ADDENDUM #2 TO THE CERTIFIED FINAL EIR

GLEN LOMA RANCH SPECIFIC PLAN

State Clearinghouse Number 2003042018

City of Gilroy

October 3, 2024

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1.0 Project Background

Specific Plan and Specific Plan EIR

The Glen Loma Ranch Specific Plan area is located in Gilroy, northeast of Santa Teresa Boulevard and southwest of Uvas Creek. On November 7, 2005, the City of Gilroy certified the *Glen Loma Ranch Specific Plan EIR* (hereinafter "Specific Plan EIR") and adopted the *Glen Loma Ranch Specific Plan* (hereinafter "Specific Plan"). The Specific Plan EIR included several traffic related mitigation measures that would be triggered by "Phase 3" of the Specific Plan buildout. The locations of the mitigation measures, described in Section 4.0 below are included in **Appendix A** (Intersections and Streets with Remaining Mitigation Measures).

EIR Addendum #1

On May 19, 2014, the City of Gilroy City Council adopted an addendum to the certified EIR (Specific Plan EIR Addendum #1), modifying Mitigation Measures #4, #23, #31, and deleting Mitigation Measures #32, and #42 (Resolution 2014-19).

The adopted Specific Plan EIR, adopted Specific Plan EIR Addendum #1, the corresponding findings and resolutions of approval, and the adopted mitigation monitoring program, are incorporated herein by reference.

When is an Addendum Required?

CEQA Guidelines section 15164 gives direction to lead agencies regarding addendum to an EIR. It states:

a. The lead agency or responsible agency shall prepare an addendum to a previously certified EIR if some changes or additions are necessary but none of the conditions described in Section 15162 calling for preparation of a subsequent EIR have occurred.

b. An addendum to an adopted negative declaration may be prepared if only minor technical changes or additions are necessary or none of the conditions described in Section 15162 calling for the preparation of a subsequent EIR or negative declaration have occurred.

c. An addendum need not be circulated for public review but can be included in or attached to the final EIR or adopted negative declaration.

d. The decision-making body shall consider the addendum with the final EIR or adopted negative declaration prior to making a decision on the project.

e. A brief explanation of the decision not to prepare a subsequent EIR pursuant to Section 15162 should be included in an addendum to an EIR, the lead agency's findings on the project, or elsewhere in the record. The explanation must be supported by substantial evidence.

2.0 Analysis Summary

An analysis of potential traffic impacts was conducted by Higgins Associates in the Glen Loma Ranch Specific Plan Traffic Impact Report (2005 Traffic Impact Report). Since the 2005 Traffic Impact Report was drafted, the project has built out at lower land use intensity than anticipated, and the Current Projected Buildout (CPB) is 1,467 residential units, including potentially 192 units in the Olive Grove neighborhood, as provided in Section 3.0 of this Addendum.

Given the reduced buildout, the applicant hired Keith Higgins, Traffic Engineer, to prepare a "*Glen Loma Ranch Traffic Study for Remaining Traffic Mitigation Measures*" (dated May 21, 2019)[1], followed by an updated *Glen Loma Ranch – Current Projected Buildout* memorandum from Keith Higgins to the Glen Loma Group dated May 26, 2022 (**Appendix B**), and *Glen Loma Ranch – Comparison of Intersections Mitigations in the 2005 EIR with Current Projected Buildout (CPB)* dated June 7, 2022 (**Appendix C**). The purpose of the applicant commissioned Keith Higgins memorandums was to evaluate the necessity of the below-referenced mitigation measures (Section 4.0) based upon the reduced build-out scenario of the Specific Plan. The June 7, 2022 Keith Higgins memorandum concluded that "Because the CPB trip generation and traffic assignments are substantially less than the original GLR 1+2 trip generation, the Phases 1+2 mitigation measures will adequately mitigate the CPB". The June 7, 2022 memorandum also concluded that "The major finding is that, due to the substantial reduction in CPB traffic generation compared to the GLR Phases 1+2 analyzed in the 2005 Traffic Study, the CPB does not trigger any Phase 3 mitigation measures". However, the analysis did conclude that Mitigation Measure #35, requiring a northbound left turn lane to the Uvas Park Drive/Miller Avenue intersection, would still be required.

The City of Gilroy then hired Fehr & Peers to conduct a *Peer Review of the 2022 Glen Loma Ranch Current Projected Buildout Traffic Study* memorandums dated May 26, 2022 and June 7, 2022, to confirm whether the mitigation measures for Phase 3 are still required with the reduced CPB. The Peer review, dated January 30, 2024, concluded that mitigation measures 36, 37, 39, 41, 43, and 44 are not required and that Mitigation Measure 34 has been satisfied through the installed signalization (**Appendix D**).

The City of Gilroy also hired EMC Planning to determine if a change to the timing of the mitigation measures could be accomplished with preparation of an addendum to the certified EIR.

3.0 Reduced Project Scope

The Glen Loma Ranch Specific Plan forecasted a build out of 1,693 dwelling units, and up to 7.8 acres of commercial/retail uses, with the majority of the commercial/retail acreage (6.8 acres) devoted to the Town Center area[2]. As illustrated in Table 1 below, the current build-out of residential units within each of the 19 neighborhoods is lower than originally forecasted in the Glen Loma Ranch Specific Plan.

[1] A peer review dated March 6, 2020 and additional memorandums dated January 22, 2021, February 16, 2021, April 13, 2021, July 6, 2021, and January 7, 2022 were superseded by the 2022 memorandums and the 2024 Peer Review.
[2] Glen Loma Specific Plan, pages 16-18

Table 1 – Current Buildout of Glen Loma Ranch				
Neighborhood Name	**Specific Plan Mid-Forecast**	**Tentative Map Application #**	**Tentative Map Approved Units**	**Difference**
Olive Grove (Held by GUSD)	192			TBD
McCutchin Creek	38	TM 16-01	26	-12
Palomino	57	TM 16-01 TM 21-05	(Palomino I) 33 (Palomino II) 04	-20
Home Ranch (now Burgandy)	62	TM 13-08	52	-10
Wild Chestnut (now Provence)	72	TM 13-08	43	-29
Montonico (now Margaux)	98	TM 15-01	84	-14
Nebbiolo	97	TM 18-02 TM 18-02	(Nebbiolo I) 35 (Nebbiolo II) 67	+5
The Glen	27	TM 18-02	23	-4
Malvasia	185	(see below)	(see below)	(see below)
Canyon Creek	47	(see below)	(see below)	(see below)
Rocky Knoll	33	(see below)	(see below)	(see below)
Town Center Multi-Family	189	(see below)	(see below)	(see below)
Town Center Affordable	156	AS 17-37	158	+2
Luchessa	54	TM 16-03	49	-5
Petite Sirah	85	TM 13-08	77	-8
Mataro	61	TM 13-08	51	-10
The Grove (now Blanc / Noir)	78	TM 16-03	64	-14
Vista Bella	162	TM 13-08	146	-16
Existing Build-Out Sub-Total			**912 units**	
Specific Plan Mid-Forecast Total	**1,693 units**			

The applicant is also proposing a reduced build out in the Malvasia, Cayon Creek, and Rocky Knoll neighborhoods, and the remaining undeveloped Town Center flex area, as illustrated in Table 2 below. It should be noted that the 46 residential units in the Malvasia I neighborhood have already been built but are illustrated in Table 2 since the Specific Plan did not anticipate that the Malvasia neighborhood would be built in two phases.

Table 2 – Malvasia, Canyon Creek, Rocky Knoll, and Town Center MF / Flex				
Neighborhood Name	**Specific Plan Mid-Forecast**	**Tentative Map Application #**	**Tentative Map Proposed Units**	**Difference**
Malvasia I Malvasia II	185	TM 18-02 TM 24-03	46 23	-116
Canyon Creek	47	TM 24-03	40	-7
Rocky Knoll	33	TM 24-03	21	-12
Town Center Multi-Family / Flex	189	TM 17-01 TM 24-02	[3]built 124 proposed 42	-22
Proposed Unit Sub-Total			**296 units**	
Specific Plan Mid-Forecast Total	**1,693 units**			

In addition to reducing the number of residential dwelling units in the Malvasia, Canyon Creek, Rocky Knoll, and Town Center flex area, no commercial uses are currently proposed in the Tentative map application for the Town Center area (TM 24-02) or anywhere else in the Specific Plan area. While commercial uses are not required in the Specific Plan area, they are a desired use and therefore the current projected build-out does includes up to 12,000 sf of non-residential uses (including office, restaurant, and commercial).

As illustrated in Table 3 below, the current projected build out of the Glen Loma Specific Plan area is 1,467 units including 912 units from Table 1, 296 units from Table 2, 77 projected units held in reserve by the Glen Loma Ranch Corporation (or its successor), and 192 forecasted units in the Olive Grove neighborhood which is currently owned and being held in reserve by the Gilroy Unified School District. It is not known if, when, or how many units may be built in the Olive Grove neighborhood, or the remaining projected units.

Table 3 – Current Projected Buildout Assumptions		
	Current Projected Units	**Non-Residential Square Footage**
Current Build-Out from Table 1	912	
Proposed Units from Table 2	286	
Olive Grove Forecasted Units	192	
Remaining Projected Units	77	
Fire Station		7,350
12,000 sf of commercial uses		12,000
Total	**1,467 units**	**19,350 square feet**

[3] TM 17-01 approved 125 units, however only 124 units were built.

4.0 Phase III Mitigation Measures

The 2022 Keith Higgins memorandums (Appendices B and C) and the 2024 Fehr and Peers Peer Review (Appendix D) concluded that mitigation measures 36, 37, 39, 41, 43, and 44 are not required and that Mitigation Measure 34 has been satisfied through the installed signalization, under the current projected buildout (CPB) assumptions (Table 3), given the reduced CPB traffic generation compared to the Background Phases 1+2 trips analyzed in the 2005 Traffic Study. If the current projected buildout assumptions change, additional environmental review will be required at the expense of the applicant.

The locations of the mitigation measures, presented below, are included in Appendix A, Intersections and Streets with Remaining Mitigation Measures.

MM-34. Signalize the Santa Teresa Boulevard/Fitzgerald Avenue intersection and add eastbound and westbound left turn lanes.

The project proponent shall be responsible for paying for the design and implementation of this mitigation measure, prior to the issuance of the first building permit in Phase II.

Party responsible for implementation: Project Proponent

Party responsible for monitoring: Gilroy Engineering Division

Note: This mitigation measure has been partially-completed. The intersection has been signalized.

MM-35. Add a northbound left turn lane to the Uvas Park Drive/Miller Avenue intersection.

The project proponent shall be responsible for paying for the design and implementation of this mitigation measure, prior to the issuance of the first building permit in Phase II.

Party responsible for implementation: Project Proponent

Party responsible for monitoring: Gilroy Engineering Division

MM-36. Prepare a traffic management plan of the Miller Avenue street section southwest of the intersection with Uvas Park Drive.

The project proponent shall be responsible for preparation of the plan. The plan shall be subject to review and approval by the City staff and constructed by the project, prior to issuance of the first building permit in Phase II.

Party responsible for implementation: Project Proponent

Party responsible for monitoring: Gilroy Engineering Division

MM-37. Add second eastbound and westbound left turn lanes to the Santa Teresa Boulevard/First Street intersection.

The project proponent shall be responsible for paying for the design and implementation of this mitigation measure, prior to the issuance of the first building permit in Phase III.

Party responsible for implementation: Project Proponent

Party responsible for monitoring: Gilroy Engineering Division

MM-39. Signalize the Uvas Park Drive/Miller Avenue intersection and add northbound and southbound left-turn lanes.

The project proponent shall be responsible for paying for the design and implementation of this mitigation measure, prior to the issuance of the first building permit in Phase III.

Note: This intersection would operate at LOS C during the AM and PM peak hours with implementation of this improvement. However, under General Plan Buildout Conditions, the Tenth Street Bridge would be required to be constructed. With the Tenth Street Bridge, this intersection would operate at LOS A during the AM peak hour and LOS C during the PM peak hour with NO improvements, e.g. signalization and lane additions. Therefore, the mitigation measure identified above would not be required under General Plan Buildout Conditions, assuming the Tenth Street Bridge were constructed.

One option would be to only add the northbound left-turn lane as recommended in the previous scenario (Background Plus Project Phases I and II) and consider LOS E as an acceptable short-term level of service for this intersection. Another option is to implement the mitigation measure above (signalize the intersection and add the left-turn lanes, which would improve operations to LOS C during the AM and PM peak hours), with the knowledge that the signal could be removed once the Tenth Street Bridge is constructed at General Plan Buildout Conditions.

Party responsible for implementation: Project Proponent

Party responsible for monitoring: Gilroy Engineering Division

MM-41. If the Thomas Road/Luchessa Avenue intersection was converted to a one lane modern roundabout, add a second lane to the roundabout and widen the Luchessa Avenue Bridge to four lanes. This would result in LOS A during both the AM and PM peak hours.

OR

If the Thomas Road/Luchessa Avenue intersection was signalized and a northbound right turn lane was added, add a second westbound left turn lane and westbound through lane and widen the Luchessa Avenue Bridge to four lanes.

The project proponent shall be responsible for paying for the design and implementation of this mitigation measure, prior to the issuance of the first building permit in Phase III.

Party responsible for implementation: Project Proponent

Party responsible for monitoring: Gilroy Engineering Division

MM-43. Add second northbound and westbound left turn lanes at the Monterey Street/Luchessa Avenue intersection.

The project proponent shall be responsible for paying for the design and implementation of this mitigation measure, prior to the issuance of the first building permit in Phase III.

Party responsible for implementation: Project Proponent

Party responsible for monitoring: Gilroy Engineering Division

MM-44. Add an eastbound and westbound through lane on First Street at its intersection with Santa Teresa Boulevard.

The project proponent shall be responsible for paying for the design and implementation of this mitigation measure, prior to the issuance of the first building permit in Phase III.

Party responsible for implementation: Project Proponent

Party responsible for monitoring: Gilroy Engineering Division

5.0 Conclusions

The following findings and conclusions are presented:

1. Mitigation Measure 36, which requires preparation of a traffic management plan of the Miller Avenue section southwest of the Uvas Park Drive/Miller Avenue intersection within Christmas Hill Park, was not evaluated in the 2022 Higgins report. However, based upon further research conducted by Fehr & Peers, it was determined that this mitigation measure is not required under the current planned buildout (CPB) assumptions in Table 3. If the CPB assumptions change, additional environmental review will be required at the expense of the applicant.
2. Mitigation Measure 35, which requires adding a northbound left turn lane to the Uvas Park Drive/Miller Avenue intersection, is required under CPB assumptions.
3. The analysis and peer review concluded that the following mitigation measures are not required under the current planned buildout (CPB) assumptions in Table 3. If the CPB assumptions change, additional environmental review will be required at the expense of the applicant. Section 4.0 above provides information for the following mitigations measures.
    a. Mitigation Measure 34 (The signalization mitigates the impact);
    b. Mitigation Measure 36;
    c. Mitigation Measure 37;
    d. Mitigation Measure 39;
    e. Mitigation Measure 41;
    f. Mitigation Measure 43; and
    g. Mitigation Measure 44.
4. Additional environmental review and CEQA compliance will be required if development is proposed that exceeds the Current Projected Buildout (CPB) presented in Table 3 above, and as further analyzed in Appendices B, C, and D.

6.0 Proposed CEQA Findings

The following CEQA findings are recommended:

1. None of the conditions described in Section 15162 calling for preparation of a subsequent EIR have occurred. These are:
    a. The analysis and determination that Mitigation Measures 34, 36, 37, 39, 41, 43, and 44 will not be required under the current planned buildout (Table 3) would not result in the involvement of new significant environmental effects or a substantial increase in the severity of previously identified effects and will not require major revisions to the certified EIR;
    b. Substantial changes have not occurred with respect to the circumstances under which the project is undertaken that will require major revisions of the certified EIR due to

the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects;

c. There is no new information that shows any of the following:

(A) The project will have one or more significant effects not discussed in the previous EIR;

(B) Significant effects previously examined will be substantially more severe than shown in the previous EIR;

(C) Mitigation measures or alternatives previously found not to be feasible would in fact be feasible, and would substantially reduce one or more significant effects of the project, but the project proponents decline to adopt the mitigation measure or alternative; or

(D) Mitigation measures or alternatives which are considerably different from those analyzed in the previous EIR would substantially reduce one or more significant effects on the environment, but the project proponents decline to adopt the mitigation measure or alternative.

2. In accordance with CEQA Guidelines section 15164 (c), this addendum was not circulated for public review.

3. The City Council considered Addendum #2, along with the final certified EIR and Addendum #1, prior to making a decision on the request to eliminate the mitigation measures.

4. The City Council has determined that this Addendum #2 to the final certified EIR is appropriate, and that preparation of a subsequent EIR is not necessary based upon the substantial evidence provided in Addendum #2.

7.0 Sources

Fehr & Peers. *Peer Review of the 2022 Glen Loma Ranch Current Projected Buildout Traffic Study*. January 30, 2024.

Keith Higgins, Traffic Engineer. *Glen Loma Ranch – Current Projected Buildout*. May 26, 2022.

Keith Higgins, Traffic Engineer. *Glen Loma Ranch – Comparison of Intersections Mitigations in the 2005 EIR with Current Projected Buildout (CPB)*. June 7, 2022.

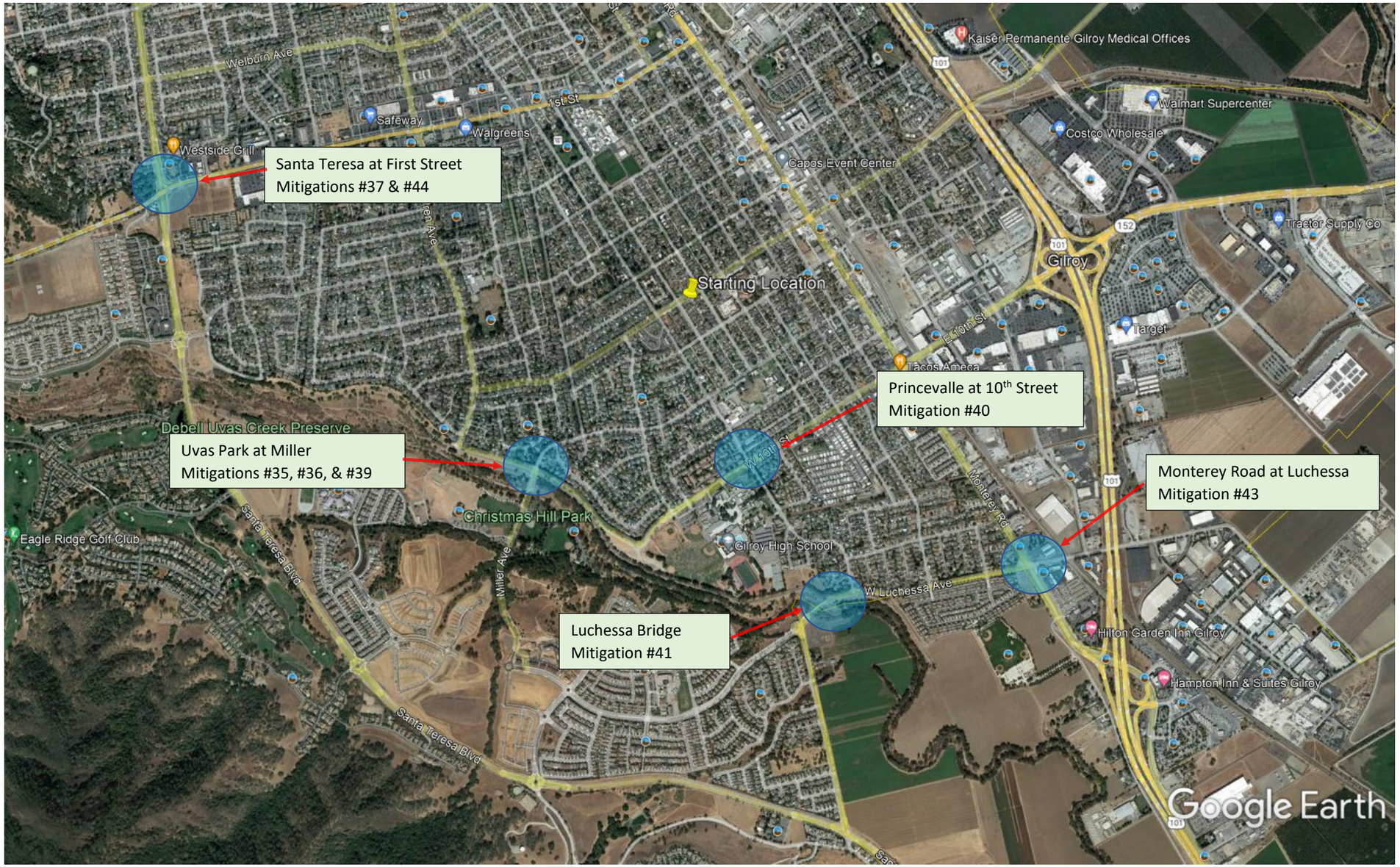
Map of Intersections and Streets with Remaining Mitigation Measures

A

APPENDIX

INTERSECTIONS AND STREETS WITH REMAINING MITIGATION MEASURES

GLEN LOMA SPECIFIC PLAN PROJECT



INTERSECTIONS AND STREETS WITH REMAINING MITIGATION MEASURES

GLEN LOMA SPECIFIC PLAN PROJECT



Glen Loma Ranch – Current Projected Buildout

B

APPENDIX

Keith Higgins

Traffic Engineer

May 26, 2022

Glen Loma Group
c/o Augie Dent
7888 Wren Ave D143
Gilroy CA 95020

Re: Glen Loma Ranch – Current Projected Buildout

Dear Augie:

The original 2005 Glen Loma Ranch Specific Plan included a maximum of 1,690 dwelling units and 155,500 square feet of non-residential floor area. In connection with the original project approval, my previous firm, Higgins Associates, prepared the "Glen Loma Ranch Specific Plan Traffic Impact Report dated June 6, 2005 (2005 Traffic Study).

Tje project has built out at lower intensity than the maximum anticipated under the original EIR and Specific Plan approval, theCurrent Projected Buildout (CPB) for Glen Loma Ranch is as follows:

1. A maximum of 1,275 residential units on lands controlled by Filice/Christopher (953 units completed or under construction, Vesting Tentative Maps in process for an additional 252 units, and up to an additional 70 units, anticipated to be multi-family units located in the town center flex area).
2. A fire station in the town center flex area.
3. Commercial uses on lands controlled by Filice/Christopher in the Town Center that shall not exceed 12,000 square feet.
4. The potential for 192 multi-family housing units on the Olive Grove site that is owned by the Gilroy Unified School District.

This letter assesses whether the mitigations recommended for GLR Phases 1+2 in the original 2005 EIRwill be adequate for the CPB. First, it compares the trip generation anticipated from the CPB with the trip generation anticipated from GLR 1+2 in the 2005 Traffic Study. Second, a comparison is provided between the CPB and the GLR 1+2 AM and PM traffic assignments used to calculate levels of service and determine corresponding mitigation measures at the 2005 Traffic Study study intersections and street segments.

A. CPB Trip Generation

The CPB is projected to generate 11,762 daily trips, 864 AM peak hour trips and 1,123 PM peak hour trips. See **Attachment 1, Row 2b**.

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B. GLR 1+2 Trip Generation

The 2005 Traffic Study analyzed a development scenario referred to as the "Background Plus Project Phases 1 and 2 Traffic Conditions" (GLR 1+2) which included 1,005 dwelling units and 111,500 square feet of non-residential (primarily retail) floor area.

- Phase 1 was projected to generate 4,272 daily trips with 344 in the AM peak hour and 455 in the PM peak hour.
- Phase 2 was forecasted to generate 11,766 daily trips including 642 in the AM peak hour and 1,116 in the PM peak hour.
- Phases 1 and 2 were expected to generate a total of 16,038 daily trips, 986 AM peak hour trips and 1,571 PM peak hour trips.

The above are tabulated on Table 6, "Project Trip Generation," of the 2005 Traffic Study which is included herein as **Attachment 2**. The total GLR 1+2 is summarized in **Attachment 1, Row 3c**.

C. GLR 1+2 Trip Assignment

It is important to emphasize that no internal trip reduction between residential and retail uses within GLR was credited in the 2005 Traffic Study GLR 1+2 analysis. All GLR 1+2 residential and non-residential trips were assigned to and from locations external to the GLR as shown by Figure 14 of the 2005 Traffic Study, included herein as **Appendix A**. The corresponding trip assignments at the GLR gateway intersections are tabulated on **Attachment 3,** totalled on **Attachment 4** and summarized on **Attachment 1, Row 4**. The 2005 Traffic Study GLR 1+2 analysis was very conservative in not applying an internal trip reduction credit and using even higher volumes for the actual intersection level of service analysis on which mitigation recommendations were based.

D. Comparison of CPB with GLR 1+2 Trip Generation Estimates

Some important comparisons are:

- **Attachment 1, Row 5a**, the current CPB is expected to generate 4,276 less daily trips, 122 less AM peak hour trips and 448 less PM peak hour trips than the 2005 Traffic Study Phase 1+2 estimate.
- The CPB daily, AM peak hour and PM peak hour trip generation totals are about 27%, 12% and 28%, respectively, below the GLR Phase 1+2 trip generation estimates, as indicated on **Attachment 1, Row 5b**.
- The CPB daily, AM peak hour and PM peak hour trip generation totals are about 17% and 30%, respectively, below the GLR Phase 1+2 AM and PM peak hour trip assignments, as indicated on **Attachment 1, Row 6b**.

The CPB will clearly generate substantially less traffic than anticipated for Phases 1+2 in the 2005 Traffic Study.

E. GLR Trip Reduction Effect on Traffic Volumes on Access Routes

The reduction in overall GLR trip generation is largely due to the reduction in commercial land uses in the Town Center, which is located in the central part of the GLR. As indicated on the "Percent of Total" column on **Attachment 2**:

- 78% of GLR traffic was expected to impact the Uvas Park Drive/Miller Avenue (15%), Santa Teresa Boulevard / Miller Avenue (20%) and Luchessa Avenue / Thomas Road (42%) intersections, which are the primary access routes to and from the Town Center.
- The current non-residential land uses in the Town Center are expected to generate a total of about 575 daily trips with 24 during the AM peak hour and 53 during the PM peak hour, as indicated on **Attachment 1, Row 1j**.
- This is a reduction of 7,250 daily trips, 303 AM peak hour trips and 662 PM peak hour trips from the 7,825 daily, 327 AM peak hour and 715 PM peak hour trips expected from the Town Center non-residential trips in GLR 1+2.

Again, all of the considerable GLR 1+2 non-residential trips were assumed to be external to the GLR, much of which were expected to impact the Luchessa Avenue bridge and the Miller Avenue crossing of Uvas Creek.

It is clear that the CPB will result in less traffic on the access routes including Thomas Road - Luchessa Avenue, Miller Avenue and Santa Teresa Boulevard north and south of the GLR than the volumes forecasted in the 2005 Traffic Study. The impacts from the CPB will be less than anticipated from GLR 1+2. The mitigations recommended in the 2005 Traffic Study for GLR 1+2 will therefore adequately mitigate the CPB impacts.

F. Current GLR Buildout Trip Generation Comparison with 2005 GLR Buildout

Finally, it should also be noted that:

- The full buildout of the original GLR was anticipated to generate about 24,294 net daily trips with 1,435 during the AM Peak Hour and 2,399 during the PM Peak Hour (**Attachment 1, Row 7c**).
- The CPB will generate less than one-half as much daily and more significant PM peak hour traffic as the original proposal (**Attachment 1, Rows 8 and 9**).

G. Summary and Conclusion

Because the CPB trip generation and traffic assignments are substantially less than the original GLR 1+2 trip generation, the GLR 1+2 mitigation measures will adequately mitigate the CPB. No further traffic studies are required. No Phase 3 traffic improvements, including construction of the 10th Street bridge or the Luchessa Ave. bridge widening, are required for the Glen Loma Ranch CPB.

If you have any questions regarding the contents of this letter or need additional information, please do not hesitate to contact me at your convenience. Thank you for the opportunity to assist you with this project.

Respectfully submitted,

Keith Higgins

Keith B. Higgins, PE, TE

Attachments

TRIP GENERATION RATES	ITE LAND USE CODE	DAILY TRIP RATE	AM PEAK HOUR RATE	PM PEAK HOUR RATE
Single-Family Detached Housing (per unit)	210	8.77	**0.72**	**0.93**
Multifamily Housing (Low-Rise) (per unit)	220	7.41	**0.45**	**0.53**
Multifamily Housing (Mid-Rise) (per unit)	221	5.44	**0.36**	**0.44**
Senior Adult Housing - Attached (per unit)	252	3.69	**0.20**	**0.27**
General Office (per 1,000 sq. ft.)	710	9.74	**1.16**	**1.15**
Quality Restaurant (per 1,000 sq. ft.)	931	83.84	**0.73**	**7.80**
Shopping Center (per 1,000 sq. ft.)	820	37.75	**0.94**	**3.81**

CURRENT CPB TOTAL	PROJECT SIZE Residential	Commercial	Municipal/Office	DAILY TRIPS	AM PEAK HOUR TRIPS	PM PEAK HOUR TRIPS
1. CPB Without Olive Grove						
a. Single Family Homes	840 units			7,367	601	784
b. Townhomes	277 units			2,053	126	146
c. Apartments	80 units			435	29	35
d. Senior Adult Housing - Attached	78 units			288	15	21
e. Fire Station		0 sq. ft.	7,350 sq. ft.	50	12	2
f. General Office		4,000 sq. ft.	0 sq. ft.	39	5	5
g. Quality Restaurant		4,000 sq. ft.	0 sq. ft.	335	3	31
h. Commercial		4,000 sq. ft.	0 sq. ft.	151	4	15
i. Subtotal	**1,275 units**	**12,000 sq. ft.**	**7,350 sq. ft.**	**10,718**	**795**	**1,039**
j. Town Center Non-Residential (1e+f+g+h)				**575**	**24**	**53**
2. CPB With Olive Grove						
a. Olive Grove Apartments	192 units			1,044	69	84
b. Subtotal (1i + 2a)	**1,467 units**	**12,000 sq. ft.**	**7,350 sq. ft.**	**11,762**	**864**	**1,123**
3. 2005 TRAFFIC STUDY PHASES 1+2 *						
a. Phase 1	464 units	0 sq. ft.	0 sq. ft.	4,272	344	455
b. Phase 2	541 units	81,500 sq. ft.	30,000 sq. ft.	11,766	642	1,116
c. Phases 1+2 (3a + 3b)	**1,005 units**	**81,500 sq. ft.**	**30,000 sq. ft.**	**16,038**	**986**	**1,571**
d. Town Center Non-Residential Subtotal				**7,825**	**327**	**715**
4. Original Phases 1+2 Traffic Assignment per 2005 Traffic Study, Figure 14**					**1,037**	**1,605**
5. Net Difference Between CPB With Olive Grove and 2005 Traffic Study Trip Generation						
a. Net Numerical Difference (2b - 3c)				**-4,276**	**-122**	**-448**
b. Net Percent Difference (5a divided by 3c)				**-27%**	**-12%**	**-28%**
6. Net Difference Between CPB With Olive Grove and 2005 Traffic Study Trip Assignment						
a. Net Numerical Difference (2b - 4)					**-173**	**-482**
b. Net Percent Difference (6a divided by 4)					**-17%**	**-30%**
7. ORIGINAL GLR BUILDOUT *						
a. Phase 3 Only	685 units	46,500 sq. ft.	27,500 sq. ft.	10,955	608	1,095
b. Buildout (3c + 8a)	**1,690 units**	**128,000 sq. ft.**	**57,500 sq. ft.**	**26,993**	**1,594**	**2,666**
c. Net Buildout (7b minus 10% Internal Trips)				**24,294**	**1,435**	**2,399**
8. Net Difference Between CPB With Olive Grove and Original Buildout (2b - 7c)				**-12,532**	**-571**	**-1,276**
9. CPB as Percent of Original Buildout - With Olive Grove (2b divided by 8c)				**48%**	**60%**	**47%**

Notes:

1. Trip generation rates - Institute of Transportation Engineers (ITE) "Trip Generation Manual," 10th Edition, 2017.
2. Trip activity for all residential land uses utilize fitted curve equations. Cited trip rates are equivalent rates per housing unit.
3. CPB data cited from *Glen Loma Ranch Traffic Study for Remaining Traffic Mitigation Measures Per the Glen Loma Ranch Development Agreement Section 4.4.7,* Keith Higgins Traffic Engineer, May 19, 2019. Commercial uses represent current CPB max. size.
4. * - 2005 Traffic Study Trip Generation - "*Glen Loma Ranch Specific Plan Traffic Impact Report,*" Higgins Associates, June 6, 2005. See Attachment 2.
5. ** - 2005 Traffic Study Trip Assignment - "*Glen Loma Ranch Specific Plan Traffic Impact Report,*" Higgins Associates, June 6, 2005. See Attachments 3 and 4.

Keith Higgins
Traffic Engineer

Attachment 1
Project Trip Generation Comparison

Attachment 2 - 2005 Traffic Study

Table 6
Project Trip Generation

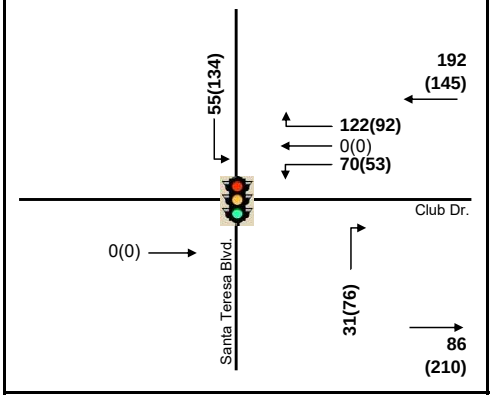
	ITE LAND USE CODE	PROJECT SIZE	DAILY TRIP RATES	AM PEAK HOUR TOTAL PEAK HOUR	AM PEAK HOUR % OF Daily Trips	AM PEAK HOUR IN	AM PEAK HOUR OUT	PM PEAK HOUR TOTAL PEAK HOUR	PM PEAK HOUR % OF Daily Trips	PM PEAK HOUR IN	PM PEAK HOUR OUT
TRIP GENERATION RATES			**PEAK HOUR TRIP RATES & DISTRIBUTION**								
Single Family Detached Housing	210	793 Homes	9.57	0.75	8%	0.25	0.75	1.01	11%	0.63	0.37
Town Homes	231	570 Units	5.86	0.67	11%	0.25	0.75	0.78	13%	0.58	0.42
Apartments	220	177 Units	6.72	0.51	8%	0.20	0.80	0.62	9%	0.65	0.35
Senior Housing (Congregate Care Facility)[1]	251	150 Units	4.52	0.16	4%	0.45	0.55	0.25	5%	0.61	0.39
Total Number Housing Units		**1690 Units**									
General Retail - Specialty Retail	814	20,000 SF	44.32	0.00	0%	0.00	0.00	2.71	6%	0.44	0.56
- Video Store	896	4,000 SF	175.00	0.00	0%	0.00	0.00	13.60	8%	0.46	0.54
- Bank	912	5,000 SF	246.49	12.34	5%	0.56	0.44	45.74	19%	0.50	0.50
Community Building	495	5,000 SF	114.00	1.62	1%	0.61	0.39	1.64	1%	0.29	0.71
Commercial/Service	SANDAG	25,000 SF	120.00	4.80	4%	0.60	0.40	12.00	10%	0.50	0.50
Restaurants - Quality	931	10,000 SF	89.95	0.81	1%	0.50	0.50	7.49	8%	0.67	0.33
- High Turnover	932	10,000 SF	127.15	11.52	9%	0.52	0.48	10.92	9%	0.61	0.39
Supermarket	850	34,000 SF	102.24	3.25	3%	0.61	0.39	10.45	10%	0.51	0.49
Offices	710	35,000 SF	11.01	1.55	14%	0.88	0.12	1.49	14%	0.17	0.83
Convenience Market (Northern Commercial)	852	3,000 SF	492.00	31.20	6%	0.50	0.50	34.57	7%	0.49	0.51
Specialty Retail (Northern Commercial)	814	4,500 SF	44.32	0.00	0%	0.00	0.00	2.71	6%	0.44	0.56
Total Town Center & Northern Commercial		**155,500 SF**									
Fire Station[2]		30,000 SF	50.00	12.00	24%	6.00	6.00	2.00	4%	1.00	1.00
			NUMBER OF TRIPS GENERATED								
PROJECT TRIPS - PHASE 1 (2005 to 2010)											
Single Family Detached Housing	210	405 Homes	3,876	304	8%	76	228	409	11%	258	151
Town Homes	231	59 Units	396	40	10%	10	30	46	12%	27	19
TOTAL PROJECT TRIPS - PHASE I (Residential only)		**464 Units**	**4,272**	**344**	**8%**	**86**	**258**	**455**	**11%**	**285**	**170**
PROJECT TRIPS - PHASE 2 (2010 to 2014)											
Single Family Detached Housing	210	167 Homes	1,598	125	8%	31	94	169	11%	106	63
Town Homes	231	197 Units	1,154	100	9%	20	80	122	11%	79	43
Apartments.	220	177 Units	1,189	90	8%	18	72	110	9%	72	38
Total Trips Housing Units		**541 Units**	**3,941**	**315**	**8%**	**69**	**246**	**401**	**10%**	**257**	**144**
General Retail - Specialty Retail	814	10,000 SF	443	0	0%	0	0	27	6%	12	15
Commercial/Service	SANDAG	12,500 SF	1,500	60	4%	36	24	150	10%	75	75
Restaurants - Quality	931	2,500 SF	225	2	1%	1	1	19	8%	13	6
- High Turnover	932	2,500 SF	318	29	9%	15	14	27	8%	16	11
Supermarket	850	34,000 SF	3,476	111	3%	68	43	355	10%	181	174
Offices	710	12,500 SF	138	19	14%	17	2	19	14%	3	16
Convenience Market (Northern Commercial)	852	3,000 SF	1,476	94	6%	47	47	104	7%	51	53
Specialty Retail (Northern Commercial)	814	4,500 SF	199	0	0%	0	0	12	6%	5	7
Total Trips Town Center & Northern Commercial		**81,500 SF**	**7,775**	**315**	**4%**	**184**	**131**	**713**	**9%**	**356**	**357**
Fire Station[2]		30,000 SF	50	12	24%	6	6	2	4%	1	1
TOTAL PROJECT TRIPS - PHASE 2			**11,766**	**642**	**5%**	**259**	**383**	**1,116**	**9%**	**614**	**502**
PROJECT TRIPS - PHASE 3 (2014 to 2018)											
Single Family Detached Housing	210	221 Homes	2,115	166	8%	42	124	223	11%	140	83
Town Homes	231	314 Units	1,840	160	9%	32	128	195	11%	127	68
Senior Housing (Congregate Care Facility)[1]	252	150 Units	678	25	4%	11	14	37	5%	23	14
Total Trips Housing Units		**685 Units**	**4,633**	**351**	**8%**	**85**	**266**	**455**	**10%**	**290**	**165**
Community Building	495	5,000 SF	570	8	1%	5	3	8	1%	2	6
General Retail - Specialty Retail	814	10,000 SF	443	0	0%	0	0	27	6%	12	15
- Video Store	896	4,000 SF	700	0	0%	0	0	54	8%	25	29
- Bank	912	5,000 SF	1,232	62	5%	35	27	229	19%	115	114
Commercial/Service	SANDAG	12,500 SF	1,500	60	4%	36	24	150	10%	75	75
Restaurants - Quality	931	7,500 SF	675	6	1%	3	3	56	8%	38	18
- High Turnover	932	7,500 SF	954	86	9%	45	41	82	9%	50	32
Offices	710	22,500 SF	248	35	14%	31	4	34	14%	6	28
Total Trips Town Center & Northern Commercial		**74,000 SF**	**6,322**	**257**	**4%**	**155**	**102**	**640**	**10%**	**323**	**317**
TOTAL PROJECT TRIPS - PHASE 3			**10,955**	**608**	**6%**	**240**	**368**	**1,095**	**10%**	**613**	**482**
TOTAL PROJECT TRIPS - BUILDOUT			**26,993**	**1,594**	**6%**	**585**	**1,009**	**2,666**	**10%**	**1,512**	**1,154**
Internal Trips[3] (-10%)			2,699	159		59	101	267		151	115
TOTAL PRIMARY PROJECT BUILDOUT TRIPS		**1690 Units 155,500 SF**	**24,294**	**1,435**	**6%**	**526**	**908**	**2,399**	**10%**	**1,361**	**1,039**

