	.910	.000	.907	.563	.889	.963

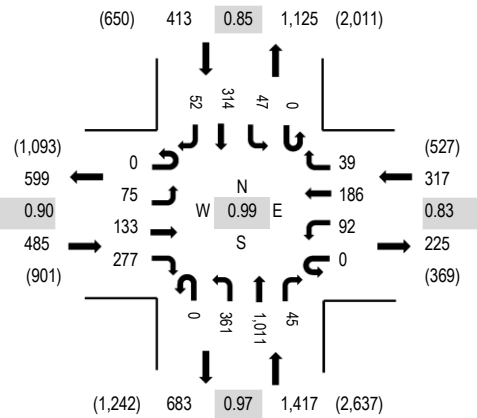




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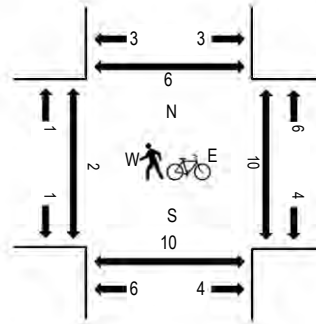
Location: 9 WASHINGTON ST & NEWHALL ST AM
Date and Start Time: Tuesday, January 19, 2016
Peak Hour: 07:45 AM - 08:45 AM
Peak 15-Minutes: 08:00 AM - 08:15 AM

Peak Hour - All Vehicles



Note: Total study counts contained in parentheses.

Peak Hour - Pedestrians/Bicycles in Crosswalk

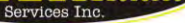


Traffic Counts

Interval Start Time	NEWHALL ST Eastbound				NEWHALL ST Westbound				WASHINGTON ST Northbound				WASHINGTON ST Southbound				Total	Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right			West	East	South	North
7:00:00 AM	0	8	9	73	0	17	14	4	0	62	146	11	0	6	45	5	400	2,124	0	1	0	0
7:15:00 AM	0	7	18	75	0	18	30	14	0	96	186	14	0	2	35	5	500	2,390	0	0	1	1
7:30:00 AM	0	13	24	74	0	23	28	6	0	106	208	9	0	4	58	7	560	2,541	2	1	0	2
7:45:00 AM	0	17	30	65	0	23	62	11	0	82	251	9	0	9	92	13	664	2,632	0	1	2	1
8:00:00 AM	0	20	34	66	0	19	42	8	0	91	256	9	0	15	82	24	666	2,591	1	0	3	1
8:15:00 AM	0	21	28	70	0	17	46	9	0	94	259	12	0	16	72	7	651		0	4	3	2
8:30:00 AM	0	17	41	76	0	33	36	11	0	94	245	15	0	7	68	8	651		0	5	2	2
8:45:00 AM	0	17	31	67	0	19	30	7	0	100	270	12	0	4	55	11	623		0	5	0	1

Peak Rolling Hour Flow Rates

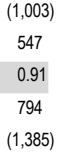
Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1
Lights	0	74	131	272	0	90	181	39	0	357	1,007	44	0	47	301	50	2,593
Mediums	0	1	2	5	0	2	5	0	0	4	3	1	0	0	13	2	38
Total	0	75	133	277	0	92	186	39	0	361	1,011	45	0	47	314	52	2,632



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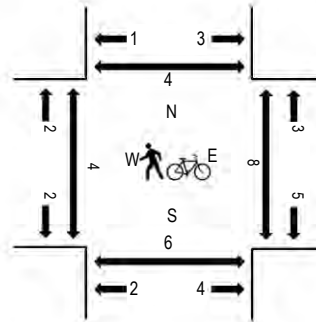
Peak 15-Minutes: 05:30 PM - 05:45 PM

(2,031) 1,150 0.96 423 (790)



Note: Total study counts contained in parentheses.

Peak Hour - Pedestrians/Bicycles in Crosswalk



Traffic Counts

Interval Start Time	NEWHALL ST				NEWHALL ST				WASHINGTON ST				WASHINGTON ST				Total	Rolling Hour	Pedestrian Crossings			
	Eastbound				Westbound				Northbound				Southbound						West	East	South	North
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right						
4:00:00 PM	0	6	46	82	0	14	34	11	0	64	92	8	0	7	184	18	566	2,327	1	2	0	0
4:15:00 PM	0	10	50	75	0	23	29	4	0	75	59	13	0	9	167	7	521	2,483	1	2	4	1
4:30:00 PM	0	9	49	100	0	10	30	8	0	74	82	9	0	15	218	11	615	2,714	4	3	1	4
4:45:00 PM	0	7	47	110	0	20	35	6	0	64	73	18	0	13	217	15	625	2,870	0	1	2	0
5:00:00 PM	0	9	57	109	0	26	40	9	0	66	101	5	0	13	272	15	722	2,939	1	4	4	1
5:15:00 PM	0	18	50	131	0	12	56	5	0	82	83	16	0	8	282	9	752		0	2	0	1
5:30:00 PM	0	13	63	141	0	24	55	4	0	90	75	14	0	13	264	15	771		1	1	0	0
5:45:00 PM	0	14	66	123	0	23	45	4	0	65	88	7	0	9	241	9	694		2	1	2	1

Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Lights	0	54	234	504	0	85	194	22	0	302	342	40	0	43	1,053	48	2,921
Mediums	0	0	2	0	0	0	2	0	0	1	5	2	0	0	6	0	18
Total	0	54	236	504	0	85	196	22	0	303	347	42	0	43	1,059	48	2,939



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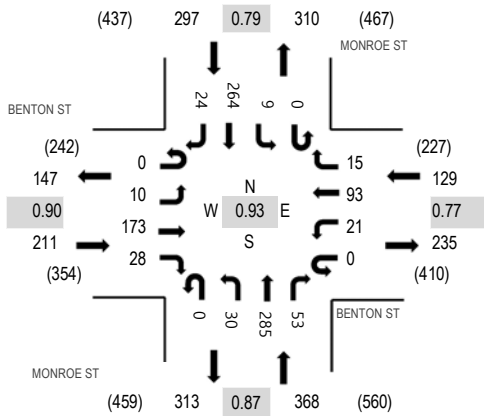
Location: 9 MONROE ST & BENTON ST AM

Date: Wednesday, September 14, 2022

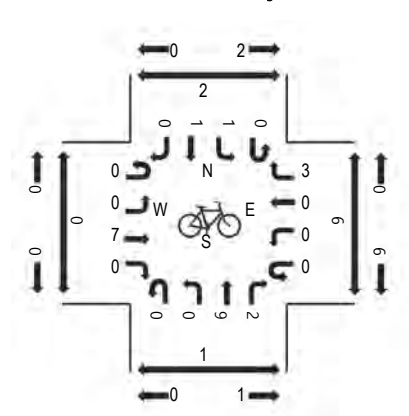
Peak Hour: 07:45 AM - 08:45 AM

Peak 15-Minutes: 08:00 AM - 08:15 AM

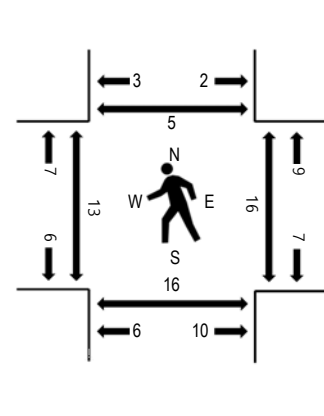
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

Interval Start Time	BENTON ST Eastbound				BENTON ST Westbound				MONROE ST Northbound				MONROE ST Southbound				Total	Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right			West	East	South	North
7:00 AM	0	2	21	3	0	4	9	2	0	1	30	8	0	1	22	1	104	601	0	4	1	1
7:15 AM	0	3	15	2	0	3	10	2	0	0	29	10	0	3	16	1	94	766	0	1	5	0
7:30 AM	0	4	25	6	0	1	19	0	0	3	34	9	0	2	42	2	147	941	0	1	1	3
7:45 AM	0	1	41	7	0	4	25	1	0	5	78	10	0	2	75	7	256	1,005	3	5	7	3
8:00 AM	0	3	41	10	0	5	17	3	0	8	75	13	0	2	86	6	269	977	2	4	1	1
8:15 AM	0	3	48	6	0	3	27	3	0	12	82	12	0	0	64	9	269		4	6	7	1
8:30 AM	0	3	43	5	0	9	24	8	0	5	50	18	0	5	39	2	211		4	1	1	0
8:45 AM	0	2	56	4	0	7	37	4	0	7	45	16	0	9	36	5	228		2	2	2	2

Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Lights	0	10	170	27	0	17	86	15	0	30	280	48	0	7	258	23	971
Mediums	0	0	3	1	0	4	7	0	0	0	5	5	0	2	6	1	34
Total	0	10	173	28	0	21	93	15	0	30	285	53	0	9	264	24	1,005



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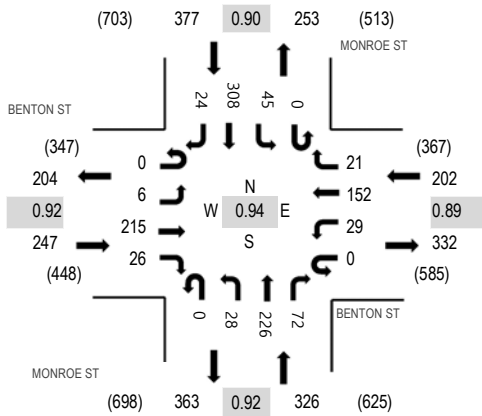
Location: 9 MONROE ST & BENTON ST PM

Date: Wednesday, September 14, 2022

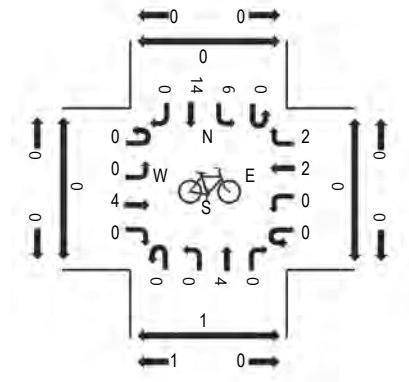
Peak Hour: 05:00 PM - 06:00 PM

Peak 15-Minutes: 05:00 PM - 05:15 PM

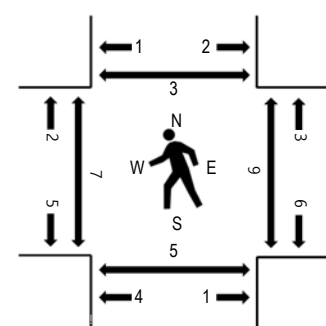
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

Interval Start Time	BENTON ST Eastbound				BENTON ST Westbound				MONROE ST Northbound				MONROE ST Southbound				Total	Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right			West	East	South	North
4:00 PM	0	2	46	9	0	12	25	4	0	2	54	11	0	7	67	5	244	991	1	0	1	0
4:15 PM	0	6	44	4	0	3	29	2	0	6	55	13	0	8	62	4	236	1,053	1	1	2	1
4:30 PM	0	4	36	0	0	13	28	10	0	5	57	16	0	9	65	4	247	1,083	0	4	1	1
4:45 PM	0	1	41	8	0	10	25	4	0	7	60	13	1	9	82	3	264	1,127	0	6	1	2
5:00 PM	0	0	57	8	0	8	36	4	0	9	61	18	0	13	88	4	306	1,152	2	4	0	2
5:15 PM	0	1	52	3	0	5	40	8	0	5	53	19	0	11	60	9	266		2	1	1	0
5:30 PM	0	4	56	7	0	11	42	4	0	7	52	13	0	11	79	5	291		2	2	0	1
5:45 PM	0	1	50	8	0	5	34	5	0	7	60	22	0	10	81	6	289		1	2	4	0

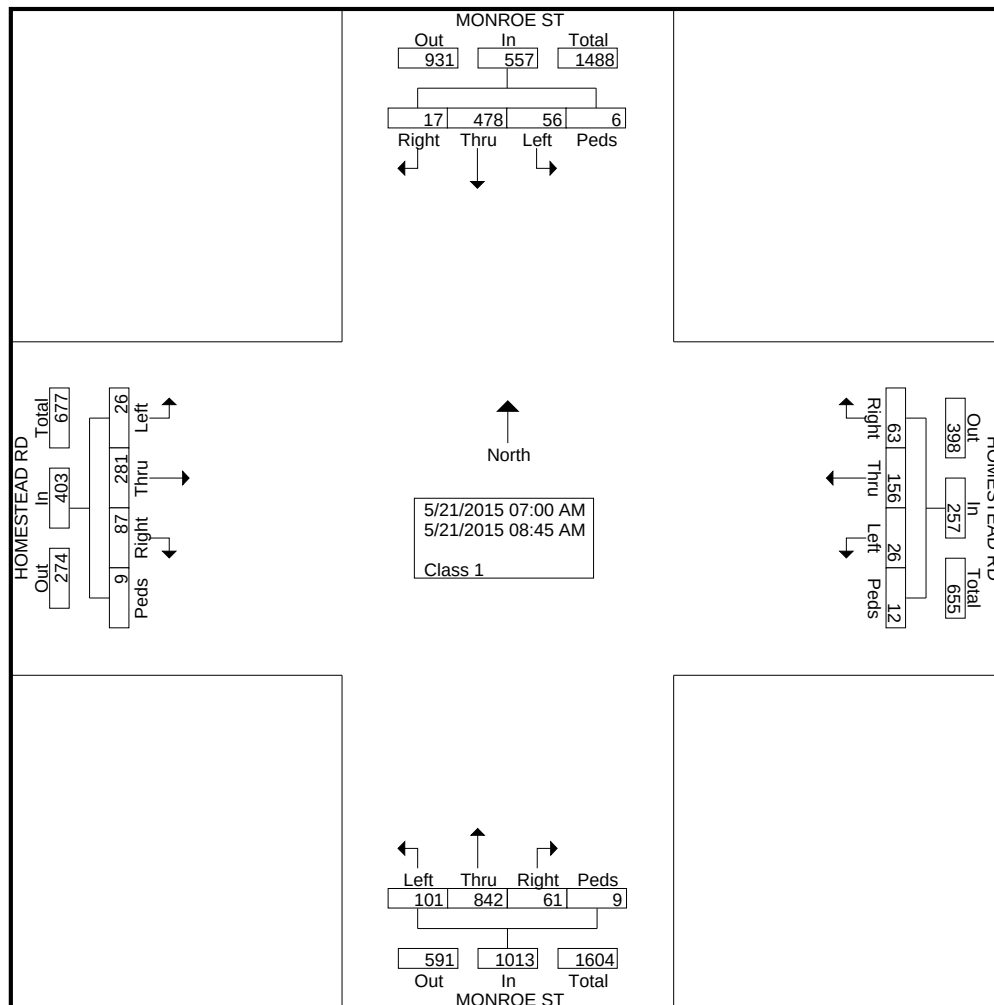
Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Lights	0	6	211	25	0	26	147	21	0	28	223	68	0	45	306	24	1,130
Mediums	0	0	4	1	0	3	5	0	0	0	3	4	0	0	2	0	22
Total	0	6	215	26	0	29	152	21	0	28	226	72	0	45	308	24	1,152

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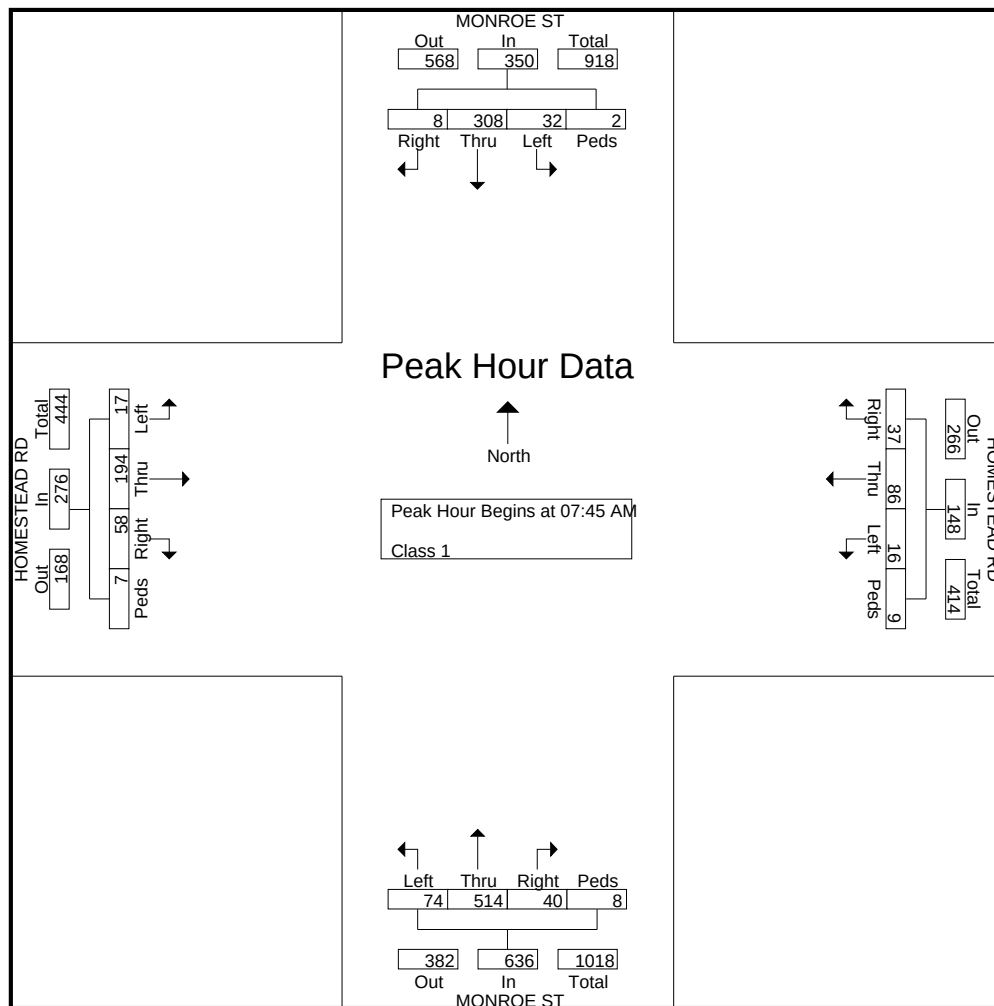
Groups Printed- Class 1

	MONROE ST Southbound				HOMESTEAD RD Westbound				MONROE ST Northbound				HOMESTEAD RD Eastbound				
Start Time	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Int. Total
07:00 AM	1	27	3	0	4	14	4	0	5	48	3	0	5	8	2	0	124
07:15 AM	0	42	3	1	5	13	2	2	3	71	7	0	5	21	2	2	179
07:30 AM	4	54	7	2	4	21	4	0	6	94	9	1	11	26	4	0	247
07:45 AM	1	79	13	0	12	24	2	3	12	124	17	0	16	48	5	4	360
Total	6	202	26	3	25	72	12	5	26	337	36	1	37	103	13	6	910
08:00 AM	1	104	8	2	13	28	9	4	8	140	25	5	16	51	5	1	420
08:15 AM	3	83	6	0	5	21	1	2	11	117	19	1	21	51	3	1	345
08:30 AM	3	42	5	0	7	13	4	0	9	133	13	2	5	44	4	1	285
08:45 AM	4	47	11	1	13	22	0	1	7	115	8	0	8	32	1	0	270
Total	11	276	30	3	38	84	14	7	35	505	65	8	50	178	13	3	1320
Grand Total	17	478	56	6	63	156	26	12	61	842	101	9	87	281	26	9	2230
Apprch %	3.1	85.8	10.1	1.1	24.5	60.7	10.1	4.7	6	83.1	10	0.9	21.6	69.7	6.5	2.2	
Total %	0.8	21.4	2.5	0.3	2.8	7	1.2	0.5	2.7	37.8	4.5	0.4	3.9	12.6	1.2	0.4	



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	MONROE ST Southbound					HOMESTEAD RD Westbound					MONROE ST Northbound					HOMESTEAD RD Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:45 AM																					
07:45 AM	1	79	13	0	93	12	24	2	3	41	12	124	17	0	153	16	48	5	4	73	360
08:00 AM	1	104	8	2	115	13	28	9	4	54	8	140	25	5	178	16	51	5	1	73	420
08:15 AM	3	83	6	0	92	5	21	1	2	29	11	117	19	1	148	21	51	3	1	76	345
08:30 AM	3	42	5	0	50	7	13	4	0	24	9	133	13	2	157	5	44	4	1	54	285
Total Volume	8	308	32	2	350	37	86	16	9	148	40	514	74	8	636	58	194	17	7	276	1410
% App. Total	2.3	88	9.1	0.6		25	58.1	10.8	6.1		6.3	80.8	11.6	1.3		21	70.3	6.2	2.5		
PHF	.667	.740	.615	.250	.761	.712	.768	.444	.563	.685	.833	.918	.740	.400	.893	.690	.951	.850	.438	.908	.839

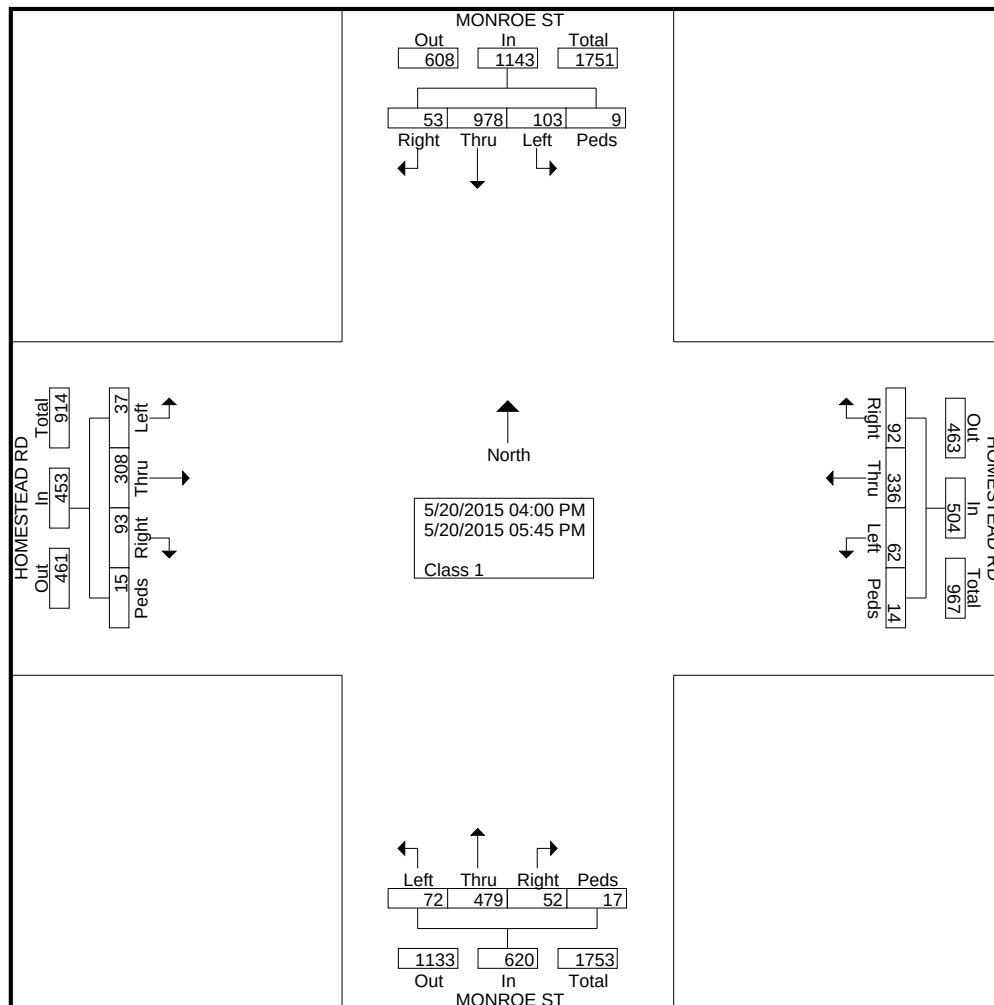


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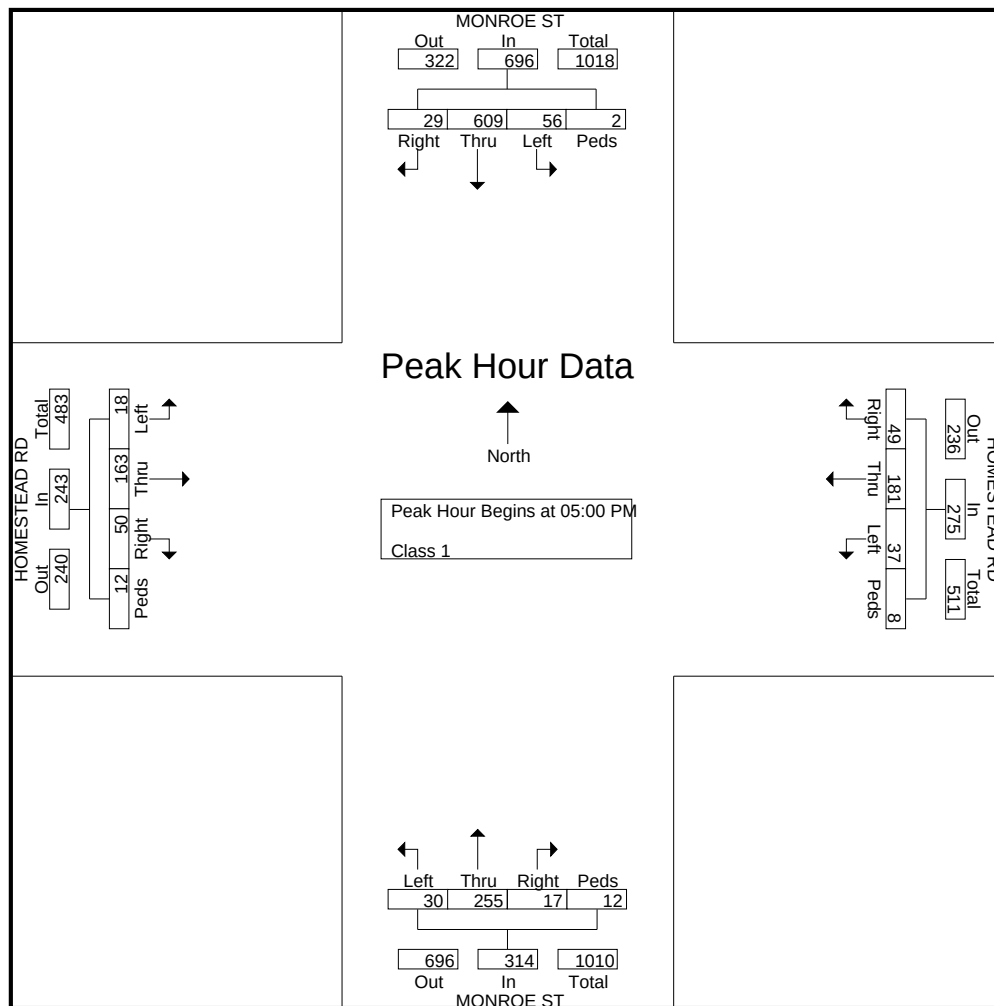
Groups Printed- Class 1

	MONROE ST Southbound				HOMESTEAD RD Westbound				MONROE ST Northbound				HOMESTEAD RD Eastbound				
Start Time	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Int. Total
04:00 PM	4	53	14	1	13	33	6	3	5	61	15	2	7	39	5	1	262
04:15 PM	5	96	14	4	14	32	7	3	13	41	9	1	12	45	4	0	300
04:30 PM	8	120	10	2	7	39	6	0	8	61	6	0	12	29	5	0	313
04:45 PM	7	100	9	0	9	51	6	0	9	61	12	2	12	32	5	2	317
Total	24	369	47	7	43	155	25	6	35	224	42	5	43	145	19	3	1192
05:00 PM	8	136	15	0	12	49	8	2	4	59	8	5	12	42	4	5	369
05:15 PM	10	150	15	1	17	51	13	2	5	75	11	6	10	43	5	3	417
05:30 PM	5	148	10	0	11	42	12	2	6	67	5	0	15	39	8	4	374
05:45 PM	6	175	16	1	9	39	4	2	2	54	6	1	13	39	1	0	368
Total	29	609	56	2	49	181	37	8	17	255	30	12	50	163	18	12	1528
Grand Total	53	978	103	9	92	336	62	14	52	479	72	17	93	308	37	15	2720
Apprch %	4.6	85.6	9	0.8	18.3	66.7	12.3	2.8	8.4	77.3	11.6	2.7	20.5	68	8.2	3.3	
Total %	1.9	36	3.8	0.3	3.4	12.4	2.3	0.5	1.9	17.6	2.6	0.6	3.4	11.3	1.4	0.6	



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	MONROE ST Southbound					HOMESTEAD RD Westbound					MONROE ST Northbound					HOMESTEAD RD Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 05:00 PM																					
05:00 PM	8	136	15	0	159	12	49	8	2	71	4	59	8	5	76	12	42	4	5	63	369
05:15 PM	10	150	15	1	176	17	51	13	2	83	5	75	11	6	97	10	43	5	3	61	417
05:30 PM	5	148	10	0	163	11	42	12	2	67	6	67	5	0	78	15	39	8	4	66	374
05:45 PM	6	175	16	1	198	9	39	4	2	54	2	54	6	1	63	13	39	1	0	53	368
Total Volume	29	609	56	2	696	49	181	37	8	275	17	255	30	12	314	50	163	18	12	243	1528
% App. Total	4.2	87.5	8	0.3		17.8	65.8	13.5	2.9		5.4	81.2	9.6	3.8		20.6	67.1	7.4	4.9		
PHF	.725	.870	.875	.500	.879	.721	.887	.712	1.00	.828	.708	.850	.682	.500	.809	.833	.948	.563	.600	.920	.916



Appendix B

Volume Summary

Existing Volume Summary

Study Inter. #	Traffix Node #	N/S Street	E/W Street	Jurisdiction	Count Date		Notes
					AM	PM	
1	5416	San Tomas Expwy	El Camino Real*	County	04/09/19	11/15/18	
2	1205	Scott Blvd	El Camino Real*	Santa Clara	05/24/18	11/15/18	
3	1204	Monroe St	El Camino Real*	Santa Clara	05/24/18	11/15/18	
4	1202	Lafayette St	El Camino Real*	Santa Clara	03/21/19	11/15/18	
5	30	Lafayette St	Lewis St	Santa Clara	03/21/19	03/21/19	
6	3	Lafayette St	Benton St	Santa Clara	01/06/15	01/06/15	
7	4	Lafayette St	Homestead Rd	Santa Clara	05/21/15	05/21/15	
8	69	Washington St	Newhall St	Santa Clara	01/19/16	01/19/16	
9	1	Monroe St	Benton St	Santa Clara	09/14/22	09/14/22	increased by 1.31/1.33 and balanced
10	2	Monroe St	Homestead Rd	Santa Clara	05/21/15	05/21/15	

Intersection Number: **1**
 Traffic Node Number: 5416
 Intersection Name: San Tomas Expwy and El Camino Real*
 Peak Hour: AM
 Count Date: 04/09/19
 Date of Analysis: 10/12/22

Scenario	Movements												Total
	Southbound Approach			Westbound Approach			Northbound Approach			Eastbound Approach			
	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	
Existing Conditions	409	980	82	105	840	154	114	2832	382	74	431	398	6801
Approved Project Trips													
City Place Phase 1-3	6	0	2	6	0	1	0	27	2	4	0	9	57
Background Conditions	415	980	84	111	840	155	114	2859	384	78	431	407	6858
Proposed Project Trips	0	0	13	4	10	0	0	3	2	0	24	0	56
Background + Project Conditions	415	980	97	115	850	155	114	2862	386	78	455	407	6914
Pending Project Trips													0
2855 El Camino Real	4	0	0	0	1	0	0	0	4	4	2	4	19
906 Monroe	0	0	0	0	2	0	0	0	0	0	1	0	3
2825 Lafayette	0	0	0	0	0	0	0	0	0	0	0	0	0
3005 Democracy Way (Kylii)	0	10	2	-2	49	6	-6	62	5	-1	-21	24	128
1205 Coleman	0	0	0	0	0	0	0	0	0	0	0	0	0
960 Central Expressway	0	0	0	0	0	0	0	0	0	0	0	0	0
3155 El Camino Real	2	0	0	0	2	0	0	0	2	5	1	5	17
3000 Bowers	0	3	0	0	6	0	0	19	0	0	1	0	29
City Place Remaining Phases	0	110	0	0	10	0	0	270	0	0	0	0	390
Total Pending Trips	6	123	2	0	70	6	0	351	11	8	0	33	610
Cumulative No Project Conditions	421	1103	86	111	910	161	114	3210	395	86	431	440	7468
Cumulative + Project Conditions	421	1103	99	115	920	161	114	3213	397	86	455	440	7524
													0

Intersection Number: **2**
 Traffic Node Number: 1205
 Intersection Name: Scott Blvd and El Camino Real*
 Peak Hour: AM
 Count Date: 05/24/18
 Date of Analysis: 10/12/22

Scenario	Movements												Total
	Southbound Approach			Westbound Approach			Northbound Approach			Eastbound Approach			
	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	
Existing Conditions	53	224	95	232	658	124	112	787	120	63	393	141	3002
Approved Project Trips													
City Place Phase 1-3	0	0	0	0	7	0	0	0	0	0	2	0	9
Background Conditions	53	224	95	232	665	124	112	787	120	63	395	141	3011
Proposed Project Trips	0	3	2	3	13	0	0	0	1	3	34	0	59
Background + Project Conditions	53	227	97	235	678	124	112	787	121	66	429	141	3070
Pending Project Trips													0
2855 El Camino Real	0	0	0	0	0	0	0	0	0	0	0	0	0
906 Monroe	0	0	0	0	2	0	0	0	0	0	1	0	3
2825 Lafayette	0	0	0	0	0	0	0	0	0	0	0	0	0
3005 Democracy Way (Kylii)	0	0	0	0	0	0	0	0	0	0	0	0	0
1205 Coleman	0	0	0	0	0	0	0	0	0	0	0	0	0
960 Central Expressway	0	0	0	0	0	0	0	0	0	0	0	0	0
3155 El Camino Real	0	0	0	0	0	0	0	0	0	0	0	0	0
3000 Bowers	0	0	0	0	0	0	0	0	0	0	0	0	0
City Place Remaining Phases	0	0	0	0	10	0	0	0	0	0	0	0	10
Total Pending Trips	0	0	0	0	12	0	0	0	0	0	1	0	13
Cumulative No Project Conditions	53	224	95	232	677	124	112	787	120	63	396	141	3024
Cumulative + Project Conditions	53	227	97	235	690	124	112	787	121	66	430	141	3083
													0

Intersection Number: **3**
 Traffic Node Number: 1204
 Intersection Name: Monroe St and El Camino Real*
 Peak Hour: AM
 Count Date: 05/24/18
 Date of Analysis: 10/12/22

Scenario	Movements												Total
	Southbound Approach			Westbound Approach			Northbound Approach			Eastbound Approach			
	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	
Existing Conditions	49	171	96	193	785	36	29	389	53	54	607	49	2511
Approved Project Trips													
City Place Phase 1-3	0	0	0	0	12	0	0	0	0	0	20	0	32
Background Conditions	49	171	96	193	797	36	29	389	53	54	627	49	2543
Proposed Project Trips	0	2	1	1	4	-2	3	2	7	18	4	0	40
Background + Project Conditions	49	173	97	194	801	34	32	391	60	72	631	49	2583
Pending Project Trips													0
2855 El Camino Real	0	0	0	0	0	0	0	0	0	0	0	0	0
906 Monroe	0	1	0	0	0	1	2	3	2	1	0	0	10
2825 Lafayette	0	0	0	0	0	0	0	0	0	0	0	0	0
3005 Democracy Way (Kylii)	0	0	0	0	0	0	0	0	0	0	0	0	0
1205 Coleman	0	0	0	0	6	0	0	0	0	0	2	0	8
960 Central Expressway	0	0	0	0	0	0	0	0	0	0	0	0	0
3155 El Camino Real	0	0	0	0	0	0	0	0	0	0	0	0	0
3000 Bowers	0	0	0	0	0	0	0	0	0	0	0	0	0
City Place Remaining Phases	0	0	0	0	0	0	0	0	0	0	20	0	20
Total Pending Trips	0	1	0	0	6	1	2	3	2	1	22	0	38
Cumulative No Project Conditions	49	172	96	193	803	37	31	392	55	55	649	49	2581
Cumulative + Project Conditions	49	174	97	194	807	35	34	394	62	73	653	49	2621
													0

Intersection Number: **4**
 Traffic Node Number: 1202
 Intersection Name: Lafayette St and El Camino Real*
 Peak Hour: AM
 Count Date: 03/21/19
 Date of Analysis: 10/12/22

Scenario	Movements												Total
	Southbound Approach			Westbound Approach			Northbound Approach			Eastbound Approach			
	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	
Existing Conditions	145	245	111	572	828	22	104	998	152	129	320	275	3901
Approved Project Trips													
City Place Phase 1-3	1	3	6	4	5	9	6	144	6	7	6	7	204
Background Conditions	146	248	117	576	833	31	110	1142	158	136	326	282	4105
Proposed Project Trips	-2	27	0	0	0	0	0	9	5	5	0	3	47
Background + Project Conditions	144	275	117	576	833	31	110	1151	163	141	326	285	4152
Pending Project Trips													
2855 El Camino Real	0	0	0	0	0	0	0	0	0	0	0	0	0
906 Monroe	1	0	0	0	0	0	0	0	0	0	0	2	3
2825 Lafayette	0	0	0	0	0	0	0	0	0	0	0	0	0
3005 Democracy Way (Kylii)	0	0	0	0	0	0	0	0	0	0	0	0	0
1205 Coleman	0	0	0	0	6	0	0	0	0	2	0	0	8
960 Central Expressway	0	0	0	0	0	0	0	0	0	0	0	0	0
3155 El Camino Real	0	0	0	0	0	0	0	0	0	0	0	0	0
3000 Bowers	0	0	0	0	0	0	0	0	0	0	0	0	0
City Place Remaining Phases	0	30	10	0	0	0	0	130	0	0	20	0	190
Total Pending Trips	1	30	10	0	6	0	0	130	0	2	20	2	201
Cumulative No Project Conditions	147	278	127	576	839	31	110	1272	158	138	346	284	4306
Cumulative + Project Conditions	145	305	127	576	839	31	110	1281	163	143	346	287	4353

Intersection Number: **5**
 Traffic Node Number: 30
 Intersection Name: Lafayette St and Lewis St
 Peak Hour: AM
 Count Date: 03/21/19
 Date of Analysis: 10/12/22

Scenario		Movements												Total
		Southbound Approach			Westbound Approach			Northbound Approach			Eastbound Approach			
		RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	
Existing Conditions		5	380	0	140	86	122	0	1111	8	0	0	0	1852
Approved Project Trips														
	City Place Phase 1-3	4	9	0	7	2	2	0	142	7	0	0	0	173
Background Conditions		9	389	0	147	88	124	0	1253	15	0	0	0	2025
Proposed Project Trips		0	32	0	0	0	27	0	14	0	0	0	0	73
Background + Project Conditions		9	421	0	147	88	151	0	1267	15	0	0	0	2098
Pending Project Trips														0
	2855 El Camino Real	0	0	0	0	0	0	0	0	0	0	0	0	0
	906 Monroe	0	0	0	0	0	1	0	0	0	0	0	0	1
	2825 Lafayette	0	0	0	0	0	0	0	0	0	0	0	0	0
	3005 Democracy Way (Kylii)	0	0	0	0	0	0	0	0	0	0	0	0	0
	1205 Coleman	0	2	0	0	0	1	0	0	0	0	0	0	3
	960 Central Expressway	0	0	0	0	0	0	0	0	0	0	0	0	0
	3155 El Camino Real	0	0	0	0	0	0	0	0	0	0	0	0	0
	3000 Bowers	0	0	0	0	0	0	0	0	0	0	0	0	0
	City Place Remaining Phases	0	20	0	0	0	0	0	140	0	0	0	0	160
	Total Pending Trips	0	22	0	0	0	2	0	140	0	0	0	0	164
Cumulative No Project Conditions		9	411	0	147	88	126	0	1393	15	0	0	0	2189
Cumulative + Project Conditions		9	443	0	147	88	153	0	1407	15	0	0	0	2262
														0

Intersection Number: **6**
 Traffic Node Number: 3
 Intersection Name: Lafayette St and Benton St
 Peak Hour: AM
 Count Date: 01/06/15
 Date of Analysis: 10/12/22

Scenario	Movements												Total
	Southbound Approach			Westbound Approach			Northbound Approach			Eastbound Approach			
	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	
Existing Conditions	25	394	9	4	64	29	166	1031	18	43	273	24	2080
Approved Project Trips													
City Place Phase 1-3	5	9	1	6	3	1	4	129	2	7	5	6	178
Background Conditions	30	403	10	10	67	30	170	1160	20	50	278	30	2258
Proposed Project Trips	46	12	0	0	0	0	3	8	0	0	16	7	92
Background + Project Conditions	76	415	10	10	67	30	173	1168	20	50	294	37	2350
Pending Project Trips													0
2855 El Camino Real	0	0	0	0	0	0	0	0	0	0	0	0	0
906 Monroe	1	0	0	0	0	0	0	0	0	0	3	0	4
2825 Lafayette	0	0	0	0	0	0	0	0	0	0	0	0	0
3005 Democracy Way (Kylii)	0	0	0	0	0	0	0	0	0	0	0	0	0
1205 Coleman	0	3	0	0	0	0	0	0	0	0	0	0	3
960 Central Expressway	0	0	0	0	0	0	0	0	0	0	0	0	0
3155 El Camino Real	0	0	0	0	0	0	0	0	0	0	0	0	0
3000 Bowers	0	0	0	0	0	0	0	0	0	0	0	0	0
City Place Remaining Phases	0	0	0	0	0	0	0	120	0	0	0	0	120
Total Pending Trips	1	3	0	0	0	0	0	120	0	0	3	0	127
Cumulative No Project Conditions	31	406	10	10	67	30	170	1280	20	50	281	30	2385
Cumulative + Project Conditions	77	418	10	10	67	30	173	1288	20	50	297	37	2477
													0

Intersection Number: **7**
 Trafix Node Number: 4
 Intersection Name: Lafayette St and Homestead Rd
 Peak Hour: AM
 Count Date: 05/21/15
 Date of Analysis: 10/12/22

Scenario	Movements												Total
	Southbound Approach			Westbound Approach			Northbound Approach			Eastbound Approach			
	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	
Existing Conditions	86	372	0	0	0	0	0	1180	120	85	0	168	2011
Approved Project Trips													
City Place Phase 1-3	3	0	0	0	0	0	0	124	1	8	0	4	140
Background Conditions	89	372	0	0	0	0	0	1304	121	93	0	172	2151
Proposed Project Trips	3	8	0	0	0	0	0	7	87	43	0	5	153
Background + Project Conditions	92	380	0	0	0	0	0	1311	208	136	0	177	2304
Pending Project Trips													0
2855 El Camino Real	0	0	0	0	0	0	0	0	0	0	0	0	0
906 Monroe	0	0	0	0	0	0	0	0	3	6	0	0	9
2825 Lafayette	0	0	0	0	0	0	0	0	0	0	0	0	0
3005 Democracy Way (Kylii)	0	0	0	0	0	0	0	0	0	0	0	0	0
1205 Coleman	0	3	0	0	0	0	0	0	0	0	0	0	3
960 Central Expressway	0	0	0	0	0	0	0	0	0	0	0	0	0
3155 El Camino Real	0	0	0	0	0	0	0	0	0	0	0	0	0
3000 Bowers	0	0	0	0	0	0	0	0	0	0	0	0	0
City Place Remaining Phases	0	60	0	0	0	0	0	90	0	0	0	30	180
Total Pending Trips	0	63	0	0	0	0	0	90	3	6	0	30	192
Cumulative No Project Conditions	89	435	0	0	0	0	0	1394	124	99	0	202	2343
Cumulative + Project Conditions	92	443	0	0	0	0	0	1401	211	142	0	207	2496
													0

Intersection Number: **8**
 Trafix Node Number: 69
 Intersection Name: Washington St and Newhall St
 Peak Hour: AM
 Count Date: 01/19/16
 Date of Analysis: 10/12/22

Scenario	Movements												Total
	Southbound Approach			Westbound Approach			Northbound Approach			Eastbound Approach			
	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	
Existing Conditions	52	314	47	39	186	92	45	1011	361	277	133	75	2632
Approved Project Trips													
City Place Phase 1-3	0	8	0	0	0	0	0	125	0	0	0	0	133
Background Conditions	52	322	47	39	186	92	45	1136	361	277	133	75	2765
Proposed Project Trips	0	30	0	0	0	0	0	62	0	0	0	0	92
Background + Project Conditions	52	352	47	39	186	92	45	1198	361	277	133	75	2857
Pending Project Trips													0
2855 El Camino Real	0	0	0	0	0	0	0	0	0	0	0	0	0
906 Monroe	0	2	0	0	0	0	0	1	0	0	0	0	3
2825 Lafayette	0	0	0	0	0	0	0	0	0	0	0	0	0
3005 Democracy Way (Kylii)	0	0	0	0	0	0	0	0	0	0	0	0	0
1205 Coleman	0	0	0	0	0	0	0	0	0	0	0	0	0
960 Central Expressway	0	0	0	0	0	0	0	0	0	0	0	0	0
3155 El Camino Real	0	0	0	0	0	0	0	0	0	0	0	0	0
3000 Bowers	0	0	0	0	0	0	0	0	0	0	0	0	0
City Place Remaining Phases	0	60	0	0	0	0	0	90	0	0	0	0	150
Total Pending Trips	0	62	0	0	0	0	0	91	0	0	0	0	153
Cumulative No Project Conditions	52	384	47	39	186	92	45	1227	361	277	133	75	2918
Cumulative + Project Conditions	52	414	47	39	186	92	45	1289	361	277	133	75	3010
													0

Intersection Number: **9**
 Traffic Node Number: 1
 Intersection Name: Monroe St and Benton St
 Peak Hour: AM
 Count Date: 09/14/22
 Date of Analysis: 10/12/22

Scenario		Movements												Total
		Southbound Approach			Westbound Approach			Northbound Approach			Eastbound Approach			
		RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	
Existing Conditions		31	290	12	15	93	21	69	637	39	37	226	13	1483
Approved Project Trips	City Place Phase 1-3	0	0	0	0	0	0	0	0	0	0	0	0	0
Background Conditions		31	290	12	15	93	21	69	637	39	37	226	13	1483
Proposed Project Trips		0	-8	25	3	3	-2	4	9	0	0	27	0	61
Background + Project Conditions		31	282	37	18	96	19	73	646	39	37	253	13	1544
Pending Project Trips														
	2855 El Camino Real	0	0	0	0	0	0	0	0	0	0	0	0	0
	906 Monroe	0	3	0	0	0	1	3	6	0	0	0	0	13
	2825 Lafayette	0	0	0	0	0	0	0	0	0	0	0	0	0
	3005 Democracy Way (Kylii)	0	0	0	0	0	0	0	0	0	0	0	0	0
	1205 Coleman	0	0	0	0	0	0	0	0	0	0	0	0	0
	960 Central Expressway	0	0	0	0	0	0	0	0	0	0	0	0	0
	3155 El Camino Real	0	0	0	0	0	0	0	0	0	0	0	0	0
	3000 Bowers	0	0	0	0	0	0	0	0	0	0	0	0	0
	City Place Remaining Phases	0	0	0	0	0	0	0	0	0	0	0	0	0
	Total Pending Trips	0	3	0	0	0	1	3	6	0	0	0	0	13
Cumulative No Project Conditions		31	293	12	15	93	22	72	643	39	37	226	13	1496
Cumulative + Project Conditions		31	285	37	18	96	20	76	652	39	37	253	13	1557

Intersection Number: **10**
 Traffic Node Number: 2
 Intersection Name: Monroe St and Homestead Rd
 Peak Hour: AM
 Count Date: 05/21/15
 Date of Analysis: 10/12/22

Scenario	Movements												Total
	Southbound Approach			Westbound Approach			Northbound Approach			Eastbound Approach			
	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	
Existing Conditions	8	308	32	37	86	16	40	514	74	58	194	17	1384
Approved Project Trips													
City Place Phase 1-3	0	0	0	0	0	0	0	0	0	0	0	0	0
Background Conditions	8	308	32	37	86	16	40	514	74	58	194	17	1384
Proposed Project Trips	2	-1	10	-7	3	-2	-2	-1	0	0	73	-7	68
Background + Project Conditions	10	307	42	30	89	14	38	513	74	58	267	10	1452
Pending Project Trips													
2855 El Camino Real	0	0	0	0	0	0	0	0	0	0	0	0	0
906 Monroe	3	0	6	3	0	0	0	0	0	0	0	2	14
2825 Lafayette	0	0	0	0	0	0	0	0	0	0	0	0	0
3005 Democracy Way (Kylii)	0	0	0	0	0	0	0	0	0	0	0	0	0
1205 Coleman	0	0	0	0	0	0	0	0	0	0	0	0	0
960 Central Expressway	0	0	0	0	0	0	0	0	0	0	0	0	0
3155 El Camino Real	0	0	0	0	0	0	0	0	0	0	0	0	0
3000 Bowers	0	0	0	0	0	0	0	0	0	0	0	0	0
City Place Remaining Phases	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Pending Trips	3	0	6	3	0	0	0	0	0	0	0	2	14
Cumulative No Project Conditions	11	308	38	40	86	16	40	514	74	58	194	19	1398
Cumulative + Project Conditions	13	307	48	33	89	14	38	513	74	58	267	12	1466

Intersection Number: **1**
 Trafix Node Number: 5416
 Intersection Name: San Tomas Expwy and El Camino Real*
 Peak Hour: PM
 Count Date: 11/15/18

Date of Analysis: 10/12/22

Scenario	Movements												Total
	Southbound Approach			Westbound Approach			Northbound Approach			Eastbound Approach			
	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	
Existing Conditions	421	2903	194	135	638	171	204	1191	138	195	1223	293	7706
Approved Project Trips													
City Place Phase 1-3	3	7	7	2	11	6	2	18	0	8	14	0	78
Background Conditions	424	2910	201	137	649	177	206	1209	138	203	1237	293	7784
Proposed Project Trips	0	2	5	15	28	0	0	1	1	1	10	0	63
Background + Project Conditions	424	2912	206	152	677	177	206	1210	139	204	1247	293	7847
Pending Project Trips													0
2855 El Camino Real	6	0	0	0	3	0	0	0	6	5	2	5	27
906 Monroe	0	0	0	0	2	0	0	0	0	0	2	0	4
2825 Lafayette	0	0	0	0	0	0	0	0	0	0	0	0	0
3005 Democracy Way (Kylii)	-11	110	2	0	32	0	-11	-2	2	-28	30	-3	121
1205 Coleman	0	0	0	0	0	0	0	0	0	0	0	0	0
960 Central Expressway	0	0	0	0	0	0	0	0	0	0	0	0	0
3155 El Camino Real	5	0	0	0	1	0	0	0	5	3	2	3	19
3000 Bowers	0	18	0	0	1	0	0	3	0	0	6	0	28
City Place Remaining Phases	0	160	0	0	60	0	0	100	30	0	0	0	350
Total Pending Trips	0	288	2	0	99	0	0	101	43	0	42	5	580
Cumulative No Project Conditions	424	3198	203	137	748	177	206	1310	181	203	1279	298	8364
Cumulative + Project Conditions	424	3200	208	152	776	177	206	1311	182	204	1289	298	8427
													0

Intersection Number: **2**
 Trafix Node Number: 1205
 Intersection Name: Scott Blvd and El Camino Real*
 Peak Hour: PM
 Count Date: 11/15/18

Date of Analysis: 10/12/22

Scenario	Movements												Total
	Southbound Approach			Westbound Approach			Northbound Approach			Eastbound Approach			
	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	
Existing Conditions	105	1062	201	97	670	230	98	227	107	148	972	141	4058
Approved Project Trips													
City Place Phase 1-3	0	0	0	0	19	0	0	0	0	0	23	0	42
Background Conditions	105	1062	201	97	689	230	98	227	107	148	995	141	4100
Proposed Project Trips	0	-1	3	4	39	0	0	4	4	2	13	0	68
Background + Project Conditions	105	1061	204	101	728	230	98	231	111	150	1008	141	4168
Pending Project Trips													0
2855 El Camino Real	0	0	0	0	0	0	0	0	0	0	0	0	0
906 Monroe	0	0	0	0	2	0	0	0	0	0	2	0	4
2825 Lafayette	0	0	0	0	0	0	0	0	0	0	0	0	0
3005 Democracy Way (Kylii)	0	0	0	0	0	0	0	0	0	0	0	0	0
1205 Coleman	0	0	0	0	0	0	0	0	0	0	0	0	0
960 Central Expressway	0	0	0	0	0	0	0	0	0	0	0	0	0
3155 El Camino Real	0	0	0	0	0	0	0	0	0	0	0	0	0
3000 Bowers	0	0	0	0	0	0	0	0	0	0	0	0	0
City Place Remaining Phases	0	0	0	0	60	0	0	0	0	0	0	0	60
Total Pending Trips	0	0	0	0	62	0	0	0	0	0	2	0	64
Cumulative No Project Conditions	105	1062	201	97	751	230	98	227	107	148	997	141	4164
Cumulative + Project Conditions	105	1061	204	101	790	230	98	231	111	150	1010	141	4232
													0

