

425 Winchester Boulevard Hotel

Local Transportation Analysis Final Submittal

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Prepared for



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EXECUTIVE SUMMARY

This transportation study evaluates transportation operations and site circulation conditions for the proposed 425 Winchester Boulevard project in the City of San José. The project site is in the City's Santana Row / Valley Fair Urban Village area located at the northwest corner of Winchester Boulevard and Olin Avenue. The project proposes to demolish the existing 425 Winchester gas station and construct a 176-room hotel totaling up to 90,917 gross square-feet and up to 45 on-site vehicle parking spaces in an underground garage.

The potential adverse effects of the project were evaluated in accordance with the standards and methodologies set forth by the City of San José. Based on the City of San Jose's Transportation Analysis Policy (Policy 5-1) and the Transportation Analysis Handbook 2020, the transportation analysis report for the project includes a CEQA transportation analysis (TA) and a local transportation analysis (LTA). The CEQA transportation analysis comprises an evaluation of Vehicle Miles Traveled (VMT) which is defined in Chapter 1. The LTA supplements the CEQA transportation analysis by identifying transportation operational issues via an evaluation of weekday AM and PM peak-hour traffic conditions for nine (9) study intersections near the project site. The LTA also includes an analysis of site access, on-site circulation, parking, vehicle queuing, and effects to transit, bicycle, and pedestrian access.

CEQA Transportation Analysis

Project Vehicle Miles Traveled (VMT) Evaluation

Per City guidelines, the hotel component meets the screening criteria for VMT analysis exemption. The proposed 176-room hotel would generate daily vehicle trips equivalent to the daily vehicle trips generated from a 25,820 square-foot strip retail plaza. The equivalent total gross floor area of local serving retail is less than 100,000 square feet and would meet the City's screening criteria for VMT analysis exemption.

Local Transportation Analysis

Project Trip Generation

Trip generation for the proposed project land uses was calculated using trip generation rates from the Institute of Transportation Engineers (ITE) *Trip Generation Manual, 11th Edition*. Per the 2020 *Transportation Analysis Handbook*, trip generation reduction credits were applied to the project including location-based mode-share and removal of existing driveway counts. Baseline vehicle trips for the proposed project (excluding trip adjustments) is anticipated to generate a gross total of 1,406 daily trips, 81 AM peak hour trips, and 104 PM peak hour vehicle trips. Development of the proposed project with all applicable trip reductions is anticipated to generate a net total of 1,094 additional daily trips, 63 AM, and 73 PM peak hour trips to the roadway network.

Intersection Traffic Operations

Weekday AM and PM peak hour intersection turning movement volumes for the existing study intersections were obtained from new turning movement counts collected at the study intersections on February 15, 2023. Traffic conditions for each study intersection was analyzed during the 7:00 – 9:00 AM and 4:00 – 6:00 PM peak hours of traffic which represent the most heavily congested traffic on a typical weekday. The study intersections were assessed under Existing, Background, and Background Plus Project condition scenarios. City of San José and Valley Transportation Authority Congestion

Management Program intersection level of service standards and significance thresholds were used to determine adverse effects caused by the project.

Adverse Effects and Improvements

The project is not anticipated to generate an adverse effect to the study intersections and roadways during the Project scenario.

Per City request to improve multi-modal access, the project would need to coordinate with the City and implement the following improvement:

- Install a crosswalk at the Winchester/Olin north intersection leg. A signal modification will be required to implement the installed pedestrian crosswalk. In coordination with City staff, this improvement would consist of new striping, a pedestrian button relocation, and a 6-foot wide half-bulbous curb extension along Olin Avenue at the project frontage.
- Provide a monetary contribution for an in-lieu fee for future Class IV protected bike lane implementation along the Winchester Boulevard project frontage per the CSJ Better Bike Plan 2025 (\$144 per LF)

The project is located in the I-280/Winchester Boulevard Interchange Transportation Development Policy. The TDP is based on gross PM vehicle trips generated by the project. From trip generation estimates, the project would be adding gross PM vehicle trips to the transportation network; therefore, a TDP fee would apply for the project. The project would contribute up to 7 PM trips applicable for traffic fees.

Vehicle Site Access and Circulation

The 425 Winchester project provides on-site parking spaces at the basement level parking garage which is accessed by 22-foot-wide drive aisles and a driveway on Olin Avenue. The parking garage will be accessed by valet attendants to provide reserved parking spaces for hotel guests. A 23-foot-wide driveway is also provided along Winchester Boulevard for delivery truck vehicles.

Passenger vehicle access to the project is provided by the port-de-conche along the Olin Avenue frontage and an underground parking garage for valet storage. It is anticipated that the proposed valet operations on-site would provide sufficient storage capacity and not conflict with existing traffic conditions on Olin Avenue.

The proposed driveway locations optimize sight distance and spacing for the proposed site plan. Passenger vehicles, delivery trucks, refuse, and emergency vehicles are able to circulate within the project site without conflict.

Pedestrian and Bicycle Site Access and Circulation

Existing sidewalks along the project frontages on Winchester Boulevard and Olin Avenue would be reconstructed to provide direct bicycle and pedestrian access per the project site plan and the Winchester Boulevard Phase 3 Planline. Winchester Boulevard will be improved with hardscape improvements per the adopted Urban Village Plan to satisfy the Grand Boulevard design as designated per the Envision San Jose 2040 General Plan. The project is anticipated to add pedestrian and bicycle trips across the Winchester Boulevard and Olin Avenue intersection due to proximity to Santana Row.

Per City request to improve multi-modal access, the project would need to coordinate with the City and implement the following improvement:

- Install a crosswalk at the Winchester/Olin north intersection leg. A signal modification will be required to implement the installed pedestrian crosswalk. In coordination with City staff, this improvement would consist of new striping, a pedestrian button relocation, and a 6-foot wide half-bulbous curb extension along Olin Avenue at the project frontage.
- Provide a monetary contribution for an in-lieu fee for future Class IV protected bike lane implementation along the Winchester Boulevard project frontage per the CSJ Better Bike Plan 2025 (\$144 per LF)

TDM and On-Site Vehicle and Bicycle Parking

In December 2022, the City Council approved an ordinance amending Title 20 of the San Jose Municipal code (Subject PP22-015). Under the approved ordinance update, mandatory parking requirements are eliminated throughout the City to help achieve the Envision San Jose 2040 climate goals. In addition, TDM plans may be required in the development process to complement the removal of parking minimums and identify specific measures to improve multi-modal transportation (transit, walking, biking, etc.).

The project will implement TDM measures and have a special use permit to allow for an alternative parking arrangement of valet and additional off-site parking in another area. Final details of the off-site parking agreement will be determined between the project applicant, the Santana West development, and the City. A draft TDM plan was prepared following the methodology and framework from the approved ordinance amending Title 20 of the San Jose Municipal code (Subject PP22-015), updated municipal code, and updated guidelines in the Transportation Analysis Handbook. With approval of TDM and the special use permit for off-site parking, the project site plan is anticipated to provide sufficient parking.

Transit Site Access and Circulation

The study area is served by Frequent Bus Route 23 and 60 as well as Rapid Bus Route 523 in the VTA system which provide local and regional bus service for commuters between San José downtown and major transit destinations in Santa Clara County. Transit stops are located within walking a 2,000-foot walking distance from the project site at the Stevens Creek Boulevard / Winchester Boulevard and Winchester Boulevard / Olsen Drive intersections.

The project is not anticipated to generate an adverse effect to the existing transit network.

Neighborhood Interface

The Santana West development has implemented traffic calming improvements for the Century/Winchester residential neighborhood to reduce cut-through traffic. Based on trip generation and distribution, it is anticipated that the project will not significantly increase cut-through traffic through the residential neighborhood and cause an adverse effect. In addition, the project is not anticipated to adversely affect the existing parking condition in the Century/Winchester neighborhood due to sufficient project parking. To further mitigate potential neighborhood cut-through traffic, the project would implement the following additional measures:

- Install left-turn only signage at the Olin egress driveway to discourage outbound vehicle trips from turning right and cutting through the neighborhood
- Contribute a fair-share to fund future off-site traffic calming improvements consistent with after-study analysis results

1 INTRODUCTION

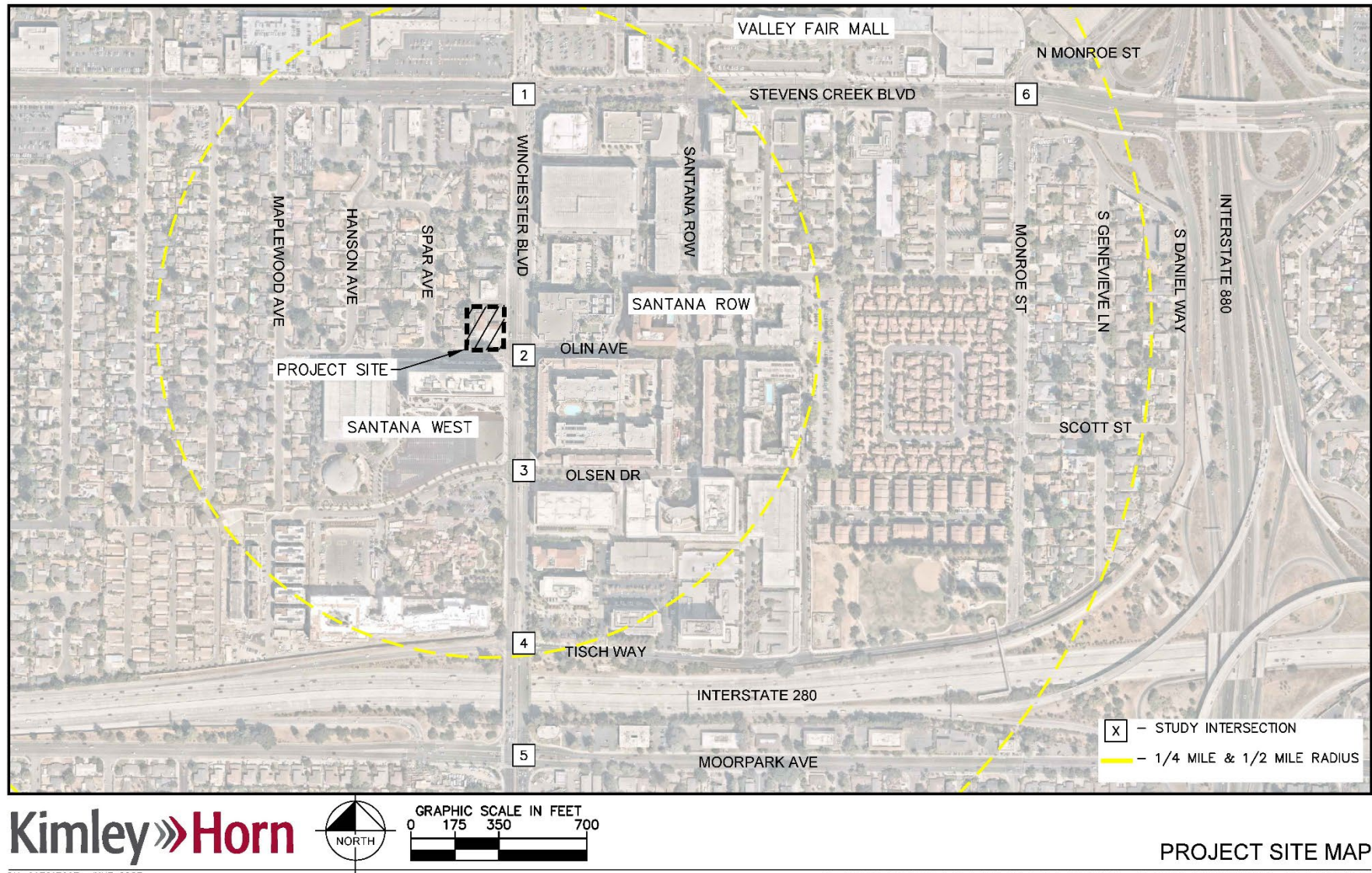
1.1 Project Description

This transportation analysis (TA) report evaluates transportation operations and site circulation conditions for the proposed 425 Winchester Boulevard project in the City of San José. The project site is in the City's Santana Row / Valley Fair Urban Village area located at the northwest corner of Winchester Boulevard and Olin Avenue. The project proposes to demolish the existing 425 Winchester gas station and construct a 176-room hotel totaling up to 90,917 gross square-feet and up to 45 on-site vehicle parking spaces in an underground garage.

An overview map locating the project site is shown in **Figure 1**. Kimley-Horn was retained by KT Urban to provide a traffic operations analysis for the proposed project based on the scope of work approved by the City of San José.

Based on the recently adopted Transportation Impact Council Policy 5-1, the project will require preparation of a comprehensive Transportation Analysis (TA) per the 2020 San Jose Transportation Analysis Handbook. This TA report evaluates several project and transportation criteria including intersection operations, project trip generation, trip distribution, site access and circulation, sight distance, vehicle queuing, parking, bicycle, pedestrian, and transit facilities, and vehicle miles traveled (VMT).

Figure 1: Project Site Map



1.2 CEQA Transportation Analysis Scope

The California Environmental Quality Act (CEQA) was enacted in 1970 to ensure environmental protection through review of discretionary actions approved by all public agencies. For the City of San Jose, a CEQA transportation analysis requires an evaluation of a project's potential impacts related to VMT and other significance criteria per CEQA and Senate Bill 743.

VMT is defined as the total miles of travel by a personal motorized vehicle a project is expected to generate in a day. VMT is calculated using the Origin-Destination VMT method which measures the full distance of personal motorized vehicle-trips with one end within the project. A project's VMT is compared to the appropriate thresholds of significance based on the project location and type of development. For a residential project, the project's VMT is divided by the number of residents expected to occupy the project to determine the VMT per capita. For an office or industrial project, the project's VMT is divided by the number of employees to determine the VMT per employee. The project's VMT is then compared to the VMT thresholds of significance established based on the average area VMT. A project located in a downtown area is expected to have a lower project VMT than the average area VMT, while a project located in a suburban area is expected to have a higher project VMT than the average area VMT.

Screening Criteria

The Transportation Analysis Handbook 2020 includes screening criteria for projects that are expected to result in less-than-significant VMT impacts. Projects that meet the screening criteria do not require a CEQA transportation analysis but may be required to provide a Local Transportation Analysis (LTA).

Based on the City's initial review, the retail square footage would meet the screening criteria for VMT analysis exemption as a local-serving retail with 100,000 square feet of total gross floor area or less without drive-through operations. Therefore, a CEQA Transportation analysis will not be required. However, the project must perform a Local Transportation Analysis to identify operational issues that may arise due to the project.

VMT Analysis Methodology

The City has developed the San Jose VMT Evaluation Tool to streamline the analysis for residential, office, and industrial projects with local traffic to determine whether a project would result in CEQA transportation impacts related to VMT. The City's Travel Demand Model can also be used to determine project VMT for non-residential or non-office projects, very large projects, or projects that can potentially shift travel patterns.

For informational purposes only, the San Jose VMT Evaluation Tool was used to verify the project's VMT from the project's description, location, and land use attributes.

The project's VMT was compared to the City's existing level VMT and VMT thresholds of significance as established in Council Policy 5.1. Project VMT that exceeds the thresholds of significance will need to mitigate its CEQA transportation impact by implementing various VMT reduction strategies described below.

1. Project characteristics (e.g., density, diversity of uses, design, and affordability of housing) that encourage walking, biking and transit uses.

2. Multimodal network improvements that increase accessibility for transit users, bicyclists, and pedestrians,
3. Parking measures that discourage personal motorized vehicle-trips, and
4. Transportation demand management (TDM) measures that provide incentives and services to encourage alternatives to personal motorized vehicle-trips.