Notes:

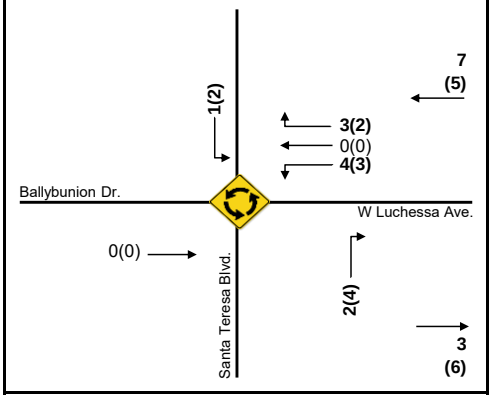
Trip generation rates published by Institute of Transportation Engineers, "Trip Generation," 7th Edition, 2003, unless otherwise noted

1. Based on a Paper Presented at the ITE 66th Annual Meeting on Senior Housing Trip Generation and Parking Characteristics
2. Based on discussions with Engineer Anthony Holiday 2/7/03
3. Internal capture rate of non-residential trips DUE TO Neighborhood District Land Use

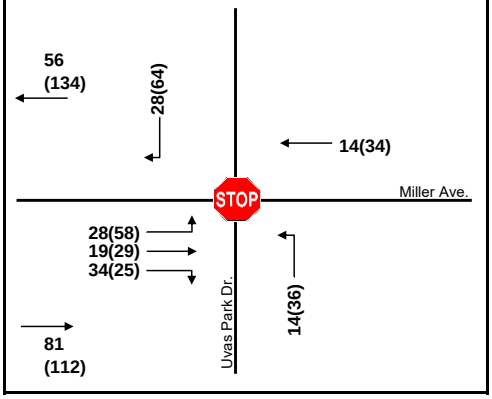
5. Santa Teresa Boulevard / Club Drive



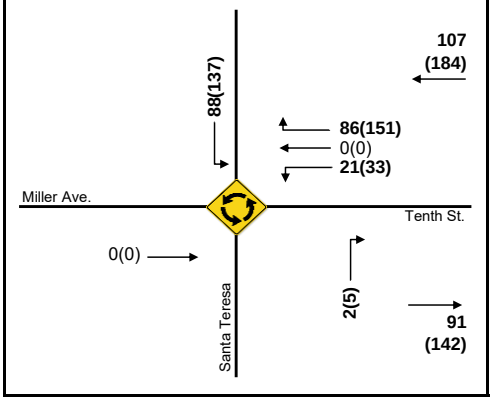
7. Santa Teresa Boulevard / Ballybunion Drive - West Luchessa Avenue



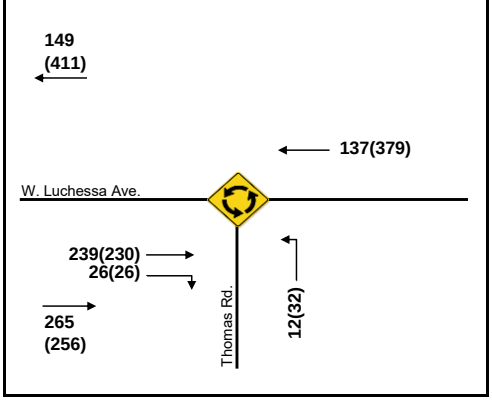
9. Miller Avenue / Uvas Park Drive



10. Santa Teresa Boulevard / Miller Avenue - Tenth Street



11. Thomas Road / West Luchessa Avenue



Keith Higgins
Traffic Engineer

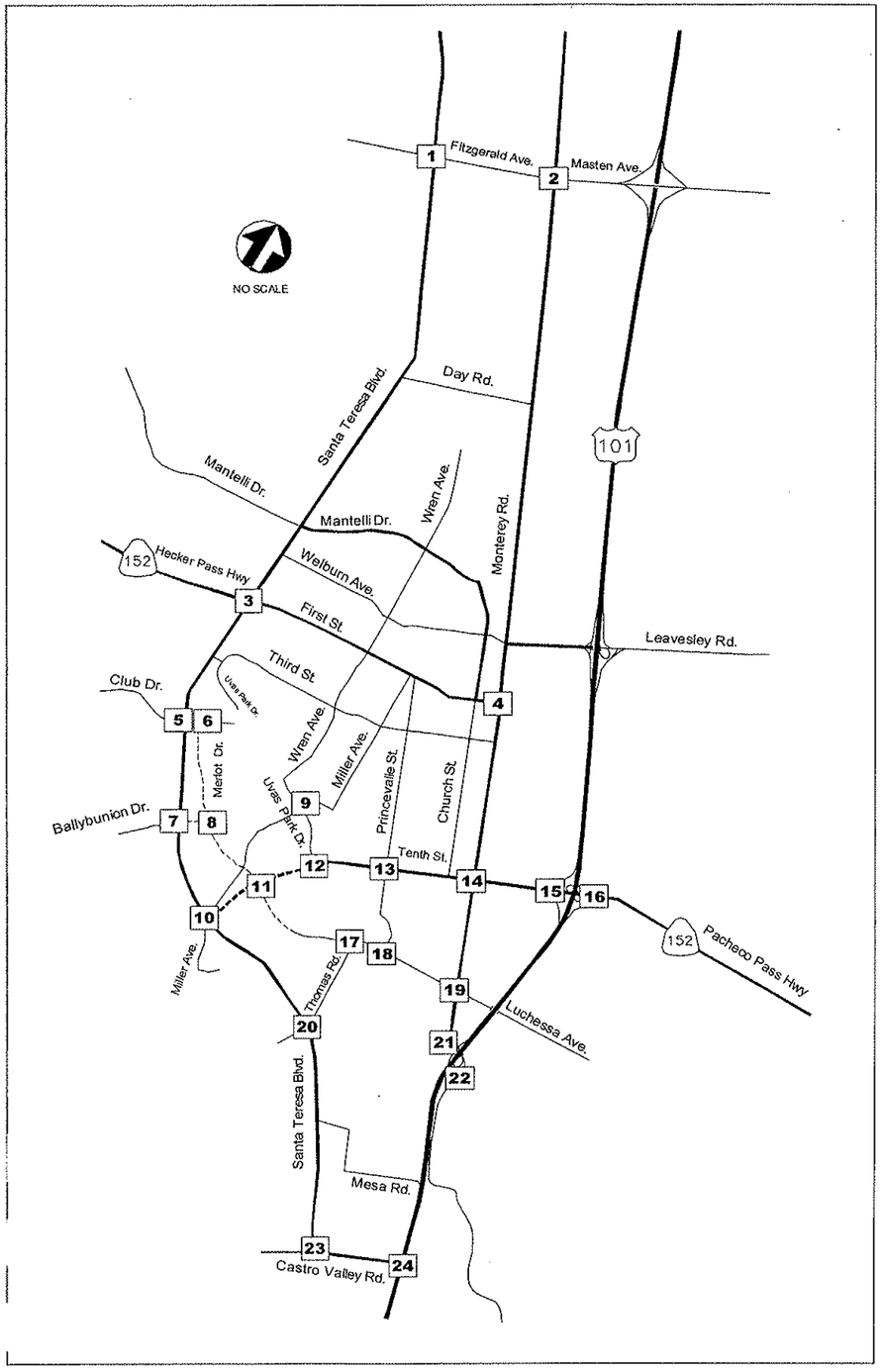
Attachment 3
Phase 1 and 2
Trip Assignment
AM & PM Peak Hour Volumes

			AM Peak Hour			Percent	PM Peak Hour			Percent
			In	Out	Total	of Total	In	Out	Total	of Total
A. Figure 14 - Trip Assignment - Phase 1 + Phase 2										
Intersection										
No.	**Name**									
5	Santa Teresa /	Club	86	192	278	27%	210	145	355	22%
7	Santa Teresa /	Ballybunion	3	7	10	1%	6	5	11	1%
9	Uvas Park /	Miller	56	81	137	13%	134	112	246	15%
10	Santa Teresa /	Miller	91	107	198	19%	142	184	326	20%
11	Luchessa /	Thomas	149	265	414	40%	411	256	667	42%
	Total		385	652	1,037	100%	903	702	1,605	100%
B. Table 6 - Project Trip Generation Totals										
	GLR Phase 1		86	258	344		285	170	455	
	GLR Phase 2		259	383	642		614	502	1,116	
	Phases 1+2		345	641	986		899	672	1,571	
C. Trip Assignment Increase Above Trip Generation			40	11	51		4	30	34	
D. GLR 1+2 Trip Assignment as Percent of GLR 1+2 Trip			112%	102%	105%		100%	104%	102%	

Source: "*Glen Loma Ranch Specific Plan Traffic Impact Report,"* Higgins Associates, June 6, 2005 (2005 Traffic Study), Table 6 and Figure 14.

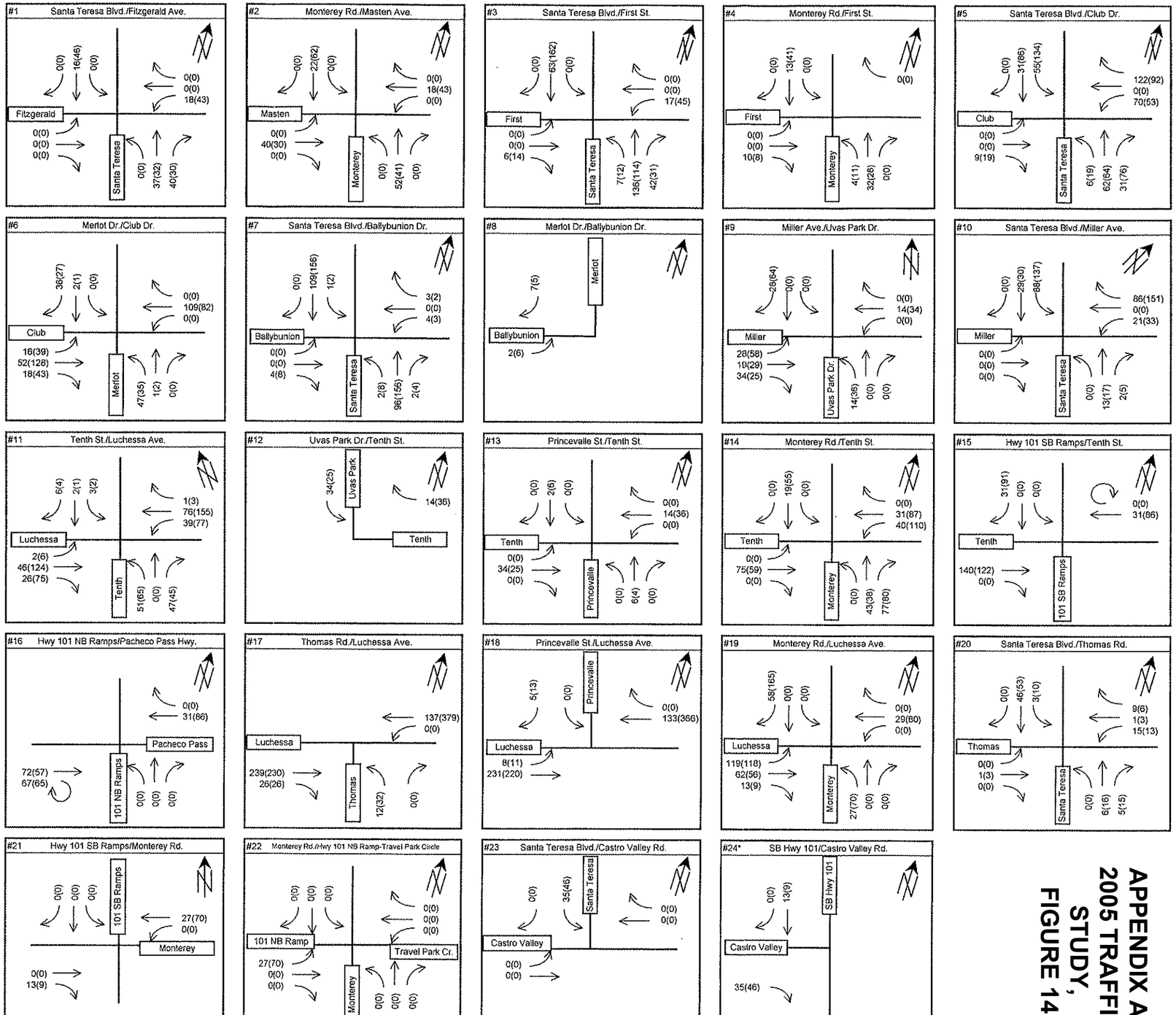
Keith Higgins
Traffic Engineer

Attachment 4
Glen Loma Ranch
Phase 1+2 Trip Assignments



ne volumes at intersection #24 were only used for freeway weaving analysis.

XX (YY) = AM (PM)



APPENDIX A - 2005 TRAFFIC STUDY, FIGURE 14

FIGURE 14
Project Trips - Phase 1 + Phase 2
AM & PM Peak Hour Volumes

Glen Loma Ranch – Comparison of Intersection Mitigation Measures in the 2005 EIR with Current Projected Buildout (CPB)

C

APPENDIX

Keith Higgins

Traffic Engineer

June 7, 2022

Glen Loma Group
c/o Augie Dent
7888 Wren Avenue D143
Gilroy, CA 95020

Re: Glen Loma Ranch – Comparison of Intersection Mitigations in the 2005 EIR with Current Projected Buildout (CPB)

Dear Augie:

This letter is in response to a request by Jon Biggs, Gilroy Interim Planning Director, to analyze the effect of the reduced trip generation from the Glen Loma Ranch Current Projected Buildout (CPB) on project traffic distribution, assignment and traffic operations at the following intersections and streets with remaining mitigation measures.

1. Study Intersection 1 – Santa Teresa Boulevard / Fitzgerald Avenue (Mitigation 34)
2. Study Intersection 3 – Santa Teresa Boulevard / First Street (State Route 152) (Mitigations 37 and 44)
3. Study Intersection 9 – Miller Avenue / Uvas Park Drive (Mitigations 35 and 39)
4. Study Intersection 13 – Princevalle Street / Tenth Street (Mitigation 40)
5. Study Intersection 17 – Thomas Road / Luchessa Avenue (Mitigation 41)
6. Study Intersection 18 – Princevalle Street / Luchessa Avenue (Associated with Mitigation 41)
7. Study Intersection 19 – Monterey Road / Luchessa Avenue (Mitigation 43)

The locations of these intersections are shown on **Attachment A**. For reference, the original 2005 Project mitigations for these seven intersections are excerpted in **Attachment B.**

A. CPB Trip Generation Summary

My letter to you dated May 26, 2022 indicated that the CPB will generate about 11,762 daily trips with 864 in the AM peak hour and 1,123 in the PM peak hour. These are about 27% less daily trips and 17% less AM traffic and 30% less PM traffic than was anticipated for Glen Loma Ranch Phases 1+2 (Phases 1+2). The CPB is also expected to generate about 60% less AM peak hour traffic and 40% less PM peak hour traffic than the 24,294 daily, 1,435 AM and 2,399 PM trips anticipated for the original Glen Loma Ranch Buildout.

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T 408.201.2752 KEITH@KEITHHIGGINSTE.COM WWW.KEITHHIGGINSTE.COM

B. CPB Traffic Volume Forecasts

The CPB AM and PM peak hour trip assignments to the study intersections are illustrated on **Attachment C** using the same trip distribution and assignment assumptions used in the "Glen Loma Ranch Specific Plan Traffic Impact Report," June 6, 2005, prepared by my previous firm, Higgins Associates, (2005 Traffic Study). CPB volumes are added to the 2005 Traffic Study Background volumes, the base volumes for the analysis of Phases 1+2 impacts. The resulting CPB volumes are depicted on **Attachment D**.

C. Background Plus CPB Traffic Operations

Attachment E provides a summary table with Background plus Phases 1+2 (Phases 1+2) levels of service and recommended mitigation measures used as the basis for the mitigation measures described in **Attachment B**. It also tabulates levels of service and recommended mitigation measures with the lower CPB volumes. The results by intersection are as follows.

1. **Study Intersection 1 – Santa Teresa Boulevard / Fitzgerald Avenue (Mitigation 34)**

The Santa Teresa Boulevard / Fitzgerald Avenue intersection had four-way stop control at the time when the 2005 Traffic Study was prepared. The mitigation included the installation of a traffic signal for Phases 1+2 traffic conditions. The traffic signal was installed many years ago. No additional mitigations were identified to accommodate Phases 1+2. The CPB will result in less traffic at this intersection, with slightly improved traffic operations compared to what was expected with Phases 1+2 impacts. No additional mitigations are required for the CPB.

2. **Study Intersection 3 – Santa Teresa Boulevard / First Street (State Route 152) (Mitigations 37 & 44)**

The Santa Teresa Boulevard / First Street (State Route 152) intersection was expected to operate at LOS C under Phases 1+2 conditions. CPB traffic operations will be slightly better than what was expected under the Phases 1 + 2 condition. Mitigations 37 and 44 were identified for Phase 3 impacts and thus are not triggered at this intersection by the CPB.

3. **Study Intersection 9 – Miller Avenue / Uvas Park Drive (Mitigations 35 & 39)**

Phases 1+2 mitigation at the Miller Avenue / Uvas Park Drive intersection included the installation of a northbound Uvas Park Drive left turn lane. This mitigation will be required for the CPB as well, although traffic volumes will be lower than expected with Phases 1+2. Mitigation 39 was identified for Phase 3 impacts and thus is not triggered at this intersection by the CPB.

4. **Study Intersection 13 – Princevalle Street / Tenth Street (Mitigation 40)**

The Princevalle Street / 10th St intersection was signalized in 2005. The mitigation at this intersection included adding left turn traffic signal phasing (left turn arrows) on all four intersection approaches to better accommodate the high amount of pedestrian traffic before and after school hours at Gilroy High School and Glen View

Elementary School. The left turn phasing was installed many years ago. No additional mitigation is required for the CPB at this intersection.

5. **Study Intersection 17 – Thomas Road / Luchessa Avenue (Mitigation 41)**

The mitigation at the Thomas Road / Luchessa Avenue intersection was the conversion of an all-way stop controlled channelized intersection to a one lane roundabout. This was constructed in 2015. It was adequate mitigation for Phases 1+2 and will adequately mitigate the lower volumes now anticipated for the CPB. No additional mitigation is required for the CPB at this intersection.

6. **Study Intersection 18 – Princevalle Street / Luchessa Avenue (indirectly associated with Mitigation 41 and Luchessa Avenue bridge widening)**

The Princevalle / Luchessa Avenue intersection had stop control and no eastbound Luchessa Avenue left turn lane in 2005. Mitigation was recommended to include a traffic signal and eastbound left turn lane, which were installed in 2016. This mitigation is adequate to accommodate Phases 1+2. It will operate better with the lower volume CPB. No additional mitigation is required for the CPB at this intersection.

7. **Study Intersection 19 – Monterey Road / Luchessa Avenue (Mitigation 43)**

The Monterey Road / Luchessa Avenue intersection was determined in the 2005 EIR to not require mitigation to accommodate Phases 1+2 impacts. The impacts for the CPB will be reduced from the impacts expected under Phases 1 + 2. It will therefore operate acceptably with no mitigation for the CPB. Mitigation 43 was identified for Phase 3 impacts and thus is not triggered at this intersection for the CPB.

D. Summary and Conclusion

Because the CPB trip generation and traffic assignments are substantially less than the original GLR 1+2 trip generation, the Phases 1+2 mitigation measures will adequately mitigate the CPB. The specific CPB mitigations at each study intersection are summarized below.

1. Study Intersection 1 – Santa Teresa Boulevard / Fitzgerald Avenue – No additional mitigations are required for the CPB.
2. Study Intersection 3 – Santa Teresa Boulevard / First Street (State Route 152) – Mitigations at this intersection were identified for Phase 3 impacts and thus are not triggered at this intersection by the CPB.
3. Study Intersection 9 – Miller Avenue / Uvas Park Drive – The existing mitigation measure to construct a northbound Uvas Park Drive left turn lane will be required for the CPB.
4. Study Intersection 13 – Princevalle Street / Tenth Street – Mitigation is complete. No additional mitigation is required by the CPB from what has already been installed.
5. Study Intersection 17 – Thomas Road / Luchessa Avenue – Mitigation is complete. No additional mitigation is required by the CPB from what has already been installed.
6. Study Intersection 18 – Princevalle Street / Luchessa Avenue – Mitigation is complete. No additional mitigation is required by the CPB from what has already been installed.

7. Study Intersection 19 – Monterey Road / Luchessa Avenue – Mitigations at this intersection were identified for Phase 3 impacts and thus are not triggered at this intersection by the CPB.

The major finding is that, due to the substantial reduction in CPB traffic generation compared to the GLR Phases 1+2 analyzed in the 2005 Traffic Study, the CPB does not trigger any Phase 3 mitigation measures.

If you have any questions regarding the contents of this letter or need additional information, please do not hesitate to contact me at your convenience. Thank you for the opportunity to assist you with this project.

Respectfully submitted,

Keith Higgins

Keith B. Higgins, PE, TE

Attachments

Attachment A, Sheet 1 of 2

INTERSECTIONS AND STREETS WITH REMAINING GLEN LOMA RANCH SPECIFIC PLAN MITIGATION MEASURES



Attachment A, Sheet 2 of 2

INTERSECTIONS AND STREETS WITH REMAINING GLEN LOMA RANCH SPECIFIC PLAN MITIGATION MEASURES



Attachment B

Transportation Mitigation Measures for the Subject Intersections

from the

Addendum to the Certified Final EIR – Glen Loma Ranch Specific Plan

SCN 2003042018, Dated: March 24, 2014

This information is provided for reference only.

3.8 Transportation/Traffic Mitigations for Subject Intersections – Full 2005 Project

34. Signalize the Santa Teresa Boulevard/Fitzgerald Avenue intersection and add eastbound and westbound left tum lanes.

    The project proponent shall be responsible for paying for the design and implementation of this mitigation measure, prior to the issuance of the first building permit in Phase II.

    Note: MM 34 partially implemented – the signal was built at this location and is operational.

35. Add a northbound left tum lane to the Uvas Park Drive/Miller Avenue intersection.

    The project proponent shall be responsible for paying for the design and implementation of this mitigation measure, prior to the issuance of the first building permit in Phase II.

37. Add second eastbound and westbound left tum lanes to the Santa Teresa Boulevard/First Street intersection.

    The project proponent shall be responsible for paying for the design and implementation of this mitigation measure, prior to the issuance of the first building permit in Phase III.

39. Signalize the Uvas Park Drive/Miller Avenue intersection and add northbound and southbound left-tum lanes.

    The project proponent shall be responsible for paying for the design and implementation of this mitigation measure, prior to the issuance of the first building permit in Phase Ill.

40. Convert the signal phasing at the Princevalle Street/Tenth Street intersection from permitted phasing to protected phasing.

    The project proponent shall be responsible for paying for the design and implementation of this mitigation measure, prior to the issuance of the first building permit in Phase III.

    Note: MM 40 has been implemented – the signal modification was installed at this location and is operational.

41. If the Thomas Road/Luchessa Avenue intersection was converted to a one lane modern roundabout, add a second lane to the roundabout and widen the Luchessa Avenue Bridge to four lanes. This would result in LOS A during both the AM and PM peak hours.

    OR

    If the Thomas Road/Luchessa Avenue intersection was signalized and a northbound right tum lane was added, add a second westbound left tum lane and westbound through lane and widen the Luchessa Avenue Bridge to four lanes.

    The project proponent shall be responsible for paying for the design and implementation of this mitigation measure, prior to the issuance of the first building permit in Phase III.

Attachment B

Transportation Mitigation Measures for the Subject Intersections

from the

Addendum to the Certified Final EIR – Glen Loma Ranch Specific Plan

SCN 2003042018, Dated: March 24, 2014

This information is provided for reference only.

3.8 Transportation/Traffic Mitigations for Subject Intersections – Full 2005 Project (continued)

42. Signalize the Princevalle Street/Luchessa Avenue intersection and add an eastbound left tum lane.

    The project proponent shall be responsible for paying for the design and implementation of this mitigation measure, prior to the issuance of the first building permit in Phase III.

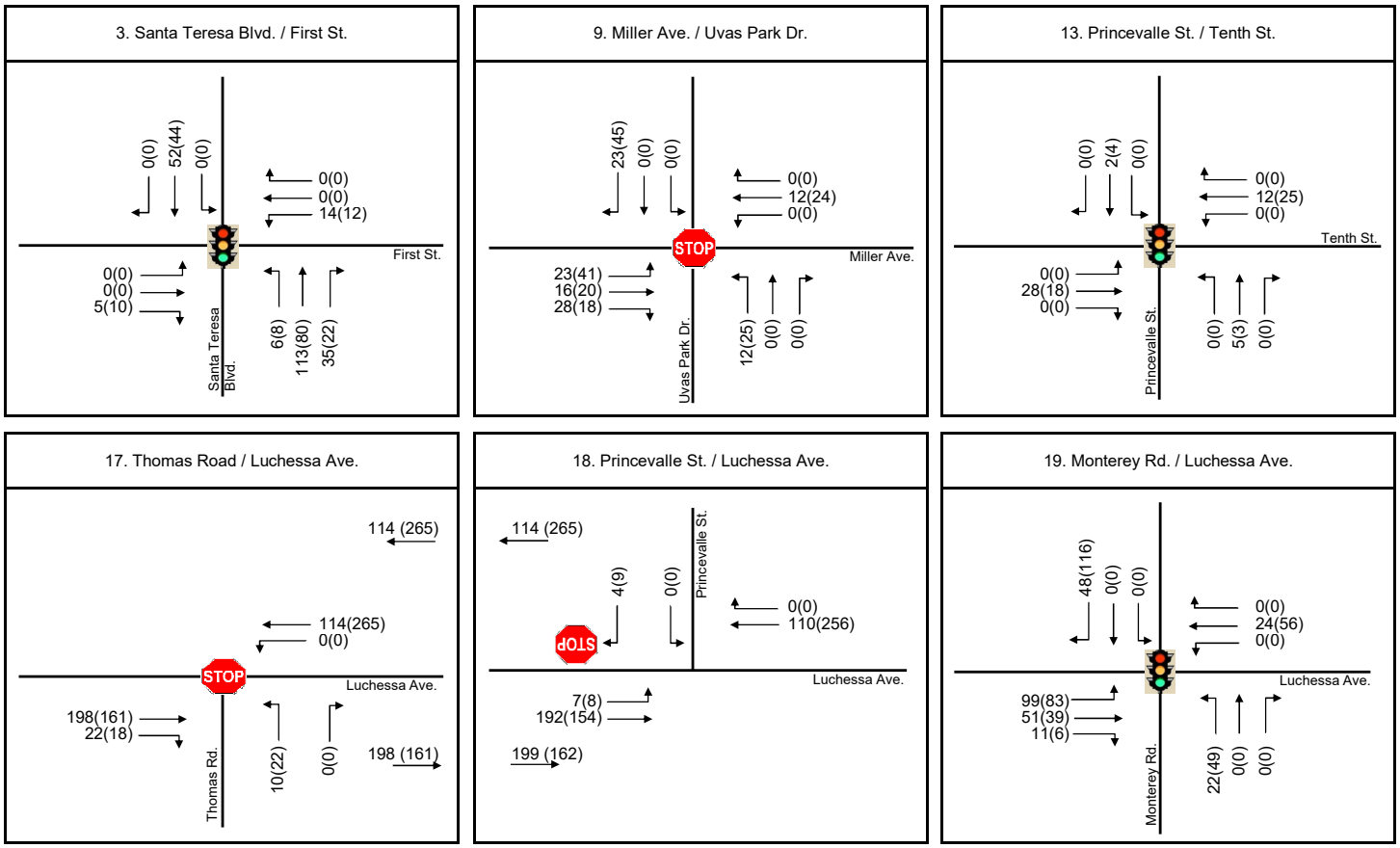
    Note: MM 42 complete – the project was built and is operational.

43. Add second northbound and westbound left tum lanes at the Monterey Street/Luchessa Avenue intersection.

    The project proponent shall be responsible for paying for the design and implementation of this mitigation measure, prior to the issuance of the first building permit in Phase III.

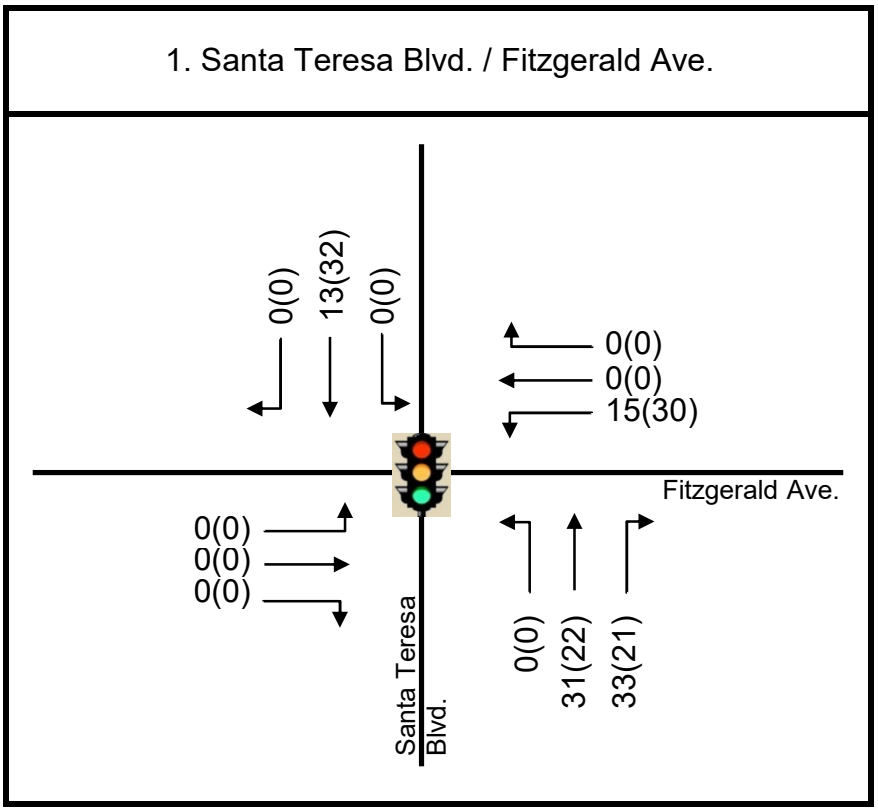
44. Add an eastbound and westbound through lane on First Street at its intersection with Santa Teresa Boulevard.

    The project proponent shall be responsible for paying for the design and implementation of this mitigation measure, prior to the issuance of the first building permit in Phase III.



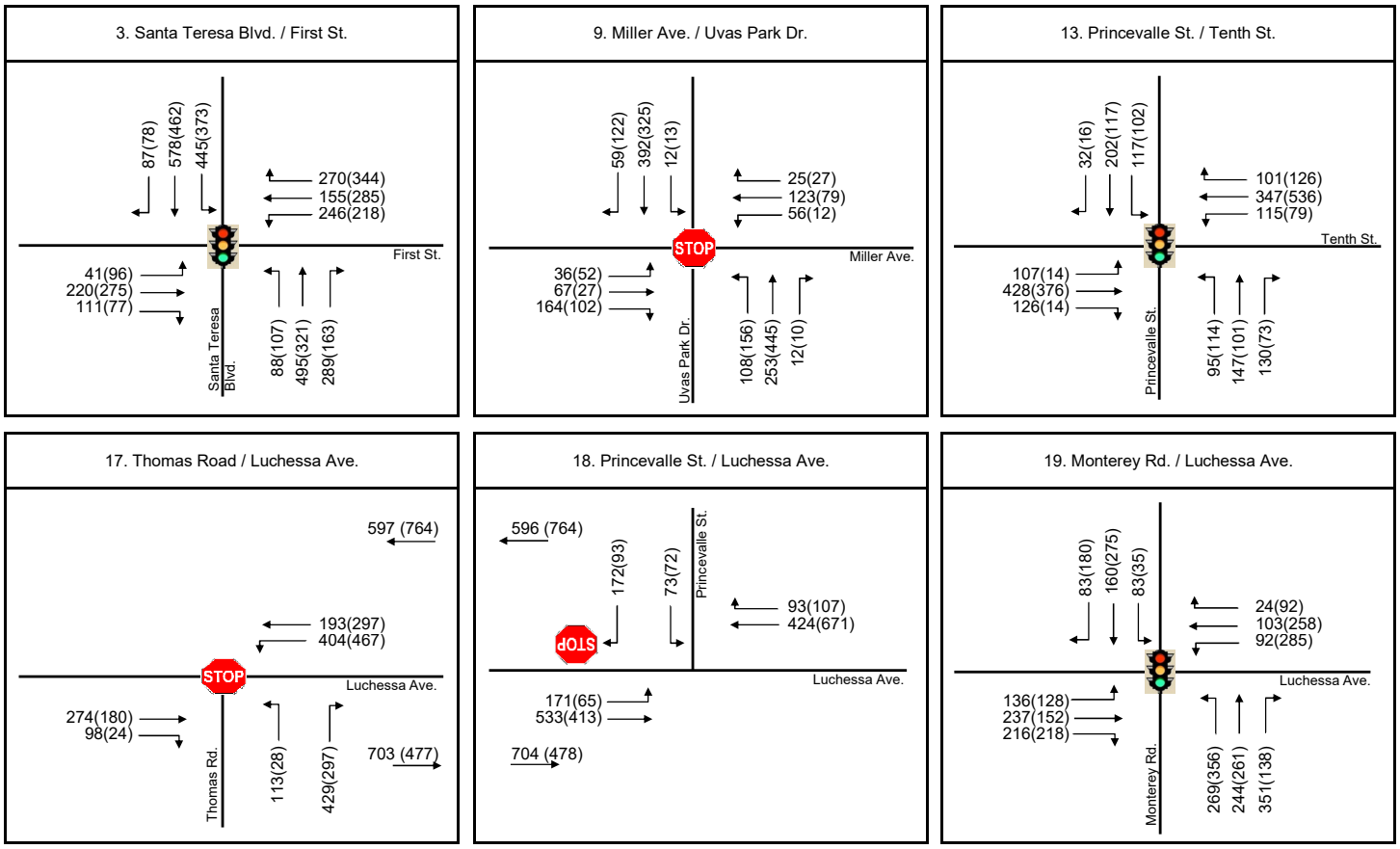
Keith Higgins
Traffic Engineer

Attachment C
Project Trip Assignment
Current Project Buildout
AM & PM Peak Hour Volumes
(Page 1 of 2)



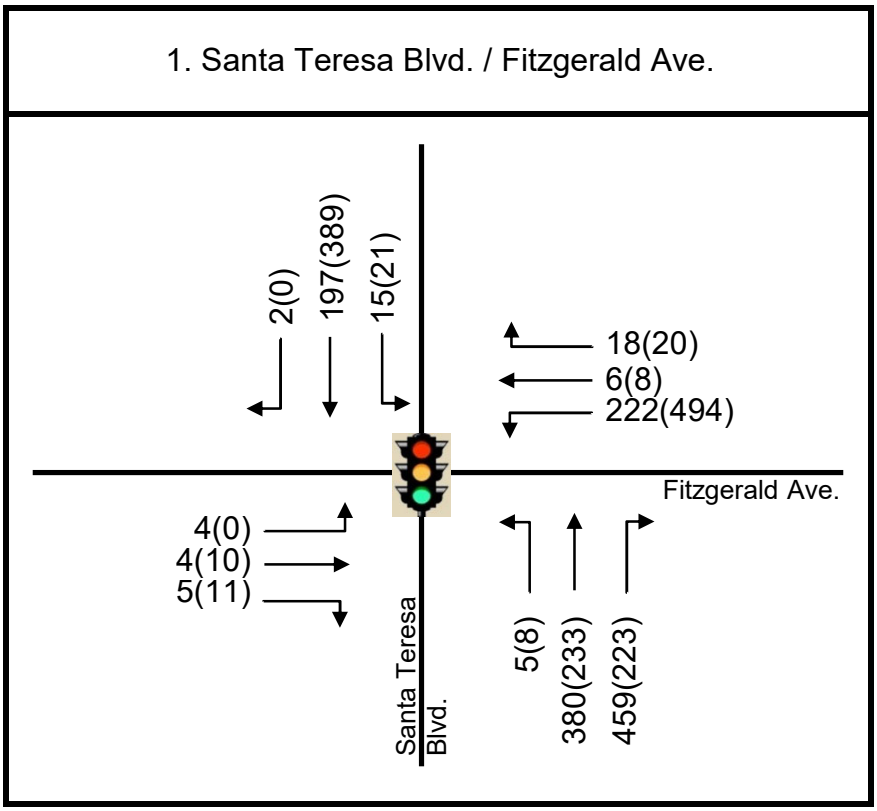
Keith Higgins
Traffic Engineer

Attachment C
Project Trip Assignment
Current Project Buildout
AM & PM Peak Hour Volumes
(Page 2 of 2)



Keith Higgins
Traffic Engineer

Attachment D
Background Plus Current Project Buildout
AM & PM Peak Hour Volumes
(Page 1 of 2)



Keith Higgins
Traffic Engineer

Attachment D
Background Plus Current Project Buildout
AM & PM Peak Hour Volumes
(Page 2 of 2)

Attachment E

Remaining Glen Loma Ranch Intersections

Levels of Service with GLR Phases 1+2 and CPB

Intersection	Level of Service Standard	2005 Intersection Control	Operations Type	Background + Phases 1+2 (2005 TIA) AM Del	AM LOS	PM Del	PM LOS	Background + CPB AM Del	AM LOS	PM Del	PM LOS
1 Santa Teresa Fitzgerald	County: LOS D City: LOS C	All-Way Stop	Unmitigated Delay and LOS with Improvements in place in 2005	14.8	B	35.2	E	14.7	B	31.4	D
			Improvements Already Implemented	Traffic Signal				Traffic Signal			
			Delay and LOS With Mitigations	21.1	C+	30.5	C	21.0	C+	29.6	C
			GLR EIR Mitigation	Traffic Signal already installed. None Required.				N.A.			
			Recommended CPB Mitigation	N.A.				Traffic Signal already installed. None Required.			
3 Santa Teresa First	City: LOS C	Signal	Unmitigated Delay and LOS with Improvements in place in 2005	25.0	C	25.3	C	25.0	C	25.1	C
			Delay and LOS With Mitigations								
			GLR EIR Mitigation	None Required				N.A.			
			Recommended CPB Mitigation	N.A.				None Required			
9 Miller Uvas	City: LOS C	All-Way Stop	Unmitigated Delay and LOS with Improvements in place in 2005	28.8	D	46.2	E	21.3	C	44.0	E
			Delay and LOS With NB Uvas Left Only	24.9	C	24.0	C	19.5	C	23.4	C
			GLR EIR Mitigation	Add NB Uvas Left Turn Lane				N.A.			
			Recommended CPB Mitigation	N.A.				Add NB Uvas Left Turn Lane			
13 Princevalle Tenth	City: LOS C	Traffic Signal with No Left Turn Phases	Unmitigated Delay and LOS with Improvements in place in 2005	10.1	B+	9.1	A	10.2	B+	9.2	A
			GLR EIR Mitigation	LT Phasing all 4 directions is already in place.				LT Phasing all 4 directions is already in place.			
			Recommended CPB Mitigation								
17 Thomas Luchessa	City: LOS C	All-Way Stop	Unmitigated Delay and LOS with Improvements in place in 2005	60.8	F	114.1	F	51.1	F	64.7	F
			Delay and LOS With Mitigations	*6.9*	*A*	*8.7*	*A*	*6.6*	*A*	*6.9*	*A*
			GLR EIR Mitigation	1-Lane Roundabout							
			Recommended CPB Mitigation					1-Lane Roundabout			
18 Princevalle Luchessa	City: LOS D	Princevalle Stop Sign	Unmitigated Delay and LOS with Improvements in place in 2005	28.4	D	34.9	D	25.0	D	25.8	D
			Improvements Already Implemented	Traffic Signal				Traffic Signal			
			GLR EIR Mitigation	None Required							
			Recommended CPB Mitigation					None Required			
19 Monterey Luchessa		Signal	Unmitigated Delay and LOS with Improvements in place in 2005	23.9	C	29.4	C	23.4	C	28.0	C
			GLR EIR Mitigation	None Required							
			Recommended CPB Mitigation					None Required			

Notes:

1. Delays under Background + Phases 1+2 were verified in analysis model, prior to use under Background + CPB, to either match exactly the values in 2005 report or to be no more than 1.0 seconds different.