Intersection Number: **3**
 Trafix Node Number: 1204
 Intersection Name: Monroe St and El Camino Real*
 Peak Hour: PM
 Count Date: 11/15/18

Date of Analysis: 10/12/22

Scenario		Movements												Total
		Southbound Approach			Westbound Approach			Northbound Approach			Eastbound Approach			
		RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	
Existing Conditions		35	464	216	142	844	111	30	164	63	101	1018	53	3241
Approved Project Trips														
	City Place Phase 1-3	0	0	0	0	34	0	0	0	0	0	24	0	58
Background Conditions		35	464	216	142	878	111	30	164	63	101	1042	53	3299
Proposed Project Trips		0	-1	2	3	9	0	-3	2	19	6	6	0	43
Background + Project Conditions		35	463	218	145	887	111	27	166	82	107	1048	53	3342
Pending Project Trips														0
	2855 El Camino Real	0	0	0	0	0	0	0	0	0	0	0	0	0
	906 Monroe	0	4	0	0	0	2	1	3	1	2	0	0	13
	2825 Lafayette	0	0	0	0	0	0	0	0	0	0	0	0	0
	3005 Democracy Way (Kylii)	0	0	0	0	0	0	0	0	0	0	0	0	0
	1205 Coleman	0	0	0	0	3	0	0	0	0	0	5	0	8
	960 Central Expressway	0	0	0	0	0	0	0	0	0	0	0	0	0
	3155 El Camino Real	0	0	0	0	0	0	0	0	0	0	0	0	0
	3000 Bowers	0	0	0	0	0	0	0	0	0	0	0	0	0
	City Place Remaining Phases	0	0	0	0	70	0	0	0	0	0	50	0	120
Total Pending Trips		0	4	0	0	73	2	1	3	1	2	55	0	141
Cumulative No Project Conditions		35	468	216	142	951	113	31	167	64	103	1097	53	3440
Cumulative + Project Conditions		35	467	218	145	960	113	28	169	83	109	1103	53	3483
														0

Intersection Number: **4**
 Trafix Node Number: 1202
 Intersection Name: Lafayette St and El Camino Real*
 Peak Hour: PM
 Count Date: 11/15/18

Date of Analysis: 10/12/22

Scenario		Movements												Total
		Southbound Approach			Westbound Approach			Northbound Approach			Eastbound Approach			
		RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	
Existing Conditions		264	854	396	101	665	32	250	224	146	269	777	176	4154
Approved Project Trips														
	City Place Phase 1-3	12	41	25	9	16	9	9	32	6	2	13	9	183
Background Conditions		276	895	421	110	681	41	259	256	152	271	790	185	4337
Proposed Project Trips		0	11	0	0	0	0	0	31	12	8	0	-3	59
Background + Project Conditions		276	906	421	110	681	41	259	287	164	279	790	182	4396
Pending Project Trips														
	2855 El Camino Real	0	0	0	0	0	0	0	0	0	0	0	0	0
	906 Monroe	2	0	0	0	0	0	0	0	0	0	0	1	3
	2825 Lafayette	0	0	0	0	0	0	0	0	0	0	0	0	0
	3005 Democracy Way (Kylii)	0	0	0	0	0	0	0	0	0	0	0	0	0
	1205 Coleman	0	0	0	0	3	0	0	0	0	5	0	0	8
	960 Central Expressway	0	0	0	0	0	0	0	0	0	0	0	0	0
	3155 El Camino Real	0	0	0	0	0	0	0	0	0	0	0	0	0
	3000 Bowers	0	0	0	0	0	0	0	0	0	0	0	0	0
	City Place Remaining Phases	0	70	10	10	70	0	0	80	0	10	40	0	290
Total Pending Trips		2	70	10	10	73	0	0	80	0	15	40	1	301
Cumulative No Project Conditions		278	965	431	120	754	41	259	336	152	286	830	186	4638
Cumulative + Project Conditions		278	976	431	120	754	41	259	367	164	294	830	183	4697

Intersection Number: **5**
 Traffic Node Number: 30
 Intersection Name: Lafayette St and Lewis St
 Peak Hour: PM
 Count Date: 03/21/19

Date of Analysis: 10/12/22

Scenario		Movements												Total
		Southbound Approach			Westbound Approach			Northbound Approach			Eastbound Approach			
		RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	
Existing Conditions		12	1011	0	293	405	502	0	321	7	0	0	0	2551
Approved Project Trips														
	City Place Phase 1-3	9	17	0	3	7	3	0	39	7	0	0	0	85
Background Conditions		21	1028	0	296	412	505	0	360	14	0	0	0	2636
Proposed Project Trips		0	19	0	0	0	17	0	43	0	0	0	0	79
Background + Project Conditions		21	1047	0	296	412	522	0	403	14	0	0	0	2715
														0
Pending Project Trips														
	2855 El Camino Real	0	0	0	0	0	0	0	0	0	0	0	0	0
	906 Monroe	0	0	0	0	0	4	0	0	0	0	0	0	4
	2825 Lafayette	0	0	0	0	0	0	0	0	0	0	0	0	0
	3005 Democracy Way (Kylii)	0	0	0	0	0	0	0	0	0	0	0	0	0
	1205 Coleman	0	5	0	0	0	1	0	0	0	0	0	0	6
	960 Central Expressway	0	0	0	0	0	0	0	0	0	0	0	0	0
	3155 El Camino Real	0	0	0	0	0	0	0	0	0	0	0	0	0
	3000 Bowers	0	0	0	0	0	0	0	0	0	0	0	0	0
	City Place Remaining Phases	0	50	0	0	0	0	0	80	0	0	0	0	130
Total Pending Trips		0	55	0	0	0	5	0	80	0	0	0	0	140
Cumulative No Project Conditions		21	1083	0	296	412	510	0	440	14	0	0	0	2776
Cumulative + Project Conditions		21	1102	0	296	412	527	0	483	14	0	0	0	2855
														0

Intersection Number: **6**
 Traffic Node Number: 3
 Intersection Name: Lafayette St and Benton St
 Peak Hour: PM
 Count Date: 01/06/15

Date of Analysis: 10/12/22

Scenario		Movements												Total
		Southbound Approach			Westbound Approach			Northbound Approach			Eastbound Approach			
		RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	
Existing Conditions		75	1321	29	5	149	59	97	350	0	79	197	27	2388
Approved Project Trips														
	City Place Phase 1-3	5	13	1	5	3	1	3	34	0	1	5	3	74
Background Conditions		80	1334	30	10	152	60	100	384	0	80	202	30	2462
Proposed Project Trips		20	16	0	0	0	0	6	18	0	0	26	26	112
Background + Project Conditions		100	1350	30	10	152	60	106	402	0	80	228	56	2574
Pending Project Trips														
	2855 El Camino Real	0	0	0	0	0	0	0	0	0	0	0	0	0
	906 Monroe	4	0	0	0	0	0	0	0	0	0	2	0	6
	2825 Lafayette	0	0	0	0	0	0	0	0	0	0	0	0	0
	3005 Democracy Way (Kylii)	0	0	0	0	0	0	0	0	0	0	0	0	0
	1205 Coleman	0	6	0	0	0	0	0	1	0	0	0	0	7
	960 Central Expressway	0	0	0	0	0	0	0	0	0	0	0	0	0
	3155 El Camino Real	0	0	0	0	0	0	0	0	0	0	0	0	0
	3000 Bowers	0	0	0	0	0	0	0	0	0	0	0	0	0
	City Place Remaining Phases	0	30	0	0	0	0	0	90	0	0	0	0	120
Total Pending Trips		4	36	0	0	0	0	0	91	0	0	2	0	133
Cumulative No Project Conditions		84	1370	30	10	152	60	100	475	0	80	204	30	2595
Cumulative + Project Conditions		104	1386	30	10	152	60	106	493	0	80	230	56	2707

Intersection Number: **7**
 Trafix Node Number: 4
 Intersection Name: Lafayette St and Homestead Rd
 Peak Hour: PM
 Count Date: 05/21/15
 Date of Analysis: 10/12/22

Scenario	Movements												Total
	Southbound Approach			Westbound Approach			Northbound Approach			Eastbound Approach			
	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	
Existing Conditions	176	1257	0	0	0	0	0	379	72	142	0	98	2124
Approved Project Trips													
City Place Phase 1-3	1	15	0	0	0	0	0	31	5	9	0	3	64
Background Conditions	177	1272	0	0	0	0	0	410	77	151	0	101	2188
Proposed Project Trips	10	12	0	0	0	0	0	9	38	94	0	6	169
Background + Project Conditions	187	1284	0	0	0	0	0	419	115	245	0	107	2357
													0
Pending Project Trips													
2855 El Camino Real	0	0	0	0	0	0	0	0	0	0	0	0	0
906 Monroe	0	0	0	0	0	0	0	0	8	5	0	0	13
2825 Lafayette	0	0	0	0	0	0	0	0	0	0	0	0	0
3005 Democracy Way (Kylii)	0	0	0	0	0	0	0	0	0	0	0	0	0
1205 Coleman	0	6	0	0	0	0	0	1	0	0	0	0	7
960 Central Expressway	0	0	0	0	0	0	0	0	0	0	0	0	0
3155 El Camino Real	0	0	0	0	0	0	0	0	0	0	0	0	0
3000 Bowers	0	0	0	0	0	0	0	0	0	0	0	0	0
City Place Remaining Phases	0	20	0	0	0	0	0	80	0	0	0	0	100
Total Pending Trips	0	26	0	0	0	0	0	81	8	5	0	0	120
Cumulative No Project Conditions	177	1298	0	0	0	0	0	491	85	156	0	101	2308
Cumulative + Project Conditions	187	1310	0	0	0	0	0	500	123	250	0	107	2477
													0

Intersection Number: **8**
 Trafix Node Number: 69
 Intersection Name: Washington St and Newhall St
 Peak Hour: PM
 Count Date: 01/19/16
 Date of Analysis: 10/12/22

Scenario	Movements												Total
	Southbound Approach			Westbound Approach			Northbound Approach			Eastbound Approach			
	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	
Existing Conditions	48	1059	43	22	196	85	42	347	303	504	236	54	2939
Approved Project Trips													
City Place Phase 1-3	0	24	0	0	0	0	0	36	0	0	0	0	60
Background Conditions	48	1083	43	22	196	85	42	383	303	504	236	54	2999
Proposed Project Trips	0	69	0	0	0	0	0	29	0	0	0	0	98
Background + Project Conditions	48	1152	43	22	196	85	42	412	303	504	236	54	3097
Pending Project Trips													0
2855 El Camino Real	0	0	0	0	0	0	0	0	0	0	0	0	0
906 Monroe	0	2	0	0	0	0	0	3	0	0	0	0	5
2825 Lafayette	0	0	0	0	0	0	0	0	0	0	0	0	0
3005 Democracy Way (Kylii)	0	0	0	0	0	0	0	0	0	0	0	0	0
1205 Coleman	0	0	0	0	0	0	0	0	0	0	0	0	0
960 Central Expressway	0	0	0	0	0	0	0	0	0	0	0	0	0
3155 El Camino Real	0	0	0	0	0	0	0	0	0	0	0	0	0
3000 Bowers	0	0	0	0	0	0	0	0	0	0	0	0	0
City Place Remaining Phases	0	20	0	0	0	0	0	80	0	0	0	0	100
Total Pending Trips	0	22	0	0	0	0	0	83	0	0	0	0	105
Cumulative No Project Conditions	48	1105	43	22	196	85	42	466	303	504	236	54	3104
Cumulative + Project Conditions	48	1174	43	22	196	85	42	495	303	504	236	54	3202
													0

Intersection Number: **9**
 Traffix Node Number: 1
 Intersection Name: Monroe St and Benton St
 Peak Hour: PM
 Count Date: 09/14/22

Date of Analysis: 10/12/22

Scenario		Movements												Total
		Southbound Approach			Westbound Approach			Northbound Approach			Eastbound Approach			
		RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	
Existing Conditions		31	626	45	27	199	34	72	213	37	34	215	8	1541
Approved Project Trips														
	City Place Phase 1-3	0	0	0	0	0	0	0	0	0	0	0	0	0
Background Conditions		31	626	45	27	199	34	72	213	37	34	215	8	1541
Proposed Project Trips		0	0	6	28	27	2	-2	-9	0	0	4	0	56
Background + Project Conditions		31	626	51	55	226	36	70	204	37	34	219	8	1597
Pending Project Trips														0
	2855 El Camino Real	0	0	0	0	0	0	0	0	0	0	0	0	0
	906 Monroe	0	8	0	0	0	4	3	5	1	1	0	0	22
	2825 Lafayette	0	0	0	0	0	0	0	0	0	0	0	0	0
	3005 Democracy Way (Kylii)	0	0	0	0	0	0	0	0	0	0	0	0	0
	1205 Coleman	0	0	0	0	0	0	0	0	0	0	0	0	0
	960 Central Expressway	0	0	0	0	0	0	0	0	0	0	0	0	0
	3155 El Camino Real	0	0	0	0	0	0	0	0	0	0	0	0	0
	3000 Bowers	0	0	0	0	0	0	0	0	0	0	0	0	0
	City Place Remaining Phases	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Pending Trips		0	8	0	0	0	4	3	5	1	1	0	0	22
Cumulative No Project Conditions		31	634	45	27	199	38	75	218	38	35	215	8	1563
Cumulative + Project Conditions		31	634	51	55	226	40	73	209	38	35	219	8	1619
														0

Intersection Number: **10**
 Traffix Node Number: 2
 Intersection Name: Monroe St and Homestead Rd
 Peak Hour: PM
 Count Date: 05/21/15

Date of Analysis: 10/12/22

Scenario		Movements												Total
		Southbound Approach			Westbound Approach			Northbound Approach			Eastbound Approach			
		RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	
Existing Conditions		29	609	56	49	181	37	17	255	30	50	163	18	1494
Approved Project Trips														
	City Place Phase 1-3	0	0	0	0	0	0	0	0	0	0	0	0	0
Background Conditions		29	609	56	49	181	37	17	255	30	50	163	18	1494
Proposed Project Trips		-7	-2	-6	4	79	0	-1	-2	0	0	12	-2	75
Background + Project Conditions		22	607	50	53	260	37	16	253	30	50	175	16	1569
Pending Project Trips														0
	2855 El Camino Real	0	0	0	0	0	0	0	0	0	0	0	0	0
	906 Monroe	3	0	5	8	0	0	0	0	0	0	0	5	21
	2825 Lafayette	0	0	0	0	0	0	0	0	0	0	0	0	0
	3005 Democracy Way (Kylii)	0	0	0	0	0	0	0	0	0	0	0	0	0
	1205 Coleman	0	0	0	0	0	0	0	0	0	0	0	0	0
	960 Central Expressway	0	0	0	0	0	0	0	0	0	0	0	0	0
	3155 El Camino Real	0	0	0	0	0	0	0	0	0	0	0	0	0
	3000 Bowers	0	0	0	0	0	0	0	0	0	0	0	0	0
	City Place Remaining Phases	0	0	0	0	0	0	0	0	0	0	0	0	0
	Total Pending Trips	3	0	5	8	0	0	0	0	0	0	0	5	21
Cumulative No Project Conditions		32	609	61	57	181	37	17	255	30	50	163	23	1515
Cumulative + Project Conditions		25	607	55	61	260	37	16	253	30	50	175	21	1590

Appendix C
Green Time Adjustments to Santa Clara Intersections

Green Time Adjustments to Santa Clara Intersections - Santa Clara DPP

Intersection	Pk-Hr	Ped Counts (peds/hr)				Min Green (sec)				Ped Crossing Time (sec)				% of Signal Cycle w/ Ped Crossing Time ¹				Adjusted Min Green ² (sec)			
		E leg	W leg	S leg	N leg	NBT	SBT	EBT	WBT	NBT	SBT	EBT	WBT	NBT	SBT	EBT	WBT	NBT	SBT	EBT	WBT
Scott Blvd & El Camino Real ³	AM	10	13	8	9	9	9	7	7	24	24	18	18	20%	20%	15%	15%	12	12	9	9
	PM	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
Monroe St & El Camino Real ³	AM	12	5	5	9	5	5	10	10	30	30	18	17	20%	15%	15%	15%	10	9	11	11
	PM	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
Lafayette St & El Camino Real ³	AM	2	5	0	2	8	12	12	10	23	23	15	15	10%	15%	5%	10%	10	14	12	11
	PM	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
Lafayette St & Lewis St	AM	2	6	0	2	20	20	0	6	0	0	0	19	10%	15%	5%	10%	20	20	0	7
	PM	0	5	0	1	20	20	0	6	0	0	0	19	5%	10%	5%	10%	20	20	0	7
Lafayette St & Benton St	AM	12	10	5	6	24	24	10	4	0	19	19	17	20%	20%	10%	10%	24	24	11	5
	PM	15	14	22	12	24	24	10	4	0	19	19	17	20%	20%	25%	20%	24	24	12	7
Lafayette St & Homestead Rd	AM	0	0	13	7	28	28	9	0	0	0	20	0	0%	5%	20%	15%	28	28	11	0
	PM	0	9	28	19	28	28	9	0	0	0	20	0	0%	15%	25%	20%	28	28	12	0
Washington St & Newhall St	AM	10	2	10	6	9	8	7	8	19	21	20	20	20%	10%	20%	15%	11	9	10	10
	PM	8	4	6	4	9	8	7	8	19	21	20	20	15%	10%	15%	10%	11	9	9	9
Monroe St & Benton St	AM	16	13	16	5	5	5	5	5	14	14	14	14	20%	20%	20%	15%	7	7	7	6
	PM	9	7	5	3	5	5	5	5	14	14	14	14	15%	15%	15%	10%	6	6	6	6
Monroe St & Homestead Rd	AM	9	7	8	2	20	20	7	8	15	12	12	15	15%	15%	15%	10%	20	20	8	9
	PM	8	12	12	2	20	20	7	8	15	12	12	15	15%	20%	20%	10%	20	20	8	9

Notes:

1. Assumptions for % of Signal Cycle w/ Ped Crossing Time:

- 5% for ped counts = 0, but has a crosswalk
- 10% for ped counts < 5, 1-2 per cycle
- 15% for ped counts < 10, 2-3 per cycle
- 20% for ped counts < 25, 4-5 per cycle
- 25% for ped counts < 50, 7 per cycle
- 30% for ped counts < 75, 9 per cycle
- 35% for ped counts < 100, 10 per cycle³
- 40% for ped counts < 125, >10 per cycle³

2. Adjusted Min Green = Min Green + Ped Crossing Time x % of Signal Cycle w/ Ped Crossing Time

3. City's signal timing inputs were not applied to the PM peak hour because it is a CMP intersection.

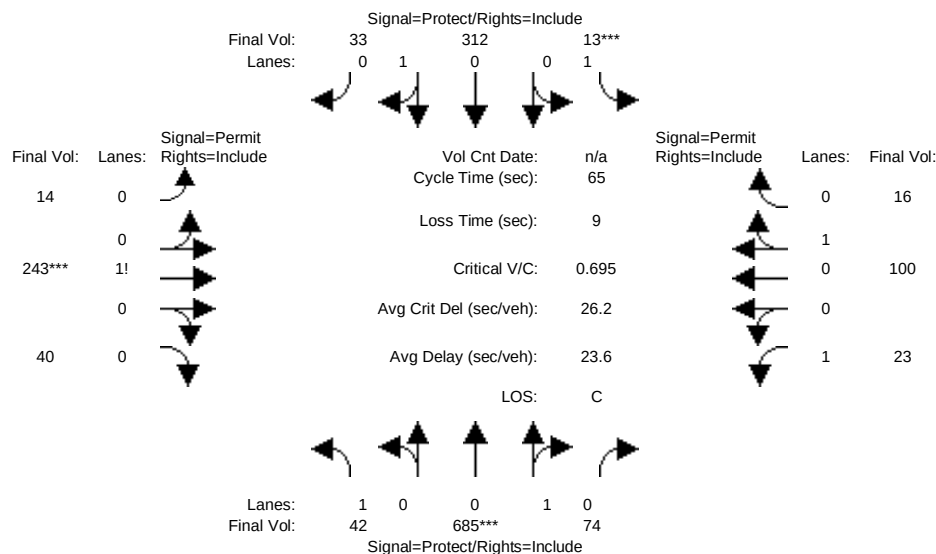
Appendix D

Level of Service Calculations

Santa Clara Downtown Precise Plan
City of Santa Clara
Hexagon Transportation Consultants, Inc.

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

Intersection #1: Monroe St & Benton St



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	7	7	10	7	7	7	7	7	6	6	6
Y+R:	4.5	5.6	5.6	4.6	5.6	5.6	5.6	5.6	5.6	5.6	5.6	5.6

Volume Module:

Base Vol:	39	637	69	12	290	31	13	226	37	21	93	15
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	39	637	69	12	290	31	13	226	37	21	93	15
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	39	637	69	12	290	31	13	226	37	21	93	15
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
PHF Volume:	42	685	74	13	312	33	14	243	40	23	100	16
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	42	685	74	13	312	33	14	243	40	23	100	16
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	42	685	74	13	312	33	14	243	40	23	100	16

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.95	0.95	0.92	0.95	0.95	0.92	0.92	0.92	0.92	0.95	0.95
Lanes:	1.00	0.90	0.10	1.00	0.90	0.10	0.05	0.82	0.13	1.00	0.86	0.14
Final Sat.:	1750	1624	176	1750	1626	174	82	1433	235	1750	1550	250

Capacity Analysis Module:

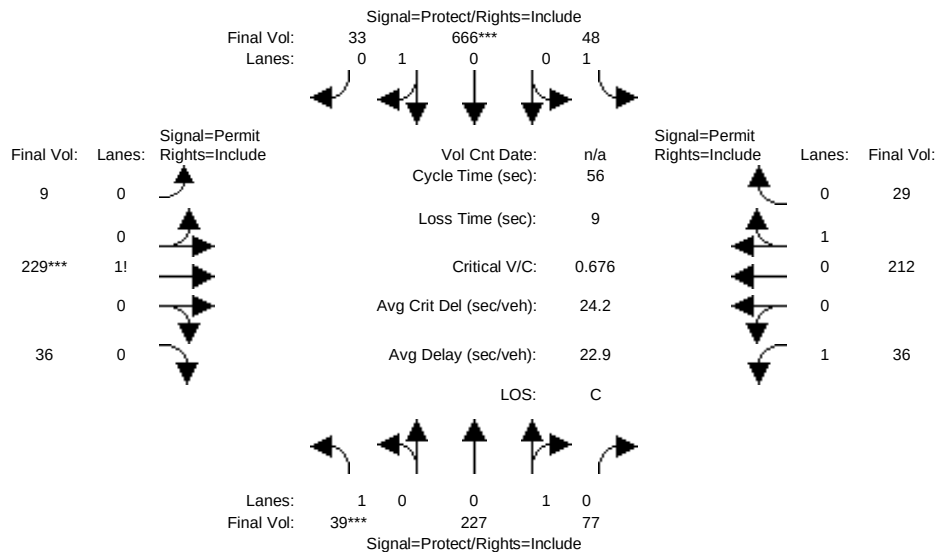
Vol/Sat:	0.02	0.42	0.42	0.01	0.19	0.19	0.17	0.17	0.17	0.01	0.06	0.06
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****
Green Time:	19.1	32.8	32.8	10.0	23.8	23.8	13.2	13.2	13.2	13.2	13.2	13.2
Volume/Cap:	0.08	0.84	0.84	0.05	0.52	0.52	0.84	0.84	0.84	0.06	0.32	0.32
Delay/Veh:	16.7	20.6	20.6	23.5	17.0	17.0	40.5	40.5	40.5	21.0	22.6	22.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	16.7	20.6	20.6	23.5	17.0	17.0	40.5	40.5	40.5	21.0	22.6	22.6
LOS by Move:	B	C	C	C	B	B	D	D	D	C	C	C
HCM2kAvgQ:	1	17	17	0	6	6	7	7	7	0	2	2

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

Santa Clara Downtown Precise Plan
City of Santa Clara
Hexagon Transportation Consultants, Inc.

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

Intersection #1: Monroe St & Benton St

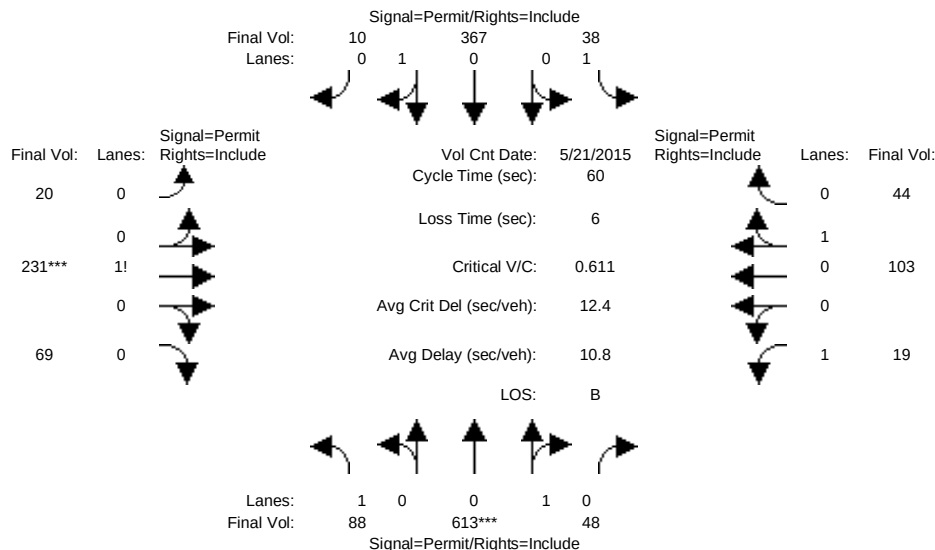


Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	6	6	10	6	6	6	6	6	6	6	6
Y+R:	5.6	4.6	4.6	5.6	4.6	4.6	4.6	4.6	4.6	4.6	4.6	4.6
Volume Module:												
Base Vol:	37	213	72	45	626	31	8	215	34	34	199	27
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	37	213	72	45	626	31	8	215	34	34	199	27
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	37	213	72	45	626	31	8	215	34	34	199	27
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
PHF Volume:	39	227	77	48	666	33	9	229	36	36	212	29
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	39	227	77	48	666	33	9	229	36	36	212	29
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	39	227	77	48	666	33	9	229	36	36	212	29
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.95	0.95	0.92	0.95	0.95	0.92	0.92	0.92	0.92	0.95	0.95
Lanes:	1.00	0.75	0.25	1.00	0.95	0.05	0.03	0.84	0.13	1.00	0.88	0.12
Final Sat.:	1750	1345	455	1750	1715	85	54	1464	232	1750	1585	215
Capacity Analysis Module:												
Vol/Sat:	0.02	0.17	0.17	0.03	0.39	0.39	0.16	0.16	0.16	0.02	0.13	0.13
Crit Moves:	****			****			****					
Green Time:	10.0	17.7	17.7	18.7	26.4	26.4	10.6	10.6	10.6	10.6	10.6	10.6
Volume/Cap:	0.13	0.53	0.53	0.08	0.82	0.82	0.82	0.82	0.82	0.11	0.70	0.70
Delay/Veh:	19.5	16.8	16.8	12.8	19.4	19.4	37.1	37.1	37.1	18.9	27.8	27.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	19.5	16.8	16.8	12.8	19.4	19.4	37.1	37.1	37.1	18.9	27.8	27.8
LOS by Move:	B	B	B	B	B	B	D	D	D	B	C	C
HCM2kAvgQ:	1	5	5	1	12	12	6	6	6	1	4	4
Note: Queue reported is the number of cars per lane.												

Santa Clara Downtown Precise Plan
City of Santa Clara
Hexagon Transportation Consultants, Inc.

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

Intersection #2: Homestead/Monroe

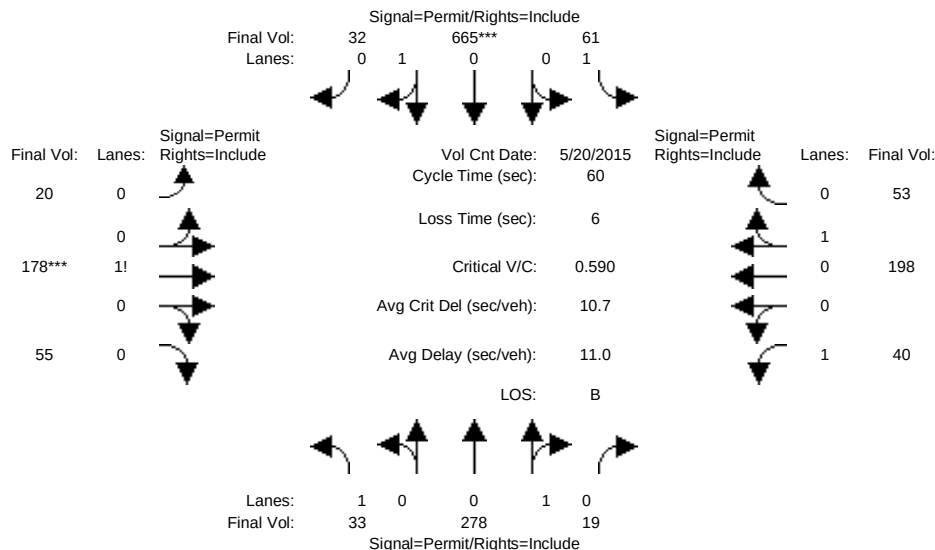


Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	20	20	20	20	20	20	8	8	8	9	9	9
Y+R:	4.6	4.6	4.6	4.6	4.6	4.6	3.6	3.6	3.6	3.6	3.6	3.6
Volume Module: >> Count Date: 21 May 2015 <<												
Base Vol:	74	514	40	32	308	8	17	194	58	16	86	37
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	74	514	40	32	308	8	17	194	58	16	86	37
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	74	514	40	32	308	8	17	194	58	16	86	37
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84
PHF Volume:	88	613	48	38	367	10	20	231	69	19	103	44
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	88	613	48	38	367	10	20	231	69	19	103	44
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	88	613	48	38	367	10	20	231	69	19	103	44
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.95	0.95	0.92	0.95	0.95	0.92	0.92	0.92	0.92	0.95	0.95
Lanes:	1.00	0.93	0.07	1.00	0.97	0.03	0.06	0.72	0.22	1.00	0.70	0.30
Final Sat.:	1750	1670	130	1750	1754	46	111	1262	377	1750	1259	541
Capacity Analysis Module:												
Vol/Sat:	0.05	0.37	0.37	0.02	0.21	0.21	0.18	0.18	0.18	0.01	0.08	0.08
Crit Moves:	****											
Green Time:	36.0	36.0	36.0	36.0	36.0	36.0	18.0	18.0	18.0	18.0	18.0	18.0
Volume/Cap:	0.08	0.61	0.61	0.04	0.35	0.35	0.61	0.61	0.61	0.04	0.27	0.27
Delay/Veh:	5.1	8.6	8.6	4.9	6.3	6.3	20.1	20.1	20.1	14.9	16.3	16.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	5.1	8.6	8.6	4.9	6.3	6.3	20.1	20.1	20.1	14.9	16.3	16.3
LOS by Move:	A	A	A	A	A	A	C	C	C	B	B	B
HCM2kAvgQ:	1	9	9	0	4	4	6	6	6	0	2	2
Note: Queue reported is the number of cars per lane.												

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2000 HCM Operations (Future Volume Alternative)
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Intersection #2: Homestead/Monroe

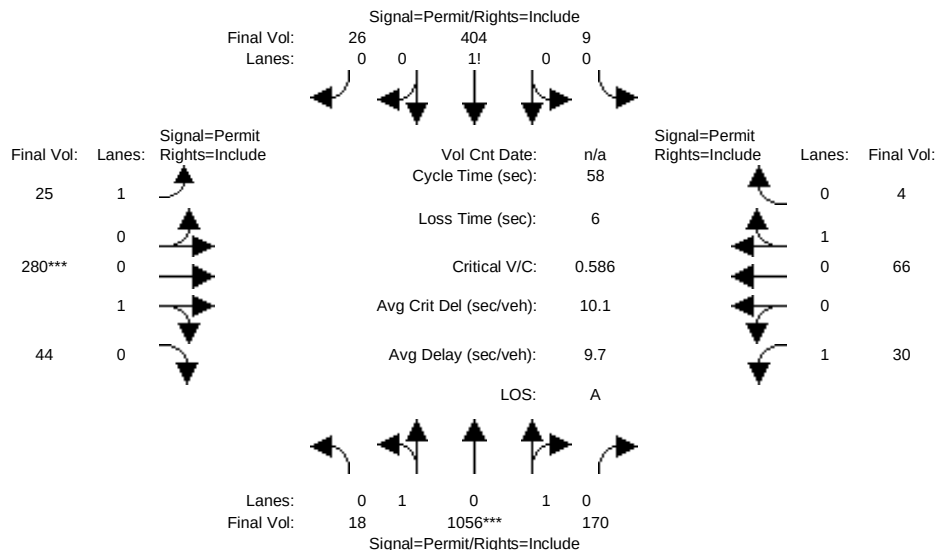


Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	20	20	20	20	20	20	8	8	8	9	9	9
Y+R:	4.6	4.6	4.6	4.6	4.6	4.6	3.6	3.6	3.6	3.6	3.6	3.6
Volume Module: >> Count Date: 20 May 2015 <<												
Base Vol:	30	255	17	56	609	29	18	163	50	37	181	49
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	30	255	17	56	609	29	18	163	50	37	181	49
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	30	255	17	56	609	29	18	163	50	37	181	49
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
PHF Volume:	33	278	19	61	665	32	20	178	55	40	198	53
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	33	278	19	61	665	32	20	178	55	40	198	53
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	33	278	19	61	665	32	20	178	55	40	198	53
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.95	0.95	0.92	0.95	0.95	0.92	0.92	0.92	0.92	0.95	0.95
Lanes:	1.00	0.94	0.06	1.00	0.95	0.05	0.08	0.70	0.22	1.00	0.79	0.21
Final Sat.:	1750	1687	112	1750	1718	82	136	1235	379	1750	1417	383
Capacity Analysis Module:												
Vol/Sat:	0.02	0.16	0.16	0.03	0.39	0.39	0.14	0.14	0.14	0.02	0.14	0.14
Crit Moves:												
Green Time:	39.3	39.3	39.3	39.3	39.3	39.3	14.7	14.7	14.7	14.7	14.7	14.7
Volume/Cap:	0.03	0.25	0.25	0.05	0.59	0.59	0.59	0.59	0.59	0.09	0.57	0.57
Delay/Veh:	3.6	4.4	4.4	3.7	6.6	6.6	22.2	22.2	22.2	17.6	21.7	21.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	3.6	4.4	4.4	3.7	6.6	6.6	22.2	22.2	22.2	17.6	21.7	21.7
LOS by Move:	A	A	A	A	A	A	C	C	C	B	C	C
HCM2kAvgQ:	0	2	2	0	8	8	5	5	5	1	4	4
Note: Queue reported is the number of cars per lane.												

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Intersection #3: Lafayette St & Benton St

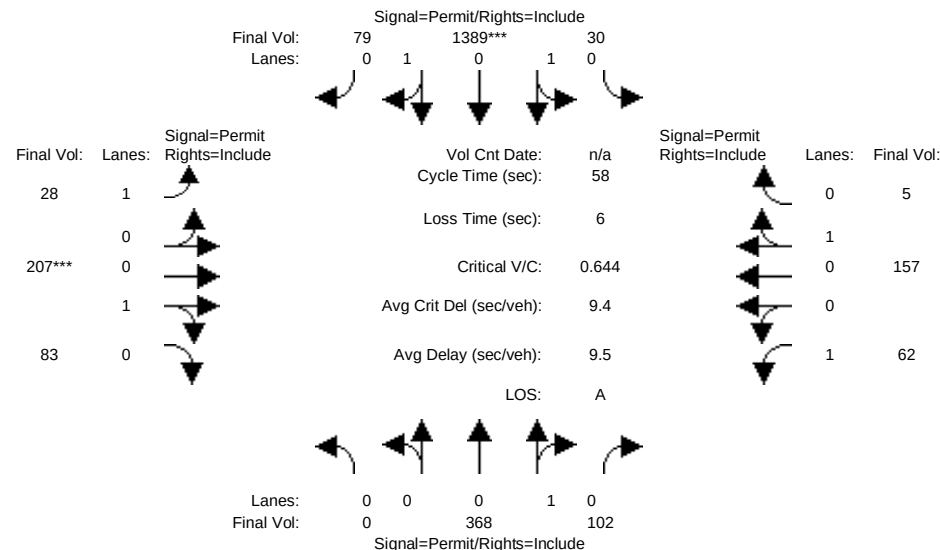


Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	24	24	24	24	24	24	11	11	11	5	5	5
Y+R:	5.0	5.0	5.0	5.2	5.2	5.2	5.1	5.1	5.1	5.1	5.1	5.1
Volume Module:												
Base Vol:	18	1031	166	9	394	25	24	273	43	29	64	4
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	18	1031	166	9	394	25	24	273	43	29	64	4
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	18	1031	166	9	394	25	24	273	43	29	64	4
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
PHF Volume:	18	1056	170	9	404	26	25	280	44	30	66	4
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	18	1056	170	9	404	26	25	280	44	30	66	4
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	18	1056	170	9	404	26	25	280	44	30	66	4
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.95	0.92	0.92	0.92	0.92	0.95	0.95	0.92	0.95	0.95
Lanes:	0.03	1.70	0.27	0.02	0.92	0.06	1.00	0.86	0.14	1.00	0.94	0.06
Final Sat.:	53	3055	492	37	1611	102	1750	1555	245	1750	1694	106
Capacity Analysis Module:												
Vol/Sat:	0.35	0.35	0.35	0.25	0.25	0.25	0.01	0.18	0.18	0.02	0.04	0.04
Crit Moves:	****						****					
Green Time:	34.2	34.2	34.2	34.2	34.2	34.2	17.8	17.8	17.8	17.8	17.8	17.8
Volume/Cap:	0.59	0.59	0.59	0.42	0.42	0.42	0.05	0.59	0.59	0.06	0.13	0.13
Delay/Veh:	7.9	7.9	7.9	6.8	6.8	6.8	14.2	18.6	18.6	14.2	14.6	14.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	7.9	7.9	7.9	6.8	6.8	6.8	14.2	18.6	18.6	14.2	14.6	14.6
LOS by Move:	A	A	A	A	A	A	B	B	B	B	B	B
HCM2kAvgQ:	8	8	8	5	5	5	0	5	5	0	1	1
Note: Queue reported is the number of cars per lane.												

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Intersection #3: Lafayette St & Benton St

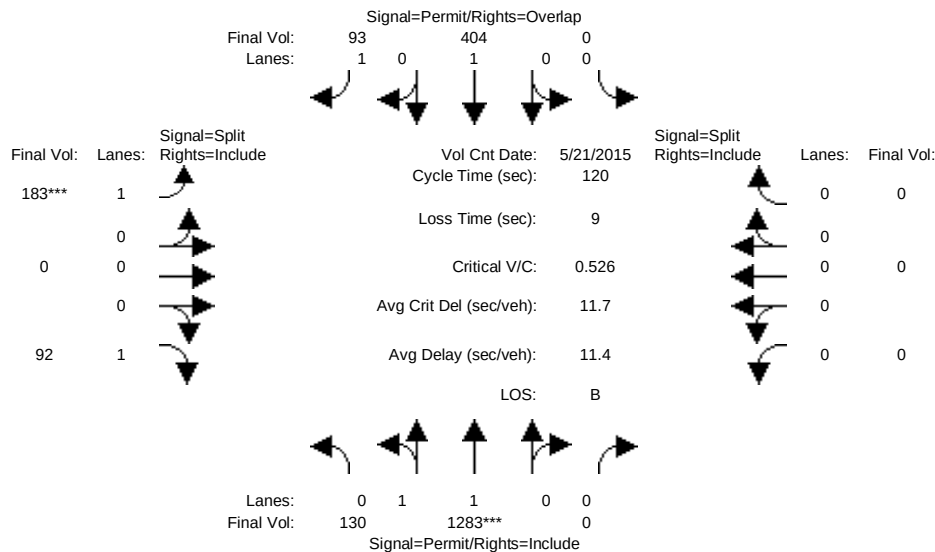


Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	24	24	24	24	24	24	12	12	12	7	7	7
Y+R:	5.0	5.0	5.0	5.2	5.2	5.2	5.1	5.1	5.1	5.1	5.1	5.1
Volume Module:												
Base Vol:	0	350	97	29	1321	75	27	197	79	59	149	5
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	350	97	29	1321	75	27	197	79	59	149	5
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	350	97	29	1321	75	27	197	79	59	149	5
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	0	368	102	30	1389	79	28	207	83	62	157	5
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	368	102	30	1389	79	28	207	83	62	157	5
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	0	368	102	30	1389	79	28	207	83	62	157	5
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.95	0.95	0.95	0.95	0.95	0.92	0.95	0.95	0.92	0.95	0.95
Lanes:	0.00	0.78	0.22	0.04	1.85	0.11	1.00	0.71	0.29	1.00	0.97	0.03
Final Sat.:	0	1409	391	73	3337	189	1750	1285	515	1750	1742	58
Capacity Analysis Module:												
Vol/Sat:	0.00	0.26	0.26	0.42	0.42	0.42	0.02	0.16	0.16	0.04	0.09	0.09
Crit Moves:					****			****				
Green Time:	0.0	37.5	37.5	37.5	37.5	37.5	14.5	14.5	14.5	14.5	14.5	14.5
Volume/Cap:	0.00	0.40	0.40	0.64	0.64	0.64	0.06	0.64	0.64	0.14	0.36	0.36
Delay/Veh:	0.0	5.1	5.1	6.8	6.8	6.8	16.6	22.6	22.6	17.0	18.4	18.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	5.1	5.1	6.8	6.8	6.8	16.6	22.6	22.6	17.0	18.4	18.4
LOS by Move:	A	A	A	A	A	A	B	C	C	B	B	B
HCM2kAvgQ:	0	5	5	8	8	8	0	5	5	1	2	2
Note: Queue reported is the number of cars per lane.												

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Intersection #4: Homestead/Lafayette

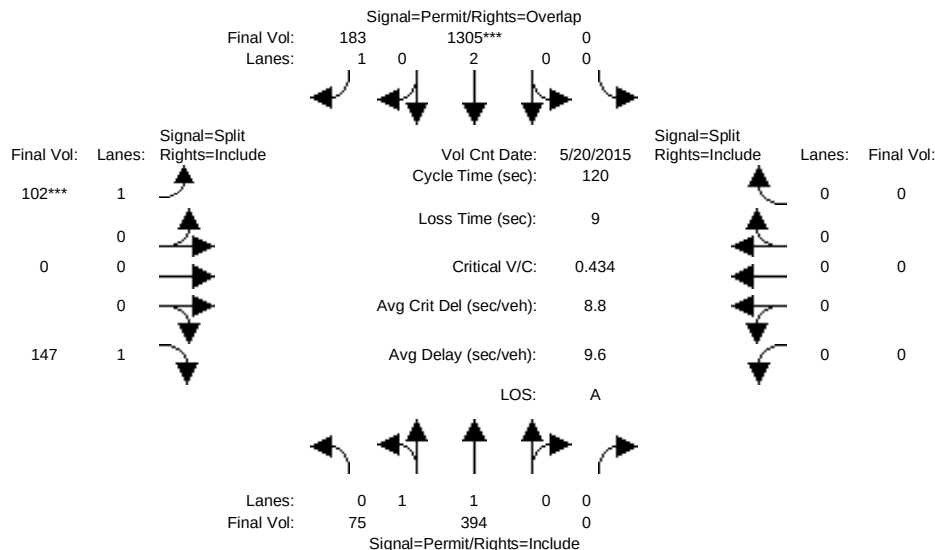


Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	28	28	0	0	28	28	11	0	11	0	0	0
Y+R:	3.7	3.7	4.0	4.0	3.7	3.7	3.6	0.0	3.6	4.0	4.0	4.0
Volume Module: >> Count Date: 21 May 2015 <<												
Base Vol:	120	1180	0	0	372	86	168	0	85	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	120	1180	0	0	372	86	168	0	85	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	120	1180	0	0	372	86	168	0	85	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
PHF Volume:	130	1283	0	0	404	93	183	0	92	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	130	1283	0	0	404	93	183	0	92	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	130	1283	0	0	404	93	183	0	92	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.98	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.19	1.81	0.00	0.00	1.00	1.00	1.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	342	3358	0	0	1900	1750	1750	0	1750	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.38	0.38	0.00	0.00	0.21	0.05	0.10	0.00	0.05	0.00	0.00	0.00
Crit Moves:	****											
Green Time:	87.2	87.2	0.0	0.0	87.2	111.0	23.8	0.0	23.8	0.0	0.0	0.0
Volume/Cap:	0.53	0.53	0.00	0.00	0.29	0.06	0.53	0.00	0.27	0.00	0.00	0.00
Delay/Veh:	7.5	7.5	0.0	0.0	5.8	0.4	44.5	0.0	41.1	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	7.5	7.5	0.0	0.0	5.8	0.4	44.5	0.0	41.1	0.0	0.0	0.0
LOS by Move:	A	A	A	A	A	A	D	A	D	A	A	A
HCM2kAvgQ:	12	12	0	0	5	0	6	0	3	0	0	0
Note: Queue reported is the number of cars per lane.												

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Intersection #4: Homestead/Lafayette

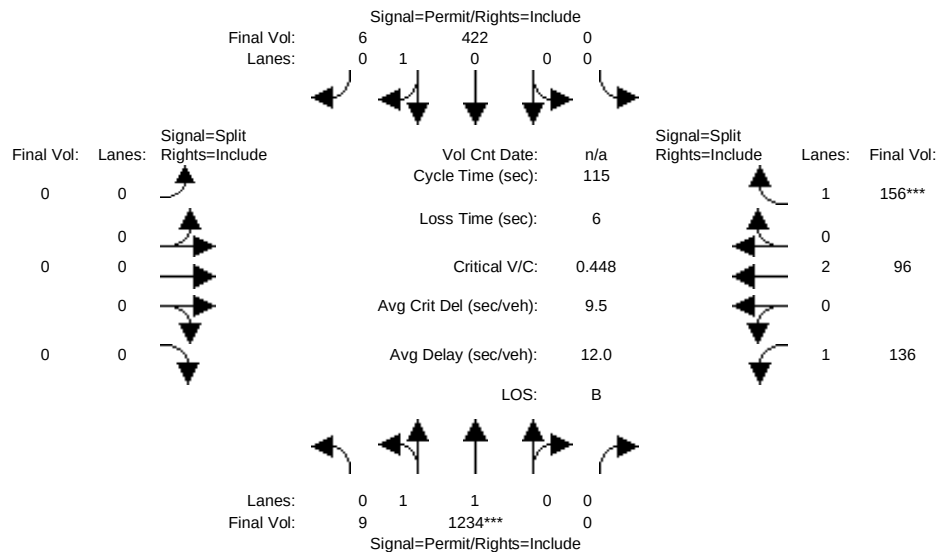


Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	28	28	0	0	28	28	12	0	12	0	0	0
Y+R:	3.7	3.7	0.0	0.0	3.7	3.7	3.6	0.0	3.6	0.0	0.0	0.0
Volume Module: >> Count Date: 20 May 2015 <<												
Base Vol:	72	379	0	0	1257	176	98	0	142	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	72	379	0	0	1257	176	98	0	142	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	72	379	0	0	1257	176	98	0	142	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
PHF Volume:	75	394	0	0	1305	183	102	0	147	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	75	394	0	0	1305	183	102	0	147	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	75	394	0	0	1305	183	102	0	147	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.98	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.33	1.67	0.00	0.00	2.00	1.00	1.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	591	3109	0	0	3800	1750	1750	0	1750	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.13	0.13	0.00	0.00	0.34	0.10	0.06	0.00	0.08	0.00	0.00	0.00
Crit Moves:												
Green Time:	89.1	89.1	0.0	0.0	89.1	111.0	21.9	0.0	21.9	0.0	0.0	0.0
Volume/Cap:	0.17	0.17	0.00	0.00	0.46	0.11	0.32	0.00	0.46	0.00	0.00	0.00
Delay/Veh:	4.6	4.6	0.0	0.0	6.2	0.4	43.2	0.0	44.9	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	4.6	4.6	0.0	0.0	6.2	0.4	43.2	0.0	44.9	0.0	0.0	0.0
LOS by Move:	A	A	A	A	A	A	D	A	D	A	A	A
HCM2kAvgQ:	3	3	0	0	9	1	3	0	5	0	0	0
Note: Queue reported is the number of cars per lane.												

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Intersection #30: Lafayette St & Lewis St

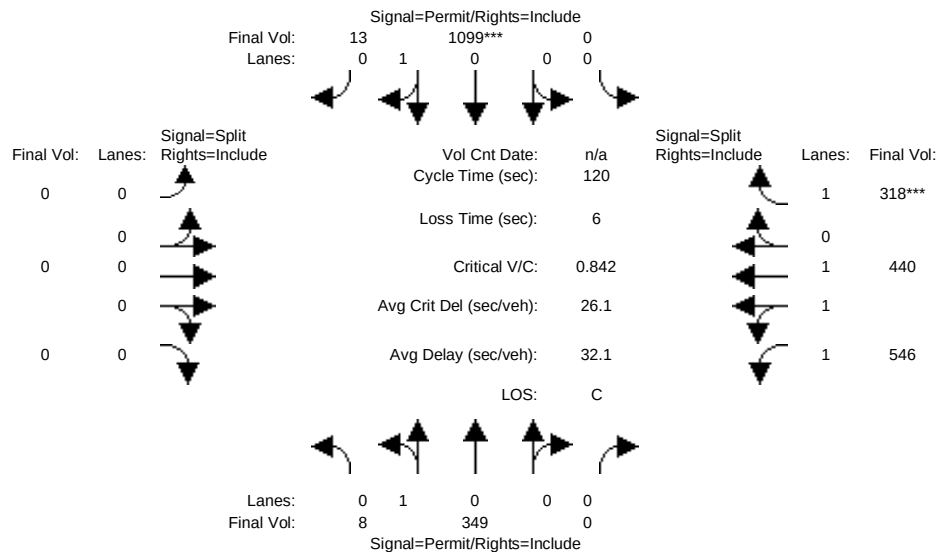


Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	20	20	0	0	20	20	0	0	0	7	7	7
Y+R:	4.7	4.7	0.0	0.0	4.7	4.7	4.0	4.0	4.0	4.5	5.1	5.1
Volume Module:												
Base Vol:	8	1111	0	0	380	5	0	0	0	122	86	140
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	8	1111	0	0	380	5	0	0	0	122	86	140
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	8	1111	0	0	380	5	0	0	0	122	86	140
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
PHF Volume:	9	1234	0	0	422	6	0	0	0	136	96	156
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	9	1234	0	0	422	6	0	0	0	136	96	156
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	9	1234	0	0	422	6	0	0	0	136	96	156
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.97	0.92	0.92	0.95	0.95	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.01	1.99	0.00	0.00	0.99	0.01	0.00	0.00	0.00	1.00	2.00	1.00
Final Sat.:	26	3674	0	0	1777	23	0	0	0	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.34	0.34	0.00	0.00	0.24	0.24	0.00	0.00	0.00	0.08	0.03	0.09
Crit Moves:	****											
Green Time:	86.2	86.2	0.0	0.0	86.2	86.2	0.0	0.0	0.0	22.8	22.8	22.8
Volume/Cap:	0.45	0.45	0.00	0.00	0.32	0.32	0.00	0.00	0.00	0.39	0.13	0.45
Delay/Veh:	5.5	5.5	0.0	0.0	4.9	4.9	0.0	0.0	0.0	40.8	38.0	41.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	5.5	5.5	0.0	0.0	4.9	4.9	0.0	0.0	0.0	40.8	38.0	41.5
LOS by Move:	A	A	A	A	A	A	A	A	A	D	D	D
HCM2kAvgQ:	8	8	0	0	5	5	0	0	0	5	1	6
Note: Queue reported is the number of cars per lane.												