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

City of San Jose VMT Threshold

The thresholds of significance for development projects, as established in the Transportation Analysis Policy are based on the existing citywide average VMT level for residential uses and the existing regional average VMT level for employment uses. **Table 1** summarizes the City VMT thresholds of significance for development projects. For residential developments, project generated VMT that exceeds the existing citywide average VMT per capita minus fifteen (15) percent will create a significant adverse impact. For office developments, project generated VMT that exceeds the existing regional average VMT per employee minus fifteen (15) percent will also create a significant adverse impact.

Figure 2 and **Figure 3** shows San Jose heat maps identifying existing level VMT per capita for residential uses and VMT per employee for office and industrial uses in the city. Developments in green-colored areas are estimated to have VMT levels below the City's threshold of significance while orange and pink-colored areas are estimated to have VMT levels above the threshold of significance.

Table 1: City of San Jose VMT Thresholds of Significance

Project Type	Significance Criteria	Current VMT Level	VMT Threshold
Residential Uses	Project VMT per capita exceeds existing citywide average VMT per capita minus 15 percent, or existing regional average VMT per capita minus 15 percent, whichever is lower.	11.91 VMT per Capita (Citywide Average)	10.12 VMT per Capita
General Employment Uses	Project VMT per employee exceeds existing regional average VMT per employee minus 15 percent.	14.37 VMT per employee (Regional Average)	12.21 VMT per employee
Industrial Employment Uses	Project VMT per employee exceeds existing regional average VMT per employee.	14.37 VMT per employee (Regional Average)	14.37 VMT per employee
Retail / Hotel / School Uses	Net increase in existing regional total VMT.	Regional Total VMT	Net Increase
Public / Quasi-Public Uses	In accordance with most appropriate type(s) as determined by Public Works Director.	Appropriate levels listed above	Appropriate thresholds listed above
Mixed Uses	Evaluate each land use component of a mixed-use project independently, and apply the threshold of significance for each land use type included.	Appropriate levels listed above	Appropriate thresholds listed above
Change of Use / Additions to Existing Development	Evaluate the full site with the change of use or additions to existing development, and apply the threshold of significance for each project type included.	Appropriate levels listed above	Appropriate thresholds listed above
Area Plans	Evaluate each land use component of the Area Plan independently, and apply the threshold of significance for each land use type included.	Appropriate levels listed above	Appropriate thresholds listed above
Notes:			
VMT thresholds based on City of San Jose, 2018 Transportation Analysis Handbook, Table 2.			

Figure 2: VMT Per Capita Heat Map for Residential Uses

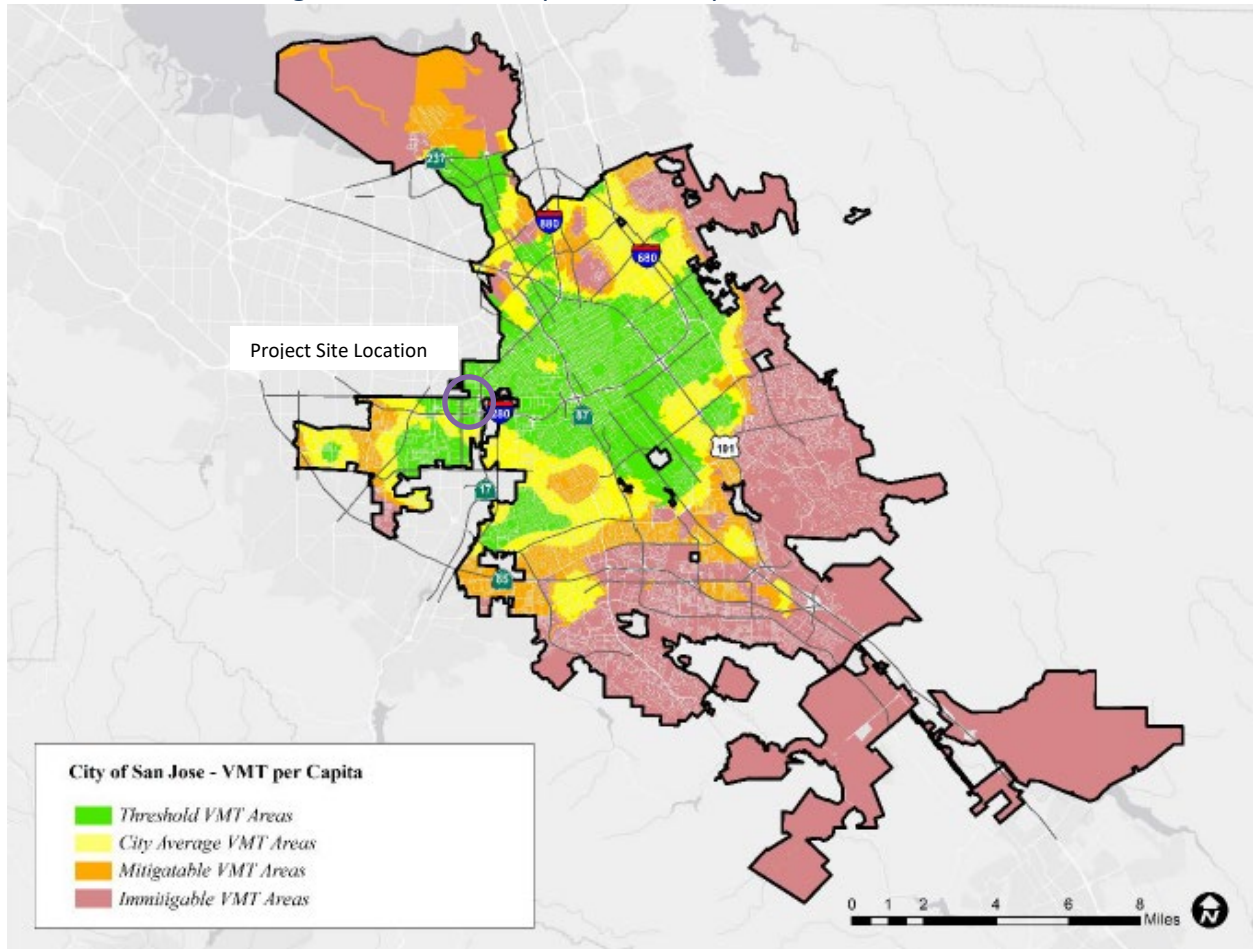
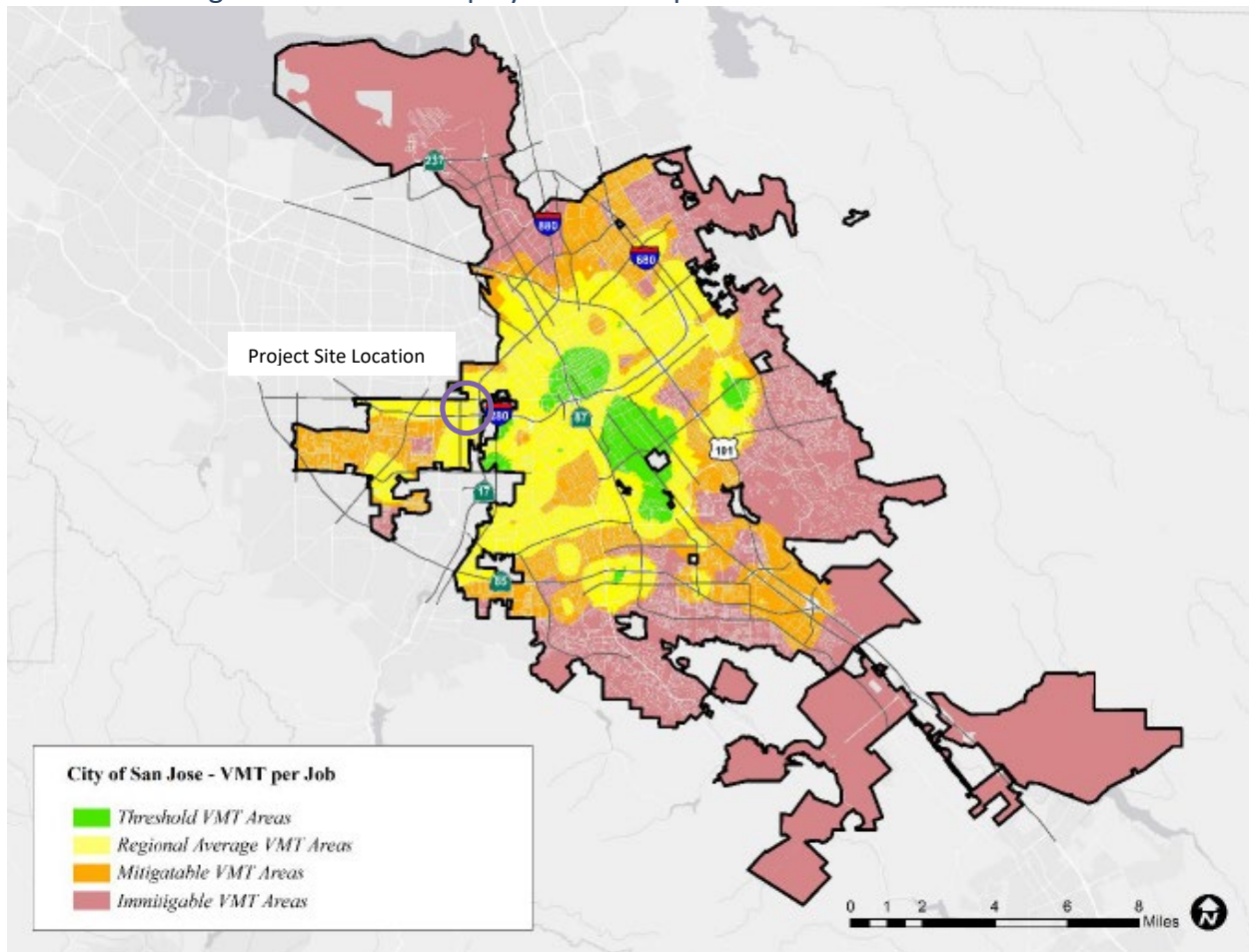


Figure 3: VMT Per Employee Heat Map for Office and Industrial Uses



1.3 Local Transportation Analysis Scope

A Local Transportation Analysis (LTA) evaluates the effects of a development project on transportation, access, circulation, and related safety elements in the proximate area of the project. An LTA also establishes consistency with the General Plan policies and goals through the following three objectives:

1. Ensures that a local transportation system is appropriate for serving the types, characteristics, and intensity of the surrounding land uses.
2. Encourages projects to reduce personal motorized vehicle-trips and increase alternative transportation mode share.
3. Addresses issues related to operation and safety for all transportation modes, with trade-offs guided by the General Plan street typology.

For this project, the LTA was assessed per the guidelines established in the 2020 San Jose Transportation Analysis Handbook and Transportation Analysis Workslope for 425 Winchester Boulevard Hotel dated February 24, 2023.

The LTA study to identify potential traffic adverse effects was evaluated per the standards and guidelines set forth by the City of San Jose and the Santa Clara Valley Transportation Authority (VTA) which administers the County Congestion Management Program (CMP). A project is required to conduct

an intersection operations analysis if the project is expected to add ten (10) or more vehicle trips per peak hour per lane to a signalized intersection that is located within half a mile of the project site. Study intersections for the project were selected in consultation with City staff and in accordance with the VTA's TIA Guidelines. The following nine (9) intersections studied in this TA are listed below.

1. Winchester Boulevard / Stevens Creek Boulevard (CMP)
2. Winchester Boulevard / Olin Avenue
3. Winchester Boulevard / Olsen Drive
4. Winchester Boulevard / Tisch Way / I-280 NB On-Ramp
5. Winchester Boulevard / Moorpark Avenue
6. Stevens Creek Boulevard / Monroe Street

Study Scenarios

Traffic conditions for each study intersection were analyzed during the 7:00 – 9:00 AM and 4:00 – 6:00 PM peak hours of traffic which represent the most heavily congested traffic on a typical weekday. The study intersections were assessed under the following study scenarios.

- **Existing Conditions:** Existing AM and PM peak-hour traffic volumes, intersection geometry, and traffic control with new 2023 turning movement counts conducted at the study intersections.
- **Background Conditions:** Peak-hour traffic volumes based on Existing conditions and adding City Approved Trip Inventory (ATI) traffic volumes from City of San Jose database to the Existing roadway geometry and traffic control. The ATI volumes represent approved but not yet constructed developments in the vicinity of the project study area.
- **Background Plus Project Conditions:** Peak-hour traffic volumes based on Background conditions and adding the net vehicle trips from the proposed 425 Winchester project to the Background roadway geometry and traffic control. The Project scenario is compared to the Background conditions for determining project traffic adverse effects.

Intersection Level-of-Service Criteria and Thresholds

Analysis of potential adverse effects at roadway intersections is based on the concept of level-of-service (LOS). The LOS of an intersection is a qualitative measure used to describe operational conditions. LOS A (best) represents minimal delay, while LOS F (worst) represents heavy delay and a facility that is operating at or near its functional capacity. LOS for this study was based on the Highway Capacity Manual (HCM) 2000 methodology with TRAFFIX software. This methodology is used by the City of San Jose for CMP-designated intersections and determining average intersection vehicle delay measured in seconds. The standards used by the City of San Jose to measure intersection operations are summarized below in **Table 2**.

Table 2: Intersection Operation Standards at Signalized Intersections

Operations Standard	Descriptions	Average Control Delay (seconds/vehicle)
A	Operations with very low delay occurring with favorable progress and/or short cycle lengths.	10.0 or less
B	Operations with low delay occurring with good progression and/or short cycle lengths.	Between 10.1 and 20.0
C	Operations with average delays resulting from fair progression and/or longer cycle lengths. Individual cycle failures begin to appear.	Between 20.1 and 35.0
D	Operations with longer delays due to a combination of unfavorable progression, long cycle lengths, and high volume-to-capacity (V/C) ratios. Many vehicles stop and individual cycle failures are noticeable.	Between 35.1 and 55.0
E	Operations with high delays indicating poor progression, long cycle lengths, and high V/C ratios. Individual cycle failures are frequent occurrences.	Between 55.1 and 80.0
F	Operations with delays unacceptable to most drivers occurring due to over-saturation, poor progression, or very long cycle lengths.	Higher than 80.0

Project adverse effects are determined by comparing baseline conditions to those scenarios with the proposed Project. Adverse effects for intersections are created when traffic from the proposed Project causes the LOS to fall below the maintaining agency's LOS threshold or causes deficient intersections to deteriorate further, per the criteria indicated below.

City of San Jose LOS Threshold

The City's acceptable intersection operations standard is LOS "D" unless superseded by an Area Development Policy. An adverse effect on intersection operations occurs when the analysis demonstrates that a project would cause the operations standard at a study intersection to fall below LOS "D" with the addition of project vehicle-trips to baseline conditions.

For intersections already operating at LOS "E" or LOS "F" under the baseline conditions, an adverse effect is defined as:

- An increase in average critical delay by **4.0** seconds or more AND an increase in the critical volume-to-capacity (V/C) ratio of 0.010 or more; OR
- A decrease in average critical delay AND an increase in the critical V/C ratio of 0.010 or more.

CMP Intersection LOS Threshold

The County's operations standard for a CMP identified intersection is LOS "E". A project is anticipated to create a significant adverse effect on traffic conditions at a CMP signal if:

- LOS at the intersection degrades from an acceptable LOS "E" or better under baseline conditions to an unacceptable LOS F under baseline plus project conditions, OR
- LOS at the intersection is an unacceptable LOS "F" under baseline conditions and the addition of project trips causes both the critical-movement delay at the intersection to increase by four (4) or more seconds AND the volume-to-capacity ratio (V/C) to increase by one percent (0.01) or more.