Appendix 1

Level of Service Calculations

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Base Volume Alternative)

Intersection #9001 Santa Teresa / Fitzgerald

Cycle (sec):	80	Critical Vol./Cap.(X):	0.646
Loss Time (sec):	12	Average Delay (sec/veh):	15.1
Optimal Cycle:	0	Level Of Service:	C

Street Name:	Santa Teresa Blvd						Fitzgerald Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	7	10	10	7	10	10	4	4	4	10	10	10
Lanes:	1 0	1 0	1	1 0	0 1	0	0 0	1! 0	0	0 0	1! 0	0
Volume Module:AM Peak Hour												
Base Vol:	5	386	465	15	201	2	4	4	5	225	6	18
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:	5	386	465	15	201	2	4	4	5	225	6	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:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	5	386	465	15	201	2	4	4	5	225	6	18
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	5	386	465	15	201	2	4	4	5	225	6	18
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	5	386	465	15	201	2	4	4	5	225	6	18
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.00	1.00	1.00	0.99	0.01	0.31	0.31	0.38	0.91	0.02	0.07
Final Sat.:	578	631	720	508	546	5	156	156	195	509	14	41
Capacity Analysis Module:												
Vol/Sat:	0.01	0.61	0.65	0.03	0.37	0.37	0.03	0.03	0.03	0.44	0.44	0.44
Crit Moves:			****			****			****			****
Delay/Veh:	8.9	16.7	16.0	9.7	12.4	12.4	9.6	9.6	9.6	13.7	13.7	13.7
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	8.9	16.7	16.0	9.7	12.4	12.4	9.6	9.6	9.6	13.7	13.7	13.7
LOS by Move:	A	C	C	A	B	B	A	A	A	B	B	B
ApproachDel:		16.3			12.2			9.6			13.7	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		16.3			12.2			9.6			13.7	
LOS by Appr:		C			B			A			B	
AllWayAvgQ:	0.0	1.5	1.7	0.0	0.5	0.5	0.0	0.0	0.0	0.7	0.7	0.7

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

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #9003 Santa Teresa Blvd. / First St.

Cycle (sec):	70	Critical Vol./Cap.(X):	0.646
Loss Time (sec):	12	Average Delay (sec/veh):	25.0
Optimal Cycle:	49	Level Of Service:	C

Street Name:	Santa Teresa Blvd.						First St.					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Ignore		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	2 0	1	2 0	2 0	1	1 0	1 0	1	1 0	1 0	1
Volume Module:AM Peak Hour												
Base Vol:	89	518	295	445	590	87	41	220	112	249	155	270
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	89	518	295	445	590	87	41	220	112	249	155	270
User Adj:	1.00	1.00	0.50	1.00	1.00	0.50	1.00	1.00	0.50	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	89	518	148	445	590	44	41	220	56	249	155	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	89	518	148	445	590	44	41	220	56	249	155	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	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	89	518	148	445	590	44	41	220	56	249	155	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	2.00	1.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1750	3800	1750	3150	3800	1750	1750	1900	1750	1750	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.05	0.14	0.08	0.14	0.16	0.02	0.02	0.12	0.03	0.14	0.08	0.00
Crit Moves:		****		****				****		****		
Green Time:	7.4	14.8	14.8	15.3	22.6	22.6	6.2	12.5	12.5	15.4	21.7	0.0
Volume/Cap:	0.48	0.65	0.40	0.65	0.48	0.08	0.26	0.65	0.18	0.65	0.26	0.00
Uniform Del:	29.5	25.2	23.8	24.9	19.0	16.4	29.7	26.7	24.4	24.8	18.1	0.0
IncremntDel:	2.0	1.8	0.7	2.1	0.3	0.1	0.9	4.3	0.3	3.8	0.2	0.0
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
Delay/Veh:	31.4	27.1	24.5	27.0	19.3	16.5	30.6	31.0	24.6	28.6	18.4	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:	31.4	27.1	24.5	27.0	19.3	16.5	30.6	31.0	24.6	28.6	18.4	0.0
LOS by Move:	C	C	C	C	B-	B	C	C	C	C	B-	A
HCM2kAvgQ:	3	6	3	6	5	1	1	6	1	6	3	0

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

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Base Volume Alternative)

Intersection #9009 Uvas Park / Miller

Cycle (sec):	100	Critical Vol./Cap.(X):	0.906
Loss Time (sec):	0	Average Delay (sec/veh):	28.8
Optimal Cycle:	0	Level Of Service:	D

Street Name:	Uvas Park Dr.						Miller Ave.					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	1! 0	0	0 0	1! 0	0	0 0	1! 0	0	0 0	1! 0	0
Volume Module: AM Peak Hour												
Base Vol:	110	253	12	12	392	64	41	70	170	56	125	25
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:	110	253	12	12	392	64	41	70	170	56	125	25
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:	116	266	13	13	413	67	43	74	179	59	132	26
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	116	266	13	13	413	67	43	74	179	59	132	26
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	116	266	13	13	413	67	43	74	179	59	132	26
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.29	0.68	0.03	0.02	0.84	0.14	0.15	0.25	0.60	0.27	0.61	0.12
Final Sat.:	148	341	16	14	455	74	70	119	289	118	263	53
Capacity Analysis Module:												
Vol/Sat:	0.78	0.78	0.78	0.91	0.91	0.91	0.62	0.62	0.62	0.50	0.50	0.50
Crit Moves:			****	****				****			****	
Delay/Veh:	27.3	27.3	27.3	41.5	41.5	41.5	18.7	18.7	18.7	16.5	16.5	16.5
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	27.3	27.3	27.3	41.5	41.5	41.5	18.7	18.7	18.7	16.5	16.5	16.5
LOS by Move:	D	D	D	E	E	E	C	C	C	C	C	C
ApproachDel:		27.3			41.5			18.7			16.5	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		27.3			41.5			18.7			16.5	
LOS by Appr:		D			E			C			C	
AllWayAvgQ:	2.4	2.4	2.4	4.8	4.8	4.8	1.2	1.2	1.2	0.7	0.7	0.7

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

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #9013 Princevalle / Tenth

Cycle (sec):	60	Critical Vol./Cap.(X):	0.419
Loss Time (sec):	6	Average Delay (sec/veh):	10.1
Optimal Cycle:	23	Level Of Service:	B+

Street Name:	Princevalle St.						Tenth St.					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	0	1 0	1 0	0	1 0	1 0	1	0 1	1 0	1	0 1
Volume Module:AM Peak Hour												
Base Vol:	95	148	120	117	203	32	107	433	126	115	349	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:	95	148	120	117	203	32	107	433	126	115	349	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:	95	148	120	117	203	32	107	433	126	115	349	101
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	95	148	120	117	203	32	107	433	126	115	349	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
FinalVolume:	95	148	120	117	203	32	107	433	126	115	349	101
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	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	0.55	0.45	1.00	0.86	0.14	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1750	994	806	1750	1555	245	1750	1900	1750	1750	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.05	0.15	0.15	0.07	0.13	0.13	0.06	0.23	0.07	0.07	0.18	0.06
Crit Moves:		****						****				
Green Time:	21.3	21.3	21.3	21.3	21.3	21.3	32.7	32.7	32.7	32.7	32.7	32.7
Volume/Cap:	0.15	0.42	0.42	0.19	0.37	0.37	0.11	0.42	0.13	0.12	0.34	0.11
Uniform Del:	13.2	14.6	14.6	13.3	14.3	14.3	6.6	8.1	6.7	6.7	7.6	6.6
IncremntDel:	0.1	0.4	0.4	0.1	0.4	0.4	0.1	0.3	0.1	0.1	0.2	0.0
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	13.3	15.1	15.1	13.5	14.7	14.7	6.7	8.3	6.8	6.7	7.8	6.7
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:	13.3	15.1	15.1	13.5	14.7	14.7	6.7	8.3	6.8	6.7	7.8	6.7
LOS by Move:	B	B	B	B	B	B	A	A	A	A	A	A
HCM2kAvgQ:	1	4	4	2	4	4	1	5	1	1	4	1

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

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Base Volume Alternative)

Intersection #9017 Thomas / Luchessa

Cycle (sec):	100	Critical Vol./Cap.(X):	1.133
Loss Time (sec):	0	Average Delay (sec/veh):	60.8
Optimal Cycle:	0	Level Of Service:	F

Street Name:	Thomas Rd.						Luchessa Ave.					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	1! 0	0	0 0	0 0	0	0 0	1 0	1	0 1	0 0	0
Volume Module: AM Peak Hour												
Base Vol:	115	0	431	0	0	0	0	315	102	405	216	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:	115	0	431	0	0	0	0	315	102	405	216	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	115	0	431	0	0	0	0	315	102	405	216	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	115	0	431	0	0	0	0	315	102	405	216	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	115	0	431	0	0	0	0	315	102	405	216	0
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.21	0.00	0.79	0.00	0.00	0.00	0.00	1.00	1.00	0.65	0.35	0.00
Final Sat.:	126	0	471	0	0	0	0	490	542	357	191	0
Capacity Analysis Module:												
Vol/Sat:	0.91	xxxx	0.91	xxxx	xxxx	xxxx	xxxx	0.64	0.19	1.13	1.13	xxxx
Crit Moves:			****					****			****	
Delay/Veh:	42.8	0.0	42.8	0.0	0.0	0.0	0.0	21.5	10.7	104.7	105	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	42.8	0.0	42.8	0.0	0.0	0.0	0.0	21.5	10.7	104.7	105	0.0
LOS by Move:	E	*	E	*	*	*	*	C	B	F	F	*
ApproachDel:	42.8			xxxxxx			18.9			104.7		
Delay Adj:	1.00			xxxxx			1.00			1.00		
ApprAdjDel:	42.8			xxxxxx			18.9			104.7		
LOS by Appr:	E			*			C			F		
AllWayAvgQ:	5.6	5.6	5.6	0.0	0.0	0.0	0.0	1.6	0.2	14.5	14.5	14.5

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

Level Of Service Computation Report
2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #9018 Princevalle / Luchessa

Average Delay (sec/veh): 5.6 Worst Case Level Of Service: D[28.4]

Street Name:	Princevalle St.								Luchessa Ave.							
Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Stop Sign				Stop Sign				Uncontrolled				Uncontrolled			
Rights:	Include				Include				Include				Include			
Lanes:	0	0	0	0 0	1	0	0	0 1	0	1	0	0 0	0	0	0	1 0
Volume Module: AM Peak Hour																
Base Vol:	0	0	0		74	0	173		172	573	0		0	448	94	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	0	0	0		74	0	173		172	573	0		0	448	94	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	0	0	0		74	0	173		172	573	0		0	448	94	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
FinalVolume:	0	0	0		74	0	173		172	573	0		0	448	94	
Critical Gap Module:																
Critical Gp:	xxxxx	xxxx	xxxxx		6.4	xxxx	6.2		4.1	xxxx	xxxxx		xxxxx	xxxx	xxxxx	
FollowUpTim:	xxxxx	xxxx	xxxxx		3.5	xxxx	3.3		2.2	xxxx	xxxxx		xxxxx	xxxx	xxxxx	
Capacity Module:																
Cnflict Vol:	xxxx	xxxx	xxxxx		1412	xxxx	495		542	xxxx	xxxxx		xxxx	xxxx	xxxxx	
Potent Cap.:	xxxx	xxxx	xxxxx		154	xxxx	579		1037	xxxx	xxxxx		xxxx	xxxx	xxxxx	
Move Cap.:	xxxx	xxxx	xxxxx		132	xxxx	579		1037	xxxx	xxxxx		xxxx	xxxx	xxxxx	
Volume/Cap:	xxxx	xxxx	xxxx		0.56	xxxx	0.30		0.17	xxxx	xxxx		xxxx	xxxx	xxxx	
Level Of Service Module:																
2Way95thQ:	xxxx	xxxx	xxxxx		2.8	xxxx	1.2		0.6	xxxx	xxxxx		xxxx	xxxx	xxxxx	
Control Del:	xxxxx	xxxx	xxxxx		62.5	xxxx	13.9		9.2	xxxx	xxxxx		xxxxx	xxxx	xxxxx	
LOS by Move:	*	*	*		F	*	B		A	*	*		*	*	*	
Movement:	LT -	LTR -	RT		LT -	LTR -	RT		LT -	LTR -	RT		LT -	LTR -	RT	
Shared Cap.:	xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx	
SharedQueue:	xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx		0.6	xxxx	xxxxx		xxxxx	xxxx	xxxxx	
Shrd ConDel:	xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx		9.2	xxxx	xxxxx		xxxxx	xxxx	xxxxx	
Shared LOS:	*	*	*		*	*	*		A	*	*		*	*	*	
ApproachDel:	xxxxxx				28.4				xxxxxx				xxxxxx			
ApproachLOS:	*				D				*				*			

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

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #9019 Monterey / Luchessa

Cycle (sec):	90	Critical Vol./Cap.(X):	0.437
Loss Time (sec):	12	Average Delay (sec/veh):	23.9
Optimal Cycle:	37	Level Of Service:	C

Street Name:	Monterey Rd.						Luchessa Ave.					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:		Ovl			Ovl			Ovl			Ovl	
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	2 0 1	1	0	2 0 1	1	0	1 0 1	1	0	0 1 0
Volume Module: AM Peak Hour												
Base Vol:	256	245	351	83	161	93	156	249	220	92	108	24
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	256	245	351	83	161	93	156	249	220	92	108	24
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:	256	245	351	83	161	93	156	249	220	92	108	24
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	256	245	351	83	161	93	156	249	220	92	108	24
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	256	245	351	83	161	93	156	249	220	92	108	24
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	0.95	0.95
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	1.00	1.00	1.00	0.82	0.18
Final Sat.:	1750	3800	1750	1750	3800	1750	1750	1900	1750	1750	1473	327
Capacity Analysis Module:												
Vol/Sat:	0.15	0.06	0.20	0.05	0.04	0.05	0.09	0.13	0.13	0.05	0.07	0.07
Crit Moves:			****	****				****		****		
Green Time:	31.2	30.5	41.3	9.8	9.0	29.8	20.7	27.0	58.2	10.8	17.1	26.8
Volume/Cap:	0.42	0.19	0.44	0.44	0.42	0.16	0.39	0.44	0.19	0.44	0.39	0.25
Uniform Del:	22.5	21.1	16.5	37.6	38.0	21.3	29.3	25.4	6.4	36.8	31.9	23.9
IncremntDel:	0.5	0.1	0.4	1.6	0.8	0.1	0.6	0.5	0.1	1.5	0.7	0.2
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	23.0	21.1	16.9	39.2	38.8	21.4	29.9	25.9	6.5	38.2	32.6	24.2
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:	23.0	21.1	16.9	39.2	38.8	21.4	29.9	25.9	6.5	38.2	32.6	24.2
LOS by Move:	C+	C+	B	D	D+	C+	C	C	A	D+	C-	C
HCM2kAvgQ:	6	2	7	3	3	2	4	6	3	3	4	3

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

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Base Volume Alternative)

Intersection #9001 Santa Teresa / Fitzgerald

Cycle (sec):	90	Critical Vol./Cap.(X):	0.980
Loss Time (sec):	12	Average Delay (sec/veh):	36.2
Optimal Cycle:	0	Level Of Service:	E

Street Name:	Santa Teresa Blvd						Fitzgerald Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	7	10	10	7	10	10	4	4	4	10	10	10
Lanes:	1 0	1 0	1	1 0	0 1	0	0 0	0 1	0	0 0	1! 0	0
Volume Module: PM Peak Hour												
Base Vol:	8	244	231	21	403	0	0	10	11	507	8	20
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	244	231	21	403	0	0	10	11	507	8	20
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:	8	244	231	21	403	0	0	10	11	507	8	20
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	8	244	231	21	403	0	0	10	11	507	8	20
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	8	244	231	21	403	0	0	10	11	507	8	20
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.00	1.00	1.00	1.00	0.00	0.00	0.48	0.52	0.95	0.01	0.04
Final Sat.:	452	485	535	460	492	0	0	202	223	517	8	20
Capacity Analysis Module:												
Vol/Sat:	0.02	0.50	0.43	0.05	0.82	xxxx	xxxx	0.05	0.05	0.98	0.98	0.98
Crit Moves:		****			****			****			****	
Delay/Veh:	10.7	17.0	14.1	10.8	34.0	0.0	0.0	11.1	11.1	58.5	58.5	58.5
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	10.7	17.0	14.1	10.8	34.0	0.0	0.0	11.1	11.1	58.5	58.5	58.5
LOS by Move:	B	C	B	B	D	*	*	B	B	F	F	F
ApproachDel:		15.5			32.9			11.1			58.5	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		15.5			32.9			11.1			58.5	
LOS by Appr:		C			D			B			F	
AllWayAvgQ:	0.0	0.9	0.7	0.0	3.3	3.3	0.0	0.0	0.0	7.4	7.4	7.4

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

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #9003 Santa Teresa Blvd. / First St.

Cycle (sec):	70	Critical Vol./Cap.(X):	0.584
Loss Time (sec):	12	Average Delay (sec/veh):	25.3
Optimal Cycle:	44	Level Of Service:	C

Street Name:	Santa Teresa Blvd.						First St.					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	2 0	1	2 0	2 0	1	1 0	1 0	1	1 0	1 0	1
Volume Module: PM Peak Hour												
Base Vol:	111	356	171	373	481	78	96	275	80	223	285	344
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:	111	356	171	373	481	78	96	275	80	223	285	344
User Adj:	1.00	1.00	0.50	1.00	1.00	0.50	1.00	1.00	0.50	1.00	1.00	0.00
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	356	86	373	481	39	96	275	40	223	285	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	111	356	86	373	481	39	96	275	40	223	285	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	111	356	86	373	481	39	96	275	40	223	285	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	2.00	1.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1750	3800	1750	3150	3800	1750	1750	1900	1750	1750	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.06	0.09	0.05	0.12	0.13	0.02	0.05	0.14	0.02	0.13	0.15	0.00
Crit Moves:		****		****				****		****		
Green Time:	8.5	11.2	11.2	14.2	16.9	16.9	8.7	17.3	17.3	15.3	23.9	0.0
Volume/Cap:	0.52	0.58	0.30	0.58	0.52	0.09	0.44	0.58	0.09	0.58	0.44	0.00
Uniform Del:	28.9	27.2	25.9	25.2	23.0	20.6	28.4	23.2	20.3	24.5	17.9	0.0
IncremntDel:	2.4	1.5	0.6	1.4	0.6	0.1	1.4	1.9	0.1	2.3	0.5	0.0
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
Delay/Veh:	31.2	28.7	26.6	26.6	23.6	20.7	29.8	25.1	20.4	26.9	18.4	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:	31.2	28.7	26.6	26.6	23.6	20.7	29.8	25.1	20.4	26.9	18.4	0.0
LOS by Move:	C	C	C	C	C	C+	C	C	C+	C	B-	A
HCM2kAvgQ:	3	5	2	5	5	1	3	6	1	6	5	0

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

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Base Volume Alternative)

Intersection #9009 Uvas Park / Miller

Cycle (sec):	100	Critical Vol./Cap.(X):	1.056
Loss Time (sec):	0	Average Delay (sec/veh):	46.2
Optimal Cycle:	0	Level Of Service:	E

Street Name:	Uvas Park Dr.						Miller Ave.					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	1! 0	0	0 0	1! 0	0	0 0	1! 0	0	0 0	1! 0	0
Volume Module: PM Peak Hour												
Base Vol:	168	445	10	13	325	141	91	35	109	12	90	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:	168	445	10	13	325	141	91	35	109	12	90	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:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	168	445	10	13	325	141	91	35	109	12	90	27
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	168	445	10	13	325	141	91	35	109	12	90	27
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	168	445	10	13	325	141	91	35	109	12	90	27
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.27	0.71	0.02	0.03	0.68	0.29	0.39	0.15	0.46	0.09	0.70	0.21
Final Sat.:	159	422	9	16	396	172	189	73	227	41	311	93
Capacity Analysis Module:												
Vol/Sat:	1.06	1.06	1.06	0.82	0.82	0.82	0.48	0.48	0.48	0.29	0.29	0.29
Crit Moves:		****			****			****			****	
Delay/Veh:	76.9	76.9	76.9	30.1	30.1	30.1	15.7	15.7	15.7	13.2	13.2	13.2
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	76.9	76.9	76.9	30.1	30.1	30.1	15.7	15.7	15.7	13.2	13.2	13.2
LOS by Move:	F	F	F	D	D	D	C	C	C	B	B	B
ApproachDel:		76.9			30.1			15.7			13.2	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		76.9			30.1			15.7			13.2	
LOS by Appr:		F			D			C			B	
AllWayAvgQ:	11.1	11.1	11.1	3.4	3.4	3.4	0.8	0.8	0.8	0.3	0.3	0.3

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

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #9013 Princevalle / Tenth

Cycle (sec):	60	Critical Vol./Cap.(X):	0.428
Loss Time (sec):	6	Average Delay (sec/veh):	9.1
Optimal Cycle:	23	Level Of Service:	A

Street Name:	Princevalle St.						Tenth St.					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	0	1 0	1 0	0	1 0	1 0	1	0 1	1 0	1	0 1
Volume Module: PM Peak Hour												
Base Vol:	114	101	73	102	119	16	14	383	14	79	548	126
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	114	101	73	102	119	16	14	383	14	79	548	126
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	114	101	73	102	119	16	14	383	14	79	548	126
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	114	101	73	102	119	16	14	383	14	79	548	126
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	114	101	73	102	119	16	14	383	14	79	548	126
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	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	0.58	0.42	1.00	0.88	0.12	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1750	1045	755	1750	1587	213	1750	1900	1750	1750	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.07	0.10	0.10	0.06	0.08	0.08	0.01	0.20	0.01	0.05	0.29	0.07
Crit Moves:		****									****	
Green Time:	13.6	13.6	13.6	13.6	13.6	13.6	40.4	40.4	40.4	40.4	40.4	40.4
Volume/Cap:	0.29	0.43	0.43	0.26	0.33	0.33	0.01	0.30	0.01	0.07	0.43	0.11
Uniform Del:	19.2	19.9	19.9	19.1	19.4	19.4	3.2	4.0	3.2	3.3	4.5	3.4
IncremntDel:	0.4	0.7	0.7	0.3	0.5	0.5	0.0	0.1	0.0	0.0	0.2	0.0
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	19.6	20.6	20.6	19.4	19.9	19.9	3.2	4.1	3.2	3.4	4.7	3.5
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:	19.6	20.6	20.6	19.4	19.9	19.9	3.2	4.1	3.2	3.4	4.7	3.5
LOS by Move:	B-	C+	C+	B-	B-	B-	A	A	A	A	A	A
HCM2kAvgQ:	2	3	3	2	2	2	0	3	0	1	5	1

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

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Base Volume Alternative)

Intersection #9017 Thomas / Luchessa

Cycle (sec):	100	Critical Vol./Cap.(X):	1.348
Loss Time (sec):	0	Average Delay (sec/veh):	114.1
Optimal Cycle:	0	Level Of Service:	F

Street Name:	Thomas Rd.						Luchessa Ave.					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	1! 0	0	0 0	0 0	0	0 0	1 0	1	0 1	0 0	0
Volume Module: PM Peak Hour												
Base Vol:	38	0	297	0	0	0	0	249	32	467	411	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:	38	0	297	0	0	0	0	249	32	467	411	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	38	0	297	0	0	0	0	249	32	467	411	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	38	0	297	0	0	0	0	249	32	467	411	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	38	0	297	0	0	0	0	249	32	467	411	0
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.11	0.00	0.89	0.00	0.00	0.00	0.00	1.00	1.00	0.53	0.47	0.00
Final Sat.:	71	0	553	0	0	0	0	561	630	346	305	0
Capacity Analysis Module:												
Vol/Sat:	0.54	xxxx	0.54	xxxx	xxxx	xxxx	xxxx	0.44	0.05	1.35	1.35	xxxx
Crit Moves:	****							****			****	
Delay/Veh:	14.9	0.0	14.9	0.0	0.0	0.0	0.0	13.7	8.6	184.3	184	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	14.9	0.0	14.9	0.0	0.0	0.0	0.0	13.7	8.6	184.3	184	0.0
LOS by Move:	B	*	B	*	*	*	*	B	A	F	F	*
ApproachDel:	14.9			xxxxxx			13.2			184.3		
Delay Adj:	1.00			xxxxx			1.00			1.00		
ApprAdjDel:	14.9			xxxxxx			13.2			184.3		
LOS by Appr:	B			*			B			F		
AllWayAvgQ:	1.1	1.1	1.1	0.0	0.0	0.0	0.0	0.7	0.1	31.8	31.8	31.8

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

Level Of Service Computation Report
2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #9018 Princevalle / Luchessa

Average Delay (sec/veh): 4.1 Worst Case Level Of Service: D[34.9]

Street Name:	Princevalle St.								Luchessa Ave.							
Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Stop Sign				Stop Sign				Uncontrolled				Uncontrolled			
Rights:	Include				Include				Include				Include			
Lanes:	0	0	0	0 0	1	0	0	0 1	0	1	0	0 0	0	0	0	1 0
Volume Module:																
Base Vol:	0	0	0		72	0	97		67	478	0		0	780	107	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	0	0	0		72	0	97		67	478	0		0	780	107	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	0	0	0		72	0	97		67	478	0		0	780	107	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
FinalVolume:	0	0	0		72	0	97		67	478	0		0	780	107	
Critical Gap Module:																
Critical Gp:	xxxxx	xxxx	xxxxx		6.4	xxxx	6.2		4.1	xxxx	xxxxx		xxxxx	xxxx	xxxxx	
FollowUpTim:	xxxxx	xxxx	xxxxx		3.5	xxxx	3.3		2.2	xxxx	xxxxx		xxxxx	xxxx	xxxxx	
Capacity Module:																
Cnflict Vol:	xxxx	xxxx	xxxxx		1446	xxxx	834		887	xxxx	xxxxx		xxxx	xxxx	xxxxx	
Potent Cap.:	xxxx	xxxx	xxxxx		147	xxxx	371		772	xxxx	xxxxx		xxxx	xxxx	xxxxx	
Move Cap.:	xxxx	xxxx	xxxxx		137	xxxx	371		772	xxxx	xxxxx		xxxx	xxxx	xxxxx	
Volume/Cap:	xxxx	xxxx	xxxx		0.53	xxxx	0.26		0.09	xxxx	xxxx		xxxx	xxxx	xxxx	
Level Of Service Module:																
2Way95thQ:	xxxx	xxxx	xxxxx		2.5	xxxx	1.0		0.3	xxxx	xxxxx		xxxx	xxxx	xxxxx	
Control Del:	xxxxx	xxxx	xxxxx		57.6	xxxx	18.1		10.1	xxxx	xxxxx		xxxxx	xxxx	xxxxx	
LOS by Move:	*	*	*		F	*	C		B	*	*		*	*	*	
Movement:	LT -	LTR -	RT		LT -	LTR -	RT		LT -	LTR -	RT		LT -	LTR -	RT	
Shared Cap.:	xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx	
SharedQueue:	xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx		0.3	xxxx	xxxxx		xxxxx	xxxx	xxxxx	
Shrd ConDel:	xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx		10.1	xxxx	xxxxx		xxxxx	xxxx	xxxxx	
Shared LOS:	*	*	*		*	*	*		B	*	*		*	*	*	
ApproachDel:	xxxxxx				34.9				xxxxxx				xxxxxx			
ApproachLOS:	*				D				*				*			

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

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #9019 Monterey / Luchessa

Cycle (sec):	90	Critical Vol./Cap.(X):	0.680
Loss Time (sec):	12	Average Delay (sec/veh):	29.4
Optimal Cycle:	56	Level Of Service:	C

Street Name:	Monterey Rd.						Luchessa Ave.					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:		Ovl			Ovl			Ovl			Ovl	
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	2 0 1	1	0	2 0 1	1	0	1 0 1	1	0	0 1 0
Volume Module:	PM Peak Hour											
Base Vol:	377	261	138	35	275	229	164	170	220	285	282	92
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:	377	261	138	35	275	229	164	170	220	285	282	92
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:	377	261	138	35	275	229	164	170	220	285	282	92
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	377	261	138	35	275	229	164	170	220	285	282	92
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	377	261	138	35	275	229	164	170	220	285	282	92
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	0.95	0.95
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	1.00	1.00	1.00	0.75	0.25
Final Sat.:	1750	3800	1750	1750	3800	1750	1750	1900	1750	1750	1357	443
Capacity Analysis Module:												
Vol/Sat:	0.22	0.07	0.08	0.02	0.07	0.13	0.09	0.09	0.13	0.16	0.21	0.21
Crit Moves:	****				****		****				****	
Green Time:	28.5	29.5	55.3	8.6	9.6	22.0	12.4	14.2	42.7	25.8	27.5	36.1
Volume/Cap:	0.68	0.21	0.13	0.21	0.68	0.54	0.68	0.57	0.27	0.57	0.68	0.52
Uniform Del:	26.8	21.8	7.3	37.6	38.7	29.6	36.9	35.1	14.2	27.4	27.4	20.4
IncremntDel:	3.4	0.1	0.1	0.6	4.7	1.3	7.6	2.6	0.2	1.6	3.4	0.7
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	30.2	21.9	7.3	38.2	43.4	30.9	44.6	37.7	14.4	28.9	30.8	21.0
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:	30.2	21.9	7.3	38.2	43.4	30.9	44.6	37.7	14.4	28.9	30.8	21.0
LOS by Move:	C	C+	A	D+	D	C	D	D+	B	C	C	C+
HCM2kAvgQ:	11	3	2	1	5	7	6	5	4	8	11	9

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

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Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #9001 Santa Teresa / Fitzgerald

Cycle (sec):	70	Critical Vol./Cap.(X):	0.471
Loss Time (sec):	12	Average Delay (sec/veh):	21.1
Optimal Cycle:	49	Level Of Service:	C+

Street Name:	Santa Teresa Blvd						Fitzgerald Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	1 0	1	1 0	0 1	0	0 0	1! 0	0	0 0	1! 0	0
Volume Module:AM Peak Hour												
Base Vol:	5	386	465	15	201	2	4	4	5	225	6	18
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:	5	386	465	15	201	2	4	4	5	225	6	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:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	5	386	465	15	201	2	4	4	5	225	6	18
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	5	386	465	15	201	2	4	4	5	225	6	18
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	5	386	465	15	201	2	4	4	5	225	6	18
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.00	1.00	1.00	0.99	0.01	0.31	0.31	0.38	0.91	0.02	0.07
Final Sat.:	1900	1900	1900	1900	1881	19	585	585	731	1717	46	137
Capacity Analysis Module:												
Vol/Sat:	0.00	0.20	0.24	0.01	0.11	0.11	0.01	0.01	0.01	0.13	0.13	0.13
Crit Moves:			****	****				****			****	
Green Time:	13.9	26.7	26.7	7.0	19.8	19.8	10.0	10.0	10.0	14.3	14.3	14.3
Volume/Cap:	0.01	0.53	0.64	0.08	0.38	0.38	0.05	0.05	0.05	0.64	0.64	0.64
Uniform Del:	22.6	16.8	17.7	28.6	20.1	20.1	25.9	25.9	25.9	25.5	25.5	25.5
IncremntDel:	0.0	0.8	2.0	0.2	0.4	0.4	0.1	0.1	0.1	3.6	3.6	3.6
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	22.6	17.6	19.7	28.8	20.6	20.6	26.0	26.0	26.0	29.1	29.1	29.1
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:	22.6	17.6	19.7	28.8	20.6	20.6	26.0	26.0	26.0	29.1	29.1	29.1
LOS by Move:	C+	B	B-	C	C+	C+	C	C	C	C	C	C
HCM2kAvgQ:	0	7	9	0	4	4	0	0	0	6	6	6

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

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Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Base Volume Alternative)

Intersection #9009 Uvas Park / Miller

Cycle (sec):	100	Critical Vol./Cap.(X):	0.895
Loss Time (sec):	0	Average Delay (sec/veh):	24.9
Optimal Cycle:	0	Level Of Service:	C

Street Name:	Uvas Park Dr.						Miller Ave.					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	0 1	0	0 0	1! 0	0	0 0	1! 0	0	0 0	1! 0	0
Volume Module:AM Peak Hour												
Base Vol:	110	253	12	12	392	64	41	70	170	56	125	25
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:	110	253	12	12	392	64	41	70	170	56	125	25
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:	116	266	13	13	413	67	43	74	179	59	132	26
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	116	266	13	13	413	67	43	74	179	59	132	26
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	116	266	13	13	413	67	43	74	179	59	132	26
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.95	0.05	0.02	0.84	0.14	0.15	0.25	0.60	0.27	0.61	0.12
Final Sat.:	449	459	22	14	461	75	72	124	301	123	275	55
Capacity Analysis Module:												
Vol/Sat:	0.26	0.58	0.58	0.89	0.89	0.89	0.60	0.60	0.60	0.48	0.48	0.48
Crit Moves:		****			****			****			****	
Delay/Veh:	12.8	18.2	18.2	39.9	39.9	39.9	17.9	17.9	17.9	15.8	15.8	15.8
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	12.8	18.2	18.2	39.9	39.9	39.9	17.9	17.9	17.9	15.8	15.8	15.8
LOS by Move:	B	C	C	E	E	E	C	C	C	C	C	C
ApproachDel:		16.6			39.9			17.9			15.8	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		16.6			39.9			17.9			15.8	
LOS by Appr:		C			E			C			C	
AllWayAvgQ:	0.3	1.1	1.1	4.7	4.7	4.7	1.1	1.1	1.1	0.7	0.7	0.7

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

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Level Of Service Computation Report
FHWA Roundabout Method (Base Volume Alternative)

Intersection #9017 Thomas / Luchessa

Average Delay (sec/veh): 6.9 Level Of Service: A

Street Name:	Thomas Rd.						Luchessa Ave.					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Yield Sign			Yield Sign			Yield Sign			Yield Sign		
Lanes:	1			0			1			1		
Volume Module:AM Peak Hour												
Base Vol:	115	0	429	0	0	0	0	315	102	404	216	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:	115	0	429	0	0	0	0	315	102	404	216	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	115	0	429	0	0	0	0	315	102	404	216	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	115	0	429	0	0	0	0	315	102	404	216	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	115	0	429	0	0	0	0	315	102	404	216	0
PCE Module:												
AutoPCE:	115	0	429	0	0	0	0	315	102	404	216	0
TruckPCE:	0	0	0	0	0	0	0	0	0	0	0	0
ComboPCE:	0	0	0	0	0	0	0	0	0	0	0	0
BicyclePCE:	0	0	0	0	0	0	0	0	0	0	0	0
AdjVolume:	115	0	429	0	0	0	0	315	102	404	216	0
Delay Module: >> Time Period: 0.25 hours <<												
CircVolume:	315			735			404			115		
MaxVolume:	1030			xxxxxx			982			1138		
PedVolume:	0			0			0			0		
AdjMaxVol:	1030			xxxxxx			982			1138		
ApproachVol:	544			xxxxxx			417			620		
ApproachV/C:	0.53			1.00			0.42			0.54		
ApproachDel:	7.3			xxxxxx			6.3			6.9		
ApproachLOS:	A			*			A			A		
Queue:	3.2			xxxx			2.1			3.4		

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #9001 Santa Teresa / Fitzgerald

Cycle (sec):	80	Critical Vol./Cap.(X):	0.599
Loss Time (sec):	12	Average Delay (sec/veh):	30.5
Optimal Cycle:	49	Level Of Service:	C