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

Intersection #30: Lafayette St & Lewis St

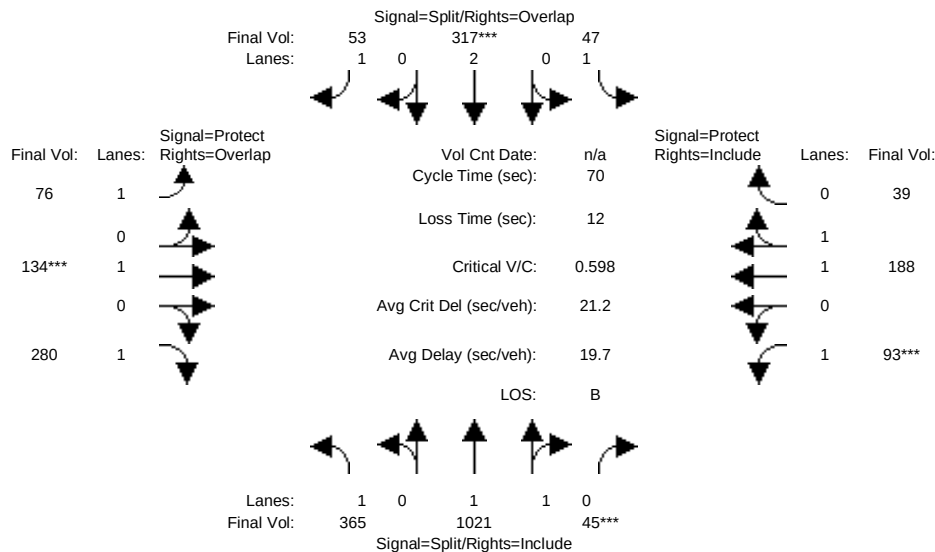


Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	20	20	0	0	20	20	0	0	0	7	7	7
Y+R:	4.7	4.7	0.0	0.0	4.7	4.7	0.0	0.0	0.0	4.5	5.1	5.1
Volume Module:												
Base Vol:	7	321	0	0	1011	12	0	0	0	502	405	293
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	7	321	0	0	1011	12	0	0	0	502	405	293
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	7	321	0	0	1011	12	0	0	0	502	405	293
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
PHF Volume:	8	349	0	0	1099	13	0	0	0	546	440	318
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	8	349	0	0	1099	13	0	0	0	546	440	318
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	8	349	0	0	1099	13	0	0	0	546	440	318
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.92	0.92	0.95	0.95	0.92	1.00	0.92	0.93	0.99	0.92
Lanes:	0.02	0.98	0.00	0.00	0.99	0.01	0.00	0.00	0.00	1.70	1.30	1.00
Final Sat.:	38	1762	0	0	1779	21	0	0	0	3014	2432	1750
Capacity Analysis Module:												
Vol/Sat:	0.20	0.20	0.00	0.00	0.62	0.62	0.00	0.00	0.00	0.18	0.18	0.18
Crit Moves:	****											
Green Time:	88.1	88.1	0.0	0.0	88.1	88.1	0.0	0.0	0.0	25.9	25.9	25.9
Volume/Cap:	0.27	0.27	0.00	0.00	0.84	0.84	0.00	0.00	0.00	0.84	0.84	0.84
Delay/Veh:	5.4	5.4	0.0	0.0	16.2	16.2	0.0	0.0	0.0	50.4	50.4	60.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	5.4	5.4	0.0	0.0	16.2	16.2	0.0	0.0	0.0	50.4	50.4	60.6
LOS by Move:	A	A	A	A	B	B	A	A	A	D	D	E
HCM2kAvgQ:	5	5	0	0	31	31	0	0	0	15	15	15
Note: Queue reported is the number of cars per lane.												

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Intersection #69: Washington St & Newhall St



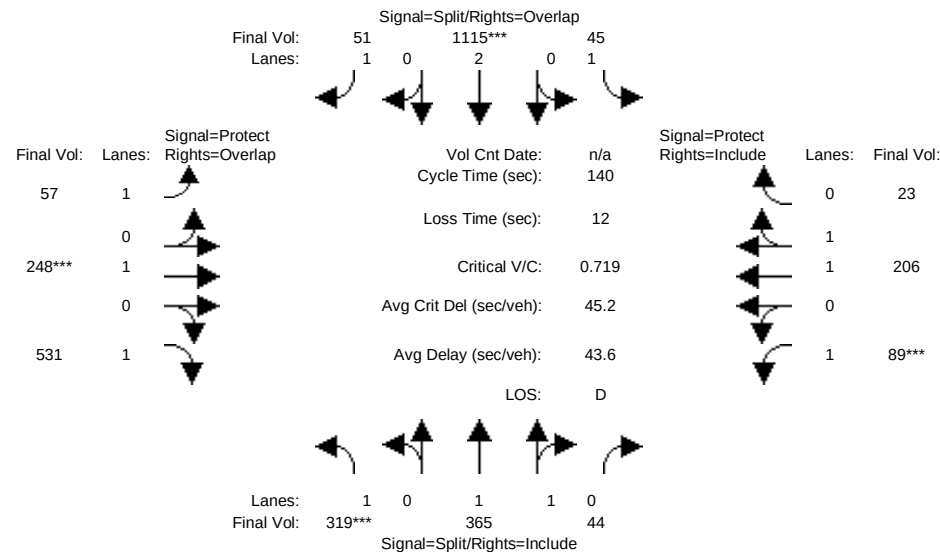
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	11	11	11	9	9	9	8	10	10	8	10	10
Y+R:	5.6	5.6	5.6	5.6	5.6	5.6	5.1	5.6	5.6	5.1	5.1	5.1
Volume Module:												
Base Vol:	361	1011	45	47	314	52	75	133	277	92	186	39
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	361	1011	45	47	314	52	75	133	277	92	186	39
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	361	1011	45	47	314	52	75	133	277	92	186	39
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99
PHF Volume:	365	1021	45	47	317	53	76	134	280	93	188	39
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	365	1021	45	47	317	53	76	134	280	93	188	39
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	365	1021	45	47	317	53	76	134	280	93	188	39
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.97	0.95	0.92	1.00	0.92	0.92	1.00	0.92	0.92	0.98	0.95
Lanes:	1.00	1.91	0.09	1.00	2.00	1.00	1.00	1.00	1.00	1.00	1.64	0.36
Final Sat.:	1750	3542	158	1750	3800	1750	1750	1900	1750	1750	3058	641
Capacity Analysis Module:												
Vol/Sat:	0.21	0.29	0.29	0.03	0.08	0.03	0.04	0.07	0.16	0.05	0.06	0.06
Crit Moves:												
Green Time:	31.0	31.0	31.0	9.0	9.0	17.0	8.0	10.0	41.0	8.0	10.0	10.0
Volume/Cap:	0.47	0.65	0.65	0.21	0.65	0.12	0.38	0.49	0.27	0.46	0.43	0.43
Delay/Veh:	14.2	16.2	16.2	27.8	32.1	20.8	29.9	29.1	7.3	30.7	28.0	28.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	14.2	16.2	16.2	27.8	32.1	20.8	29.9	29.1	7.3	30.7	28.0	28.0
LOS by Move:	B	B	B	C	C	C	C	C	A	C	C	C
HCM2kAvgQ:	6	9	9	1	3	1	2	3	3	3	3	3

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

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Existing PM

Intersection #69: Washington St & Newhall St

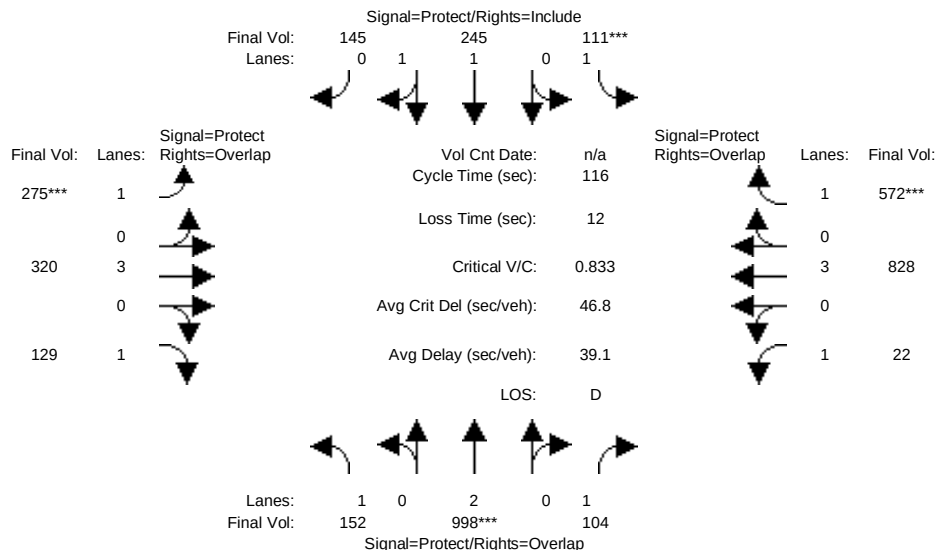


Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	11	11	11	9	9	9	8	9	9	8	9	9
Y+R:	5.6	5.6	5.6	5.6	5.6	5.6	5.1	5.6	5.6	5.1	5.1	5.1
Volume Module:												
Base Vol:	303	347	42	43	1059	48	54	236	504	85	196	22
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	303	347	42	43	1059	48	54	236	504	85	196	22
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	303	347	42	43	1059	48	54	236	504	85	196	22
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	319	365	44	45	1115	51	57	248	531	89	206	23
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	319	365	44	45	1115	51	57	248	531	89	206	23
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	319	365	44	45	1115	51	57	248	531	89	206	23
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	1.00	0.92	0.92	1.00	0.92	0.92	0.98	0.95
Lanes:	1.00	1.78	0.22	1.00	2.00	1.00	1.00	1.00	1.00	1.00	1.79	0.21
Final Sat.:	1750	3300	399	1750	3800	1750	1750	1900	1750	1750	3326	373
Capacity Analysis Module:												
Vol/Sat:	0.18	0.11	0.11	0.03	0.29	0.03	0.03	0.13	0.30	0.05	0.06	0.06
Crit Moves:	****			****			****			****		
Green Time:	35.5	35.5	35.5	57.1	57.1	73.8	16.7	25.5	60.9	10.0	18.7	18.7
Volume/Cap:	0.72	0.44	0.44	0.06	0.72	0.05	0.27	0.72	0.70	0.72	0.46	0.46
Delay/Veh:	53.3	44.2	44.2	25.2	36.4	16.2	56.9	61.1	34.9	82.0	56.7	56.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	53.3	44.2	44.2	25.2	36.4	16.2	56.9	61.1	34.9	82.0	56.7	56.7
LOS by Move:	D	D	D	C	D	B	E	E	C	F	E	E
HCM2kAvgQ:	14	7	7	1	20	1	3	11	20	6	5	5
Note: Queue reported is the number of cars per lane.												

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Intersection #1202: LAFAYETTE/EL CAMINO REAL



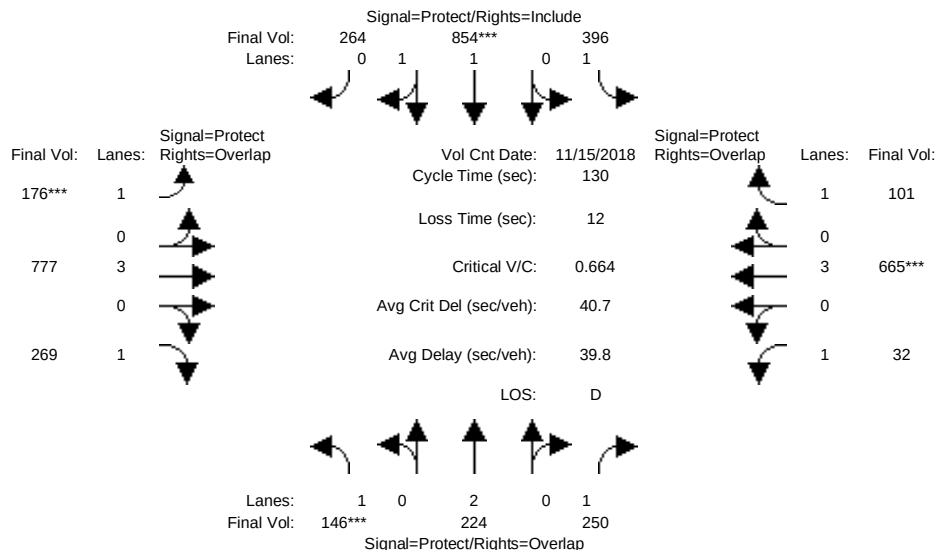
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	6	10	10	6	14	14	4	12	12	4	11	11
Y+R:	4.3	5.1	5.1	4.6	5.5	5.5	5.4	5.9	5.9	5.4	5.9	5.9
Volume Module:												
Base Vol:	152	998	104	111	245	145	275	320	129	22	828	572
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	152	998	104	111	245	145	275	320	129	22	828	572
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	152	998	104	111	245	145	275	320	129	22	828	572
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	152	998	104	111	245	145	275	320	129	22	828	572
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	152	998	104	111	245	145	275	320	129	22	828	572
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	152	998	104	111	245	145	275	320	129	22	828	572
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	0.99	0.95	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	2.00	1.00	1.00	1.24	0.76	1.00	3.00	1.00	1.00	3.00	1.00
Final Sat.:	1750	3800	1750	1750	2323	1375	1750	5700	1750	1750	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.09	0.26	0.06	0.06	0.11	0.11	0.16	0.06	0.07	0.01	0.15	0.33
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****
Green Time:	19.0	36.6	51.2	8.8	26.4	26.4	21.9	43.9	62.9	14.6	36.7	45.5
Volume/Cap:	0.53	0.83	0.13	0.83	0.46	0.46	0.83	0.15	0.14	0.10	0.46	0.83
Delay/Veh:	46.3	42.0	19.3	86.8	39.1	39.1	61.6	23.7	13.2	45.0	31.9	40.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	46.3	42.0	19.3	86.8	39.1	39.1	61.6	23.7	13.2	45.0	31.9	40.4
LOS by Move:	D	D	B	F	D	D	E	C	B	D	C	D
HCM2kAvgQ:	5	17	2	5	6	6	11	2	2	1	8	22

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

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Intersection #1202: LAFAYETTE/EL CAMINO REAL

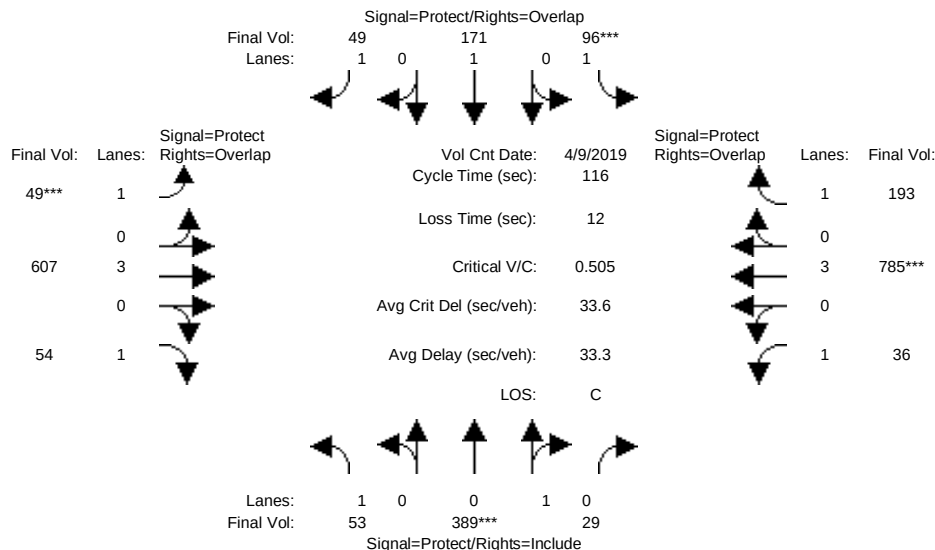


Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date:	15 Nov 2018 << 5:15 - 6:15 PM											
Base Vol:	146	224	250	396	854	264	176	777	269	32	665	101
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	146	224	250	396	854	264	176	777	269	32	665	101
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	146	224	250	396	854	264	176	777	269	32	665	101
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	146	224	250	396	854	264	176	777	269	32	665	101
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	146	224	250	396	854	264	176	777	269	32	665	101
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	146	224	250	396	854	264	176	777	269	32	665	101
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	0.98	0.95	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	2.00	1.00	1.00	1.51	0.49	1.00	3.00	1.00	1.00	3.00	1.00
Final Sat.:	1750	3800	1750	1750	2826	874	1750	5700	1750	1750	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.08	0.06	0.14	0.23	0.30	0.30	0.10	0.14	0.15	0.02	0.12	0.06
Crit Moves:	****			****			****			****		
Green Time:	16.3	26.8	38.8	48.7	59.2	59.2	19.7	30.5	46.8	12.0	22.8	71.5
Volume/Cap:	0.66	0.29	0.48	0.60	0.66	0.66	0.66	0.58	0.43	0.20	0.66	0.10
Delay/Veh:	61.7	43.7	38.0	34.5	28.7	28.7	58.3	44.8	31.9	55.1	51.7	14.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	61.7	43.7	38.0	34.5	28.7	28.7	58.3	44.8	31.9	55.1	51.7	14.0
LOS by Move:	E	D	D	C	C	C	E	D	C	E	D	B
HCM2kAvgQ:	6	4	9	14	18	18	7	9	8	1	9	2
Note: Queue reported is the number of cars per lane.												

Santa Clara Downtown Precise Plan
City of Santa Clara
Hexagon Transportation Consultants, Inc.

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

Intersection #1204: MONROE/EL CAMINO REAL

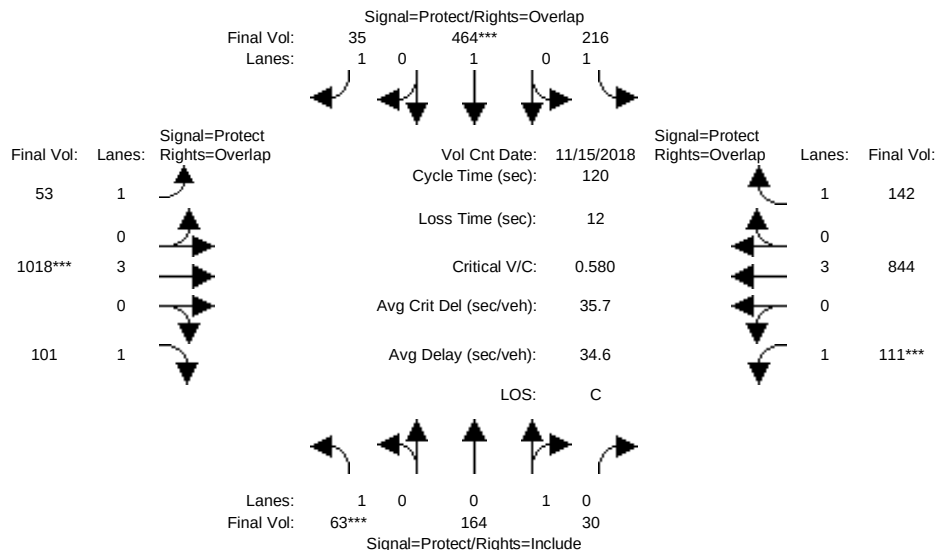


Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	5	9	9	6	9	9	5	11	11	5	1	1
Y+R:	4.3	5.2	5.2	5.0	5.5	5.5	5.4	6.4	6.4	5.0	6.4	6.4
Volume Module: >> Count Date: 9 Apr 2019 <<												
Base Vol:	53	389	29	96	171	49	49	607	54	36	785	193
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	53	389	29	96	171	49	49	607	54	36	785	193
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	53	389	29	96	171	49	49	607	54	36	785	193
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	53	389	29	96	171	49	49	607	54	36	785	193
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	53	389	29	96	171	49	49	607	54	36	785	193
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	53	389	29	96	171	49	49	607	54	36	785	193
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.95	0.95	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	0.93	0.07	1.00	1.00	1.00	1.00	3.00	1.00	1.00	3.00	1.00
Final Sat.:	1750	1675	125	1750	1900	1750	1750	5700	1750	1750	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.03	0.23	0.23	0.05	0.09	0.03	0.03	0.11	0.03	0.02	0.14	0.11
Crit Moves:	****			****			****			****		
Green Time:	21.4	53.3	53.3	12.6	44.6	51.0	6.4	27.1	48.4	11.0	31.6	44.2
Volume/Cap:	0.16	0.51	0.51	0.51	0.23	0.06	0.51	0.46	0.07	0.22	0.51	0.29
Delay/Veh:	40.1	22.5	22.5	50.9	24.3	18.8	57.5	38.4	20.3	49.2	35.9	25.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	40.1	22.5	22.5	50.9	24.3	18.8	57.5	38.4	20.3	49.2	35.9	25.2
LOS by Move:	D	C	C	D	C	B	E	D	C	D	D	C
HCM2kAvgQ:	2	10	10	4	4	1	2	6	1	1	8	5
Note: Queue reported is the number of cars per lane.												

Santa Clara Downtown Precise Plan
City of Santa Clara
Hexagon Transportation Consultants, Inc.

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

Intersection #1204: MONROE/EL CAMINO REAL

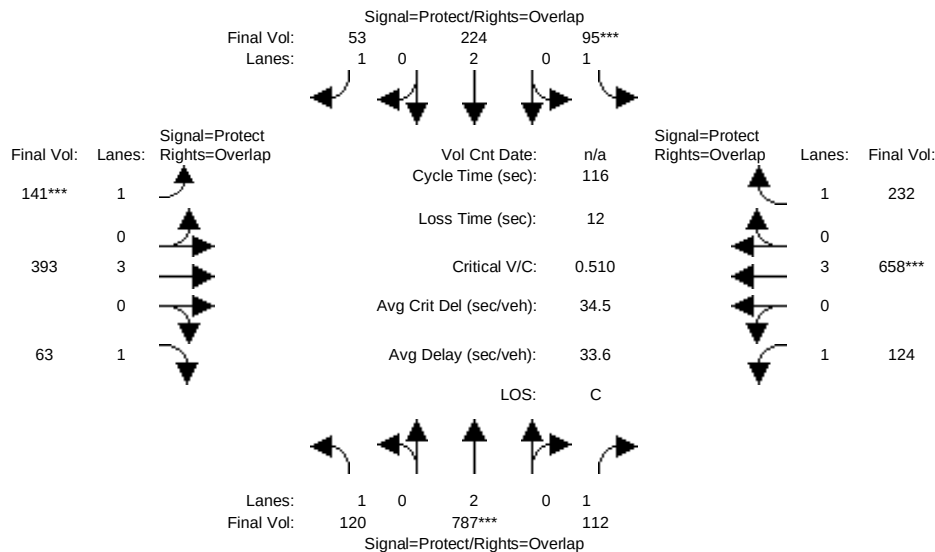


Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date:	15 Nov 2018 << 5:00 - 6:00 PM											
Base Vol:	63	164	30	216	464	35	53	1018	101	111	844	142
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	63	164	30	216	464	35	53	1018	101	111	844	142
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	63	164	30	216	464	35	53	1018	101	111	844	142
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	63	164	30	216	464	35	53	1018	101	111	844	142
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	63	164	30	216	464	35	53	1018	101	111	844	142
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	63	164	30	216	464	35	53	1018	101	111	844	142
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.95	0.95	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	0.85	0.15	1.00	1.00	1.00	1.00	3.00	1.00	1.00	3.00	1.00
Final Sat.:	1750	1522	278	1750	1900	1750	1750	5700	1750	1750	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.04	0.11	0.11	0.12	0.24	0.02	0.03	0.18	0.06	0.06	0.15	0.08
Crit Moves:	***			***			***			***		
Green Time:	7.4	27.0	27.0	30.9	50.5	64.6	14.1	36.9	44.4	13.1	35.9	66.8
Volume/Cap:	0.58	0.48	0.48	0.48	0.58	0.04	0.26	0.58	0.16	0.58	0.49	0.15
Delay/Veh:	62.4	41.3	41.3	38.5	27.7	13.0	48.8	35.5	25.4	55.3	34.8	12.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	62.4	41.3	41.3	38.5	27.7	13.0	48.8	35.5	25.4	55.3	34.8	12.9
LOS by Move:	E	D	D	D	C	B	D	D	C	E	C	B
HCM2kAvgQ:	2	6	6	8	13	1	2	10	3	4	8	3
Note: Queue reported is the number of cars per lane.												

Santa Clara Downtown Precise Plan
City of Santa Clara
Hexagon Transportation Consultants, Inc.

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

Intersection #1205: SCOTT/EL CAMINO REAL

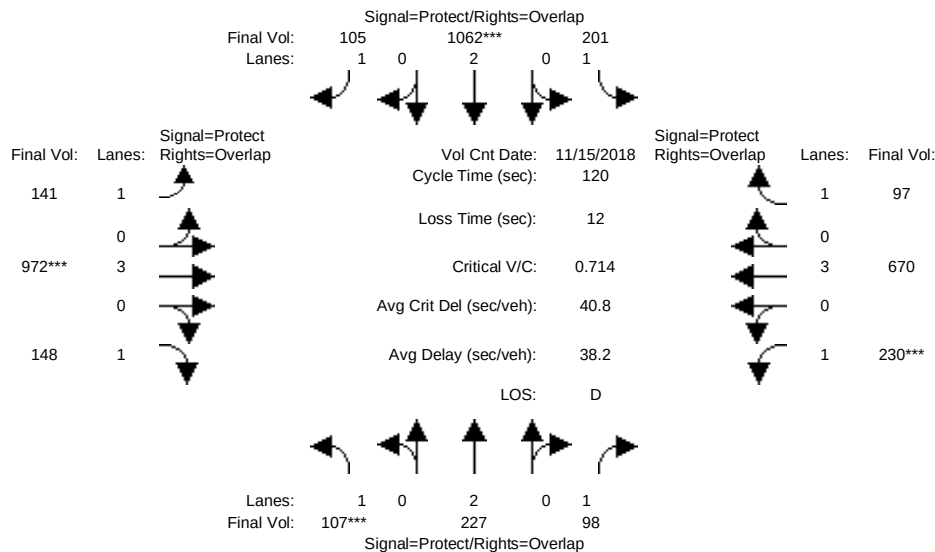


Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	12	12	10	12	12	8	9	9	8	9	9
Y+R:	5.5	5.5	5.5	5.5	5.5	5.5	5.5	5.5	5.5	5.5	5.5	5.5
Volume Module:												
Base Vol:	120	787	112	95	224	53	141	393	63	124	658	232
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	120	787	112	95	224	53	141	393	63	124	658	232
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	120	787	112	95	224	53	141	393	63	124	658	232
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	120	787	112	95	224	53	141	393	63	124	658	232
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	120	787	112	95	224	53	141	393	63	124	658	232
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	120	787	112	95	224	53	141	393	63	124	658	232
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	3.00	1.00	1.00	3.00	1.00
Final Sat.:	1750	3800	1750	1750	3800	1750	1750	5700	1750	1750	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.07	0.21	0.06	0.05	0.06	0.03	0.08	0.07	0.04	0.07	0.12	0.13
Crit Moves:	****			****			****			****		
Green Time:	27.0	47.1	68.4	12.3	32.4	50.7	18.3	23.3	50.3	21.3	26.2	38.6
Volume/Cap:	0.29	0.51	0.11	0.51	0.21	0.07	0.51	0.34	0.08	0.39	0.51	0.40
Delay/Veh:	37.0	26.1	10.5	51.3	32.1	19.0	46.3	40.0	19.3	42.4	39.6	30.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	37.0	26.1	10.5	51.3	32.1	19.0	46.3	40.0	19.3	42.4	39.6	30.2
LOS by Move:	D	C	B	D	C	B	D	D	B	D	D	C
HCM2kAvgQ:	4	10	2	3	3	1	5	4	1	4	7	7
Note: Queue reported is the number of cars per lane.												

Santa Clara Downtown Precise Plan
City of Santa Clara
Hexagon Transportation Consultants, Inc.

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

Intersection #1205: SCOTT/EL CAMINO REAL

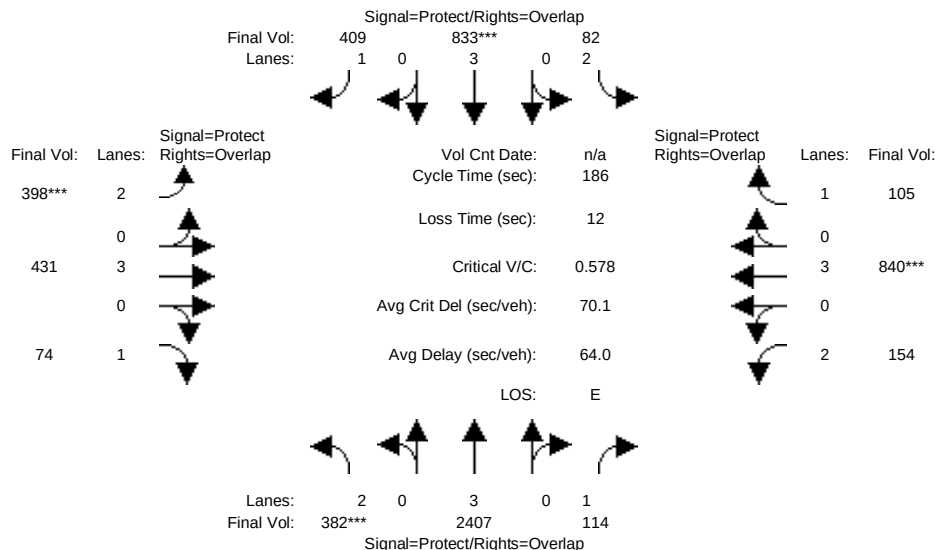


Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 15 Nov 2018 << 5:00 - 6:00 PM												
Base Vol:	107	227	98	201	1062	105	141	972	148	230	670	97
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	107	227	98	201	1062	105	141	972	148	230	670	97
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	107	227	98	201	1062	105	141	972	148	230	670	97
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	107	227	98	201	1062	105	141	972	148	230	670	97
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	107	227	98	201	1062	105	141	972	148	230	670	97
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	107	227	98	201	1062	105	141	972	148	230	670	97
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	3.00	1.00	1.00	3.00	1.00
Final Sat.:	1750	3800	1750	1750	3800	1750	1750	5700	1750	1750	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.06	0.06	0.06	0.11	0.28	0.06	0.08	0.17	0.08	0.13	0.12	0.06
Crit Moves:	****			****			****			****		
Green Time:	10.3	24.1	46.2	33.2	47.0	67.6	20.6	28.7	38.9	22.1	30.1	63.3
Volume/Cap:	0.71	0.30	0.15	0.42	0.71	0.11	0.47	0.71	0.26	0.71	0.47	0.11
Delay/Veh:	68.5	41.0	24.2	36.1	32.5	12.2	45.9	43.7	30.2	53.4	38.4	14.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	68.5	41.0	24.2	36.1	32.5	12.2	45.9	43.7	30.2	53.4	38.4	14.2
LOS by Move:	E	D	C	D	C	B	D	D	C	D	D	B
HCM2kAvgQ:	4	3	2	6	17	2	5	11	4	9	7	2
Note: Queue reported is the number of cars per lane.												

Santa Clara Downtown Precise Plan
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Hexagon Transportation Consultants, Inc.

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

Intersection #5416: SAN TOMAS EXPWY/EL CAMINO REAL [HOV: NB & SB(AM & PM)]

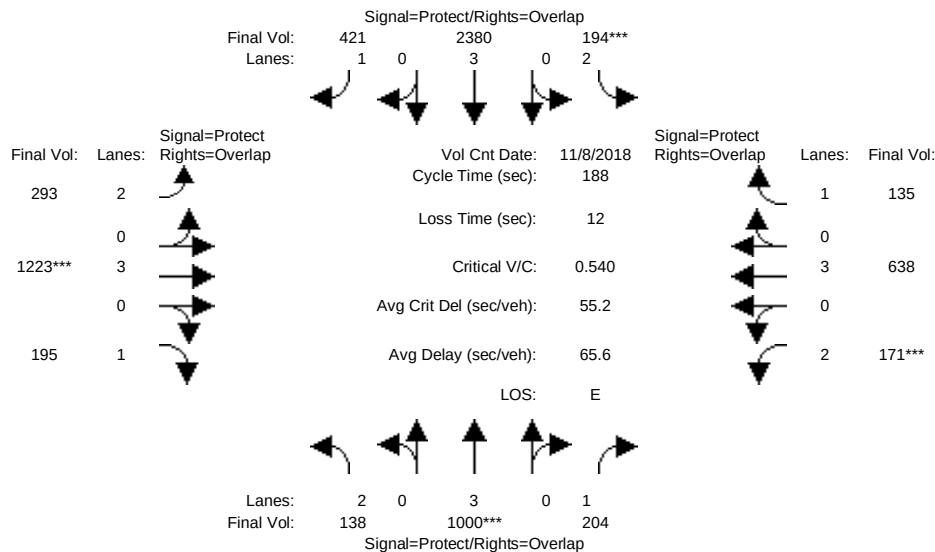


Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	27	97	97	15	85	85	26	36	36	26	36	36
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	382	2832	114	82	980	409	398	431	74	154	840	105
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	382	2832	114	82	980	409	398	431	74	154	840	105
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	382	2832	114	82	980	409	398	431	74	154	840	105
User Adj:	1.00	0.85	1.00	1.00	0.85	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	382	2407	114	82	833	409	398	431	74	154	840	105
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	382	2407	114	82	833	409	398	431	74	154	840	105
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	382	2407	114	82	833	409	398	431	74	154	840	105
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	3150	5700	1750	3150	5700	1750	3150	5700	1750	3150	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.12	0.42	0.07	0.03	0.15	0.23	0.13	0.08	0.04	0.05	0.15	0.06
Crit Moves:	****			****			****			****		
Green Time:	27.0	97.0	123.0	15.0	85.0	111.0	26.0	36.0	63.0	26.0	36.0	51.0
Volume/Cap:	0.84	0.81	0.10	0.32	0.32	0.39	0.90	0.39	0.12	0.35	0.76	0.22
Delay/Veh:	98.7	65.4	26.3	81.4	38.3	27.6	100.4	65.7	42.6	72.8	74.1	52.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	98.7	65.4	26.3	81.4	38.3	27.6	100.4	65.7	42.6	72.8	74.1	52.4
LOS by Move:	F	E	C	F	D	C	F	E	D	E	E	D
HCM2kAvgQ:	14	44	5	3	12	17	16	7	3	5	15	5
Note: Queue reported is the number of cars per lane.												

Santa Clara Downtown Precise Plan
City of Santa Clara
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Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Existing PM

Intersection #5416: SAN TOMAS EXPWY/EL CAMINO REAL [HOV: NB & SB(AM & PM)]

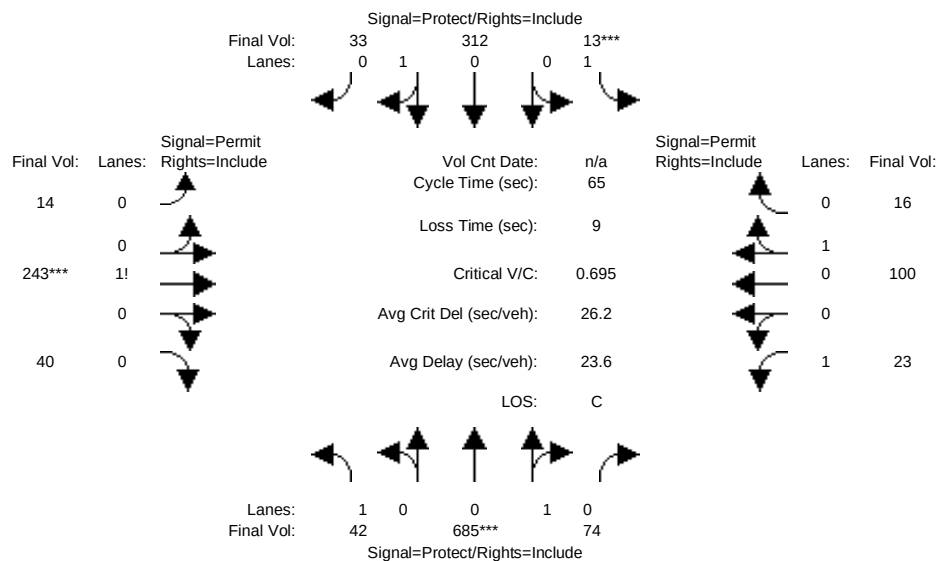


Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	13	75	75	20	82	82	23	53	53	16	46	46
Y+R:	5.7	5.8	5.8	5.7	5.8	5.8	5.9	5.6	5.6	6.0	5.6	5.6
Volume Module: >> Count Date: 8 Nov 2018 << 5:00 - 6:00 PM												
Base Vol:	138	1191	204	194	2903	421	293	1223	195	171	638	135
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	138	1191	204	194	2903	421	293	1223	195	171	638	135
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	138	1191	204	194	2903	421	293	1223	195	171	638	135
User Adj:	1.00	0.84	1.00	1.00	0.82	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	138	1000	204	194	2380	421	293	1223	195	171	638	135
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	138	1000	204	194	2380	421	293	1223	195	171	638	135
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	138	1000	204	194	2380	421	293	1223	195	171	638	135
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	3150	5700	1750	3150	5700	1750	3150	5700	1750	3150	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.04	0.18	0.12	0.06	0.42	0.24	0.09	0.21	0.11	0.05	0.11	0.08
Crit Moves:	****			****			****			****		
Green Time:	13.0	75.0	91.4	20.0	82.0	109.0	27.0	64.6	77.6	16.4	54.0	74.0
Volume/Cap:	0.63	0.44	0.24	0.58	0.96	0.41	0.65	0.62	0.27	0.62	0.39	0.20
Delay/Veh:	91.2	46.9	34.5	88.9	87.8	42.2	79.3	52.2	36.7	87.3	53.9	37.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	91.2	46.9	34.5	88.9	87.8	42.2	79.3	52.2	36.7	87.3	53.9	37.6
LOS by Move:	F	D	C	F	F	D	E	D	D	F	D	D
HCM2kAvgQ:	5	15	9	7	49	22	10	19	8	6	9	5
Note: Queue reported is the number of cars per lane.												

Santa Clara Downtown Precise Plan
City of Santa Clara
Hexagon Transportation Consultants, Inc.

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

Intersection #1: Monroe St & Benton St



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	7	7	10	7	7	7	7	7	6	6	6
Y+R:	4.5	5.6	5.6	4.6	5.6	5.6	5.6	5.6	5.6	5.6	5.6	5.6

Volume Module:

Base Vol:	39	637	69	12	290	31	13	226	37	21	93	15
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	39	637	69	12	290	31	13	226	37	21	93	15
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	39	637	69	12	290	31	13	226	37	21	93	15
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
PHF Volume:	42	685	74	13	312	33	14	243	40	23	100	16
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	42	685	74	13	312	33	14	243	40	23	100	16
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	42	685	74	13	312	33	14	243	40	23	100	16

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.95	0.95	0.92	0.95	0.95	0.92	0.92	0.92	0.92	0.95	0.95
Lanes:	1.00	0.90	0.10	1.00	0.90	0.10	0.05	0.82	0.13	1.00	0.86	0.14
Final Sat.:	1750	1624	176	1750	1626	174	82	1433	235	1750	1550	250

Capacity Analysis Module:

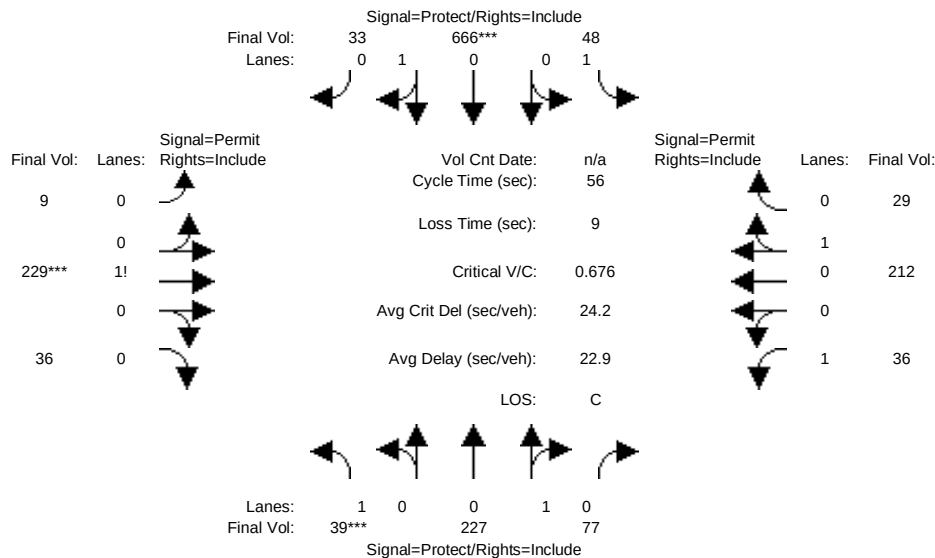
Vol/Sat:	0.02	0.42	0.42	0.01	0.19	0.19	0.17	0.17	0.17	0.01	0.06	0.06
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****
Green Time:	19.1	32.8	32.8	10.0	23.8	23.8	13.2	13.2	13.2	13.2	13.2	13.2
Volume/Cap:	0.08	0.84	0.84	0.05	0.52	0.52	0.84	0.84	0.84	0.06	0.32	0.32
Delay/Veh:	16.7	20.6	20.6	23.5	17.0	17.0	40.5	40.5	40.5	21.0	22.6	22.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	16.7	20.6	20.6	23.5	17.0	17.0	40.5	40.5	40.5	21.0	22.6	22.6
LOS by Move:	B	C	C	C	B	B	D	D	D	C	C	C
HCM2kAvgQ:	1	17	17	0	6	6	7	7	7	0	2	2

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

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City of Santa Clara
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Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Background PM

Intersection #1: Monroe St & Benton St



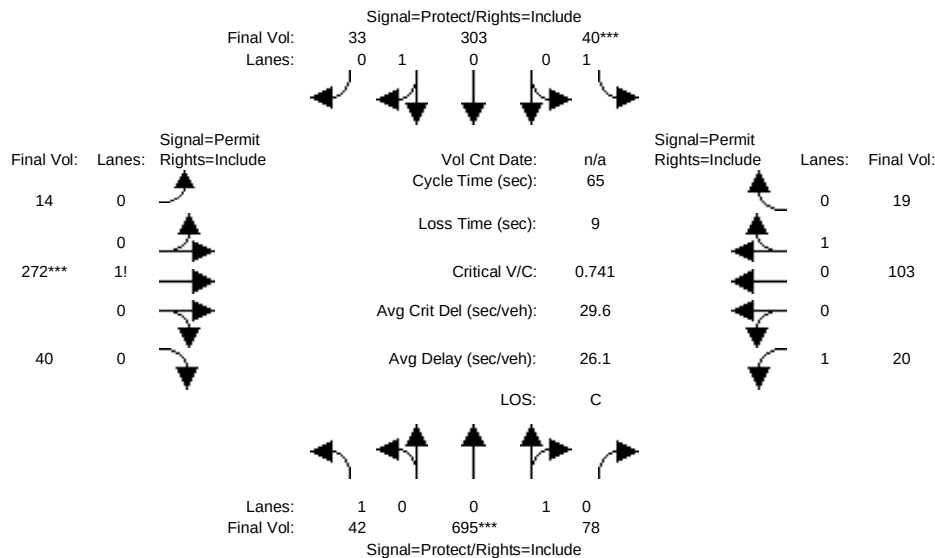
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	6	6	10	6	6	6	6	6	6	6	6
Y+R:	5.6	4.6	4.6	5.6	4.6	4.6	4.6	4.6	4.6	4.6	4.6	4.6
Volume Module:												
Base Vol:	37	213	72	45	626	31	8	215	34	34	199	27
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	37	213	72	45	626	31	8	215	34	34	199	27
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	37	213	72	45	626	31	8	215	34	34	199	27
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
PHF Volume:	39	227	77	48	666	33	9	229	36	36	212	29
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	39	227	77	48	666	33	9	229	36	36	212	29
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	39	227	77	48	666	33	9	229	36	36	212	29
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.95	0.95	0.92	0.95	0.95	0.92	0.92	0.92	0.92	0.95	0.95
Lanes:	1.00	0.75	0.25	1.00	0.95	0.05	0.03	0.84	0.13	1.00	0.88	0.12
Final Sat.:	1750	1345	455	1750	1715	85	54	1464	232	1750	1585	215
Capacity Analysis Module:												
Vol/Sat:	0.02	0.17	0.17	0.03	0.39	0.39	0.16	0.16	0.16	0.02	0.13	0.13
Crit Moves:	****			****			****					
Green Time:	10.0	17.7	17.7	18.7	26.4	26.4	10.6	10.6	10.6	10.6	10.6	10.6
Volume/Cap:	0.13	0.53	0.53	0.08	0.82	0.82	0.82	0.82	0.82	0.11	0.70	0.70
Delay/Veh:	19.5	16.8	16.8	12.8	19.4	19.4	37.1	37.1	37.1	18.9	27.8	27.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	19.5	16.8	16.8	12.8	19.4	19.4	37.1	37.1	37.1	18.9	27.8	27.8
LOS by Move:	B	B	B	B	B	B	D	D	D	B	C	C
HCM2kAvgQ:	1	5	5	1	12	12	6	6	6	1	4	4

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

Santa Clara Downtown Precise Plan
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Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Bkgd+Project AM

Intersection #1: Monroe St & Benton St



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	7	7	10	7	7	7	7	7	6	6	6
Y+R:	4.5	5.6	5.6	4.6	5.6	5.6	5.6	5.6	5.6	5.6	5.6	5.6

Volume Module:

Base Vol:	39	637	69	12	290	31	13	226	37	21	93	15
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	39	637	69	12	290	31	13	226	37	21	93	15
Added Vol:	0	9	4	25	-8	0	0	27	0	-2	3	3
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	39	646	73	37	282	31	13	253	37	19	96	18
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
PHF Volume:	42	695	78	40	303	33	14	272	40	20	103	19
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	42	695	78	40	303	33	14	272	40	20	103	19
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	42	695	78	40	303	33	14	272	40	20	103	19

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.95	0.95	0.92	0.95	0.95	0.92	0.92	0.92	0.92	0.95	0.95
Lanes:	1.00	0.90	0.10	1.00	0.90	0.10	0.04	0.84	0.12	1.00	0.84	0.16
Final Sat.:	1750	1617	183	1750	1622	178	75	1461	214	1750	1516	284

Capacity Analysis Module:

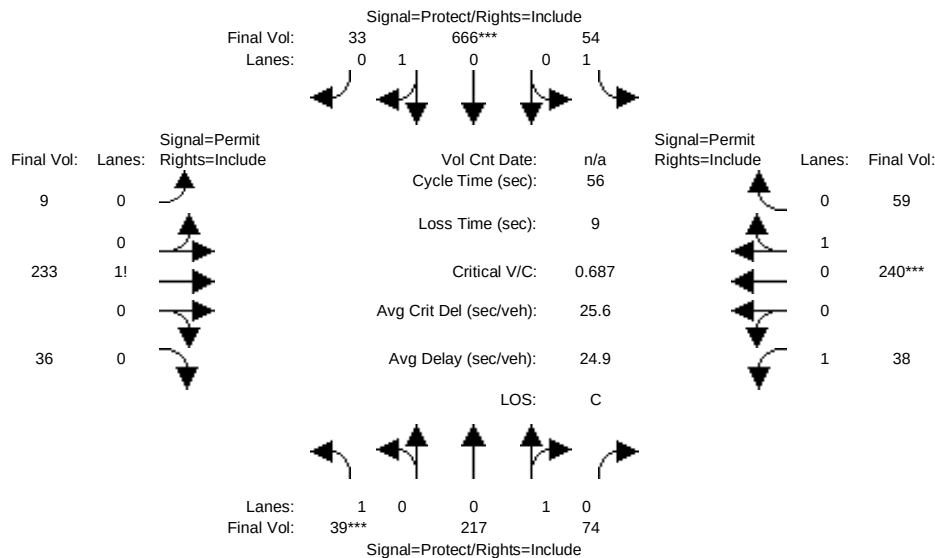
Vol/Sat:	0.02	0.43	0.43	0.02	0.19	0.19	0.19	0.19	0.19	0.01	0.07	0.07
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****
Green Time:	19.0	32.1	32.1	10.0	23.1	23.1	13.9	13.9	13.9	13.9	13.9	13.9
Volume/Cap:	0.08	0.87	0.87	0.15	0.53	0.53	0.87	0.87	0.87	0.05	0.32	0.32
Delay/Veh:	16.7	23.9	23.9	24.1	17.4	17.4	43.9	43.9	43.9	20.4	22.0	22.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	16.7	23.9	23.9	24.1	17.4	17.4	43.9	43.9	43.9	20.4	22.0	22.0
LOS by Move:	B	C	C	C	B	B	D	D	D	C	C	C
HCM2kAvgQ:	1	18	18	1	6	6	8	8	8	0	2	2

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

Santa Clara Downtown Precise Plan
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Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Bkgd+Project PM

Intersection #1: Monroe St & Benton St



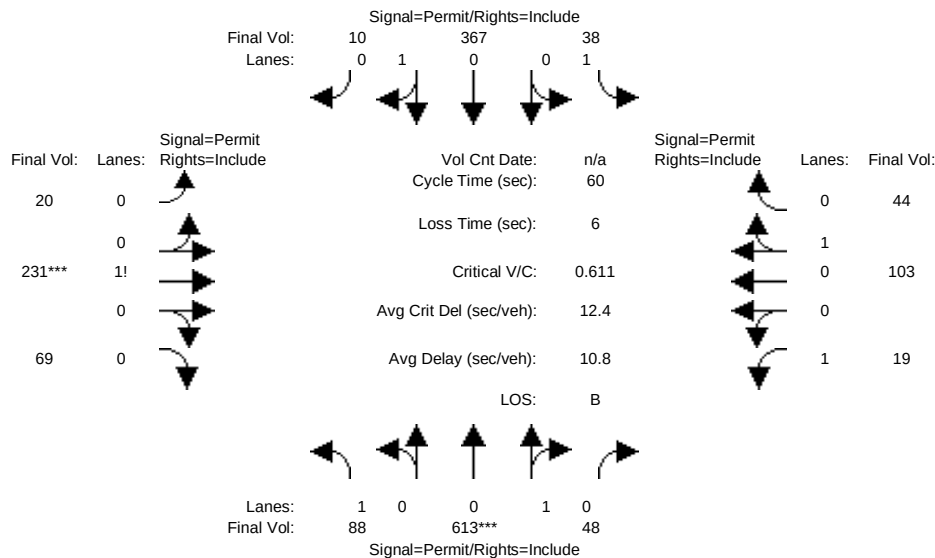
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	6	6	10	6	6	6	6	6	6	6	6
Y+R:	5.6	4.6	4.6	5.6	4.6	4.6	4.6	4.6	4.6	4.6	4.6	4.6
Volume Module:												
Base Vol:	37	213	72	45	626	31	8	215	34	34	199	27
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	37	213	72	45	626	31	8	215	34	34	199	27
Added Vol:	0	-9	-2	6	0	0	0	4	0	2	27	28
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	37	204	70	51	626	31	8	219	34	36	226	55
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
PHF Volume:	39	217	74	54	666	33	9	233	36	38	240	59
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	39	217	74	54	666	33	9	233	36	38	240	59
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	39	217	74	54	666	33	9	233	36	38	240	59
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.95	0.95	0.92	0.95	0.95	0.92	0.92	0.92	0.92	0.95	0.95
Lanes:	1.00	0.74	0.26	1.00	0.95	0.05	0.03	0.84	0.13	1.00	0.80	0.20
Final Sat.:	1750	1340	460	1750	1715	85	54	1468	228	1750	1448	352
Capacity Analysis Module:												
Vol/Sat:	0.02	0.16	0.16	0.03	0.39	0.39	0.16	0.16	0.16	0.02	0.17	0.17
Crit Moves:	****			****						****		
Green Time:	10.0	17.1	17.1	18.8	25.9	25.9	11.1	11.1	11.1	11.1	11.1	11.1
Volume/Cap:	0.13	0.53	0.53	0.09	0.84	0.84	0.80	0.80	0.80	0.11	0.84	0.84
Delay/Veh:	19.5	17.1	17.1	12.8	20.8	20.8	34.0	34.0	34.0	18.6	37.6	37.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	19.5	17.1	17.1	12.8	20.8	20.8	34.0	34.0	34.0	18.6	37.6	37.6
LOS by Move:	B	B	B	B	C	C	C	C	C	B	D	D
HCM2kAvgQ:	1	5	5	1	12	12	6	6	6	1	6	6

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

Santa Clara Downtown Precise Plan
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Level Of Service Computation Report
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Background AM

Intersection #2: Homestead/Monroe



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	20	20	20	20	20	20	8	8	8	9	9	9
Y+R:	4.6	4.6	4.6	4.6	4.6	4.6	3.6	3.6	3.6	3.6	3.6	3.6

Volume Module:

Base Vol:	74	514	40	32	308	8	17	194	58	16	86	37
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	74	514	40	32	308	8	17	194	58	16	86	37
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	74	514	40	32	308	8	17	194	58	16	86	37
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84
PHF Volume:	88	613	48	38	367	10	20	231	69	19	103	44
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	88	613	48	38	367	10	20	231	69	19	103	44
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	88	613	48	38	367	10	20	231	69	19	103	44

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.95	0.95	0.92	0.95	0.95	0.92	0.92	0.92	0.92	0.95	0.95
Lanes:	1.00	0.93	0.07	1.00	0.97	0.03	0.06	0.72	0.22	1.00	0.70	0.30
Final Sat.:	1750	1670	130	1750	1754	46	111	1262	377	1750	1259	541

Capacity Analysis Module:

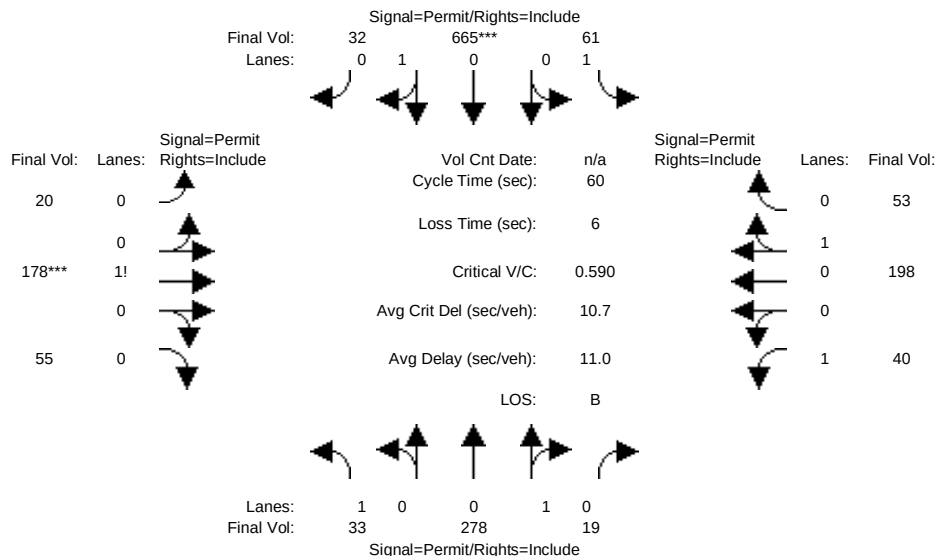
Vol/Sat:	0.05	0.37	0.37	0.02	0.21	0.21	0.18	0.18	0.18	0.01	0.08	0.08
Crit Moves:	****			****			****			****		
Green Time:	36.0	36.0	36.0	36.0	36.0	36.0	18.0	18.0	18.0	18.0	18.0	18.0
Volume/Cap:	0.08	0.61	0.61	0.04	0.35	0.35	0.61	0.61	0.61	0.04	0.27	0.27
Delay/Veh:	5.1	8.6	8.6	4.9	6.3	6.3	20.1	20.1	20.1	14.9	16.3	16.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	5.1	8.6	8.6	4.9	6.3	6.3	20.1	20.1	20.1	14.9	16.3	16.3
LOS by Move:	A	A	A	A	A	A	C	C	C	B	B	B
HCM2kAvgQ:	1	9	9	0	4	4	6	6	6	0	2	2

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

Santa Clara Downtown Precise Plan
City of Santa Clara
Hexagon Transportation Consultants, Inc.