Protected Intersection LOS Threshold

Per the Santana West Agreement with the City of Santa Clara and the “Protected Intersections” designation under former City Council Policy 5-3, a project is anticipated to create a significant adverse effect for intersections already operating at LOS “E” or LOS “F” under the baseline conditions if:

- An increase in average critical delay by **2.0** seconds or more AND an increase in the critical volume-to-capacity (V/C) ratio of 0.0050 or more; OR
- A decrease in average critical delay AND an increase in the critical V/C ratio of 0.0050 or more.

Per City direction, the following intersections under the Protected Intersection LOS threshold include:

- Winchester Boulevard / Stevens Creek Boulevard
- Stevens Creek Boulevard / Monroe Street

1.4 Report Organization

This report has a total of six (6) chapters. Chapter 2 describes existing transportation conditions including VMT of the existing land uses in the proximity of the project, the existing roadway network, transit service, bicycle, and pedestrian facilities. Chapter 3 describes the CEQA transportation analysis, including the project VMT impact analysis. Chapters 4, 5, and 6 describe the local transportation analysis including operations of study intersections, the methods used to estimate project-generated traffic, the project’s effects on the transportation system, and an analysis of other transportation issues including site access and circulation, parking, transit services, bicycle and pedestrian facilities, and neighborhood intrusion.

2 EXISTING TRANSPORTATION CONDITIONS

This chapter describes the existing conditions of the transportation system within the study area of the project. It presents the vehicle miles traveled (VMT) of the existing land uses in the proximity of the project and describes transportation facilities near the project site, including the roadway network, transit service, and pedestrian and bicycle facilities. The analysis of existing intersection operations are included as part of the Local Transportation Analysis (Chapters 4, 5, and 6).

2.1 Vehicle Miles Traveled

To determine whether a project would result in CEQA transportation impacts related to VMT, the City has developed the San Jose VMT Evaluation Tool to streamline the analysis for residential, office, and industrial projects. Based on the VMT Evaluation Tool and the project's APN, the existing VMT for employment uses in the project vicinity is 12.22 per employee. The current regional average VMT for employment uses is 14.37 per employee (see Table 1). Thus, the VMT levels of existing employment uses in the project vicinity are less than the average VMT levels. Chapter 3 presents additional information on the project's VMT.

2.2 Existing Roadway Network

The following local and regional roadways provide access to the project site:

Winchester Boulevard is an arterial road in the north-south direction, extending from Lincoln Street in Santa Clara to Highway 9 in Los Gatos. Near the project site, Winchester Boulevard is a six-lane divided road with Class II bike lanes that provides direct access to major regional facilities and destinations including the Valley Fair Mall, Santana Row and I-280 freeway. On-street parking is restricted along Winchester Boulevard, and the proposed 425 Winchester project is located in the northwest corner of the Winchester Boulevard / Olin Avenue signalized intersection.

Winchester Boulevard is designated as a Grand Boulevard within the Envision San Jose 2040 General Plan. Grand Boulevards are designated as major transportation corridors that connect City neighborhoods. As a Grand Boulevard, the San Jose DOT is planning to update the Winchester Boulevard corridor with a new plan line per the adopted Urban Village Plan that implements hardscape improvements to minimize driveway cuts, minimize transit delay, and provide enhance shelters for transit services.

Stevens Creek Boulevard is an arterial road in the east-west direction, extending from West San Carlos Street in San Jose to Permanente Road in Cupertino. East of Winchester Boulevard and the project site, Stevens Creek Boulevard is a six-lane divided road that provides direct access to major regional facilities and destinations including the Valley Fair Mall, Santana Row and I-880 freeway. West of Winchester Boulevard, Stevens Creek serves as a commercial frontage for retail and office uses with a center turn lane and on-street parking.

Stevens Creek Boulevard is designated as a Grand Boulevard within the Envision San Jose 2040 General Plan. Grand Boulevards are designated as major transportation corridors that connect City neighborhoods. As a Grand Boulevard, the Stevens Creek Boulevard/San Carlos Street corridor is

planned to have a Bus Rapid Transit (BRT) system operating between De Anza College in Cupertino and the Berryessa BART station in San Jose.

Olin Avenue is a two lane, east-west collector road that provides access to the proposed project, Santana Row, and residential neighborhoods west of Winchester Boulevard. The roadway is 40-feet wide, has a speed limit of 25 mph, and provides on-street parking on the northside. Traffic calming improvements have been installed along Olin Avenue such as bulb-outs and a vehicle road closure at Hanson Avenue from the Santa West development south of the project site.

Moorpark Avenue is an undivided arterial road in the east-west direction, extending from Lawrence Expressway in the west to Southwest Expressway in the east. Near the project site, Moorpark Avenue is a four-lane road that provides direct access to the I-280 freeway. An existing footbridge overcrossing extends over the I-280 freeway and provides bicycle and pedestrian access from Moorpark Avenue to Tisch Way.

Interstate 880 (I-880) is primarily a six-lane freeway that is aligned in a north-south orientation between Interstate 80 in Oakland and Interstate 280 in San Jose at which it transitions into Highway 17 to Santa Cruz. Access to the project site to and from I-880 is provided by nearby ramps at Stevens Creek Boulevard.

Interstate 280 (I-280) is an 8-lane freeway that connects with I-880 and travels in an east-west direction in the City of San José, even though the freeway is labeled as northbound and southbound. Access to and from the project site via the I-280 southbound direction is provided by ramp terminals at Moorpark Avenue while access for the I-280 northbound direction is provided via the Stevens Creek / I-880 ramp terminal. A future I-280 northbound off-ramp at Winchester Boulevard is planned per the I-280/Winchester Boulevard Interchange Area Transportation Development Policy.

2.3 Existing Pedestrian and Bicycle Facilities

Pedestrian activity within the Santana Row / Valley Fair (SRVF) Urban Village area is substantial. Connected sidewalks at least six feet wide are available along all major roadways in the study area with adequate lighting and signing. At signalized intersections, marked crosswalks, Americans with Disabilities Act (ADA) standard curb ramps, and count down pedestrian signals provide improved pedestrian visibility and safety.

An existing footbridge overcrossing extends over the I-280 freeway and provides bicycle and pedestrian access from Moorpark Avenue to Tisch Way.

Bicycle facilities in the area include Winchester Boulevard, Olin Avenue, Tisch Way, Moorpark Avenue, and Monroe Street which provide Class II bike lanes with buffered striping to separate the vehicle and bike travel way. Winchester Boulevard features green paint markings in potential conflict areas in both directions between Stevens Creek Boulevard and Tisch Way. Bicycle parking in the SRVF Urban Village area is limited with few available storage areas. No existing bike facilities are provided along Stevens Creek Boulevard. Bicyclists either share the lane with traffic or ride on the sidewalk when travelling on Stevens Creek Boulevard.

At the project site frontage, pedestrian features including pedestrian count down signal heads, ADA curb ramps, and marked crosswalks are provided for all legs of the signalized Winchester Blvd / Olin Avenue

intersection. Overall, the existing sidewalks and pedestrian facilities adjacent to the project have good connectivity and provide pedestrians with routes to the surrounding land uses.

The San Jose Better Bike Plan 2025 indicates that a variety of bicycle facilities have been constructed in the project study area and consist of the following:

- Monroe Street from Newhall Street to Tisch Way (Class II bike lane)
- Moorpark Avenue from Williams Road to College Drive (Class II bike lane)
- Winchester Boulevard from Moorpark Avenue to Payne Avenue (Class II bike lane)
- Tisch Way from Winchester Boulevard to Monroe Avenue (Class II bike lane)
- Olin Avenue from Winchester Boulevard to Hanson Way (Class III shared bike route)

Future planned bicycle improvements from the Better Bike Plan 2025 include Class IV facility along Stevens Creek Boulevard. A summary of the existing bicycle facilities is provided on **Figure 4**.

2.4 Existing Transit Facilities

Transit services in the study area include shuttles and busses provided by the Santa Clara Valley Transportation Authority (VTA). Per the updated January 16, 2023, schedule, the Santana Row / Valley Fair Urban Village area is served by the following major bus routes.

- Frequent Bus Route 23
 - De Anza College – Alum Rock Station via Stevens Creek
 - Local service every 12-15 minutes on weekdays and every 15-30 minutes on weekends
- Frequent Bus Route 60
 - Milpitas BART – Winchester Station via SJC Airport
 - Local service every 12-15 minutes on weekdays and every 15-30 minutes on weekends
- Rapid Bus Route 523
 - Berryessa BART – Lockheed Martin via De Anza College
 - Limited stop service at frequent intervals – every 15 minutes or better during day times

Most regular bus routes operate on weekdays from early in the morning (5:00 AM to 6:00 AM) until late in the evening (10:00 PM to midnight) and on weekends from early morning (5:00 AM to 6:00 AM) until mid-evening (8:00 PM to 10:00 PM). Bus headways during peak commute periods vary between 12 to 30 minutes. The study area is served by bus routes 23, 60, and 523 in the VTA system which provide local and regional bus service for commuters between San José downtown and major transit destinations in Santa Clara County. These bus routes also provide transit connections to the Valley Fair Transit Center, San Jose Diridon Station (Caltrain, ACE, Amtrak), Santa Clara Transit Center, VTA Light Rail stations, and Berryessa Transit Center (BART).

Bus stops with benches, shelters, and bus pullout amenities are provided within the project site and SRVF area. Transit stops are located within walking a 2,000-foot walking distance from the project site at the Stevens Creek Boulevard / Winchester Boulevard and Winchester Boulevard / Olsen Drive intersections.

A summary of the existing transit facilities is provided on **Figure 5**.

Figure 4: Existing Bicycle Facilities

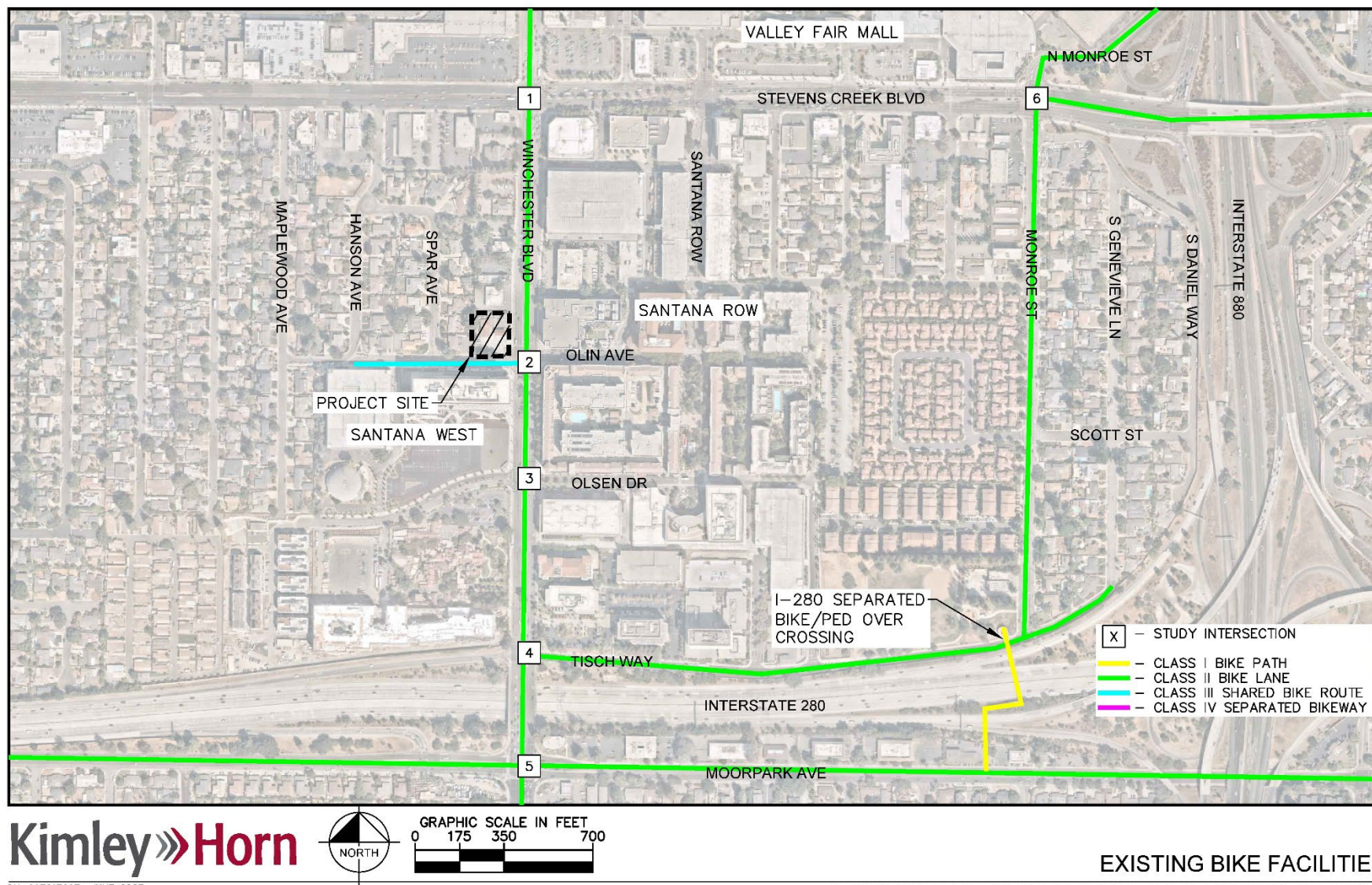
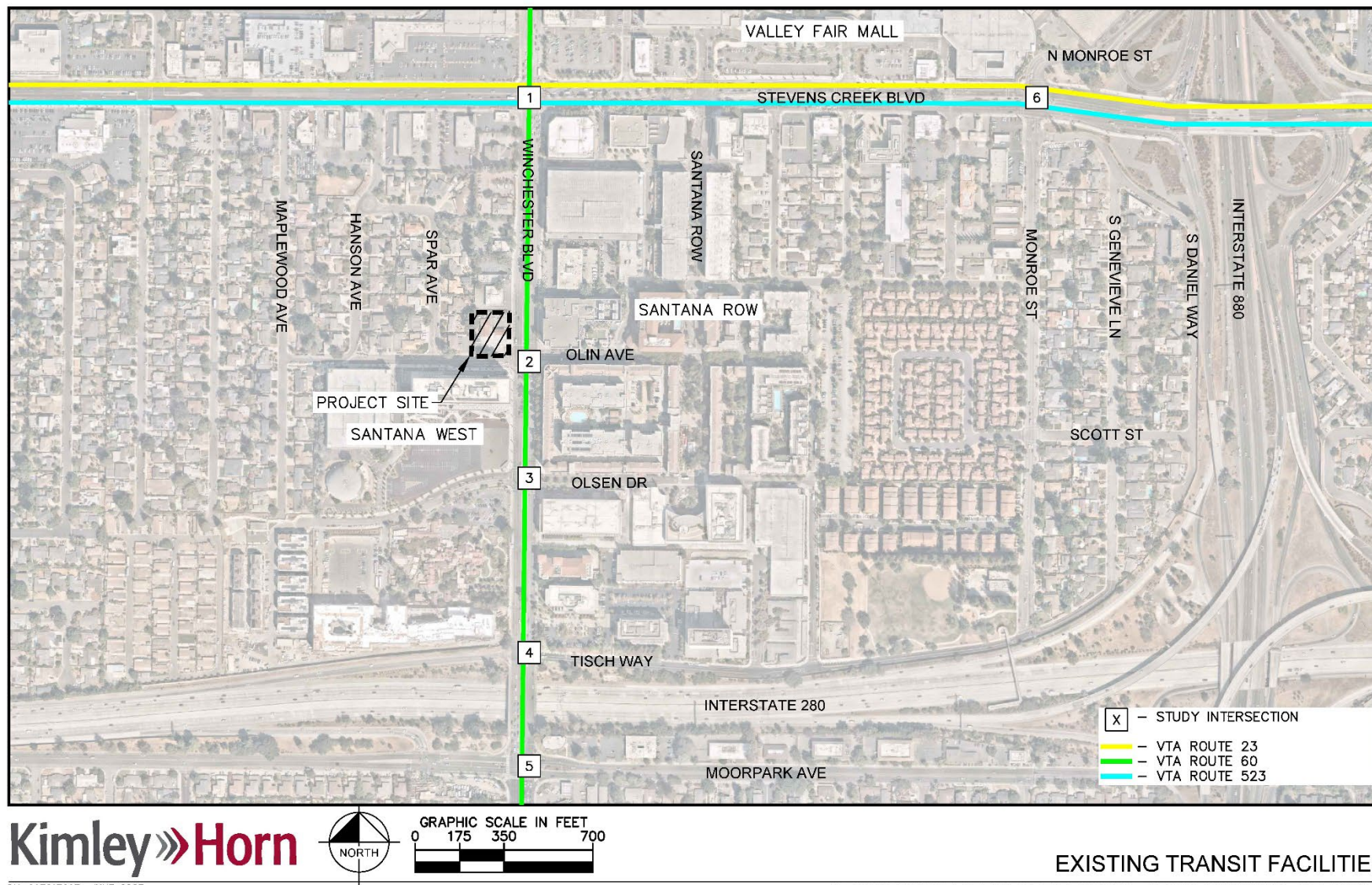


Figure 5: Existing Transit Facilities



2.5 Existing Intersections

The traffic study to identify potential traffic adverse effects was evaluated per the standards and guidelines set forth by the City of San Jose and the Santa Clara Valley Transportation Authority (VTA) which administers the County Congestion Management Program (CMP). Study intersections for the project were selected in consultation with City staff and in accordance with the VTA's TIA Guidelines. The following nine (9) intersections studied in this TA are listed below.