Street Name:	Santa Teresa Blvd						Fitzgerald Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	1 0	1	1 0	0 1	0	0 0	0 1	0	0 0	1! 0	0
Volume Module: PM Peak Hour												
Base Vol:	8	244	231	21	403	0	0	10	11	507	8	20
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	244	231	21	403	0	0	10	11	507	8	20
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:	8	244	231	21	403	0	0	10	11	507	8	20
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	8	244	231	21	403	0	0	10	11	507	8	20
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	8	244	231	21	403	0	0	10	11	507	8	20
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.00	1.00	1.00	1.00	0.00	0.00	0.48	0.52	0.95	0.01	0.04
Final Sat.:	1900	1900	1900	1900	1900	0	0	905	995	1801	28	71
Capacity Analysis Module:												
Vol/Sat:	0.00	0.13	0.12	0.01	0.21	0.00	0.00	0.01	0.01	0.28	0.28	0.28
Crit Moves:	****				****			****			****	
Green Time:	7.0	17.2	17.2	11.7	21.9	0.0	0.0	10.0	10.0	29.1	29.1	29.1
Volume/Cap:	0.05	0.60	0.57	0.08	0.77	0.00	0.00	0.09	0.09	0.77	0.77	0.77
Uniform Del:	33.4	28.3	28.1	29.5	26.8	0.0	0.0	31.0	31.0	22.5	22.5	22.5
IncremntDel:	0.1	2.4	1.8	0.1	7.1	0.0	0.0	0.2	0.2	5.5	5.5	5.5
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	0.00	0.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	33.6	30.7	29.9	29.6	33.9	0.0	0.0	31.1	31.1	28.0	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:	33.6	30.7	29.9	29.6	33.9	0.0	0.0	31.1	31.1	28.0	28.0	28.0
LOS by Move:	C-	C	C	C	C-	A	A	C	C	C	C	C
HCM2kAvgQ:	0	6	6	0	11	0	0	1	1	14	14	14

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

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Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Base Volume Alternative)

Intersection #9009 Uvas Park / Miller

Cycle (sec):	100	Critical Vol./Cap.(X):	0.822
Loss Time (sec):	0	Average Delay (sec/veh):	24.0
Optimal Cycle:	0	Level Of Service:	C

Street Name:	Uvas Park Dr.						Miller Ave.					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	0 1	0	0 0	1! 0	0	0 0	1! 0	0	0 0	1! 0	0
Volume Module: PM Peak Hour												
Base Vol:	168	445	10	13	325	141	91	35	109	12	90	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:	168	445	10	13	325	141	91	35	109	12	90	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:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	168	445	10	13	325	141	91	35	109	12	90	27
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	168	445	10	13	325	141	91	35	109	12	90	27
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	168	445	10	13	325	141	91	35	109	12	90	27
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.98	0.02	0.03	0.68	0.29	0.39	0.15	0.46	0.09	0.70	0.21
Final Sat.:	512	541	12	16	399	173	189	73	226	42	311	93
Capacity Analysis Module:												
Vol/Sat:	0.33	0.82	0.82	0.81	0.81	0.81	0.48	0.48	0.48	0.29	0.29	0.29
Crit Moves:		****			****			****			****	
Delay/Veh:	12.9	31.2	31.2	28.6	28.6	28.6	15.0	15.0	15.0	12.7	12.7	12.7
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	12.9	31.2	31.2	28.6	28.6	28.6	15.0	15.0	15.0	12.7	12.7	12.7
LOS by Move:	B	D	D	D	D	D	B	B	B	B	B	B
ApproachDel:		26.3			28.6			15.0			12.7	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		26.3			28.6			15.0			12.7	
LOS by Appr:		D			D			B			B	
AllWayAvgQ:	0.5	3.4	3.4	3.2	3.2	3.2	0.7	0.7	0.7	0.3	0.3	0.3

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

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Level Of Service Computation Report
FHWA Roundabout Method (Base Volume Alternative)

Intersection #9017 Thomas / Luchessa

Average Delay (sec/veh): 8.8 Level Of Service: A

Street Name:	Thomas Rd.						Luchessa Ave.					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Yield Sign			Yield Sign			Yield Sign			Yield Sign		
Lanes:	1			0			1			1		
Volume Module:PM Peak Hour												
Base Vol:	38	0	297	0	0	0	0	249	32	467	411	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:	38	0	297	0	0	0	0	249	32	467	411	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	38	0	297	0	0	0	0	249	32	467	411	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	38	0	297	0	0	0	0	249	32	467	411	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	38	0	297	0	0	0	0	249	32	467	411	0
PCE Module:												
AutoPCE:	38	0	297	0	0	0	0	249	32	467	411	0
TruckPCE:	0	0	0	0	0	0	0	0	0	0	0	0
ComboPCE:	0	0	0	0	0	0	0	0	0	0	0	0
BicyclePCE:	0	0	0	0	0	0	0	0	0	0	0	0
AdjVolume:	38	0	297	0	0	0	0	249	32	467	411	0
Delay Module: >> Time Period: 0.25 hours <<												
CircVolume:	249			916			467			38		
MaxVolume:	1066			xxxxxx			948			1179		
PedVolume:	0			0			0			0		
AdjMaxVol:	1066			xxxxxx			948			1179		
ApproachVol:	335			xxxxxx			281			878		
ApproachV/C:	0.31			1.00			0.30			0.74		
ApproachDel:	4.9			xxxxxx			5.4			11.3		
ApproachLOS:	A			*			A			B		
Queue:	1.4			xxxx			1.2			7.3		

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Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Base Volume Alternative)

Intersection #9001 Santa Teresa / Fitzgerald

Cycle (sec):	80	Critical Vol./Cap.(X):	0.636
Loss Time (sec):	12	Average Delay (sec/veh):	14.7
Optimal Cycle:	0	Level Of Service:	B

Street Name:	Santa Teresa Blvd						Fitzgerald Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	7	10	10	7	10	10	4	4	4	10	10	10
Lanes:	1 0	1 0	1	1 0	0 1	0	0 0	1! 0	0	0 0	1! 0	0
Volume Module:AM Peak Hour												
Base Vol:	5	380	459	15	197	2	4	4	5	222	6	18
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:	5	380	459	15	197	2	4	4	5	222	6	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:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	5	380	459	15	197	2	4	4	5	222	6	18
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	5	380	459	15	197	2	4	4	5	222	6	18
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	5	380	459	15	197	2	4	4	5	222	6	18
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.00	1.00	1.00	0.99	0.01	0.31	0.31	0.38	0.91	0.02	0.07
Final Sat.:	581	633	722	510	548	6	157	157	196	509	14	41
Capacity Analysis Module:												
Vol/Sat:	0.01	0.60	0.64	0.03	0.36	0.36	0.03	0.03	0.03	0.44	0.44	0.44
Crit Moves:			****			****			****			****
Delay/Veh:	8.9	16.2	15.6	9.7	12.3	12.3	9.5	9.5	9.5	13.5	13.5	13.5
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	8.9	16.2	15.6	9.7	12.3	12.3	9.5	9.5	9.5	13.5	13.5	13.5
LOS by Move:	A	C	C	A	B	B	A	A	A	B	B	B
ApproachDel:		15.8			12.1			9.5			13.5	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		15.8			12.1			9.5			13.5	
LOS by Appr:		C			B			A			B	
AllWayAvgQ:	0.0	1.4	1.6	0.0	0.5	0.5	0.0	0.0	0.0	0.7	0.7	0.7

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

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #9003 Santa Teresa Blvd. / First St.

Cycle (sec):	70	Critical Vol./Cap.(X):	0.637
Loss Time (sec):	12	Average Delay (sec/veh):	25.0
Optimal Cycle:	48	Level Of Service:	C

Street Name:	Santa Teresa Blvd.						First St.					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Ignore		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0 2	0 1	2	0 2	0 1	1	0 1	0 1	1	0 1	0 1
Volume Module:AM Peak Hour												
Base Vol:	88	495	289	445	578	87	41	220	111	246	155	270
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	88	495	289	445	578	87	41	220	111	246	155	270
User Adj:	1.00	1.00	0.50	1.00	1.00	0.50	1.00	1.00	0.50	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	88	495	145	445	578	44	41	220	56	246	155	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	88	495	145	445	578	44	41	220	56	246	155	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	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	88	495	145	445	578	44	41	220	56	246	155	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	2.00	1.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1750	3800	1750	3150	3800	1750	1750	1900	1750	1750	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.05	0.13	0.08	0.14	0.15	0.02	0.02	0.12	0.03	0.14	0.08	0.00
Crit Moves:		****		****				****		****		
Green Time:	7.4	14.3	14.3	15.5	22.4	22.4	6.3	12.7	12.7	15.4	21.9	0.0
Volume/Cap:	0.47	0.64	0.40	0.64	0.47	0.08	0.26	0.64	0.17	0.64	0.26	0.00
Uniform Del:	29.5	25.5	24.1	24.7	19.1	16.6	29.7	26.5	24.2	24.7	18.0	0.0
IncremntDel:	1.9	1.8	0.7	2.0	0.3	0.1	0.9	3.9	0.3	3.5	0.2	0.0
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
Delay/Veh:	31.4	27.2	24.9	26.7	19.4	16.6	30.6	30.4	24.5	28.3	18.2	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:	31.4	27.2	24.9	26.7	19.4	16.6	30.6	30.4	24.5	28.3	18.2	0.0
LOS by Move:	C	C	C	C	B-	B	C	C	C	C	B-	A
HCM2kAvgQ:	3	6	3	6	5	1	1	6	1	6	3	0

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

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Base Volume Alternative)

Intersection #9009 Uvas Park / Miller

Cycle (sec):	100	Critical Vol./Cap.(X):	0.810
Loss Time (sec):	0	Average Delay (sec/veh):	21.3
Optimal Cycle:	0	Level Of Service:	C

Street Name:	Uvas Park Dr.						Miller Ave.					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	1! 0	0	0 0	1! 0	0	0 0	1! 0	0	0 0	1! 0	0
Volume Module: AM Peak Hour												
Base Vol:	108	253	12	12	392	59	36	67	164	56	123	25
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	108	253	12	12	392	59	36	67	164	56	123	25
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	108	253	12	12	392	59	36	67	164	56	123	25
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	108	253	12	12	392	59	36	67	164	56	123	25
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	108	253	12	12	392	59	36	67	164	56	123	25
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.29	0.68	0.03	0.02	0.85	0.13	0.13	0.25	0.62	0.27	0.61	0.12
Final Sat.:	155	364	17	15	484	73	67	124	304	123	271	55
Capacity Analysis Module:												
Vol/Sat:	0.70	0.70	0.70	0.81	0.81	0.81	0.54	0.54	0.54	0.45	0.45	0.45
Crit Moves:		****			****		****				****	
Delay/Veh:	21.0	21.0	21.0	28.0	28.0	28.0	15.4	15.4	15.4	14.5	14.5	14.5
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	21.0	21.0	21.0	28.0	28.0	28.0	15.4	15.4	15.4	14.5	14.5	14.5
LOS by Move:	C	C	C	D	D	D	C	C	C	B	B	B
ApproachDel:		21.0			28.0			15.4			14.5	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		21.0			28.0			15.4			14.5	
LOS by Appr:		C			D			C			B	
AllWayAvgQ:	1.7	1.7	1.7	3.0	3.0	3.0	0.8	0.8	0.8	0.6	0.6	0.6

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

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #9013 Princevalle / Tenth

Cycle (sec):	60	Critical Vol./Cap.(X):	0.421
Loss Time (sec):	6	Average Delay (sec/veh):	10.2
Optimal Cycle:	23	Level Of Service:	B+

Street Name:	Princevalle St.						Tenth St.					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	0	1 0	1 0	0	1 0	1 0	1	0 1	1 0	1	0 1
Volume Module: AM Peak Hour												
Base Vol:	95	147	130	117	202	32	107	428	126	115	347	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:	95	147	130	117	202	32	107	428	126	115	347	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:	95	147	130	117	202	32	107	428	126	115	347	101
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	95	147	130	117	202	32	107	428	126	115	347	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
FinalVolume:	95	147	130	117	202	32	107	428	126	115	347	101
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	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	0.53	0.47	1.00	0.86	0.14	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1750	955	845	1750	1554	246	1750	1900	1750	1750	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.05	0.15	0.15	0.07	0.13	0.13	0.06	0.23	0.07	0.07	0.18	0.06
Crit Moves:		****						****				
Green Time:	21.9	21.9	21.9	21.9	21.9	21.9	32.1	32.1	32.1	32.1	32.1	32.1
Volume/Cap:	0.15	0.42	0.42	0.18	0.36	0.36	0.11	0.42	0.13	0.12	0.34	0.11
Uniform Del:	12.8	14.3	14.3	13.0	13.9	13.9	6.9	8.4	7.0	7.0	7.9	6.9
IncremntDel:	0.1	0.4	0.4	0.1	0.3	0.3	0.1	0.3	0.1	0.1	0.2	0.1
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	12.9	14.7	14.7	13.1	14.2	14.2	7.0	8.7	7.1	7.0	8.1	6.9
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:	12.9	14.7	14.7	13.1	14.2	14.2	7.0	8.7	7.1	7.0	8.1	6.9
LOS by Move:	B	B	B	B	B	B	A	A	A	A	A	A
HCM2kAvgQ:	1	4	4	2	4	4	1	5	1	1	4	1

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

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Base Volume Alternative)

Intersection #9017 Thomas / Luchessa

Cycle (sec):	100	Critical Vol./Cap.(X):	1.071
Loss Time (sec):	0	Average Delay (sec/veh):	51.1
Optimal Cycle:	0	Level Of Service:	F

Street Name:	Thomas Rd.						Luchessa Ave.					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	1! 0	0	0 0	0 0	0	0 0	1 0	1	0 1	0 0	0
Volume Module: AM Peak Hour												
Base Vol:	113	0	429	0	0	0	0	274	98	404	193	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:	113	0	429	0	0	0	0	274	98	404	193	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	113	0	429	0	0	0	0	274	98	404	193	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	113	0	429	0	0	0	0	274	98	404	193	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	113	0	429	0	0	0	0	274	98	404	193	0
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.21	0.00	0.79	0.00	0.00	0.00	0.00	1.00	1.00	0.68	0.32	0.00
Final Sat.:	126	0	478	0	0	0	0	491	543	377	180	0
Capacity Analysis Module:												
Vol/Sat:	0.90	xxxx	0.90	xxxx	xxxx	xxxx	xxxx	0.56	0.18	1.07	1.07	xxxx
Crit Moves:	****							****			****	
Delay/Veh:	39.4	0.0	39.4	0.0	0.0	0.0	0.0	18.2	10.6	83.4	83.4	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	39.4	0.0	39.4	0.0	0.0	0.0	0.0	18.2	10.6	83.4	83.4	0.0
LOS by Move:	E	*	E	*	*	*	*	C	B	F	F	*
ApproachDel:		39.4			xxxxxx			16.2			83.4	
Delay Adj:		1.00			xxxxx			1.00			1.00	
ApprAdjDel:		39.4			xxxxxx			16.2			83.4	
LOS by Appr:		E			*			C			F	
AllWayAvgQ:	5.1	5.1	5.1	0.0	0.0	0.0	0.0	1.1	0.2	11.4	11.4	11.4

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

Level Of Service Computation Report
2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #9018 Princevalle / Luchessa

Average Delay (sec/veh): 5.2 Worst Case Level Of Service: D[25.0]

Street Name:	Princevalle St.						Luchessa Ave.					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Rights:	Include			Include			Include			Include		
Lanes:	0 0 0	0 0		1 0	0 0	1	0 1	0 0	0	0 0	0 1	0
Volume Module: AM Peak Hour												
Base Vol:	0	0	0	73	0	172	171	533	0	0	424	93
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	73	0	172	171	533	0	0	424	93
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	73	0	172	171	533	0	0	424	93
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	0	0	73	0	172	171	533	0	0	424	93
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	6.4	xxxx	6.2	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx
FollowUpTim:	xxxxx	xxxx	xxxxx	3.5	xxxx	3.3	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	1346	xxxx	471	517	xxxx	xxxxx	xxxx	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	xxxxx	169	xxxx	597	1059	xxxx	xxxxx	xxxx	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	xxxxx	146	xxxx	597	1059	xxxx	xxxxx	xxxx	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	xxxx	0.50	xxxx	0.29	0.16	xxxx	xxxx	xxxx	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	2.4	xxxx	1.2	0.6	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	52.4	xxxx	13.4	9.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	F	*	B	A	*	*	*	*	*
Movement:	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	0.6	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	9.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	A	*	*	*	*	*
ApproachDel:	xxxxxx			25.0			xxxxxx			xxxxxx		
ApproachLOS:	*			D			*			*		

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

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #9019 Monterey / Luchessa

Cycle (sec):	90	Critical Vol./Cap.(X):	0.448
Loss Time (sec):	12	Average Delay (sec/veh):	23.4
Optimal Cycle:	37	Level Of Service:	C

Street Name:	Monterey Rd.						Luchessa Ave.					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:		Ovl			Ovl			Ovl			Ovl	
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	2 0 1	1	0	2 0 1	1	0	1 0 1	1	0	0 1 0
Volume Module: AM Peak Hour												
Base Vol:	269	244	351	83	106	83	136	267	216	92	103	24
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	269	244	351	83	106	83	136	267	216	92	103	24
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:	269	244	351	83	106	83	136	267	216	92	103	24
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	269	244	351	83	106	83	136	267	216	92	103	24
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	269	244	351	83	106	83	136	267	216	92	103	24
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	0.95	0.95
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	1.00	1.00	1.00	0.81	0.19
Final Sat.:	1750	3800	1750	1750	3800	1750	1750	1900	1750	1750	1460	340
Capacity Analysis Module:												
Vol/Sat:	0.15	0.06	0.20	0.05	0.03	0.05	0.08	0.14	0.12	0.05	0.07	0.07
Crit Moves:			****	****				****		****		
Green Time:	33.2	29.7	40.3	9.5	6.0	26.3	20.3	28.2	61.4	10.6	18.4	28.0
Volume/Cap:	0.42	0.19	0.45	0.45	0.42	0.16	0.34	0.45	0.18	0.45	0.34	0.23
Uniform Del:	21.2	21.6	17.2	37.8	40.3	23.6	29.2	24.7	5.2	37.0	30.6	23.0
IncremntDel:	0.4	0.1	0.4	1.7	1.1	0.1	0.5	0.5	0.1	1.6	0.6	0.2
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	21.6	21.7	17.6	39.5	41.4	23.8	29.8	25.2	5.3	38.6	31.2	23.2
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:	21.6	21.7	17.6	39.5	41.4	23.8	29.8	25.2	5.3	38.6	31.2	23.2
LOS by Move:	C+	C+	B	D	D	C	C	C	A	D+	C	C
HCM2kAvgQ:	6	2	7	3	2	2	4	6	2	3	3	3

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

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Base Volume Alternative)

Intersection #9001 Santa Teresa / Fitzgerald

Cycle (sec):	90	Critical Vol./Cap.(X):	0.943
Loss Time (sec):	12	Average Delay (sec/veh):	31.4
Optimal Cycle:	0	Level Of Service:	D

Street Name:	Santa Teresa Blvd						Fitzgerald Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	7	10	10	7	10	10	4	4	4	10	10	10
Lanes:	1 0	1 0	1	1 0	0 1	0	0 0	0 1	0	0 0	1! 0	0
Volume Module: PM Peak Hour												
Base Vol:	8	223	223	21	389	0	0	10	11	494	8	20
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	223	223	21	389	0	0	10	11	494	8	20
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:	8	223	223	21	389	0	0	10	11	494	8	20
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	8	223	223	21	389	0	0	10	11	494	8	20
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	8	223	223	21	389	0	0	10	11	494	8	20
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.00	1.00	1.00	1.00	0.00	0.00	0.48	0.52	0.95	0.01	0.04
Final Sat.:	454	487	538	464	497	0	0	206	226	524	8	21
Capacity Analysis Module:												
Vol/Sat:	0.02	0.46	0.41	0.05	0.78	xxxx	xxxx	0.05	0.05	0.94	0.94	0.94
Crit Moves:		****			****			****		****		
Delay/Veh:	10.5	15.5	13.4	10.6	29.5	0.0	0.0	10.8	10.8	49.4	49.4	49.4
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	10.5	15.5	13.4	10.6	29.5	0.0	0.0	10.8	10.8	49.4	49.4	49.4
LOS by Move:	B	C	B	B	D	*	*	B	B	E	E	E
ApproachDel:		14.4			28.5			10.8			49.4	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		14.4			28.5			10.8			49.4	
LOS by Appr:		B			D			B			E	
AllWayAvgQ:	0.0	0.8	0.6	0.0	2.7	2.7	0.0	0.0	0.0	6.1	6.1	6.1

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

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #9003 Santa Teresa Blvd. / First St.

Cycle (sec):	70	Critical Vol./Cap.(X):	0.570
Loss Time (sec):	12	Average Delay (sec/veh):	25.1
Optimal Cycle:	43	Level Of Service:	C

Street Name:	Santa Teresa Blvd.						First St.					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	2 0	1	2 0	2 0	1	1 0	1 0	1	1 0	1 0	1
Volume Module: PM Peak Hour												
Base Vol:	107	321	163	373	462	78	96	275	77	218	285	344
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	321	163	373	462	78	96	275	77	218	285	344
User Adj:	1.00	1.00	0.50	1.00	1.00	0.50	1.00	1.00	0.50	1.00	1.00	0.00
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	321	82	373	462	39	96	275	39	218	285	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	107	321	82	373	462	39	96	275	39	218	285	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	107	321	82	373	462	39	96	275	39	218	285	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	2.00	1.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1750	3800	1750	3150	3800	1750	1750	1900	1750	1750	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.06	0.08	0.05	0.12	0.12	0.02	0.05	0.14	0.02	0.12	0.15	0.00
Crit Moves:		****		****				****		****		
Green Time:	8.3	10.4	10.4	14.5	16.6	16.6	8.9	17.8	17.8	15.3	24.2	0.0
Volume/Cap:	0.51	0.57	0.31	0.57	0.51	0.09	0.43	0.57	0.09	0.57	0.43	0.00
Uniform Del:	28.9	27.7	26.6	24.9	23.2	20.8	28.3	22.8	19.9	24.4	17.6	0.0
IncremntDel:	2.2	1.4	0.7	1.2	0.5	0.1	1.4	1.6	0.1	2.0	0.5	0.0
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
Delay/Veh:	31.1	29.1	27.3	26.1	23.7	20.9	29.6	24.4	20.0	26.5	18.1	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:	31.1	29.1	27.3	26.1	23.7	20.9	29.6	24.4	20.0	26.5	18.1	0.0
LOS by Move:	C	C	C	C	C	C+	C	C	C+	C	B-	A
HCM2kAvgQ:	3	4	2	5	5	1	3	6	1	5	5	0

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

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Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Base Volume Alternative)

Intersection #9009 Uvas Park / Miller

Cycle (sec):	100	Critical Vol./Cap.(X):	1.044
Loss Time (sec):	0	Average Delay (sec/veh):	44.0
Optimal Cycle:	0	Level Of Service:	E

Street Name:	Uvas Park Dr.						Miller Ave.					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	1!	0 0	0 0	1!	0 0	0 0	1!	0 0	0 0	1!	0 0
Volume Module:	PM Peak Hour											
Base Vol:	156	445	10	13	325	122	52	27	102	12	79	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:	156	445	10	13	325	122	52	27	102	12	79	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:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	164	468	11	14	342	128	55	28	107	13	83	28
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	164	468	11	14	342	128	55	28	107	13	83	28
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	164	468	11	14	342	128	55	28	107	13	83	28
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.25	0.73	0.02	0.03	0.71	0.26	0.29	0.15	0.56	0.10	0.67	0.23
Final Sat.:	157	449	10	17	429	161	142	74	279	47	309	106
Capacity Analysis Module:												
Vol/Sat:	1.04	1.04	1.04	0.80	0.80	0.80	0.38	0.38	0.38	0.27	0.27	0.27
Crit Moves:	****				****		****					****
Delay/Veh:	71.7	71.7	71.7	27.3	27.3	27.3	13.7	13.7	13.7	12.6	12.6	12.6
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	71.7	71.7	71.7	27.3	27.3	27.3	13.7	13.7	13.7	12.6	12.6	12.6
LOS by Move:	F	F	F	D	D	D	B	B	B	B	B	B
ApproachDel:	71.7			27.3			13.7			12.6		
Delay Adj:	1.00			1.00			1.00			1.00		
ApprAdjDel:	71.7			27.3			13.7			12.6		
LOS by Appr:	F			D			B			B		
AllWayAvgQ:	10.8	10.8	10.8	3.1	3.1	3.1	0.5	0.5	0.5	0.3	0.3	0.3

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

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #9013 Princevalle / Tenth

Cycle (sec):	60	Critical Vol./Cap.(X):	0.421
Loss Time (sec):	6	Average Delay (sec/veh):	9.2
Optimal Cycle:	23	Level Of Service:	A

Street Name:	Princevalle St.						Tenth St.					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	0	1 0	1 0	0	1 0	1 0	1	0 1	1 0	1	0 1
Volume Module: PM Peak Hour												
Base Vol:	114	101	73	102	117	16	14	375	14	79	536	126
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	114	101	73	102	117	16	14	375	14	79	536	126
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	114	101	73	102	117	16	14	375	14	79	536	126
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	114	101	73	102	117	16	14	375	14	79	536	126
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	114	101	73	102	117	16	14	375	14	79	536	126
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	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	0.58	0.42	1.00	0.88	0.12	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1750	1045	755	1750	1583	217	1750	1900	1750	1750	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.07	0.10	0.10	0.06	0.07	0.07	0.01	0.20	0.01	0.05	0.28	0.07
Crit Moves:		****									****	
Green Time:	13.8	13.8	13.8	13.8	13.8	13.8	40.2	40.2	40.2	40.2	40.2	40.2
Volume/Cap:	0.28	0.42	0.42	0.25	0.32	0.32	0.01	0.29	0.01	0.07	0.42	0.11
Uniform Del:	19.0	19.7	19.7	18.9	19.2	19.2	3.3	4.1	3.3	3.4	4.5	3.5
IncremntDel:	0.4	0.7	0.7	0.3	0.5	0.5	0.0	0.1	0.0	0.0	0.2	0.0
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	19.4	20.4	20.4	19.2	19.7	19.7	3.3	4.2	3.3	3.4	4.8	3.6
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:	19.4	20.4	20.4	19.2	19.7	19.7	3.3	4.2	3.3	3.4	4.8	3.6
LOS by Move:	B-	C+	C+	B-	B-	B-	A	A	A	A	A	A
HCM2kAvgQ:	2	3	3	2	2	2	0	3	0	1	5	1

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

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Base Volume Alternative)

Intersection #9017 Thomas / Luchessa

Cycle (sec):	100	Critical Vol./Cap.(X):	1.138
Loss Time (sec):	0	Average Delay (sec/veh):	64.7
Optimal Cycle:	0	Level Of Service:	F

Street Name:	Thomas Rd.						Luchessa Ave.					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	1! 0	0	0 0	0 0	0	0 0	1 0	1	0 1	0 0	0
Volume Module: PM Peak Hour												
Base Vol:	28	0	297	0	0	0	0	180	24	467	297	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:	28	0	297	0	0	0	0	180	24	467	297	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	28	0	297	0	0	0	0	180	24	467	297	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	28	0	297	0	0	0	0	180	24	467	297	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	28	0	297	0	0	0	0	180	24	467	297	0
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.09	0.00	0.91	0.00	0.00	0.00	0.00	1.00	1.00	0.61	0.39	0.00
Final Sat.:	55	0	588	0	0	0	0	565	635	410	261	0
Capacity Analysis Module:												
Vol/Sat:	0.51	xxxx	0.51	xxxx	xxxx	xxxx	xxxx	0.32	0.04	1.14	1.14	xxxx
Crit Moves:	****							****		****		
Delay/Veh:	13.9	0.0	13.9	0.0	0.0	0.0	0.0	11.7	8.4	100.5	100	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	13.9	0.0	13.9	0.0	0.0	0.0	0.0	11.7	8.4	100.5	100	0.0
LOS by Move:	B	*	B	*	*	*	*	B	A	F	F	*
ApproachDel:	13.9			xxxxxx			11.3			100.5		
Delay Adj:	1.00			xxxxx			1.00			1.00		
ApprAdjDel:	13.9			xxxxxx			11.3			100.5		
LOS by Appr:	B			*			B			F		
AllWayAvgQ:	1.0	1.0	1.0	0.0	0.0	0.0	0.0	0.4	0.0	17.2	17.2	17.2

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

Level Of Service Computation Report
2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #9018 Princevalle / Luchessa

Average Delay (sec/veh): 3.4 Worst Case Level Of Service: D[25.8]

Street Name:	Princevalle St.						Luchessa Ave.					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Rights:	Include			Include			Include			Include		
Lanes:	0 0 0	0 0		1 0	0 0	1	0 1	0 0	0	0 0	0 1	0
Volume Module: PM Peak Hour												
Base Vol:	0	0	0	72	0	93	65	413	0	0	671	107
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	72	0	93	65	413	0	0	671	107
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	72	0	93	65	413	0	0	671	107
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	0	0	72	0	93	65	413	0	0	671	107
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	6.4	xxxx	6.2	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx
FollowUpTim:	xxxxx	xxxx	xxxxx	3.5	xxxx	3.3	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	1268	xxxx	725	778	xxxx	xxxxx	xxxx	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	xxxxx	188	xxxx	429	848	xxxx	xxxxx	xxxx	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	xxxxx	177	xxxx	429	848	xxxx	xxxxx	xxxx	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	xxxx	0.41	xxxx	0.22	0.08	xxxx	xxxx	xxxx	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	1.8	xxxx	0.8	0.2	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	38.8	xxxx	15.7	9.6	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	E	*	C	A	*	*	*	*	*
Movement:	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	0.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	9.6	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	A	*	*	*	*	*
ApproachDel:	xxxxxx			25.8			xxxxxx			xxxxxx		
ApproachLOS:	*			D			*			*		

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

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #9019 Monterey / Luchessa

Cycle (sec):	90	Critical Vol./Cap.(X):	0.627
Loss Time (sec):	12	Average Delay (sec/veh):	28.0
Optimal Cycle:	50	Level Of Service:	C

Street Name:	Monterey Rd.						Luchessa Ave.					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:		Ovl			Ovl			Ovl			Ovl	
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	2 0 1	1	0	2 0 1	1	0	1 0 1	1	0	0 1 0
Volume Module:	PM Peak Hour											
Base Vol:	356	281	138	35	275	180	128	152	218	285	258	92
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:	356	281	138	35	275	180	128	152	218	285	258	92
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:	356	281	138	35	275	180	128	152	218	285	258	92
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	356	281	138	35	275	180	128	152	218	285	258	92
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	356	281	138	35	275	180	128	152	218	285	258	92
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	0.95	0.95
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	1.00	1.00	1.00	0.74	0.26
Final Sat.:	1750	3800	1750	1750	3800	1750	1750	1900	1750	1750	1327	473
Capacity Analysis Module:												
Vol/Sat:	0.20	0.07	0.08	0.02	0.07	0.10	0.07	0.08	0.12	0.16	0.19	0.19
Crit Moves:	****				****		****				****	
Green Time:	29.2	31.2	56.9	8.4	10.4	20.9	10.5	12.7	41.9	25.8	27.9	36.3
Volume/Cap:	0.63	0.21	0.12	0.21	0.63	0.44	0.63	0.57	0.27	0.57	0.63	0.48
Uniform Del:	25.8	20.8	6.6	37.7	38.0	29.6	37.9	36.1	14.7	27.4	26.6	19.9
IncremntDel:	2.2	0.1	0.1	0.7	2.9	0.8	6.1	2.9	0.2	1.6	2.3	0.5
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	28.0	20.9	6.7	38.4	40.8	30.4	43.9	39.0	14.9	28.9	28.8	20.4
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:	28.0	20.9	6.7	38.4	40.8	30.4	43.9	39.0	14.9	28.9	28.8	20.4
LOS by Move:	C	C+	A	D+	D	C	D	D	B	C	C	C+
HCM2kAvgQ:	10	3	2	1	5	5	5	5	4	8	9	8

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

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #9001 Santa Teresa / Fitzgerald

Cycle (sec):	70	Critical Vol./Cap.(X):	0.466
Loss Time (sec):	12	Average Delay (sec/veh):	21.0
Optimal Cycle:	49	Level Of Service:	C+

Street Name:	Santa Teresa Blvd						Fitzgerald Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	1 0	1	1 0	0 1	0	0 0	1! 0	0	0 0	1! 0	0
Volume Module:AM Peak Hour												
Base Vol:	5	380	459	15	197	2	4	4	5	222	6	18
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:	5	380	459	15	197	2	4	4	5	222	6	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:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	5	380	459	15	197	2	4	4	5	222	6	18
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	5	380	459	15	197	2	4	4	5	222	6	18
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	5	380	459	15	197	2	4	4	5	222	6	18
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.00	1.00	1.00	0.99	0.01	0.31	0.31	0.38	0.91	0.02	0.07
Final Sat.:	1900	1900	1900	1900	1881	19	585	585	731	1715	46	139
Capacity Analysis Module:												
Vol/Sat:	0.00	0.20	0.24	0.01	0.10	0.10	0.01	0.01	0.01	0.13	0.13	0.13
Crit Moves:			****	****				****			****	
Green Time:	13.9	26.7	26.7	7.0	19.8	19.8	10.0	10.0	10.0	14.3	14.3	14.3
Volume/Cap:	0.01	0.52	0.63	0.08	0.37	0.37	0.05	0.05	0.05	0.63	0.63	0.63
Uniform Del:	22.6	16.7	17.7	28.6	20.1	20.1	25.9	25.9	25.9	25.5	25.5	25.5
IncremntDel:	0.0	0.7	1.8	0.2	0.4	0.4	0.1	0.1	0.1	3.4	3.4	3.4
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	22.6	17.5	19.5	28.8	20.5	20.5	26.0	26.0	26.0	28.9	28.9	28.9
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:	22.6	17.5	19.5	28.8	20.5	20.5	26.0	26.0	26.0	28.9	28.9	28.9
LOS by Move:	C+	B	B-	C	C+	C+	C	C	C	C	C	C
HCM2kAvgQ:	0	7	9	0	4	4	0	0	0	6	6	6

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

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Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Base Volume Alternative)

Intersection #9009 Uvas Park / Miller

Cycle (sec):	100	Critical Vol./Cap.(X):	0.832
Loss Time (sec):	0	Average Delay (sec/veh):	23.4
Optimal Cycle:	0	Level Of Service:	C

Street Name:	Uvas Park Dr.						Miller Ave.					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	0 1	0	0 0	1! 0	0	0 0	1! 0	0	0 0	1! 0	0
Volume Module: PM Peak Hour												
Base Vol:	156	445	10	13	325	122	52	27	102	12	79	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:	156	445	10	13	325	122	52	27	102	12	79	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:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	164	468	11	14	342	128	55	28	107	13	83	28
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	164	468	11	14	342	128	55	28	107	13	83	28
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	164	468	11	14	342	128	55	28	107	13	83	28
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.98	0.02	0.03	0.71	0.26	0.29	0.15	0.56	0.10	0.67	0.23
Final Sat.:	532	563	13	17	431	162	142	74	279	47	309	106
Capacity Analysis Module:												
Vol/Sat:	0.31	0.83	0.83	0.79	0.79	0.79	0.38	0.38	0.38	0.27	0.27	0.27
Crit Moves:		****			****		****				****	
Delay/Veh:	12.3	31.3	31.3	26.2	26.2	26.2	13.2	13.2	13.2	12.2	12.2	12.2
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	12.3	31.3	31.3	26.2	26.2	26.2	13.2	13.2	13.2	12.2	12.2	12.2
LOS by Move:	B	D	D	D	D	D	B	B	B	B	B	B
ApproachDel:	26.5			26.2			13.2			12.2		
Delay Adj:	1.00			1.00			1.00			1.00		
ApprAdjDel:	26.5			26.2			13.2			12.2		
LOS by Appr:	D			D			B			B		
AllWayAvgQ:	0.4	3.6	3.6	3.0	3.0	3.0	0.5	0.5	0.5	0.3	0.3	0.3

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

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Level Of Service Computation Report
FHWA Roundabout Method (Base Volume Alternative)

Intersection #9017 Thomas / Luchessa

Average Delay (sec/veh): 6.6 Level Of Service: A

Street Name:	Thomas Rd.						Luchessa Ave.					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Yield Sign			Yield Sign			Yield Sign			Yield Sign		
Lanes:	1			0			1			1		
Volume Module:AM Peak Hour												
Base Vol:	113	0	429	0	0	0	0	274	98	404	193	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:	113	0	429	0	0	0	0	274	98	404	193	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	113	0	429	0	0	0	0	274	98	404	193	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	113	0	429	0	0	0	0	274	98	404	193	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	113	0	429	0	0	0	0	274	98	404	193	0
PCE Module:												
AutoPCE:	113	0	429	0	0	0	0	274	98	404	193	0
TruckPCE:	0	0	0	0	0	0	0	0	0	0	0	0
ComboPCE:	0	0	0	0	0	0	0	0	0	0	0	0
BicyclePCE:	0	0	0	0	0	0	0	0	0	0	0	0
AdjVolume:	113	0	429	0	0	0	0	274	98	404	193	0
Delay Module: >> Time Period: 0.25 hours <<												
CircVolume:	274			710			404			113		
MaxVolume:	1052			xxxxxx			982			1139		
PedVolume:	0			0			0			0		
AdjMaxVol:	1052			xxxxxx			982			1139		
ApproachVol:	542			xxxxxx			372			597		
ApproachV/C:	0.52			1.00			0.38			0.52		
ApproachDel:	7.0			xxxxxx			5.9			6.6		
ApproachLOS:	A			*			A			A		
Queue:	3.0			xxxx			1.8			3.2		

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #9001 Santa Teresa / Fitzgerald

Cycle (sec):	80	Critical Vol./Cap.(X):	0.582
Loss Time (sec):	12	Average Delay (sec/veh):	29.6
Optimal Cycle:	49	Level Of Service:	C

Street Name:	Santa Teresa Blvd						Fitzgerald Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	1 0	1	1 0	0 1	0	0 0	0 1	0	0 0	1! 0	0
Volume Module:PM Peak Hour												
Base Vol:	8	223	223	21	389	0	0	10	11	494	8	20
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	223	223	21	389	0	0	10	11	494	8	20
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:	8	223	223	21	389	0	0	10	11	494	8	20
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	8	223	223	21	389	0	0	10	11	494	8	20
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	8	223	223	21	389	0	0	10	11	494	8	20
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.00	1.00	1.00	1.00	0.00	0.00	0.48	0.52	0.95	0.01	0.04
Final Sat.:	1900	1900	1900	1900	1900	0	0	905	995	1798	29	73
Capacity Analysis Module:												
Vol/Sat:	0.00	0.12	0.12	0.01	0.20	0.00	0.00	0.01	0.01	0.27	0.27	0.27
Crit Moves:	****				****			****			****	
Green Time:	7.0	16.9	16.9	11.8	21.8	0.0	0.0	10.0	10.0	29.2	29.2	29.2
Volume/Cap:	0.05	0.55	0.55	0.07	0.75	0.00	0.00	0.09	0.09	0.75	0.75	0.75
Uniform Del:	33.4	28.2	28.2	29.4	26.6	0.0	0.0	31.0	31.0	22.2	22.2	22.2
IncremntDel:	0.1	1.7	1.7	0.1	6.1	0.0	0.0	0.2	0.2	4.6	4.6	4.6
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	0.00	0.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	33.6	29.9	29.9	29.5	32.8	0.0	0.0	31.1	31.1	26.8	26.8	26.8
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:	33.6	29.9	29.9	29.5	32.8	0.0	0.0	31.1	31.1	26.8	26.8	26.8
LOS by Move:	C-	C	C	C	C-	A	A	C	C	C	C	C
HCM2kAvgQ:	0	6	6	0	11	0	0	1	1	13	13	13

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

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Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Base Volume Alternative)

Intersection #9009 Uvas Park / Miller

Cycle (sec):	100	Critical Vol./Cap.(X):	0.808
Loss Time (sec):	0	Average Delay (sec/veh):	19.5
Optimal Cycle:	0	Level Of Service:	C

Street Name:	Uvas Park Dr.						Miller Ave.					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	0 1	0	0 0	1! 0	0	0 0	1! 0	0	0 0	1! 0	0
Volume Module:AM Peak Hour												
Base Vol:	108	253	12	12	392	59	36	67	164	56	123	25
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	108	253	12	12	392	59	36	67	164	56	123	25
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	108	253	12	12	392	59	36	67	164	56	123	25
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	108	253	12	12	392	59	36	67	164	56	123	25
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	108	253	12	12	392	59	36	67	164	56	123	25
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.95	0.05	0.02	0.85	0.13	0.13	0.25	0.62	0.27	0.61	0.12
Final Sat.:	472	484	23	15	485	73	69	128	314	128	282	57
Capacity Analysis Module:												
Vol/Sat:	0.23	0.52	0.52	0.81	0.81	0.81	0.52	0.52	0.52	0.44	0.44	0.44
Crit Moves:		****			****				****		****	
Delay/Veh:	12.0	15.9	15.9	28.1	28.1	28.1	15.1	15.1	15.1	14.2	14.2	14.2
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	12.0	15.9	15.9	28.1	28.1	28.1	15.1	15.1	15.1	14.2	14.2	14.2
LOS by Move:	B	C	C	D	D	D	C	C	C	B	B	B
ApproachDel:	14.8			28.1			15.1			14.2		
Delay Adj:	1.00			1.00			1.00			1.00		
ApprAdjDel:	14.8			28.1			15.1			14.2		
LOS by Appr:	B			D			C			B		
AllWayAvgQ:	0.3	0.9	0.9	3.0	3.0	3.0	0.8	0.8	0.8	0.6	0.6	0.6

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

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Level Of Service Computation Report
FHWA Roundabout Method (Base Volume Alternative)

Intersection #9017 Thomas / Luchessa

Average Delay (sec/veh): 6.9 Level Of Service: A

Street Name:	Thomas Rd.						Luchessa Ave.					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Yield Sign			Yield Sign			Yield Sign			Yield Sign		
Lanes:	1			0			1			1		
Volume Module:PM Peak Hour												
Base Vol:	28	0	297	0	0	0	0	180	24	467	297	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:	28	0	297	0	0	0	0	180	24	467	297	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	28	0	297	0	0	0	0	180	24	467	297	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	28	0	297	0	0	0	0	180	24	467	297	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	28	0	297	0	0	0	0	180	24	467	297	0
PCE Module:												
AutoPCE:	28	0	297	0	0	0	0	180	24	467	297	0
TruckPCE:	0	0	0	0	0	0	0	0	0	0	0	0
ComboPCE:	0	0	0	0	0	0	0	0	0	0	0	0
BicyclePCE:	0	0	0	0	0	0	0	0	0	0	0	0
AdjVolume:	28	0	297	0	0	0	0	180	24	467	297	0
Delay Module: >> Time Period: 0.25 hours <<												
CircVolume:	180			792			467			28		
MaxVolume:	1103			xxxxxx			948			1185		
PedVolume:	0			0			0			0		
AdjMaxVol:	1103			xxxxxx			948			1185		
ApproachVol:	325			xxxxxx			204			764		
ApproachV/C:	0.29			1.00			0.22			0.64		
ApproachDel:	4.6			xxxxxx			4.8			8.4		
ApproachLOS:	A			*			A			A		
Queue:	1.2			xxxx			0.8			5.0		

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Peer Review of the 2022 Glen Loma Ranch Current Projected Buildout Traffic Study

D

APPENDIX

FEHR PEERS

Memorandum

Date: January 30, 2024

To: Cindy McCormick, and Sharon Goei, City of Gilroy

cc: Teri Wissler Adam, EMC Planning Group

From: Jing Yang, Elynor Zhou, and Franziska Church, Fehr & Peers

Subject: Peer Review of the 2022 Glen Loma Ranch Current Projected Buildout Traffic Study

SJ23-2256

This is an update of the December 13, 2023 version of this memorandum with corrections and providing clarifications to mitigation measures that are either still required or that are no longer necessary. The changes are summarized below:

a. **Table 2**, Intersection #1, clarifying that the outstanding mitigation requiring the eastbound left and westbound left turn lanes are no longer needed.
b. **Table 2**, Intersection #35, correcting the conclusion that the northbound left turn lane has not been constructed and that it is still required.