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

Intersection #2: Homestead/Monroe



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	20	20	20	20	20	20	8	8	8	9	9	9
Y+R:	4.6	4.6	4.6	4.6	4.6	4.6	3.6	3.6	3.6	3.6	3.6	3.6

Volume Module:

Base Vol:	30	255	17	56	609	29	18	163	50	37	181	49
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	30	255	17	56	609	29	18	163	50	37	181	49
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	30	255	17	56	609	29	18	163	50	37	181	49
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
PHF Volume:	33	278	19	61	665	32	20	178	55	40	198	53
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	33	278	19	61	665	32	20	178	55	40	198	53
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	33	278	19	61	665	32	20	178	55	40	198	53

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.95	0.95	0.92	0.95	0.95	0.92	0.92	0.92	0.92	0.95	0.95
Lanes:	1.00	0.94	0.06	1.00	0.95	0.05	0.08	0.70	0.22	1.00	0.79	0.21
Final Sat.:	1750	1687	112	1750	1718	82	136	1235	379	1750	1417	383

Capacity Analysis Module:

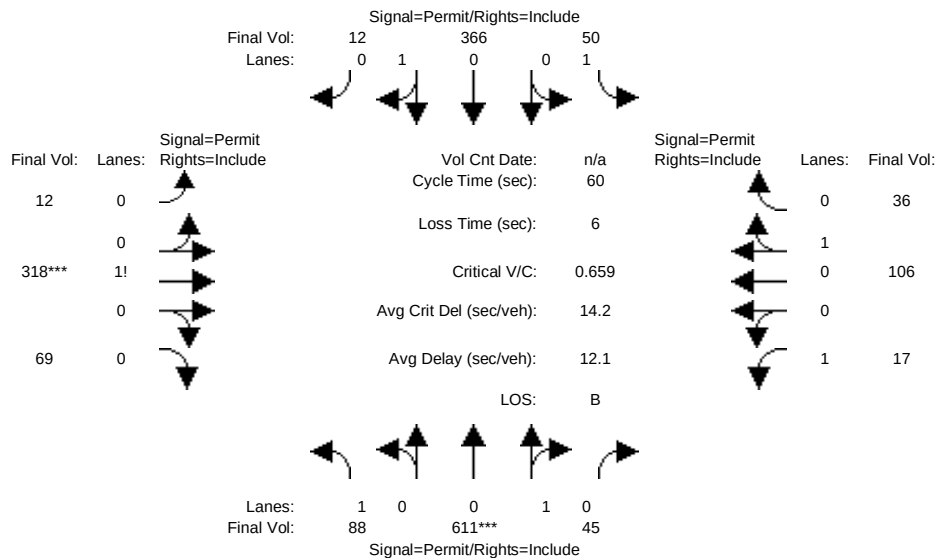
Vol/Sat:	0.02	0.16	0.16	0.03	0.39	0.39	0.14	0.14	0.14	0.02	0.14	0.14
Crit Moves:				****			****					
Green Time:	39.3	39.3	39.3	39.3	39.3	39.3	14.7	14.7	14.7	14.7	14.7	14.7
Volume/Cap:	0.03	0.25	0.25	0.05	0.59	0.59	0.59	0.59	0.59	0.09	0.57	0.57
Delay/Veh:	3.6	4.4	4.4	3.7	6.6	6.6	22.2	22.2	22.2	17.6	21.7	21.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	3.6	4.4	4.4	3.7	6.6	6.6	22.2	22.2	22.2	17.6	21.7	21.7
LOS by Move:	A	A	A	A	A	A	C	C	C	B	C	C
HCM2kAvgQ:	0	2	2	0	8	8	5	5	5	1	4	4

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

Santa Clara Downtown Precise Plan
City of Santa Clara
Hexagon Transportation Consultants, Inc.

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Bkgd+Project AM

Intersection #2: Homestead/Monroe



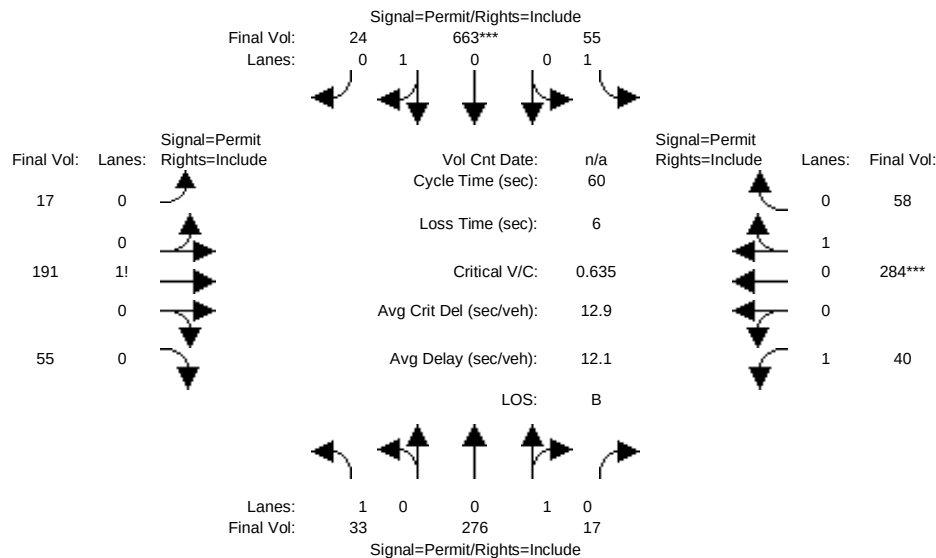
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	20	20	20	20	20	20	8	8	8	9	9	9
Y+R:	4.6	4.6	4.6	4.6	4.6	4.6	3.6	3.6	3.6	3.6	3.6	3.6
Volume Module:												
Base Vol:	74	514	40	32	308	8	17	194	58	16	86	37
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	74	514	40	32	308	8	17	194	58	16	86	37
Added Vol:	0	-1	-2	10	-1	2	-7	73	0	-2	3	-7
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	74	513	38	42	307	10	10	267	58	14	89	30
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84
PHF Volume:	88	611	45	50	366	12	12	318	69	17	106	36
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	88	611	45	50	366	12	12	318	69	17	106	36
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	88	611	45	50	366	12	12	318	69	17	106	36
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.95	0.95	0.92	0.95	0.95	0.92	0.92	0.92	0.92	0.95	0.95
Lanes:	1.00	0.93	0.07	1.00	0.97	0.03	0.03	0.80	0.17	1.00	0.75	0.25
Final Sat.:	1750	1676	124	1750	1743	57	52	1395	303	1750	1346	454
Capacity Analysis Module:												
Vol/Sat:	0.05	0.36	0.36	0.03	0.21	0.21	0.23	0.23	0.23	0.01	0.08	0.08
Crit Moves:	****			****			****			****		
Green Time:	33.2	33.2	33.2	33.2	33.2	33.2	20.8	20.8	20.8	20.8	20.8	20.8
Volume/Cap:	0.09	0.66	0.66	0.05	0.38	0.38	0.66	0.66	0.66	0.03	0.23	0.23
Delay/Veh:	6.3	11.0	11.0	6.2	7.8	7.8	19.3	19.3	19.3	13.0	14.1	14.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	6.3	11.0	11.0	6.2	7.8	7.8	19.3	19.3	19.3	13.0	14.1	14.1
LOS by Move:	A	B	B	A	A	A	B	B	B	B	B	B
HCM2kAvgQ:	1	10	10	0	4	4	7	7	7	0	2	2

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

Santa Clara Downtown Precise Plan
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Level Of Service Computation Report
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Bkgd+Project PM

Intersection #2: Homestead/Monroe



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	20	20	20	20	20	20	8	8	8	9	9	9
Y+R:	4.6	4.6	4.6	4.6	4.6	4.6	3.6	3.6	3.6	3.6	3.6	3.6

Volume Module:

Base Vol:	30	255	17	56	609	29	18	163	50	37	181	49
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	30	255	17	56	609	29	18	163	50	37	181	49
Added Vol:	0	-2	-1	-6	-2	-7	-2	12	0	0	79	4
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	30	253	16	50	607	22	16	175	50	37	260	53
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
PHF Volume:	33	276	17	55	663	24	17	191	55	40	284	58
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	33	276	17	55	663	24	17	191	55	40	284	58
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	33	276	17	55	663	24	17	191	55	40	284	58

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.95	0.95	0.92	0.95	0.95	0.92	0.92	0.92	0.92	0.95	0.95
Lanes:	1.00	0.94	0.06	1.00	0.97	0.03	0.07	0.72	0.21	1.00	0.83	0.17
Final Sat.:	1750	1693	107	1750	1737	63	116	1271	363	1750	1495	305

Capacity Analysis Module:

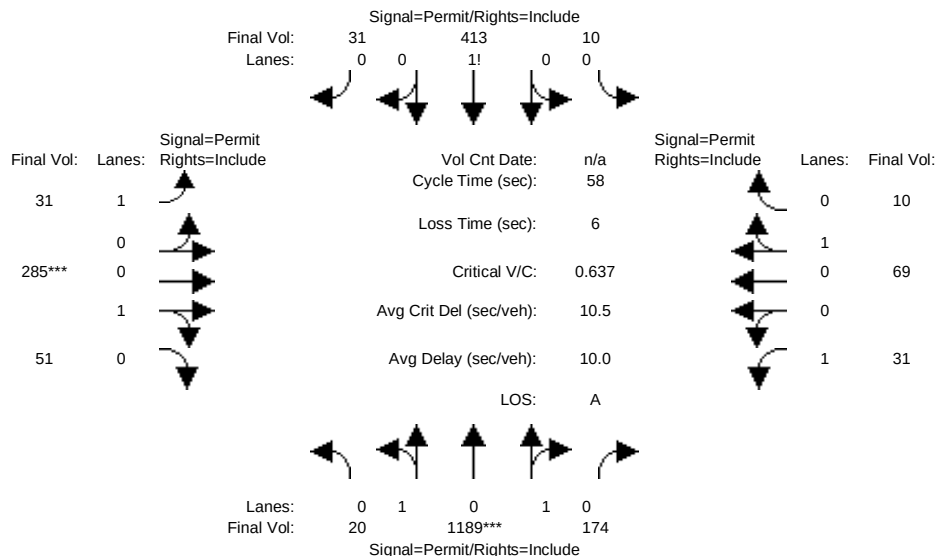
Vol/Sat:	0.02	0.16	0.16	0.03	0.38	0.38	0.15	0.15	0.15	0.02	0.19	0.19
Crit Moves:					****						****	
Green Time:	36.1	36.1	36.1	36.1	36.1	36.1	17.9	17.9	17.9	17.9	17.9	17.9
Volume/Cap:	0.03	0.27	0.27	0.05	0.63	0.63	0.50	0.50	0.50	0.08	0.63	0.63
Delay/Veh:	4.9	5.8	5.8	5.0	9.0	9.0	18.1	18.1	18.1	15.2	20.7	20.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	4.9	5.8	5.8	5.0	9.0	9.0	18.1	18.1	18.1	15.2	20.7	20.7
LOS by Move:	A	A	A	A	A	A	B	B	B	B	C	C
HCM2kAvgQ:	0	3	3	0	9	9	4	4	4	1	6	6

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

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

Intersection #3: Lafayette St & Benton St



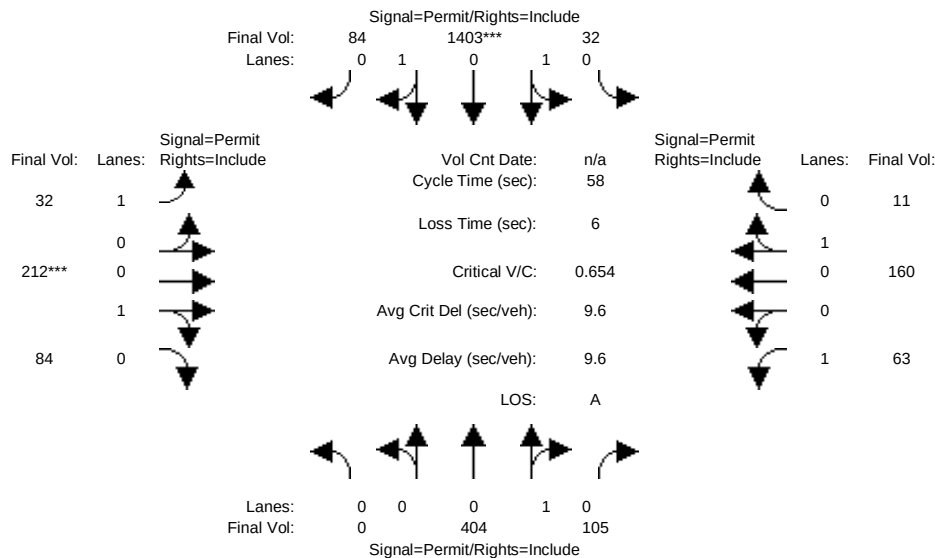
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	24	24	24	24	24	24	11	11	11	5	5	5
Y+R:	5.0	5.0	5.0	5.2	5.2	5.2	5.1	5.1	5.1	5.1	5.1	5.1
Volume Module:												
Base Vol:	20	1160	170	10	403	30	30	278	50	30	67	10
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	20	1160	170	10	403	30	30	278	50	30	67	10
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	20	1160	170	10	403	30	30	278	50	30	67	10
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
PHF Volume:	20	1189	174	10	413	31	31	285	51	31	69	10
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	20	1189	174	10	413	31	31	285	51	31	69	10
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	20	1189	174	10	413	31	31	285	51	31	69	10
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.95	0.92	0.92	0.92	0.92	0.95	0.95	0.92	0.95	0.95
Lanes:	0.03	1.72	0.25	0.02	0.91	0.07	1.00	0.85	0.15	1.00	0.87	0.13
Final Sat.:	53	3093	453	40	1592	119	1750	1526	274	1750	1566	234
Capacity Analysis Module:												
Vol/Sat:	0.38	0.38	0.38	0.26	0.26	0.26	0.02	0.19	0.19	0.02	0.04	0.04
Crit Moves:	****			****			****			****		
Green Time:	35.0	35.0	35.0	35.0	35.0	35.0	17.0	17.0	17.0	17.0	17.0	17.0
Volume/Cap:	0.64	0.64	0.64	0.43	0.43	0.43	0.06	0.64	0.64	0.06	0.15	0.15
Delay/Veh:	8.0	8.0	8.0	6.4	6.4	6.4	14.8	20.4	20.4	14.8	15.3	15.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	8.0	8.0	8.0	6.4	6.4	6.4	14.8	20.4	20.4	14.8	15.3	15.3
LOS by Move:	A	A	A	A	A	A	B	C	C	B	B	B
HCM2kAvgQ:	9	9	9	5	5	5	0	5	5	0	1	1

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

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City of Santa Clara
Hexagon Transportation Consultants, Inc.

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

Intersection #3: Lafayette St & Benton St



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	24	24	24	24	24	24	12	12	12	7	7	7
Y+R:	5.0	5.0	5.0	5.2	5.2	5.2	5.1	5.1	5.1	5.1	5.1	5.1

Volume Module:

Base Vol:	0	384	100	30	1334	80	30	202	80	60	152	10
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	384	100	30	1334	80	30	202	80	60	152	10
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	384	100	30	1334	80	30	202	80	60	152	10
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	0	404	105	32	1403	84	32	212	84	63	160	11
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	404	105	32	1403	84	32	212	84	63	160	11
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	0	404	105	32	1403	84	32	212	84	63	160	11

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.95	0.95	0.95	0.95	0.95	0.92	0.95	0.95	0.92	0.95	0.95
Lanes:	0.00	0.79	0.21	0.04	1.85	0.11	1.00	0.72	0.28	1.00	0.94	0.06
Final Sat.:	0	1428	372	75	3326	199	1750	1289	511	1750	1689	111

Capacity Analysis Module:

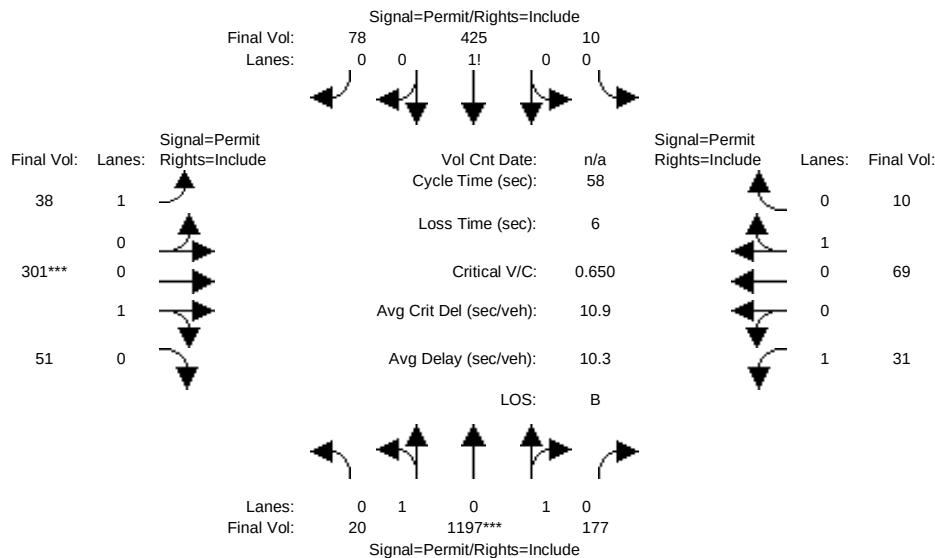
Vol/Sat:	0.00	0.28	0.28	0.42	0.42	0.42	0.02	0.16	0.16	0.04	0.09	0.09
Crit Moves:				****			****					
Green Time:	0.0	37.4	37.4	37.4	37.4	37.4	14.6	14.6	14.6	14.6	14.6	14.6
Volume/Cap:	0.00	0.44	0.44	0.65	0.65	0.65	0.07	0.65	0.65	0.14	0.38	0.38
Delay/Veh:	0.0	5.4	5.4	7.0	7.0	7.0	16.6	22.9	22.9	17.0	18.5	18.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	5.4	5.4	7.0	7.0	7.0	16.6	22.9	22.9	17.0	18.5	18.5
LOS by Move:	A	A	A	A	A	A	B	C	C	B	B	B
HCM2kAvgQ:	0	5	5	8	8	8	0	5	5	1	3	3

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

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Level Of Service Computation Report
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Intersection #3: Lafayette St & Benton St



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	24	24	24	24	24	24	11	11	11	5	5	5
Y+R:	5.0	5.0	5.0	5.2	5.2	5.2	5.1	5.1	5.1	5.1	5.1	5.1

Volume Module:

Base Vol:	20	1160	170	10	403	30	30	278	50	30	67	10
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	20	1160	170	10	403	30	30	278	50	30	67	10
Added Vol:	0	8	3	0	12	46	7	16	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	20	1168	173	10	415	76	37	294	50	30	67	10
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
PHF Volume:	20	1197	177	10	425	78	38	301	51	31	69	10
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	20	1197	177	10	425	78	38	301	51	31	69	10
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	20	1197	177	10	425	78	38	301	51	31	69	10

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.95	0.92	0.92	0.92	0.92	0.95	0.95	0.92	0.95	0.95
Lanes:	0.03	1.72	0.25	0.02	0.83	0.15	1.00	0.85	0.15	1.00	0.87	0.13
Final Sat.:	53	3089	458	35	1450	265	1750	1538	262	1750	1566	234

Capacity Analysis Module:

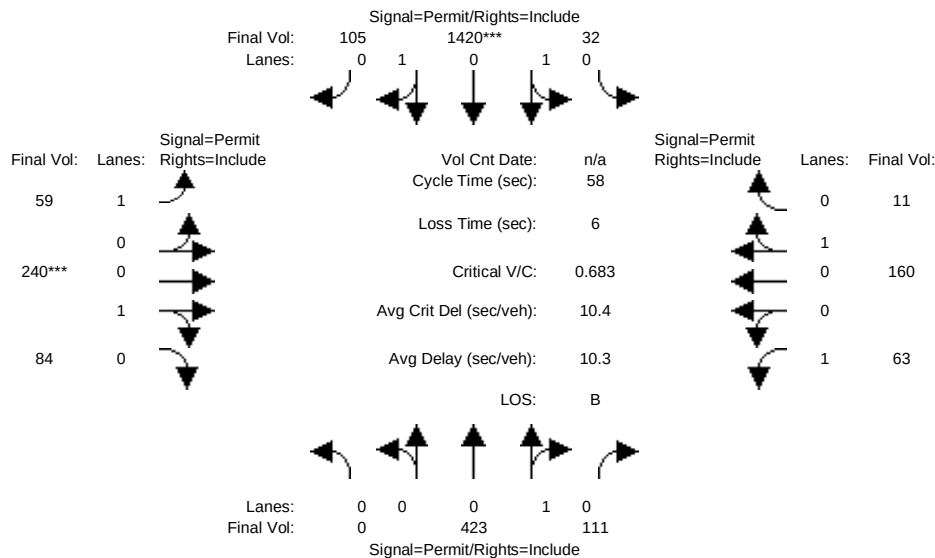
Vol/Sat:	0.39	0.39	0.39	0.29	0.29	0.29	0.02	0.20	0.20	0.02	0.04	0.04
Crit Moves:	****			****			****			****		
Green Time:	34.5	34.5	34.5	34.5	34.5	34.5	17.5	17.5	17.5	17.5	17.5	17.5
Volume/Cap:	0.65	0.65	0.65	0.49	0.49	0.49	0.07	0.65	0.65	0.06	0.15	0.15
Delay/Veh:	8.5	8.5	8.5	7.1	7.1	7.1	14.5	20.4	20.4	14.5	14.9	14.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	8.5	8.5	8.5	7.1	7.1	7.1	14.5	20.4	20.4	14.5	14.9	14.9
LOS by Move:	A	A	A	A	A	A	B	C	C	B	B	B
HCM2kAvgQ:	10	10	10	6	6	6	0	5	5	0	1	1

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

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Intersection #3: Lafayette St & Benton St



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	24	24	24	24	24	24	12	12	12	7	7	7
Y+R:	5.0	5.0	5.0	5.2	5.2	5.2	5.1	5.1	5.1	5.1	5.1	5.1

Volume Module:

Base Vol:	0	384	100	30	1334	80	30	202	80	60	152	10
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	384	100	30	1334	80	30	202	80	60	152	10
Added Vol:	0	18	6	0	16	20	26	26	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	402	106	30	1350	100	56	228	80	60	152	10
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	0	423	111	32	1420	105	59	240	84	63	160	11
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	423	111	32	1420	105	59	240	84	63	160	11
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	0	423	111	32	1420	105	59	240	84	63	160	11

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.95	0.95	0.95	0.95	0.95	0.92	0.95	0.95	0.92	0.95	0.95
Lanes:	0.00	0.79	0.21	0.04	1.82	0.14	1.00	0.74	0.26	1.00	0.94	0.06
Final Sat.:	0	1424	376	73	3284	243	1750	1332	468	1750	1689	111

Capacity Analysis Module:

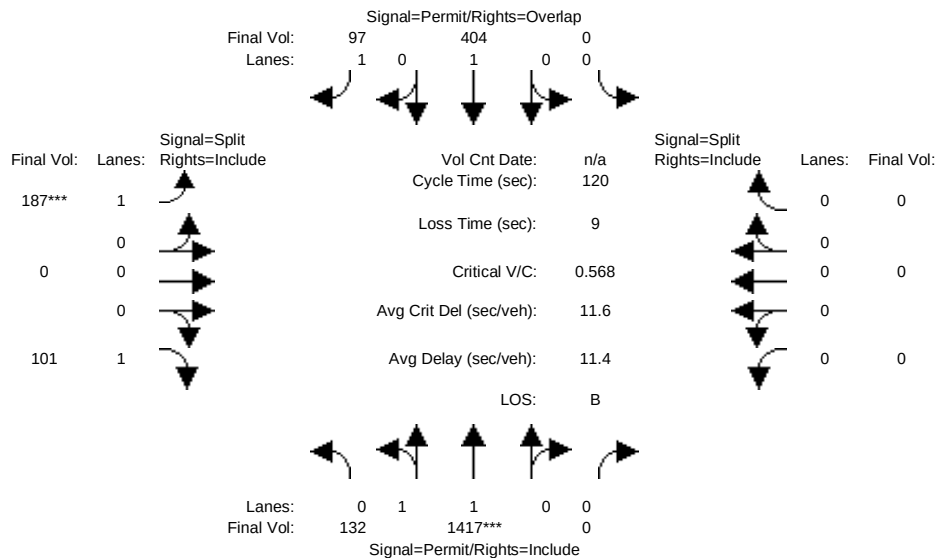
Vol/Sat:	0.00	0.30	0.30	0.43	0.43	0.43	0.03	0.18	0.18	0.04	0.09	0.09
Crit Moves:				****			****					
Green Time:	0.0	36.7	36.7	36.7	36.7	36.7	15.3	15.3	15.3	15.3	15.3	15.3
Volume/Cap:	0.00	0.47	0.47	0.68	0.68	0.68	0.13	0.68	0.68	0.14	0.36	0.36
Delay/Veh:	0.0	5.9	5.9	7.7	7.7	7.7	16.4	23.3	23.3	16.5	17.8	17.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	5.9	5.9	7.7	7.7	7.7	16.4	23.3	23.3	16.5	17.8	17.8
LOS by Move:	A	A	A	A	A	A	B	C	C	B	B	B
HCM2kAvgQ:	0	6	6	9	9	9	1	5	5	1	3	3

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

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Intersection #4: Homestead/Lafayette



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	28	28	0	0	28	28	11	0	11	0	0	0
Y+R:	3.7	3.7	4.0	4.0	3.7	3.7	3.6	0.0	3.6	4.0	4.0	4.0

Volume Module:

Base Vol:	121	1304	0	0	372	89	172	0	93	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	121	1304	0	0	372	89	172	0	93	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	121	1304	0	0	372	89	172	0	93	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
PHF Volume:	132	1417	0	0	404	97	187	0	101	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	132	1417	0	0	404	97	187	0	101	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	132	1417	0	0	404	97	187	0	101	0	0	0

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.98	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.17	1.83	0.00	0.00	1.00	1.00	1.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	314	3386	0	0	1900	1750	1750	0	1750	0	0	0

Capacity Analysis Module:

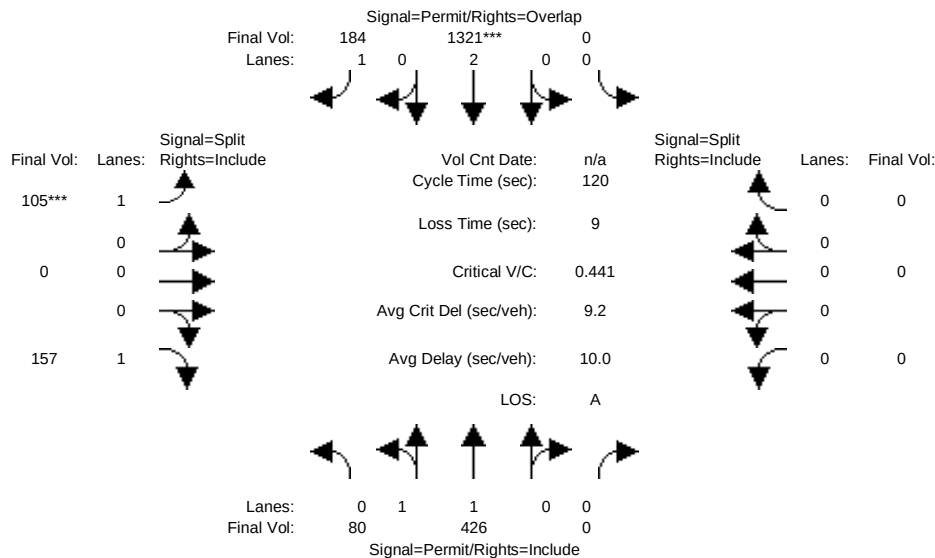
Vol/Sat:	0.42	0.42	0.00	0.00	0.21	0.06	0.11	0.00	0.06	0.00	0.00	0.00
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****
Green Time:	88.4	88.4	0.0	0.0	88.4	111.0	22.6	0.0	22.6	0.0	0.0	0.0
Volume/Cap:	0.57	0.57	0.00	0.00	0.29	0.06	0.57	0.00	0.31	0.00	0.00	0.00
Delay/Veh:	7.4	7.4	0.0	0.0	5.4	0.4	46.6	0.0	42.5	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	7.4	7.4	0.0	0.0	5.4	0.4	46.6	0.0	42.5	0.0	0.0	0.0
LOS by Move:	A	A	A	A	A	A	D	A	D	A	A	A
HCM2kAvgQ:	13	13	0	0	5	0	7	0	3	0	0	0

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

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Intersection #4: Homestead/Lafayette



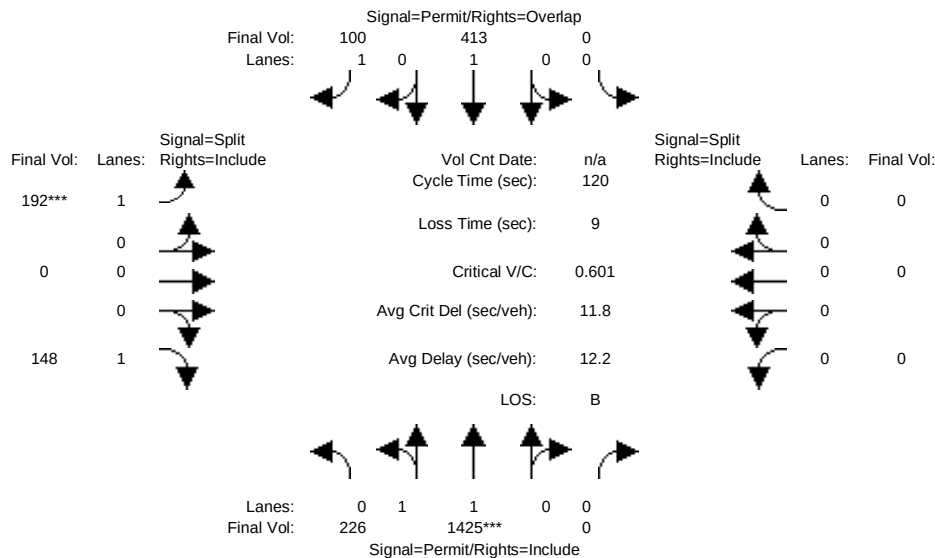
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	28	28	0	0	28	28	12	0	12	0	0	0
Y+R:	3.7	3.7	0.0	0.0	3.7	3.7	3.6	0.0	3.6	0.0	0.0	0.0
Volume Module:												
Base Vol:	77	410	0	0	1272	177	101	0	151	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	77	410	0	0	1272	177	101	0	151	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	77	410	0	0	1272	177	101	0	151	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
PHF Volume:	80	426	0	0	1321	184	105	0	157	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	80	426	0	0	1321	184	105	0	157	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	80	426	0	0	1321	184	105	0	157	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.98	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.32	1.68	0.00	0.00	2.00	1.00	1.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	585	3115	0	0	3800	1750	1750	0	1750	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.14	0.14	0.00	0.00	0.35	0.11	0.06	0.00	0.09	0.00	0.00	0.00
Crit Moves:				****			****					
Green Time:	88.3	88.3	0.0	0.0	88.3	111.0	22.7	0.0	22.7	0.0	0.0	0.0
Volume/Cap:	0.19	0.19	0.00	0.00	0.47	0.11	0.32	0.00	0.47	0.00	0.00	0.00
Delay/Veh:	4.9	4.9	0.0	0.0	6.6	0.4	42.5	0.0	44.4	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	4.9	4.9	0.0	0.0	6.6	0.4	42.5	0.0	44.4	0.0	0.0	0.0
LOS by Move:	A	A	A	A	A	A	D	A	D	A	A	A
HCM2kAvgQ:	3	3	0	0	10	1	3	0	5	0	0	0

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

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Intersection #4: Homestead/Lafayette



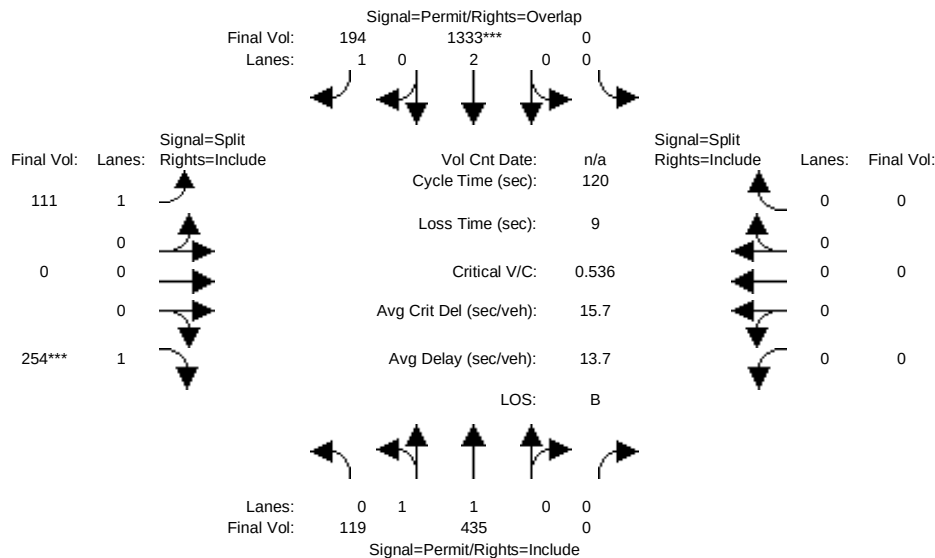
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	28	28	0	0	28	28	11	0	11	0	0	0
Y+R:	3.7	3.7	4.0	4.0	3.7	3.7	3.6	0.0	3.6	4.0	4.0	4.0
Volume Module:												
Base Vol:	121	1304	0	0	372	89	172	0	93	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	121	1304	0	0	372	89	172	0	93	0	0	0
Added Vol:	87	7	0	0	8	3	5	0	43	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	208	1311	0	0	380	92	177	0	136	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
PHF Volume:	226	1425	0	0	413	100	192	0	148	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	226	1425	0	0	413	100	192	0	148	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	226	1425	0	0	413	100	192	0	148	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.98	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.28	1.72	0.00	0.00	1.00	1.00	1.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	507	3193	0	0	1900	1750	1750	0	1750	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.45	0.45	0.00	0.00	0.22	0.06	0.11	0.00	0.08	0.00	0.00	0.00
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****
Green Time:	89.1	89.1	0.0	0.0	89.1	111.0	21.9	0.0	21.9	0.0	0.0	0.0
Volume/Cap:	0.60	0.60	0.00	0.00	0.29	0.06	0.60	0.00	0.46	0.00	0.00	0.00
Delay/Veh:	7.6	7.6	0.0	0.0	5.2	0.4	48.2	0.0	44.8	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	7.6	7.6	0.0	0.0	5.2	0.4	48.2	0.0	44.8	0.0	0.0	0.0
LOS by Move:	A	A	A	A	A	A	D	A	D	A	A	A
HCM2kAvgQ:	15	15	0	0	5	0	7	0	5	0	0	0

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

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Intersection #4: Homestead/Lafayette



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	28	28	0	0	28	28	12	0	12	0	0	0
Y+R:	3.7	3.7	0.0	0.0	3.7	3.7	3.6	0.0	3.6	0.0	0.0	0.0

Volume Module:

Base Vol:	77	410	0	0	1272	177	101	0	151	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	77	410	0	0	1272	177	101	0	151	0	0	0
Added Vol:	38	9	0	0	12	10	6	0	94	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	115	419	0	0	1284	187	107	0	245	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
PHF Volume:	119	435	0	0	1333	194	111	0	254	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	119	435	0	0	1333	194	111	0	254	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	119	435	0	0	1333	194	111	0	254	0	0	0

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.98	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.44	1.56	0.00	0.00	2.00	1.00	1.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	797	2903	0	0	3800	1750	1750	0	1750	0	0	0

Capacity Analysis Module:

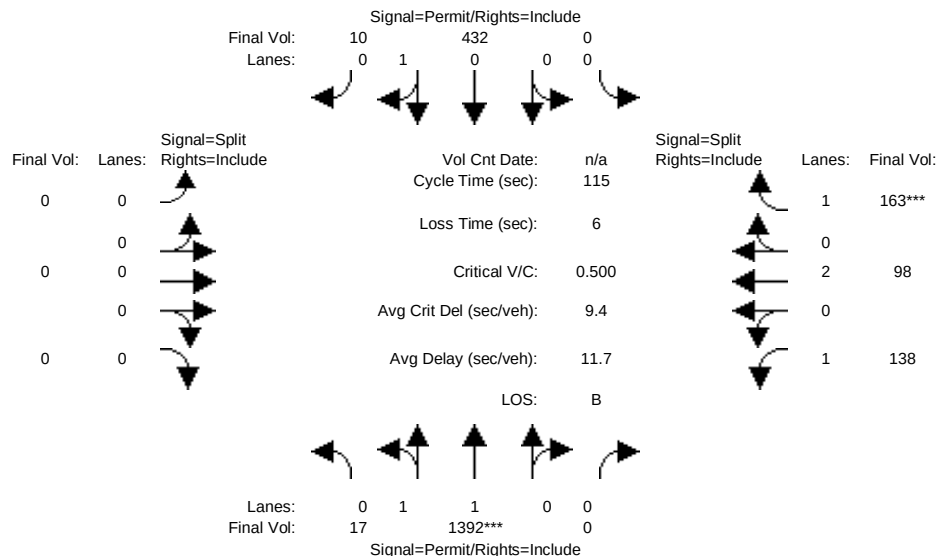
Vol/Sat:	0.15	0.15	0.00	0.00	0.35	0.11	0.06	0.00	0.15	0.00	0.00	0.00
Crit Moves:				****						****		
Green Time:	78.5	78.5	0.0	0.0	78.5	111.0	32.5	0.0	32.5	0.0	0.0	0.0
Volume/Cap:	0.23	0.23	0.00	0.00	0.54	0.12	0.23	0.00	0.54	0.00	0.00	0.00
Delay/Veh:	8.5	8.5	0.0	0.0	11.3	0.4	34.3	0.0	38.5	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	8.5	8.5	0.0	0.0	11.3	0.4	34.3	0.0	38.5	0.0	0.0	0.0
LOS by Move:	A	A	A	A	B	A	C	A	D	A	A	A
HCM2kAvgQ:	4	4	0	0	13	1	3	0	8	0	0	0

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

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Intersection #30: Lafayette St & Lewis St



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	20	20	0	0	20	20	0	0	0	7	7	7
Y+R:	4.7	4.7	0.0	0.0	4.7	4.7	4.0	4.0	4.0	4.5	5.1	5.1

Volume Module:

Base Vol:	15	1253	0	0	389	9	0	0	0	124	88	147
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	15	1253	0	0	389	9	0	0	0	124	88	147
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	15	1253	0	0	389	9	0	0	0	124	88	147
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
PHF Volume:	17	1392	0	0	432	10	0	0	0	138	98	163
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	17	1392	0	0	432	10	0	0	0	138	98	163
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	17	1392	0	0	432	10	0	0	0	138	98	163

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.97	0.92	0.92	0.95	0.95	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.02	1.98	0.00	0.00	0.98	0.02	0.00	0.00	0.00	1.00	2.00	1.00
Final Sat.:	44	3656	0	0	1759	41	0	0	0	1750	3800	1750

Capacity Analysis Module:

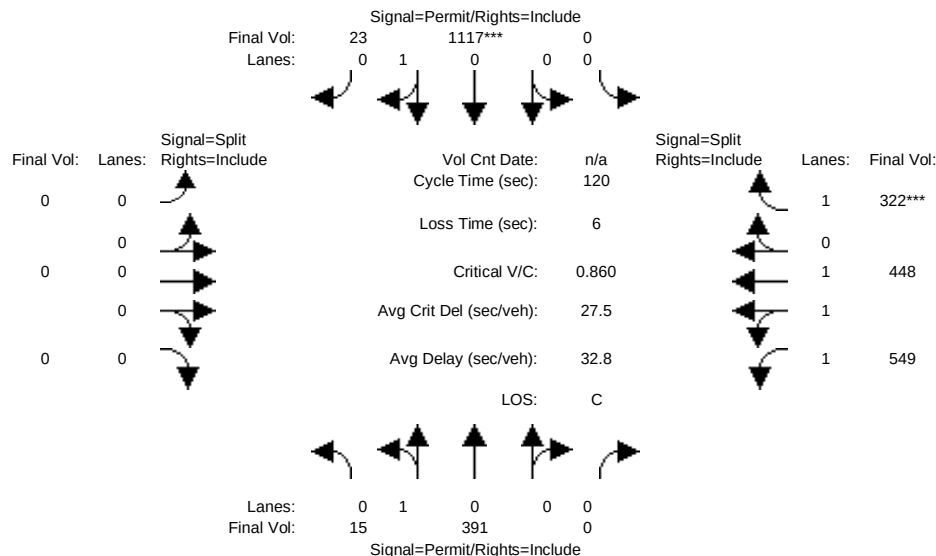
Vol/Sat:	0.38	0.38	0.00	0.00	0.25	0.25	0.00	0.00	0.00	0.08	0.03	0.09
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****
Green Time:	87.5	87.5	0.0	0.0	87.5	87.5	0.0	0.0	0.0	21.5	21.5	21.5
Volume/Cap:	0.50	0.50	0.00	0.00	0.32	0.32	0.00	0.00	0.00	0.42	0.14	0.50
Delay/Veh:	5.4	5.4	0.0	0.0	4.5	4.5	0.0	0.0	0.0	42.2	39.1	43.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	5.4	5.4	0.0	0.0	4.5	4.5	0.0	0.0	0.0	42.2	39.1	43.2
LOS by Move:	A	A	A	A	A	A	A	A	A	D	D	D
HCM2kAvgQ:	10	10	0	0	5	5	0	0	0	5	1	6

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

Santa Clara Downtown Precise Plan
City of Santa Clara
Hexagon Transportation Consultants, Inc.

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

Intersection #30: Lafayette St & Lewis St



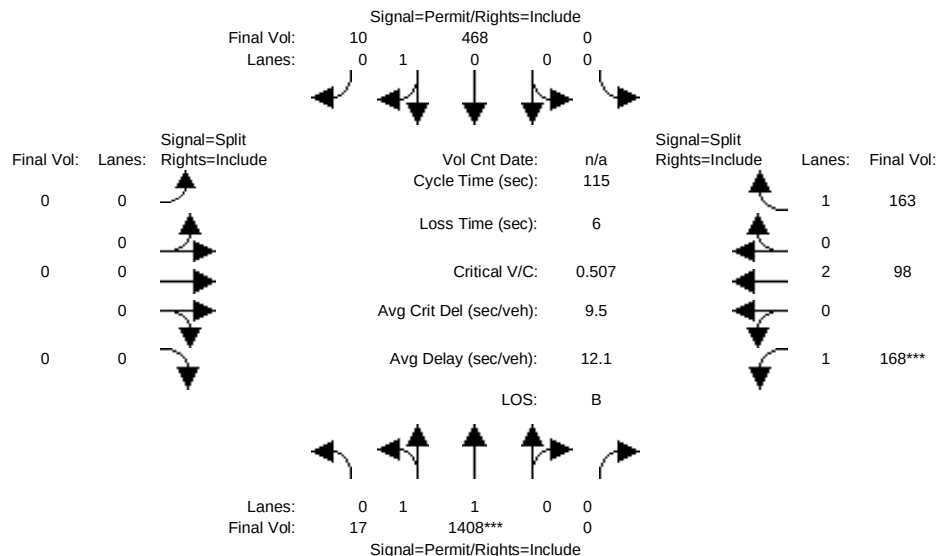
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	20	20	0	0	20	20	0	0	0	7	7	7
Y+R:	4.7	4.7	0.0	0.0	4.7	4.7	0.0	0.0	0.0	4.5	5.1	5.1
Volume Module:												
Base Vol:	14	360	0	0	1028	21	0	0	0	505	412	296
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	14	360	0	0	1028	21	0	0	0	505	412	296
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	14	360	0	0	1028	21	0	0	0	505	412	296
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
PHF Volume:	15	391	0	0	1117	23	0	0	0	549	448	322
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	15	391	0	0	1117	23	0	0	0	549	448	322
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	15	391	0	0	1117	23	0	0	0	549	448	322
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.92	0.92	0.95	0.95	0.92	1.00	0.92	0.93	0.99	0.92
Lanes:	0.04	0.96	0.00	0.00	0.98	0.02	0.00	0.00	0.00	1.69	1.31	1.00
Final Sat.:	67	1733	0	0	1764	36	0	0	0	2999	2447	1750
Capacity Analysis Module:												
Vol/Sat:	0.23	0.23	0.00	0.00	0.63	0.63	0.00	0.00	0.00	0.18	0.18	0.18
Crit Moves:					****							****
Green Time:	88.4	88.4	0.0	0.0	88.4	88.4	0.0	0.0	0.0	25.6	25.6	25.6
Volume/Cap:	0.31	0.31	0.00	0.00	0.86	0.86	0.00	0.00	0.00	0.86	0.86	0.86
Delay/Veh:	5.5	5.5	0.0	0.0	17.3	17.3	0.0	0.0	0.0	51.9	51.9	63.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	5.5	5.5	0.0	0.0	17.3	17.3	0.0	0.0	0.0	51.9	51.9	63.4
LOS by Move:	A	A	A	A	B	B	A	A	A	D	D	E
HCM2kAvgQ:	5	5	0	0	32	32	0	0	0	15	15	15

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

Santa Clara Downtown Precise Plan
City of Santa Clara
Hexagon Transportation Consultants, Inc.

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Bkgd+Project AM

Intersection #30: Lafayette St & Lewis St



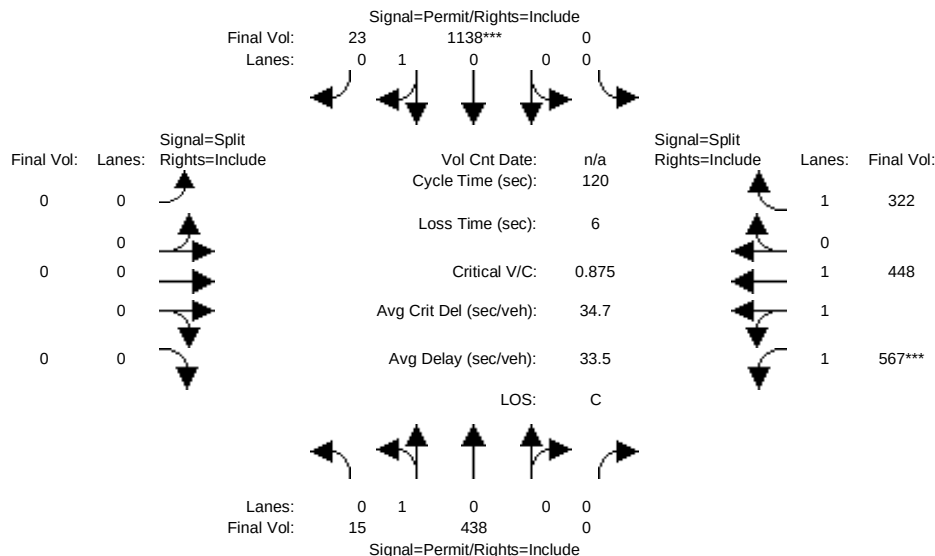
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	20	20	0	0	20	20	0	0	0	7	7	7
Y+R:	4.7	4.7	0.0	0.0	4.7	4.7	4.0	4.0	4.0	4.5	5.1	5.1
Volume Module:												
Base Vol:	15	1253	0	0	389	9	0	0	0	124	88	147
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	15	1253	0	0	389	9	0	0	0	124	88	147
Added Vol:	0	14	0	0	32	0	0	0	0	27	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	15	1267	0	0	421	9	0	0	0	151	88	147
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
PHF Volume:	17	1408	0	0	468	10	0	0	0	168	98	163
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	17	1408	0	0	468	10	0	0	0	168	98	163
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	17	1408	0	0	468	10	0	0	0	168	98	163
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.97	0.92	0.92	0.95	0.95	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.02	1.98	0.00	0.00	0.98	0.02	0.00	0.00	0.00	1.00	2.00	1.00
Final Sat.:	43	3657	0	0	1762	38	0	0	0	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.38	0.38	0.00	0.00	0.27	0.27	0.00	0.00	0.00	0.10	0.03	0.09
Crit Moves:	****									****		
Green Time:	87.3	87.3	0.0	0.0	87.3	87.3	0.0	0.0	0.0	21.7	21.7	21.7
Volume/Cap:	0.51	0.51	0.00	0.00	0.35	0.35	0.00	0.00	0.00	0.51	0.14	0.49
Delay/Veh:	5.6	5.6	0.0	0.0	4.7	4.7	0.0	0.0	0.0	43.1	38.9	42.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	5.6	5.6	0.0	0.0	4.7	4.7	0.0	0.0	0.0	43.1	38.9	42.9
LOS by Move:	A	A	A	A	A	A	A	A	A	D	D	D
HCM2kAvgQ:	10	10	0	0	6	6	0	0	0	6	1	6

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

Santa Clara Downtown Precise Plan
City of Santa Clara
Hexagon Transportation Consultants, Inc.