1. Winchester Boulevard / Stevens Creek Boulevard (CMP Intersection)
2. Winchester Boulevard / Olin Avenue
3. Winchester Boulevard / Olsen Drive
4. Winchester Boulevard / Tisch Way / I-280 NB On-Ramp
5. Winchester Boulevard / Moorpark Avenue (CMP Intersection)
6. Stevens Creek Boulevard / Monroe Street

2.6 Existing Field Observations

Field observations did reveal some traffic related congestion adjacent to the project. During the AM peak hour, southbound traffic heading to the I-280 NB On-ramp is congested on Winchester Boulevard. Southbound vehicle queues on Winchester Boulevard extend from the I-280 on-ramp intersection to Olsen Drive. During the PM peak period, traffic is heavy on Stevens Creek Boulevard in both the eastbound and westbound directions. Vehicle queues at the Stevens Creek Boulevard / Winchester Boulevard intersection typically spill past the left and right turn pockets.

2.7 Century/Winchester Neighborhood

On-street parking in the Century/Winchester neighborhood is restricted to residential permit parking through the City of San Jose Residential Parking Program (RPP) to limit the intrusion of outside vehicles from adversely affecting the neighborhood's own parking demand. Residents who live or own in the designated RPP area can apply for a parking permit through the City's department of transportation. The RPP zone for the Century/Winchester neighborhood includes Maplewood Avenue, Hanson Avenue, and Spar Avenue, and each street is enforced with posted signs for permit parking only.

Traffic calming improvements for the Santana West development have been implemented in the Century/Winchester residential neighborhood as a condition of approval to minimize project traffic adverse effects. These traffic calming improvements include:

- Permanent diagonal diverter at the intersection of Hanson Avenue at Olin Avenue to restrict parking garage ingress and egress.
- Temporary traffic circle at the intersection of Hanson and Spar Avenue.
- Temporary median island at Spar Avenue and Olin Avenue to restrict eastbound left turns from Olin Avenue. Additionally, construct a temporary bulb-out to restrict southbound right turns from Spar Avenue.

2.8 I-280/Winchester Boulevard Interchange Area Transportation Development Policy

The proposed I-280/Winchester Boulevard interchange area Transportation Development Policy (TDP) provides for additional capacity in the immediate area of the I-880/Stevens Creek Boulevard and I-280/Winchester Boulevard interchanges. The TDP was completed for the purpose of managing existing traffic congestion in the I-880/Stevens Creek and I-280/Winchester interchange areas as well as provide additional traffic capacity to accommodate future development such as the proposed project and the City's Urban Village plans. The I-880/Stevens Creek Boulevard and I-280/Winchester Boulevard interchanges serve as the primary access points to regional freeway facilities in the project area. As such, the Stevens Creek Boulevard and Winchester Boulevard corridors that serve the I-880/Stevens Creek Boulevard and I-280/Winchester Boulevard interchanges currently experience traffic congestion during the peak commute hours. The corridors include two Protected Intersections that are currently and projected to continue to operate below the City's standard Level of Service Policy at which there are no further vehicular capacity improvements available.

On June 4, 2015, the Santa Clara Valley Transportation Authority voted to authorize the General Manager to negotiate and enter into cooperative agreements with California Department of Transportation (Caltrans), local jurisdictions, and regulatory agencies, covering planning, preliminary engineering/environmental, design, right-of-way, and construction phases for the I-280/Winchester Boulevard Improvements Project.

The I-280/I-880/Stevens Creek Boulevard Interchange Improvement Project, which has been completed, originally included a ramp connection from I-280 to Winchester Boulevard. However, in 2011, the Winchester Boulevard connection ramp was removed from the I-280/I-880/ Stevens Creek Boulevard Interchange Improvement Project due to a lack of acceptance of the two design options under consideration. Due to the continued development interest in the vicinity of the I-280/Winchester area, VTA is moving forward with the I-280/Winchester Boulevard Improvement Project to make a second effort to develop a long-term solution for the area that improves access, addresses traffic operations, and relieves congestion.

Traffic Impact Fee

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

A schedule for completion of the new westbound off-ramp from I-280 to Winchester Boulevard has yet to be determined. Based on project peak hour trips that could traverse through the I-280/Winchester Boulevard interchange, it is anticipated that the project would be required to contribute traffic fees towards the interchange improvement.

The current 2023 TIF rate for the I-280/Winchester Blvd TDP is \$33,560 per project peak-hour trip that would traverse through the I-280/Winchester interchange. This fee is subject to an annual escalation on January 1st per the Engineering News-Record Construction Cost Index for San Francisco.

3 CEQA TRANSPORTATION ANALYSIS

This chapter describes the CEQA transportation analysis, including the VMT threshold of significance, the project-level VMT impact analysis results, and the mitigation measures to reduce a VMT impact.

3.1 Project VMT Analysis

A VMT analysis was used to evaluate the 425 Winchester project VMT levels against the appropriate thresholds of significance established in Council Policy 5-1.

Screening Criteria

Section 3.4 and Table 1 of the *Transportation Analysis Handbook* identifies screening criteria to exempt certain components of a mixed-use project that are expected to result in a less-than significant VMT impact from the project description, characteristics, and/or location. Based on initial City review, the project would satisfy the following retail screening criteria for VMT analysis exemption:

- Local Serving Retail – Retail of 100,000 square-feet of total gross floor area or less without drive-through operations

To verify the project meets the VMT retail screening criteria, a VMT analysis for the proposed 176-room hotel was conducted by converting the hotel trip generation estimates into an equivalent retail square footage. Using trip generation rates from the Institute of Transportation Engineers (ITE) *Trip Generation Manual, 11th Edition*, an equivalency table was prepared by converting vehicle trips between the following land uses:

- ITE Land Use 310 – Hotel
- ITE Land use 822 – Strip Retail Plaza

A typical hotel land use is similar and comparable to a local-serving retail land use due to its supporting facilities such as a full-service restaurant, cocktail lounge, business/conference rooms, banquet rooms, swimming pools, and/or fitness rooms. These supporting facilities are similar to a strip retail plaza land use which is typically an integrated group of commercial establishments that is planned, developed, owned, and managed as a single unit.

In addition, hotel land uses are similar to retail uses from the fact that hotel guests follow the similar trend of retail shoppers using facilities more convenient and nearest to their home location. The proposed project provides a cocktail lounge, dining area, and meeting room on the ground floor that hotel guests will utilize and provide coverage to an underutilized land use.

Table 3 provides the equivalency analysis between these land uses which is predicated on the number of daily trips from hotel land use to retail land use.

Table 3: VMT Equivalency Between Hotel and Retail Land Uses

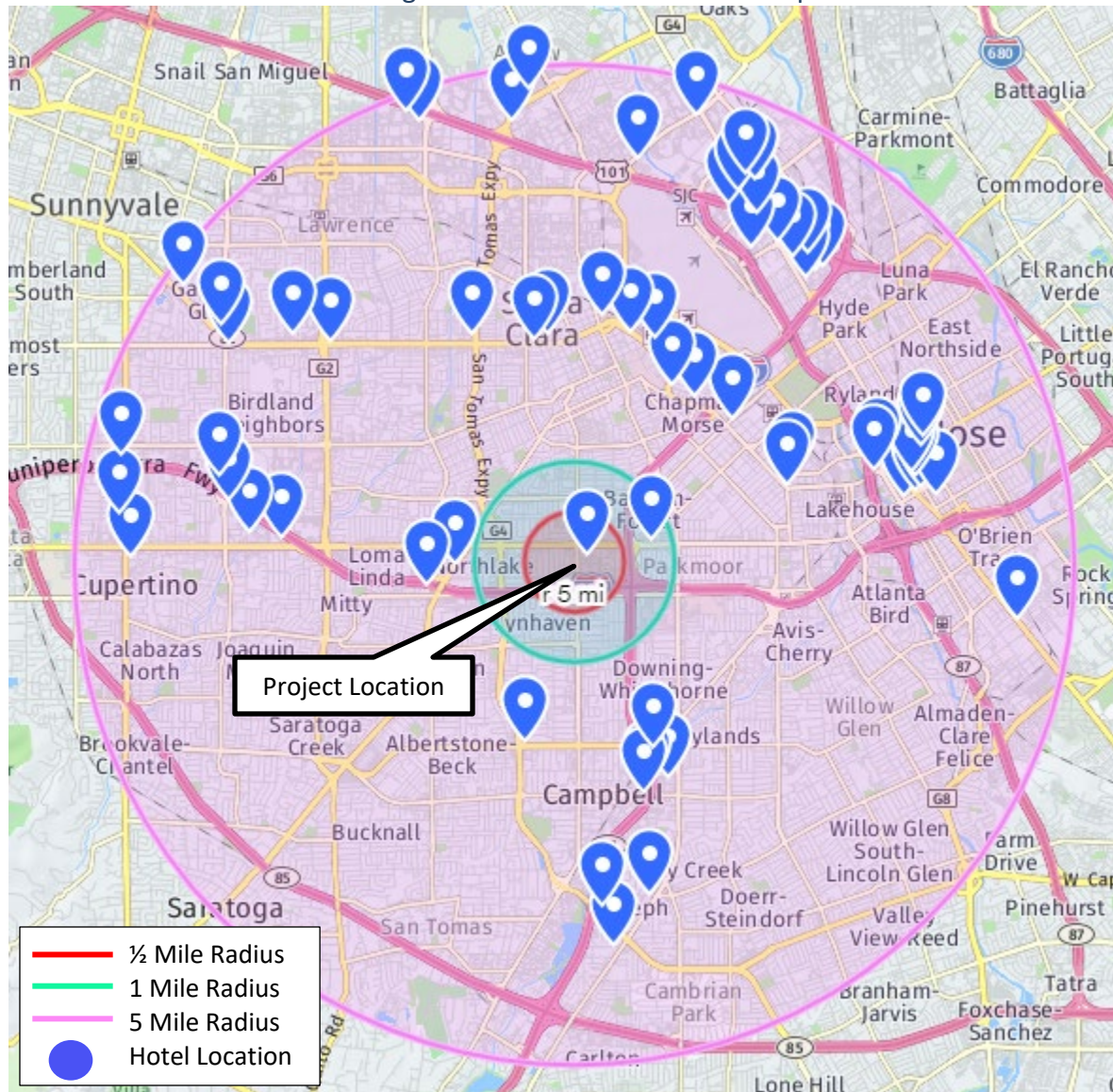
LAND USE / DESCRIPTION	PROJECT SIZE		TOTAL DAILY TRIPS
Trip Generation Rates (ITE)			
Hotel [ITE 310]	Per	Room(s)	7.99
Strip Retail Plaza [ITE 822]	Per	1,000 Sq Ft GLA	54.45
Baseline Equivalency Comparison			
425 Winchester - Hotel	176	Room(s)	1,406
425 Winchester - Strip Retail	25.82	1,000 Sq Ft GLA	1,406
Baseline Trip Comparison			0
Notes:			
Land Uses assumed based on latest proposed site plan from project applicant			
Daily, AM, and PM trips based on average land use rates from the Institute of Traffic Engineers Trip Generation 11th Edition			
Per City Traffic Workslope, an equivalency table for the conversion from hotel rooms (ITE 310) to retail square footage (ITE 822) was provided			
Per City Traffic Workslope, the retail square footage would meet the screening criteria for VMT analysis exemption as a local-serving retail with 100,000 square feet of total gross floor area or less without drive-through operations.			

As shown above, the proposed 176-room hotel would generate 1,406 daily vehicle trips which is equivalent to the daily vehicle trips generated from a 25,820 square-foot strip retail plaza. The equivalent total gross floor area of local serving retail is less than 100,000 square feet and would meet the City's screening criteria for VMT analysis exemption.

Figure 6 provides a ½ mile, 1-mile, and 5-mile buffer radius map showing local hotel land uses similar to the proposed project.

A summary output of the project VMT using the City's Evaluation Tool is presented in the **Appendices**.

Figure 6: Local Hotel Land Use Map



3.2 VMT Reduction and Mitigation Measures

Projects must propose measures to reduce project VMT or mitigate a CEQA transportation impact if identified. Projects may select a combination of measures from the four VMT reduction strategies described in Section 3.6 of the Transportation Analysis Handbook which include project characteristics, multimodal improvements, parking, and TDM. When project VMT exceeds the thresholds of significance, the project will need to mitigate its CEQA transportation impact.

Since the project does not trigger a VMT impact, CEQA / VMT mitigation measures are not anticipated for the project.

3.3 CEQA Cumulative Analysis

Projects must also demonstrate consistency with the Envision San Jose 2040 General Plan to address cumulative impacts. If a project is determined to be consistent with the General Plan, the project will be considered part of the cumulative solution to meet the General Plan's long-range goals and it will result in a less-than-significant cumulative impact. Factors that contribute to a determination of consistency with the General Plan include a project's density, design, and conformance to the goals and policies set forth in the General Plan.

Based on the project description and intended use, the proposed 425 Winchester development is consistent with the goals of the General Plan and is anticipated to result in a less-than-significant cumulative impact.