This memorandum summarizes Fehr & Peers' peer review comments on the following supplemental reports prepared for the Glen Loma Ranch Specific Plan project:

- *Glen Loma Ranch – Current Projected Buildout, May 26, 2022*
- *Glen Loma Ranch – Comparison of Intersection Mitigations in the 2005 EIR with Current Projected Buildout (CPB), June 7, 2022*

After the original *Glen Loma Ranch Specific Plan Traffic Impact Analysis* was prepared in 2005 ("2005 Traffic Study"), the project was developed at lower density. The purpose of the peer review is to help inform which mitigation measures from the 2005 Traffic Study would still be required with the reduced development assumptions.

Project Understanding

Background

Glen Loma Ranch (GLR) is a 359.6-acre property located in the City of Gilroy, California. The site is bordered by Uvas Creek to the north, Santa Terea Boulevard to the west and south, and existing residential development to the east. The proposed development for GLR consists primarily of residential use with other land uses including open space, commercial, office, etc. The 2005 Traffic Study by Higgins Associates included 1,690 dwelling units and 155,500 square feet of non-residential uses. It evaluated 23 intersections within the City of Gilroy and proposed intersection improvements to address deficiencies. The development was evaluated in three phases (Phase 1 to 3).

Since the 2005 Traffic Study, the project has built out at lower land use intensity than anticipated, and the Current Projected Buildout (CPB) includes 1,275 residential units, potentially 192 units at Olive Grove Apartments, a fire station, and 12,000 sf of non-residential uses (including office, restaurant, and commercial).

In 2022, Keith Higgins prepared a traffic study for the CPB (*Glen Loma Ranch – Current Projected Buildout* and *Glen Loma Ranch – Comparison of Intersection Mitigations in the 2005 EIR with Current Projected Buildout (CPB)*). The 2022 CPB traffic study evaluated trip generation and assignment for the lower land use intensity and compared it with results for the Background Phase 1+2 and Buildout (Phase 1 to 3) scenarios from the 2005 Traffic Study. The 2022 CPB traffic study concluded that since the CPB generates substantially less traffic than anticipated for Phase 1+2 in the 2005 Traffic Study, the 2005 Background phase 1+2 mitigation measures will adequately mitigate the lower land use intensity of the CPB and none of the mitigation measures identified for Phase 3 are required.

Scope of Review

The purpose of this peer review is to confirm whether the mitigation measures for Phase 3 are still required with the reduced project descriptions of CPB. The peer review focuses on the 2022 CPB traffic study documented in the reports *Glen Loma Ranch – Current Projected Buildout* and *Glen Loma Ranch – Comparison of Intersection Mitigations in the 2005 EIR with Current Projected Buildout (CPB)*. The memos are enclosed as **Attachment A** and **Attachment B**. The approved 2005 Traffic Study and the supplemental studies from 2019 to 2021 were used as references in this review.

The peer review will cover the following intersections (numbering based on the 2005 Traffic Study) that have remaining mitigation measures. The intersections are also included in the 2022 CPB traffic study.

- #1 Santa Teresa Boulevard/Fitzgerald Avenue
- #3 Santa Teresa Boulevard/First Street
- #9 Uvas Park Drive/Miller Avenue
- #17 Thomas Road/Luchessa Avenue
- #19 Monterey Street/Luchessa Avenue

The scope of review includes:

- Trip generation assumptions
- Trip distribution and assignment
- Level of service calculations
- Comparison of study results with the previously prepared document
- Identification of project impacts in relation to the City's significance criteria and the reduced project
- Necessity of the transportation mitigation measures in the current context

Peer Review Findings

The following summarizes the key findings of our review of the 2022 CPB traffic study on reduced project descriptions in CPB.

Trip Generation

Most of the trip generation estimates are consistent with Institute of Transportation Engineers (ITE) trip generation rates. Trip generation rates from the ITE *Trip Generation Manual 10th Edition* were applied to CPB land uses. **Table 1** includes the peer review comments for each of the land uses in CPB listed in Attachment 1 of *Glen Loma Ranch – Current Projected Buildout* letter. In the CPB analysis, trip generation for residential land uses utilized the fitted curve equations whereas the trip generation for non-residential land uses used the average rates. **Attachment C** shows the comparison of trip generation for two non-residential land uses, general office and commercial, when fitted curve equations are used instead of average rates.

Table 1: Trip Generation Peer Review

CPB Land Use[1]	Size[1]	ITE Trip Generation Code[1]	Peer Review Comments
Single Family Homes	840 units	210 Single-Family Detached Housing (per unit)	Agree with trip generation estimate.
Townhomes	277 units	220 Multifamily Housing (Low-Rise) (per unit)	Agree with trip generation estimate.
Apartments	80 units	221 Multifamily Housing (Mid-Rise) (per unit)	Agree with trip generation estimate.
Senior Adult Housing - Attached	78 units	252 Senior Adult Housing - Attached (per unit)	Agree with trip generation estimate.
Fire Station	7,350 sq. ft.	575 Fire and Rescue Station (per 1,000 sq. ft.)	ITE only provides PM peak hour rates and source for AM peak hour rates was not provided in the 2022 CPB traffic study. Based on engineering judgement, the number of AM peak hour trips included in the study is reasonable and no further refinement is needed.
General Office	4,000 sq. ft.	710 General Office (per 1,000 sq. ft.)	Fitted curve will result in higher trip generation estimates than average rates; but difference is negligible and would not change the conclusions of the results. See Attachment C.
Quality Restaurant	4,000 sq. ft.	931 Quality Restaurant (per 1,000 sq. ft.)	Agree with trip generation estimate.
Commercial	4,000 sq. ft.	820 Shopping Center (per 1,000 sq. ft.)	Fitted curve will result in higher trip generation estimates than average rates; however, average rates provide more reasonable estimates and no further refinements are needed. See Attachment C.
Olive Grove Apartments	192 units	221 Multifamily Housing (Mid-Rise) (per unit)	Agree with trip generation estimate.

Notes:
1. From Attachment 1 of *Glen Loma Ranch – Current Projected Buildout*, May 26, 2022.

Source: Keith Higgins, 2022; Fehr & Peers, 2023.

The 2022 CPB traffic study assumes no internal trip reduction between residential and non-residential uses under CPB. This results in a conservative estimate of trip generation. Even though our assessment of internalization and mode shift lead to less than 10% of trip reduction credit, the conservative approach of no reduction is reasonable.

Project Intersection Level of Service (LOS) Impacts & Mitigations

The 2022 CPB traffic study concluded that due to the substantial reduction in CPB traffic generation compared to the Background Phases 1+2 trips analyzed in the 2005 Traffic Study, the CPB does not trigger any Phase 3 mitigation measures. Since the LOS for the impacted intersections was not close to exceeding the LOS threshold, assigning the additional office trips from using fitted curve equations (25 trips in the morning peak hour) to the intersections is unlikely to result in a change of LOS grade. The trip assignment of the additional trips results in approximately 5 to 10 more trips in individual movements which will not trigger the impact threshold. Therefore, the remaining mitigation measures are not required and the 2022 CPB traffic study conclusion does not change. The remaining eight mitigation measures for the five impacted intersections are summarized in **Table 2**.

Table 2: Remaining Intersection Mitigations

Intersection	Mitigation No. [1]	Description of Mitigation Measures from 2005 TIA[1]	Status	2022 CPB Traffic Study Conclusion for CPB[2]	Peer Review Comments for CPB
#1 Santa Teresa Boulevard/ Fitzgerald Avenue	34	Signalize intersection Add eastbound left and westbound left turn lanes	Intersection signalized	The intersection has been signalized and no additional mitigation measures are needed for CPB	The outstanding mitigation requiring the eastbound left and westbound left turn lanes are no longer needed. The signalization mitigates the impact from CPB
#3 Santa Teresa Boulevard/First Street	37	Add second eastbound left and westbound left turn lanes	No mitigation measures built	The mitigation can be eliminated because is it not triggered by CPB	No additional mitigation measures needed
	44	Add one eastbound and westbound through lane	No mitigation measures built	The mitigation can be eliminated because is it not triggered by CPB	No additional mitigation measures needed
#9 Uvas Park Drive/Miller Avenue	35	Add a northbound left turn lane	No mitigation measures built	The mitigation measure is required for the CPB	The mitigation measure is required for the CPB
	36	Prepare a traffic management plan of the Miller Avenue section southwest of the intersection (within Christmas Hill Park)	No mitigation measures built	Not mentioned in the 2022 study but addressed in the *Glen Loma Ranch Traffic Study Update, Gilroy, CA – Detailed Responses to Peer Review,* February 16, 2021	No additional mitigation measures needed
	39	Signalize intersection Add northbound and southbound left turn lanes	No mitigation measures built	The mitigation can be eliminated because is it not triggered by CPB	No additional mitigation measures needed
#17 Thomas Road/Luchessa Avenue	41	Add a second lane to the roundabout if the intersection is converted to a one-lane roundabout Widen Luchessa Avenue Bridge to four lanes	Intersection has been converted to roundabout	The mitigation can be eliminated because is it not triggered by CPB	No additional mitigation measures needed

Intersection	Mitigation No. [1]	Description of Mitigation Measures from 2005 TIA[1]	Status	2022 CPB Traffic Study Conclusion for CPB[2]	Peer Review Comments for CPB
#19 Monterey Street/Luchessa Avenue	43	Add second northbound and westbound left turn lanes	No mitigation measures built	The mitigation can be eliminated because is it not triggered by CPB	No additional mitigation measures needed

Notes:

1. From *Addendum to the Certified Final EIR – Glen Loma Ranch Specific Plan* SCN 2003042018 March 24, 2014.
2. From *Glen Loma Ranch – Comparison of Intersection Mitigations in the 2005 EIR with Current Projected Buildout (CPB),* June 7, 2022.

Source: EMC Planning Group Inc., 2014; Keith Higgins, 2022; Fehr & Peers, 2023.

Attachment List

- Attachment A: *Glen Loma Ranch – Current Projected Buildout, May 26, 2022*
- Attachment B: *Glen Loma Ranch – Comparison of Intersection Mitigations in the 2005 EIR with Current Projected Buildout (CPB), June 7, 2022*
- Attachment C: Trip Generation Comparison Table for General Office and Commercial Land Uses

Attachment A: Glen Loma Ranch – Current Projected Buildout, May 26, 2022

Keith Higgins

Traffic Engineer

May 26, 2022

Glen Loma Group
c/o Augie Dent
7888 Wren Ave D143
Gilroy CA 95020

Re: Glen Loma Ranch – Current Projected Buildout

Dear Augie:

The original 2005 Glen Loma Ranch Specific Plan included a maximum of 1,690 dwelling units and 155,500 square feet of non-residential floor area. In connection with the original project approval, my previous firm, Higgins Associates, prepared the "Glen Loma Ranch Specific Plan Traffic Impact Report dated June 6, 2005 (2005 Traffic Study).

Tje project has built out at lower intensity than the maximum anticipated under the original EIR and Specific Plan approval, theCurrent Projected Buildout (CPB) for Glen Loma Ranch is as follows:

1. A maximum of 1,275 residential units on lands controlled by Filice/Christopher (953 units completed or under construction, Vesting Tentative Maps in process for an additional 252 units, and up to an additional 70 units, anticipated to be multi-family units located in the town center flex area).
2. A fire station in the town center flex area.
3. Commercial uses on lands controlled by Filice/Christopher in the Town Center that shall not exceed 12,000 square feet.
4. The potential for 192 multi-family housing units on the Olive Grove site that is owned by the Gilroy Unified School District.

This letter assesses whether the mitigations recommended for GLR Phases 1+2 in the original 2005 EIRwill be adequate for the CPB. First, it compares the trip generation anticipated from the CPB with the trip generation anticipated from GLR 1+2 in the 2005 Traffic Study. Second, a comparison is provided between the CPB and the GLR 1+2 AM and PM traffic assignments used to calculate levels of service and determine corresponding mitigation measures at the 2005 Traffic Study study intersections and street segments.

A. CPB Trip Generation

The CPB is projected to generate 11,762 daily trips, 864 AM peak hour trips and 1,123 PM peak hour trips. See **Attachment 1, Row 2b**.

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B. GLR 1+2 Trip Generation

The 2005 Traffic Study analyzed a development scenario referred to as the "Background Plus Project Phases 1 and 2 Traffic Conditions" (GLR 1+2) which included 1,005 dwelling units and 111,500 square feet of non-residential (primarily retail) floor area.

- Phase 1 was projected to generate 4,272 daily trips with 344 in the AM peak hour and 455 in the PM peak hour.
- Phase 2 was forecasted to generate 11,766 daily trips including 642 in the AM peak hour and 1,116 in the PM peak hour.
- Phases 1 and 2 were expected to generate a total of 16,038 daily trips, 986 AM peak hour trips and 1,571 PM peak hour trips.

The above are tabulated on Table 6, "Project Trip Generation," of the 2005 Traffic Study which is included herein as **Attachment 2**. The total GLR 1+2 is summarized in **Attachment 1, Row 3c**.

C. GLR 1+2 Trip Assignment

It is important to emphasize that no internal trip reduction between residential and retail uses within GLR was credited in the 2005 Traffic Study GLR 1+2 analysis. All GLR 1+2 residential and non-residential trips were assigned to and from locations external to the GLR as shown by Figure 14 of the 2005 Traffic Study, included herein as **Appendix A**. The corresponding trip assignments at the GLR gateway intersections are tabulated on **Attachment 3,** totalled on **Attachment 4** and summarized on **Attachment 1, Row 4**. The 2005 Traffic Study GLR 1+2 analysis was very conservative in not applying an internal trip reduction credit and using even higher volumes for the actual intersection level of service analysis on which mitigation recommendations were based.

D. Comparison of CPB with GLR 1+2 Trip Generation Estimates

Some important comparisons are:

- **Attachment 1, Row 5a**, the current CPB is expected to generate 4,276 less daily trips, 122 less AM peak hour trips and 448 less PM peak hour trips than the 2005 Traffic Study Phase 1+2 estimate.
- The CPB daily, AM peak hour and PM peak hour trip generation totals are about 27%, 12% and 28%, respectively, below the GLR Phase 1+2 trip generation estimates, as indicated on **Attachment 1, Row 5b**.
- The CPB daily, AM peak hour and PM peak hour trip generation totals are about 17% and 30%, respectively, below the GLR Phase 1+2 AM and PM peak hour trip assignments, as indicated on **Attachment 1, Row 6b**.

The CPB will clearly generate substantially less traffic than anticipated for Phases 1+2 in the 2005 Traffic Study.

E. GLR Trip Reduction Effect on Traffic Volumes on Access Routes

The reduction in overall GLR trip generation is largely due to the reduction in commercial land uses in the Town Center, which is located in the central part of the GLR. As indicated on the "Percent of Total" column on **Attachment 2**:

- 78% of GLR traffic was expected to impact the Uvas Park Drive/Miller Avenue (15%), Santa Teresa Boulevard / Miller Avenue (20%) and Luchessa Avenue / Thomas Road (42%) intersections, which are the primary access routes to and from the Town Center.
- The current non-residential land uses in the Town Center are expected to generate a total of about 575 daily trips with 24 during the AM peak hour and 53 during the PM peak hour, as indicated on **Attachment 1, Row 1j**.
- This is a reduction of 7,250 daily trips, 303 AM peak hour trips and 662 PM peak hour trips from the 7,825 daily, 327 AM peak hour and 715 PM peak hour trips expected from the Town Center non-residential trips in GLR 1+2.

Again, all of the considerable GLR 1+2 non-residential trips were assumed to be external to the GLR, much of which were expected to impact the Luchessa Avenue bridge and the Miller Avenue crossing of Uvas Creek.

It is clear that the CPB will result in less traffic on the access routes including Thomas Road - Luchessa Avenue, Miller Avenue and Santa Teresa Boulevard north and south of the GLR than the volumes forecasted in the 2005 Traffic Study. The impacts from the CPB will be less than anticipated from GLR 1+2. The mitigations recommended in the 2005 Traffic Study for GLR 1+2 will therefore adequately mitigate the CPB impacts.

F. Current GLR Buildout Trip Generation Comparison with 2005 GLR Buildout

Finally, it should also be noted that:

- The full buildout of the original GLR was anticipated to generate about 24,294 net daily trips with 1,435 during the AM Peak Hour and 2,399 during the PM Peak Hour (**Attachment 1, Row 7c**).
- The CPB will generate less than one-half as much daily and more significant PM peak hour traffic as the original proposal (**Attachment 1, Rows 8 and 9**).

G. Summary and Conclusion

Because the CPB trip generation and traffic assignments are substantially less than the original GLR 1+2 trip generation, the GLR 1+2 mitigation measures will adequately mitigate the CPB. No further traffic studies are required. No Phase 3 traffic improvements, including construction of the 10th Street bridge or the Luchessa Ave. bridge widening, are required for the Glen Loma Ranch CPB.

If you have any questions regarding the contents of this letter or need additional information, please do not hesitate to contact me at your convenience. Thank you for the opportunity to assist you with this project.

Respectfully submitted,

Keith Higgins

Keith B. Higgins, PE, TE

Attachments

TRIP GENERATION RATES	ITE LAND USE CODE	DAILY TRIP RATE	AM PEAK HOUR RATE	PM PEAK HOUR RATE
Single-Family Detached Housing (per unit)	210	8.77	**0.72**	**0.93**
Multifamily Housing (Low-Rise) (per unit)	220	7.41	**0.45**	**0.53**
Multifamily Housing (Mid-Rise) (per unit)	221	5.44	**0.36**	**0.44**
Senior Adult Housing - Attached (per unit)	252	3.69	**0.20**	**0.27**
General Office (per 1,000 sq. ft.)	710	9.74	**1.16**	**1.15**
Quality Restaurant (per 1,000 sq. ft.)	931	83.84	**0.73**	**7.80**
Shopping Center (per 1,000 sq. ft.)	820	37.75	**0.94**	**3.81**

CURRENT CPB TOTAL	PROJECT SIZE Residential	Commercial	Municipal/Office	DAILY TRIPS	AM PEAK HOUR TRIPS	PM PEAK HOUR TRIPS
1. CPB Without Olive Grove						
a. Single Family Homes	840 units			7,367	601	784
b. Townhomes	277 units			2,053	126	146
c. Apartments	80 units			435	29	35
d. Senior Adult Housing - Attached	78 units			288	15	21
e. Fire Station		0 sq. ft.	7,350 sq. ft.	50	12	2
f. General Office		4,000 sq. ft.	0 sq. ft.	39	5	5
g. Quality Restaurant		4,000 sq. ft.	0 sq. ft.	335	3	31
h. Commercial		4,000 sq. ft.	0 sq. ft.	151	4	15
i. Subtotal	**1,275 units**	**12,000 sq. ft.**	**7,350 sq. ft.**	**10,718**	**795**	**1,039**
j. Town Center Non-Residential (1e+f+g+h)				**575**	**24**	**53**
2. CPB With Olive Grove						
a. Olive Grove Apartments	192 units			1,044	69	84
b. Subtotal (1i + 2a)	**1,467 units**	**12,000 sq. ft.**	**7,350 sq. ft.**	**11,762**	**864**	**1,123**
3. 2005 TRAFFIC STUDY PHASES 1+2 *						
a. Phase 1	464 units	0 sq. ft.	0 sq. ft.	4,272	344	455
b. Phase 2	541 units	81,500 sq. ft.	30,000 sq. ft.	11,766	642	1,116
c. Phases 1+2 (3a + 3b)	**1,005 units**	**81,500 sq. ft.**	**30,000 sq. ft.**	**16,038**	**986**	**1,571**
d. Town Center Non-Residential Subtotal				**7,825**	**327**	**715**
4. Original Phases 1+2 Traffic Assignment per 2005 Traffic Study, Figure 14**					**1,037**	**1,605**
5. Net Difference Between CPB With Olive Grove and 2005 Traffic Study Trip Generation						
a. Net Numerical Difference (2b - 3c)				**-4,276**	**-122**	**-448**
b. Net Percent Difference (5a divided by 3c)				**-27%**	**-12%**	**-28%**
6. Net Difference Between CPB With Olive Grove and 2005 Traffic Study Trip Assignment						
a. Net Numerical Difference (2b - 4)					**-173**	**-482**
b. Net Percent Difference (6a divided by 4)					**-17%**	**-30%**
7. ORIGINAL GLR BUILDOUT *						
a. Phase 3 Only	685 units	46,500 sq. ft.	27,500 sq. ft.	10,955	608	1,095
b. Buildout (3c + 8a)	**1,690 units**	**128,000 sq. ft.**	**57,500 sq. ft.**	**26,993**	**1,594**	**2,666**
c. Net Buildout (7b minus 10% Internal Trips)				**24,294**	**1,435**	**2,399**
8. Net Difference Between CPB With Olive Grove and Original Buildout (2b - 7c)				**-12,532**	**-571**	**-1,276**
9. CPB as Percent of Original Buildout - With Olive Grove (2b divided by 8c)				**48%**	**60%**	**47%**

Notes:

1. Trip generation rates - Institute of Transportation Engineers (ITE) "Trip Generation Manual," 10th Edition, 2017.
2. Trip activity for all residential land uses utilize fitted curve equations. Cited trip rates are equivalent rates per housing unit.
3. CPB data cited from *Glen Loma Ranch Traffic Study for Remaining Traffic Mitigation Measures Per the Glen Loma Ranch Development Agreement Section 4.4.7,* Keith Higgins Traffic Engineer, May 19, 2019. Commercial uses represent current CPB max. size.
4. * - 2005 Traffic Study Trip Generation - "*Glen Loma Ranch Specific Plan Traffic Impact Report,*" Higgins Associates, June 6, 2005. See Attachment 2.
5. ** - 2005 Traffic Study Trip Assignment - "*Glen Loma Ranch Specific Plan Traffic Impact Report,*" Higgins Associates, June 6, 2005. See Attachments 3 and 4.

Keith Higgins
Traffic Engineer

Attachment 1
Project Trip Generation Comparison

Attachment 2 - 2005 Traffic Study

Table 6
Project Trip Generation

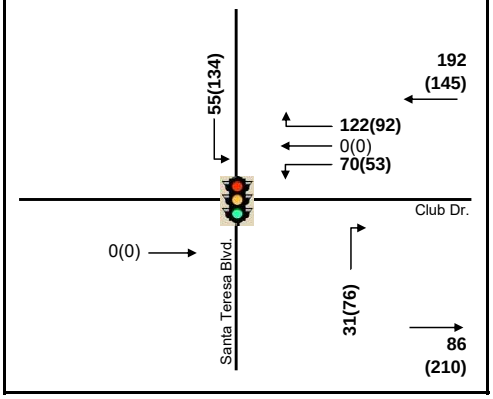
	ITE LAND USE CODE	PROJECT SIZE	DAILY TRIP RATES	AM PEAK HOUR TOTAL PEAK HOUR	AM PEAK HOUR % OF Daily Trips	AM PEAK HOUR IN	AM PEAK HOUR OUT	PM PEAK HOUR TOTAL PEAK HOUR	PM PEAK HOUR % OF Daily Trips	PM PEAK HOUR IN	PM PEAK HOUR OUT
TRIP GENERATION RATES			**PEAK HOUR TRIP RATES & DISTRIBUTION**								
Single Family Detached Housing	210	793 Homes	9.57	0.75	8%	0.25	0.75	1.01	11%	0.63	0.37
Town Homes	231	570 Units	5.86	0.67	11%	0.25	0.75	0.78	13%	0.58	0.42
Apartments	220	177 Units	6.72	0.51	8%	0.20	0.80	0.62	9%	0.65	0.35
Senior Housing (Congregate Care Facility)[1]	251	150 Units	4.52	0.16	4%	0.45	0.55	0.25	5%	0.61	0.39
Total Number Housing Units		**1690 Units**									
General Retail - Specialty Retail	814	20,000 SF	44.32	0.00	0%	0.00	0.00	2.71	6%	0.44	0.56
- Video Store	896	4,000 SF	175.00	0.00	0%	0.00	0.00	13.60	8%	0.46	0.54
- Bank	912	5,000 SF	246.49	12.34	5%	0.56	0.44	45.74	19%	0.50	0.50
Community Building	495	5,000 SF	114.00	1.62	1%	0.61	0.39	1.64	1%	0.29	0.71
Commercial/Service	SANDAG	25,000 SF	120.00	4.80	4%	0.60	0.40	12.00	10%	0.50	0.50
Restaurants - Quality	931	10,000 SF	89.95	0.81	1%	0.50	0.50	7.49	8%	0.67	0.33
- High Turnover	932	10,000 SF	127.15	11.52	9%	0.52	0.48	10.92	9%	0.61	0.39
Supermarket	850	34,000 SF	102.24	3.25	3%	0.61	0.39	10.45	10%	0.51	0.49
Offices	710	35,000 SF	11.01	1.55	14%	0.88	0.12	1.49	14%	0.17	0.83
Convenience Market (Northern Commercial)	852	3,000 SF	492.00	31.20	6%	0.50	0.50	34.57	7%	0.49	0.51
Specialty Retail (Northern Commercial)	814	4,500 SF	44.32	0.00	0%	0.00	0.00	2.71	6%	0.44	0.56
Total Town Center & Northern Commercial		**155,500 SF**									
Fire Station[2]		30,000 SF	50.00	12.00	24%	6.00	6.00	2.00	4%	1.00	1.00
			NUMBER OF TRIPS GENERATED								
PROJECT TRIPS - PHASE 1 (2005 to 2010)											
Single Family Detached Housing	210	405 Homes	3,876	304	8%	76	228	409	11%	258	151
Town Homes	231	59 Units	396	40	10%	10	30	46	12%	27	19
TOTAL PROJECT TRIPS - PHASE I (Residential only)		**464 Units**	**4,272**	**344**	**8%**	**86**	**258**	**455**	**11%**	**285**	**170**
PROJECT TRIPS - PHASE 2 (2010 to 2014)											
Single Family Detached Housing	210	167 Homes	1,598	125	8%	31	94	169	11%	106	63
Town Homes	231	197 Units	1,154	100	9%	20	80	122	11%	79	43
Apartments.	220	177 Units	1,189	90	8%	18	72	110	9%	72	38
Total Trips Housing Units		**541 Units**	**3,941**	**315**	**8%**	**69**	**246**	**401**	**10%**	**257**	**144**
General Retail - Specialty Retail	814	10,000 SF	443	0	0%	0	0	27	6%	12	15
Commercial/Service	SANDAG	12,500 SF	1,500	60	4%	36	24	150	10%	75	75
Restaurants - Quality	931	2,500 SF	225	2	1%	1	1	19	8%	13	6
- High Turnover	932	2,500 SF	318	29	9%	15	14	27	8%	16	11
Supermarket	850	34,000 SF	3,476	111	3%	68	43	355	10%	181	174
Offices	710	12,500 SF	138	19	14%	17	2	19	14%	3	16
Convenience Market (Northern Commercial)	852	3,000 SF	1,476	94	6%	47	47	104	7%	51	53
Specialty Retail (Northern Commercial)	814	4,500 SF	199	0	0%	0	0	12	6%	5	7
Total Trips Town Center & Northern Commercial		**81,500 SF**	**7,775**	**315**	**4%**	**184**	**131**	**713**	**9%**	**356**	**357**
Fire Station[2]		30,000 SF	50	12	24%	6	6	2	4%	1	1
TOTAL PROJECT TRIPS - PHASE 2			**11,766**	**642**	**5%**	**259**	**383**	**1,116**	**9%**	**614**	**502**
PROJECT TRIPS - PHASE 3 (2014 to 2018)											
Single Family Detached Housing	210	221 Homes	2,115	166	8%	42	124	223	11%	140	83
Town Homes	231	314 Units	1,840	160	9%	32	128	195	11%	127	68
Senior Housing (Congregate Care Facility)[1]	252	150 Units	678	25	4%	11	14	37	5%	23	14
Total Trips Housing Units		**685 Units**	**4,633**	**351**	**8%**	**85**	**266**	**455**	**10%**	**290**	**165**
Community Building	495	5,000 SF	570	8	1%	5	3	8	1%	2	6
General Retail - Specialty Retail	814	10,000 SF	443	0	0%	0	0	27	6%	12	15
- Video Store	896	4,000 SF	700	0	0%	0	0	54	8%	25	29
- Bank	912	5,000 SF	1,232	62	5%	35	27	229	19%	115	114
Commercial/Service	SANDAG	12,500 SF	1,500	60	4%	36	24	150	10%	75	75
Restaurants - Quality	931	7,500 SF	675	6	1%	3	3	56	8%	38	18
- High Turnover	932	7,500 SF	954	86	9%	45	41	82	9%	50	32
Offices	710	22,500 SF	248	35	14%	31	4	34	14%	6	28
Total Trips Town Center & Northern Commercial		**74,000 SF**	**6,322**	**257**	**4%**	**155**	**102**	**640**	**10%**	**323**	**317**
TOTAL PROJECT TRIPS - PHASE 3			**10,955**	**608**	**6%**	**240**	**368**	**1,095**	**10%**	**613**	**482**
TOTAL PROJECT TRIPS - BUILDOUT			**26,993**	**1,594**	**6%**	**585**	**1,009**	**2,666**	**10%**	**1,512**	**1,154**
Internal Trips[3] (-10%)			2,699	159		59	101	267		151	115
TOTAL PRIMARY PROJECT BUILDOUT TRIPS		**1690 Units 155,500 SF**	**24,294**	**1,435**	**6%**	**526**	**908**	**2,399**	**10%**	**1,361**	**1,039**

Notes:

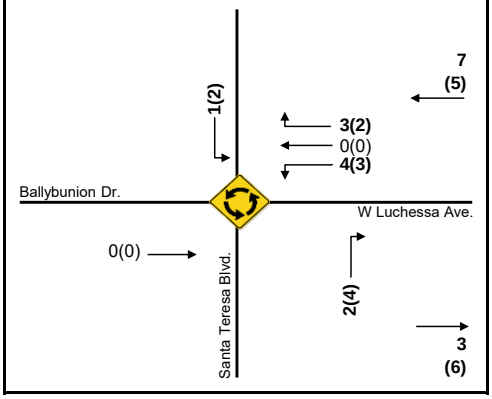
Trip generation rates published by Institute of Transportation Engineers, "Trip Generation," 7th Edition, 2003, unless otherwise noted

1. Based on a Paper Presented at the ITE 66th Annual Meeting on Senior Housing Trip Generation and Parking Characteristics
2. Based on discussions with Engineer Anthony Holiday 2/7/03
3. Internal capture rate of non-residential trips DUE TO Neighborhood District Land Use

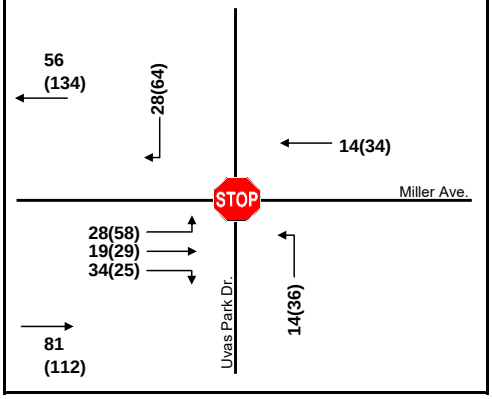
5. Santa Teresa Boulevard / Club Drive



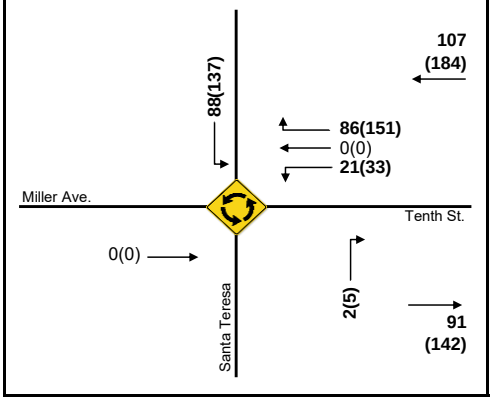
7. Santa Teresa Boulevard / Ballybunion Drive - West Luchessa Avenue



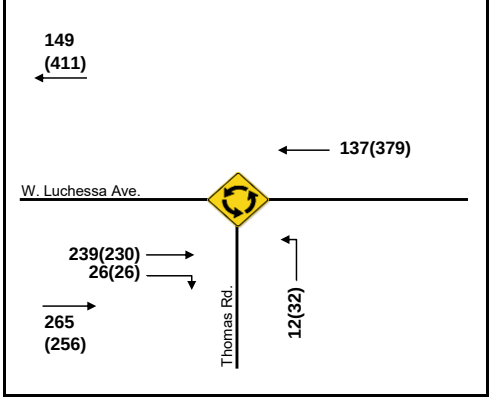
9. Miller Avenue / Uvas Park Drive



10. Santa Teresa Boulevard / Miller Avenue - Tenth Street



11. Thomas Road / West Luchessa Avenue



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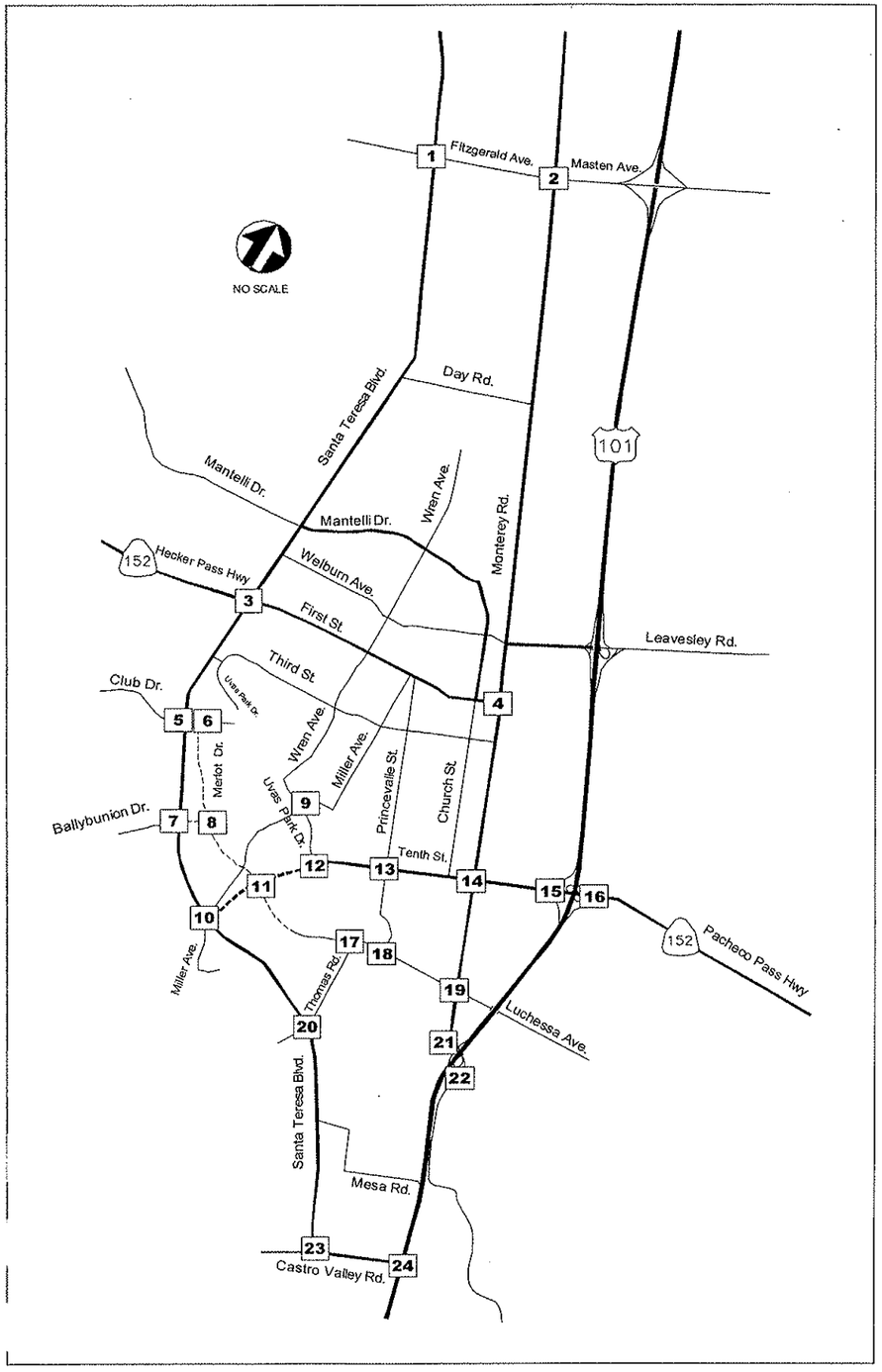
Attachment 3
Phase 1 and 2
Trip Assignment
AM & PM Peak Hour Volumes

			AM Peak Hour			Percent	PM Peak Hour			Percent
			In	Out	Total	of Total	In	Out	Total	of Total
A. Figure 14 - Trip Assignment - Phase 1 + Phase 2										
Intersection										
No.	**Name**									
5	Santa Teresa /	Club	86	192	278	27%	210	145	355	22%
7	Santa Teresa /	Ballybunion	3	7	10	1%	6	5	11	1%
9	Uvas Park /	Miller	56	81	137	13%	134	112	246	15%
10	Santa Teresa /	Miller	91	107	198	19%	142	184	326	20%
11	Luchessa /	Thomas	149	265	414	40%	411	256	667	42%
	Total		385	652	1,037	100%	903	702	1,605	100%
B. Table 6 - Project Trip Generation Totals										
	GLR Phase 1		86	258	344		285	170	455	
	GLR Phase 2		259	383	642		614	502	1,116	
	Phases 1+2		345	641	986		899	672	1,571	
C. Trip Assignment Increase Above Trip Generation			40	11	51		4	30	34	
D. GLR 1+2 Trip Assignment as Percent of GLR 1+2 Trip			112%	102%	105%		100%	104%	102%	

Source: "*Glen Loma Ranch Specific Plan Traffic Impact Report,"* Higgins Associates, June 6, 2005 (2005 Traffic Study), Table 6 and Figure 14.