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Bkgd+Project PM

Intersection #30: Lafayette St & Lewis St



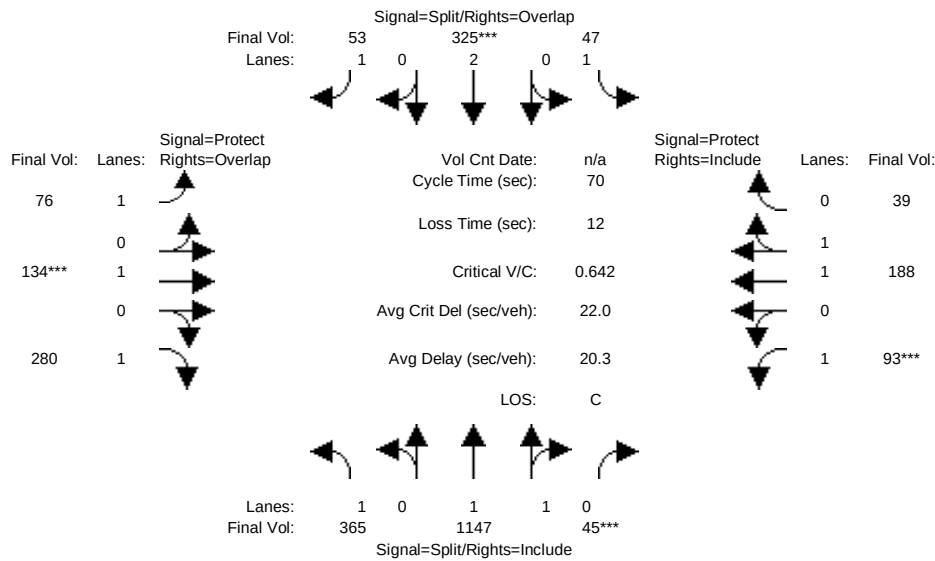
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	20	20	0	0	20	20	0	0	0	7	7	7
Y+R:	4.7	4.7	0.0	0.0	4.7	4.7	0.0	0.0	0.0	4.5	5.1	5.1
Volume Module:												
Base Vol:	14	360	0	0	1028	21	0	0	0	505	412	296
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	14	360	0	0	1028	21	0	0	0	505	412	296
Added Vol:	0	43	0	0	19	0	0	0	0	17	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	14	403	0	0	1047	21	0	0	0	522	412	296
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
PHF Volume:	15	438	0	0	1138	23	0	0	0	567	448	322
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	15	438	0	0	1138	23	0	0	0	567	448	322
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	15	438	0	0	1138	23	0	0	0	567	448	322
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.92	0.92	0.95	0.95	0.92	1.00	0.92	0.93	0.99	0.92
Lanes:	0.03	0.97	0.00	0.00	0.98	0.02	0.00	0.00	0.00	1.72	1.28	1.00
Final Sat.:	60	1740	0	0	1765	35	0	0	0	3043	2402	1750
Capacity Analysis Module:												
Vol/Sat:	0.25	0.25	0.00	0.00	0.64	0.64	0.00	0.00	0.00	0.19	0.19	0.18
Crit Moves:				****						****		
Green Time:	88.4	88.4	0.0	0.0	88.4	88.4	0.0	0.0	0.0	25.6	25.6	25.6
Volume/Cap:	0.34	0.34	0.00	0.00	0.88	0.88	0.00	0.00	0.00	0.88	0.88	0.86
Delay/Veh:	5.7	5.7	0.0	0.0	18.5	18.5	0.0	0.0	0.0	53.3	53.3	63.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	5.7	5.7	0.0	0.0	18.5	18.5	0.0	0.0	0.0	53.3	53.3	63.8
LOS by Move:	A	A	A	A	B	B	A	A	A	D	D	E
HCM2kAvgQ:	6	6	0	0	34	34	0	0	0	16	16	15

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

Santa Clara Downtown Precise Plan
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Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Background AM

Intersection #69: Washington St & Newhall St



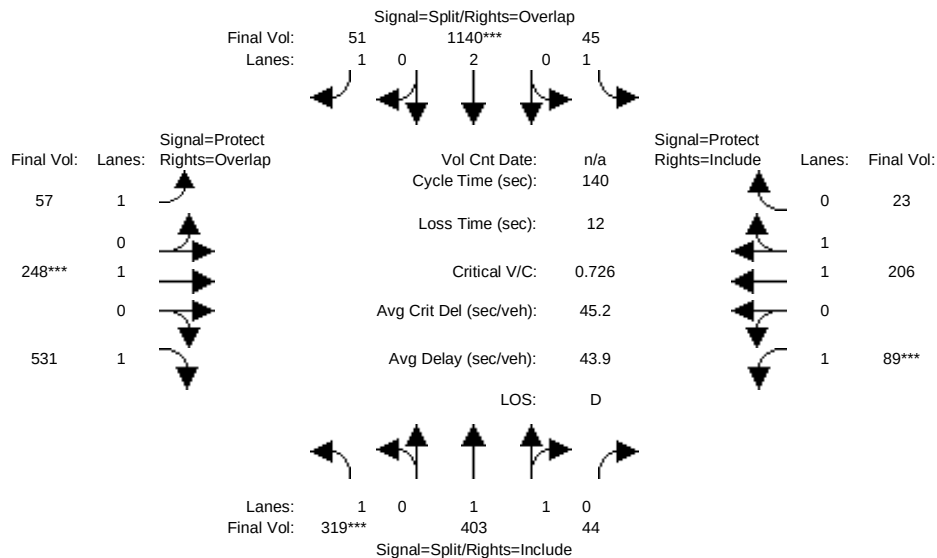
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	11	11	11	9	9	9	8	10	10	8	10	10
Y+R:	5.6	5.6	5.6	5.6	5.6	5.6	5.1	5.6	5.6	5.1	5.1	5.1
Volume Module:												
Base Vol:	361	1136	45	47	322	52	75	133	277	92	186	39
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	361	1136	45	47	322	52	75	133	277	92	186	39
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	361	1136	45	47	322	52	75	133	277	92	186	39
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99
PHF Volume:	365	1147	45	47	325	53	76	134	280	93	188	39
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	365	1147	45	47	325	53	76	134	280	93	188	39
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	365	1147	45	47	325	53	76	134	280	93	188	39
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.97	0.95	0.92	1.00	0.92	0.92	1.00	0.92	0.92	0.98	0.95
Lanes:	1.00	1.92	0.08	1.00	2.00	1.00	1.00	1.00	1.00	1.00	1.64	0.36
Final Sat.:	1750	3559	141	1750	3800	1750	1750	1900	1750	1750	3058	641
Capacity Analysis Module:												
Vol/Sat:	0.21	0.32	0.32	0.03	0.09	0.03	0.04	0.07	0.16	0.05	0.06	0.06
Crit Moves:			****		****			****		****		
Green Time:	31.0	31.0	31.0	9.0	9.0	17.0	8.0	10.0	41.0	8.0	10.0	10.0
Volume/Cap:	0.47	0.73	0.73	0.21	0.67	0.12	0.38	0.49	0.27	0.46	0.43	0.43
Delay/Veh:	14.2	17.7	17.7	27.8	32.5	20.8	29.9	29.1	7.3	30.7	28.0	28.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	14.2	17.7	17.7	27.8	32.5	20.8	29.9	29.1	7.3	30.7	28.0	28.0
LOS by Move:	B	B	B	C	C	C	C	C	A	C	C	C
HCM2kAvgQ:	6	11	11	1	3	1	2	3	3	3	3	3

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

Santa Clara Downtown Precise Plan
City of Santa Clara
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Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Background PM

Intersection #69: Washington St & Newhall St



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	11	11	11	9	9	9	8	9	9	8	9	9
Y+R:	5.6	5.6	5.6	5.6	5.6	5.6	5.1	5.6	5.6	5.1	5.1	5.1

Volume Module:

Base Vol:	303	383	42	43	1083	48	54	236	504	85	196	22
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	303	383	42	43	1083	48	54	236	504	85	196	22
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	303	383	42	43	1083	48	54	236	504	85	196	22
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	319	403	44	45	1140	51	57	248	531	89	206	23
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	319	403	44	45	1140	51	57	248	531	89	206	23
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	319	403	44	45	1140	51	57	248	531	89	206	23

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	1.00	0.92	0.92	1.00	0.92	0.92	0.98	0.95
Lanes:	1.00	1.80	0.20	1.00	2.00	1.00	1.00	1.00	1.00	1.00	1.79	0.21
Final Sat.:	1750	3334	366	1750	3800	1750	1750	1900	1750	1750	3326	373

Capacity Analysis Module:

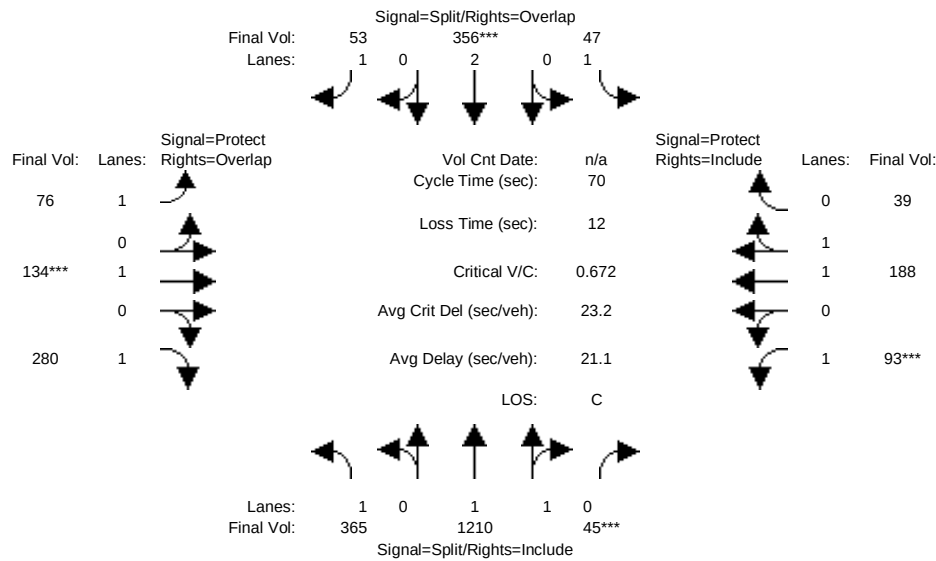
Vol/Sat:	0.18	0.12	0.12	0.03	0.30	0.03	0.03	0.13	0.30	0.05	0.06	0.06
Crit Moves:	****			****			****			****		
Green Time:	35.1	35.1	35.1	57.8	57.8	74.3	16.5	25.2	60.3	9.9	18.6	18.6
Volume/Cap:	0.73	0.48	0.48	0.06	0.73	0.05	0.28	0.73	0.70	0.73	0.47	0.47
Delay/Veh:	54.0	45.1	45.1	24.8	36.2	15.9	57.0	61.7	35.6	83.1	56.9	56.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	54.0	45.1	45.1	24.8	36.2	15.9	57.0	61.7	35.6	83.1	56.9	56.9
LOS by Move:	D	D	D	C	D	B	E	E	D	F	E	E
HCM2kAvgQ:	14	8	8	1	21	1	3	11	21	6	5	5

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

Santa Clara Downtown Precise Plan
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Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Bkgd+Project AM

Intersection #69: Washington St & Newhall St



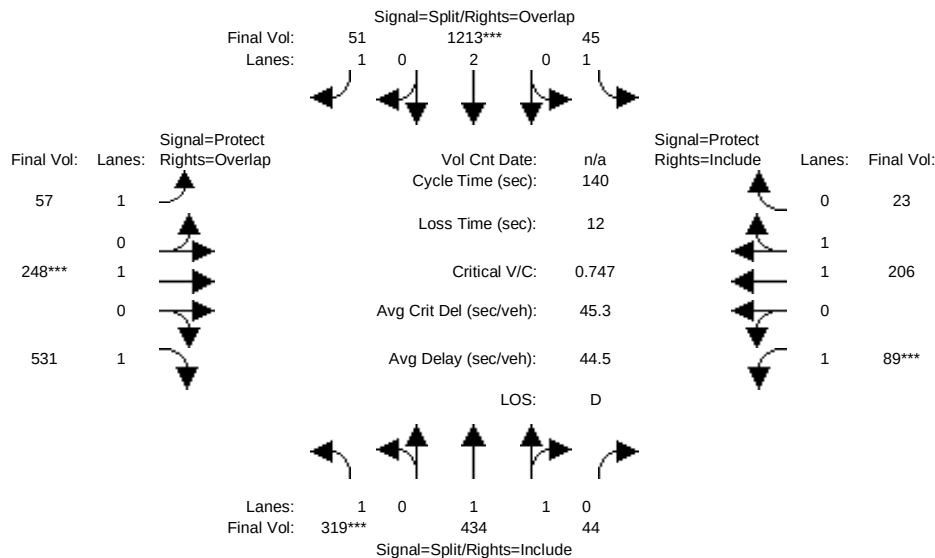
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	11	11	11	9	9	9	8	10	10	8	10	10
Y+R:	5.6	5.6	5.6	5.6	5.6	5.6	5.1	5.6	5.6	5.1	5.1	5.1
Volume Module:												
Base Vol:	361	1136	45	47	322	52	75	133	277	92	186	39
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	361	1136	45	47	322	52	75	133	277	92	186	39
Added Vol:	0	62	0	0	30	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	361	1198	45	47	352	52	75	133	277	92	186	39
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99
PHF Volume:	365	1210	45	47	356	53	76	134	280	93	188	39
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	365	1210	45	47	356	53	76	134	280	93	188	39
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	365	1210	45	47	356	53	76	134	280	93	188	39
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.97	0.95	0.92	1.00	0.92	0.92	1.00	0.92	0.92	0.98	0.95
Lanes:	1.00	1.93	0.07	1.00	2.00	1.00	1.00	1.00	1.00	1.00	1.64	0.36
Final Sat.:	1750	3566	134	1750	3800	1750	1750	1900	1750	1750	3058	641
Capacity Analysis Module:												
Vol/Sat:	0.21	0.34	0.34	0.03	0.09	0.03	0.04	0.07	0.16	0.05	0.06	0.06
Crit Moves:			****		****			****		****		
Green Time:	31.0	31.0	31.0	9.0	9.0	17.0	8.0	10.0	41.0	8.0	10.0	10.0
Volume/Cap:	0.47	0.77	0.77	0.21	0.73	0.12	0.38	0.49	0.27	0.46	0.43	0.43
Delay/Veh:	14.2	18.7	18.7	27.8	34.8	20.8	29.9	29.1	7.3	30.7	28.0	28.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	14.2	18.7	18.7	27.8	34.8	20.8	29.9	29.1	7.3	30.7	28.0	28.0
LOS by Move:	B	B	B	C	C	C	C	C	A	C	C	C
HCM2kAvgQ:	6	12	12	1	4	1	2	3	3	3	3	3

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

Santa Clara Downtown Precise Plan
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Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Bkgd+Project PM

Intersection #69: Washington St & Newhall St



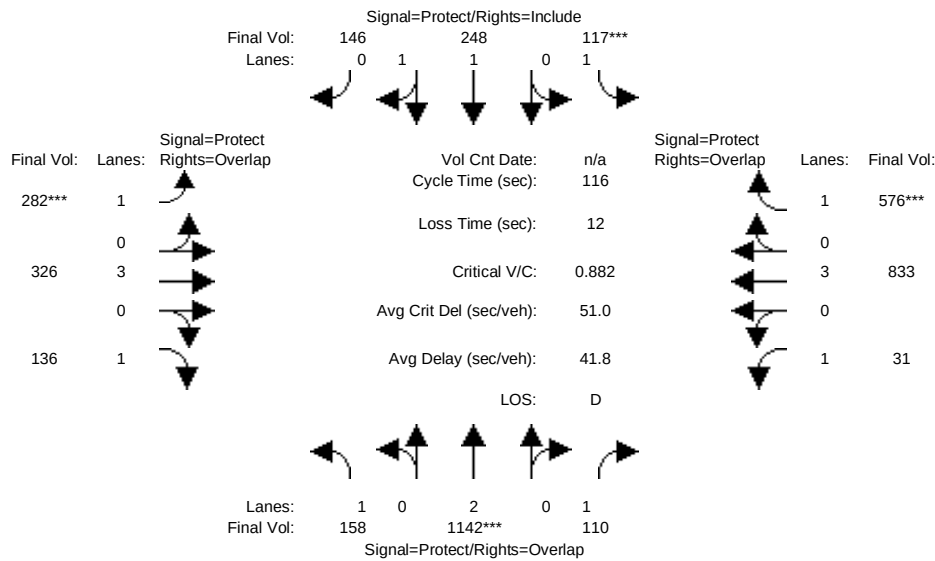
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	11	11	11	9	9	9	8	9	9	8	9	9
Y+R:	5.6	5.6	5.6	5.6	5.6	5.6	5.1	5.6	5.6	5.1	5.1	5.1
Volume Module:												
Base Vol:	303	383	42	43	1083	48	54	236	504	85	196	22
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	303	383	42	43	1083	48	54	236	504	85	196	22
Added Vol:	0	29	0	0	69	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	303	412	42	43	1152	48	54	236	504	85	196	22
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	319	434	44	45	1213	51	57	248	531	89	206	23
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	319	434	44	45	1213	51	57	248	531	89	206	23
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	319	434	44	45	1213	51	57	248	531	89	206	23
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	1.00	0.92	0.92	1.00	0.92	0.92	0.98	0.95
Lanes:	1.00	1.81	0.19	1.00	2.00	1.00	1.00	1.00	1.00	1.00	1.79	0.21
Final Sat.:	1750	3357	342	1750	3800	1750	1750	1900	1750	1750	3326	373
Capacity Analysis Module:												
Vol/Sat:	0.18	0.13	0.13	0.03	0.32	0.03	0.03	0.13	0.30	0.05	0.06	0.06
Crit Moves:	****			****			****			****		
Green Time:	34.1	34.1	34.1	59.8	59.8	75.8	16.0	24.5	58.6	9.6	18.0	18.0
Volume/Cap:	0.75	0.53	0.53	0.06	0.75	0.05	0.28	0.75	0.72	0.75	0.48	0.48
Delay/Veh:	56.1	46.6	46.6	23.6	35.7	15.2	57.5	63.8	37.5	86.5	57.4	57.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	56.1	46.6	46.6	23.6	35.7	15.2	57.5	63.8	37.5	86.5	57.4	57.4
LOS by Move:	E	D	D	C	D	B	E	E	D	F	E	E
HCM2kAvgQ:	14	9	9	1	22	1	3	12	21	6	5	5

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

Santa Clara Downtown Precise Plan
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Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Background AM

Intersection #1202: LAFAYETTE/EL CAMINO REAL



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	6	10	10	6	14	14	4	12	12	4	11	11
Y+R:	4.3	5.1	5.1	4.6	5.5	5.5	5.4	5.9	5.9	5.4	5.9	5.9

Volume Module:

Base Vol:	158	1142	110	117	248	146	282	326	136	31	833	576
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	158	1142	110	117	248	146	282	326	136	31	833	576
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	158	1142	110	117	248	146	282	326	136	31	833	576
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	158	1142	110	117	248	146	282	326	136	31	833	576
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	158	1142	110	117	248	146	282	326	136	31	833	576
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	158	1142	110	117	248	146	282	326	136	31	833	576

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	0.99	0.95	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	2.00	1.00	1.00	1.24	0.76	1.00	3.00	1.00	1.00	3.00	1.00
Final Sat.:	1750	3800	1750	1750	2328	1370	1750	5700	1750	1750	5700	1750

Capacity Analysis Module:

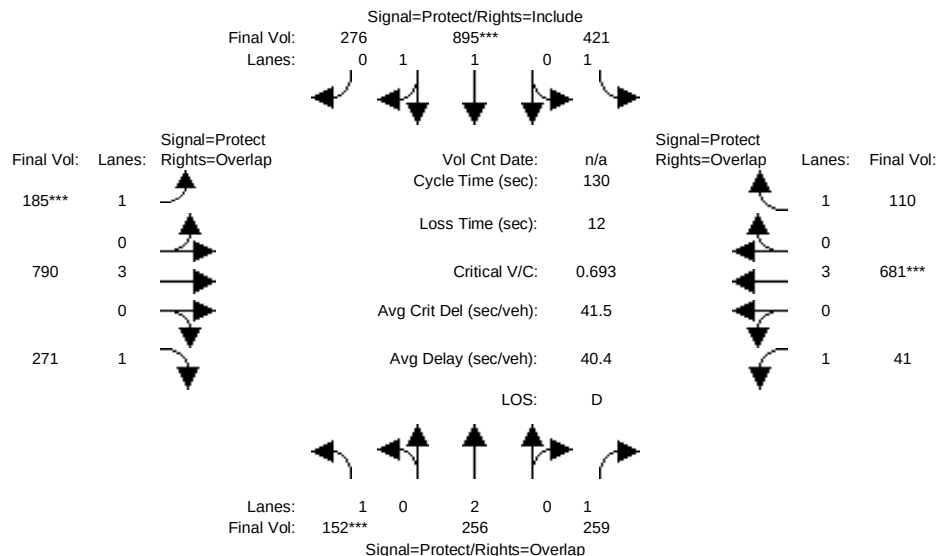
Vol/Sat:	0.09	0.30	0.06	0.07	0.11	0.11	0.16	0.06	0.08	0.02	0.15	0.33
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****
Green Time:	20.7	39.5	53.4	8.8	27.6	27.6	21.2	41.8	62.4	13.9	34.5	43.3
Volume/Cap:	0.51	0.88	0.14	0.88	0.45	0.45	0.88	0.16	0.14	0.15	0.49	0.88
Delay/Veh:	44.4	43.4	18.1	97.8	38.0	38.0	69.8	25.2	13.5	46.1	33.8	47.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	44.4	43.4	18.1	97.8	38.0	38.0	69.8	25.2	13.5	46.1	33.8	47.3
LOS by Move:	D	D	B	F	D	D	E	C	B	D	C	D
HCM2kAvgQ:	5	20	2	5	6	6	12	2	3	1	8	24

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

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City of Santa Clara
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Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Background PM

Intersection #1202: LAFAYETTE/EL CAMINO REAL



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:

Base Vol:	152	256	259	421	895	276	185	790	271	41	681	110
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	152	256	259	421	895	276	185	790	271	41	681	110
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	152	256	259	421	895	276	185	790	271	41	681	110
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	152	256	259	421	895	276	185	790	271	41	681	110
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	152	256	259	421	895	276	185	790	271	41	681	110
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	152	256	259	421	895	276	185	790	271	41	681	110

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	0.98	0.95	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	2.00	1.00	1.00	1.52	0.48	1.00	3.00	1.00	1.00	3.00	1.00
Final Sat.:	1750	3800	1750	1750	2827	872	1750	5700	1750	1750	5700	1750

Capacity Analysis Module:

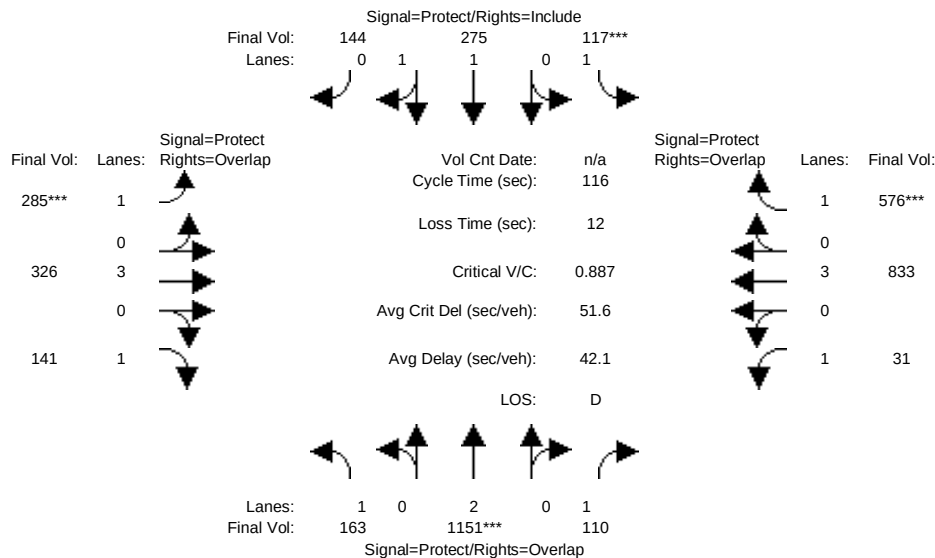
Vol/Sat:	0.09	0.07	0.15	0.24	0.32	0.32	0.11	0.14	0.15	0.02	0.12	0.06
Crit Moves:	****				****		****				****	
Green Time:	16.3	25.8	37.7	49.9	59.4	59.4	19.8	30.4	46.7	11.8	22.4	72.3
Volume/Cap:	0.69	0.34	0.51	0.63	0.69	0.69	0.69	0.59	0.43	0.26	0.69	0.11
Delay/Veh:	63.6	45.0	39.4	34.4	29.3	29.3	59.8	45.0	32.0	55.9	52.7	13.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	63.6	45.0	39.4	34.4	29.3	29.3	59.8	45.0	32.0	55.9	52.7	13.7
LOS by Move:	E	D	D	C	C	C	E	D	C	E	D	B
HCM2kAvgQ:	6	4	9	15	19	19	8	9	8	2	10	2

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

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Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Bkgd+Project AM

Intersection #1202: LAFAYETTE/EL CAMINO REAL



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	6	10	10	6	14	14	4	12	12	4	11	11
Y+R:	4.3	5.1	5.1	4.6	5.5	5.5	5.4	5.9	5.9	5.4	5.9	5.9

Volume Module:

Base Vol:	158	1142	110	117	248	146	282	326	136	31	833	576
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	158	1142	110	117	248	146	282	326	136	31	833	576
Added Vol:	5	9	0	0	27	-2	3	0	5	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	163	1151	110	117	275	144	285	326	141	31	833	576
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	163	1151	110	117	275	144	285	326	141	31	833	576
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	163	1151	110	117	275	144	285	326	141	31	833	576
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	163	1151	110	117	275	144	285	326	141	31	833	576

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	0.99	0.95	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	2.00	1.00	1.00	1.29	0.71	1.00	3.00	1.00	1.00	3.00	1.00
Final Sat.:	1750	3800	1750	1750	2427	1271	1750	5700	1750	1750	5700	1750

Capacity Analysis Module:

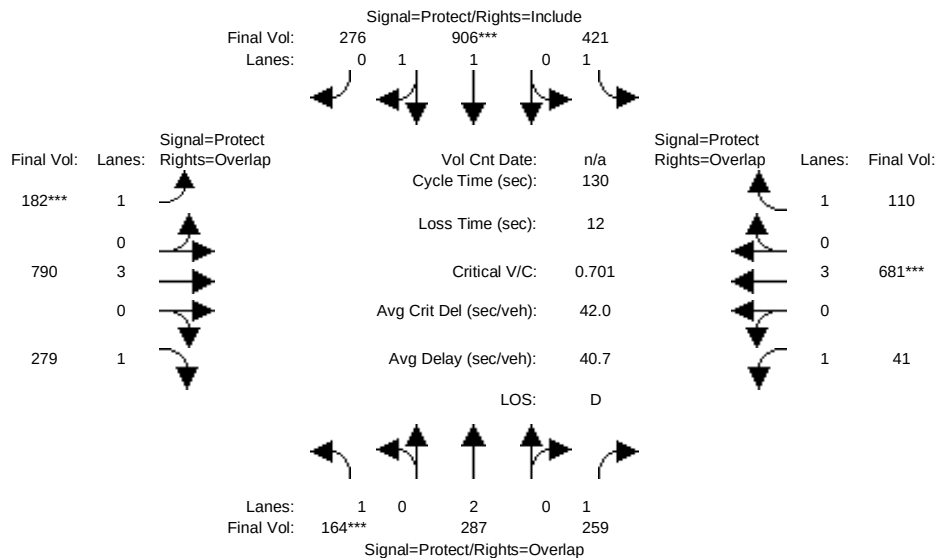
Vol/Sat:	0.09	0.30	0.06	0.07	0.11	0.11	0.16	0.06	0.08	0.02	0.15	0.33
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****
Green Time:	21.1	39.6	53.5	8.7	27.3	27.3	21.3	41.7	62.8	13.9	34.3	43.1
Volume/Cap:	0.51	0.89	0.14	0.89	0.48	0.48	0.89	0.16	0.15	0.15	0.49	0.89
Delay/Veh:	44.3	43.8	18.0	99.1	38.7	38.7	70.5	25.3	13.3	46.1	33.9	48.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	44.3	43.8	18.0	99.1	38.7	38.7	70.5	25.3	13.3	46.1	33.9	48.1
LOS by Move:	D	D	B	F	D	D	E	C	B	D	C	D
HCM2kAvgQ:	6	21	2	5	6	6	12	2	3	1	8	24

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

Santa Clara Downtown Precise Plan
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Hexagon Transportation Consultants, Inc.

Level Of Service Computation Report
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Bkgd+Project PM

Intersection #1202: LAFAYETTE/EL CAMINO REAL



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:

Base Vol:	152	256	259	421	895	276	185	790	271	41	681	110
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	152	256	259	421	895	276	185	790	271	41	681	110
Added Vol:	12	31	0	0	11	0	-3	0	8	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	164	287	259	421	906	276	182	790	279	41	681	110
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	164	287	259	421	906	276	182	790	279	41	681	110
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	164	287	259	421	906	276	182	790	279	41	681	110
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	164	287	259	421	906	276	182	790	279	41	681	110

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	0.98	0.95	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	2.00	1.00	1.00	1.52	0.48	1.00	3.00	1.00	1.00	3.00	1.00
Final Sat.:	1750	3800	1750	1750	2835	864	1750	5700	1750	1750	5700	1750

Capacity Analysis Module:

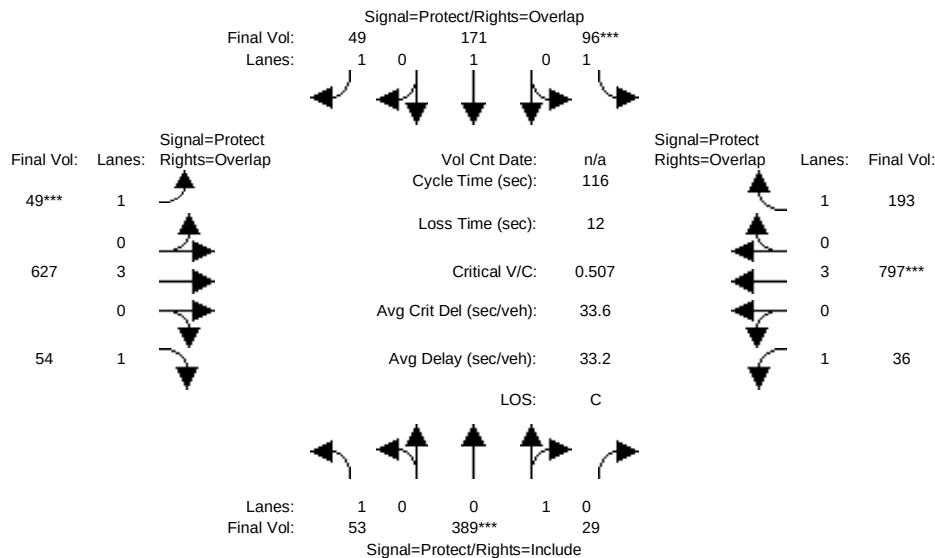
Vol/Sat:	0.09	0.08	0.15	0.24	0.32	0.32	0.10	0.14	0.16	0.02	0.12	0.06
Crit Moves:	****				****		****				****	
Green Time:	17.4	26.1	37.7	50.5	59.2	59.2	19.3	29.8	47.2	11.6	22.1	72.6
Volume/Cap:	0.70	0.38	0.51	0.62	0.70	0.70	0.70	0.60	0.44	0.26	0.70	0.11
Delay/Veh:	63.0	45.2	39.3	33.8	29.7	29.7	60.9	45.6	31.9	56.1	53.1	13.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	63.0	45.2	39.3	33.8	29.7	29.7	60.9	45.6	31.9	56.1	53.1	13.6
LOS by Move:	E	D	D	C	C	C	E	D	C	E	D	B
HCM2kAvgQ:	7	5	9	14	19	19	7	9	9	2	10	2

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

Santa Clara Downtown Precise Plan
City of Santa Clara
Hexagon Transportation Consultants, Inc.

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

Intersection #1204: MONROE/EL CAMINO REAL



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	5	9	9	6	9	9	5	11	11	5	1	1
Y+R:	4.3	5.2	5.2	5.0	5.5	5.5	5.4	6.4	6.4	5.0	6.4	6.4

Volume Module:

Base Vol:	53	389	29	96	171	49	49	627	54	36	797	193
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	53	389	29	96	171	49	49	627	54	36	797	193
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	53	389	29	96	171	49	49	627	54	36	797	193
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	53	389	29	96	171	49	49	627	54	36	797	193
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	53	389	29	96	171	49	49	627	54	36	797	193
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	53	389	29	96	171	49	49	627	54	36	797	193

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.95	0.95	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	0.93	0.07	1.00	1.00	1.00	1.00	3.00	1.00	1.00	3.00	1.00
Final Sat.:	1750	1675	125	1750	1900	1750	1750	5700	1750	1750	5700	1750

Capacity Analysis Module:

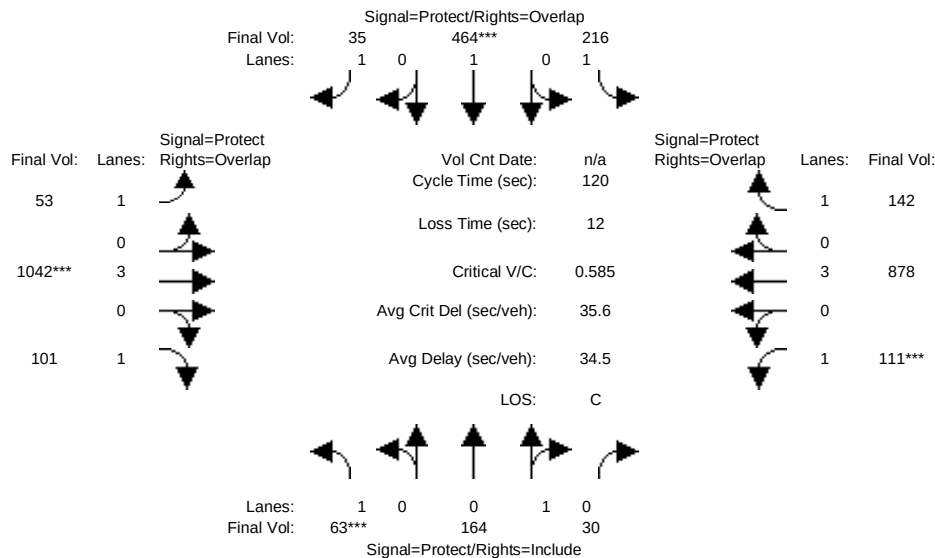
Vol/Sat:	0.03	0.23	0.23	0.05	0.09	0.03	0.03	0.11	0.03	0.02	0.14	0.11
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****
Green Time:	21.3	53.1	53.1	12.5	44.4	50.8	6.4	27.6	48.8	10.8	32.0	44.5
Volume/Cap:	0.17	0.51	0.51	0.51	0.24	0.06	0.51	0.46	0.07	0.22	0.51	0.29
Delay/Veh:	40.1	22.7	22.7	51.1	24.5	18.9	57.6	38.1	20.1	49.4	35.7	25.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	40.1	22.7	22.7	51.1	24.5	18.9	57.6	38.1	20.1	49.4	35.7	25.0
LOS by Move:	D	C	C	D	C	B	E	D	C	D	D	C
HCM2kAvgQ:	2	10	10	4	4	1	2	6	1	1	8	5

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

Santa Clara Downtown Precise Plan
City of Santa Clara
Hexagon Transportation Consultants, Inc.

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

Intersection #1204: MONROE/EL CAMINO REAL



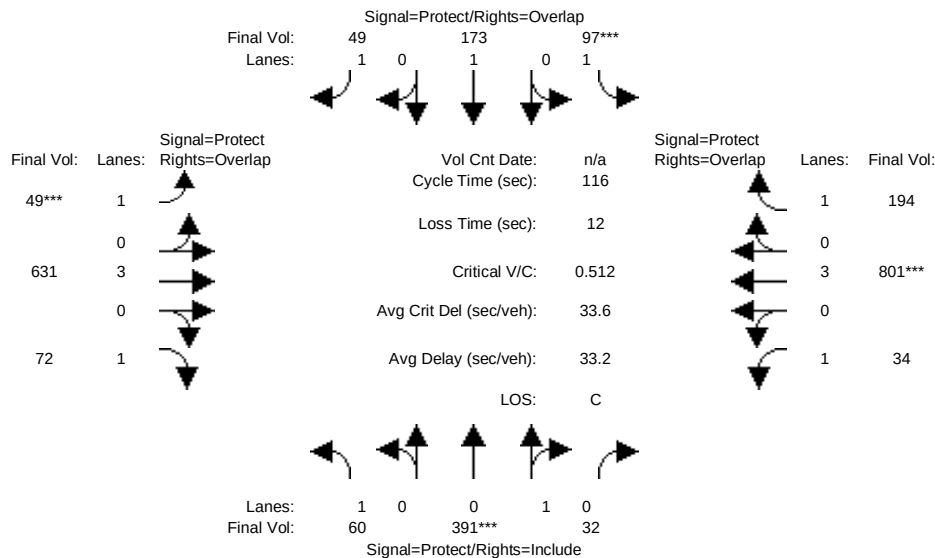
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	63	164	30	216	464	35	53	1042	101	111	878	142
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	63	164	30	216	464	35	53	1042	101	111	878	142
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	63	164	30	216	464	35	53	1042	101	111	878	142
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	63	164	30	216	464	35	53	1042	101	111	878	142
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	63	164	30	216	464	35	53	1042	101	111	878	142
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	63	164	30	216	464	35	53	1042	101	111	878	142
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.95	0.95	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	0.85	0.15	1.00	1.00	1.00	1.00	3.00	1.00	1.00	3.00	1.00
Final Sat.:	1750	1522	278	1750	1900	1750	1750	5700	1750	1750	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.04	0.11	0.11	0.12	0.24	0.02	0.03	0.18	0.06	0.06	0.15	0.08
Crit Moves:	****			****			****			****		
Green Time:	7.4	26.8	26.8	30.7	50.1	64.0	13.9	37.5	44.9	13.0	36.6	67.3
Volume/Cap:	0.58	0.48	0.48	0.48	0.58	0.04	0.26	0.58	0.15	0.58	0.50	0.14
Delay/Veh:	62.9	41.5	41.5	38.7	28.1	13.4	49.1	35.2	25.1	55.6	34.5	12.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	62.9	41.5	41.5	38.7	28.1	13.4	49.1	35.2	25.1	55.6	34.5	12.6
LOS by Move:	E	D	D	D	C	B	D	D	C	E	C	B
HCM2kAvgQ:	2	6	6	8	13	1	2	11	3	4	8	3

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

Santa Clara Downtown Precise Plan
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Hexagon Transportation Consultants, Inc.

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Bkgd+Project AM

Intersection #1204: MONROE/EL CAMINO REAL



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	5	9	9	6	9	9	5	11	11	5	1	1
Y+R:	4.3	5.2	5.2	5.0	5.5	5.5	5.4	6.4	6.4	5.0	6.4	6.4

Volume Module:

Base Vol:	53	389	29	96	171	49	49	627	54	36	797	193
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	53	389	29	96	171	49	49	627	54	36	797	193
Added Vol:	7	2	3	1	2	0	0	4	18	-2	4	1
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	60	391	32	97	173	49	49	631	72	34	801	194
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	60	391	32	97	173	49	49	631	72	34	801	194
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	60	391	32	97	173	49	49	631	72	34	801	194
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	60	391	32	97	173	49	49	631	72	34	801	194

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.95	0.95	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	0.92	0.08	1.00	1.00	1.00	1.00	3.00	1.00	1.00	3.00	1.00
Final Sat.:	1750	1664	136	1750	1900	1750	1750	5700	1750	1750	5700	1750

Capacity Analysis Module:

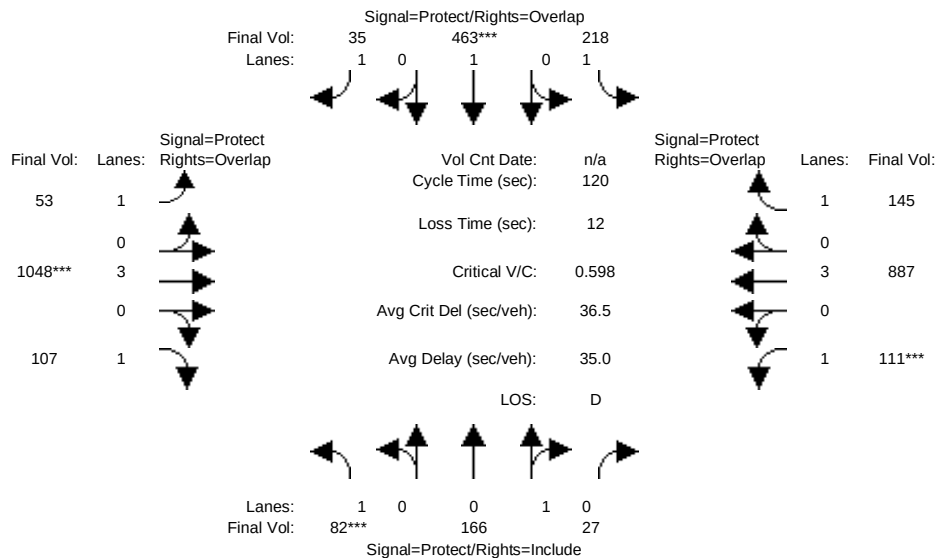
Vol/Sat:	0.03	0.24	0.24	0.06	0.09	0.03	0.03	0.11	0.04	0.02	0.14	0.11
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****
Green Time:	21.1	53.3	53.3	12.6	44.7	51.0	6.3	27.5	48.6	10.7	31.8	44.4
Volume/Cap:	0.19	0.51	0.51	0.51	0.24	0.06	0.51	0.47	0.10	0.21	0.51	0.29
Delay/Veh:	40.4	22.7	22.7	51.2	24.3	18.8	57.9	38.2	20.5	49.4	35.8	25.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	40.4	22.7	22.7	51.2	24.3	18.8	57.9	38.2	20.5	49.4	35.8	25.1
LOS by Move:	D	C	C	D	C	B	E	D	C	D	D	C
HCM2kAvgQ:	2	10	10	4	4	1	2	6	2	1	8	5

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

Santa Clara Downtown Precise Plan
City of Santa Clara
Hexagon Transportation Consultants, Inc.

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Bkgd+Project PM

Intersection #1204: MONROE/EL CAMINO REAL



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:

Base Vol:	63	164	30	216	464	35	53	1042	101	111	878	142
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	63	164	30	216	464	35	53	1042	101	111	878	142
Added Vol:	19	2	-3	2	-1	0	0	6	6	0	9	3
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	82	166	27	218	463	35	53	1048	107	111	887	145
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	82	166	27	218	463	35	53	1048	107	111	887	145
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	82	166	27	218	463	35	53	1048	107	111	887	145
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	82	166	27	218	463	35	53	1048	107	111	887	145

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.95	0.95	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	0.86	0.14	1.00	1.00	1.00	1.00	3.00	1.00	1.00	3.00	1.00
Final Sat.:	1750	1548	252	1750	1900	1750	1750	5700	1750	1750	5700	1750

Capacity Analysis Module:

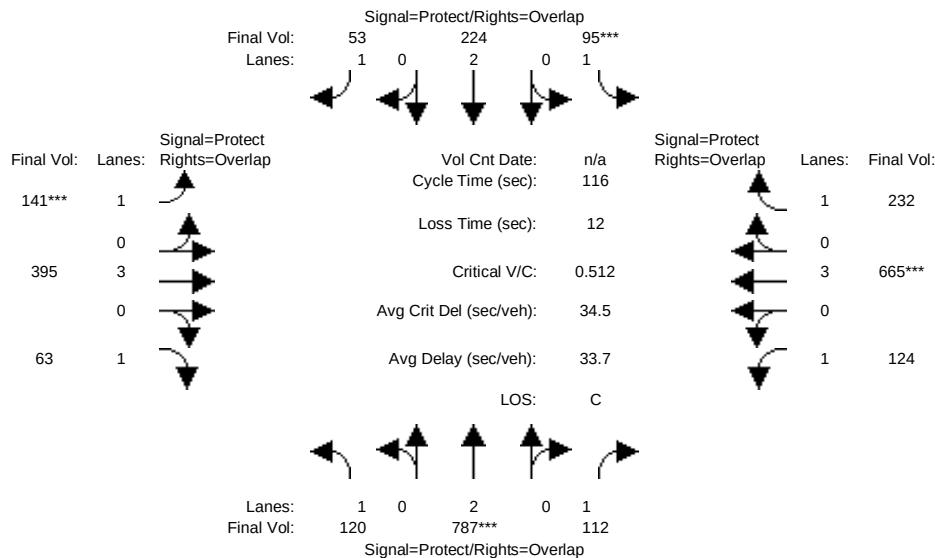
Vol/Sat:	0.05	0.11	0.11	0.12	0.24	0.02	0.03	0.18	0.06	0.06	0.16	0.08
Crit Moves:	****				****			****				
Green Time:	9.4	27.0	27.0	31.4	48.9	62.5	13.5	36.9	46.3	12.7	36.1	67.5
Volume/Cap:	0.60	0.48	0.48	0.48	0.60	0.04	0.27	0.60	0.16	0.60	0.52	0.15
Delay/Veh:	60.5	41.3	41.3	38.2	29.1	14.1	49.4	35.8	24.2	56.4	35.0	12.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	60.5	41.3	41.3	38.2	29.1	14.1	49.4	35.8	24.2	56.4	35.0	12.6
LOS by Move:	E	D	D	D	C	B	D	D	C	E	C	B
HCM2kAvgQ:	3	6	6	8	14	1	2	11	3	4	9	3

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

Santa Clara Downtown Precise Plan
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Hexagon Transportation Consultants, Inc.

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

Intersection #1205: SCOTT/EL CAMINO REAL



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	12	12	10	12	12	8	9	9	8	9	9
Y+R:	5.5	5.5	5.5	5.5	5.5	5.5	5.5	5.5	5.5	5.5	5.5	5.5

Volume Module:

Base Vol:	120	787	112	95	224	53	141	395	63	124	665	232
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	120	787	112	95	224	53	141	395	63	124	665	232
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	120	787	112	95	224	53	141	395	63	124	665	232
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	120	787	112	95	224	53	141	395	63	124	665	232
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	120	787	112	95	224	53	141	395	63	124	665	232
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	120	787	112	95	224	53	141	395	63	124	665	232

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	3.00	1.00	1.00	3.00	1.00
Final Sat.:	1750	3800	1750	1750	3800	1750	1750	5700	1750	1750	5700	1750

Capacity Analysis Module:

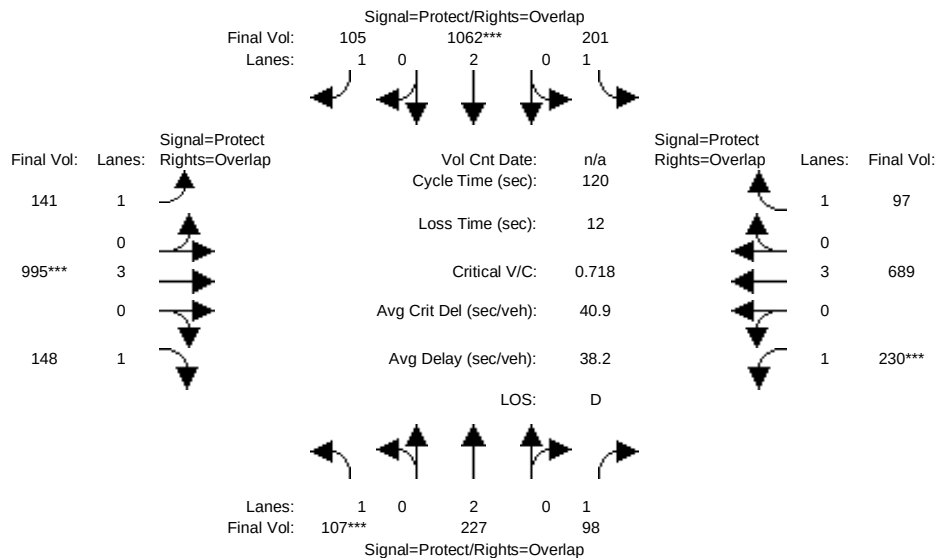
Vol/Sat:	0.07	0.21	0.06	0.05	0.06	0.03	0.08	0.07	0.04	0.07	0.12	0.13
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****
Green Time:	26.9	47.0	68.3	12.3	32.3	50.6	18.3	23.4	50.3	21.3	26.5	38.8
Volume/Cap:	0.30	0.51	0.11	0.51	0.21	0.07	0.51	0.34	0.08	0.38	0.51	0.40
Delay/Veh:	37.1	26.2	10.5	51.4	32.2	19.0	46.4	39.9	19.3	42.3	39.5	30.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	37.1	26.2	10.5	51.4	32.2	19.0	46.4	39.9	19.3	42.3	39.5	30.1
LOS by Move:	D	C	B	D	C	B	D	D	B	D	D	C
HCM2kAvgQ:	4	10	2	3	3	1	5	4	1	4	7	7

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

Santa Clara Downtown Precise Plan
City of Santa Clara
Hexagon Transportation Consultants, Inc.

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

Intersection #1205: SCOTT/EL CAMINO REAL



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:

Base Vol:	107	227	98	201	1062	105	141	995	148	230	689	97
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	107	227	98	201	1062	105	141	995	148	230	689	97
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	107	227	98	201	1062	105	141	995	148	230	689	97
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	107	227	98	201	1062	105	141	995	148	230	689	97
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	107	227	98	201	1062	105	141	995	148	230	689	97
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	107	227	98	201	1062	105	141	995	148	230	689	97

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	3.00	1.00	1.00	3.00	1.00
Final Sat.:	1750	3800	1750	1750	3800	1750	1750	5700	1750	1750	5700	1750

Capacity Analysis Module:

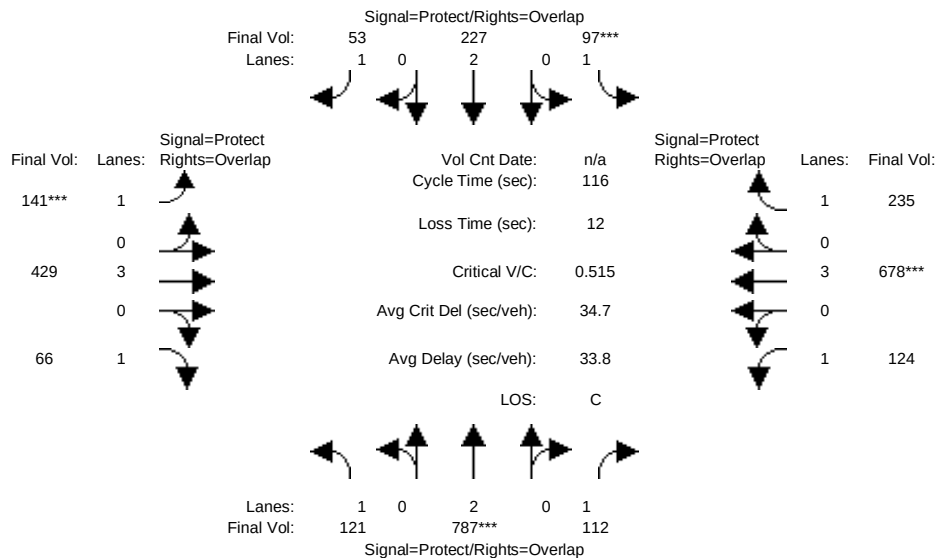
Vol/Sat:	0.06	0.06	0.06	0.11	0.28	0.06	0.08	0.17	0.08	0.13	0.12	0.06
Crit Moves:	****			****			****			****		
Green Time:	10.2	23.9	45.9	33.0	46.7	67.1	20.4	29.2	39.4	22.0	30.7	63.6
Volume/Cap:	0.72	0.30	0.15	0.42	0.72	0.11	0.47	0.72	0.26	0.72	0.47	0.10
Delay/Veh:	69.0	41.1	24.4	36.2	32.8	12.4	46.1	43.5	29.8	53.8	38.1	14.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	69.0	41.1	24.4	36.2	32.8	12.4	46.1	43.5	29.8	53.8	38.1	14.1
LOS by Move:	E	D	C	D	C	B	D	D	C	D	D	B
HCM2kAvgQ:	4	3	2	6	17	2	5	11	4	9	7	2

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

Santa Clara Downtown Precise Plan
City of Santa Clara
Hexagon Transportation Consultants, Inc.

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Bkgd+Project AM

Intersection #1205: SCOTT/EL CAMINO REAL



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	12	12	10	12	12	8	9	9	8	9	9
Y+R:	5.5	5.5	5.5	5.5	5.5	5.5	5.5	5.5	5.5	5.5	5.5	5.5

Volume Module:

Base Vol:	120	787	112	95	224	53	141	395	63	124	665	232
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	120	787	112	95	224	53	141	395	63	124	665	232
Added Vol:	1	0	0	2	3	0	0	34	3	0	13	3
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	121	787	112	97	227	53	141	429	66	124	678	235
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	121	787	112	97	227	53	141	429	66	124	678	235
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	121	787	112	97	227	53	141	429	66	124	678	235
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	121	787	112	97	227	53	141	429	66	124	678	235

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	3.00	1.00	1.00	3.00	1.00
Final Sat.:	1750	3800	1750	1750	3800	1750	1750	5700	1750	1750	5700	1750

Capacity Analysis Module:

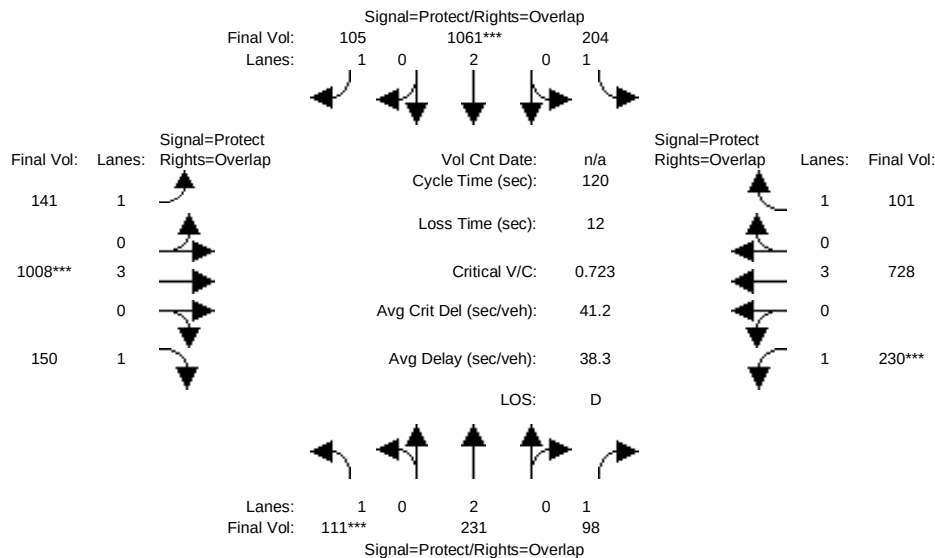
Vol/Sat:	0.07	0.21	0.06	0.06	0.06	0.03	0.08	0.08	0.04	0.07	0.12	0.13
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****
Green Time:	26.9	46.6	68.1	12.5	32.2	50.4	18.1	23.5	50.3	21.4	26.8	39.2
Volume/Cap:	0.30	0.52	0.11	0.52	0.21	0.07	0.52	0.37	0.09	0.38	0.52	0.40
Delay/Veh:	37.2	26.5	10.6	51.4	32.3	19.2	46.6	40.1	19.4	42.2	39.3	29.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	37.2	26.5	10.6	51.4	32.3	19.2	46.6	40.1	19.4	42.2	39.3	29.8
LOS by Move:	D	C	B	D	C	B	D	D	B	D	D	C
HCM2kAvgQ:	4	10	2	4	3	1	5	4	1	4	7	7

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

Santa Clara Downtown Precise Plan
City of Santa Clara
Hexagon Transportation Consultants, Inc.