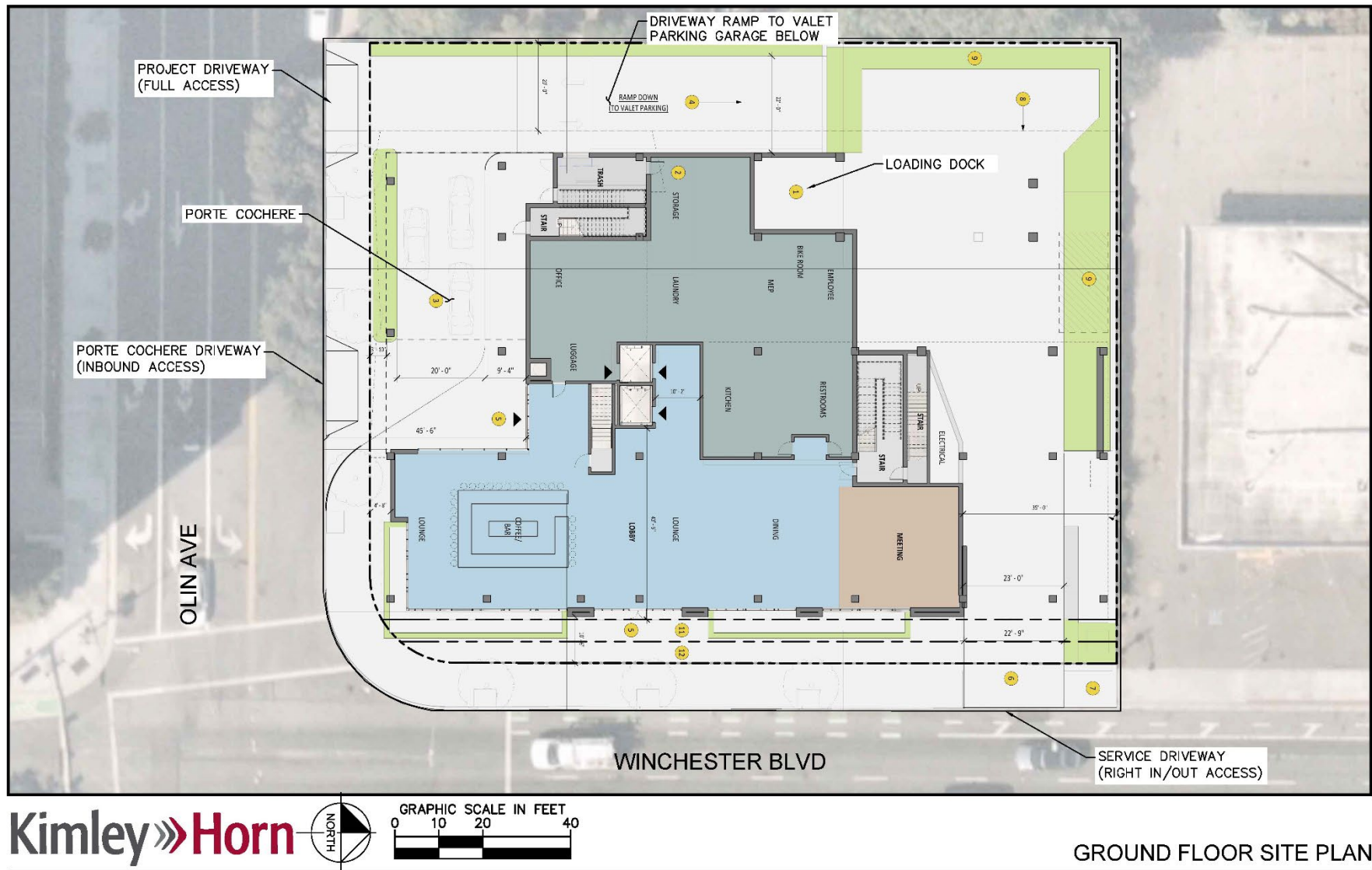
4 LTA PROJECT DESCRIPTION

This chapter describes the local transportation analysis including the method by which project traffic is estimated through trip generation, trip distribution, and volume assignment.

4.1 Project Site Plan

Based on the most recent 2023 site plan provided by Lowney Arch, the proposed 425 Winchester Blvd project consists of 176-room hotel. Up to 20 bicycle parking spaces and up to 9 motorcycle parking spaces are provided on-site. The project also provides up to 45 on-site vehicle parking spaces in an underground garage which is accessed by a driveway on Olin Avenue. The project site plan is presented in **Figure 7** and the **Appendices**.

Figure 7: Project Site Plan



4.2 Project Trip Generation

Trip generation for the proposed project land uses was calculated using trip generation rates from the Institute of Transportation Engineers (ITE) *Trip Generation Manual*, 11th Edition.

A trip is defined as a single or one-directional vehicle movement in either the origin or destination at the project site. In other words, a trip can be either “to” or “from” the site. In addition, a single customer visit to a site is counted as two trips (i.e., one to and one from the site). Daily, AM, and PM peak hour trips for the project were calculated with average trip rates. Due to the unknown future tenants for the retail uses as mentioned in the project description, the following ITE land uses were conservatively applied to the proposed 425 Winchester development:

- ITE 310 Hotel – 176 rooms

Baseline Vehicle Trips

Baseline vehicle trips for the proposed project (excluding trip adjustments) is anticipated to generate a gross total of 1,406 daily trips, 81 AM peak hour trips, and 104 PM peak hour vehicle trips. Of the AM peak hour trips, approximately 45 trips are inbound to the project and 36 trips are outbound from the project. For the PM peak hour trips, approximately 53 trips are inbound while 51 trips are outbound.

Vehicle Trip Reductions

Per the per the 2020 *Transportation Analysis Handbook*, an internal capture reduction can be applied based on vehicle-trip reduction rates from the *VTA Transportation Impact Analysis Guidelines*. An internal capture reduction was not applied to the project since it does not contain an applicable mixed land use.

A location-based mode share trip reduction credit was applied. This adjustment is a function of multimodal connectivity and accounts for greater mode share for projects located in urban or transit developed areas. From Table 5 and Table 6 of the *Transportation Analysis Handbook*, the project location is designated as an “Urban Low-Transit” place with a vehicle mode share of 87 percent for retail land uses. Therefore, a 13% mode share trip reduction credit was applied to the project.

Per the *Transportation Analysis Handbook*, identified VMT reduction strategies will also encourage reductions in vehicle-trips generated by the project. For retail projects, it is assumed that every percent reduction in per-capita VMT is equivalent to one percent reduction in peak hour vehicle trips. The proposed project is anticipated to generate a retail VMT of 12.21 from the City’s VMT Evaluation Tool; however, a VMT vehicle-trip reduction credit was not applied to the project.

Gross Vehicle Trips

Total gross vehicle trips for the proposed project (including trip adjustments) is anticipated to generate a gross total of 1,223 daily trips, 70 AM peak hour trips, and 90 PM peak hour vehicle trips. Of the AM peak hour trips, approximately 39 trips are inbound to the project and 31 trips are outbound from the project. For the PM peak hour trips, approximately 46 trips are inbound while 44 trips are outbound.

Existing Trip Credit

The project will also involve demolishing the existing gasoline station at 425 Winchester Boulevard and the demolished land use would be eligible for an existing use trip credit. The existing use trip credit was determined from peak hour driveway counts collected at the existing gas station driveways. These counts were collected on Tuesday 2/15/2023 and are provided in the **Appendices**. Per ITE guidelines, pass-by and diverted link trips for the existing gas station was applied to account for vehicle trips using the site as a temporary side stop to their final intended destination.

Net Vehicle Project Trips

Development of the proposed project with all applicable trip reductions is anticipated to generate a net total of 1,094 additional daily trips, 63 AM, and 73 PM peak hour trips to the roadway network. **Table 4** provides a summary of the proposed trip generation and trip reductions.

Table 4: Project Trip Generation

LAND USE / DESCRIPTION	PROJECT SIZE	TOTAL DAILY TRIPS	AM PEAK TRIPS			PM PEAK TRIPS		
			TOTAL	IN	OUT	TOTAL	IN	OUT
Trip Generation Rates (ITE)								
Hotel [ITE 310]	Per Room(s)	7.99	0.46	56%	44%	0.59	51%	49%
Baseline Vehicle Trips for Project								
425 Winchester	176 Room(s)	1,406	81	45	36	104	53	51
Baseline Project Vehicle-Trips		1,406	81	45	36	104	53	51
Location-based Mode Share Adjust								
Location-Based Mode Share	-13% Retail	(183)	(11)	(6)	(5)	(14)	(7)	(7)
Project Vehicle-Trips After Reduction		1,223	70	39	31	90	46	44
Project Trip Adjustments								
N/A		0	0	0	0	0	0	0
Project Vehicle-Trips After Reduction		1,223	70	39	31	90	46	44
Other Trip Adjustments								
1. Existing Use Credit - Gas Station Driveway Counts		(323)	(23)	(13)	(10)	(41)	(19)	(22)
2. Pass-by / Diverted Link Trips	63% AM 57% PM	194	16	9	7	24	11	13
Other Trip Adjustment Subtotal		(129)	(7)	(4)	(3)	(17)	(8)	(9)
Baseline Project Vehicle-Trips		1,406	81	45	36	104	53	51
Gross Project Vehicle-Trips		1,223	70	39	31	90	46	44
Net Project Vehicle-Trips		1,094	63	35	28	73	38	35
Notes:								
Land Uses assumed based on latest proposed site plan from project applicant								
Daily, AM, and PM trips based on average land use rates from the Institute of Traffic Engineers Trip Generation 11th Edition (September 2021)								
A 13% Mode Share Reduction from San Jose Transportation Analysis Handbook 2020 was applied since the project is located in a "Urban Low-Transit" area.								
Vehicle trip credit for gasoline/service station to be demolished based on existing driveway counts (2/15/2023). Pass-by and diverted trip reduction applied to existing trip credit per ITE 944 rates for Gasoline Service Station land use. Driveway counts are comparable to ITE 944 rates with 8 fueling positions.								

4.3 Project Trip Distribution and Assignment

Due to the nature of the proposed development, most residential, retail, and office vehicle project trips are anticipated to access the Santana Row / Valley Fair Urban Village area and the I-280 and I-880 regional freeways. Trip distribution and assignment for the 425 Winchester project was assumed based on the project driveway location, the freeway ramp location, community characteristics, and professional engineering judgement. Project trips to and from the site are anticipated to access the following regional facilities and destinations:

- Santana Row
- Valley Fair Mall
- Winchester Blvd North
- Stevens Creek Blvd West
- I-280 South
- I-880 North
- Winchester Blvd South
- I-280 North
- I-880 South
- Stevens Creek Blvd East

Based on the above assumptions, the following describes the trip generation percentages and assignment for the project study area.

Santana Row – Total 5% inbound and total 5% outbound. 2.5% inbound/outbound from Olin Avenue and 2.5% inbound/outbound from Olsen Drive.

Valley Fair Mall – Total 5% inbound and total 5% outbound. 2.5% inbound/outbound Santana Row/Valley Fair driveway and 2.5% inbound/outbound from Monroe Street.

Winchester Boulevard North – Total 5% inbound and total 5% outbound. 5% inbound/outbound from Winchester Boulevard north of Stevens Creek Boulevard.

Winchester Boulevard South – Total 5% inbound and total 5% outbound. 5% inbound/outbound from Winchester Boulevard south of Moorpark Avenue.

Stevens Creek Boulevard East – Total 5% inbound and total 5% outbound. 5% inbound/outbound from Stevens Creek Boulevard east of I-880 NB Ramps.

Stevens Creek Boulevard West – Total 5% inbound and total 5% outbound. 5% inbound/outbound from Stevens Creek Boulevard west of Winchester Boulevard.

I-280 South – Total 15% inbound and total 15% outbound. 15% inbound from I-880 NB off-ramp at the Stevens Creek Blvd / I-880 NB ramp intersection. 15% outbound to I-880 SB on-ramp at the Stevens Creek Blvd / I-880 SB ramp intersection.

I-280 North – Total 20% inbound and 20% outbound. 20% inbound from I-280 SB off-ramp at the Moorpark Ave / I-280 SB ramp intersection. 20% outbound to I-280 NB on-ramp at the Winchester Blvd / Tisch Way / I-280 NB ramp intersection.

I-880 North – Total 20% inbound and 20% outbound. 20% inbound from I-880 SB off-ramp at the Stevens Creek Blvd / I-880 SB ramp intersection. 20% outbound to I-880 NB on-ramp at the Stevens Creek Blvd / I-880 NB ramp intersection.

I-880 South – Total 15% inbound and 15% outbound. 15% inbound from I-880 NB off-ramp at the Stevens Creek Blvd / I-880 NB ramp intersection. 15% outbound to I-880 SB on-ramp at the Stevens Creek Blvd / I-880 SB ramp intersection.

The net project trip assignment and distribution for the project is presented in **Figure 8** and **Figure 9**. The project driveway on Olin Avenue will provide full access to the site. The trip assignment shown represents the shortest paths to and from the project site under ideal traffic conditions.