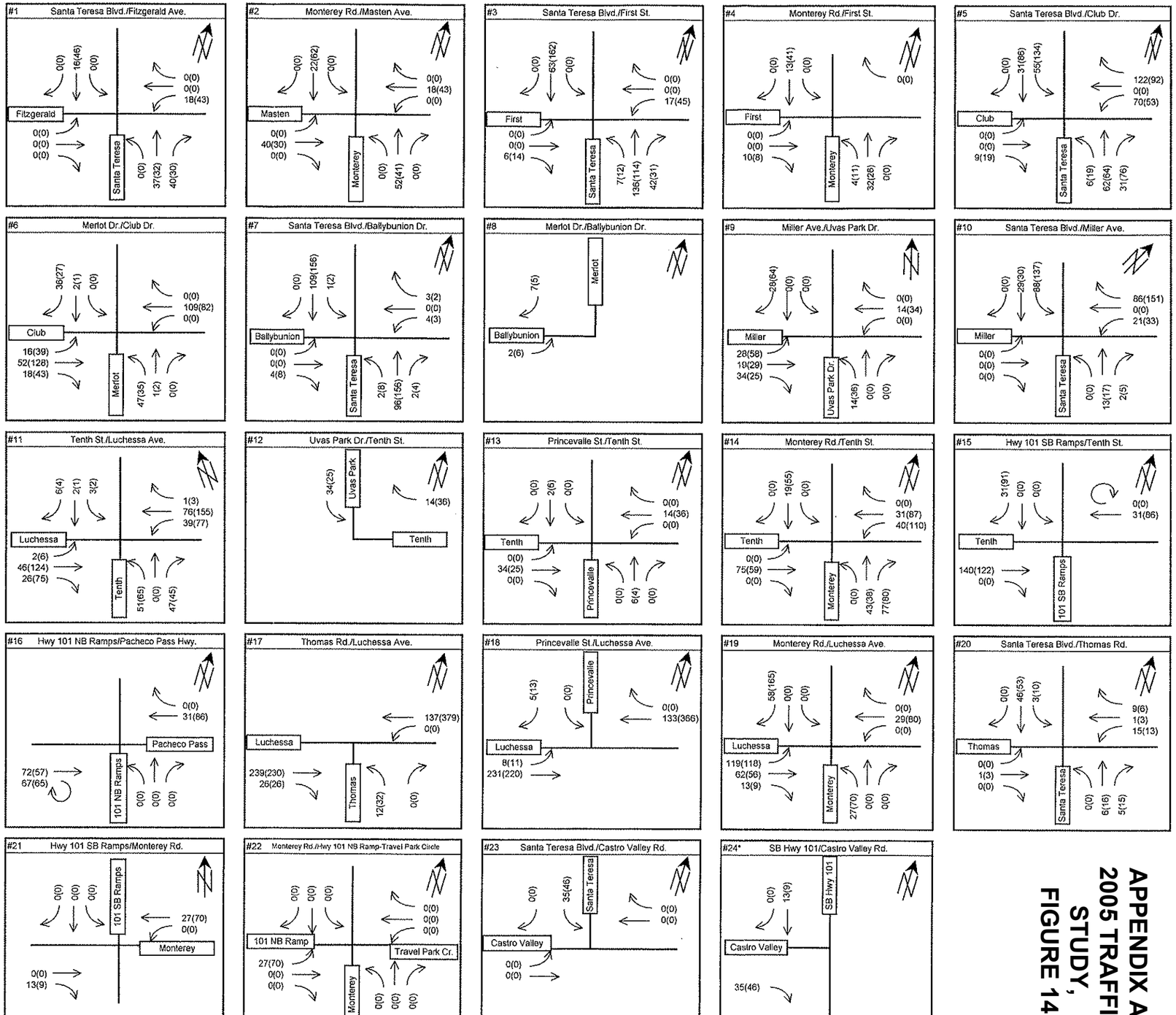
Keith Higgins
Traffic Engineer

Attachment 4
Glen Loma Ranch
Phase 1+2 Trip Assignments



ne volumes at intersection #24 were only used for freeway weaving analysis.

XX (YY) = AM (PM)



APPENDIX A - 2005 TRAFFIC STUDY, FIGURE 14

FIGURE 14
Project Trips - Phase 1 + Phase 2
AM & PM Peak Hour Volumes

Attachment B: Glen Loma Ranch – Comparison of Intersection Mitigations in the 2005 EIR with Current Projected Buildout (CPB), June 7, 2022

Keith Higgins

Traffic Engineer

June 7, 2022

Glen Loma Group
c/o Augie Dent
7888 Wren Avenue D143
Gilroy, CA 95020

Re: Glen Loma Ranch – Comparison of Intersection Mitigations in the 2005 EIR with Current Projected Buildout (CPB)

Dear Augie:

This letter is in response to a request by Jon Biggs, Gilroy Interim Planning Director, to analyze the effect of the reduced trip generation from the Glen Loma Ranch Current Projected Buildout (CPB) on project traffic distribution, assignment and traffic operations at the following intersections and streets with remaining mitigation measures.

1. Study Intersection 1 – Santa Teresa Boulevard / Fitzgerald Avenue (Mitigation 34)
2. Study Intersection 3 – Santa Teresa Boulevard / First Street (State Route 152) (Mitigations 37 and 44)
3. Study Intersection 9 – Miller Avenue / Uvas Park Drive (Mitigations 35 and 39)
4. Study Intersection 13 – Princevalle Street / Tenth Street (Mitigation 40)
5. Study Intersection 17 – Thomas Road / Luchessa Avenue (Mitigation 41)
6. Study Intersection 18 – Princevalle Street / Luchessa Avenue (Associated with Mitigation 41)
7. Study Intersection 19 – Monterey Road / Luchessa Avenue (Mitigation 43)

The locations of these intersections are shown on **Attachment A**. For reference, the original 2005 Project mitigations for these seven intersections are excerpted in **Attachment B.**

A. CPB Trip Generation Summary

My letter to you dated May 26, 2022 indicated that the CPB will generate about 11,762 daily trips with 864 in the AM peak hour and 1,123 in the PM peak hour. These are about 27% less daily trips and 17% less AM traffic and 30% less PM traffic than was anticipated for Glen Loma Ranch Phases 1+2 (Phases 1+2). The CPB is also expected to generate about 60% less AM peak hour traffic and 40% less PM peak hour traffic than the 24,294 daily, 1,435 AM and 2,399 PM trips anticipated for the original Glen Loma Ranch Buildout.

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T 408.201.2752 KEITH@KEITHHIGGINSTE.COM WWW.KEITHHIGGINSTE.COM

B. CPB Traffic Volume Forecasts

The CPB AM and PM peak hour trip assignments to the study intersections are illustrated on **Attachment C** using the same trip distribution and assignment assumptions used in the "Glen Loma Ranch Specific Plan Traffic Impact Report," June 6, 2005, prepared by my previous firm, Higgins Associates, (2005 Traffic Study). CPB volumes are added to the 2005 Traffic Study Background volumes, the base volumes for the analysis of Phases 1+2 impacts. The resulting CPB volumes are depicted on **Attachment D**.

C. Background Plus CPB Traffic Operations

Attachment E provides a summary table with Background plus Phases 1+2 (Phases 1+2) levels of service and recommended mitigation measures used as the basis for the mitigation measures described in **Attachment B**. It also tabulates levels of service and recommended mitigation measures with the lower CPB volumes. The results by intersection are as follows.

1. **Study Intersection 1 – Santa Teresa Boulevard / Fitzgerald Avenue (Mitigation 34)**

The Santa Teresa Boulevard / Fitzgerald Avenue intersection had four-way stop control at the time when the 2005 Traffic Study was prepared. The mitigation included the installation of a traffic signal for Phases 1+2 traffic conditions. The traffic signal was installed many years ago. No additional mitigations were identified to accommodate Phases 1+2. The CPB will result in less traffic at this intersection, with slightly improved traffic operations compared to what was expected with Phases 1+2 impacts. No additional mitigations are required for the CPB.

2. **Study Intersection 3 – Santa Teresa Boulevard / First Street (State Route 152) (Mitigations 37 & 44)**

The Santa Teresa Boulevard / First Street (State Route 152) intersection was expected to operate at LOS C under Phases 1+2 conditions. CPB traffic operations will be slightly better than what was expected under the Phases 1 + 2 condition. Mitigations 37 and 44 were identified for Phase 3 impacts and thus are not triggered at this intersection by the CPB.

3. **Study Intersection 9 – Miller Avenue / Uvas Park Drive (Mitigations 35 & 39)**

Phases 1+2 mitigation at the Miller Avenue / Uvas Park Drive intersection included the installation of a northbound Uvas Park Drive left turn lane. This mitigation will be required for the CPB as well, although traffic volumes will be lower than expected with Phases 1+2. Mitigation 39 was identified for Phase 3 impacts and thus is not triggered at this intersection by the CPB.

4. **Study Intersection 13 – Princevalle Street / Tenth Street (Mitigation 40)**

The Princevalle Street / 10th St intersection was signalized in 2005. The mitigation at this intersection included adding left turn traffic signal phasing (left turn arrows) on all four intersection approaches to better accommodate the high amount of pedestrian traffic before and after school hours at Gilroy High School and Glen View

Elementary School. The left turn phasing was installed many years ago. No additional mitigation is required for the CPB at this intersection.

5. **Study Intersection 17 – Thomas Road / Luchessa Avenue (Mitigation 41)**

The mitigation at the Thomas Road / Luchessa Avenue intersection was the conversion of an all-way stop controlled channelized intersection to a one lane roundabout. This was constructed in 2015. It was adequate mitigation for Phases 1+2 and will adequately mitigate the lower volumes now anticipated for the CPB. No additional mitigation is required for the CPB at this intersection.

6. **Study Intersection 18 – Princevalle Street / Luchessa Avenue (indirectly associated with Mitigation 41 and Luchessa Avenue bridge widening)**

The Princevalle / Luchessa Avenue intersection had stop control and no eastbound Luchessa Avenue left turn lane in 2005. Mitigation was recommended to include a traffic signal and eastbound left turn lane, which were installed in 2016. This mitigation is adequate to accommodate Phases 1+2. It will operate better with the lower volume CPB. No additional mitigation is required for the CPB at this intersection.

7. **Study Intersection 19 – Monterey Road / Luchessa Avenue (Mitigation 43)**

The Monterey Road / Luchessa Avenue intersection was determined in the 2005 EIR to not require mitigation to accommodate Phases 1+2 impacts. The impacts for the CPB will be reduced from the impacts expected under Phases 1 + 2. It will therefore operate acceptably with no mitigation for the CPB. Mitigation 43 was identified for Phase 3 impacts and thus is not triggered at this intersection for the CPB.

D. Summary and Conclusion

Because the CPB trip generation and traffic assignments are substantially less than the original GLR 1+2 trip generation, the Phases 1+2 mitigation measures will adequately mitigate the CPB. The specific CPB mitigations at each study intersection are summarized below.

1. Study Intersection 1 – Santa Teresa Boulevard / Fitzgerald Avenue – No additional mitigations are required for the CPB.
2. Study Intersection 3 – Santa Teresa Boulevard / First Street (State Route 152) – Mitigations at this intersection were identified for Phase 3 impacts and thus are not triggered at this intersection by the CPB.
3. Study Intersection 9 – Miller Avenue / Uvas Park Drive – The existing mitigation measure to construct a northbound Uvas Park Drive left turn lane will be required for the CPB.
4. Study Intersection 13 – Princevalle Street / Tenth Street – Mitigation is complete. No additional mitigation is required by the CPB from what has already been installed.
5. Study Intersection 17 – Thomas Road / Luchessa Avenue – Mitigation is complete. No additional mitigation is required by the CPB from what has already been installed.
6. Study Intersection 18 – Princevalle Street / Luchessa Avenue – Mitigation is complete. No additional mitigation is required by the CPB from what has already been installed.

7. Study Intersection 19 – Monterey Road / Luchessa Avenue – Mitigations at this intersection were identified for Phase 3 impacts and thus are not triggered at this intersection by the CPB.

The major finding is that, due to the substantial reduction in CPB traffic generation compared to the GLR Phases 1+2 analyzed in the 2005 Traffic Study, the CPB does not trigger any Phase 3 mitigation measures.

If you have any questions regarding the contents of this letter or need additional information, please do not hesitate to contact me at your convenience. Thank you for the opportunity to assist you with this project.

Respectfully submitted,

Keith Higgins

Keith B. Higgins, PE, TE

Attachments

Attachment A, Sheet 1 of 2

INTERSECTIONS AND STREETS WITH REMAINING GLEN LOMA RANCH SPECIFIC PLAN MITIGATION MEASURES



Attachment A, Sheet 2 of 2

INTERSECTIONS AND STREETS WITH REMAINING GLEN LOMA RANCH SPECIFIC PLAN MITIGATION MEASURES



Attachment B

Transportation Mitigation Measures for the Subject Intersections

from the

Addendum to the Certified Final EIR – Glen Loma Ranch Specific Plan

SCN 2003042018, Dated: March 24, 2014

This information is provided for reference only.

3.8 Transportation/Traffic Mitigations for Subject Intersections – Full 2005 Project

34. Signalize the Santa Teresa Boulevard/Fitzgerald Avenue intersection and add eastbound and westbound left tum lanes.

    The project proponent shall be responsible for paying for the design and implementation of this mitigation measure, prior to the issuance of the first building permit in Phase II.

    Note: MM 34 partially implemented – the signal was built at this location and is operational.

35. Add a northbound left tum lane to the Uvas Park Drive/Miller Avenue intersection.

    The project proponent shall be responsible for paying for the design and implementation of this mitigation measure, prior to the issuance of the first building permit in Phase II.

37. Add second eastbound and westbound left tum lanes to the Santa Teresa Boulevard/First Street intersection.

    The project proponent shall be responsible for paying for the design and implementation of this mitigation measure, prior to the issuance of the first building permit in Phase III.

39. Signalize the Uvas Park Drive/Miller Avenue intersection and add northbound and southbound left-tum lanes.

    The project proponent shall be responsible for paying for the design and implementation of this mitigation measure, prior to the issuance of the first building permit in Phase Ill.

40. Convert the signal phasing at the Princevalle Street/Tenth Street intersection from permitted phasing to protected phasing.

    The project proponent shall be responsible for paying for the design and implementation of this mitigation measure, prior to the issuance of the first building permit in Phase III.

    Note: MM 40 has been implemented – the signal modification was installed at this location and is operational.

41. If the Thomas Road/Luchessa Avenue intersection was converted to a one lane modern roundabout, add a second lane to the roundabout and widen the Luchessa Avenue Bridge to four lanes. This would result in LOS A during both the AM and PM peak hours.

    OR

    If the Thomas Road/Luchessa Avenue intersection was signalized and a northbound right tum lane was added, add a second westbound left tum lane and westbound through lane and widen the Luchessa Avenue Bridge to four lanes.

    The project proponent shall be responsible for paying for the design and implementation of this mitigation measure, prior to the issuance of the first building permit in Phase III.

Attachment B

Transportation Mitigation Measures for the Subject Intersections

from the

Addendum to the Certified Final EIR – Glen Loma Ranch Specific Plan

SCN 2003042018, Dated: March 24, 2014

This information is provided for reference only.

3.8 Transportation/Traffic Mitigations for Subject Intersections – Full 2005 Project (continued)

42. Signalize the Princevalle Street/Luchessa Avenue intersection and add an eastbound left tum lane.

    The project proponent shall be responsible for paying for the design and implementation of this mitigation measure, prior to the issuance of the first building permit in Phase III.

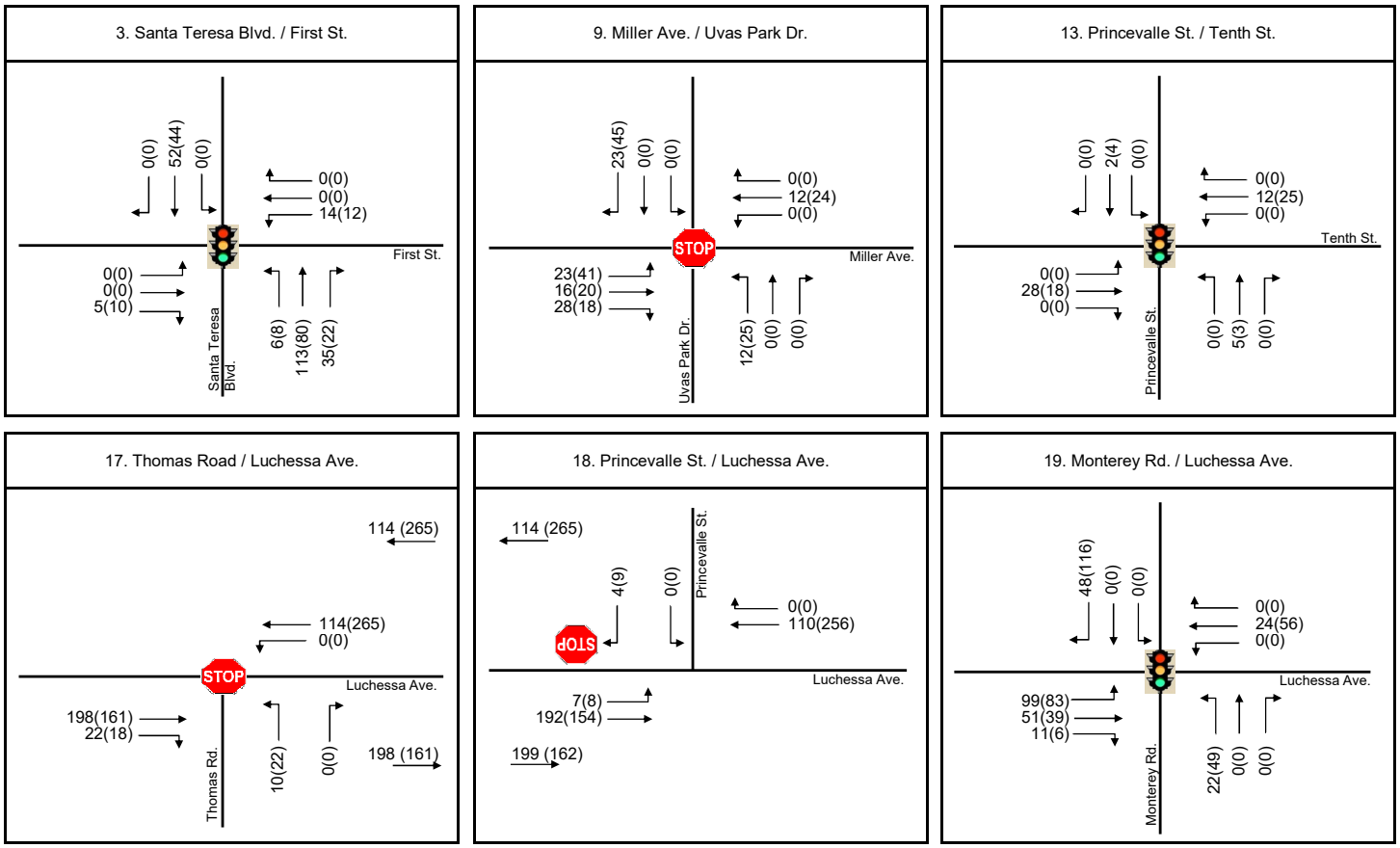
    Note: MM 42 complete – the project was built and is operational.

43. Add second northbound and westbound left tum lanes at the Monterey Street/Luchessa Avenue intersection.

    The project proponent shall be responsible for paying for the design and implementation of this mitigation measure, prior to the issuance of the first building permit in Phase III.

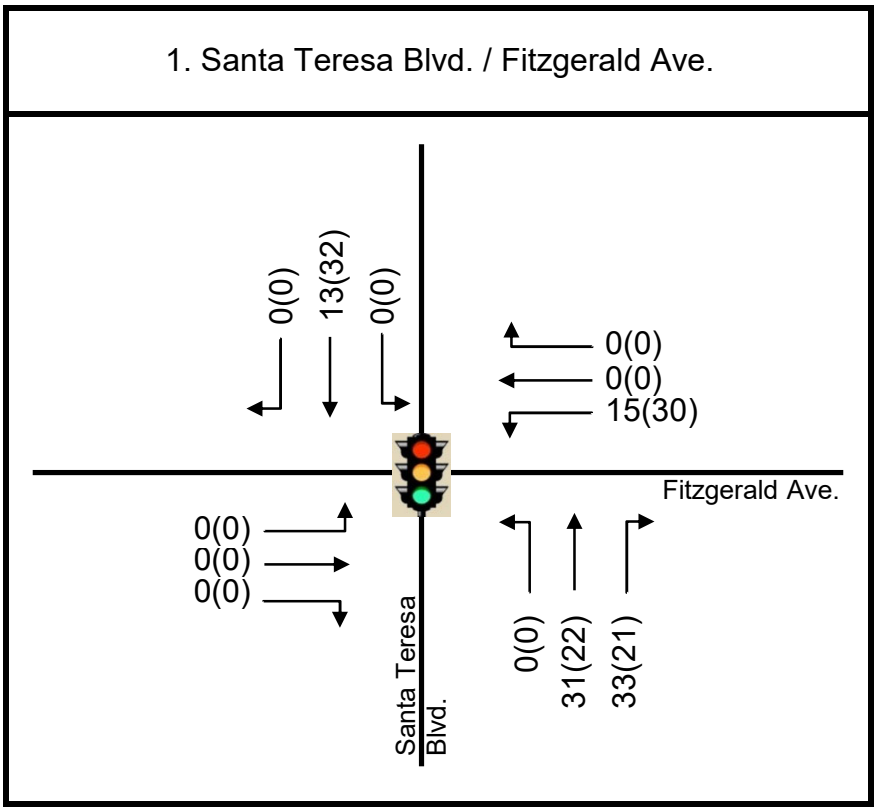
44. Add an eastbound and westbound through lane on First Street at its intersection with Santa Teresa Boulevard.

    The project proponent shall be responsible for paying for the design and implementation of this mitigation measure, prior to the issuance of the first building permit in Phase III.



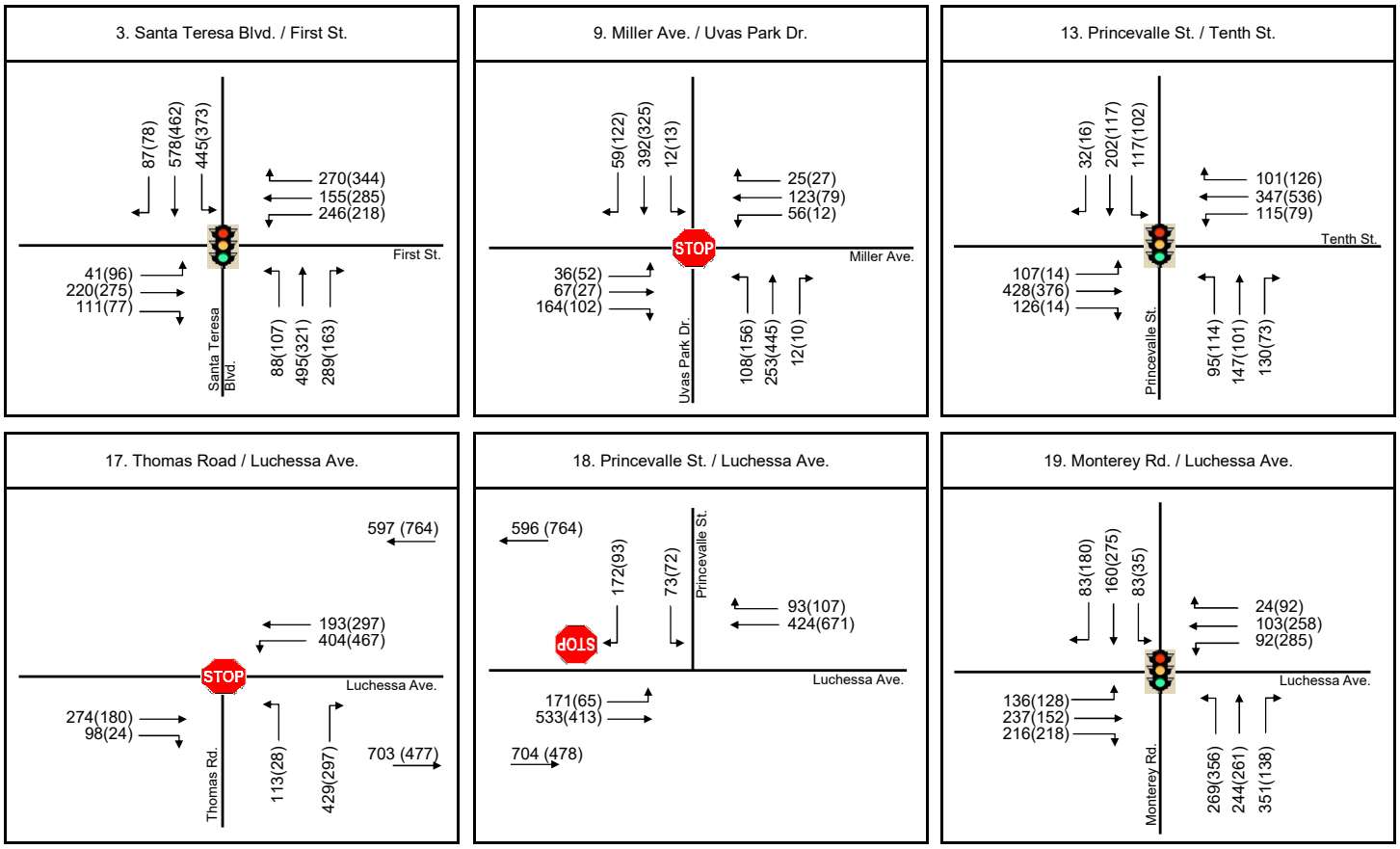
Keith Higgins
Traffic Engineer

Attachment C
Project Trip Assignment
Current Project Buildout
AM & PM Peak Hour Volumes
(Page 1 of 2)



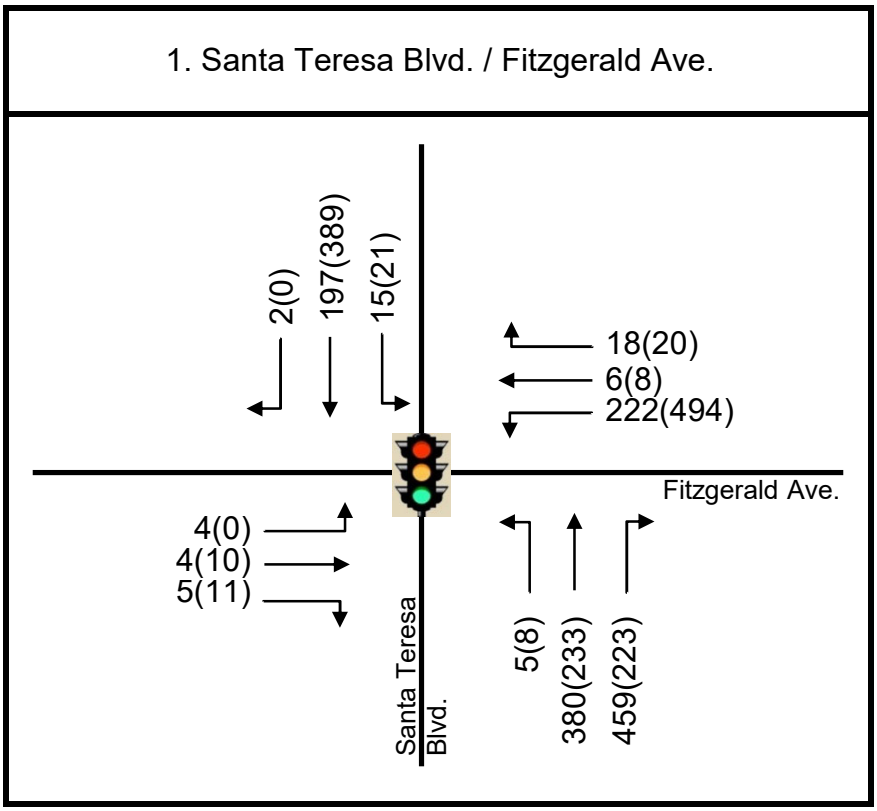
Keith Higgins
Traffic Engineer

Attachment C
Project Trip Assignment
Current Project Buildout
AM & PM Peak Hour Volumes
(Page 2 of 2)



Keith Higgins
Traffic Engineer

Attachment D
Background Plus Current Project Buildout
AM & PM Peak Hour Volumes
(Page 1 of 2)



Keith Higgins
Traffic Engineer

Attachment D
Background Plus Current Project Buildout
AM & PM Peak Hour Volumes
(Page 2 of 2)

Attachment E

Remaining Glen Loma Ranch Intersections

Levels of Service with GLR Phases 1+2 and CPB

Intersection	Level of Service Standard	2005 Intersection Control	Operations Type	Background + Phases 1+2 (2005 TIA) AM Del	AM LOS	PM Del	PM LOS	Background + CPB AM Del	AM LOS	PM Del	PM LOS
1 Santa Teresa Fitzgerald	County: LOS D City: LOS C	All-Way Stop	Unmitigated Delay and LOS with Improvements in place in 2005	14.8	B	35.2	E	14.7	B	31.4	D
			Improvements Already Implemented	Traffic Signal				Traffic Signal			
			Delay and LOS With Mitigations	21.1	C+	30.5	C	21.0	C+	29.6	C
			GLR EIR Mitigation	Traffic Signal already installed. None Required.				N.A.			
			Recommended CPB Mitigation	N.A.				Traffic Signal already installed. None Required.			
3 Santa Teresa First	City: LOS C	Signal	Unmitigated Delay and LOS with Improvements in place in 2005	25.0	C	25.3	C	25.0	C	25.1	C
			Delay and LOS With Mitigations								
			GLR EIR Mitigation	None Required				N.A.			
			Recommended CPB Mitigation	N.A.				None Required			
9 Miller Uvas	City: LOS C	All-Way Stop	Unmitigated Delay and LOS with Improvements in place in 2005	28.8	D	46.2	E	21.3	C	44.0	E
			Delay and LOS With NB Uvas Left Only	24.9	C	24.0	C	19.5	C	23.4	C
			GLR EIR Mitigation	Add NB Uvas Left Turn Lane				N.A.			
			Recommended CPB Mitigation	N.A.				Add NB Uvas Left Turn Lane			
13 Princevalle Tenth	City: LOS C	Traffic Signal with No Left Turn Phases	Unmitigated Delay and LOS with Improvements in place in 2005	10.1	B+	9.1	A	10.2	B+	9.2	A
			GLR EIR Mitigation	LT Phasing all 4 directions is already in place.				LT Phasing all 4 directions is already in place.			
			Recommended CPB Mitigation								
17 Thomas Luchessa	City: LOS C	All-Way Stop	Unmitigated Delay and LOS with Improvements in place in 2005	60.8	F	114.1	F	51.1	F	64.7	F
			Delay and LOS With Mitigations	*6.9*	*A*	*8.7*	*A*	*6.6*	*A*	*6.9*	*A*
			GLR EIR Mitigation	1-Lane Roundabout							
			Recommended CPB Mitigation					1-Lane Roundabout			
18 Princevalle Luchessa	City: LOS D	Princevalle Stop Sign	Unmitigated Delay and LOS with Improvements in place in 2005	28.4	D	34.9	D	25.0	D	25.8	D
			Improvements Already Implemented	Traffic Signal				Traffic Signal			
			GLR EIR Mitigation	None Required							
			Recommended CPB Mitigation					None Required			
19 Monterey Luchessa		Signal	Unmitigated Delay and LOS with Improvements in place in 2005	23.9	C	29.4	C	23.4	C	28.0	C
			GLR EIR Mitigation	None Required							
			Recommended CPB Mitigation					None Required			

Notes:

1. Delays under Background + Phases 1+2 were verified in analysis model, prior to use under Background + CPB, to either match exactly the values in 2005 report or to be no more than 1.0 seconds different.

Appendix 1

Level of Service Calculations

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Base Volume Alternative)

Intersection #9001 Santa Teresa / Fitzgerald

Cycle (sec):	80	Critical Vol./Cap.(X):	0.646
Loss Time (sec):	12	Average Delay (sec/veh):	15.1
Optimal Cycle:	0	Level Of Service:	C

Street Name:	Santa Teresa Blvd						Fitzgerald Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	7	10	10	7	10	10	4	4	4	10	10	10
Lanes:	1 0	1 0	1	1 0	0 1	0	0 0	1! 0	0	0 0	1! 0	0
Volume Module:AM Peak Hour												
Base Vol:	5	386	465	15	201	2	4	4	5	225	6	18
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:	5	386	465	15	201	2	4	4	5	225	6	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:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	5	386	465	15	201	2	4	4	5	225	6	18
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	5	386	465	15	201	2	4	4	5	225	6	18
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	5	386	465	15	201	2	4	4	5	225	6	18
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.00	1.00	1.00	0.99	0.01	0.31	0.31	0.38	0.91	0.02	0.07
Final Sat.:	578	631	720	508	546	5	156	156	195	509	14	41
Capacity Analysis Module:												
Vol/Sat:	0.01	0.61	0.65	0.03	0.37	0.37	0.03	0.03	0.03	0.44	0.44	0.44
Crit Moves:			****			****			****			****
Delay/Veh:	8.9	16.7	16.0	9.7	12.4	12.4	9.6	9.6	9.6	13.7	13.7	13.7
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	8.9	16.7	16.0	9.7	12.4	12.4	9.6	9.6	9.6	13.7	13.7	13.7
LOS by Move:	A	C	C	A	B	B	A	A	A	B	B	B
ApproachDel:		16.3			12.2			9.6			13.7	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		16.3			12.2			9.6			13.7	
LOS by Appr:		C			B			A			B	
AllWayAvgQ:	0.0	1.5	1.7	0.0	0.5	0.5	0.0	0.0	0.0	0.7	0.7	0.7

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

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #9003 Santa Teresa Blvd. / First St.