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Bkgd+Project PM

Intersection #1205: SCOTT/EL CAMINO REAL



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:

Base Vol:	107	227	98	201	1062	105	141	995	148	230	689	97
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	107	227	98	201	1062	105	141	995	148	230	689	97
Added Vol:	4	4	0	3	-1	0	0	13	2	0	39	4
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	111	231	98	204	1061	105	141	1008	150	230	728	101
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	111	231	98	204	1061	105	141	1008	150	230	728	101
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	111	231	98	204	1061	105	141	1008	150	230	728	101
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	111	231	98	204	1061	105	141	1008	150	230	728	101

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	3.00	1.00	1.00	3.00	1.00
Final Sat.:	1750	3800	1750	1750	3800	1750	1750	5700	1750	1750	5700	1750

Capacity Analysis Module:

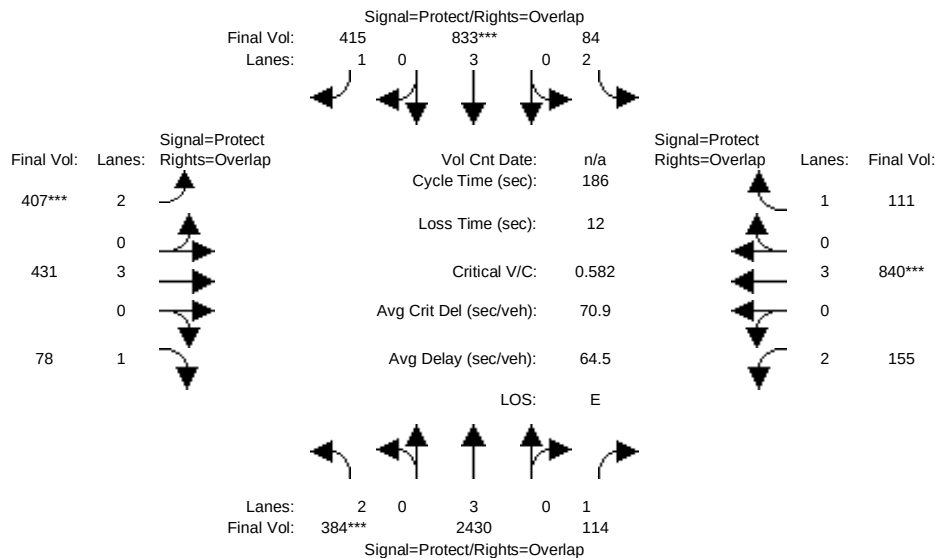
Vol/Sat:	0.06	0.06	0.06	0.12	0.28	0.06	0.08	0.18	0.09	0.13	0.13	0.06
Crit Moves:	****			****			****			****		
Green Time:	10.5	23.7	45.5	33.2	46.3	66.1	19.8	29.3	39.9	21.8	31.4	64.5
Volume/Cap:	0.72	0.31	0.15	0.42	0.72	0.11	0.49	0.72	0.26	0.72	0.49	0.11
Delay/Veh:	68.9	41.4	24.6	36.2	33.2	12.9	46.8	43.5	29.5	54.2	37.8	13.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	68.9	41.4	24.6	36.2	33.2	12.9	46.8	43.5	29.5	54.2	37.8	13.7
LOS by Move:	E	D	C	D	C	B	D	D	C	D	D	B
HCM2kAvgQ:	5	3	2	6	17	2	5	11	4	9	7	2

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

Santa Clara Downtown Precise Plan
City of Santa Clara
Hexagon Transportation Consultants, Inc.

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

Intersection #5416: SAN TOMAS EXPWY/EL CAMINO REAL [HOV: NB & SB(AM & PM)]



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	27	97	97	15	85	85	26	36	36	26	36	36
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:

Base Vol:	384	2859	114	84	980	415	407	431	78	155	840	111
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	384	2859	114	84	980	415	407	431	78	155	840	111
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	384	2859	114	84	980	415	407	431	78	155	840	111
User Adj:	1.00	0.85	1.00	1.00	0.85	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	384	2430	114	84	833	415	407	431	78	155	840	111
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	384	2430	114	84	833	415	407	431	78	155	840	111
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	384	2430	114	84	833	415	407	431	78	155	840	111

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	3150	5700	1750	3150	5700	1750	3150	5700	1750	3150	5700	1750

Capacity Analysis Module:

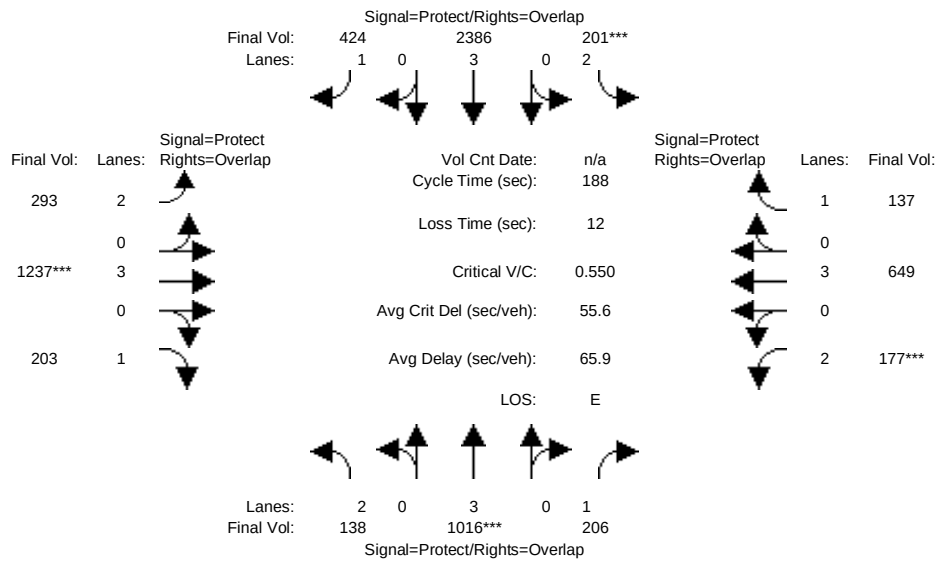
Vol/Sat:	0.12	0.43	0.07	0.03	0.15	0.24	0.13	0.08	0.04	0.05	0.15	0.06
Crit Moves:	****			****			****			****		
Green Time:	27.0	97.0	123.0	15.0	85.0	111.0	26.0	36.0	63.0	26.0	36.0	51.0
Volume/Cap:	0.84	0.82	0.10	0.33	0.32	0.40	0.92	0.39	0.13	0.35	0.76	0.23
Delay/Veh:	99.2	66.0	26.3	81.5	38.3	27.8	104.2	65.7	42.7	72.9	74.1	52.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	99.2	66.0	26.3	81.5	38.3	27.8	104.2	65.7	42.7	72.9	74.1	52.6
LOS by Move:	F	E	C	F	D	C	F	E	D	E	E	D
HCM2kAvgQ:	14	44	5	3	12	17	17	7	3	5	15	5

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

Santa Clara Downtown Precise Plan
City of Santa Clara
Hexagon Transportation Consultants, Inc.

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

Intersection #5416: SAN TOMAS EXPWY/EL CAMINO REAL [HOV: NB & SB(AM & PM)]



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	13	75	75	20	82	82	23	53	53	16	46	46
Y+R:	5.7	5.8	5.8	5.7	5.8	5.8	5.9	5.6	5.6	6.0	5.6	5.6

Volume Module:

Base Vol:	138	1209	206	201	2910	424	293	1237	203	177	649	137
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	138	1209	206	201	2910	424	293	1237	203	177	649	137
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	138	1209	206	201	2910	424	293	1237	203	177	649	137
User Adj:	1.00	0.84	1.00	1.00	0.82	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	138	1016	206	201	2386	424	293	1237	203	177	649	137
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	138	1016	206	201	2386	424	293	1237	203	177	649	137
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	138	1016	206	201	2386	424	293	1237	203	177	649	137

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	3150	5700	1750	3150	5700	1750	3150	5700	1750	3150	5700	1750

Capacity Analysis Module:

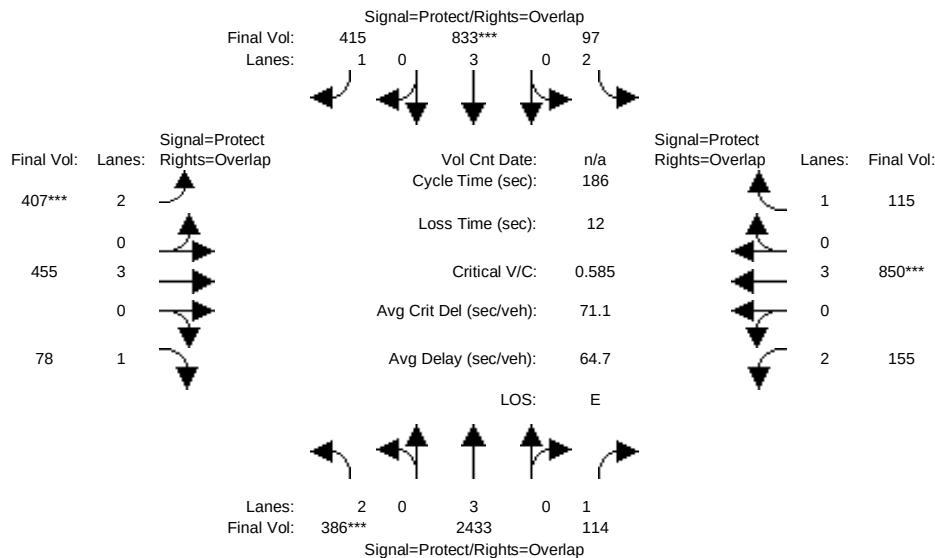
Vol/Sat:	0.04	0.18	0.12	0.06	0.42	0.24	0.09	0.22	0.12	0.06	0.11	0.08
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****
Green Time:	13.0	75.0	91.7	20.0	82.0	109.0	27.0	64.3	77.3	16.7	54.0	74.0
Volume/Cap:	0.63	0.45	0.24	0.60	0.96	0.42	0.65	0.63	0.28	0.63	0.40	0.20
Delay/Veh:	91.2	47.1	34.4	89.6	88.2	42.3	79.3	52.6	37.1	87.4	54.1	37.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	91.2	47.1	34.4	89.6	88.2	42.3	79.3	52.6	37.1	87.4	54.1	37.6
LOS by Move:	F	D	C	F	F	D	E	D	D	F	D	D
HCM2kAvgQ:	5	15	9	7	49	22	10	20	8	6	10	5

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

Santa Clara Downtown Precise Plan
City of Santa Clara
Hexagon Transportation Consultants, Inc.

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Bkgd+Project AM

Intersection #5416: SAN TOMAS EXPWY/EL CAMINO REAL [HOV: NB & SB(AM & PM)]



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	27	97	97	15	85	85	26	36	36	26	36	36
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:

Base Vol:	384	2859	114	84	980	415	407	431	78	155	840	111
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	384	2859	114	84	980	415	407	431	78	155	840	111
Added Vol:	2	3	0	13	0	0	0	24	0	0	10	4
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	386	2862	114	97	980	415	407	455	78	155	850	115
User Adj:	1.00	0.85	1.00	1.00	0.85	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	386	2433	114	97	833	415	407	455	78	155	850	115
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	386	2433	114	97	833	415	407	455	78	155	850	115
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	386	2433	114	97	833	415	407	455	78	155	850	115

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	3150	5700	1750	3150	5700	1750	3150	5700	1750	3150	5700	1750

Capacity Analysis Module:

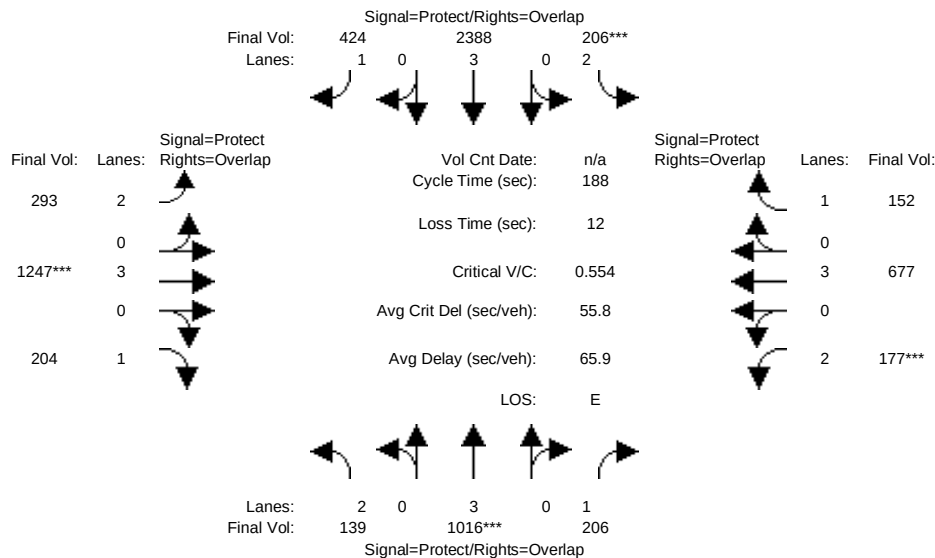
Vol/Sat:	0.12	0.43	0.07	0.03	0.15	0.24	0.13	0.08	0.04	0.05	0.15	0.07
Crit Moves:	****			****			****			****		
Green Time:	27.0	97.0	123.0	15.0	85.0	111.0	26.0	36.0	63.0	26.0	36.0	51.0
Volume/Cap:	0.84	0.82	0.10	0.38	0.32	0.40	0.92	0.41	0.13	0.35	0.77	0.24
Delay/Veh:	99.7	66.0	26.3	82.1	38.3	27.8	104.2	66.0	42.7	72.9	74.5	52.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	99.7	66.0	26.3	82.1	38.3	27.8	104.2	66.0	42.7	72.9	74.5	52.7
LOS by Move:	F	E	C	F	D	C	F	E	D	E	E	D
HCM2kAvgQ:	14	44	5	3	12	17	17	8	3	5	15	5

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

Santa Clara Downtown Precise Plan
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Hexagon Transportation Consultants, Inc.

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Bkgd+Project PM

Intersection #5416: SAN TOMAS EXPWY/EL CAMINO REAL [HOV: NB & SB(AM & PM)]



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	13	75	75	20	82	82	23	53	53	16	46	46
Y+R:	5.7	5.8	5.8	5.7	5.8	5.8	5.9	5.6	5.6	6.0	5.6	5.6

Volume Module:

Base Vol:	138	1209	206	201	2910	424	293	1237	203	177	649	137
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	138	1209	206	201	2910	424	293	1237	203	177	649	137
Added Vol:	1	1	0	5	2	0	0	10	1	0	28	15
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	139	1210	206	206	2912	424	293	1247	204	177	677	152
User Adj:	1.00	0.84	1.00	1.00	0.82	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	139	1016	206	206	2388	424	293	1247	204	177	677	152
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	139	1016	206	206	2388	424	293	1247	204	177	677	152
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	139	1016	206	206	2388	424	293	1247	204	177	677	152

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	3150	5700	1750	3150	5700	1750	3150	5700	1750	3150	5700	1750

Capacity Analysis Module:

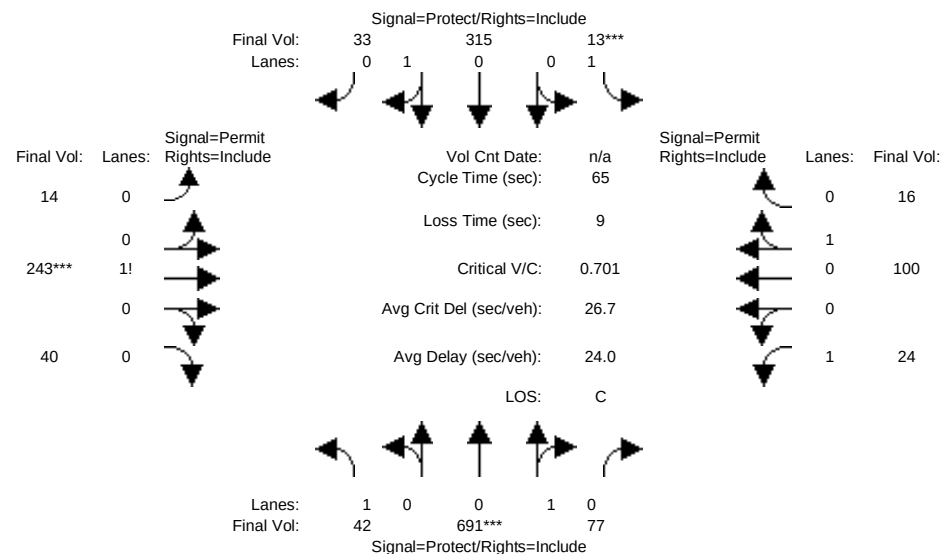
Vol/Sat:	0.04	0.18	0.12	0.07	0.42	0.24	0.09	0.22	0.12	0.06	0.12	0.09
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****
Green Time:	13.0	75.0	91.6	20.0	82.0	109.0	27.0	64.4	77.4	16.6	54.0	74.0
Volume/Cap:	0.64	0.45	0.24	0.61	0.96	0.42	0.65	0.64	0.28	0.64	0.41	0.22
Delay/Veh:	91.4	47.1	34.5	90.1	88.3	42.3	79.3	52.7	37.0	87.7	54.4	38.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	91.4	47.1	34.5	90.1	88.3	42.3	79.3	52.7	37.0	87.7	54.4	38.0
LOS by Move:	F	D	C	F	F	D	E	D	D	F	D	D
HCM2kAvgQ:	5	15	9	6	43	21	10	20	8	6	10	6

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

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

Intersection #1: Monroe St & Benton St



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	7	7	10	7	7	7	7	7	6	6	6
Y+R:	4.5	5.6	5.6	4.6	5.6	5.6	5.6	5.6	5.6	5.6	5.6	5.6

Volume Module:

Base Vol:	39	643	72	12	293	31	13	226	37	22	93	15
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	39	643	72	12	293	31	13	226	37	22	93	15
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	39	643	72	12	293	31	13	226	37	22	93	15
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
PHF Volume:	42	691	77	13	315	33	14	243	40	24	100	16
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	42	691	77	13	315	33	14	243	40	24	100	16
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	42	691	77	13	315	33	14	243	40	24	100	16

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.95	0.95	0.92	0.95	0.95	0.92	0.92	0.92	0.92	0.95	0.95
Lanes:	1.00	0.90	0.10	1.00	0.90	0.10	0.05	0.82	0.13	1.00	0.86	0.14
Final Sat.:	1750	1619	181	1750	1628	172	82	1433	235	1750	1550	250

Capacity Analysis Module:

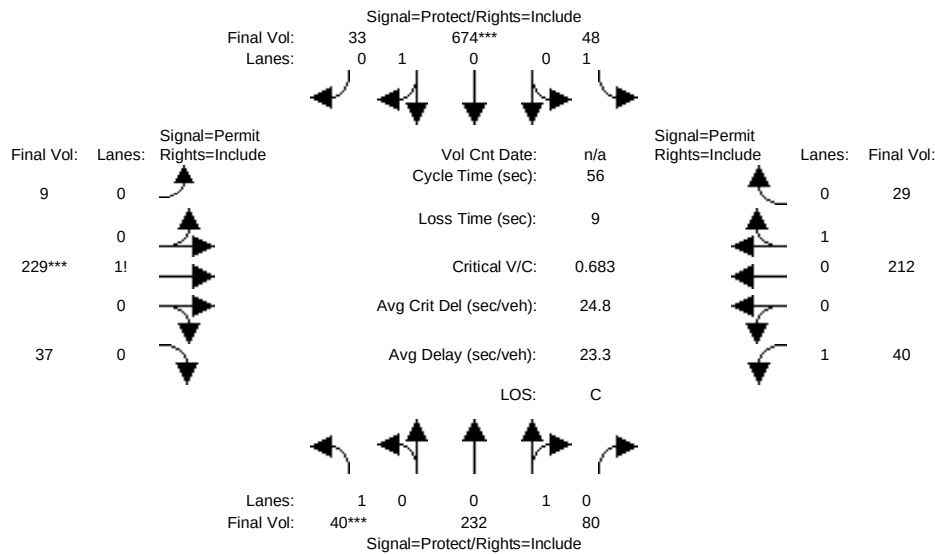
Vol/Sat:	0.02	0.43	0.43	0.01	0.19	0.19	0.17	0.17	0.17	0.01	0.06	0.06
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****
Green Time:	19.0	32.9	32.9	10.0	23.9	23.9	13.1	13.1	13.1	13.1	13.1	13.1
Volume/Cap:	0.08	0.84	0.84	0.05	0.53	0.53	0.84	0.84	0.84	0.07	0.32	0.32
Delay/Veh:	16.7	21.0	21.0	23.5	16.9	16.9	41.6	41.6	41.6	21.1	22.7	22.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	16.7	21.0	21.0	23.5	16.9	16.9	41.6	41.6	41.6	21.1	22.7	22.7
LOS by Move:	B	C	C	C	B	B	D	D	D	C	C	C
HCM2kAvgQ:	1	17	17	0	6	6	7	7	7	0	2	2

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

Santa Clara Downtown Precise Plan
City of Santa Clara
Hexagon Transportation Consultants, Inc.

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

Intersection #1: Monroe St & Benton St

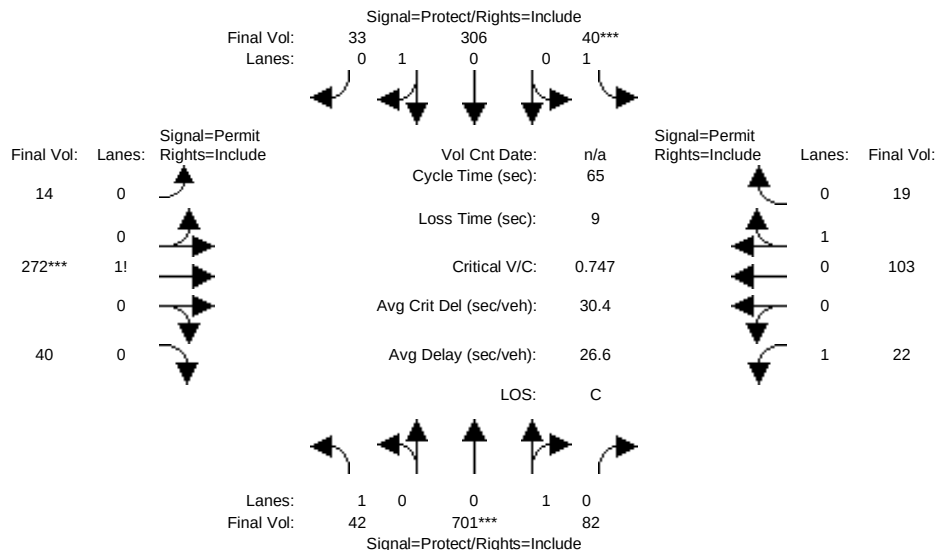


Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	6	6	10	6	6	6	6	6	6	6	6
Y+R:	5.6	4.6	4.6	5.6	4.6	4.6	4.6	4.6	4.6	4.6	4.6	4.6
Volume Module:												
Base Vol:	38	218	75	45	634	31	8	215	35	38	199	27
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	38	218	75	45	634	31	8	215	35	38	199	27
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	38	218	75	45	634	31	8	215	35	38	199	27
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
PHF Volume:	40	232	80	48	674	33	9	229	37	40	212	29
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	40	232	80	48	674	33	9	229	37	40	212	29
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	40	232	80	48	674	33	9	229	37	40	212	29
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.95	0.95	0.92	0.95	0.95	0.92	0.92	0.92	0.92	0.95	0.95
Lanes:	1.00	0.74	0.26	1.00	0.95	0.05	0.03	0.83	0.14	1.00	0.88	0.12
Final Sat.:	1750	1339	461	1750	1716	84	54	1458	237	1750	1585	215
Capacity Analysis Module:												
Vol/Sat:	0.02	0.17	0.17	0.03	0.39	0.39	0.16	0.16	0.16	0.02	0.13	0.13
Crit Moves:	****			****			****					
Green Time:	10.0	17.9	17.9	18.5	26.4	26.4	10.6	10.6	10.6	10.6	10.6	10.6
Volume/Cap:	0.13	0.54	0.54	0.08	0.83	0.83	0.83	0.83	0.83	0.12	0.71	0.71
Delay/Veh:	19.5	16.7	16.7	13.0	19.9	19.9	38.2	38.2	38.2	19.0	28.1	28.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	19.5	16.7	16.7	13.0	19.9	19.9	38.2	38.2	38.2	19.0	28.1	28.1
LOS by Move:	B	B	B	B	B	B	D	D	D	B	C	C
HCM2kAvgQ:	1	5	5	1	12	12	6	6	6	1	4	4
Note: Queue reported is the number of cars per lane.												

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Level Of Service Computation Report
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Cumul + Prj AM

Intersection #1: Monroe St & Benton St



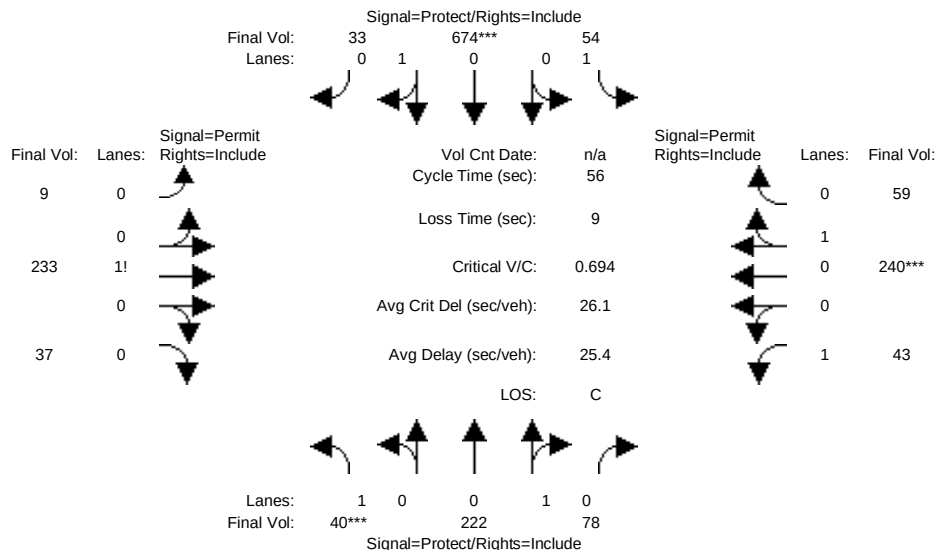
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	7	7	10	7	7	7	7	7	6	6	6
Y+R:	4.5	5.6	5.6	4.6	5.6	5.6	5.6	5.6	5.6	5.6	5.6	5.6
Volume Module:												
Base Vol:	39	643	72	12	293	31	13	226	37	22	93	15
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	39	643	72	12	293	31	13	226	37	22	93	15
Added Vol:	0	9	4	25	-8	0	0	27	0	-2	3	3
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	39	652	76	37	285	31	13	253	37	20	96	18
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
PHF Volume:	42	701	82	40	306	33	14	272	40	22	103	19
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	42	701	82	40	306	33	14	272	40	22	103	19
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	42	701	82	40	306	33	14	272	40	22	103	19
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.95	0.95	0.92	0.95	0.95	0.92	0.92	0.92	0.92	0.95	0.95
Lanes:	1.00	0.90	0.10	1.00	0.90	0.10	0.04	0.84	0.12	1.00	0.84	0.16
Final Sat.:	1750	1612	188	1750	1623	177	75	1461	214	1750	1516	284
Capacity Analysis Module:												
Vol/Sat:	0.02	0.43	0.43	0.02	0.19	0.19	0.19	0.19	0.19	0.01	0.07	0.07
Crit Moves:	****			****			****			****		
Green Time:	19.0	32.2	32.2	10.0	23.3	23.3	13.8	13.8	13.8	13.8	13.8	13.8
Volume/Cap:	0.08	0.88	0.88	0.15	0.53	0.53	0.88	0.88	0.88	0.06	0.32	0.32
Delay/Veh:	16.8	24.5	24.5	24.1	17.3	17.3	45.2	45.2	45.2	20.5	22.1	22.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	16.8	24.5	24.5	24.1	17.3	17.3	45.2	45.2	45.2	20.5	22.1	22.1
LOS by Move:	B	C	C	C	B	B	D	D	D	C	C	C
HCM2kAvgQ:	1	19	19	1	6	6	8	8	8	0	2	2

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

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

Intersection #1: Monroe St & Benton St

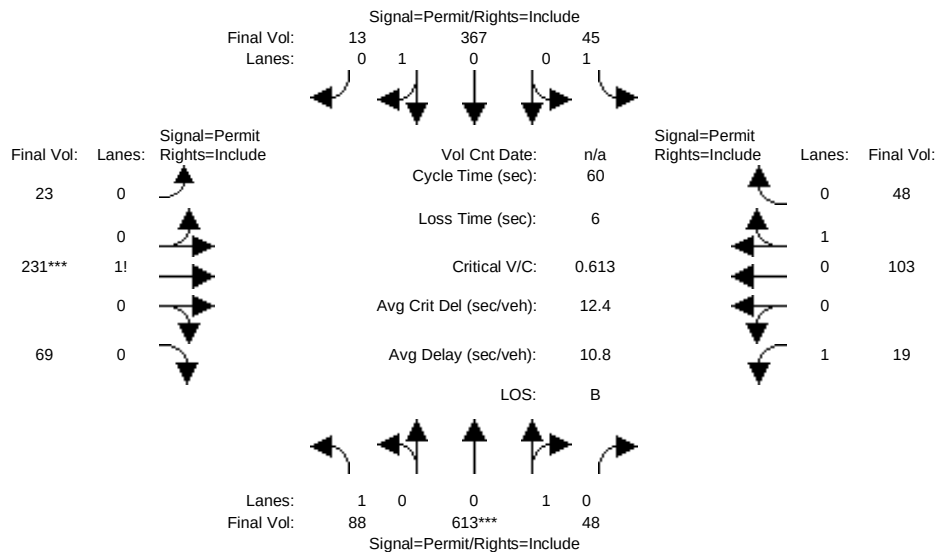


Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	6	6	10	6	6	6	6	6	6	6	6
Y+R:	5.6	4.6	4.6	5.6	4.6	4.6	4.6	4.6	4.6	4.6	4.6	4.6
Volume Module:												
Base Vol:	38	218	75	45	634	31	8	215	35	38	199	27
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	38	218	75	45	634	31	8	215	35	38	199	27
Added Vol:	0	-9	-2	6	0	0	0	4	0	2	27	28
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	38	209	73	51	634	31	8	219	35	40	226	55
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
PHF Volume:	40	222	78	54	674	33	9	233	37	43	240	59
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	40	222	78	54	674	33	9	233	37	43	240	59
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	40	222	78	54	674	33	9	233	37	43	240	59
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.95	0.95	0.92	0.95	0.95	0.92	0.92	0.92	0.92	0.95	0.95
Lanes:	1.00	0.74	0.26	1.00	0.95	0.05	0.03	0.84	0.13	1.00	0.80	0.20
Final Sat.:	1750	1334	466	1750	1716	84	53	1463	234	1750	1448	352
Capacity Analysis Module:												
Vol/Sat:	0.02	0.17	0.17	0.03	0.39	0.39	0.16	0.16	0.16	0.02	0.17	0.17
Crit Moves:	****			****						****		
Green Time:	10.0	17.4	17.4	18.6	26.0	26.0	11.0	11.0	11.0	11.0	11.0	11.0
Volume/Cap:	0.13	0.54	0.54	0.09	0.85	0.85	0.81	0.81	0.81	0.12	0.85	0.85
Delay/Veh:	19.5	17.0	17.0	12.9	21.2	21.2	35.1	35.1	35.1	18.7	38.7	38.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	19.5	17.0	17.0	12.9	21.2	21.2	35.1	35.1	35.1	18.7	38.7	38.7
LOS by Move:	B	B	B	B	C	C	D	D	D	B	D	D
HCM2kAvgQ:	1	5	5	1	12	12	6	6	6	1	6	6
Note: Queue reported is the number of cars per lane.												

Santa Clara Downtown Precise Plan
City of Santa Clara
Hexagon Transportation Consultants, Inc.

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

Intersection #2: Homestead/Monroe

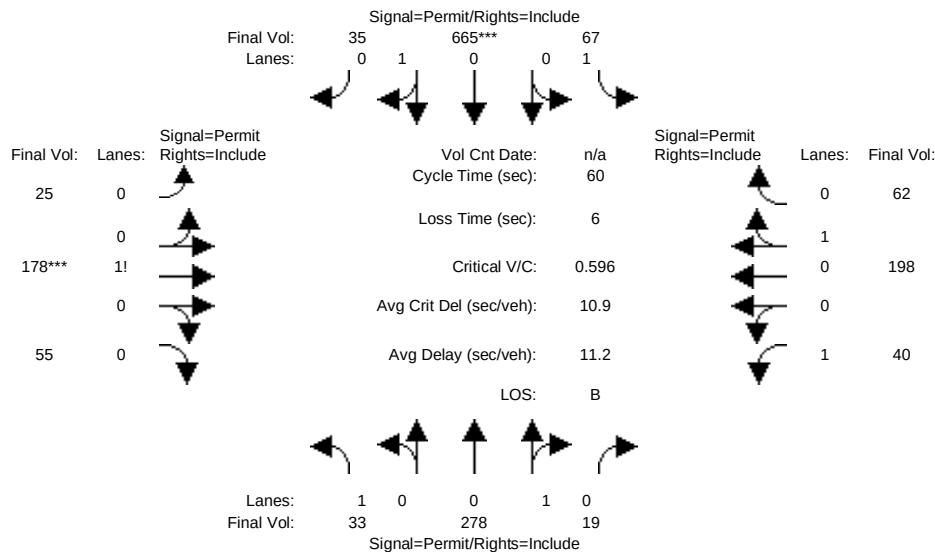


Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	20	20	20	20	20	20	8	8	8	9	9	9
Y+R:	4.6	4.6	4.6	4.6	4.6	4.6	3.6	3.6	3.6	3.6	3.6	3.6
Volume Module:												
Base Vol:	74	514	40	38	308	11	19	194	58	16	86	40
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	74	514	40	38	308	11	19	194	58	16	86	40
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	74	514	40	38	308	11	19	194	58	16	86	40
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84
PHF Volume:	88	613	48	45	367	13	23	231	69	19	103	48
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	88	613	48	45	367	13	23	231	69	19	103	48
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	88	613	48	45	367	13	23	231	69	19	103	48
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.95	0.95	0.92	0.95	0.95	0.92	0.92	0.92	0.92	0.95	0.95
Lanes:	1.00	0.93	0.07	1.00	0.97	0.03	0.07	0.72	0.21	1.00	0.68	0.32
Final Sat.:	1750	1670	130	1750	1738	62	123	1253	375	1750	1229	571
Capacity Analysis Module:												
Vol/Sat:	0.05	0.37	0.37	0.03	0.21	0.21	0.18	0.18	0.18	0.01	0.08	0.08
Crit Moves:	****						****					
Green Time:	35.9	35.9	35.9	35.9	35.9	35.9	18.1	18.1	18.1	18.1	18.1	18.1
Volume/Cap:	0.08	0.61	0.61	0.04	0.35	0.35	0.61	0.61	0.61	0.04	0.28	0.28
Delay/Veh:	5.1	8.7	8.7	5.0	6.3	6.3	20.1	20.1	20.1	14.8	16.3	16.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	5.1	8.7	8.7	5.0	6.3	6.3	20.1	20.1	20.1	14.8	16.3	16.3
LOS by Move:	A	A	A	A	A	A	C	C	C	B	B	B
HCM2kAvgQ:	1	9	9	0	4	4	6	6	6	0	2	2
Note: Queue reported is the number of cars per lane.												

Santa Clara Downtown Precise Plan
City of Santa Clara
Hexagon Transportation Consultants, Inc.

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

Intersection #2: Homestead/Monroe

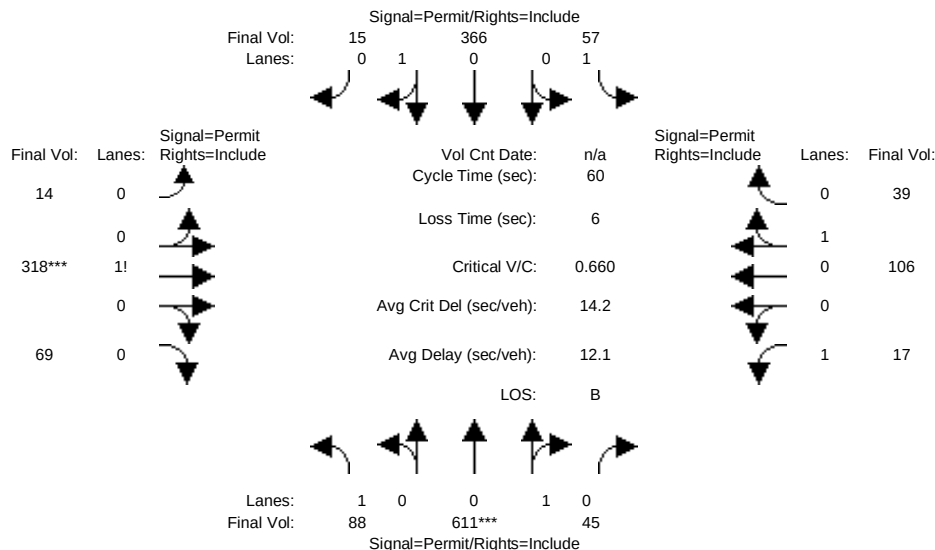


Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	20	20	20	20	20	20	8	8	8	9	9	9
Y+R:	4.6	4.6	4.6	4.6	4.6	4.6	3.6	3.6	3.6	3.6	3.6	3.6
Volume Module:												
Base Vol:	30	255	17	61	609	32	23	163	50	37	181	57
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	30	255	17	61	609	32	23	163	50	37	181	57
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	30	255	17	61	609	32	23	163	50	37	181	57
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
PHF Volume:	33	278	19	67	665	35	25	178	55	40	198	62
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	33	278	19	67	665	35	25	178	55	40	198	62
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	33	278	19	67	665	35	25	178	55	40	198	62
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.95	0.95	0.92	0.95	0.95	0.92	0.92	0.92	0.92	0.95	0.95
Lanes:	1.00	0.94	0.06	1.00	0.95	0.05	0.10	0.69	0.21	1.00	0.76	0.24
Final Sat.:	1750	1687	112	1750	1710	90	171	1209	371	1750	1369	431
Capacity Analysis Module:												
Vol/Sat:	0.02	0.16	0.16	0.04	0.39	0.39	0.15	0.15	0.15	0.02	0.14	0.14
Crit Moves:					****			****				
Green Time:	39.2	39.2	39.2	39.2	39.2	39.2	14.8	14.8	14.8	14.8	14.8	14.8
Volume/Cap:	0.03	0.25	0.25	0.06	0.60	0.60	0.60	0.60	0.60	0.09	0.58	0.58
Delay/Veh:	3.7	4.4	4.4	3.8	6.8	6.8	22.2	22.2	22.2	17.5	21.9	21.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	3.7	4.4	4.4	3.8	6.8	6.8	22.2	22.2	22.2	17.5	21.9	21.9
LOS by Move:	A	A	A	A	A	A	C	C	C	B	C	C
HCM2kAvgQ:	0	3	3	0	8	8	5	5	5	1	4	4
Note: Queue reported is the number of cars per lane.												

Santa Clara Downtown Precise Plan
City of Santa Clara
Hexagon Transportation Consultants, Inc.

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

Intersection #2: Homestead/Monroe



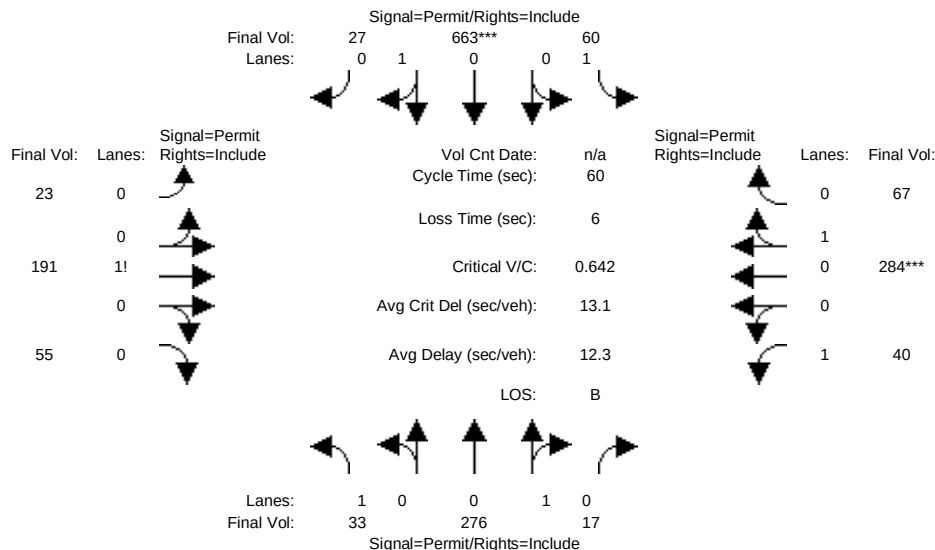
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	20	20	20	20	20	20	8	8	8	9	9	9
Y+R:	4.6	4.6	4.6	4.6	4.6	4.6	3.6	3.6	3.6	3.6	3.6	3.6
Volume Module:												
Base Vol:	74	514	40	38	308	11	19	194	58	16	86	40
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	74	514	40	38	308	11	19	194	58	16	86	40
Added Vol:	0	-1	-2	10	-1	2	-7	73	0	-2	3	-7
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	74	513	38	48	307	13	12	267	58	14	89	33
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84
PHF Volume:	88	611	45	57	366	15	14	318	69	17	106	39
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	88	611	45	57	366	15	14	318	69	17	106	39
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	88	611	45	57	366	15	14	318	69	17	106	39
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.95	0.95	0.92	0.95	0.95	0.92	0.92	0.92	0.92	0.95	0.95
Lanes:	1.00	0.93	0.07	1.00	0.96	0.04	0.04	0.79	0.17	1.00	0.73	0.27
Final Sat.:	1750	1676	124	1750	1727	73	62	1386	301	1750	1313	487
Capacity Analysis Module:												
Vol/Sat:	0.05	0.36	0.36	0.03	0.21	0.21	0.23	0.23	0.23	0.01	0.08	0.08
Crit Moves:	***			***			***			***		
Green Time:	33.1	33.1	33.1	33.1	33.1	33.1	20.9	20.9	20.9	20.9	20.9	20.9
Volume/Cap:	0.09	0.66	0.66	0.06	0.38	0.38	0.66	0.66	0.66	0.03	0.23	0.23
Delay/Veh:	6.4	11.1	11.1	6.2	7.9	7.9	19.3	19.3	19.3	12.9	14.1	14.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	6.4	11.1	11.1	6.2	7.9	7.9	19.3	19.3	19.3	12.9	14.1	14.1
LOS by Move:	A	B	B	A	A	A	B	B	B	B	B	B
HCM2kAvgQ:	1	10	10	1	4	4	7	7	7	0	2	2

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

Santa Clara Downtown Precise Plan
City of Santa Clara
Hexagon Transportation Consultants, Inc.

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

Intersection #2: Homestead/Monroe

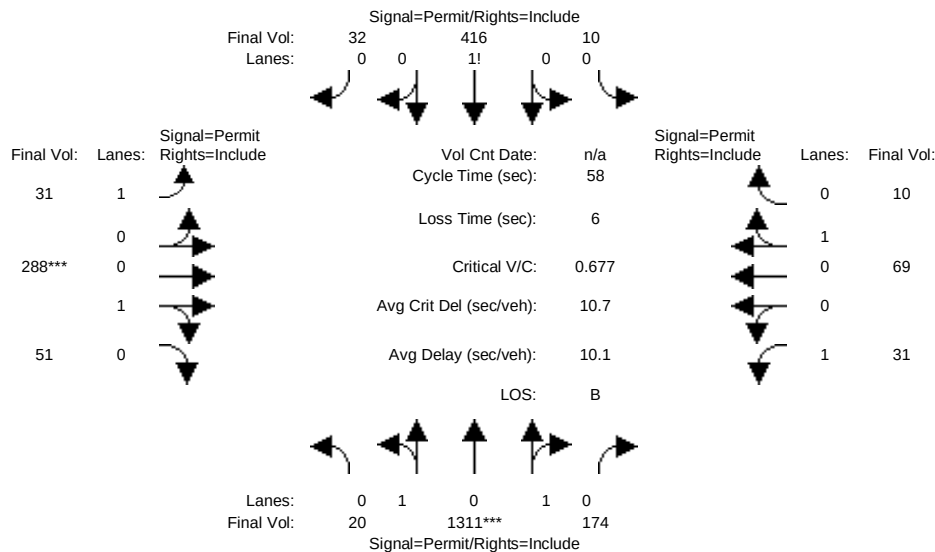


Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	20	20	20	20	20	20	8	8	8	9	9	9
Y+R:	4.6	4.6	4.6	4.6	4.6	4.6	3.6	3.6	3.6	3.6	3.6	3.6
Volume Module:												
Base Vol:	30	255	17	61	609	32	23	163	50	37	181	57
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	30	255	17	61	609	32	23	163	50	37	181	57
Added Vol:	0	-2	-1	-6	-2	-7	-2	12	0	0	79	4
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	30	253	16	55	607	25	21	175	50	37	260	61
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
PHF Volume:	33	276	17	60	663	27	23	191	55	40	284	67
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	33	276	17	60	663	27	23	191	55	40	284	67
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	33	276	17	60	663	27	23	191	55	40	284	67
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.95	0.95	0.92	0.95	0.95	0.92	0.92	0.92	0.92	0.95	0.95
Lanes:	1.00	0.94	0.06	1.00	0.96	0.04	0.09	0.71	0.20	1.00	0.81	0.19
Final Sat.:	1750	1693	107	1750	1729	71	149	1245	356	1750	1458	342
Capacity Analysis Module:												
Vol/Sat:	0.02	0.16	0.16	0.03	0.38	0.38	0.15	0.15	0.15	0.02	0.19	0.19
Crit Moves:	****											
Green Time:	35.8	35.8	35.8	35.8	35.8	35.8	18.2	18.2	18.2	18.2	18.2	18.2
Volume/Cap:	0.03	0.27	0.27	0.06	0.64	0.64	0.51	0.51	0.51	0.08	0.64	0.64
Delay/Veh:	5.0	6.0	6.0	5.1	9.2	9.2	18.0	18.0	18.0	15.0	20.7	20.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	5.0	6.0	6.0	5.1	9.2	9.2	18.0	18.0	18.0	15.0	20.7	20.7
LOS by Move:	A	A	A	A	A	A	B	B	B	B	C	C
HCM2kAvgQ:	0	3	3	1	10	10	4	4	4	1	6	6
Note: Queue reported is the number of cars per lane.												

Santa Clara Downtown Precise Plan
City of Santa Clara
Hexagon Transportation Consultants, Inc.

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

Intersection #3: Lafayette St & Benton St



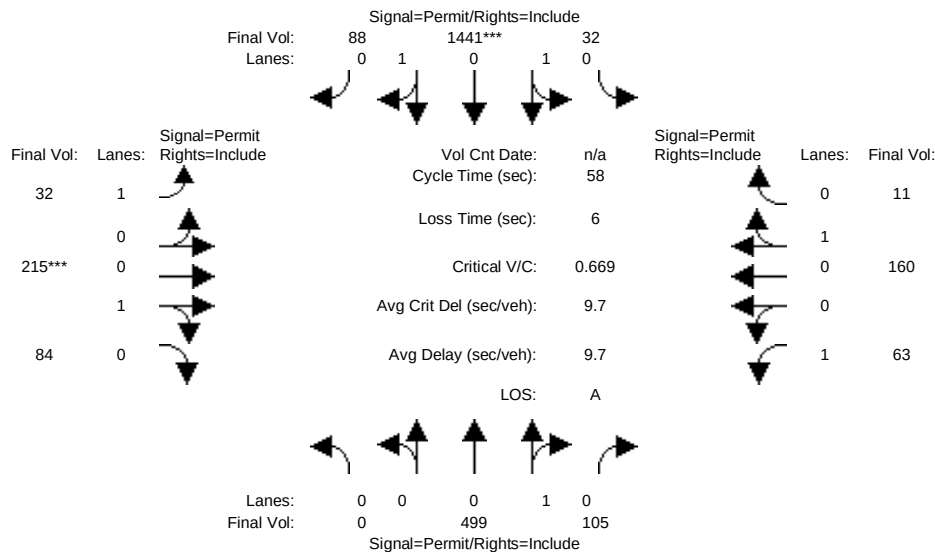
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	24	24	24	24	24	24	11	11	11	5	5	5
Y+R:	5.0	5.0	5.0	5.2	5.2	5.2	5.1	5.1	5.1	5.1	5.1	5.1
Volume Module:												
Base Vol:	20	1280	170	10	406	31	30	281	50	30	67	10
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	20	1280	170	10	406	31	30	281	50	30	67	10
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	20	1280	170	10	406	31	30	281	50	30	67	10
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
PHF Volume:	20	1311	174	10	416	32	31	288	51	31	69	10
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	20	1311	174	10	416	32	31	288	51	31	69	10
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	20	1311	174	10	416	32	31	288	51	31	69	10
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.95	0.92	0.92	0.92	0.92	0.95	0.95	0.92	0.95	0.95
Lanes:	0.03	1.74	0.23	0.02	0.91	0.07	1.00	0.85	0.15	1.00	0.87	0.13
Final Sat.:	49	3135	416	39	1589	121	1750	1528	272	1750	1566	234
Capacity Analysis Module:												
Vol/Sat:	0.42	0.42	0.42	0.26	0.26	0.26	0.02	0.19	0.19	0.02	0.04	0.04
Crit Moves:	****						****					
Green Time:	35.9	35.9	35.9	35.9	35.9	35.9	16.1	16.1	16.1	16.1	16.1	16.1
Volume/Cap:	0.68	0.68	0.68	0.42	0.42	0.42	0.06	0.68	0.68	0.06	0.16	0.16
Delay/Veh:	8.1	8.1	8.1	6.0	6.0	6.0	15.4	22.3	22.3	15.4	15.9	15.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	8.1	8.1	8.1	6.0	6.0	6.0	15.4	22.3	22.3	15.4	15.9	15.9
LOS by Move:	A	A	A	A	A	A	B	C	C	B	B	B
HCM2kAvgQ:	10	10	10	5	5	5	0	5	5	0	1	1

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

Santa Clara Downtown Precise Plan
City of Santa Clara
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Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative PM

Intersection #3: Lafayette St & Benton St

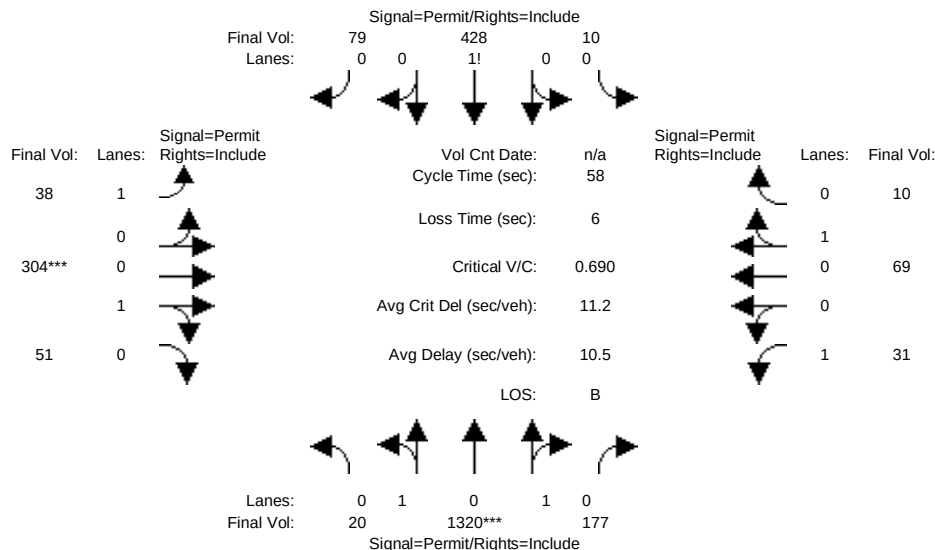


Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	24	24	24	24	24	24	12	12	12	7	7	7
Y+R:	5.0	5.0	5.0	5.2	5.2	5.2	5.1	5.1	5.1	5.1	5.1	5.1
Volume Module:												
Base Vol:	0	475	100	30	1370	84	30	204	80	60	152	10
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	475	100	30	1370	84	30	204	80	60	152	10
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	475	100	30	1370	84	30	204	80	60	152	10
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	0	499	105	32	1441	88	32	215	84	63	160	11
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	499	105	32	1441	88	32	215	84	63	160	11
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	0	499	105	32	1441	88	32	215	84	63	160	11
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.95	0.95	0.95	0.95	0.95	0.92	0.95	0.95	0.92	0.95	0.95
Lanes:	0.00	0.83	0.17	0.04	1.85	0.11	1.00	0.72	0.28	1.00	0.94	0.06
Final Sat.:	0	1487	313	73	3323	204	1750	1293	507	1750	1689	111
Capacity Analysis Module:												
Vol/Sat:	0.00	0.34	0.34	0.43	0.43	0.43	0.02	0.17	0.17	0.04	0.09	0.09
Crit Moves:					****			****				
Green Time:	0.0	37.6	37.6	37.6	37.6	37.6	14.4	14.4	14.4	14.4	14.4	14.4
Volume/Cap:	0.00	0.52	0.52	0.67	0.67	0.67	0.07	0.67	0.67	0.15	0.38	0.38
Delay/Veh:	0.0	5.8	5.8	7.1	7.1	7.1	16.8	23.5	23.5	17.2	18.7	18.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	5.8	5.8	7.1	7.1	7.1	16.8	23.5	23.5	17.2	18.7	18.7
LOS by Move:	A	A	A	A	A	A	B	C	C	B	B	B
HCM2kAvgQ:	0	7	7	9	9	9	0	5	5	1	3	3
Note: Queue reported is the number of cars per lane.												