Figure 8: Project Trip Distribution

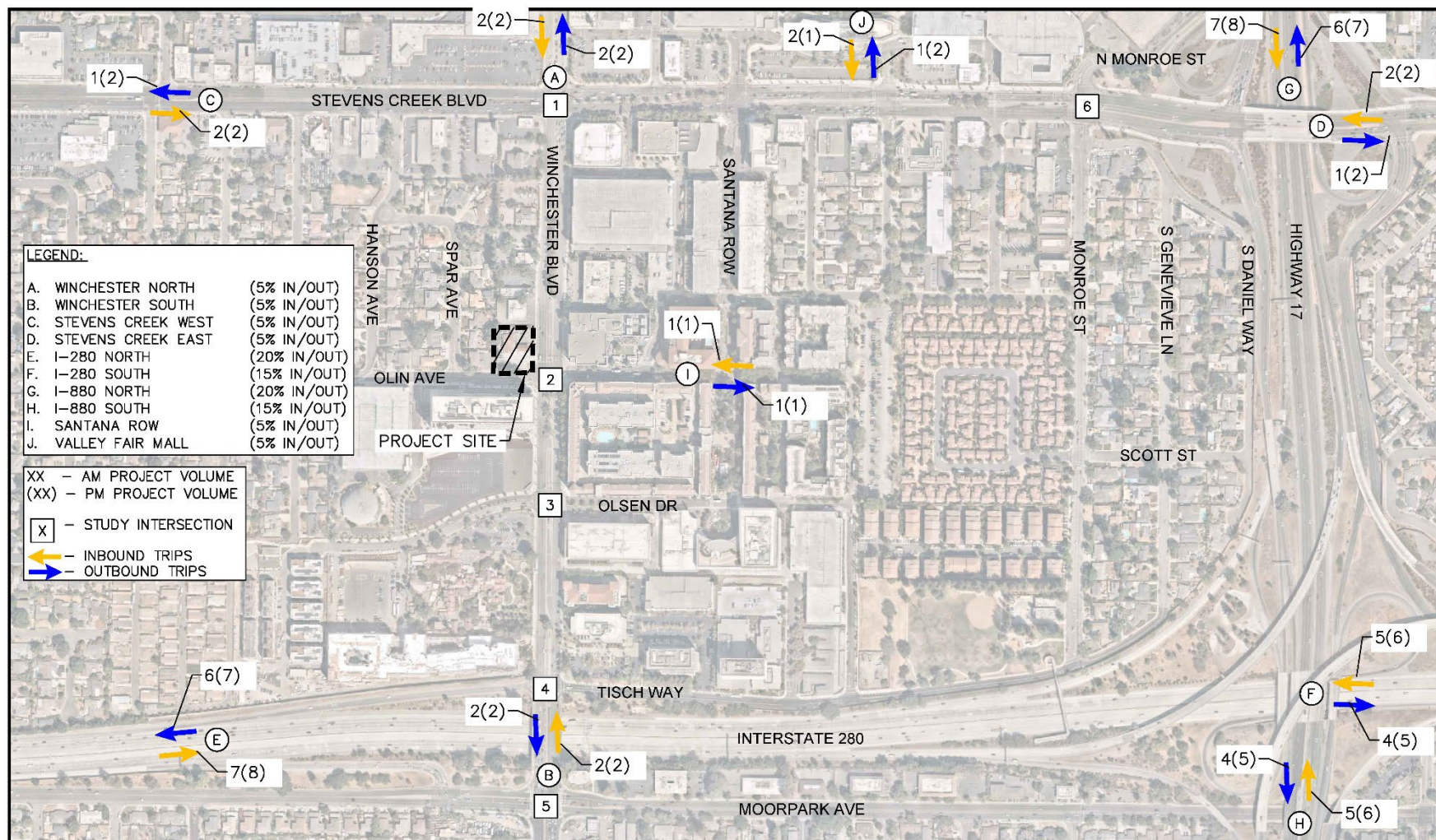
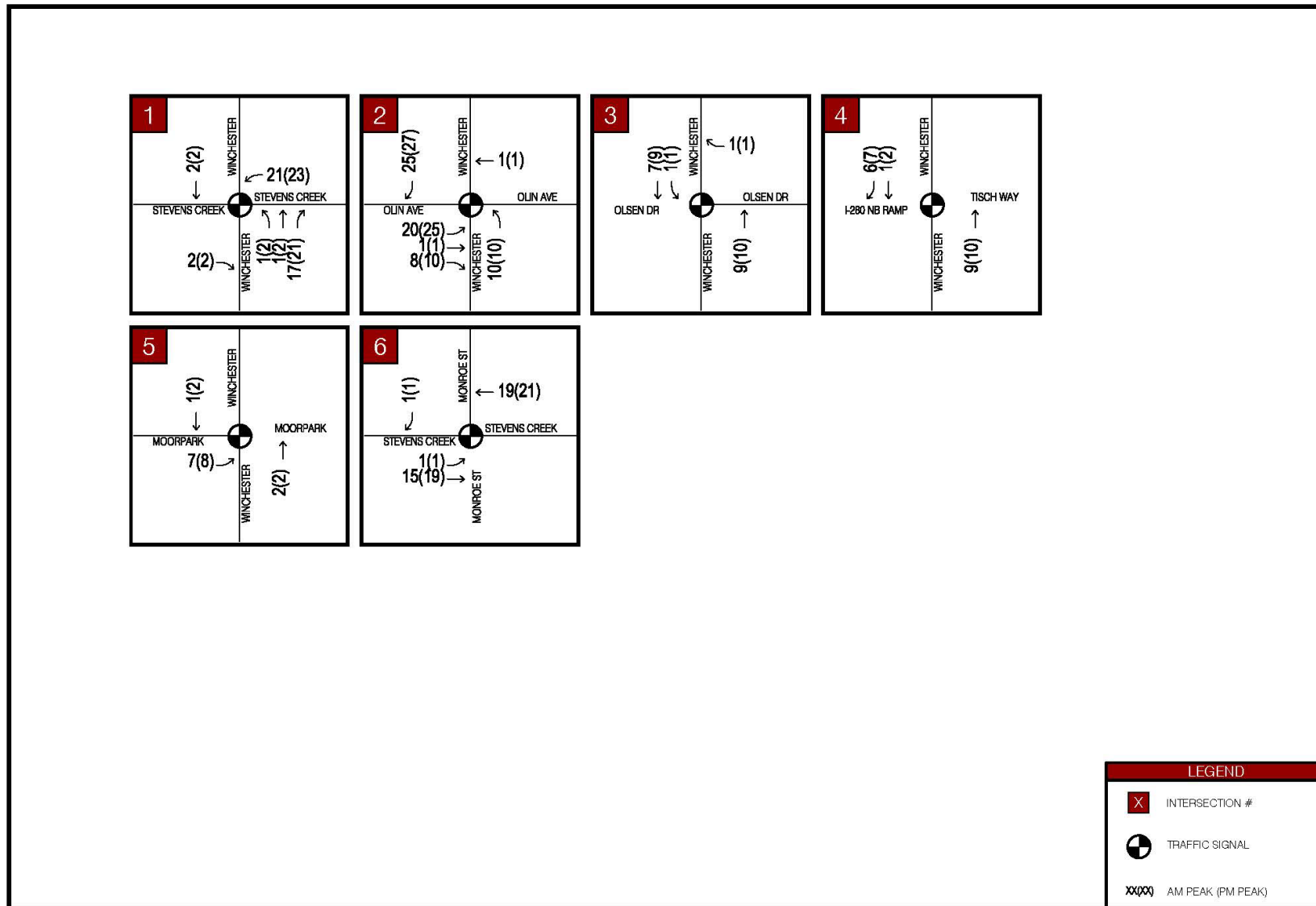


Figure 9: Net Project Assignment



5 LTA INTERSECTION OPERATIONS

This chapter describes the local transportation analysis including intersection operations analysis for existing, background, project, and cumulative conditions, intersection vehicle queuing analysis, and mitigation measures for any adverse effects to intersection level of service caused by the project.

5.1 Existing Conditions Analysis:

Weekday AM and PM peak hour intersection turning movement volumes for the existing study intersections were obtained from new turning movement counts collected at the study intersections on February 15, 2023. These counts included vehicles, bicycles, and pedestrians and were collected when local schools were in session and the weather was fair. Peak hour volumes during each intersection's respective peak were conservatively used in this analysis, therefore, some volume imbalances were observed between study intersections. Where imbalances occurred, volumes were conservatively increased slightly above what was counted in the field. Existing intersection lane geometry and peak hour turning movement volumes are shown in **Figure 10** and **Figure 11**.

Traffic operations were evaluated at the study intersections under Existing conditions, and the results of the analysis are presented in **Table 5**. New intersection turning-movement counts and TRAFFIX output sheets are provided in the **Appendices**.

Table 5: Intersection Operations Summary for Existing Conditions

#	Intersection	LOS Criteria	Jurisdiction	Existing Conditions							
				AM Peak				PM Peak			
				LOS	Delay (sec) ¹	v/c Ratio	Crit. Delay (sec)	LOS	Delay (sec) ¹	v/c Ratio	Crit. Delay (sec)
1	Winchester Blvd / Stevens Creek Blvd	E	SJ/CMP	C	33.1	0.406	31.7	D	42.4	0.490	46.7
2	Winchester Blvd / Olin Ave	D	SJ	B	19.9	0.149	16.7	C	23.9	0.249	17.3
3	Winchester Blvd / Olsen Dr	D	SJ	C	29.1	0.285	29.5	C	32.5	0.388	33.7
4	Winchester Blvd / Tisch / I-280 NB On-Ramp	D	SJ	C	33.0	0.880	49.7	C	33.3	0.676	43.2
5	Winchester Blvd / Moorpark Ave	E	SJ/CMP	D	38.8	0.697	43.0	D	41.8	0.644	45.6
6	Stevens Creek Blvd / Monroe St	D	SJ	C	20.1	0.434	18.5	C	29.6	0.473	30.0

As shown above, the study intersections are operating at acceptable LOS during the AM and PM peak hour under Existing conditions.

5.2 Background Conditions Analysis

Traffic generated from other approved projects near the Santana Row / Valley Fair Urban Village and the project study area were obtained from the City of San Jose Approved Trip Inventory (ATI) database attached in the **Appendices**. These ATI traffic volumes were added to the existing traffic counts to generate the Background baseline scenario and include the following local projects.

- H06-027 Valley Fair Shopping Center Expansion
- H16-010 Stevens Creek Boutique Hotel, 7850 Stevens Creek Boulevard
- North San Jose Area Development
- PD15-059 350 South Winchester Mixed Use
- PD17-014 Fort Bay, 4300 Stevens Creek Boulevard
- PDC12-009 Santana Row
- PDC14-040 Winchester Reserve, 863 Winchester Boulevard
- PDC14-068 Santana West 3161 Olsen Drive
- PDC97-036 RET Santana Row

Traffic operations for the study intersections under Background conditions are shown below in **Table 6** and **Figure 12**.

Table 6: Intersection Operations Summary for Background Conditions

#	Intersection	LOS Criteria	Jurisdiction	Background Conditions							
				AM Peak				PM Peak			
				LOS	Delay (sec) ¹	v/c Ratio	Crit. Delay (sec)	LOS	Delay (sec) ¹	v/c Ratio	Crit. Delay (sec)
1	Winchester Blvd / Stevens Creek Blvd	E	SJ/CMP	D	35.2	0.527	42.2	D	45.9	0.749	48.5
2	Winchester Blvd / Olin Ave	D	SJ	B	19.8	0.311	18.3	C	26.2	0.410	29.3
3	Winchester Blvd / Olsen Dr	D	SJ	C	30.6	0.413	30.9	D	40.8	0.627	44.5
4	Winchester Blvd / Tisch / I-280 NB On-Ramp	D	SJ	E	56.4	1.060	95.1	D	40.5	0.856	51.5
5	Winchester Blvd / Moorpark Ave	E	SJ/CMP	D	42.4	0.803	48.3	D	43.0	0.675	46.5
6	Stevens Creek Blvd / Monroe St	D	SJ	C	23.8	0.558	21.6	D	43.2	0.791	51.9

As shown above, the following study intersections are anticipated to operate at unacceptable LOS during at least one peak hour under Background conditions.

- **Winchester Boulevard / Tisch Way / I-280 NB On-Ramp (Intersection #4 – Signalized)**
 - This signalized intersection is anticipated to operate at LOS E under Background conditions during the AM peak hour and would experience average vehicle delay greater than the City LOS threshold.

5.3 Background Plus Project Conditions Analysis

Traffic operations were evaluated at the study intersection under Background Plus Project conditions based on Background conditions and adding the net vehicle trips from the proposed 425 Winchester project to the Background roadway geometry and traffic control. The net project traffic volumes were incorporated from the Trip Generation and Trip Distribution described in Section 4 of this report. Traffic operations for the study intersections under Project conditions are shown below in **Table 7** and **Figure 13**.

Table 7: Intersection Operations Summary for Background Plus Project Conditions

#	Intersection	LOS Criteria	Jurisdiction	Background Plus Project Conditions							
				AM Peak							
				LOS	Delay (sec) ¹	Delay Var	v/c Ratio	v/c Var	Crit. Delay (sec)	Crit. Delay Var	Impact
1	Winchester Blvd / Stevens Creek Blvd	E	SJ/CMP	D	35.1	-0.1	0.535	0.008	42.1	-0.1	NO
2	Winchester Blvd / Olin Ave	D	SJ	C	20.8	1.0	0.325	0.014	19.8	1.5	NO
3	Winchester Blvd / Olsen Dr	D	SJ	C	30.6	0.0	0.414	0.001	30.8	-0.1	NO
4	Winchester Blvd / Tisch / I-280 NB On-Ramp	D	SJ	E	56.9	0.5	1.064	0.004	96.3	1.2	NO
5	Winchester Blvd / Moorpark Ave	E	SJ/CMP	D	42.5	0.1	0.806	0.003	48.4	0.1	NO
6	Stevens Creek Blvd / Monroe St	D	SJ	C	23.8	0.0	0.563	0.005	21.6	0.0	NO

#	Intersection	LOS Criteria	Jurisdiction	Background Plus Project Conditions							
				PM Peak							
				LOS	Delay (sec) ¹	Delay Var	v/c Ratio	v/c Var	Crit. Delay (sec)	Crit. Delay Var	Impact
1	Winchester Blvd / Stevens Creek Blvd	E	SJ/CMP	D	46.0	0.1	0.762	0.013	48.9	0.4	NO
2	Winchester Blvd / Olin Ave	D	SJ	C	27.2	1.0	0.419	0.009	30.3	1.0	NO
3	Winchester Blvd / Olsen Dr	D	SJ	D	40.9	0.1	0.631	0.004	44.6	0.1	NO
4	Winchester Blvd / Tisch / I-280 NB On-Ramp	D	SJ	D	40.4	-0.1	0.861	0.005	51.7	0.2	NO
5	Winchester Blvd / Moorpark Ave	E	SJ/CMP	D	43.0	0.0	0.675	0.000	46.5	0.0	NO
6	Stevens Creek Blvd / Monroe St	D	SJ	D	43.2	0.0	0.793	0.002	51.9	0.0	NO

Note: For Winchester/Stevens Creek and Stevens Creek/Monroe intersections, analysis conducted with Protected Intersection LOS thresholds under former Council Policy 5-3 and the Santana West agreement with the City of Santa Clara (See Section 1.3)

As shown above, the following study intersection is anticipated to operate at unacceptable LOS during at least one peak hour under Background Plus Project conditions.

- **Winchester Boulevard / Tisch Way / I-280 NB On-Ramp (Intersection #4 – Signalized)**
 - This signalized intersection is anticipated to operate at LOS E under Background conditions during the AM peak hour and would experience average vehicle delay greater than the City LOS threshold.
 - The project would not cause the intersection already operating at unacceptable LOS under Background conditions to operate with:
 - An increase in average critical delay by 4.0 seconds or more AND an increase in the critical volume-to-capacity (V/C) ratio of 0.010 or more; OR
 - A decrease in average critical delay AND an increase in the critical V/C ratio of 0.010 or more.
 - Therefore, the project does not cause any new deficiencies at the study intersection and does not create an adverse effect.