Cycle (sec):	70	Critical Vol./Cap.(X):	0.646
Loss Time (sec):	12	Average Delay (sec/veh):	25.0
Optimal Cycle:	49	Level Of Service:	C

Street Name:	Santa Teresa Blvd.						First St.					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Ignore		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	2 0	1	2 0	2 0	1	1 0	1 0	1	1 0	1 0	1
Volume Module:AM Peak Hour												
Base Vol:	89	518	295	445	590	87	41	220	112	249	155	270
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	89	518	295	445	590	87	41	220	112	249	155	270
User Adj:	1.00	1.00	0.50	1.00	1.00	0.50	1.00	1.00	0.50	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	89	518	148	445	590	44	41	220	56	249	155	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	89	518	148	445	590	44	41	220	56	249	155	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	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	89	518	148	445	590	44	41	220	56	249	155	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	2.00	1.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1750	3800	1750	3150	3800	1750	1750	1900	1750	1750	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.05	0.14	0.08	0.14	0.16	0.02	0.02	0.12	0.03	0.14	0.08	0.00
Crit Moves:		****		****				****		****		
Green Time:	7.4	14.8	14.8	15.3	22.6	22.6	6.2	12.5	12.5	15.4	21.7	0.0
Volume/Cap:	0.48	0.65	0.40	0.65	0.48	0.08	0.26	0.65	0.18	0.65	0.26	0.00
Uniform Del:	29.5	25.2	23.8	24.9	19.0	16.4	29.7	26.7	24.4	24.8	18.1	0.0
IncremntDel:	2.0	1.8	0.7	2.1	0.3	0.1	0.9	4.3	0.3	3.8	0.2	0.0
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
Delay/Veh:	31.4	27.1	24.5	27.0	19.3	16.5	30.6	31.0	24.6	28.6	18.4	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:	31.4	27.1	24.5	27.0	19.3	16.5	30.6	31.0	24.6	28.6	18.4	0.0
LOS by Move:	C	C	C	C	B-	B	C	C	C	C	B-	A
HCM2kAvgQ:	3	6	3	6	5	1	1	6	1	6	3	0

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

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Base Volume Alternative)

Intersection #9009 Uvas Park / Miller

Cycle (sec):	100	Critical Vol./Cap.(X):	0.906
Loss Time (sec):	0	Average Delay (sec/veh):	28.8
Optimal Cycle:	0	Level Of Service:	D

Street Name:	Uvas Park Dr.						Miller Ave.					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	1! 0	0	0 0	1! 0	0	0 0	1! 0	0	0 0	1! 0	0
Volume Module: AM Peak Hour												
Base Vol:	110	253	12	12	392	64	41	70	170	56	125	25
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:	110	253	12	12	392	64	41	70	170	56	125	25
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:	116	266	13	13	413	67	43	74	179	59	132	26
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	116	266	13	13	413	67	43	74	179	59	132	26
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	116	266	13	13	413	67	43	74	179	59	132	26
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.29	0.68	0.03	0.02	0.84	0.14	0.15	0.25	0.60	0.27	0.61	0.12
Final Sat.:	148	341	16	14	455	74	70	119	289	118	263	53
Capacity Analysis Module:												
Vol/Sat:	0.78	0.78	0.78	0.91	0.91	0.91	0.62	0.62	0.62	0.50	0.50	0.50
Crit Moves:			****	****				****			****	
Delay/Veh:	27.3	27.3	27.3	41.5	41.5	41.5	18.7	18.7	18.7	16.5	16.5	16.5
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	27.3	27.3	27.3	41.5	41.5	41.5	18.7	18.7	18.7	16.5	16.5	16.5
LOS by Move:	D	D	D	E	E	E	C	C	C	C	C	C
ApproachDel:		27.3			41.5			18.7			16.5	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		27.3			41.5			18.7			16.5	
LOS by Appr:		D			E			C			C	
AllWayAvgQ:	2.4	2.4	2.4	4.8	4.8	4.8	1.2	1.2	1.2	0.7	0.7	0.7

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

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #9013 Princevalle / Tenth

Cycle (sec):	60	Critical Vol./Cap.(X):	0.419
Loss Time (sec):	6	Average Delay (sec/veh):	10.1
Optimal Cycle:	23	Level Of Service:	B+

Street Name:	Princevalle St.						Tenth St.					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	0	1 0	1 0	0	1 0	1 0	1	0 1	1 0	1	0 1
Volume Module:AM Peak Hour												
Base Vol:	95	148	120	117	203	32	107	433	126	115	349	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:	95	148	120	117	203	32	107	433	126	115	349	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:	95	148	120	117	203	32	107	433	126	115	349	101
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	95	148	120	117	203	32	107	433	126	115	349	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
FinalVolume:	95	148	120	117	203	32	107	433	126	115	349	101
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	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	0.55	0.45	1.00	0.86	0.14	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1750	994	806	1750	1555	245	1750	1900	1750	1750	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.05	0.15	0.15	0.07	0.13	0.13	0.06	0.23	0.07	0.07	0.18	0.06
Crit Moves:		****						****				
Green Time:	21.3	21.3	21.3	21.3	21.3	21.3	32.7	32.7	32.7	32.7	32.7	32.7
Volume/Cap:	0.15	0.42	0.42	0.19	0.37	0.37	0.11	0.42	0.13	0.12	0.34	0.11
Uniform Del:	13.2	14.6	14.6	13.3	14.3	14.3	6.6	8.1	6.7	6.7	7.6	6.6
IncremntDel:	0.1	0.4	0.4	0.1	0.4	0.4	0.1	0.3	0.1	0.1	0.2	0.0
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	13.3	15.1	15.1	13.5	14.7	14.7	6.7	8.3	6.8	6.7	7.8	6.7
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:	13.3	15.1	15.1	13.5	14.7	14.7	6.7	8.3	6.8	6.7	7.8	6.7
LOS by Move:	B	B	B	B	B	B	A	A	A	A	A	A
HCM2kAvgQ:	1	4	4	2	4	4	1	5	1	1	4	1

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

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Base Volume Alternative)

Intersection #9017 Thomas / Luchessa

Cycle (sec):	100	Critical Vol./Cap.(X):	1.133
Loss Time (sec):	0	Average Delay (sec/veh):	60.8
Optimal Cycle:	0	Level Of Service:	F

Street Name:	Thomas Rd.						Luchessa Ave.					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	1! 0	0	0 0	0 0	0	0 0	1 0	1	0 1	0 0	0
Volume Module: AM Peak Hour												
Base Vol:	115	0	431	0	0	0	0	315	102	405	216	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:	115	0	431	0	0	0	0	315	102	405	216	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	115	0	431	0	0	0	0	315	102	405	216	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	115	0	431	0	0	0	0	315	102	405	216	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	115	0	431	0	0	0	0	315	102	405	216	0
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.21	0.00	0.79	0.00	0.00	0.00	0.00	1.00	1.00	0.65	0.35	0.00
Final Sat.:	126	0	471	0	0	0	0	490	542	357	191	0
Capacity Analysis Module:												
Vol/Sat:	0.91	xxxx	0.91	xxxx	xxxx	xxxx	xxxx	0.64	0.19	1.13	1.13	xxxx
Crit Moves:			****					****			****	
Delay/Veh:	42.8	0.0	42.8	0.0	0.0	0.0	0.0	21.5	10.7	104.7	105	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	42.8	0.0	42.8	0.0	0.0	0.0	0.0	21.5	10.7	104.7	105	0.0
LOS by Move:	E	*	E	*	*	*	*	C	B	F	F	*
ApproachDel:	42.8			xxxxxx			18.9			104.7		
Delay Adj:	1.00			xxxxx			1.00			1.00		
ApprAdjDel:	42.8			xxxxxx			18.9			104.7		
LOS by Appr:	E			*			C			F		
AllWayAvgQ:	5.6	5.6	5.6	0.0	0.0	0.0	0.0	1.6	0.2	14.5	14.5	14.5

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

Level Of Service Computation Report
2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #9018 Princevalle / Luchessa

Average Delay (sec/veh): 5.6 Worst Case Level Of Service: D[28.4]

Street Name:	Princevalle St.								Luchessa Ave.							
Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Stop Sign				Stop Sign				Uncontrolled				Uncontrolled			
Rights:	Include				Include				Include				Include			
Lanes:	0	0	0	0 0	1	0	0	0 1	0	1	0	0 0	0	0	0	1 0
Volume Module: AM Peak Hour																
Base Vol:	0	0	0		74	0	173		172	573	0		0	448	94	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	0	0	0		74	0	173		172	573	0		0	448	94	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	0	0	0		74	0	173		172	573	0		0	448	94	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
FinalVolume:	0	0	0		74	0	173		172	573	0		0	448	94	
Critical Gap Module:																
Critical Gp:	xxxxx	xxxx	xxxxx		6.4	xxxx	6.2		4.1	xxxx	xxxxx		xxxxx	xxxx	xxxxx	
FollowUpTim:	xxxxx	xxxx	xxxxx		3.5	xxxx	3.3		2.2	xxxx	xxxxx		xxxxx	xxxx	xxxxx	
Capacity Module:																
Cnflict Vol:	xxxx	xxxx	xxxxx		1412	xxxx	495		542	xxxx	xxxxx		xxxx	xxxx	xxxxx	
Potent Cap.:	xxxx	xxxx	xxxxx		154	xxxx	579		1037	xxxx	xxxxx		xxxx	xxxx	xxxxx	
Move Cap.:	xxxx	xxxx	xxxxx		132	xxxx	579		1037	xxxx	xxxxx		xxxx	xxxx	xxxxx	
Volume/Cap:	xxxx	xxxx	xxxx		0.56	xxxx	0.30		0.17	xxxx	xxxx		xxxx	xxxx	xxxx	
Level Of Service Module:																
2Way95thQ:	xxxx	xxxx	xxxxx		2.8	xxxx	1.2		0.6	xxxx	xxxxx		xxxx	xxxx	xxxxx	
Control Del:	xxxxx	xxxx	xxxxx		62.5	xxxx	13.9		9.2	xxxx	xxxxx		xxxxx	xxxx	xxxxx	
LOS by Move:	*	*	*		F	*	B		A	*	*		*	*	*	
Movement:	LT -	LTR -	RT		LT -	LTR -	RT		LT -	LTR -	RT		LT -	LTR -	RT	
Shared Cap.:	xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx	
SharedQueue:	xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx		0.6	xxxx	xxxxx		xxxxx	xxxx	xxxxx	
Shrd ConDel:	xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx		9.2	xxxx	xxxxx		xxxxx	xxxx	xxxxx	
Shared LOS:	*	*	*		*	*	*		A	*	*		*	*	*	
ApproachDel:	xxxxxx				28.4				xxxxxx				xxxxxx			
ApproachLOS:	*				D				*				*			

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

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #9019 Monterey / Luchessa

Cycle (sec):	90	Critical Vol./Cap.(X):	0.437
Loss Time (sec):	12	Average Delay (sec/veh):	23.9
Optimal Cycle:	37	Level Of Service:	C

Street Name:	Monterey Rd.						Luchessa Ave.					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:		Ovl			Ovl			Ovl			Ovl	
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	2 0 1	1	0	2 0 1	1	0	1 0 1	1	0	0 1 0
Volume Module: AM Peak Hour												
Base Vol:	256	245	351	83	161	93	156	249	220	92	108	24
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	256	245	351	83	161	93	156	249	220	92	108	24
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:	256	245	351	83	161	93	156	249	220	92	108	24
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	256	245	351	83	161	93	156	249	220	92	108	24
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	256	245	351	83	161	93	156	249	220	92	108	24
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	0.95	0.95
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	1.00	1.00	1.00	0.82	0.18
Final Sat.:	1750	3800	1750	1750	3800	1750	1750	1900	1750	1750	1473	327
Capacity Analysis Module:												
Vol/Sat:	0.15	0.06	0.20	0.05	0.04	0.05	0.09	0.13	0.13	0.05	0.07	0.07
Crit Moves:			****	****				****		****		
Green Time:	31.2	30.5	41.3	9.8	9.0	29.8	20.7	27.0	58.2	10.8	17.1	26.8
Volume/Cap:	0.42	0.19	0.44	0.44	0.42	0.16	0.39	0.44	0.19	0.44	0.39	0.25
Uniform Del:	22.5	21.1	16.5	37.6	38.0	21.3	29.3	25.4	6.4	36.8	31.9	23.9
IncremntDel:	0.5	0.1	0.4	1.6	0.8	0.1	0.6	0.5	0.1	1.5	0.7	0.2
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	23.0	21.1	16.9	39.2	38.8	21.4	29.9	25.9	6.5	38.2	32.6	24.2
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:	23.0	21.1	16.9	39.2	38.8	21.4	29.9	25.9	6.5	38.2	32.6	24.2
LOS by Move:	C+	C+	B	D	D+	C+	C	C	A	D+	C-	C
HCM2kAvgQ:	6	2	7	3	3	2	4	6	3	3	4	3

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

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Base Volume Alternative)

Intersection #9001 Santa Teresa / Fitzgerald

Cycle (sec):	90	Critical Vol./Cap.(X):	0.980
Loss Time (sec):	12	Average Delay (sec/veh):	36.2
Optimal Cycle:	0	Level Of Service:	E

Street Name:	Santa Teresa Blvd						Fitzgerald Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	7	10	10	7	10	10	4	4	4	10	10	10
Lanes:	1 0	1 0	1	1 0	0 1	0	0 0	0 1	0	0 0	1! 0	0
Volume Module: PM Peak Hour												
Base Vol:	8	244	231	21	403	0	0	10	11	507	8	20
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	244	231	21	403	0	0	10	11	507	8	20
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:	8	244	231	21	403	0	0	10	11	507	8	20
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	8	244	231	21	403	0	0	10	11	507	8	20
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	8	244	231	21	403	0	0	10	11	507	8	20
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.00	1.00	1.00	1.00	0.00	0.00	0.48	0.52	0.95	0.01	0.04
Final Sat.:	452	485	535	460	492	0	0	202	223	517	8	20
Capacity Analysis Module:												
Vol/Sat:	0.02	0.50	0.43	0.05	0.82	xxxx	xxxx	0.05	0.05	0.98	0.98	0.98
Crit Moves:		****			****			****			****	
Delay/Veh:	10.7	17.0	14.1	10.8	34.0	0.0	0.0	11.1	11.1	58.5	58.5	58.5
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	10.7	17.0	14.1	10.8	34.0	0.0	0.0	11.1	11.1	58.5	58.5	58.5
LOS by Move:	B	C	B	B	D	*	*	B	B	F	F	F
ApproachDel:		15.5			32.9			11.1			58.5	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		15.5			32.9			11.1			58.5	
LOS by Appr:		C			D			B			F	
AllWayAvgQ:	0.0	0.9	0.7	0.0	3.3	3.3	0.0	0.0	0.0	7.4	7.4	7.4

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

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #9003 Santa Teresa Blvd. / First St.

Cycle (sec):	70	Critical Vol./Cap.(X):	0.584
Loss Time (sec):	12	Average Delay (sec/veh):	25.3
Optimal Cycle:	44	Level Of Service:	C

Street Name:	Santa Teresa Blvd.						First St.					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	2 0	1	2 0	2 0	1	1 0	1 0	1	1 0	1 0	1
Volume Module: PM Peak Hour												
Base Vol:	111	356	171	373	481	78	96	275	80	223	285	344
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:	111	356	171	373	481	78	96	275	80	223	285	344
User Adj:	1.00	1.00	0.50	1.00	1.00	0.50	1.00	1.00	0.50	1.00	1.00	0.00
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	356	86	373	481	39	96	275	40	223	285	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	111	356	86	373	481	39	96	275	40	223	285	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	111	356	86	373	481	39	96	275	40	223	285	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	2.00	1.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1750	3800	1750	3150	3800	1750	1750	1900	1750	1750	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.06	0.09	0.05	0.12	0.13	0.02	0.05	0.14	0.02	0.13	0.15	0.00
Crit Moves:		****		****				****		****		
Green Time:	8.5	11.2	11.2	14.2	16.9	16.9	8.7	17.3	17.3	15.3	23.9	0.0
Volume/Cap:	0.52	0.58	0.30	0.58	0.52	0.09	0.44	0.58	0.09	0.58	0.44	0.00
Uniform Del:	28.9	27.2	25.9	25.2	23.0	20.6	28.4	23.2	20.3	24.5	17.9	0.0
IncremntDel:	2.4	1.5	0.6	1.4	0.6	0.1	1.4	1.9	0.1	2.3	0.5	0.0
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
Delay/Veh:	31.2	28.7	26.6	26.6	23.6	20.7	29.8	25.1	20.4	26.9	18.4	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:	31.2	28.7	26.6	26.6	23.6	20.7	29.8	25.1	20.4	26.9	18.4	0.0
LOS by Move:	C	C	C	C	C	C+	C	C	C+	C	B-	A
HCM2kAvgQ:	3	5	2	5	5	1	3	6	1	6	5	0

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

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Base Volume Alternative)

Intersection #9009 Uvas Park / Miller

Cycle (sec):	100	Critical Vol./Cap.(X):	1.056
Loss Time (sec):	0	Average Delay (sec/veh):	46.2
Optimal Cycle:	0	Level Of Service:	E

Street Name:	Uvas Park Dr.						Miller Ave.					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	1! 0	0	0 0	1! 0	0	0 0	1! 0	0	0 0	1! 0	0
Volume Module: PM Peak Hour												
Base Vol:	168	445	10	13	325	141	91	35	109	12	90	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:	168	445	10	13	325	141	91	35	109	12	90	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:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	168	445	10	13	325	141	91	35	109	12	90	27
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	168	445	10	13	325	141	91	35	109	12	90	27
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	168	445	10	13	325	141	91	35	109	12	90	27
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.27	0.71	0.02	0.03	0.68	0.29	0.39	0.15	0.46	0.09	0.70	0.21
Final Sat.:	159	422	9	16	396	172	189	73	227	41	311	93
Capacity Analysis Module:												
Vol/Sat:	1.06	1.06	1.06	0.82	0.82	0.82	0.48	0.48	0.48	0.29	0.29	0.29
Crit Moves:		****			****			****			****	
Delay/Veh:	76.9	76.9	76.9	30.1	30.1	30.1	15.7	15.7	15.7	13.2	13.2	13.2
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	76.9	76.9	76.9	30.1	30.1	30.1	15.7	15.7	15.7	13.2	13.2	13.2
LOS by Move:	F	F	F	D	D	D	C	C	C	B	B	B
ApproachDel:		76.9			30.1			15.7			13.2	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		76.9			30.1			15.7			13.2	
LOS by Appr:		F			D			C			B	
AllWayAvgQ:	11.1	11.1	11.1	3.4	3.4	3.4	0.8	0.8	0.8	0.3	0.3	0.3

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

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #9013 Princevalle / Tenth

Cycle (sec):	60	Critical Vol./Cap.(X):	0.428
Loss Time (sec):	6	Average Delay (sec/veh):	9.1
Optimal Cycle:	23	Level Of Service:	A

Street Name:	Princevalle St.						Tenth St.					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	0	1 0	1 0	0	1 0	1 0	1	0 1	1 0	1	0 1
Volume Module: PM Peak Hour												
Base Vol:	114	101	73	102	119	16	14	383	14	79	548	126
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	114	101	73	102	119	16	14	383	14	79	548	126
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	114	101	73	102	119	16	14	383	14	79	548	126
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	114	101	73	102	119	16	14	383	14	79	548	126
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	114	101	73	102	119	16	14	383	14	79	548	126
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	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	0.58	0.42	1.00	0.88	0.12	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1750	1045	755	1750	1587	213	1750	1900	1750	1750	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.07	0.10	0.10	0.06	0.08	0.08	0.01	0.20	0.01	0.05	0.29	0.07
Crit Moves:		****									****	
Green Time:	13.6	13.6	13.6	13.6	13.6	13.6	40.4	40.4	40.4	40.4	40.4	40.4
Volume/Cap:	0.29	0.43	0.43	0.26	0.33	0.33	0.01	0.30	0.01	0.07	0.43	0.11
Uniform Del:	19.2	19.9	19.9	19.1	19.4	19.4	3.2	4.0	3.2	3.3	4.5	3.4
IncremntDel:	0.4	0.7	0.7	0.3	0.5	0.5	0.0	0.1	0.0	0.0	0.2	0.0
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	19.6	20.6	20.6	19.4	19.9	19.9	3.2	4.1	3.2	3.4	4.7	3.5
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:	19.6	20.6	20.6	19.4	19.9	19.9	3.2	4.1	3.2	3.4	4.7	3.5
LOS by Move:	B-	C+	C+	B-	B-	B-	A	A	A	A	A	A
HCM2kAvgQ:	2	3	3	2	2	2	0	3	0	1	5	1

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

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Base Volume Alternative)

Intersection #9017 Thomas / Luchessa

Cycle (sec):	100	Critical Vol./Cap.(X):	1.348
Loss Time (sec):	0	Average Delay (sec/veh):	114.1
Optimal Cycle:	0	Level Of Service:	F

Street Name:	Thomas Rd.						Luchessa Ave.					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	1! 0	0	0 0	0 0	0	0 0	1 0	1	0 1	0 0	0
Volume Module: PM Peak Hour												
Base Vol:	38	0	297	0	0	0	0	249	32	467	411	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:	38	0	297	0	0	0	0	249	32	467	411	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	38	0	297	0	0	0	0	249	32	467	411	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	38	0	297	0	0	0	0	249	32	467	411	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	38	0	297	0	0	0	0	249	32	467	411	0
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.11	0.00	0.89	0.00	0.00	0.00	0.00	1.00	1.00	0.53	0.47	0.00
Final Sat.:	71	0	553	0	0	0	0	561	630	346	305	0
Capacity Analysis Module:												
Vol/Sat:	0.54	xxxx	0.54	xxxx	xxxx	xxxx	xxxx	0.44	0.05	1.35	1.35	xxxx
Crit Moves:	****							****			****	
Delay/Veh:	14.9	0.0	14.9	0.0	0.0	0.0	0.0	13.7	8.6	184.3	184	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	14.9	0.0	14.9	0.0	0.0	0.0	0.0	13.7	8.6	184.3	184	0.0
LOS by Move:	B	*	B	*	*	*	*	B	A	F	F	*
ApproachDel:	14.9			xxxxxx			13.2			184.3		
Delay Adj:	1.00			xxxxx			1.00			1.00		
ApprAdjDel:	14.9			xxxxxx			13.2			184.3		
LOS by Appr:	B			*			B			F		
AllWayAvgQ:	1.1	1.1	1.1	0.0	0.0	0.0	0.0	0.7	0.1	31.8	31.8	31.8

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

Level Of Service Computation Report
2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #9018 Princevalle / Luchessa

Average Delay (sec/veh): 4.1 Worst Case Level Of Service: D[34.9]

Street Name:	Princevalle St.								Luchessa Ave.							
Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Stop Sign				Stop Sign				Uncontrolled				Uncontrolled			
Rights:	Include				Include				Include				Include			
Lanes:	0	0	0	0 0	1	0	0	0 1	0	1	0	0 0	0	0	0	1 0
Volume Module:																
Base Vol:	0	0	0		72	0	97		67	478	0		0	780	107	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	0	0	0		72	0	97		67	478	0		0	780	107	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	0	0	0		72	0	97		67	478	0		0	780	107	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
FinalVolume:	0	0	0		72	0	97		67	478	0		0	780	107	
Critical Gap Module:																
Critical Gp:	xxxxx	xxxx	xxxxx		6.4	xxxx	6.2		4.1	xxxx	xxxxx		xxxxx	xxxx	xxxxx	
FollowUpTim:	xxxxx	xxxx	xxxxx		3.5	xxxx	3.3		2.2	xxxx	xxxxx		xxxxx	xxxx	xxxxx	
Capacity Module:																
Cnflict Vol:	xxxx	xxxx	xxxxx		1446	xxxx	834		887	xxxx	xxxxx		xxxx	xxxx	xxxxx	
Potent Cap.:	xxxx	xxxx	xxxxx		147	xxxx	371		772	xxxx	xxxxx		xxxx	xxxx	xxxxx	
Move Cap.:	xxxx	xxxx	xxxxx		137	xxxx	371		772	xxxx	xxxxx		xxxx	xxxx	xxxxx	
Volume/Cap:	xxxx	xxxx	xxxx		0.53	xxxx	0.26		0.09	xxxx	xxxx		xxxx	xxxx	xxxx	
Level Of Service Module:																
2Way95thQ:	xxxx	xxxx	xxxxx		2.5	xxxx	1.0		0.3	xxxx	xxxxx		xxxx	xxxx	xxxxx	
Control Del:	xxxxx	xxxx	xxxxx		57.6	xxxx	18.1		10.1	xxxx	xxxxx		xxxxx	xxxx	xxxxx	
LOS by Move:	*	*	*		F	*	C		B	*	*		*	*	*	
Movement:	LT -	LTR -	RT		LT -	LTR -	RT		LT -	LTR -	RT		LT -	LTR -	RT	
Shared Cap.:	xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx	
SharedQueue:	xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx		0.3	xxxx	xxxxx		xxxxx	xxxx	xxxxx	
Shrd ConDel:	xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx		10.1	xxxx	xxxxx		xxxxx	xxxx	xxxxx	
Shared LOS:	*	*	*		*	*	*		B	*	*		*	*	*	
ApproachDel:	xxxxxx				34.9				xxxxxx				xxxxxx			
ApproachLOS:	*				D				*				*			

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

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #9019 Monterey / Luchessa

Cycle (sec):	90	Critical Vol./Cap.(X):	0.680
Loss Time (sec):	12	Average Delay (sec/veh):	29.4
Optimal Cycle:	56	Level Of Service:	C

Street Name:	Monterey Rd.						Luchessa Ave.					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:		Ovl			Ovl			Ovl			Ovl	
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	2 0 1	1	0	2 0 1	1	0	1 0 1	1	0	0 1 0
Volume Module:	PM Peak Hour											
Base Vol:	377	261	138	35	275	229	164	170	220	285	282	92
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:	377	261	138	35	275	229	164	170	220	285	282	92
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:	377	261	138	35	275	229	164	170	220	285	282	92
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	377	261	138	35	275	229	164	170	220	285	282	92
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	377	261	138	35	275	229	164	170	220	285	282	92
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	0.95	0.95
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	1.00	1.00	1.00	0.75	0.25
Final Sat.:	1750	3800	1750	1750	3800	1750	1750	1900	1750	1750	1357	443
Capacity Analysis Module:												
Vol/Sat:	0.22	0.07	0.08	0.02	0.07	0.13	0.09	0.09	0.13	0.16	0.21	0.21
Crit Moves:	****				****		****				****	
Green Time:	28.5	29.5	55.3	8.6	9.6	22.0	12.4	14.2	42.7	25.8	27.5	36.1
Volume/Cap:	0.68	0.21	0.13	0.21	0.68	0.54	0.68	0.57	0.27	0.57	0.68	0.52
Uniform Del:	26.8	21.8	7.3	37.6	38.7	29.6	36.9	35.1	14.2	27.4	27.4	20.4
IncremntDel:	3.4	0.1	0.1	0.6	4.7	1.3	7.6	2.6	0.2	1.6	3.4	0.7
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	30.2	21.9	7.3	38.2	43.4	30.9	44.6	37.7	14.4	28.9	30.8	21.0
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:	30.2	21.9	7.3	38.2	43.4	30.9	44.6	37.7	14.4	28.9	30.8	21.0
LOS by Move:	C	C+	A	D+	D	C	D	D+	B	C	C	C+
HCM2kAvgQ:	11	3	2	1	5	7	6	5	4	8	11	9

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

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Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #9001 Santa Teresa / Fitzgerald

Cycle (sec):	70	Critical Vol./Cap.(X):	0.471
Loss Time (sec):	12	Average Delay (sec/veh):	21.1
Optimal Cycle:	49	Level Of Service:	C+

Street Name:	Santa Teresa Blvd						Fitzgerald Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	1 0	1	1 0	0 1	0	0 0	1! 0	0	0 0	1! 0	0
Volume Module:AM Peak Hour												
Base Vol:	5	386	465	15	201	2	4	4	5	225	6	18
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:	5	386	465	15	201	2	4	4	5	225	6	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:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	5	386	465	15	201	2	4	4	5	225	6	18
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	5	386	465	15	201	2	4	4	5	225	6	18
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	5	386	465	15	201	2	4	4	5	225	6	18
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.00	1.00	1.00	0.99	0.01	0.31	0.31	0.38	0.91	0.02	0.07
Final Sat.:	1900	1900	1900	1900	1881	19	585	585	731	1717	46	137
Capacity Analysis Module:												
Vol/Sat:	0.00	0.20	0.24	0.01	0.11	0.11	0.01	0.01	0.01	0.13	0.13	0.13
Crit Moves:			****	****				****			****	
Green Time:	13.9	26.7	26.7	7.0	19.8	19.8	10.0	10.0	10.0	14.3	14.3	14.3
Volume/Cap:	0.01	0.53	0.64	0.08	0.38	0.38	0.05	0.05	0.05	0.64	0.64	0.64
Uniform Del:	22.6	16.8	17.7	28.6	20.1	20.1	25.9	25.9	25.9	25.5	25.5	25.5
IncremntDel:	0.0	0.8	2.0	0.2	0.4	0.4	0.1	0.1	0.1	3.6	3.6	3.6
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	22.6	17.6	19.7	28.8	20.6	20.6	26.0	26.0	26.0	29.1	29.1	29.1
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:	22.6	17.6	19.7	28.8	20.6	20.6	26.0	26.0	26.0	29.1	29.1	29.1
LOS by Move:	C+	B	B-	C	C+	C+	C	C	C	C	C	C
HCM2kAvgQ:	0	7	9	0	4	4	0	0	0	6	6	6

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

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Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Base Volume Alternative)

Intersection #9009 Uvas Park / Miller

Cycle (sec):	100	Critical Vol./Cap.(X):	0.895
Loss Time (sec):	0	Average Delay (sec/veh):	24.9
Optimal Cycle:	0	Level Of Service:	C

Street Name:	Uvas Park Dr.						Miller Ave.					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	0 1	0	0 0	1! 0	0	0 0	1! 0	0	0 0	1! 0	0
Volume Module:AM Peak Hour												
Base Vol:	110	253	12	12	392	64	41	70	170	56	125	25
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:	110	253	12	12	392	64	41	70	170	56	125	25
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:	116	266	13	13	413	67	43	74	179	59	132	26
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	116	266	13	13	413	67	43	74	179	59	132	26
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	116	266	13	13	413	67	43	74	179	59	132	26
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.95	0.05	0.02	0.84	0.14	0.15	0.25	0.60	0.27	0.61	0.12
Final Sat.:	449	459	22	14	461	75	72	124	301	123	275	55
Capacity Analysis Module:												
Vol/Sat:	0.26	0.58	0.58	0.89	0.89	0.89	0.60	0.60	0.60	0.48	0.48	0.48
Crit Moves:		****			****			****			****	
Delay/Veh:	12.8	18.2	18.2	39.9	39.9	39.9	17.9	17.9	17.9	15.8	15.8	15.8
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	12.8	18.2	18.2	39.9	39.9	39.9	17.9	17.9	17.9	15.8	15.8	15.8
LOS by Move:	B	C	C	E	E	E	C	C	C	C	C	C
ApproachDel:		16.6			39.9			17.9			15.8	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		16.6			39.9			17.9			15.8	
LOS by Appr:		C			E			C			C	
AllWayAvgQ:	0.3	1.1	1.1	4.7	4.7	4.7	1.1	1.1	1.1	0.7	0.7	0.7

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

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Level Of Service Computation Report
FHWA Roundabout Method (Base Volume Alternative)

Intersection #9017 Thomas / Luchessa

Average Delay (sec/veh): 6.9 Level Of Service: A

Street Name:	Thomas Rd.						Luchessa Ave.					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Yield Sign			Yield Sign			Yield Sign			Yield Sign		
Lanes:	1			0			1			1		
Volume Module:AM Peak Hour												
Base Vol:	115	0	429	0	0	0	0	315	102	404	216	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:	115	0	429	0	0	0	0	315	102	404	216	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	115	0	429	0	0	0	0	315	102	404	216	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	115	0	429	0	0	0	0	315	102	404	216	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	115	0	429	0	0	0	0	315	102	404	216	0
PCE Module:												
AutoPCE:	115	0	429	0	0	0	0	315	102	404	216	0
TruckPCE:	0	0	0	0	0	0	0	0	0	0	0	0
ComboPCE:	0	0	0	0	0	0	0	0	0	0	0	0
BicyclePCE:	0	0	0	0	0	0	0	0	0	0	0	0
AdjVolume:	115	0	429	0	0	0	0	315	102	404	216	0
Delay Module: >> Time Period: 0.25 hours <<												
CircVolume:	315			735			404			115		
MaxVolume:	1030			xxxxxx			982			1138		
PedVolume:	0			0			0			0		
AdjMaxVol:	1030			xxxxxx			982			1138		
ApproachVol:	544			xxxxxx			417			620		
ApproachV/C:	0.53			1.00			0.42			0.54		
ApproachDel:	7.3			xxxxxx			6.3			6.9		
ApproachLOS:	A			*			A			A		
Queue:	3.2			xxxx			2.1			3.4		

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #9001 Santa Teresa / Fitzgerald

Cycle (sec):	80	Critical Vol./Cap.(X):	0.599
Loss Time (sec):	12	Average Delay (sec/veh):	30.5
Optimal Cycle:	49	Level Of Service:	C

Street Name:	Santa Teresa Blvd						Fitzgerald Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	1 0	1	1 0	0 1	0	0 0	0 1	0	0 0	1! 0	0
Volume Module: PM Peak Hour												
Base Vol:	8	244	231	21	403	0	0	10	11	507	8	20
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	244	231	21	403	0	0	10	11	507	8	20
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:	8	244	231	21	403	0	0	10	11	507	8	20
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	8	244	231	21	403	0	0	10	11	507	8	20
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	8	244	231	21	403	0	0	10	11	507	8	20
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.00	1.00	1.00	1.00	0.00	0.00	0.48	0.52	0.95	0.01	0.04
Final Sat.:	1900	1900	1900	1900	1900	0	0	905	995	1801	28	71
Capacity Analysis Module:												
Vol/Sat:	0.00	0.13	0.12	0.01	0.21	0.00	0.00	0.01	0.01	0.28	0.28	0.28
Crit Moves:	****				****			****			****	
Green Time:	7.0	17.2	17.2	11.7	21.9	0.0	0.0	10.0	10.0	29.1	29.1	29.1
Volume/Cap:	0.05	0.60	0.57	0.08	0.77	0.00	0.00	0.09	0.09	0.77	0.77	0.77
Uniform Del:	33.4	28.3	28.1	29.5	26.8	0.0	0.0	31.0	31.0	22.5	22.5	22.5
IncremntDel:	0.1	2.4	1.8	0.1	7.1	0.0	0.0	0.2	0.2	5.5	5.5	5.5
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	0.00	0.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	33.6	30.7	29.9	29.6	33.9	0.0	0.0	31.1	31.1	28.0	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:	33.6	30.7	29.9	29.6	33.9	0.0	0.0	31.1	31.1	28.0	28.0	28.0
LOS by Move:	C-	C	C	C	C-	A	A	C	C	C	C	C
HCM2kAvgQ:	0	6	6	0	11	0	0	1	1	14	14	14

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

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Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Base Volume Alternative)

Intersection #9009 Uvas Park / Miller

Cycle (sec):	100	Critical Vol./Cap.(X):	0.822
Loss Time (sec):	0	Average Delay (sec/veh):	24.0
Optimal Cycle:	0	Level Of Service:	C

Street Name:	Uvas Park Dr.						Miller Ave.					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	0 1	0	0 0	1! 0	0	0 0	1! 0	0	0 0	1! 0	0
Volume Module: PM Peak Hour												
Base Vol:	168	445	10	13	325	141	91	35	109	12	90	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:	168	445	10	13	325	141	91	35	109	12	90	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:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	168	445	10	13	325	141	91	35	109	12	90	27
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	168	445	10	13	325	141	91	35	109	12	90	27
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	168	445	10	13	325	141	91	35	109	12	90	27
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.98	0.02	0.03	0.68	0.29	0.39	0.15	0.46	0.09	0.70	0.21
Final Sat.:	512	541	12	16	399	173	189	73	226	42	311	93
Capacity Analysis Module:												
Vol/Sat:	0.33	0.82	0.82	0.81	0.81	0.81	0.48	0.48	0.48	0.29	0.29	0.29
Crit Moves:		****			****			****			****	
Delay/Veh:	12.9	31.2	31.2	28.6	28.6	28.6	15.0	15.0	15.0	12.7	12.7	12.7
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	12.9	31.2	31.2	28.6	28.6	28.6	15.0	15.0	15.0	12.7	12.7	12.7
LOS by Move:	B	D	D	D	D	D	B	B	B	B	B	B
ApproachDel:		26.3			28.6			15.0			12.7	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		26.3			28.6			15.0			12.7	
LOS by Appr:		D			D			B			B	
AllWayAvgQ:	0.5	3.4	3.4	3.2	3.2	3.2	0.7	0.7	0.7	0.3	0.3	0.3

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

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Level Of Service Computation Report
FHWA Roundabout Method (Base Volume Alternative)

Intersection #9017 Thomas / Luchessa

Average Delay (sec/veh): 8.8 Level Of Service: A

Street Name:	Thomas Rd.						Luchessa Ave.					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Yield Sign			Yield Sign			Yield Sign			Yield Sign		
Lanes:	1			0			1			1		
Volume Module:PM Peak Hour												
Base Vol:	38	0	297	0	0	0	0	249	32	467	411	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:	38	0	297	0	0	0	0	249	32	467	411	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	38	0	297	0	0	0	0	249	32	467	411	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	38	0	297	0	0	0	0	249	32	467	411	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	38	0	297	0	0	0	0	249	32	467	411	0
PCE Module:												
AutoPCE:	38	0	297	0	0	0	0	249	32	467	411	0
TruckPCE:	0	0	0	0	0	0	0	0	0	0	0	0
ComboPCE:	0	0	0	0	0	0	0	0	0	0	0	0
BicyclePCE:	0	0	0	0	0	0	0	0	0	0	0	0
AdjVolume:	38	0	297	0	0	0	0	249	32	467	411	0
Delay Module: >> Time Period: 0.25 hours <<												
CircVolume:	249			916			467			38		
MaxVolume:	1066			xxxxxx			948			1179		
PedVolume:	0			0			0			0		
AdjMaxVol:	1066			xxxxxx			948			1179		
ApproachVol:	335			xxxxxx			281			878		
ApproachV/C:	0.31			1.00			0.30			0.74		
ApproachDel:	4.9			xxxxxx			5.4			11.3		
ApproachLOS:	A			*			A			B		
Queue:	1.4			xxxx			1.2			7.3		

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Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Base Volume Alternative)

Intersection #9001 Santa Teresa / Fitzgerald

Cycle (sec):	80	Critical Vol./Cap.(X):	0.636
Loss Time (sec):	12	Average Delay (sec/veh):	14.7
Optimal Cycle:	0	Level Of Service:	B

Street Name:	Santa Teresa Blvd						Fitzgerald Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	7	10	10	7	10	10	4	4	4	10	10	10
Lanes:	1 0	1 0	1	1 0	0 1	0	0 0	1! 0	0	0 0	1! 0	0
Volume Module:AM Peak Hour												
Base Vol:	5	380	459	15	197	2	4	4	5	222	6	18
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:	5	380	459	15	197	2	4	4	5	222	6	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:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	5	380	459	15	197	2	4	4	5	222	6	18
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	5	380	459	15	197	2	4	4	5	222	6	18
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	5	380	459	15	197	2	4	4	5	222	6	18
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.00	1.00	1.00	0.99	0.01	0.31	0.31	0.38	0.91	0.02	0.07
Final Sat.:	581	633	722	510	548	6	157	157	196	509	14	41
Capacity Analysis Module:												
Vol/Sat:	0.01	0.60	0.64	0.03	0.36	0.36	0.03	0.03	0.03	0.44	0.44	0.44
Crit Moves:			****			****			****			****
Delay/Veh:	8.9	16.2	15.6	9.7	12.3	12.3	9.5	9.5	9.5	13.5	13.5	13.5
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	8.9	16.2	15.6	9.7	12.3	12.3	9.5	9.5	9.5	13.5	13.5	13.5
LOS by Move:	A	C	C	A	B	B	A	A	A	B	B	B
ApproachDel:		15.8			12.1			9.5			13.5	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		15.8			12.1			9.5			13.5	
LOS by Appr:		C			B			A			B	
AllWayAvgQ:	0.0	1.4	1.6	0.0	0.5	0.5	0.0	0.0	0.0	0.7	0.7	0.7

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

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #9003 Santa Teresa Blvd. / First St.