Santa Clara Downtown Precise Plan
City of Santa Clara
Hexagon Transportation Consultants, Inc.

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

Intersection #3: Lafayette St & Benton St



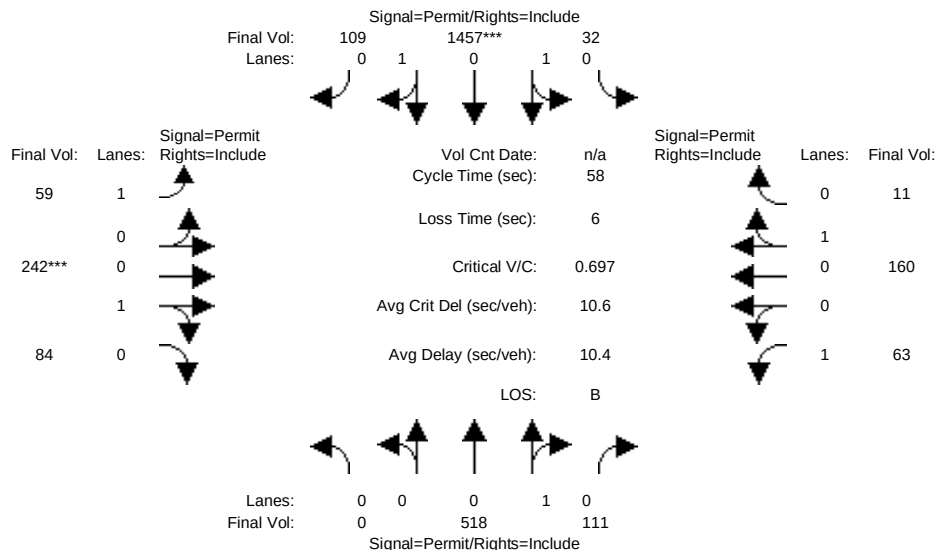
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	24	24	24	24	24	24	11	11	11	5	5	5
Y+R:	5.0	5.0	5.0	5.2	5.2	5.2	5.1	5.1	5.1	5.1	5.1	5.1
Volume Module:												
Base Vol:	20	1280	170	10	406	31	30	281	50	30	67	10
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	20	1280	170	10	406	31	30	281	50	30	67	10
Added Vol:	0	8	3	0	12	46	7	16	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	20	1288	173	10	418	77	37	297	50	30	67	10
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
PHF Volume:	20	1320	177	10	428	79	38	304	51	31	69	10
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	20	1320	177	10	428	79	38	304	51	31	69	10
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	20	1320	177	10	428	79	38	304	51	31	69	10
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.95	0.92	0.92	0.92	0.92	0.95	0.95	0.92	0.95	0.95
Lanes:	0.03	1.74	0.23	0.02	0.83	0.15	1.00	0.86	0.14	1.00	0.87	0.13
Final Sat.:	49	3131	421	35	1449	267	1750	1541	259	1750	1566	234
Capacity Analysis Module:												
Vol/Sat:	0.42	0.42	0.42	0.30	0.30	0.30	0.02	0.20	0.20	0.02	0.04	0.04
Crit Moves:	****						****					
Green Time:	35.4	35.4	35.4	35.4	35.4	35.4	16.6	16.6	16.6	16.6	16.6	16.6
Volume/Cap:	0.69	0.69	0.69	0.48	0.48	0.48	0.08	0.69	0.69	0.06	0.15	0.15
Delay/Veh:	8.6	8.6	8.6	6.6	6.6	6.6	15.2	22.4	22.4	15.1	15.6	15.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	8.6	8.6	8.6	6.6	6.6	6.6	15.2	22.4	22.4	15.1	15.6	15.6
LOS by Move:	A	A	A	A	A	A	B	C	C	B	B	B
HCM2kAvgQ:	11	11	11	6	6	6	0	6	6	0	1	1

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

Santa Clara Downtown Precise Plan
City of Santa Clara
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2000 HCM Operations (Future Volume Alternative)
Cumul + Prj PM

Intersection #3: Lafayette St & Benton St

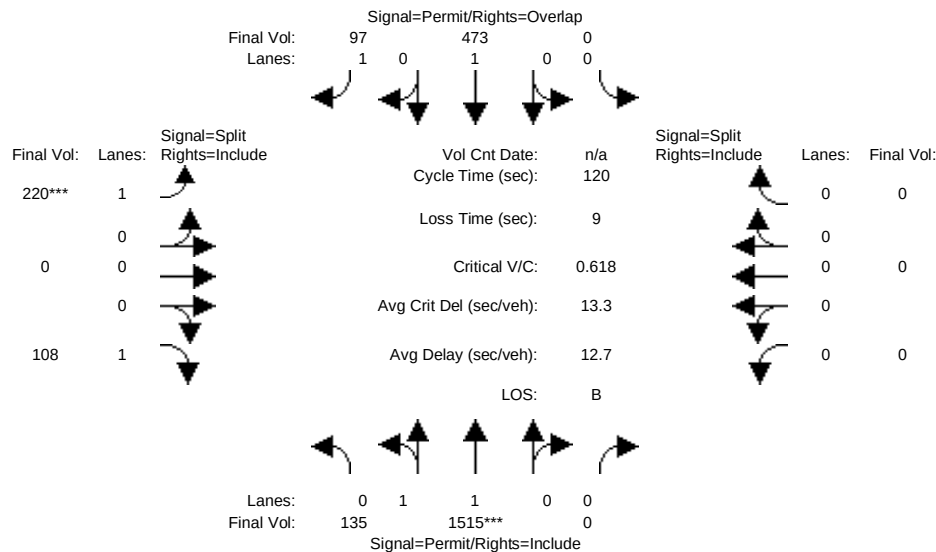


Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	24	24	24	24	24	24	12	12	12	7	7	7
Y+R:	5.0	5.0	5.0	5.2	5.2	5.2	5.1	5.1	5.1	5.1	5.1	5.1
Volume Module:												
Base Vol:	0	475	100	30	1370	84	30	204	80	60	152	10
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	475	100	30	1370	84	30	204	80	60	152	10
Added Vol:	0	18	6	0	16	20	26	26	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	493	106	30	1386	104	56	230	80	60	152	10
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	0	518	111	32	1457	109	59	242	84	63	160	11
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	518	111	32	1457	109	59	242	84	63	160	11
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	0	518	111	32	1457	109	59	242	84	63	160	11
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.95	0.95	0.95	0.95	0.95	0.92	0.95	0.95	0.92	0.95	0.95
Lanes:	0.00	0.82	0.18	0.04	1.82	0.14	1.00	0.74	0.26	1.00	0.94	0.06
Final Sat.:	0	1481	319	71	3283	246	1750	1335	465	1750	1689	111
Capacity Analysis Module:												
Vol/Sat:	0.00	0.35	0.35	0.44	0.44	0.44	0.03	0.18	0.18	0.04	0.09	0.09
Crit Moves:				****			****					
Green Time:	0.0	36.9	36.9	36.9	36.9	36.9	15.1	15.1	15.1	15.1	15.1	15.1
Volume/Cap:	0.00	0.55	0.55	0.70	0.70	0.70	0.13	0.70	0.70	0.14	0.36	0.36
Delay/Veh:	0.0	6.5	6.5	7.8	7.8	7.8	16.6	24.0	24.0	16.6	18.0	18.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	6.5	6.5	7.8	7.8	7.8	16.6	24.0	24.0	16.6	18.0	18.0
LOS by Move:	A	A	A	A	A	A	B	C	C	B	B	B
HCM2kAvgQ:	0	7	7	9	9	9	1	5	5	1	3	3
Note: Queue reported is the number of cars per lane.												

Santa Clara Downtown Precise Plan
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2000 HCM Operations (Future Volume Alternative)
Cumulative AM

Intersection #4: Homestead/Lafayette

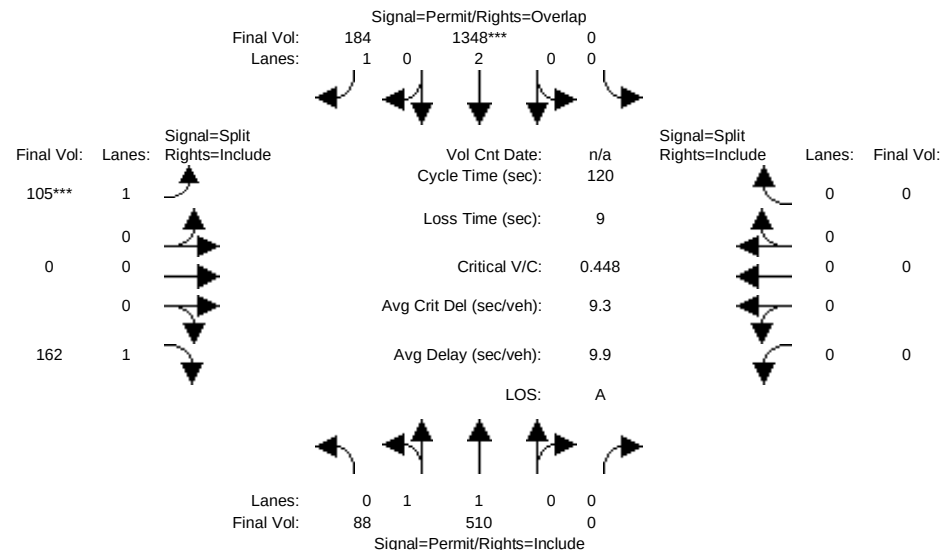


Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	28	28	0	0	28	28	11	0	11	0	0	0
Y+R:	3.7	3.7	4.0	4.0	3.7	3.7	3.6	0.0	3.6	4.0	4.0	4.0
Volume Module:												
Base Vol:	124	1394	0	0	435	89	202	0	99	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	124	1394	0	0	435	89	202	0	99	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	124	1394	0	0	435	89	202	0	99	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
PHF Volume:	135	1515	0	0	473	97	220	0	108	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	135	1515	0	0	473	97	220	0	108	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	135	1515	0	0	473	97	220	0	108	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.98	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.17	1.83	0.00	0.00	1.00	1.00	1.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	302	3398	0	0	1900	1750	1750	0	1750	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.45	0.45	0.00	0.00	0.25	0.06	0.13	0.00	0.06	0.00	0.00	0.00
Crit Moves:	****						****					
Green Time:	86.6	86.6	0.0	0.0	86.6	111.0	24.4	0.0	24.4	0.0	0.0	0.0
Volume/Cap:	0.62	0.62	0.00	0.00	0.34	0.06	0.62	0.00	0.30	0.00	0.00	0.00
Delay/Veh:	8.8	8.8	0.0	0.0	6.3	0.4	46.9	0.0	41.1	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	8.8	8.8	0.0	0.0	6.3	0.4	46.9	0.0	41.1	0.0	0.0	0.0
LOS by Move:	A	A	A	A	A	A	D	A	D	A	A	A
HCM2kAvgQ:	16	16	0	0	6	0	8	0	3	0	0	0
Note: Queue reported is the number of cars per lane.												

Santa Clara Downtown Precise Plan
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2000 HCM Operations (Future Volume Alternative)
Cumulative PM

Intersection #4: Homestead/Lafayette

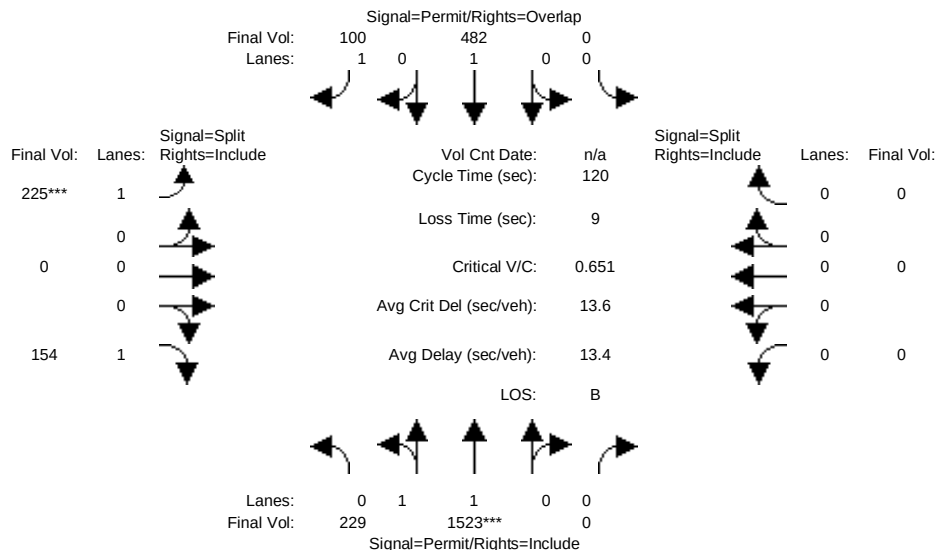


Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	28	28	0	0	28	28	12	0	12	0	0	0
Y+R:	3.7	3.7	0.0	0.0	3.7	3.7	3.6	0.0	3.6	0.0	0.0	0.0
Volume Module:												
Base Vol:	85	491	0	0	1298	177	101	0	156	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	85	491	0	0	1298	177	101	0	156	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	85	491	0	0	1298	177	101	0	156	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
PHF Volume:	88	510	0	0	1348	184	105	0	162	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	88	510	0	0	1348	184	105	0	162	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	88	510	0	0	1348	184	105	0	162	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.98	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.30	1.70	0.00	0.00	2.00	1.00	1.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	546	3154	0	0	3800	1750	1750	0	1750	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.16	0.16	0.00	0.00	0.35	0.11	0.06	0.00	0.09	0.00	0.00	0.00
Crit Moves:	****											
Green Time:	88.0	88.0	0.0	0.0	88.0	111.0	23.0	0.0	23.0	0.0	0.0	0.0
Volume/Cap:	0.22	0.22	0.00	0.00	0.48	0.11	0.31	0.00	0.48	0.00	0.00	0.00
Delay/Veh:	5.1	5.1	0.0	0.0	6.7	0.4	42.3	0.0	44.3	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	5.1	5.1	0.0	0.0	6.7	0.4	42.3	0.0	44.3	0.0	0.0	0.0
LOS by Move:	A	A	A	A	A	A	D	A	D	A	A	A
HCM2kAvgQ:	4	4	0	0	10	1	3	0	6	0	0	0
Note: Queue reported is the number of cars per lane.												

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2000 HCM Operations (Future Volume Alternative)
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Intersection #4: Homestead/Lafayette



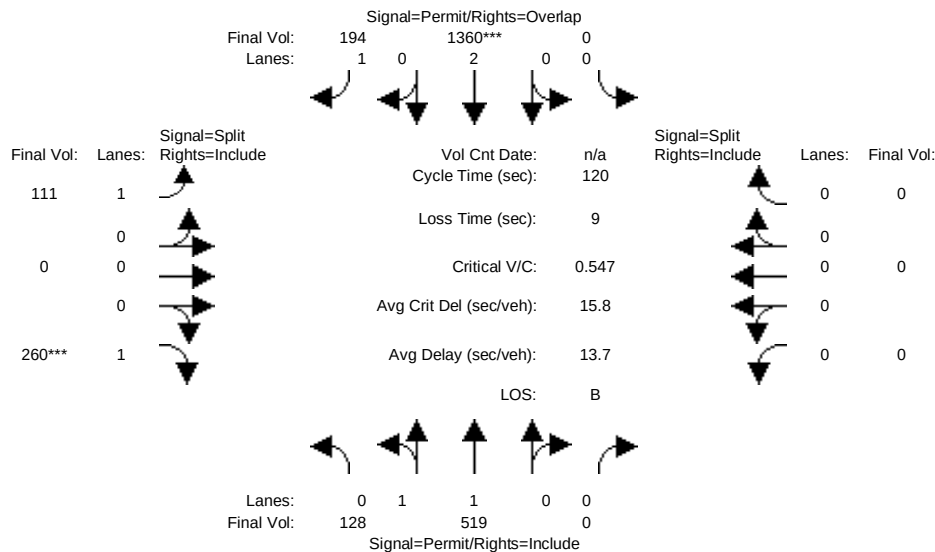
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	28	28	0	0	28	28	11	0	11	0	0	0
Y+R:	3.7	3.7	4.0	4.0	3.7	3.7	3.6	0.0	3.6	4.0	4.0	4.0
Volume Module:												
Base Vol:	124	1394	0	0	435	89	202	0	99	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	124	1394	0	0	435	89	202	0	99	0	0	0
Added Vol:	87	7	0	0	8	3	5	0	43	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	211	1401	0	0	443	92	207	0	142	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
PHF Volume:	229	1523	0	0	482	100	225	0	154	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	229	1523	0	0	482	100	225	0	154	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	229	1523	0	0	482	100	225	0	154	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.98	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.27	1.73	0.00	0.00	1.00	1.00	1.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	484	3215	0	0	1900	1750	1750	0	1750	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.47	0.47	0.00	0.00	0.25	0.06	0.13	0.00	0.09	0.00	0.00	0.00
Crit Moves:	****						****					
Green Time:	87.3	87.3	0.0	0.0	87.3	111.0	23.7	0.0	23.7	0.0	0.0	0.0
Volume/Cap:	0.65	0.65	0.00	0.00	0.35	0.06	0.65	0.00	0.45	0.00	0.00	0.00
Delay/Veh:	9.0	9.0	0.0	0.0	6.1	0.4	48.7	0.0	43.3	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	9.0	9.0	0.0	0.0	6.1	0.4	48.7	0.0	43.3	0.0	0.0	0.0
LOS by Move:	A	A	A	A	A	A	D	A	D	A	A	A
HCM2kAvgQ:	17	17	0	0	6	0	8	0	5	0	0	0

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

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Intersection #4: Homestead/Lafayette

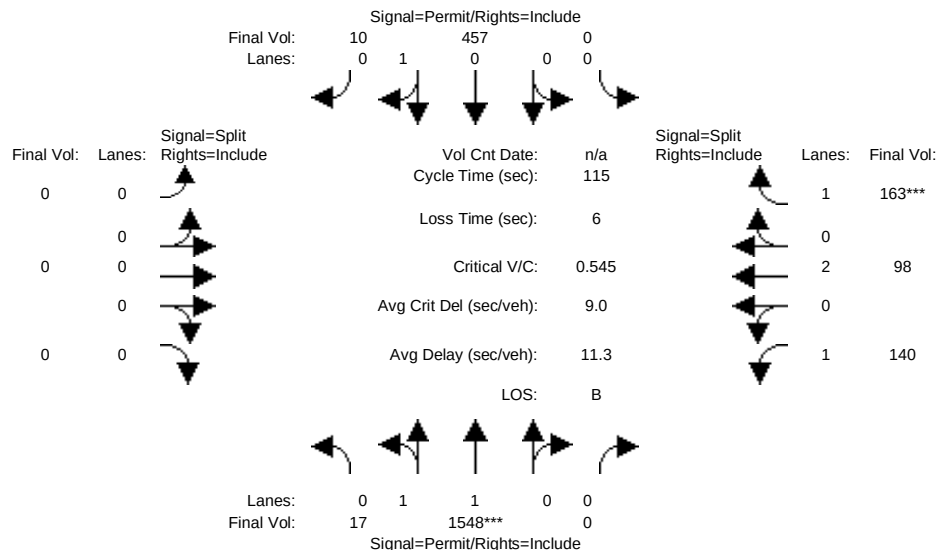


Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	28	28	0	0	28	28	12	0	12	0	0	0
Y+R:	3.7	3.7	0.0	0.0	3.7	3.7	3.6	0.0	3.6	0.0	0.0	0.0
Volume Module:												
Base Vol:	85	491	0	0	1298	177	101	0	156	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	85	491	0	0	1298	177	101	0	156	0	0	0
Added Vol:	38	9	0	0	12	10	6	0	94	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	123	500	0	0	1310	187	107	0	250	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
PHF Volume:	128	519	0	0	1360	194	111	0	260	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	128	519	0	0	1360	194	111	0	260	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	128	519	0	0	1360	194	111	0	260	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.98	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.41	1.59	0.00	0.00	2.00	1.00	1.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	730	2969	0	0	3800	1750	1750	0	1750	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.17	0.17	0.00	0.00	0.36	0.11	0.06	0.00	0.15	0.00	0.00	0.00
Crit Moves:					****				****			
Green Time:	78.5	78.5	0.0	0.0	78.5	111.0	32.5	0.0	32.5	0.0	0.0	0.0
Volume/Cap:	0.27	0.27	0.00	0.00	0.55	0.12	0.23	0.00	0.55	0.00	0.00	0.00
Delay/Veh:	8.8	8.8	0.0	0.0	11.4	0.4	34.3	0.0	38.8	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	8.8	8.8	0.0	0.0	11.4	0.4	34.3	0.0	38.8	0.0	0.0	0.0
LOS by Move:	A	A	A	A	B	A	C	A	D	A	A	A
HCM2kAvgQ:	5	5	0	0	13	1	3	0	9	0	0	0
Note: Queue reported is the number of cars per lane.												

Santa Clara Downtown Precise Plan
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2000 HCM Operations (Future Volume Alternative)
Cumulative AM

Intersection #30: Lafayette St & Lewis St



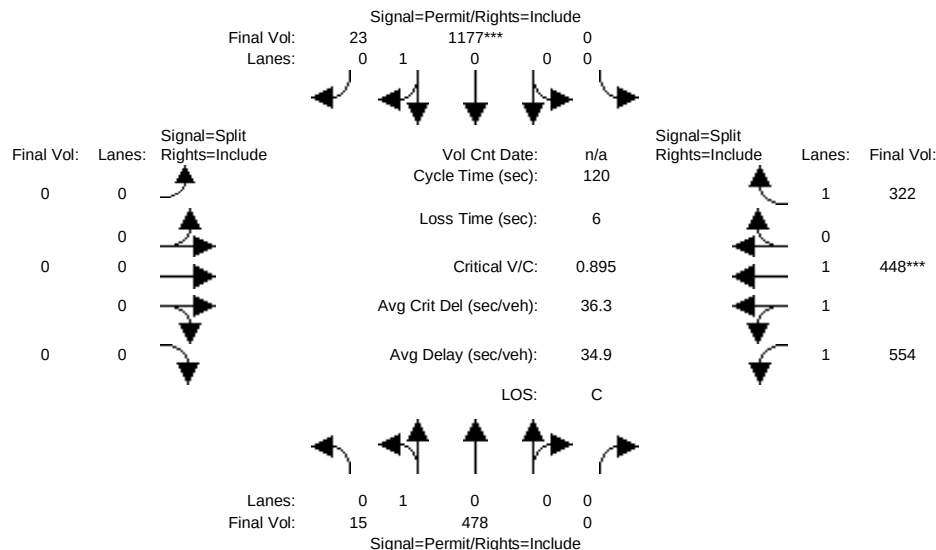
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	20	20	0	0	20	20	0	0	0	7	7	7
Y+R:	4.7	4.7	0.0	0.0	4.7	4.7	4.0	4.0	4.0	4.5	5.1	5.1
Volume Module:												
Base Vol:	15	1393	0	0	411	9	0	0	0	126	88	147
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	15	1393	0	0	411	9	0	0	0	126	88	147
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	15	1393	0	0	411	9	0	0	0	126	88	147
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
PHF Volume:	17	1548	0	0	457	10	0	0	0	140	98	163
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	17	1548	0	0	457	10	0	0	0	140	98	163
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	17	1548	0	0	457	10	0	0	0	140	98	163
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.97	0.92	0.92	0.95	0.95	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.02	1.98	0.00	0.00	0.98	0.02	0.00	0.00	0.00	1.00	2.00	1.00
Final Sat.:	39	3661	0	0	1761	39	0	0	0	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.42	0.42	0.00	0.00	0.26	0.26	0.00	0.00	0.00	0.08	0.03	0.09
Crit Moves:	****											
Green Time:	89.3	89.3	0.0	0.0	89.3	89.3	0.0	0.0	0.0	19.7	19.7	19.7
Volume/Cap:	0.54	0.54	0.00	0.00	0.33	0.33	0.00	0.00	0.00	0.47	0.15	0.54
Delay/Veh:	5.2	5.2	0.0	0.0	4.0	4.0	0.0	0.0	0.0	44.1	40.6	45.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	5.2	5.2	0.0	0.0	4.0	4.0	0.0	0.0	0.0	44.1	40.6	45.6
LOS by Move:	A	A	A	A	A	A	A	A	A	D	D	D
HCM2kAvgQ:	11	11	0	0	5	5	0	0	0	5	2	6

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

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

Intersection #30: Lafayette St & Lewis St

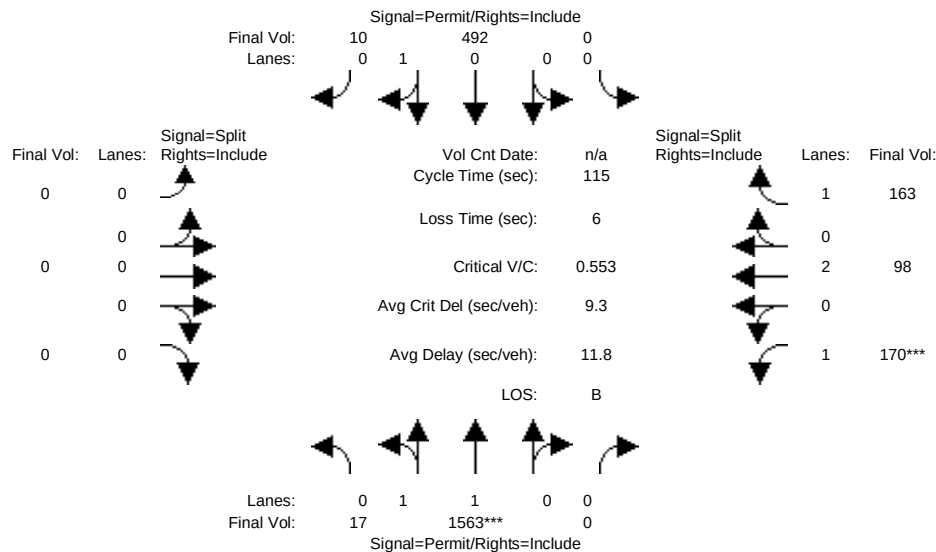


Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	20	20	0	0	20	20	0	0	0	7	7	7
Y+R:	4.7	4.7	0.0	0.0	4.7	4.7	0.0	0.0	0.0	4.5	5.1	5.1
Volume Module:												
Base Vol:	14	440	0	0	1083	21	0	0	0	510	412	296
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	14	440	0	0	1083	21	0	0	0	510	412	296
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	14	440	0	0	1083	21	0	0	0	510	412	296
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
PHF Volume:	15	478	0	0	1177	23	0	0	0	554	448	322
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	15	478	0	0	1177	23	0	0	0	554	448	322
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	15	478	0	0	1177	23	0	0	0	554	448	322
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.92	0.92	0.95	0.95	0.92	1.00	0.92	0.93	0.99	0.92
Lanes:	0.03	0.97	0.00	0.00	0.98	0.02	0.00	0.00	0.00	1.70	1.30	1.00
Final Sat.:	56	1744	0	0	1766	34	0	0	0	3012	2433	1750
Capacity Analysis Module:												
Vol/Sat:	0.27	0.27	0.00	0.00	0.67	0.67	0.00	0.00	0.00	0.18	0.18	0.18
Crit Moves:					****					****		
Green Time:	89.3	89.3	0.0	0.0	89.3	89.3	0.0	0.0	0.0	24.7	24.7	24.7
Volume/Cap:	0.37	0.37	0.00	0.00	0.90	0.90	0.00	0.00	0.00	0.90	0.90	0.89
Delay/Veh:	5.6	5.6	0.0	0.0	19.9	19.9	0.0	0.0	0.0	56.0	56.0	70.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	5.6	5.6	0.0	0.0	19.9	19.9	0.0	0.0	0.0	56.0	56.0	70.0
LOS by Move:	A	A	A	A	B	B	A	A	A	E	E	E
HCM2kAvgQ:	7	7	0	0	37	37	0	0	0	16	16	16
Note: Queue reported is the number of cars per lane.												

Santa Clara Downtown Precise Plan
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Hexagon Transportation Consultants, Inc.

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

Intersection #30: Lafayette St & Lewis St



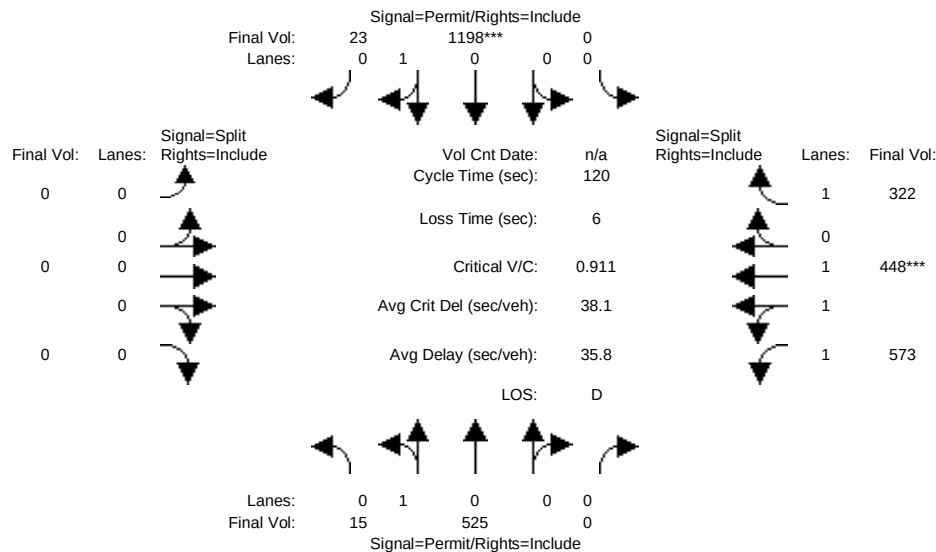
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	20	20	0	0	20	20	0	0	0	7	7	7
Y+R:	4.7	4.7	0.0	0.0	4.7	4.7	4.0	4.0	4.0	4.5	5.1	5.1
Volume Module:												
Base Vol:	15	1393	0	0	411	9	0	0	0	126	88	147
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	15	1393	0	0	411	9	0	0	0	126	88	147
Added Vol:	0	14	0	0	32	0	0	0	0	27	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	15	1407	0	0	443	9	0	0	0	153	88	147
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
PHF Volume:	17	1563	0	0	492	10	0	0	0	170	98	163
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	17	1563	0	0	492	10	0	0	0	170	98	163
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	17	1563	0	0	492	10	0	0	0	170	98	163
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.97	0.92	0.92	0.95	0.95	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.02	1.98	0.00	0.00	0.98	0.02	0.00	0.00	0.00	1.00	2.00	1.00
Final Sat.:	39	3661	0	0	1764	36	0	0	0	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.43	0.43	0.00	0.00	0.28	0.28	0.00	0.00	0.00	0.10	0.03	0.09
Crit Moves:	****									****		
Green Time:	88.8	88.8	0.0	0.0	88.8	88.8	0.0	0.0	0.0	20.2	20.2	20.2
Volume/Cap:	0.55	0.55	0.00	0.00	0.36	0.36	0.00	0.00	0.00	0.55	0.15	0.53
Delay/Veh:	5.4	5.4	0.0	0.0	4.3	4.3	0.0	0.0	0.0	45.5	40.2	44.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	5.4	5.4	0.0	0.0	4.3	4.3	0.0	0.0	0.0	45.5	40.2	44.9
LOS by Move:	A	A	A	A	A	A	A	A	A	D	D	D
HCM2kAvgQ:	11	11	0	0	6	6	0	0	0	7	1	6

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

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Cumul + Prj PM

Intersection #30: Lafayette St & Lewis St

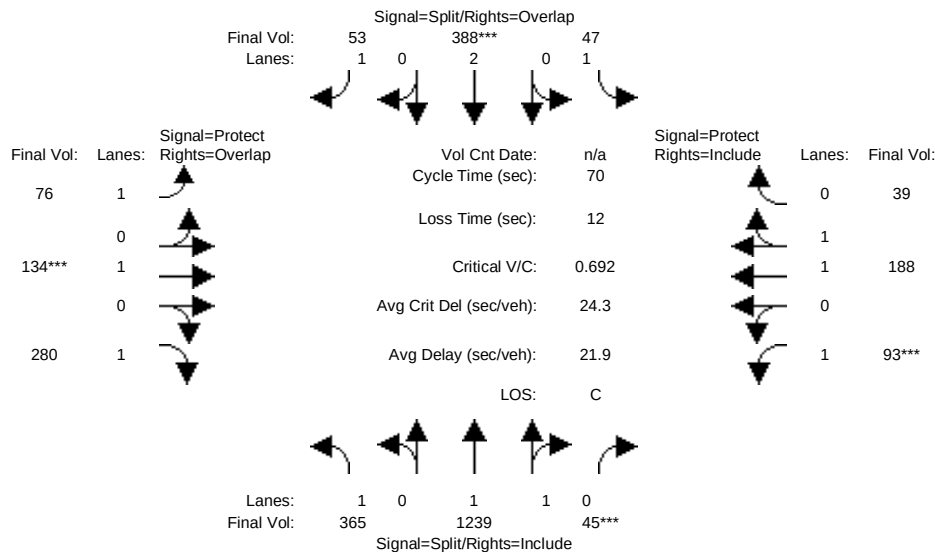


Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	20	20	0	0	20	20	0	0	0	7	7	7
Y+R:	4.7	4.7	0.0	0.0	4.7	4.7	0.0	0.0	0.0	4.5	5.1	5.1
Volume Module:												
Base Vol:	14	440	0	0	1083	21	0	0	0	510	412	296
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	14	440	0	0	1083	21	0	0	0	510	412	296
Added Vol:	0	43	0	0	19	0	0	0	0	17	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	14	483	0	0	1102	21	0	0	0	527	412	296
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
PHF Volume:	15	525	0	0	1198	23	0	0	0	573	448	322
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	15	525	0	0	1198	23	0	0	0	573	448	322
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	15	525	0	0	1198	23	0	0	0	573	448	322
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.92	0.92	0.95	0.95	0.92	1.00	0.92	0.93	0.99	0.92
Lanes:	0.03	0.97	0.00	0.00	0.98	0.02	0.00	0.00	0.00	1.73	1.27	1.00
Final Sat.:	51	1749	0	0	1766	34	0	0	0	3056	2389	1750
Capacity Analysis Module:												
Vol/Sat:	0.30	0.30	0.00	0.00	0.68	0.68	0.00	0.00	0.00	0.19	0.19	0.18
Crit Moves:	****											
Green Time:	89.3	89.3	0.0	0.0	89.3	89.3	0.0	0.0	0.0	24.7	24.7	24.7
Volume/Cap:	0.40	0.40	0.00	0.00	0.91	0.91	0.00	0.00	0.00	0.91	0.91	0.89
Delay/Veh:	5.8	5.8	0.0	0.0	21.7	21.7	0.0	0.0	0.0	57.7	57.7	69.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	5.8	5.8	0.0	0.0	21.7	21.7	0.0	0.0	0.0	57.7	57.7	69.8
LOS by Move:	A	A	A	A	C	C	A	A	A	E	E	E
HCM2kAvgQ:	7	7	0	0	39	39	0	0	0	16	16	16
Note: Queue reported is the number of cars per lane.												

Santa Clara Downtown Precise Plan
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Intersection #69: Washington St & Newhall St

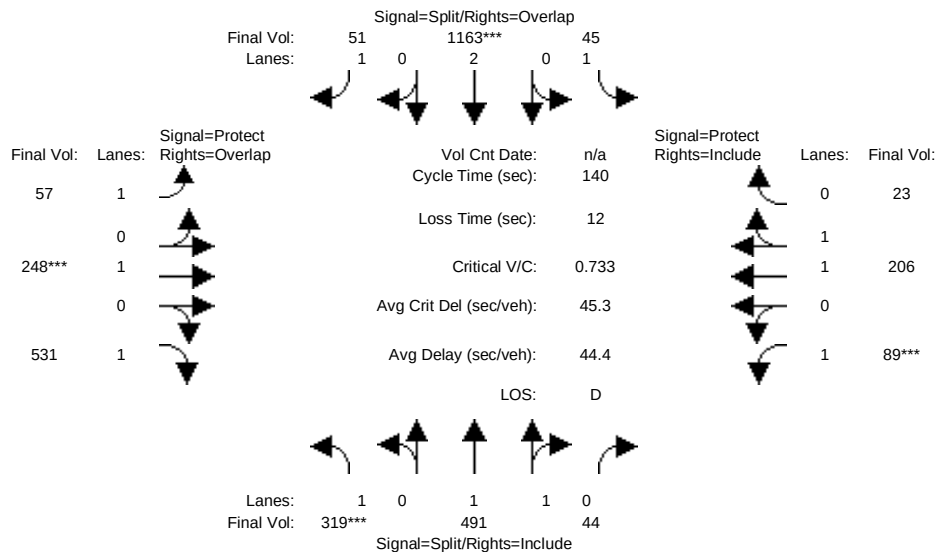


Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	11	11	11	9	9	9	8	10	10	8	10	10
Y+R:	5.6	5.6	5.6	5.6	5.6	5.6	5.1	5.6	5.6	5.1	5.1	5.1
Volume Module:												
Base Vol:	361	1227	45	47	384	52	75	133	277	92	186	39
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	361	1227	45	47	384	52	75	133	277	92	186	39
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	361	1227	45	47	384	52	75	133	277	92	186	39
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99
PHF Volume:	365	1239	45	47	388	53	76	134	280	93	188	39
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	365	1239	45	47	388	53	76	134	280	93	188	39
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	365	1239	45	47	388	53	76	134	280	93	188	39
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.97	0.95	0.92	1.00	0.92	0.92	1.00	0.92	0.92	0.98	0.95
Lanes:	1.00	1.93	0.07	1.00	2.00	1.00	1.00	1.00	1.00	1.00	1.64	0.36
Final Sat.:	1750	3569	131	1750	3800	1750	1750	1900	1750	1750	3058	641
Capacity Analysis Module:												
Vol/Sat:	0.21	0.35	0.35	0.03	0.10	0.03	0.04	0.07	0.16	0.05	0.06	0.06
Crit Moves:			****		****			****		****		
Green Time:	30.9	30.9	30.9	9.1	9.1	17.1	8.0	10.0	40.9	8.0	10.0	10.0
Volume/Cap:	0.47	0.79	0.79	0.21	0.79	0.12	0.38	0.49	0.27	0.46	0.43	0.43
Delay/Veh:	14.2	19.3	19.3	27.7	37.7	20.7	29.9	29.1	7.3	30.7	28.0	28.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	14.2	19.3	19.3	27.7	37.7	20.7	29.9	29.1	7.3	30.7	28.0	28.0
LOS by Move:	B	B	B	C	D	C	C	C	A	C	C	C
HCM2kAvgQ:	6	13	13	1	4	1	2	3	3	3	3	3
Note: Queue reported is the number of cars per lane.												

Santa Clara Downtown Precise Plan
City of Santa Clara
Hexagon Transportation Consultants, Inc.

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

Intersection #69: Washington St & Newhall St



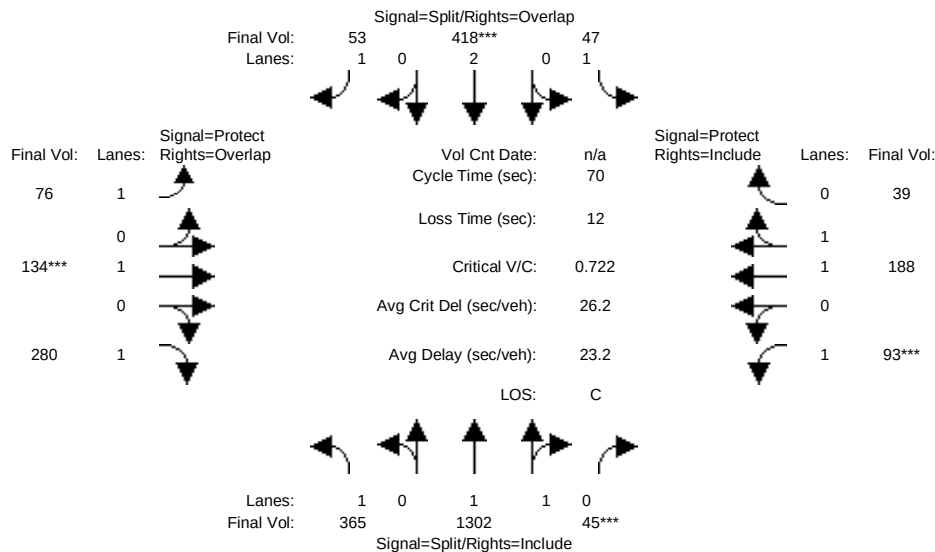
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	11	11	11	9	9	9	8	9	9	8	9	9
Y+R:	5.6	5.6	5.6	5.6	5.6	5.6	5.1	5.6	5.6	5.1	5.1	5.1
Volume Module:												
Base Vol:	303	466	42	43	1105	48	54	236	504	85	196	22
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	303	466	42	43	1105	48	54	236	504	85	196	22
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	303	466	42	43	1105	48	54	236	504	85	196	22
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	319	491	44	45	1163	51	57	248	531	89	206	23
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	319	491	44	45	1163	51	57	248	531	89	206	23
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	319	491	44	45	1163	51	57	248	531	89	206	23
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	1.00	0.92	0.92	1.00	0.92	0.92	0.98	0.95
Lanes:	1.00	1.83	0.17	1.00	2.00	1.00	1.00	1.00	1.00	1.00	1.79	0.21
Final Sat.:	1750	3394	306	1750	3800	1750	1750	1900	1750	1750	3326	373
Capacity Analysis Module:												
Vol/Sat:	0.18	0.14	0.14	0.03	0.31	0.03	0.03	0.13	0.30	0.05	0.06	0.06
Crit Moves:	****				****			****				
Green Time:	34.8	34.8	34.8	58.5	58.5	74.8	16.3	25.0	59.8	9.8	18.4	18.4
Volume/Cap:	0.73	0.58	0.58	0.06	0.73	0.05	0.28	0.73	0.71	0.73	0.47	0.47
Delay/Veh:	54.7	47.1	47.1	24.4	36.0	15.7	57.2	62.4	36.2	84.1	57.0	57.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	54.7	47.1	47.1	24.4	36.0	15.7	57.2	62.4	36.2	84.1	57.0	57.0
LOS by Move:	D	D	D	C	D	B	E	E	D	F	E	E
HCM2kAvgQ:	14	10	10	1	21	1	3	11	21	6	5	5

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

Santa Clara Downtown Precise Plan
City of Santa Clara
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Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumul + Prj AM

Intersection #69: Washington St & Newhall St



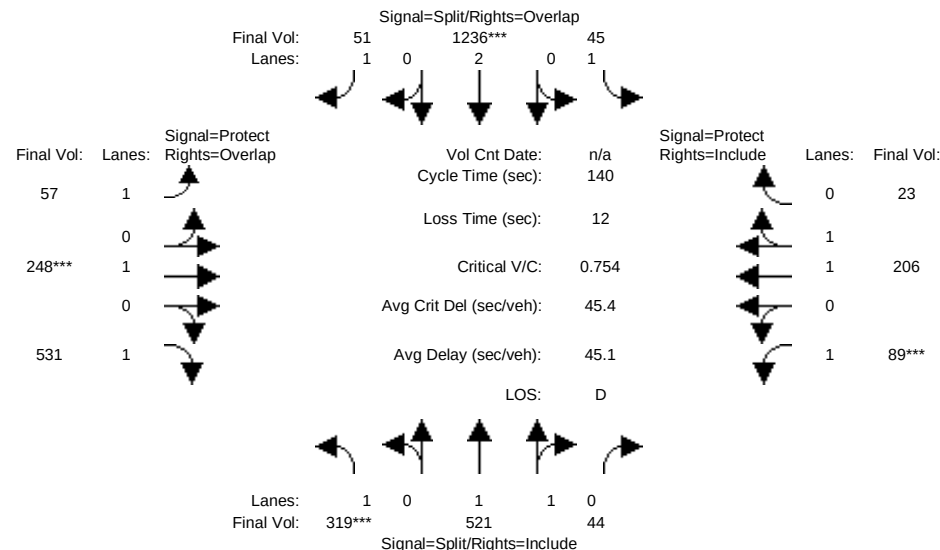
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	11	11	11	9	9	9	8	10	10	8	10	10
Y+R:	5.6	5.6	5.6	5.6	5.6	5.6	5.1	5.6	5.6	5.1	5.1	5.1
Volume Module:												
Base Vol:	361	1227	45	47	384	52	75	133	277	92	186	39
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	361	1227	45	47	384	52	75	133	277	92	186	39
Added Vol:	0	62	0	0	30	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	361	1289	45	47	414	52	75	133	277	92	186	39
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99
PHF Volume:	365	1302	45	47	418	53	76	134	280	93	188	39
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	365	1302	45	47	418	53	76	134	280	93	188	39
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	365	1302	45	47	418	53	76	134	280	93	188	39
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.97	0.95	0.92	1.00	0.92	0.92	1.00	0.92	0.92	0.98	0.95
Lanes:	1.00	1.93	0.07	1.00	2.00	1.00	1.00	1.00	1.00	1.00	1.64	0.36
Final Sat.:	1750	3575	125	1750	3800	1750	1750	1900	1750	1750	3058	641
Capacity Analysis Module:												
Vol/Sat:	0.21	0.36	0.36	0.03	0.11	0.03	0.04	0.07	0.16	0.05	0.06	0.06
Crit Moves:			****		****			****		****		
Green Time:	30.7	30.7	30.7	9.3	9.3	17.3	8.0	10.0	40.7	8.0	10.0	10.0
Volume/Cap:	0.47	0.83	0.83	0.20	0.83	0.12	0.38	0.49	0.27	0.46	0.43	0.43
Delay/Veh:	14.4	21.1	21.1	27.5	40.7	20.6	29.9	29.1	7.4	30.7	28.0	28.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	14.4	21.1	21.1	27.5	40.7	20.6	29.9	29.1	7.4	30.7	28.0	28.0
LOS by Move:	B	C	C	C	D	C	C	C	A	C	C	C
HCM2kAvgQ:	6	14	14	1	5	1	2	3	3	3	3	3

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

Santa Clara Downtown Precise Plan
City of Santa Clara
Hexagon Transportation Consultants, Inc.

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

Intersection #69: Washington St & Newhall St



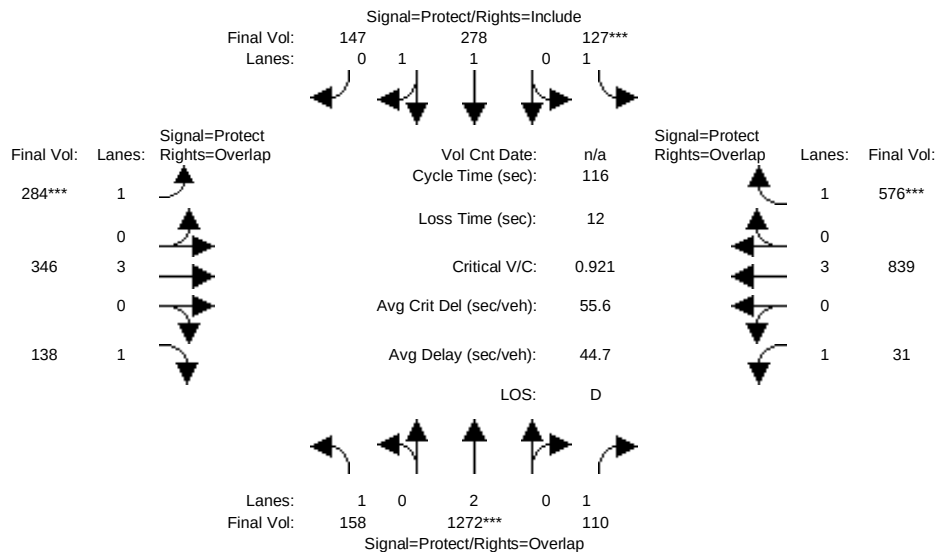
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	11	11	11	9	9	9	8	9	9	8	9	9
Y+R:	5.6	5.6	5.6	5.6	5.6	5.6	5.1	5.6	5.6	5.1	5.1	5.1
Volume Module:												
Base Vol:	303	466	42	43	1105	48	54	236	504	85	196	22
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	303	466	42	43	1105	48	54	236	504	85	196	22
Added Vol:	0	29	0	0	69	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	303	495	42	43	1174	48	54	236	504	85	196	22
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	319	521	44	45	1236	51	57	248	531	89	206	23
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	319	521	44	45	1236	51	57	248	531	89	206	23
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	319	521	44	45	1236	51	57	248	531	89	206	23
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	1.00	0.92	0.92	1.00	0.92	0.92	0.98	0.95
Lanes:	1.00	1.84	0.16	1.00	2.00	1.00	1.00	1.00	1.00	1.00	1.79	0.21
Final Sat.:	1750	3410	289	1750	3800	1750	1750	1900	1750	1750	3326	373
Capacity Analysis Module:												
Vol/Sat:	0.18	0.15	0.15	0.03	0.33	0.03	0.03	0.13	0.30	0.05	0.06	0.06
Crit Moves:	****				****			****				
Green Time:	33.8	33.8	33.8	60.4	60.4	76.3	15.9	24.3	58.1	9.5	17.9	17.9
Volume/Cap:	0.75	0.63	0.63	0.06	0.75	0.05	0.29	0.75	0.73	0.75	0.49	0.49
Delay/Veh:	56.7	49.0	49.0	23.3	35.6	15.0	57.7	64.5	38.1	87.7	57.6	57.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	56.7	49.0	49.0	23.3	35.6	15.0	57.7	64.5	38.1	87.7	57.6	57.6
LOS by Move:	E	D	D	C	D	B	E	E	D	F	E	E
HCM2kAvgQ:	14	11	11	1	22	1	3	12	21	6	5	5

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

Santa Clara Downtown Precise Plan
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Hexagon Transportation Consultants, Inc.