Figure 10: Existing Intersection Lane Geometry

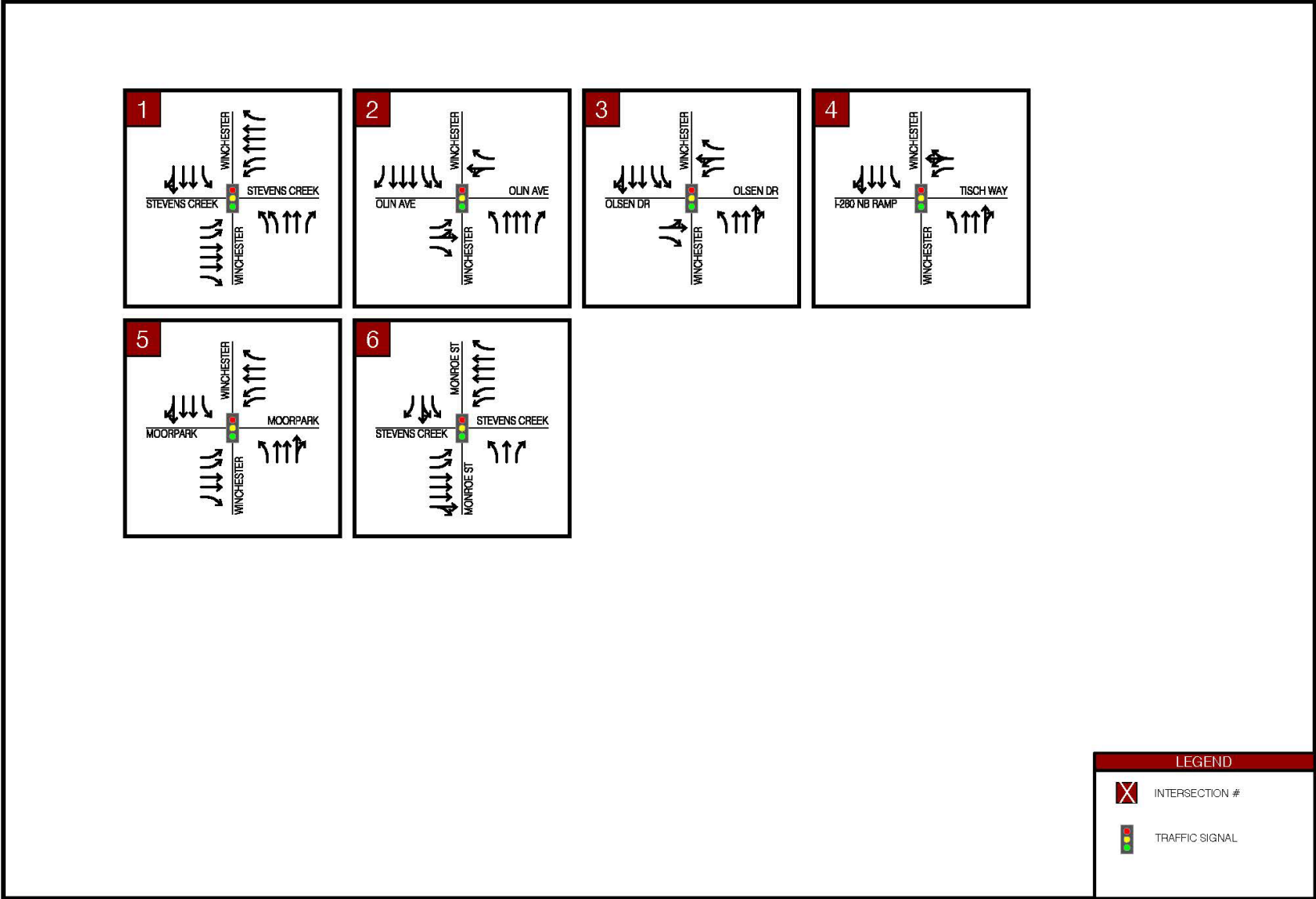


Figure 11: Existing Traffic Volumes

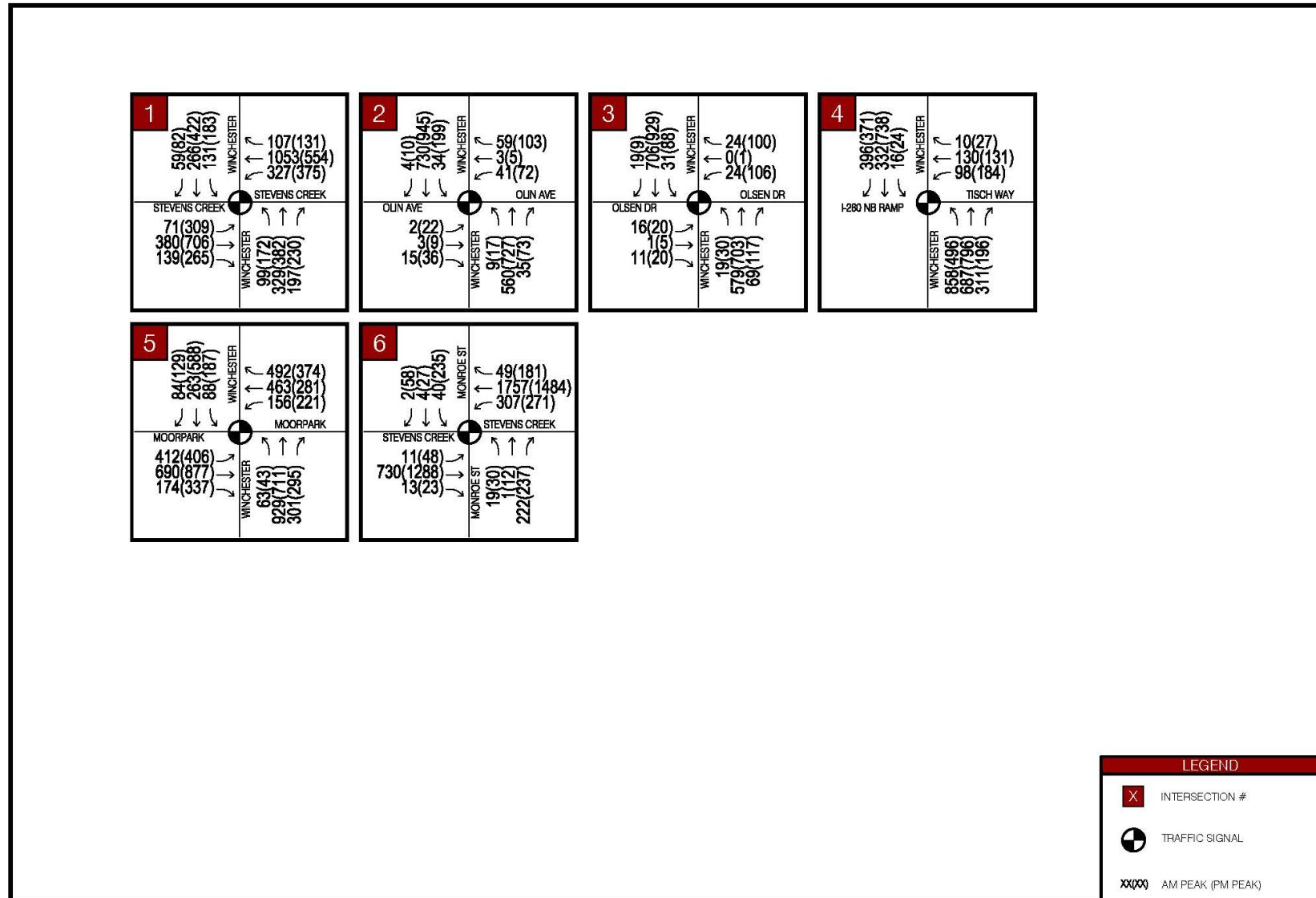


Figure 12: Background Traffic Volumes

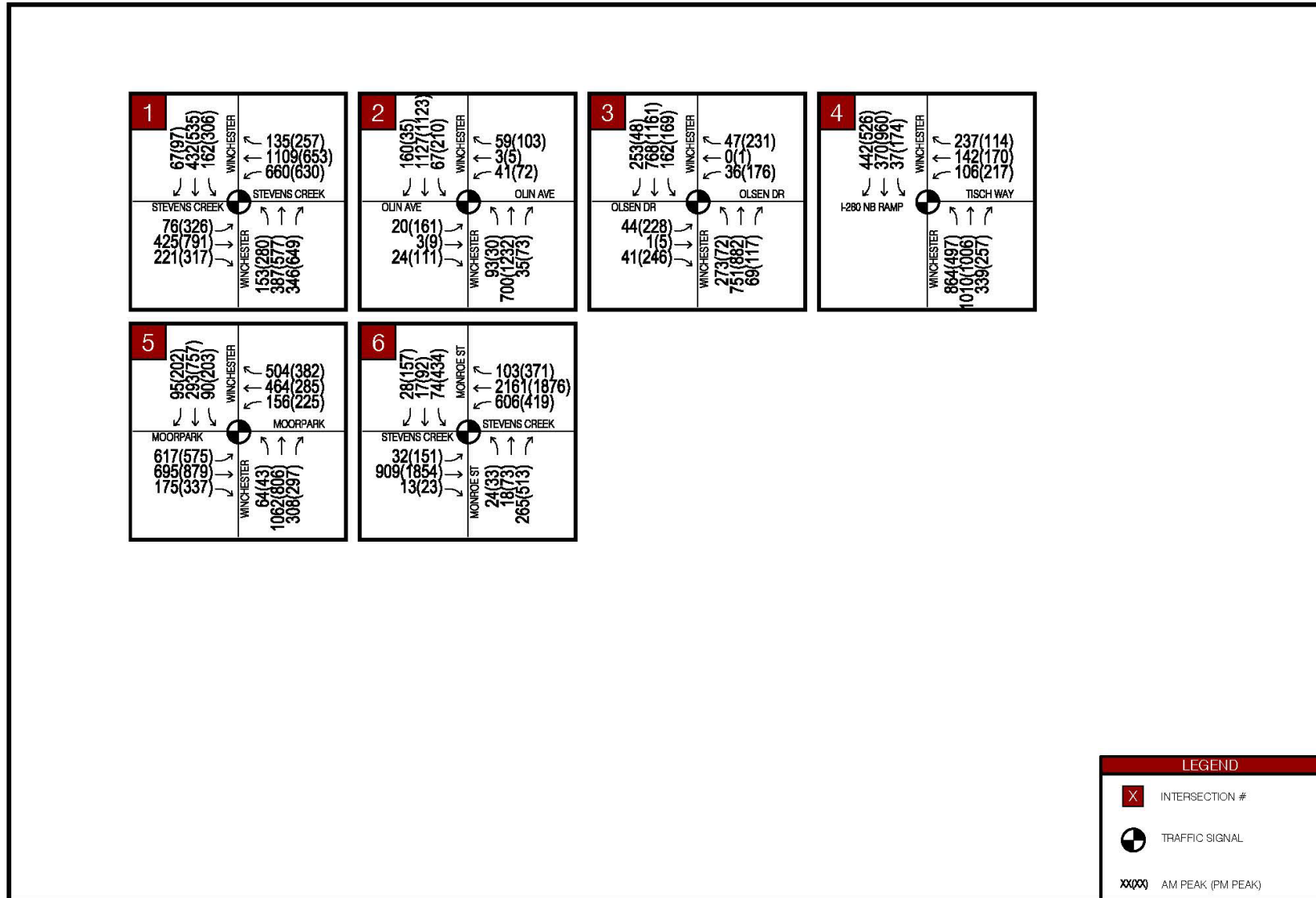
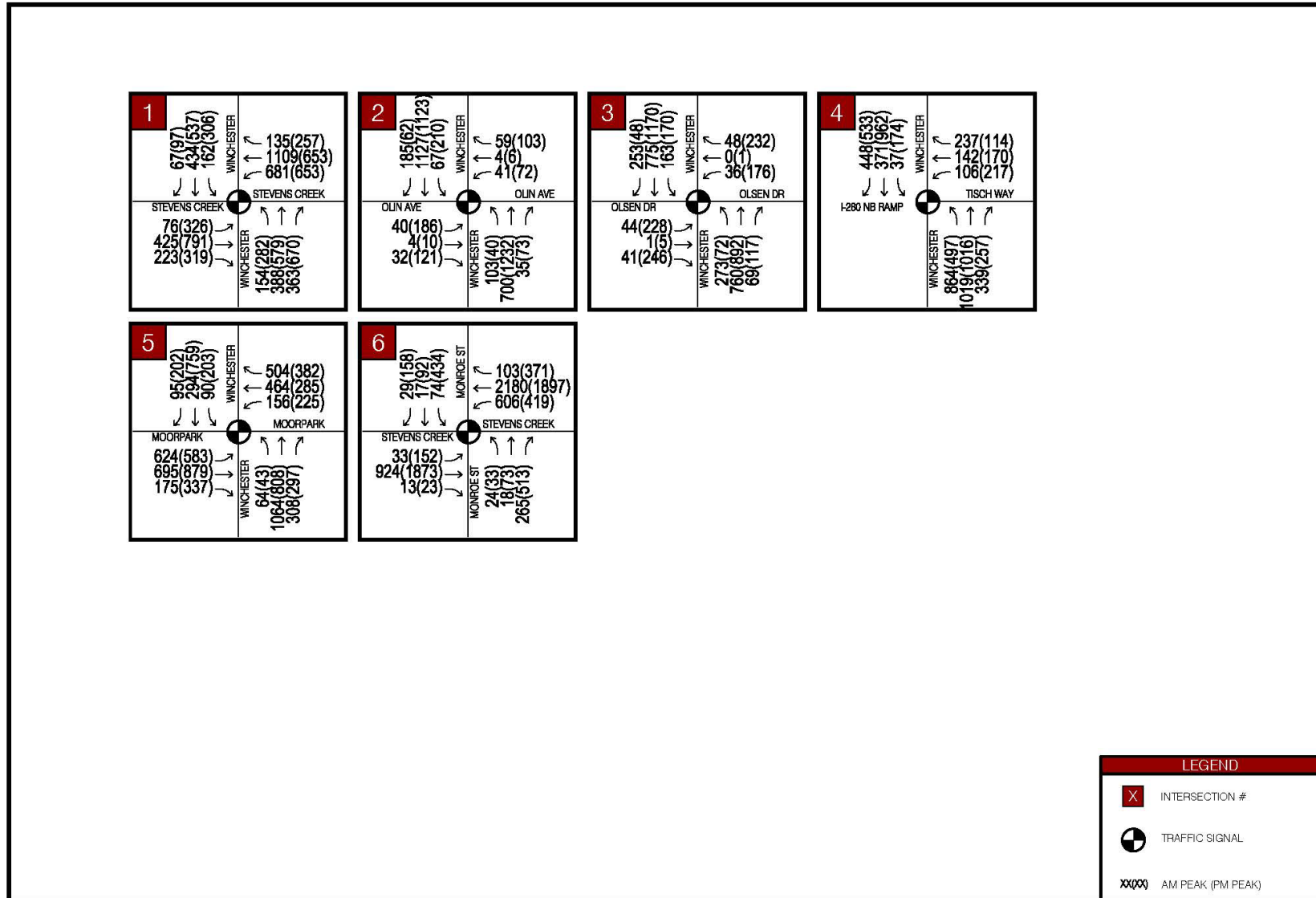


Figure 13: Background Plus Project Traffic Volumes



5.4 Intersection Queue Analysis

Select study intersections near the project site were evaluated for left-turn vehicle queuing capacity and storage analysis for each study scenario and summarized in **Table 8**.

For the Existing and Background scenario, some left turn movements have insufficient storage length to accommodate the peak hour 95th percentile vehicle queues. For the Background Plus Project scenario, the project is anticipated to add vehicle queues to the following left turn movements already exceeding the physical storage capacity:

- Winchester Boulevard / Stevens Creek Boulevard (Intersection #1 – Signalized CMP)
 - During the AM and PM peak, the addition of the project would potentially extend the 95th percentile vehicle queue in the westbound left turn movement by up to 25-feet (1 car length).
- Winchester Boulevard / Moorpark Avenue (Intersection #5 – Signalized)
 - During the AM peak, the addition of the project would potentially extend the 95th percentile vehicle queue in the eastbound left turn movement by up to 25-feet (1 car length).

Table 8: Left Turn Queue Analysis

AM PEAK HOUR - LEFT TURN QUEUE												
DESCRIPTION	#1 WINCHESTER / STEVENS CREEK				#2 WINCHESTER / OLIN				#5 WINCHESTER / MOORPARK			
	NBL	SBL	EBL	WBL	NBL	SBL	EBL	WBL	NBL	SBL	EBL	WBL
Existing Conditions												
95% Queue (veh/ln)	4	10	4	11	1	2	0	3	5	8	17	8
95% Queue (ft/ln)	100	250	100	275	25	50	0	75	125	200	425	200
Number of Turn Lanes	2	1	2	2	1	2	2	1	1	1	2	2
Total Storage (ft)	240	270	250	350	125	210	275	125	310	330	260	125
Sufficient Storage?	YES	YES	YES	YES	YES	YES	YES	YES	YES	YES	NO	NO
Background Conditions												
95% Queue (veh/ln)	6	13	4	21	7	2	1	4	5	8	25	8
95% Queue (ft/ln)	150	325	100	525	175	50	25	100	125	200	625	200
Number of Turn Lanes	2	1	2	2	1	2	2	1	1	1	2	2
Total Storage (ft)	240	270	250	350	125	210	275	125	310	330	260	125
Sufficient Storage?	YES	NO	YES	NO	NO	YES	YES	YES	YES	YES	NO	NO
Background Plus Project Conditions												
95% Queue (veh/ln)	6	13	4	22	7	2	2	4	5	8	26	8
95% Queue (ft/ln)	150	325	100	550	175	50	50	100	125	200	650	200
Number of Turn Lanes	2	1	2	2	1	2	2	1	1	1	2	2
Total Storage (ft)	240	270	250	350	125	210	275	125	310	330	260	125
Sufficient Storage?	YES	NO	YES	NO	NO	YES	YES	YES	YES	YES	NO	NO
Project Impact?	NO	NO	NO	YES	NO	NO	NO	NO	NO	NO	YES	NO

Note: Queue reported is the 95th-percentile car length per lane based on HCM 2000 methodology (1 car length = 25 feet).