Cycle (sec):	70	Critical Vol./Cap.(X):	0.637
Loss Time (sec):	12	Average Delay (sec/veh):	25.0
Optimal Cycle:	48	Level Of Service:	C

Street Name:	Santa Teresa Blvd.						First St.					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Ignore		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0 2	0 1	2	0 2	0 1	1	0 1	0 1	1	0 1	0 1
Volume Module:AM Peak Hour												
Base Vol:	88	495	289	445	578	87	41	220	111	246	155	270
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	88	495	289	445	578	87	41	220	111	246	155	270
User Adj:	1.00	1.00	0.50	1.00	1.00	0.50	1.00	1.00	0.50	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	88	495	145	445	578	44	41	220	56	246	155	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	88	495	145	445	578	44	41	220	56	246	155	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	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	88	495	145	445	578	44	41	220	56	246	155	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	2.00	1.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1750	3800	1750	3150	3800	1750	1750	1900	1750	1750	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.05	0.13	0.08	0.14	0.15	0.02	0.02	0.12	0.03	0.14	0.08	0.00
Crit Moves:		****		****				****		****		
Green Time:	7.4	14.3	14.3	15.5	22.4	22.4	6.3	12.7	12.7	15.4	21.9	0.0
Volume/Cap:	0.47	0.64	0.40	0.64	0.47	0.08	0.26	0.64	0.17	0.64	0.26	0.00
Uniform Del:	29.5	25.5	24.1	24.7	19.1	16.6	29.7	26.5	24.2	24.7	18.0	0.0
IncremntDel:	1.9	1.8	0.7	2.0	0.3	0.1	0.9	3.9	0.3	3.5	0.2	0.0
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
Delay/Veh:	31.4	27.2	24.9	26.7	19.4	16.6	30.6	30.4	24.5	28.3	18.2	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:	31.4	27.2	24.9	26.7	19.4	16.6	30.6	30.4	24.5	28.3	18.2	0.0
LOS by Move:	C	C	C	C	B-	B	C	C	C	C	B-	A
HCM2kAvgQ:	3	6	3	6	5	1	1	6	1	6	3	0

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

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Base Volume Alternative)

Intersection #9009 Uvas Park / Miller

Cycle (sec):	100	Critical Vol./Cap.(X):	0.810
Loss Time (sec):	0	Average Delay (sec/veh):	21.3
Optimal Cycle:	0	Level Of Service:	C

Street Name:	Uvas Park Dr.						Miller Ave.					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	1! 0	0	0 0	1! 0	0	0 0	1! 0	0	0 0	1! 0	0
Volume Module: AM Peak Hour												
Base Vol:	108	253	12	12	392	59	36	67	164	56	123	25
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	108	253	12	12	392	59	36	67	164	56	123	25
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	108	253	12	12	392	59	36	67	164	56	123	25
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	108	253	12	12	392	59	36	67	164	56	123	25
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	108	253	12	12	392	59	36	67	164	56	123	25
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.29	0.68	0.03	0.02	0.85	0.13	0.13	0.25	0.62	0.27	0.61	0.12
Final Sat.:	155	364	17	15	484	73	67	124	304	123	271	55
Capacity Analysis Module:												
Vol/Sat:	0.70	0.70	0.70	0.81	0.81	0.81	0.54	0.54	0.54	0.45	0.45	0.45
Crit Moves:		****			****		****				****	
Delay/Veh:	21.0	21.0	21.0	28.0	28.0	28.0	15.4	15.4	15.4	14.5	14.5	14.5
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	21.0	21.0	21.0	28.0	28.0	28.0	15.4	15.4	15.4	14.5	14.5	14.5
LOS by Move:	C	C	C	D	D	D	C	C	C	B	B	B
ApproachDel:		21.0			28.0			15.4			14.5	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		21.0			28.0			15.4			14.5	
LOS by Appr:		C			D			C			B	
AllWayAvgQ:	1.7	1.7	1.7	3.0	3.0	3.0	0.8	0.8	0.8	0.6	0.6	0.6

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

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #9013 Princevalle / Tenth

Cycle (sec):	60	Critical Vol./Cap.(X):	0.421
Loss Time (sec):	6	Average Delay (sec/veh):	10.2
Optimal Cycle:	23	Level Of Service:	B+

Street Name:	Princevalle St.						Tenth St.					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	0	1 0	1 0	0	1 0	1 0	1	0 1	1 0	1	0 1
Volume Module: AM Peak Hour												
Base Vol:	95	147	130	117	202	32	107	428	126	115	347	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:	95	147	130	117	202	32	107	428	126	115	347	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:	95	147	130	117	202	32	107	428	126	115	347	101
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	95	147	130	117	202	32	107	428	126	115	347	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
FinalVolume:	95	147	130	117	202	32	107	428	126	115	347	101
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	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	0.53	0.47	1.00	0.86	0.14	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1750	955	845	1750	1554	246	1750	1900	1750	1750	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.05	0.15	0.15	0.07	0.13	0.13	0.06	0.23	0.07	0.07	0.18	0.06
Crit Moves:		****						****				
Green Time:	21.9	21.9	21.9	21.9	21.9	21.9	32.1	32.1	32.1	32.1	32.1	32.1
Volume/Cap:	0.15	0.42	0.42	0.18	0.36	0.36	0.11	0.42	0.13	0.12	0.34	0.11
Uniform Del:	12.8	14.3	14.3	13.0	13.9	13.9	6.9	8.4	7.0	7.0	7.9	6.9
IncremntDel:	0.1	0.4	0.4	0.1	0.3	0.3	0.1	0.3	0.1	0.1	0.2	0.1
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	12.9	14.7	14.7	13.1	14.2	14.2	7.0	8.7	7.1	7.0	8.1	6.9
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:	12.9	14.7	14.7	13.1	14.2	14.2	7.0	8.7	7.1	7.0	8.1	6.9
LOS by Move:	B	B	B	B	B	B	A	A	A	A	A	A
HCM2kAvgQ:	1	4	4	2	4	4	1	5	1	1	4	1

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

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Base Volume Alternative)

Intersection #9017 Thomas / Luchessa

Cycle (sec):	100	Critical Vol./Cap.(X):	1.071
Loss Time (sec):	0	Average Delay (sec/veh):	51.1
Optimal Cycle:	0	Level Of Service:	F

Street Name:	Thomas Rd.						Luchessa Ave.					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	1! 0	0	0 0	0 0	0	0 0	1 0	1	0 1	0 0	0
Volume Module: AM Peak Hour												
Base Vol:	113	0	429	0	0	0	0	274	98	404	193	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:	113	0	429	0	0	0	0	274	98	404	193	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	113	0	429	0	0	0	0	274	98	404	193	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	113	0	429	0	0	0	0	274	98	404	193	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	113	0	429	0	0	0	0	274	98	404	193	0
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.21	0.00	0.79	0.00	0.00	0.00	0.00	1.00	1.00	0.68	0.32	0.00
Final Sat.:	126	0	478	0	0	0	0	491	543	377	180	0
Capacity Analysis Module:												
Vol/Sat:	0.90	xxxx	0.90	xxxx	xxxx	xxxx	xxxx	0.56	0.18	1.07	1.07	xxxx
Crit Moves:	****							****			****	
Delay/Veh:	39.4	0.0	39.4	0.0	0.0	0.0	0.0	18.2	10.6	83.4	83.4	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	39.4	0.0	39.4	0.0	0.0	0.0	0.0	18.2	10.6	83.4	83.4	0.0
LOS by Move:	E	*	E	*	*	*	*	C	B	F	F	*
ApproachDel:		39.4			xxxxxx			16.2			83.4	
Delay Adj:		1.00			xxxxx			1.00			1.00	
ApprAdjDel:		39.4			xxxxxx			16.2			83.4	
LOS by Appr:		E			*			C			F	
AllWayAvgQ:	5.1	5.1	5.1	0.0	0.0	0.0	0.0	1.1	0.2	11.4	11.4	11.4

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

Level Of Service Computation Report
2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #9018 Princevalle / Luchessa

Average Delay (sec/veh): 5.2 Worst Case Level Of Service: D[25.0]

Street Name:	Princevalle St.						Luchessa Ave.					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Rights:	Include			Include			Include			Include		
Lanes:	0 0 0	0 0		1 0	0 0	1	0 1	0 0	0	0 0	0 1	0
Volume Module: AM Peak Hour												
Base Vol:	0	0	0	73	0	172	171	533	0	0	424	93
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	73	0	172	171	533	0	0	424	93
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	73	0	172	171	533	0	0	424	93
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	0	0	73	0	172	171	533	0	0	424	93
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	6.4	xxxx	6.2	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx
FollowUpTim:	xxxxx	xxxx	xxxxx	3.5	xxxx	3.3	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	1346	xxxx	471	517	xxxx	xxxxx	xxxx	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	xxxxx	169	xxxx	597	1059	xxxx	xxxxx	xxxx	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	xxxxx	146	xxxx	597	1059	xxxx	xxxxx	xxxx	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	xxxx	0.50	xxxx	0.29	0.16	xxxx	xxxx	xxxx	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	2.4	xxxx	1.2	0.6	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	52.4	xxxx	13.4	9.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	F	*	B	A	*	*	*	*	*
Movement:	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	0.6	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	9.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	A	*	*	*	*	*
ApproachDel:	xxxxxx			25.0			xxxxxx			xxxxxx		
ApproachLOS:	*			D			*			*		

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

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #9019 Monterey / Luchessa

Cycle (sec):	90	Critical Vol./Cap.(X):	0.448
Loss Time (sec):	12	Average Delay (sec/veh):	23.4
Optimal Cycle:	37	Level Of Service:	C

Street Name:	Monterey Rd.						Luchessa Ave.					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:		Ovl			Ovl			Ovl			Ovl	
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	2 0 1	1	0	2 0 1	1	0	1 0 1	1	0	0 1 0
Volume Module: AM Peak Hour												
Base Vol:	269	244	351	83	106	83	136	267	216	92	103	24
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	269	244	351	83	106	83	136	267	216	92	103	24
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:	269	244	351	83	106	83	136	267	216	92	103	24
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	269	244	351	83	106	83	136	267	216	92	103	24
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	269	244	351	83	106	83	136	267	216	92	103	24
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	0.95	0.95
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	1.00	1.00	1.00	0.81	0.19
Final Sat.:	1750	3800	1750	1750	3800	1750	1750	1900	1750	1750	1460	340
Capacity Analysis Module:												
Vol/Sat:	0.15	0.06	0.20	0.05	0.03	0.05	0.08	0.14	0.12	0.05	0.07	0.07
Crit Moves:			****	****				****		****		
Green Time:	33.2	29.7	40.3	9.5	6.0	26.3	20.3	28.2	61.4	10.6	18.4	28.0
Volume/Cap:	0.42	0.19	0.45	0.45	0.42	0.16	0.34	0.45	0.18	0.45	0.34	0.23
Uniform Del:	21.2	21.6	17.2	37.8	40.3	23.6	29.2	24.7	5.2	37.0	30.6	23.0
IncremntDel:	0.4	0.1	0.4	1.7	1.1	0.1	0.5	0.5	0.1	1.6	0.6	0.2
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	21.6	21.7	17.6	39.5	41.4	23.8	29.8	25.2	5.3	38.6	31.2	23.2
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:	21.6	21.7	17.6	39.5	41.4	23.8	29.8	25.2	5.3	38.6	31.2	23.2
LOS by Move:	C+	C+	B	D	D	C	C	C	A	D+	C	C
HCM2kAvgQ:	6	2	7	3	2	2	4	6	2	3	3	3

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

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Base Volume Alternative)

Intersection #9001 Santa Teresa / Fitzgerald

Cycle (sec):	90	Critical Vol./Cap.(X):	0.943
Loss Time (sec):	12	Average Delay (sec/veh):	31.4
Optimal Cycle:	0	Level Of Service:	D

Street Name:	Santa Teresa Blvd						Fitzgerald Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	7	10	10	7	10	10	4	4	4	10	10	10
Lanes:	1 0	1 0	1	1 0	0 1	0	0 0	0 1	0	0 0	1! 0	0
Volume Module: PM Peak Hour												
Base Vol:	8	223	223	21	389	0	0	10	11	494	8	20
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	223	223	21	389	0	0	10	11	494	8	20
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:	8	223	223	21	389	0	0	10	11	494	8	20
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	8	223	223	21	389	0	0	10	11	494	8	20
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	8	223	223	21	389	0	0	10	11	494	8	20
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.00	1.00	1.00	1.00	0.00	0.00	0.48	0.52	0.95	0.01	0.04
Final Sat.:	454	487	538	464	497	0	0	206	226	524	8	21
Capacity Analysis Module:												
Vol/Sat:	0.02	0.46	0.41	0.05	0.78	xxxx	xxxx	0.05	0.05	0.94	0.94	0.94
Crit Moves:		****			****			****		****		
Delay/Veh:	10.5	15.5	13.4	10.6	29.5	0.0	0.0	10.8	10.8	49.4	49.4	49.4
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	10.5	15.5	13.4	10.6	29.5	0.0	0.0	10.8	10.8	49.4	49.4	49.4
LOS by Move:	B	C	B	B	D	*	*	B	B	E	E	E
ApproachDel:		14.4			28.5			10.8			49.4	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		14.4			28.5			10.8			49.4	
LOS by Appr:		B			D			B			E	
AllWayAvgQ:	0.0	0.8	0.6	0.0	2.7	2.7	0.0	0.0	0.0	6.1	6.1	6.1

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

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #9003 Santa Teresa Blvd. / First St.

Cycle (sec):	70	Critical Vol./Cap.(X):	0.570
Loss Time (sec):	12	Average Delay (sec/veh):	25.1
Optimal Cycle:	43	Level Of Service:	C

Street Name:	Santa Teresa Blvd.						First St.					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	2 0	1	2 0	2 0	1	1 0	1 0	1	1 0	1 0	1
Volume Module: PM Peak Hour												
Base Vol:	107	321	163	373	462	78	96	275	77	218	285	344
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	321	163	373	462	78	96	275	77	218	285	344
User Adj:	1.00	1.00	0.50	1.00	1.00	0.50	1.00	1.00	0.50	1.00	1.00	0.00
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	321	82	373	462	39	96	275	39	218	285	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	107	321	82	373	462	39	96	275	39	218	285	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	107	321	82	373	462	39	96	275	39	218	285	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	2.00	1.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1750	3800	1750	3150	3800	1750	1750	1900	1750	1750	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.06	0.08	0.05	0.12	0.12	0.02	0.05	0.14	0.02	0.12	0.15	0.00
Crit Moves:		****		****				****		****		
Green Time:	8.3	10.4	10.4	14.5	16.6	16.6	8.9	17.8	17.8	15.3	24.2	0.0
Volume/Cap:	0.51	0.57	0.31	0.57	0.51	0.09	0.43	0.57	0.09	0.57	0.43	0.00
Uniform Del:	28.9	27.7	26.6	24.9	23.2	20.8	28.3	22.8	19.9	24.4	17.6	0.0
IncremntDel:	2.2	1.4	0.7	1.2	0.5	0.1	1.4	1.6	0.1	2.0	0.5	0.0
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
Delay/Veh:	31.1	29.1	27.3	26.1	23.7	20.9	29.6	24.4	20.0	26.5	18.1	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:	31.1	29.1	27.3	26.1	23.7	20.9	29.6	24.4	20.0	26.5	18.1	0.0
LOS by Move:	C	C	C	C	C	C+	C	C	C+	C	B-	A
HCM2kAvgQ:	3	4	2	5	5	1	3	6	1	5	5	0

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

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Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Base Volume Alternative)

Intersection #9009 Uvas Park / Miller

Cycle (sec):	100	Critical Vol./Cap.(X):	1.044
Loss Time (sec):	0	Average Delay (sec/veh):	44.0
Optimal Cycle:	0	Level Of Service:	E

Street Name:	Uvas Park Dr.						Miller Ave.					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	1!	0 0	0 0	1!	0 0	0 0	1!	0 0	0 0	1!	0 0
Volume Module:	PM Peak Hour											
Base Vol:	156	445	10	13	325	122	52	27	102	12	79	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:	156	445	10	13	325	122	52	27	102	12	79	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:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	164	468	11	14	342	128	55	28	107	13	83	28
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	164	468	11	14	342	128	55	28	107	13	83	28
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	164	468	11	14	342	128	55	28	107	13	83	28
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.25	0.73	0.02	0.03	0.71	0.26	0.29	0.15	0.56	0.10	0.67	0.23
Final Sat.:	157	449	10	17	429	161	142	74	279	47	309	106
Capacity Analysis Module:												
Vol/Sat:	1.04	1.04	1.04	0.80	0.80	0.80	0.38	0.38	0.38	0.27	0.27	0.27
Crit Moves:	****				****		****					****
Delay/Veh:	71.7	71.7	71.7	27.3	27.3	27.3	13.7	13.7	13.7	12.6	12.6	12.6
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	71.7	71.7	71.7	27.3	27.3	27.3	13.7	13.7	13.7	12.6	12.6	12.6
LOS by Move:	F	F	F	D	D	D	B	B	B	B	B	B
ApproachDel:	71.7			27.3			13.7			12.6		
Delay Adj:	1.00			1.00			1.00			1.00		
ApprAdjDel:	71.7			27.3			13.7			12.6		
LOS by Appr:	F			D			B			B		
AllWayAvgQ:	10.8	10.8	10.8	3.1	3.1	3.1	0.5	0.5	0.5	0.3	0.3	0.3

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

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #9013 Princevalle / Tenth

Cycle (sec):	60	Critical Vol./Cap.(X):	0.421
Loss Time (sec):	6	Average Delay (sec/veh):	9.2
Optimal Cycle:	23	Level Of Service:	A

Street Name:	Princevalle St.						Tenth St.					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	0	1 0	1 0	0	1 0	1 0	1	0 1	1 0	1	0 1
Volume Module: PM Peak Hour												
Base Vol:	114	101	73	102	117	16	14	375	14	79	536	126
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	114	101	73	102	117	16	14	375	14	79	536	126
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	114	101	73	102	117	16	14	375	14	79	536	126
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	114	101	73	102	117	16	14	375	14	79	536	126
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	114	101	73	102	117	16	14	375	14	79	536	126
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	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	0.58	0.42	1.00	0.88	0.12	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1750	1045	755	1750	1583	217	1750	1900	1750	1750	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.07	0.10	0.10	0.06	0.07	0.07	0.01	0.20	0.01	0.05	0.28	0.07
Crit Moves:		****									****	
Green Time:	13.8	13.8	13.8	13.8	13.8	13.8	40.2	40.2	40.2	40.2	40.2	40.2
Volume/Cap:	0.28	0.42	0.42	0.25	0.32	0.32	0.01	0.29	0.01	0.07	0.42	0.11
Uniform Del:	19.0	19.7	19.7	18.9	19.2	19.2	3.3	4.1	3.3	3.4	4.5	3.5
IncremntDel:	0.4	0.7	0.7	0.3	0.5	0.5	0.0	0.1	0.0	0.0	0.2	0.0
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	19.4	20.4	20.4	19.2	19.7	19.7	3.3	4.2	3.3	3.4	4.8	3.6
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:	19.4	20.4	20.4	19.2	19.7	19.7	3.3	4.2	3.3	3.4	4.8	3.6
LOS by Move:	B-	C+	C+	B-	B-	B-	A	A	A	A	A	A
HCM2kAvgQ:	2	3	3	2	2	2	0	3	0	1	5	1

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

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Base Volume Alternative)

Intersection #9017 Thomas / Luchessa

Cycle (sec):	100	Critical Vol./Cap.(X):	1.138
Loss Time (sec):	0	Average Delay (sec/veh):	64.7
Optimal Cycle:	0	Level Of Service:	F

Street Name:	Thomas Rd.						Luchessa Ave.					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	1! 0	0	0 0	0 0	0	0 0	1 0	1	0 1	0 0	0
Volume Module: PM Peak Hour												
Base Vol:	28	0	297	0	0	0	0	180	24	467	297	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:	28	0	297	0	0	0	0	180	24	467	297	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	28	0	297	0	0	0	0	180	24	467	297	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	28	0	297	0	0	0	0	180	24	467	297	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	28	0	297	0	0	0	0	180	24	467	297	0
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.09	0.00	0.91	0.00	0.00	0.00	0.00	1.00	1.00	0.61	0.39	0.00
Final Sat.:	55	0	588	0	0	0	0	565	635	410	261	0
Capacity Analysis Module:												
Vol/Sat:	0.51	xxxx	0.51	xxxx	xxxx	xxxx	xxxx	0.32	0.04	1.14	1.14	xxxx
Crit Moves:	****							****		****		
Delay/Veh:	13.9	0.0	13.9	0.0	0.0	0.0	0.0	11.7	8.4	100.5	100	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	13.9	0.0	13.9	0.0	0.0	0.0	0.0	11.7	8.4	100.5	100	0.0
LOS by Move:	B	*	B	*	*	*	*	B	A	F	F	*
ApproachDel:	13.9			xxxxxx			11.3			100.5		
Delay Adj:	1.00			xxxxx			1.00			1.00		
ApprAdjDel:	13.9			xxxxxx			11.3			100.5		
LOS by Appr:	B			*			B			F		
AllWayAvgQ:	1.0	1.0	1.0	0.0	0.0	0.0	0.0	0.4	0.0	17.2	17.2	17.2

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

Level Of Service Computation Report
2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #9018 Princevalle / Luchessa

Average Delay (sec/veh): 3.4 Worst Case Level Of Service: D[25.8]

Street Name:	Princevalle St.						Luchessa Ave.					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Rights:	Include			Include			Include			Include		
Lanes:	0 0 0	0 0		1 0	0 0	1	0 1	0 0	0	0 0	0 1	0
Volume Module: PM Peak Hour												
Base Vol:	0	0	0	72	0	93	65	413	0	0	671	107
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	72	0	93	65	413	0	0	671	107
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	72	0	93	65	413	0	0	671	107
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	0	0	72	0	93	65	413	0	0	671	107
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	6.4	xxxx	6.2	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx
FollowUpTim:	xxxxx	xxxx	xxxxx	3.5	xxxx	3.3	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	1268	xxxx	725	778	xxxx	xxxxx	xxxx	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	xxxxx	188	xxxx	429	848	xxxx	xxxxx	xxxx	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	xxxxx	177	xxxx	429	848	xxxx	xxxxx	xxxx	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	xxxx	0.41	xxxx	0.22	0.08	xxxx	xxxx	xxxx	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	1.8	xxxx	0.8	0.2	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	38.8	xxxx	15.7	9.6	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	E	*	C	A	*	*	*	*	*
Movement:	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	0.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	9.6	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	A	*	*	*	*	*
ApproachDel:	xxxxxx			25.8			xxxxxx			xxxxxx		
ApproachLOS:	*			D			*			*		

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

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #9019 Monterey / Luchessa

Cycle (sec):	90	Critical Vol./Cap.(X):	0.627
Loss Time (sec):	12	Average Delay (sec/veh):	28.0
Optimal Cycle:	50	Level Of Service:	C

Street Name:	Monterey Rd.						Luchessa Ave.					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:		Ovl			Ovl			Ovl			Ovl	
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	2 0 1	1	0	2 0 1	1	0	1 0 1	1	0	0 1 0
Volume Module:	PM Peak Hour											
Base Vol:	356	281	138	35	275	180	128	152	218	285	258	92
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:	356	281	138	35	275	180	128	152	218	285	258	92
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:	356	281	138	35	275	180	128	152	218	285	258	92
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	356	281	138	35	275	180	128	152	218	285	258	92
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	356	281	138	35	275	180	128	152	218	285	258	92
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	0.95	0.95
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	1.00	1.00	1.00	0.74	0.26
Final Sat.:	1750	3800	1750	1750	3800	1750	1750	1900	1750	1750	1327	473
Capacity Analysis Module:												
Vol/Sat:	0.20	0.07	0.08	0.02	0.07	0.10	0.07	0.08	0.12	0.16	0.19	0.19
Crit Moves:	****				****		****				****	
Green Time:	29.2	31.2	56.9	8.4	10.4	20.9	10.5	12.7	41.9	25.8	27.9	36.3
Volume/Cap:	0.63	0.21	0.12	0.21	0.63	0.44	0.63	0.57	0.27	0.57	0.63	0.48
Uniform Del:	25.8	20.8	6.6	37.7	38.0	29.6	37.9	36.1	14.7	27.4	26.6	19.9
IncremntDel:	2.2	0.1	0.1	0.7	2.9	0.8	6.1	2.9	0.2	1.6	2.3	0.5
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	28.0	20.9	6.7	38.4	40.8	30.4	43.9	39.0	14.9	28.9	28.8	20.4
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:	28.0	20.9	6.7	38.4	40.8	30.4	43.9	39.0	14.9	28.9	28.8	20.4
LOS by Move:	C	C+	A	D+	D	C	D	D	B	C	C	C+
HCM2kAvgQ:	10	3	2	1	5	5	5	5	4	8	9	8

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

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #9001 Santa Teresa / Fitzgerald

Cycle (sec):	70	Critical Vol./Cap.(X):	0.466
Loss Time (sec):	12	Average Delay (sec/veh):	21.0
Optimal Cycle:	49	Level Of Service:	C+

Street Name:	Santa Teresa Blvd						Fitzgerald Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	1 0	1	1 0	0 1	0	0 0	1! 0	0	0 0	1! 0	0
Volume Module:AM Peak Hour												
Base Vol:	5	380	459	15	197	2	4	4	5	222	6	18
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:	5	380	459	15	197	2	4	4	5	222	6	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:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	5	380	459	15	197	2	4	4	5	222	6	18
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	5	380	459	15	197	2	4	4	5	222	6	18
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	5	380	459	15	197	2	4	4	5	222	6	18
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.00	1.00	1.00	0.99	0.01	0.31	0.31	0.38	0.91	0.02	0.07
Final Sat.:	1900	1900	1900	1900	1881	19	585	585	731	1715	46	139
Capacity Analysis Module:												
Vol/Sat:	0.00	0.20	0.24	0.01	0.10	0.10	0.01	0.01	0.01	0.13	0.13	0.13
Crit Moves:			****	****				****			****	
Green Time:	13.9	26.7	26.7	7.0	19.8	19.8	10.0	10.0	10.0	14.3	14.3	14.3
Volume/Cap:	0.01	0.52	0.63	0.08	0.37	0.37	0.05	0.05	0.05	0.63	0.63	0.63
Uniform Del:	22.6	16.7	17.7	28.6	20.1	20.1	25.9	25.9	25.9	25.5	25.5	25.5
IncremntDel:	0.0	0.7	1.8	0.2	0.4	0.4	0.1	0.1	0.1	3.4	3.4	3.4
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	22.6	17.5	19.5	28.8	20.5	20.5	26.0	26.0	26.0	28.9	28.9	28.9
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:	22.6	17.5	19.5	28.8	20.5	20.5	26.0	26.0	26.0	28.9	28.9	28.9
LOS by Move:	C+	B	B-	C	C+	C+	C	C	C	C	C	C
HCM2kAvgQ:	0	7	9	0	4	4	0	0	0	6	6	6

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

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Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Base Volume Alternative)

Intersection #9009 Uvas Park / Miller

Cycle (sec):	100	Critical Vol./Cap.(X):	0.832
Loss Time (sec):	0	Average Delay (sec/veh):	23.4
Optimal Cycle:	0	Level Of Service:	C

Street Name:	Uvas Park Dr.						Miller Ave.					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	0 1	0	0 0	1! 0	0	0 0	1! 0	0	0 0	1! 0	0
Volume Module: PM Peak Hour												
Base Vol:	156	445	10	13	325	122	52	27	102	12	79	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:	156	445	10	13	325	122	52	27	102	12	79	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:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	164	468	11	14	342	128	55	28	107	13	83	28
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	164	468	11	14	342	128	55	28	107	13	83	28
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	164	468	11	14	342	128	55	28	107	13	83	28
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.98	0.02	0.03	0.71	0.26	0.29	0.15	0.56	0.10	0.67	0.23
Final Sat.:	532	563	13	17	431	162	142	74	279	47	309	106
Capacity Analysis Module:												
Vol/Sat:	0.31	0.83	0.83	0.79	0.79	0.79	0.38	0.38	0.38	0.27	0.27	0.27
Crit Moves:		****			****		****				****	
Delay/Veh:	12.3	31.3	31.3	26.2	26.2	26.2	13.2	13.2	13.2	12.2	12.2	12.2
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	12.3	31.3	31.3	26.2	26.2	26.2	13.2	13.2	13.2	12.2	12.2	12.2
LOS by Move:	B	D	D	D	D	D	B	B	B	B	B	B
ApproachDel:	26.5			26.2			13.2			12.2		
Delay Adj:	1.00			1.00			1.00			1.00		
ApprAdjDel:	26.5			26.2			13.2			12.2		
LOS by Appr:	D			D			B			B		
AllWayAvgQ:	0.4	3.6	3.6	3.0	3.0	3.0	0.5	0.5	0.5	0.3	0.3	0.3

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

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Level Of Service Computation Report
FHWA Roundabout Method (Base Volume Alternative)

Intersection #9017 Thomas / Luchessa

Average Delay (sec/veh): 6.6 Level Of Service: A

Street Name:	Thomas Rd.						Luchessa Ave.					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Yield Sign			Yield Sign			Yield Sign			Yield Sign		
Lanes:	1			0			1			1		
Volume Module:AM Peak Hour												
Base Vol:	113	0	429	0	0	0	0	274	98	404	193	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:	113	0	429	0	0	0	0	274	98	404	193	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	113	0	429	0	0	0	0	274	98	404	193	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	113	0	429	0	0	0	0	274	98	404	193	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	113	0	429	0	0	0	0	274	98	404	193	0
PCE Module:												
AutoPCE:	113	0	429	0	0	0	0	274	98	404	193	0
TruckPCE:	0	0	0	0	0	0	0	0	0	0	0	0
ComboPCE:	0	0	0	0	0	0	0	0	0	0	0	0
BicyclePCE:	0	0	0	0	0	0	0	0	0	0	0	0
AdjVolume:	113	0	429	0	0	0	0	274	98	404	193	0
Delay Module: >> Time Period: 0.25 hours <<												
CircVolume:	274			710			404			113		
MaxVolume:	1052			xxxxxx			982			1139		
PedVolume:	0			0			0			0		
AdjMaxVol:	1052			xxxxxx			982			1139		
ApproachVol:	542			xxxxxx			372			597		
ApproachV/C:	0.52			1.00			0.38			0.52		
ApproachDel:	7.0			xxxxxx			5.9			6.6		
ApproachLOS:	A			*			A			A		
Queue:	3.0			xxxx			1.8			3.2		

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #9001 Santa Teresa / Fitzgerald

Cycle (sec):	80	Critical Vol./Cap.(X):	0.582
Loss Time (sec):	12	Average Delay (sec/veh):	29.6
Optimal Cycle:	49	Level Of Service:	C

Street Name:	Santa Teresa Blvd						Fitzgerald Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	1 0	1	1 0	0 1	0	0 0	0 1	0	0 0	1! 0	0
Volume Module:PM Peak Hour												
Base Vol:	8	223	223	21	389	0	0	10	11	494	8	20
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	223	223	21	389	0	0	10	11	494	8	20
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:	8	223	223	21	389	0	0	10	11	494	8	20
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	8	223	223	21	389	0	0	10	11	494	8	20
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	8	223	223	21	389	0	0	10	11	494	8	20
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.00	1.00	1.00	1.00	0.00	0.00	0.48	0.52	0.95	0.01	0.04
Final Sat.:	1900	1900	1900	1900	1900	0	0	905	995	1798	29	73
Capacity Analysis Module:												
Vol/Sat:	0.00	0.12	0.12	0.01	0.20	0.00	0.00	0.01	0.01	0.27	0.27	0.27
Crit Moves:	****				****			****			****	
Green Time:	7.0	16.9	16.9	11.8	21.8	0.0	0.0	10.0	10.0	29.2	29.2	29.2
Volume/Cap:	0.05	0.55	0.55	0.07	0.75	0.00	0.00	0.09	0.09	0.75	0.75	0.75
Uniform Del:	33.4	28.2	28.2	29.4	26.6	0.0	0.0	31.0	31.0	22.2	22.2	22.2
IncremntDel:	0.1	1.7	1.7	0.1	6.1	0.0	0.0	0.2	0.2	4.6	4.6	4.6
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	0.00	0.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	33.6	29.9	29.9	29.5	32.8	0.0	0.0	31.1	31.1	26.8	26.8	26.8
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:	33.6	29.9	29.9	29.5	32.8	0.0	0.0	31.1	31.1	26.8	26.8	26.8
LOS by Move:	C-	C	C	C	C-	A	A	C	C	C	C	C
HCM2kAvgQ:	0	6	6	0	11	0	0	1	1	13	13	13

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

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Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Base Volume Alternative)

Intersection #9009 Uvas Park / Miller

Cycle (sec):	100	Critical Vol./Cap.(X):	0.808
Loss Time (sec):	0	Average Delay (sec/veh):	19.5
Optimal Cycle:	0	Level Of Service:	C

Street Name:	Uvas Park Dr.						Miller Ave.					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	0 1	0	0 0	1! 0	0	0 0	1! 0	0	0 0	1! 0	0
Volume Module:AM Peak Hour												
Base Vol:	108	253	12	12	392	59	36	67	164	56	123	25
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	108	253	12	12	392	59	36	67	164	56	123	25
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	108	253	12	12	392	59	36	67	164	56	123	25
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	108	253	12	12	392	59	36	67	164	56	123	25
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	108	253	12	12	392	59	36	67	164	56	123	25
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.95	0.05	0.02	0.85	0.13	0.13	0.25	0.62	0.27	0.61	0.12
Final Sat.:	472	484	23	15	485	73	69	128	314	128	282	57
Capacity Analysis Module:												
Vol/Sat:	0.23	0.52	0.52	0.81	0.81	0.81	0.52	0.52	0.52	0.44	0.44	0.44
Crit Moves:		****			****				****		****	
Delay/Veh:	12.0	15.9	15.9	28.1	28.1	28.1	15.1	15.1	15.1	14.2	14.2	14.2
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	12.0	15.9	15.9	28.1	28.1	28.1	15.1	15.1	15.1	14.2	14.2	14.2
LOS by Move:	B	C	C	D	D	D	C	C	C	B	B	B
ApproachDel:	14.8			28.1			15.1			14.2		
Delay Adj:	1.00			1.00			1.00			1.00		
ApprAdjDel:	14.8			28.1			15.1			14.2		
LOS by Appr:	B			D			C			B		
AllWayAvgQ:	0.3	0.9	0.9	3.0	3.0	3.0	0.8	0.8	0.8	0.6	0.6	0.6

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

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Level Of Service Computation Report
FHWA Roundabout Method (Base Volume Alternative)

Intersection #9017 Thomas / Luchessa

Average Delay (sec/veh): 6.9 Level Of Service: A

Street Name:	Thomas Rd.						Luchessa Ave.					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Yield Sign			Yield Sign			Yield Sign			Yield Sign		
Lanes:	1			0			1			1		
Volume Module:PM Peak Hour												
Base Vol:	28	0	297	0	0	0	0	180	24	467	297	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:	28	0	297	0	0	0	0	180	24	467	297	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	28	0	297	0	0	0	0	180	24	467	297	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	28	0	297	0	0	0	0	180	24	467	297	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	28	0	297	0	0	0	0	180	24	467	297	0
PCE Module:												
AutoPCE:	28	0	297	0	0	0	0	180	24	467	297	0
TruckPCE:	0	0	0	0	0	0	0	0	0	0	0	0
ComboPCE:	0	0	0	0	0	0	0	0	0	0	0	0
BicyclePCE:	0	0	0	0	0	0	0	0	0	0	0	0
AdjVolume:	28	0	297	0	0	0	0	180	24	467	297	0
Delay Module: >> Time Period: 0.25 hours <<												
CircVolume:	180			792			467			28		
MaxVolume:	1103			xxxxxx			948			1185		
PedVolume:	0			0			0			0		
AdjMaxVol:	1103			xxxxxx			948			1185		
ApproachVol:	325			xxxxxx			204			764		
ApproachV/C:	0.29			1.00			0.22			0.64		
ApproachDel:	4.6			xxxxxx			4.8			8.4		
ApproachLOS:	A			*			A			A		
Queue:	1.2			xxxx			0.8			5.0		

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Attachment C: Trip Generation Comparison Table for General Office and Commercial Land Uses

Trip Generation Comparison Table for General Office and Commercial Land Uses

CPB Land Use	Size	ITE Code	Trip Generation[1]		
			Daily	AM Peak Hour	PM Peak Hour
Fitted Curve Estimate					
General Office [A]	4,000 sq. ft	710	47	30	5
Commercial [B]	4,000 sq. ft	820	674	154	50
2022 CPB Traffic Study Estimate[2]					
General Office [C]			39	5	5
Commercial [D]			151	4	15
Difference					
General Office [E] = [A] - [C]			8	25	0
Commercial [F] = [B] - [D]			523	150	35

Notes:

1. Use Institute of Transportation Engineers (ITE) Trip Generation Manual 10th Edition rates.
2. From Attachment 1 of *Glen Loma Ranch – Current Projected Buildout*, May 26, 2022. Average rates are used for non-residential land use.

Source: Fehr & Peers, 2023.