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

Intersection #1202: LAFAYETTE/EL CAMINO REAL



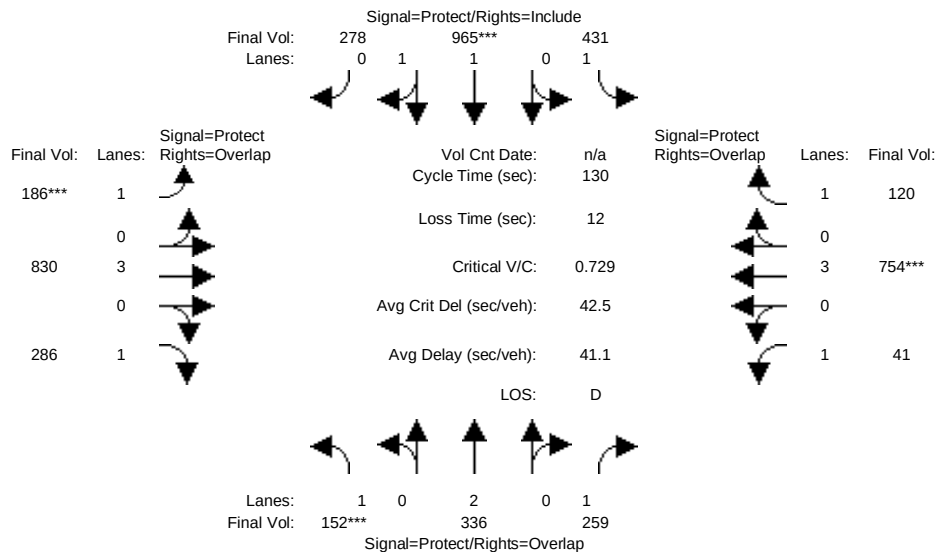
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	6	10	10	6	14	14	4	12	12	4	11	11
Y+R:	4.3	5.1	5.1	4.6	5.5	5.5	5.4	5.9	5.9	5.4	5.9	5.9
Volume Module:												
Base Vol:	158	1272	110	127	278	147	284	346	138	31	839	576
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	158	1272	110	127	278	147	284	346	138	31	839	576
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	158	1272	110	127	278	147	284	346	138	31	839	576
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	158	1272	110	127	278	147	284	346	138	31	839	576
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	158	1272	110	127	278	147	284	346	138	31	839	576
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	158	1272	110	127	278	147	284	346	138	31	839	576
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	0.99	0.95	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	2.00	1.00	1.00	1.29	0.71	1.00	3.00	1.00	1.00	3.00	1.00
Final Sat.:	1750	3800	1750	1750	2419	1279	1750	5700	1750	1750	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.09	0.33	0.06	0.07	0.11	0.11	0.16	0.06	0.08	0.02	0.15	0.33
Crit Moves:	****			****			****			****		
Green Time:	21.9	42.1	55.3	9.1	29.3	29.3	20.4	39.5	61.5	13.2	32.3	41.4
Volume/Cap:	0.48	0.92	0.13	0.92	0.45	0.45	0.92	0.18	0.15	0.16	0.53	0.92
Delay/Veh:	43.0	45.7	17.0	106.5	36.9	36.9	78.6	26.9	14.0	46.8	35.7	54.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	43.0	45.7	17.0	106.5	36.9	36.9	78.6	26.9	14.0	46.8	35.7	54.9
LOS by Move:	D	D	B	F	D	D	E	C	B	D	D	D
HCM2kAvgQ:	5	24	2	6	6	6	12	3	3	1	9	25

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

Santa Clara Downtown Precise Plan
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Hexagon Transportation Consultants, Inc.

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

Intersection #1202: LAFAYETTE/EL CAMINO REAL

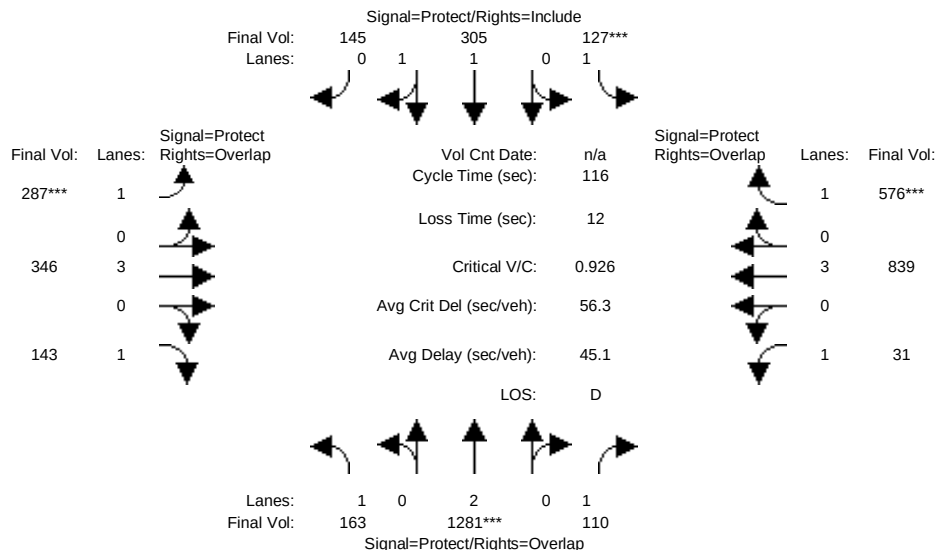


Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	152	336	259	431	965	278	186	830	286	41	754	120
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	152	336	259	431	965	278	186	830	286	41	754	120
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	152	336	259	431	965	278	186	830	286	41	754	120
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	152	336	259	431	965	278	186	830	286	41	754	120
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	152	336	259	431	965	278	186	830	286	41	754	120
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	152	336	259	431	965	278	186	830	286	41	754	120
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	0.98	0.95	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	2.00	1.00	1.00	1.54	0.46	1.00	3.00	1.00	1.00	3.00	1.00
Final Sat.:	1750	3800	1750	1750	2872	827	1750	5700	1750	1750	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.09	0.09	0.15	0.25	0.34	0.34	0.11	0.15	0.16	0.02	0.13	0.07
Crit Moves:	****			****			****			****		
Green Time:	15.5	25.3	36.8	50.1	59.9	59.9	19.0	31.1	46.6	11.5	23.6	73.7
Volume/Cap:	0.73	0.45	0.52	0.64	0.73	0.73	0.73	0.61	0.46	0.27	0.73	0.12
Delay/Veh:	67.4	46.7	40.2	34.6	30.1	30.1	63.2	44.9	32.5	56.2	52.8	13.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	67.4	46.7	40.2	34.6	30.1	30.1	63.2	44.9	32.5	56.2	52.8	13.1
LOS by Move:	E	D	D	C	C	C	E	D	C	E	D	B
HCM2kAvgQ:	7	6	9	15	21	21	8	10	9	2	11	2
Note: Queue reported is the number of cars per lane.												

Santa Clara Downtown Precise Plan
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Hexagon Transportation Consultants, Inc.

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

Intersection #1202: LAFAYETTE/EL CAMINO REAL

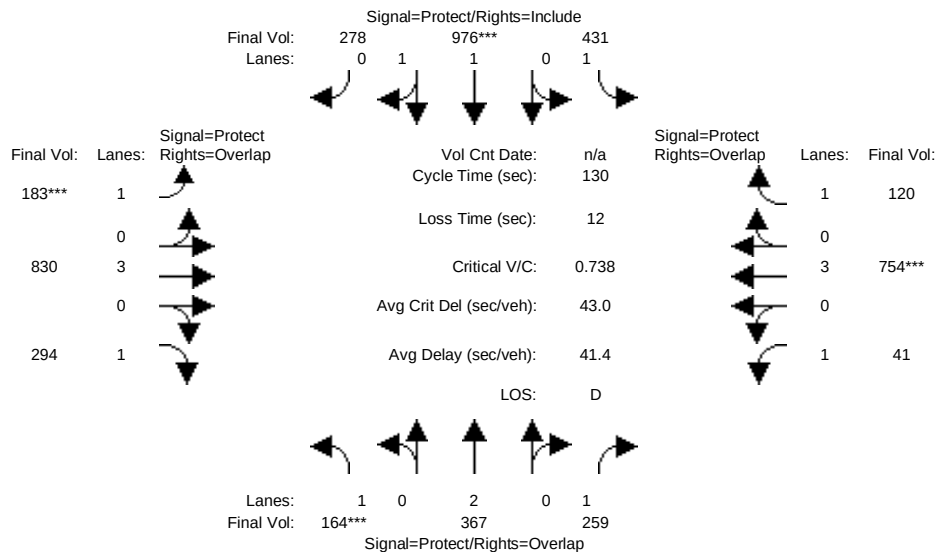


Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	6	10	10	6	14	14	4	12	12	4	11	11
Y+R:	4.3	5.1	5.1	4.6	5.5	5.5	5.4	5.9	5.9	5.4	5.9	5.9
Volume Module:												
Base Vol:	158	1272	110	127	278	147	284	346	138	31	839	576
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	158	1272	110	127	278	147	284	346	138	31	839	576
Added Vol:	5	9	0	0	27	-2	3	0	5	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	163	1281	110	127	305	145	287	346	143	31	839	576
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	163	1281	110	127	305	145	287	346	143	31	839	576
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	163	1281	110	127	305	145	287	346	143	31	839	576
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	163	1281	110	127	305	145	287	346	143	31	839	576
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	0.99	0.95	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	2.00	1.00	1.00	1.34	0.66	1.00	3.00	1.00	1.00	3.00	1.00
Final Sat.:	1750	3800	1750	1750	2507	1192	1750	5700	1750	1750	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.09	0.34	0.06	0.07	0.12	0.12	0.16	0.06	0.08	0.02	0.15	0.33
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****
Green Time:	22.3	42.2	55.4	9.1	29.1	29.1	20.5	39.5	61.8	13.2	32.1	41.2
Volume/Cap:	0.49	0.93	0.13	0.93	0.49	0.49	0.93	0.18	0.15	0.16	0.53	0.93
Delay/Veh:	42.9	46.2	17.0	107.9	37.5	37.5	79.4	26.9	13.9	46.8	35.9	55.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	42.9	46.2	17.0	107.9	37.5	37.5	79.4	26.9	13.9	46.8	35.9	55.9
LOS by Move:	D	D	B	F	D	D	E	C	B	D	D	E
HCM2kAvgQ:	5	24	2	6	7	7	12	3	3	1	9	26
Note: Queue reported is the number of cars per lane.												

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2000 HCM Operations (Future Volume Alternative)
Cumul + Prj PM

Intersection #1202: LAFAYETTE/EL CAMINO REAL

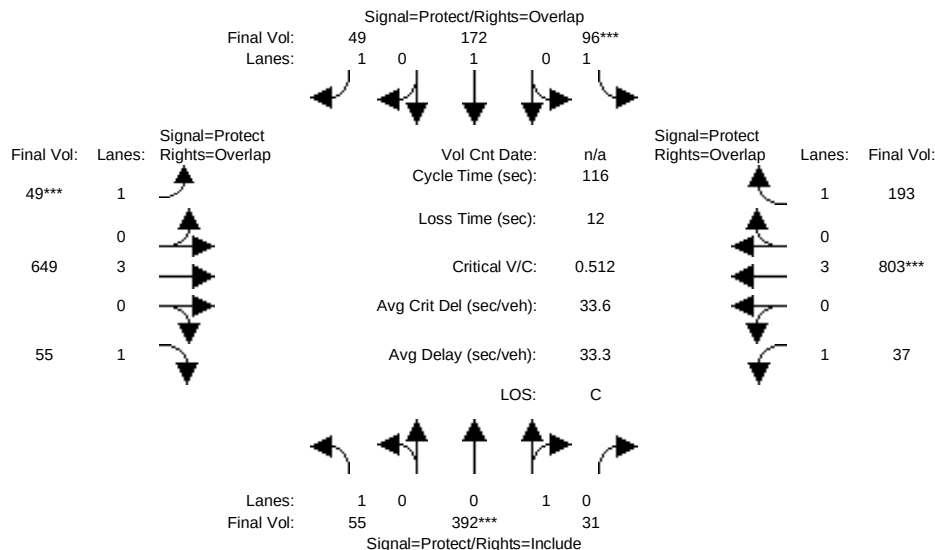


Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	152	336	259	431	965	278	186	830	286	41	754	120
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	152	336	259	431	965	278	186	830	286	41	754	120
Added Vol:	12	31	0	0	11	0	-3	0	8	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	164	367	259	431	976	278	183	830	294	41	754	120
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	164	367	259	431	976	278	183	830	294	41	754	120
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	164	367	259	431	976	278	183	830	294	41	754	120
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	164	367	259	431	976	278	183	830	294	41	754	120
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	0.98	0.95	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	2.00	1.00	1.00	1.54	0.46	1.00	3.00	1.00	1.00	3.00	1.00
Final Sat.:	1750	3800	1750	1750	2879	820	1750	5700	1750	1750	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.09	0.10	0.15	0.25	0.34	0.34	0.10	0.15	0.17	0.02	0.13	0.07
Crit Moves:	****			****			****			****		
Green Time:	16.5	25.6	36.9	50.6	59.7	59.7	18.4	30.5	47.0	11.3	23.3	74.0
Volume/Cap:	0.74	0.49	0.52	0.63	0.74	0.74	0.74	0.62	0.46	0.27	0.74	0.12
Delay/Veh:	66.9	46.9	40.1	34.1	30.5	30.5	64.5	45.5	32.4	56.5	53.3	13.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	66.9	46.9	40.1	34.1	30.5	30.5	64.5	45.5	32.4	56.5	53.3	13.0
LOS by Move:	E	D	D	C	C	C	E	D	C	E	D	B
HCM2kAvgQ:	7	6	9	15	21	21	8	10	9	2	11	2
Note: Queue reported is the number of cars per lane.												

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2000 HCM Operations (Future Volume Alternative)
Cumulative AM

Intersection #1204: MONROE/EL CAMINO REAL

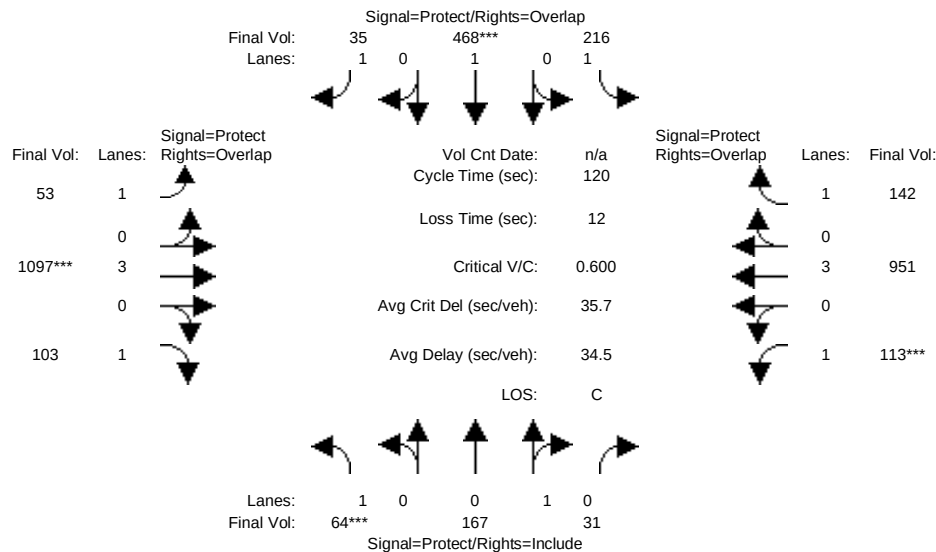


Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	5	9	9	6	9	9	5	11	11	5	1	1
Y+R:	4.3	5.2	5.2	5.0	5.5	5.5	5.4	6.4	6.4	5.0	6.4	6.4
Volume Module:												
Base Vol:	55	392	31	96	172	49	49	649	55	37	803	193
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	55	392	31	96	172	49	49	649	55	37	803	193
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	55	392	31	96	172	49	49	649	55	37	803	193
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	55	392	31	96	172	49	49	649	55	37	803	193
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	55	392	31	96	172	49	49	649	55	37	803	193
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	55	392	31	96	172	49	49	649	55	37	803	193
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.95	0.95	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	0.93	0.07	1.00	1.00	1.00	1.00	3.00	1.00	1.00	3.00	1.00
Final Sat.:	1750	1668	132	1750	1900	1750	1750	5700	1750	1750	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.03	0.24	0.24	0.05	0.09	0.03	0.03	0.11	0.03	0.02	0.14	0.11
Crit Moves:	****			****			****			****		
Green Time:	21.2	53.3	53.3	12.4	44.5	50.9	6.3	27.8	49.0	10.5	31.9	44.4
Volume/Cap:	0.17	0.51	0.51	0.51	0.24	0.06	0.51	0.48	0.07	0.23	0.51	0.29
Delay/Veh:	40.3	22.7	22.7	51.3	24.4	18.8	57.9	38.1	20.0	49.8	35.7	25.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	40.3	22.7	22.7	51.3	24.4	18.8	57.9	38.1	20.0	49.8	35.7	25.1
LOS by Move:	D	C	C	D	C	B	E	D	C	D	D	C
HCM2kAvgQ:	2	10	10	4	4	1	2	6	1	1	8	5
Note: Queue reported is the number of cars per lane.												

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2000 HCM Operations (Future Volume Alternative)
Cumulative PM

Intersection #1204: MONROE/EL CAMINO REAL

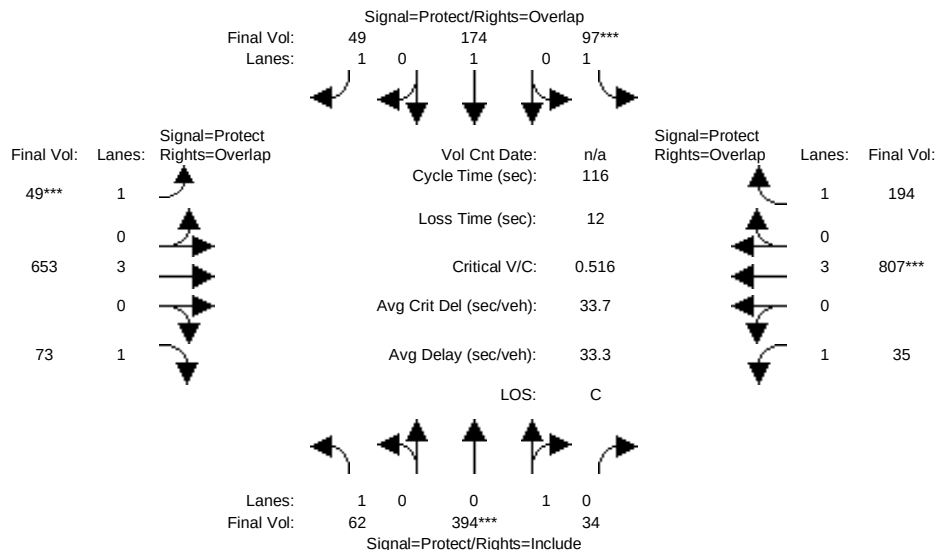


Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	64	167	31	216	468	35	53	1097	103	113	951	142
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	64	167	31	216	468	35	53	1097	103	113	951	142
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	64	167	31	216	468	35	53	1097	103	113	951	142
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	64	167	31	216	468	35	53	1097	103	113	951	142
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	64	167	31	216	468	35	53	1097	103	113	951	142
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	64	167	31	216	468	35	53	1097	103	113	951	142
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.95	0.95	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	0.84	0.16	1.00	1.00	1.00	1.00	3.00	1.00	1.00	3.00	1.00
Final Sat.:	1750	1518	282	1750	1900	1750	1750	5700	1750	1750	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.04	0.11	0.11	0.12	0.25	0.02	0.03	0.19	0.06	0.06	0.17	0.08
Crit Moves:	***			***			***			***		
Green Time:	7.3	26.7	26.7	29.9	49.3	62.6	13.3	38.5	45.8	12.9	38.1	68.0
Volume/Cap:	0.60	0.50	0.50	0.50	0.60	0.04	0.27	0.60	0.15	0.60	0.53	0.14
Delay/Veh:	64.1	41.7	41.7	39.5	29.0	14.0	49.7	34.8	24.5	56.4	33.8	12.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	64.1	41.7	41.7	39.5	29.0	14.0	49.7	34.8	24.5	56.4	33.8	12.3
LOS by Move:	E	D	D	D	C	B	D	C	C	E	C	B
HCM2kAvgQ:	3	6	6	8	14	1	2	11	3	4	9	3
Note: Queue reported is the number of cars per lane.												

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Cumul + Prj AM

Intersection #1204: MONROE/EL CAMINO REAL



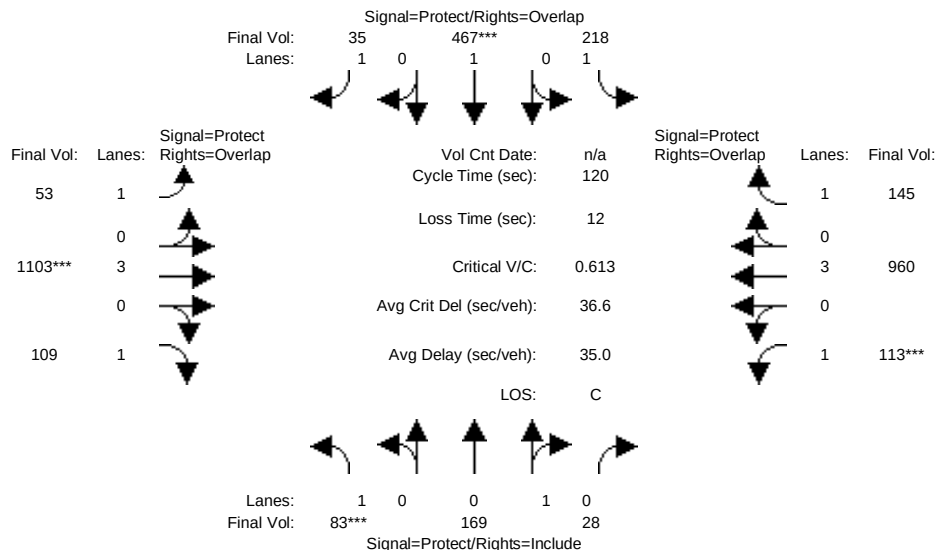
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	5	9	9	6	9	9	5	11	11	5	1	1
Y+R:	4.3	5.2	5.2	5.0	5.5	5.5	5.4	6.4	6.4	5.0	6.4	6.4
Volume Module:												
Base Vol:	55	392	31	96	172	49	49	649	55	37	803	193
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	55	392	31	96	172	49	49	649	55	37	803	193
Added Vol:	7	2	3	1	2	0	0	4	18	-2	4	1
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	62	394	34	97	174	49	49	653	73	35	807	194
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	62	394	34	97	174	49	49	653	73	35	807	194
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	62	394	34	97	174	49	49	653	73	35	807	194
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	62	394	34	97	174	49	49	653	73	35	807	194
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.95	0.95	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	0.92	0.08	1.00	1.00	1.00	1.00	3.00	1.00	1.00	3.00	1.00
Final Sat.:	1750	1657	143	1750	1900	1750	1750	5700	1750	1750	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.04	0.24	0.24	0.06	0.09	0.03	0.03	0.11	0.04	0.02	0.14	0.11
Crit Moves:	****			****			****			****		
Green Time:	21.1	53.4	53.4	12.5	44.8	51.1	6.3	27.7	48.8	10.4	31.8	44.3
Volume/Cap:	0.19	0.52	0.52	0.52	0.24	0.06	0.52	0.48	0.10	0.22	0.52	0.29
Delay/Veh:	40.6	22.7	22.7	51.4	24.2	18.7	58.2	38.2	20.4	49.8	35.9	25.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	40.6	22.7	22.7	51.4	24.2	18.7	58.2	38.2	20.4	49.8	35.9	25.2
LOS by Move:	D	C	C	D	C	B	E	D	C	D	D	C
HCM2kAvgQ:	2	11	11	4	4	1	2	6	2	1	8	5

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

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Cumul + Prj PM

Intersection #1204: MONROE/EL CAMINO REAL

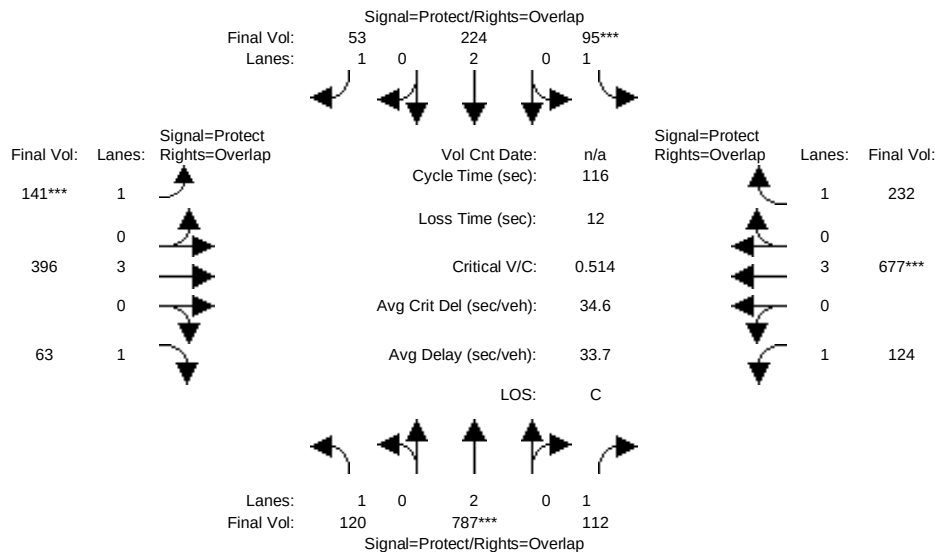


Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	64	167	31	216	468	35	53	1097	103	113	951	142
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	64	167	31	216	468	35	53	1097	103	113	951	142
Added Vol:	19	2	-3	2	-1	0	0	6	6	0	9	3
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	83	169	28	218	467	35	53	1103	109	113	960	145
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	83	169	28	218	467	35	53	1103	109	113	960	145
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	83	169	28	218	467	35	53	1103	109	113	960	145
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	83	169	28	218	467	35	53	1103	109	113	960	145
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.95	0.95	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	0.86	0.14	1.00	1.00	1.00	1.00	3.00	1.00	1.00	3.00	1.00
Final Sat.:	1750	1544	256	1750	1900	1750	1750	5700	1750	1750	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.05	0.11	0.11	0.12	0.25	0.02	0.03	0.19	0.06	0.06	0.17	0.08
Crit Moves:	***			***			***			***		
Green Time:	9.3	26.9	26.9	30.6	48.2	61.2	13.0	37.9	47.2	12.6	37.6	68.1
Volume/Cap:	0.61	0.49	0.49	0.49	0.61	0.04	0.28	0.61	0.16	0.61	0.54	0.15
Delay/Veh:	61.6	41.5	41.5	38.9	30.0	14.7	50.0	35.4	23.7	57.3	34.4	12.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	61.6	41.5	41.5	38.9	30.0	14.7	50.0	35.4	23.7	57.3	34.4	12.3
LOS by Move:	E	D	D	D	C	B	D	D	C	E	C	B
HCM2kAvgQ:	3	6	6	8	14	1	2	11	3	4	9	3
Note: Queue reported is the number of cars per lane.												

Santa Clara Downtown Precise Plan
City of Santa Clara
Hexagon Transportation Consultants, Inc.

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

Intersection #1205: SCOTT/EL CAMINO REAL

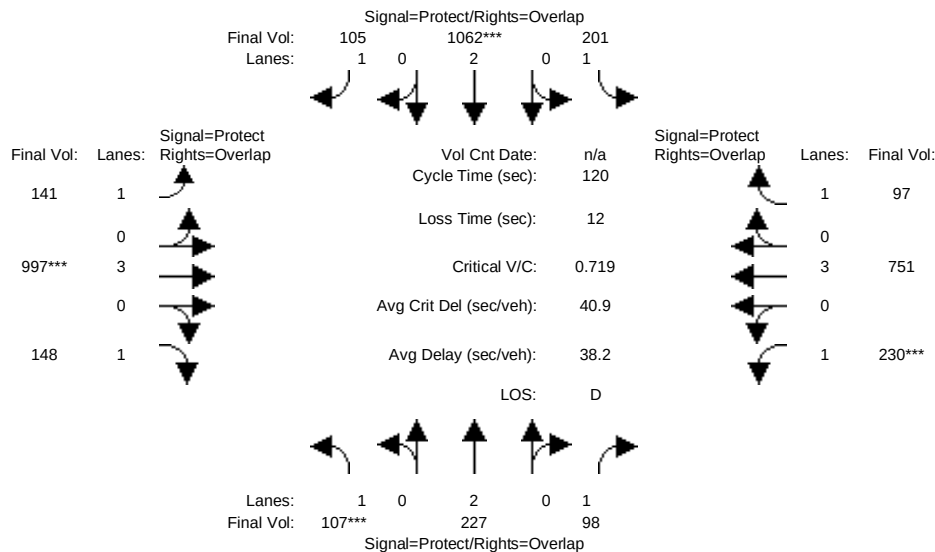


Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	12	12	10	12	12	8	9	9	8	9	9
Y+R:	5.5	5.5	5.5	5.5	5.5	5.5	5.5	5.5	5.5	5.5	5.5	5.5
Volume Module:												
Base Vol:	120	787	112	95	224	53	141	396	63	124	677	232
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	120	787	112	95	224	53	141	396	63	124	677	232
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	120	787	112	95	224	53	141	396	63	124	677	232
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	120	787	112	95	224	53	141	396	63	124	677	232
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	120	787	112	95	224	53	141	396	63	124	677	232
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	120	787	112	95	224	53	141	396	63	124	677	232
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	3.00	1.00	1.00	3.00	1.00
Final Sat.:	1750	3800	1750	1750	3800	1750	1750	5700	1750	1750	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.07	0.21	0.06	0.05	0.06	0.03	0.08	0.07	0.04	0.07	0.12	0.13
Crit Moves:	****			****			****			****		
Green Time:	26.8	46.7	68.2	12.3	32.2	50.4	18.2	23.5	50.3	21.5	26.8	39.1
Volume/Cap:	0.30	0.51	0.11	0.51	0.21	0.07	0.51	0.34	0.08	0.38	0.51	0.39
Delay/Veh:	37.2	26.4	10.6	51.5	32.3	19.2	46.5	39.8	19.3	42.2	39.3	29.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	37.2	26.4	10.6	51.5	32.3	19.2	46.5	39.8	19.3	42.2	39.3	29.8
LOS by Move:	D	C	B	D	C	B	D	D	B	D	D	C
HCM2kAvgQ:	4	10	2	3	3	1	5	4	1	4	7	7
Note: Queue reported is the number of cars per lane.												

Santa Clara Downtown Precise Plan
City of Santa Clara
Hexagon Transportation Consultants, Inc.

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

Intersection #1205: SCOTT/EL CAMINO REAL

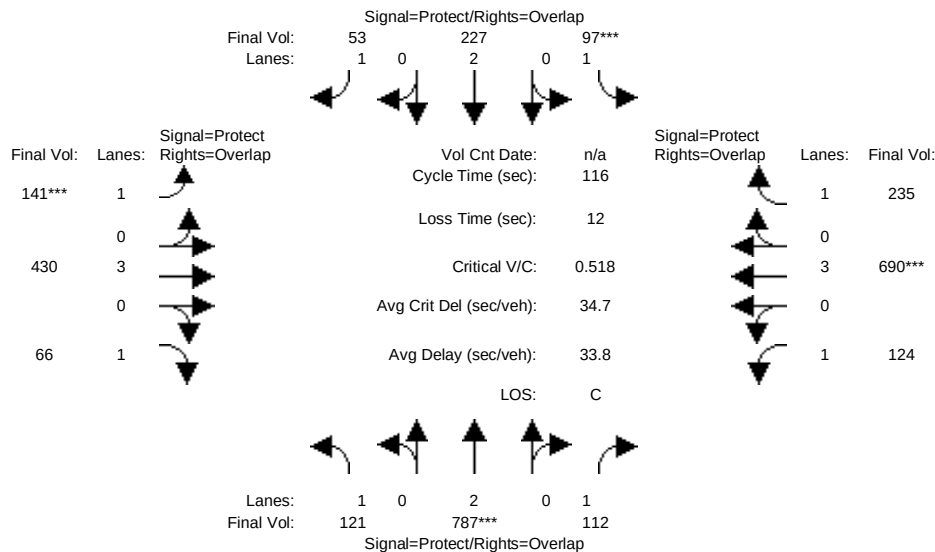


Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	107	227	98	201	1062	105	141	997	148	230	751	97
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	107	227	98	201	1062	105	141	997	148	230	751	97
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	107	227	98	201	1062	105	141	997	148	230	751	97
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	107	227	98	201	1062	105	141	997	148	230	751	97
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	107	227	98	201	1062	105	141	997	148	230	751	97
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	107	227	98	201	1062	105	141	997	148	230	751	97
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	3.00	1.00	1.00	3.00	1.00
Final Sat.:	1750	3800	1750	1750	3800	1750	1750	5700	1750	1750	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.06	0.06	0.06	0.11	0.28	0.06	0.08	0.17	0.08	0.13	0.13	0.06
Crit Moves:	****			****			****			****		
Green Time:	10.2	23.9	45.8	33.0	46.7	66.1	19.4	29.2	39.4	21.9	31.7	64.7
Volume/Cap:	0.72	0.30	0.15	0.42	0.72	0.11	0.50	0.72	0.26	0.72	0.50	0.10
Delay/Veh:	69.1	41.1	24.4	36.3	32.8	12.9	47.2	43.5	29.8	53.8	37.6	13.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	69.1	41.1	24.4	36.3	32.8	12.9	47.2	43.5	29.8	53.8	37.6	13.5
LOS by Move:	E	D	C	D	C	B	D	D	C	D	D	B
HCM2kAvgQ:	4	3	2	6	17	2	5	11	4	9	8	2
Note: Queue reported is the number of cars per lane.												

Santa Clara Downtown Precise Plan
City of Santa Clara
Hexagon Transportation Consultants, Inc.

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

Intersection #1205: SCOTT/EL CAMINO REAL

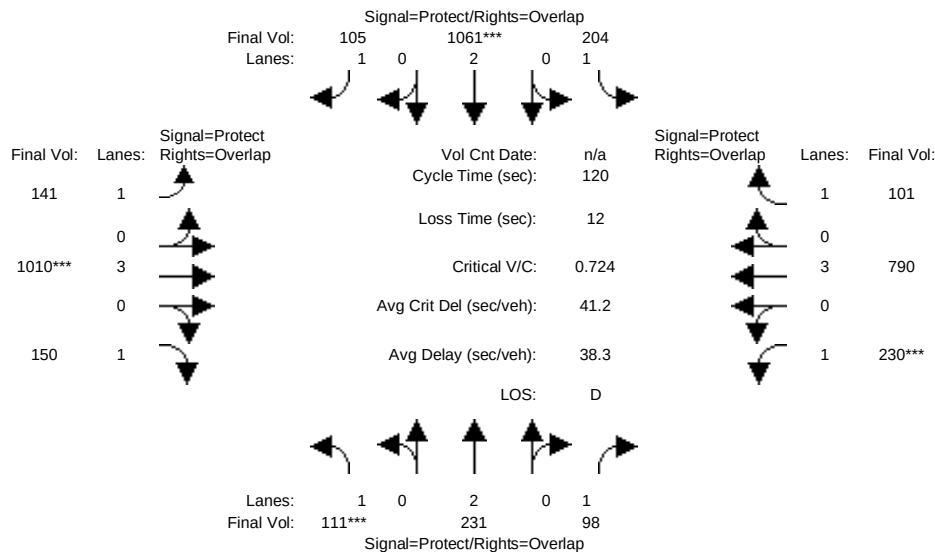


Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	12	12	10	12	12	8	9	9	8	9	9
Y+R:	5.5	5.5	5.5	5.5	5.5	5.5	5.5	5.5	5.5	5.5	5.5	5.5
Volume Module:												
Base Vol:	120	787	112	95	224	53	141	396	63	124	677	232
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	120	787	112	95	224	53	141	396	63	124	677	232
Added Vol:	1	0	0	2	3	0	0	34	3	0	13	3
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	121	787	112	97	227	53	141	430	66	124	690	235
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	121	787	112	97	227	53	141	430	66	124	690	235
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	121	787	112	97	227	53	141	430	66	124	690	235
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	121	787	112	97	227	53	141	430	66	124	690	235
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	3.00	1.00	1.00	3.00	1.00
Final Sat.:	1750	3800	1750	1750	3800	1750	1750	5700	1750	1750	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.07	0.21	0.06	0.06	0.06	0.03	0.08	0.08	0.04	0.07	0.12	0.13
Crit Moves:	****			****			****			****		
Green Time:	26.7	46.4	68.0	12.4	32.1	50.1	18.1	23.6	50.4	21.6	27.1	39.5
Volume/Cap:	0.30	0.52	0.11	0.52	0.22	0.07	0.52	0.37	0.09	0.38	0.52	0.39
Delay/Veh:	37.3	26.6	10.7	51.5	32.4	19.3	46.7	40.0	19.4	42.1	39.1	29.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	37.3	26.6	10.7	51.5	32.4	19.3	46.7	40.0	19.4	42.1	39.1	29.5
LOS by Move:	D	C	B	D	C	B	D	D	B	D	D	C
HCM2kAvgQ:	4	10	2	4	3	1	5	4	1	4	7	7
Note: Queue reported is the number of cars per lane.												

Santa Clara Downtown Precise Plan
City of Santa Clara
Hexagon Transportation Consultants, Inc.

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

Intersection #1205: SCOTT/EL CAMINO REAL

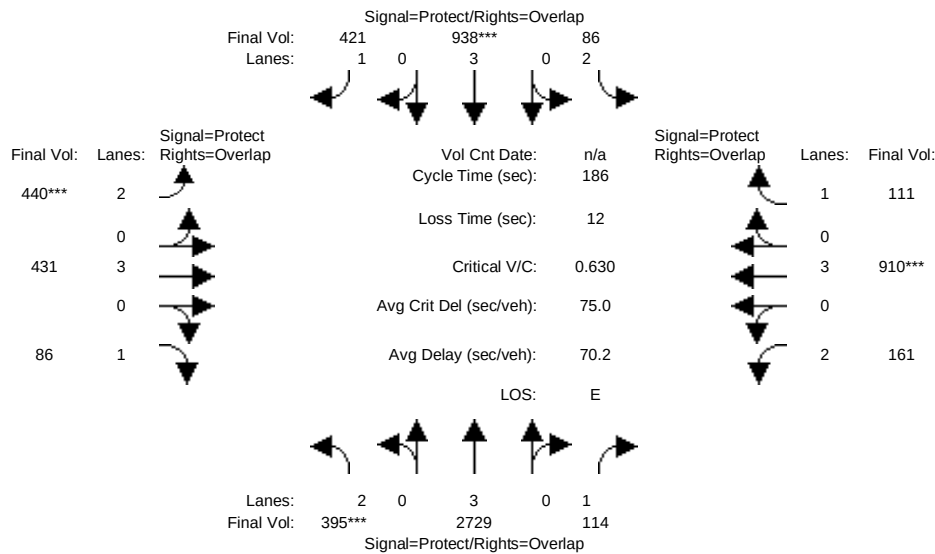


Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	107	227	98	201	1062	105	141	997	148	230	751	97
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	107	227	98	201	1062	105	141	997	148	230	751	97
Added Vol:	4	4	0	3	-1	0	0	13	2	0	39	4
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	111	231	98	204	1061	105	141	1010	150	230	790	101
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	111	231	98	204	1061	105	141	1010	150	230	790	101
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	111	231	98	204	1061	105	141	1010	150	230	790	101
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	111	231	98	204	1061	105	141	1010	150	230	790	101
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	3.00	1.00	1.00	3.00	1.00
Final Sat.:	1750	3800	1750	1750	3800	1750	1750	5700	1750	1750	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.06	0.06	0.06	0.12	0.28	0.06	0.08	0.18	0.09	0.13	0.14	0.06
Crit Moves:	****				****			****				
Green Time:	10.5	23.7	45.5	33.1	46.3	65.1	18.8	29.4	39.9	21.8	32.4	65.5
Volume/Cap:	0.72	0.31	0.15	0.42	0.72	0.11	0.51	0.72	0.26	0.72	0.51	0.11
Delay/Veh:	69.0	41.4	24.6	36.2	33.2	13.4	48.1	43.5	29.5	54.2	37.4	13.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	69.0	41.4	24.6	36.2	33.2	13.4	48.1	43.5	29.5	54.2	37.4	13.2
LOS by Move:	E	D	C	D	C	B	D	D	C	D	D	B
HCM2kAvgQ:	5	3	2	6	17	2	5	11	4	9	8	2
Note: Queue reported is the number of cars per lane.												

Santa Clara Downtown Precise Plan
City of Santa Clara
Hexagon Transportation Consultants, Inc.

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

Intersection #5416: SAN TOMAS EXPWY/EL CAMINO REAL [HOV: NB & SB(AM & PM)]

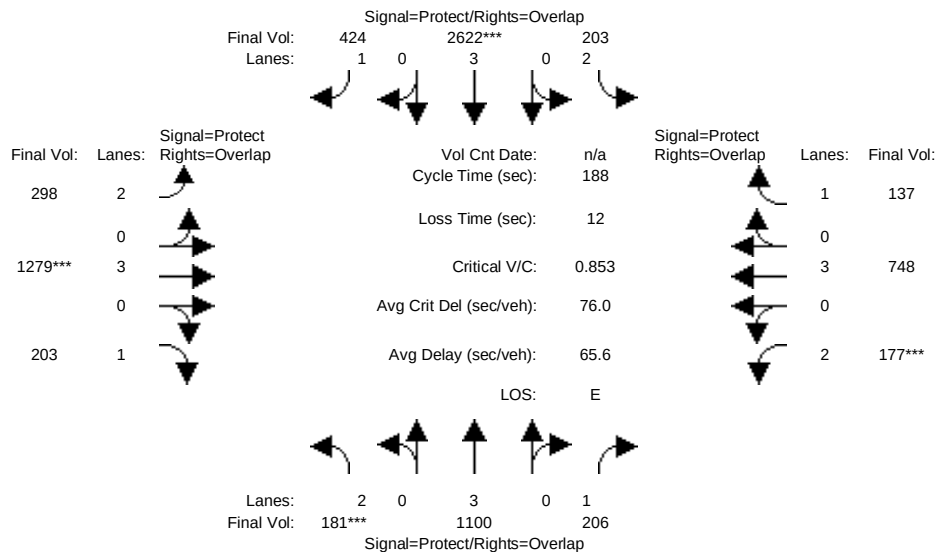


Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	27	97	97	15	85	85	26	36	36	26	36	36
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	395	3210	114	86	1103	421	440	431	86	161	910	111
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	395	3210	114	86	1103	421	440	431	86	161	910	111
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	395	3210	114	86	1103	421	440	431	86	161	910	111
User Adj:	1.00	0.85	1.00	1.00	0.85	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	395	2729	114	86	938	421	440	431	86	161	910	111
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	395	2729	114	86	938	421	440	431	86	161	910	111
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	395	2729	114	86	938	421	440	431	86	161	910	111
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	3150	5700	1750	3150	5700	1750	3150	5700	1750	3150	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.13	0.48	0.07	0.03	0.16	0.24	0.14	0.08	0.05	0.05	0.16	0.06
Crit Moves:	****			****			****			****		
Green Time:	27.0	97.0	123.0	15.0	85.0	111.0	26.0	36.0	63.0	26.0	36.0	51.0
Volume/Cap:	0.86	0.92	0.10	0.34	0.36	0.40	1.00	0.39	0.15	0.37	0.82	0.23
Delay/Veh:	102.1	75.7	26.3	81.6	39.2	27.9	122.7	65.7	42.9	73.0	77.2	52.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	102.1	75.7	26.3	81.6	39.2	27.9	122.7	65.7	42.9	73.0	77.2	52.6
LOS by Move:	F	E	C	F	D	C	F	E	D	E	E	D
HCM2kAvgQ:	14	53	5	3	13	18	19	7	4	5	17	5
Note: Queue reported is the number of cars per lane.												

Santa Clara Downtown Precise Plan
City of Santa Clara
Hexagon Transportation Consultants, Inc.

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

Intersection #5416: SAN TOMAS EXPWY/EL CAMINO REAL [HOV: NB & SB(AM & PM)]

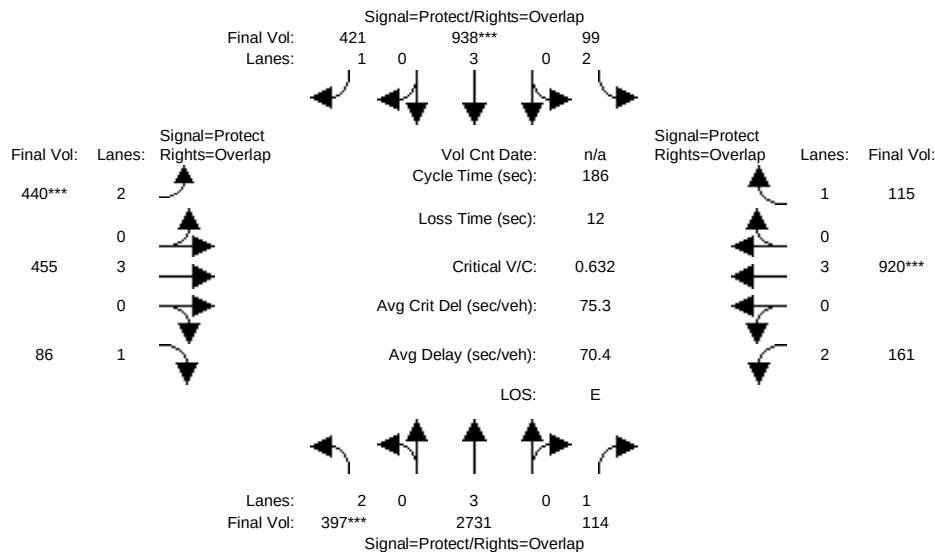


Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	13	75	75	20	82	82	23	53	53	16	46	46
Y+R:	5.7	5.8	5.8	5.7	5.8	5.8	5.9	5.6	5.6	6.0	5.6	5.6
Volume Module:												
Base Vol:	181	1310	206	203	3198	424	298	1279	203	177	748	137
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	181	1310	206	203	3198	424	298	1279	203	177	748	137
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	181	1310	206	203	3198	424	298	1279	203	177	748	137
User Adj:	1.00	0.84	1.00	1.00	0.82	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	181	1100	206	203	2622	424	298	1279	203	177	748	137
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	181	1100	206	203	2622	424	298	1279	203	177	748	137
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	181	1100	206	203	2622	424	298	1279	203	177	748	137
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	3150	5700	1750	3150	5700	1750	3150	5700	1750	3150	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.06	0.19	0.12	0.06	0.46	0.24	0.09	0.22	0.12	0.06	0.13	0.08
Crit Moves:	***			***			***			***		
Green Time:	13.0	84.5	100.5	22.5	94.0	117.0	23.0	53.0	66.0	16.0	46.0	68.5
Volume/Cap:	0.83	0.43	0.22	0.54	0.92	0.39	0.77	0.80	0.33	0.66	0.54	0.21
Delay/Veh:	109.2	41.9	29.8	86.4	78.0	37.4	89.3	65.4	45.1	89.3	62.1	41.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	109.2	41.9	29.8	86.4	78.0	37.4	89.3	65.4	45.1	89.3	62.1	41.4
LOS by Move:	F	D	C	F	E	D	F	E	D	F	E	D
HCM2kAvgQ:	7	16	8	7	52	21	12	24	9	6	12	6
Note: Queue reported is the number of cars per lane.												

Santa Clara Downtown Precise Plan
City of Santa Clara
Hexagon Transportation Consultants, Inc.

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

Intersection #5416: SAN TOMAS EXPWY/EL CAMINO REAL [HOV: NB & SB(AM & PM)]

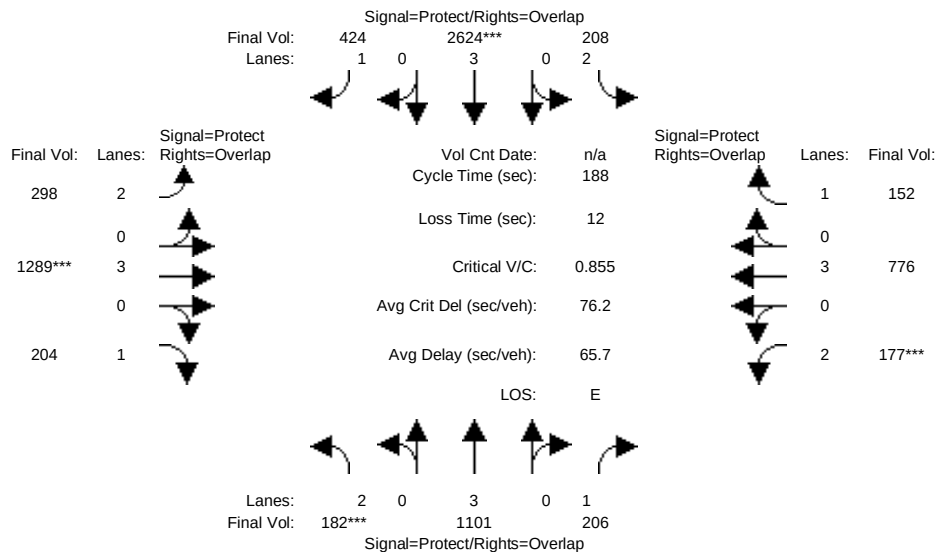


Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	27	97	97	15	85	85	26	36	36	26	36	36
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	395	3210	114	86	1103	421	440	431	86	161	910	111
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	395	3210	114	86	1103	421	440	431	86	161	910	111
Added Vol:	2	3	0	13	0	0	0	24	0	0	10	4
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	397	3213	114	99	1103	421	440	455	86	161	920	115
User Adj:	1.00	0.85	1.00	1.00	0.85	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	397	2731	114	99	938	421	440	455	86	161	920	115
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	397	2731	114	99	938	421	440	455	86	161	920	115
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	397	2731	114	99	938	421	440	455	86	161	920	115
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	3150	5700	1750	3150	5700	1750	3150	5700	1750	3150	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.13	0.48	0.07	0.03	0.16	0.24	0.14	0.08	0.05	0.05	0.16	0.07
Crit Moves:	****			****			****			****		
Green Time:	27.0	97.0	123.0	15.0	85.0	111.0	26.0	36.0	63.0	26.0	36.0	51.0
Volume/Cap:	0.87	0.92	0.10	0.39	0.36	0.40	1.00	0.41	0.15	0.37	0.83	0.24
Delay/Veh:	102.7	75.8	26.3	82.1	39.2	27.9	122.7	66.0	42.9	73.0	77.7	52.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	102.7	75.8	26.3	82.1	39.2	27.9	122.7	66.0	42.9	73.0	77.7	52.7
LOS by Move:	F	E	C	F	D	C	F	E	D	E	E	D
HCM2kAvgQ:	14	53	5	3	13	18	19	8	4	5	17	5
Note: Queue reported is the number of cars per lane.												

Santa Clara Downtown Precise Plan
City of Santa Clara
Hexagon Transportation Consultants, Inc.

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

Intersection #5416: SAN TOMAS EXPWY/EL CAMINO REAL [HOV: NB & SB(AM & PM)]



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	13	75	75	20	82	82	23	53	53	16	46	46
Y+R:	5.7	5.8	5.8	5.7	5.8	5.8	5.9	5.6	5.6	6.0	5.6	5.6
Volume Module:												
Base Vol:	181	1310	206	203	3198	424	298	1279	203	177	748	137
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	181	1310	206	203	3198	424	298	1279	203	177	748	137
Added Vol:	1	1	0	5	2	0	0	10	1	0	28	15
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	182	1311	206	208	3200	424	298	1289	204	177	776	152
User Adj:	1.00	0.84	1.00	1.00	0.82	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	182	1101	206	208	2624	424	298	1289	204	177	776	152
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	182	1101	206	208	2624	424	298	1289	204	177	776	152
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	182	1101	206	208	2624	424	298	1289	204	177	776	152
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	3150	5700	1750	3150	5700	1750	3150	5700	1750	3150	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.06	0.19	0.12	0.07	0.46	0.24	0.09	0.23	0.12	0.06	0.14	0.09
Crit Moves:	***			***			***			***		
Green Time:	13.0	84.5	100.5	22.5	94.0	117.0	23.0	53.0	66.0	16.0	46.0	68.5
Volume/Cap:	0.84	0.43	0.22	0.55	0.92	0.39	0.77	0.80	0.33	0.66	0.56	0.24
Delay/Veh:	109.9	41.9	29.8	86.8	78.1	37.4	89.3	65.6	45.1	89.3	62.6	41.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	109.9	41.9	29.8	86.8	78.1	37.4	89.3	65.6	45.1	89.3	62.6	41.8
LOS by Move:	F	D	C	F	E	D	F	E	D	F	E	D
HCM2kAvgQ:	7	16	8	6	46	21	12	24	9	6	13	6
Note: Queue reported is the number of cars per lane.												

Appendix E

List of Pending Projects

Santa Clara Pending Projects for Santa Clara Downtown Precise Plan

Applicant/Owner/Project Name	Address/Location	Proposed Project Description
Warmington Residential	2855 El Camino Real	23 townhomes and 65 100% affordable senior apartments in a five-story building with 3,912 s.f. of ground floor commercial space
Impact Sciences	906 Monroe Street	50 multi-family residential units, four detached townhouses and about 2,000 s.f. of retail/restaurant at the ground floor.
	2825 Lafayette Street	591,200 s.f. data center + office
Kylli	3005 Democracy Way	Up to 3 million sf of office, 1,800 residential units, and 100,000 s.f. of retail/community amenities.
Gateway Crossings	1205 Coleman Avenue	406 multi-family units
PDC Sacramento LPIV, LLC/Owens Corning	960 Central Expressway	890,700 s.f of warehouse/data center
Bayview Development/Bowers Plaza GP	3155 El Camino Real	60 multi-family units
Arc Tech, Inc./The Sobrato Organization	3000 Bowers Avenue	330,000 sq. ft office
City Place Remaining Phases	5155 Stars and Stripes Drive	5.7 m.s.f. office; 1.1 m.s.f. retail; 1,360 mixed density residential units; 700 hotel rooms; 250 k.s.f. restaurant uses; 190 k.s.f. entertainment space
Source: City of Santa Clara Planning Department, September 2022.		