PM PEAK HOUR - LEFT TURN QUEUE												
DESCRIPTION	#1 WINCHESTER / STEVENS CREEK				#2 WINCHESTER / OLIN				#5 WINCHESTER / MOORPARK			
	NBL	SBL	EBL	WBL	NBL	SBL	EBL	WBL	NBL	SBL	EBL	WBL
Existing Conditions												
95% Queue (veh/ln)	8	15	13	15	2	8	1	6	4	15	16	12
95% Queue (ft/ln)	200	375	325	375	50	200	25	150	100	375	400	300
Number of Turn Lanes	2	1	2	2	1	2	2	1	1	1	2	2
Total Storage (ft)	240	270	250	350	125	210	275	125	310	330	260	125
Sufficient Storage?	YES	NO	NO	NO	YES	YES	YES	NO	YES	NO	NO	NO
Background Conditions												
95% Queue (veh/ln)	12	26	14	26	2	9	7	7	4	16	23	13
95% Queue (ft/ln)	300	650	350	650	50	225	175	175	100	400	575	325
Number of Turn Lanes	2	1	2	2	1	2	2	1	1	1	2	2
Total Storage (ft)	240	270	250	350	125	210	275	125	310	330	260	125
Sufficient Storage?	NO	NO	NO	NO	YES	NO	YES	NO	YES	NO	NO	NO
Background Plus Project Conditions												
95% Queue (veh/ln)	12	26	14	27	3	9	8	7	4	16	23	13
95% Queue (ft/ln)	300	650	350	675	75	225	200	175	100	400	575	325
Number of Turn Lanes	2	1	2	2	1	2	2	1	1	1	2	2
Total Storage (ft)	240	270	250	350	125	210	275	125	310	330	260	125
Sufficient Storage?	NO	NO	NO	NO	YES	NO	YES	NO	YES	NO	NO	NO
Project Impact?	NO	NO	NO	YES	NO	NO	NO	NO	NO	NO	NO	NO

Note: Queue reported is the 95th-percentile car length per lane based on HCM 2000 methodology (1 car length = 25 feet).

5.5 Project Driveway Queue Analysis

The 95th percentile outbound queue at the port-de-conche driveways along Olin Avenue are anticipated to be up to 50-feet (2 car length) for the Project scenario during the AM and PM peak. This maximum queue would extend into proposed drive aisle. Vehicles exiting the driveway would be allowed to make left and right turns out the site when there are sufficient vehicle gaps in between the adjacent signal and stop control cycles at the Winchester Blvd / Olin Ave intersection

From the trip distribution presented in Section 4, the total gross vehicles exiting the project site is 31 AM peak hour trips and 44 PM peak hour trips. This maximum outbound trip rate at the project driveway is equivalent to a rate of 1 vehicle every 2 minutes in the AM peak and 1 vehicle every 1.3 minutes in the PM peak. The driveway vehicle queue is not expected to create an adverse effect to on-site traffic operations or disrupt the existing street network.

5.6 Freeway Queue Analysis

Per City direction, an analysis of the Winchester Boulevard / I-280 freeway ramps was performed to identify the effects of project traffic on the vehicle queues and wait times at the metered ramps. The evaluation of the metered freeway ramps that would be utilized by project-generated traffic is provided for informational purposes only.

The study freeway on-ramps and the peak traffic period when their meters are operating are as follows:

- I-280 NB On-Ramp at Winchester Boulevard (NB Lane 1 – AM and PM Peak)
- I-280 SB Off-Ramp at Moorpark Avenue (SB Lane 1 – AM and PM Peak)

The metered freeway on-ramps were evaluated during the AM and PM peak hours of traffic on Thursday March 2, 2023. Ramp meters were observed to be operating during the peak period in the direction of the commute traffic. Uncontrolled freeway on-ramps are typically not evaluated since these ramps do not experience measurable queue lengths.

A quantitative assessment of the existing ramp conditions and project traffic estimated to use the metered freeway ramps is discussed below. The existing vehicle queue lengths and meter service rates (the number of vehicles that can go through the meter during a specific time period, or the time the vehicle at the front of the queue must wait for the ramp meter to turn green) at each of the above metered ramps were measured in the field during the peak hours of traffic (7-9 AM and 4-6 PM).

I-280 NB Ramps at Winchester Boulevard

The northbound on-ramp has two (2) standard lanes for ramp metering. Field observations revealed that the current on-ramp meter was not operating during the AM and PM peak hour since the existing volumes on the ramp and freeway were operating with minimal congestion. The observed max vehicle queues do not exceed the available lane storage for both metering lanes.

Based on the project distribution discussed in Section 4.2, the project is expected to add approximately 7 AM and 6 PM peak hour trips to the I-280 NB on-ramp. The added project trips are equivalent to an AM rate of one (1) vehicle every 8.5 minutes and a PM rate of one (1) vehicle every 10 minutes which is anticipated to create a minimal increase in vehicle delay and queueing to existing ramp operations.

I-280 SB Ramps at Moorpark Avenue

The southbound off-ramp to Moorpark Avenue splits into three (3) queue lanes at the signalized intersection. Field observations show that there is some congestion during the AM and PM peak hour; however, the observed max vehicle queues do not exceed the available lane storage at the intersection or spillback onto the freeway.

Based on the project distribution discussed in Section 4.2, the project is expected to add approximately 7 AM and 5 PM peak hour trips to the I-280 SB off-ramp. The added project trips are equivalent to an AM rate of one (1) vehicle every 8.5 minutes and a PM rate of one (1) vehicle every 12 minutes which is anticipated to create a minimal increase in vehicle delay and queueing to existing ramp operations.

A summary of the existing ramp queues and ramp metering rates for the northbound and southbound I-280 ramps at Winchester Boulevard and Moorpark Avenue is shown in **Table 9** and the **Appendices**.

Table 9: I-280 Ramp Queue Analysis at Winchester and Moorpark

AM Observed Vehicle Queue (ft)			PM Observed Vehicle Queue (ft)		
Time of Day	Winchester / I-280 NB On Ramp	Moorpark / I-280 SB Off Ramp	Time of Day	Winchester / I-280 NB On Ramp	Moorpark / I-280 SB Off Ramp
7:05 AM	0	0	4:05 PM	0	0
7:10 AM	0	0	4:10 PM	0	0
7:15 AM	0	50	4:15 PM	0	0
7:20 AM	0	0	4:20 PM	0	150
7:25 AM	0	0	4:25 PM	0	0
7:30 AM	0	100	4:30 PM	0	200
7:35 AM	0	0	4:35 PM	0	0
7:40 AM	0	75	4:40 PM	0	225
7:45 AM	0	200	4:45 PM	0	150
7:50 AM	0	0	4:50 PM	0	0
7:55 AM	0	275	4:55 PM	0	175
8:00 AM	0	25	5:00 PM	0	175
8:05 AM	0	100	5:05 PM	0	0
8:10 AM	0	150	5:10 PM	0	75
8:15 AM	0	150	5:15 PM	0	0
8:20 AM	0	0	5:20 PM	0	175
8:25 AM	0	300	5:25 PM	0	250
8:30 AM	0	150	5:30 PM	0	75
8:35 AM	0	0	5:35 PM	0	425
8:40 AM	0	225	5:40 PM	0	0
8:45 AM	0	0	5:45 PM	0	200
8:50 AM	0	50	5:50 PM	0	150
8:55 AM	0	350	5:55 PM	0	0
9:00 AM	0	0	6:00 PM	0	500
Ramp Storage Length (ft)	750	1000	Ramp Storage Length (ft)	750	1000
Average Queue (ft)	0	92	Average Queue (ft)	0	122
Max Queue (ft)	0	350	Max Queue (ft)	0	500
Sufficient Ramp Queue Storage?	Yes	Yes	Sufficient Ramp Queue Storage?	Yes	Yes

5.7 Adverse Effects and Improvements

This section discusses significant transportation project adverse effects identified under Project conditions as well as planned roadway improvements. Per City guidelines in the 2020 Transportation Analysis Handbook, proposed mitigation measures to address negative adverse effects at a study intersection should prioritize improvements related to alternative transportation modes, parking measures, and/or TDM measures with secondary improvements that increase vehicle capacity to the transportation network.

Project Intersection Adverse Effects

Based on City and CMP intersection operation threshold criteria described in Section 1, the project is not anticipated to generate an adverse effect to the study intersections during the Project scenario.

City Identified Roadway Improvements

The project is not anticipated to generate an adverse effect to the existing roadway network during the Project scenario.

City Identified Pedestrian Improvements

Per City request to improve multi-modal access, the project would need to coordinate with the City and implement the following improvement:

- Install a crosswalk at the Winchester/Olin north intersection leg. A signal modification will be required to implement the installed pedestrian crosswalk. In coordination with City staff, this improvement would consist of new striping, a pedestrian button relocation, and a 6-foot wide half-bulbous curb extension along Olin Avenue at the project frontage.

City Identified Bicycle Improvements

Per City request to improve multi-modal access, the project would need to coordinate with the City and implement the following improvement:

- Provide a monetary contribution for an in-lieu fee for future Class IV protected bike lane implementation along the Winchester Boulevard project frontage per the CSJ Better Bike Plan 2025 (\$144 per LF)

City Identified Transit Improvements

The project is not anticipated to generate an adverse effect to the existing transit network during the Project scenario.

I-280/Winchester Boulevard Interchange Traffic Fees

A schedule for completion of the new westbound off-ramp from I-280 to Winchester Boulevard has yet to be determined. In order to implement the recommended off-ramp improvement as an alternative to other intersection improvements at the Winchester Boulevard/Tisch Way intersection, the City's General Plan allows for adoption of a Transportation Development Policy (TDP) to provide a funding mechanism to collect a proportional contribution from future development.

The City's adopted I-280 Winchester TDP includes a nexus study which evaluated future demand at the proposed off-ramp improvement as well as a traffic fee required for new development toward the fair-

share contribution. The current 2023 TIF rate for the I-280/Winchester Blvd TDP is \$33,560 per project peak-hour trip that would traverse through the I-280/Winchester interchange. This fee is subject to an annual escalation on January 1st per the Engineering News-Record Construction Cost Index for San Francisco.

The TDP is based on gross PM vehicle trips generated by the project. The project would be adding gross PM vehicle trips to the transportation network; therefore, a TDP fee would apply for the project.

From the trip generation and distribution described in Section 4, the project would generate up to 46 gross inbound PM hour trips, and up to 15% of these inbound trips would originate from vehicles traveling northbound along I-280. If all inbound PM project trips from the northbound I-280 freeway use the new Winchester Boulevard off-ramp, the project would contribute up to 7 PM trips applicable for traffic fees.

Therefore, the total TIF amount with 7 gross PM project trips is approximately \$234,920 under the current 2023 TIF rate. The final TIF amount will be confirmed between the City and the project applicant.

6 LTA SITE ACCESS AND CIRCULATION

This chapter describes the local transportation analysis including site access and on-site circulation review, effects on bicycle, pedestrian, and transit facilities, construction operations, and neighborhood interface.

6.1 Driveway Site Access

Site access and circulation for the project is based on the latest site plan prepared by Lowney Arch shown in the **Appendices**. The 425 Winchester project provides on-site parking spaces at the basement level parking garage which is accessed by 22-foot-wide drive aisles and a driveway on Olin Avenue. The parking garage will be accessed by valet attendants to provide reserved parking spaces for hotel guests. A 23-foot-wide driveway is also provided along Winchester Boulevard for delivery truck vehicles.

- Driveway 1 at Winchester Boulevard – Right-In and Right-Out only access for delivery truck vehicles due to existing raised center median
- Driveway 2 Port-de-Coche at Olin Avenue – Full access for passenger vehicles

The proposed project driveway is situated approximately 110-feet west of the Winchester Blvd / Olin Ave intersection. Per City guidance, driveways should be a minimum of 150 feet from any intersection; however due to the location and size of the parcel, providing 150-feet of spacing for the driveway is not feasible and would require redesign of the entire site. The proposed driveway location optimizes sight distance and spacing for the proposed site plan. To improve vehicle sight distance of approaching pedestrians and bicycles on Olin Avenue, it is recommended to provide low clearance landscaping between the back of sidewalk and building frontage on both sides of the driveway.

From the intersection queue analysis in Section 5.4, the project's proposed egress driveway on Olin Avenue is located approximately 110-feet west of the Winchester/Olin intersection. For the AM peak, the 95th percentile eastbound left turn queue at Olin/Winchester is approximately 50-feet and would not block the project driveway. For the PM peak, the 95th percentile eastbound left turn queue at Olin/Winchester is approximately 200-feet and the queue would extend past the proposed project driveway by approximately 90-feet.

Full access for the project driveway is allowed on Olin Avenue. Vehicles accessing the driveway would be allowed to make turns in and out the site when there are sufficient vehicle gaps in between the adjacent signal and stop control cycles at the Winchester Blvd / Olin Ave intersection. From the queue analysis results summarized in Section 5.4 and 5.5, inbound vehicle queues and delays are not expected to be significant issues. For outbound vehicles, on-site vehicle queues are expected during the PM peak due to a combination of eastbound left-turn queue at the Winchester/Olin intersection, inherent unpredictability of vehicle arrivals at driveways, and the random occurrence of gaps in traffic; however, these conditions are typical of driveways in commercial retail areas.

Based on discussions with City staff, the project will include left-turn only signage at the Olin egress driveway to discourage outbound vehicle trips from turning right and cutting through the Century/Winchester neighborhood.

6.2 Passenger Vehicle Access and Circulation

Per City Municipal Code 20.90.100 and Table 20-220, the minimum width of a two-way drive aisle is 26-feet; however, the drive aisle width ranges between 23 to 25-feet wide measured between the building columns and parking stalls while the driveway drive aisle width on the ground floor is 23-feet wide. The project is seeking a drive aisle width reduction to 20-feet minimum pursuant to Part C of Section 20.90.100 provided that the reduction will not impair the safe and convenient accessibility of the parking spaces affected and the safety of the site. On-site 90-degree uniform-size parking spaces are dimensioned 8.5-feet by 17-feet and satisfy City parking standards.

Passenger vehicle access to the project is provided by the port-de-conche along the Olin Avenue frontage and an underground parking garage for valet storage. Vehicle maneuverability and access for the parking garage and port-de-conche was analyzed using AutoTURN software which measures design vehicle swept paths and turning through simulation and clearance checks. A passenger car design from the American Association of State Highway and Transportation Officials (AASHTO) was assessed for the internal parking garage levels.

Analysis using the AASHTO template revealed that passenger vehicles could adequately access the port-de-conche driveways, maneuver through the garage, and park in the stalls without conflicting into other vehicles or stationary objects. The project's reduced drive aisle width provides sufficient vehicle clearance.

Proposed Valet Operations

The project is proposing valet parking operations within the underground parking garage and is being determined by the project applicant. It should be noted that the final valet operations on-site will be managed by the valet vendor and the daily valet logistics may change to best serve the project's needs.

Hotel guests that arrive to the site would enter the port-de-conche driveway along Olin Avenue and hand their vehicle over to a valet attendant. The valet attendant would drive the vehicle into the underground parking garage and park the vehicle in one of the 45 available vehicle parking spaces. Marked tandem parking spaces along the east side the underground parking garage would be reserved for valet use only since valet attendants would be able to quickly stack and move cars closely without interruption from guests or other vehicle operations. The parking garage drive aisle would also be used for temporary valet storage area when double parking or moving cars from the tandem spaces. The project applicant is currently negotiating a parking agreement with the Santana West development to allow additional off-site vehicle parking and valet storage in the multi-story parking garage south of Olin Avenue.

Proposed Valet Queuing

To determine the queuing capacity for the valet area during a typical weekday, a Poisson's distribution was assumed to determine the likelihood a certain number of vehicles, X would arrive within a given time period, P . It is not anticipated that the hotel will host special events that will increase the demand for valet service due to the lack of banquet and conference rooms. The Poisson's distribution utilized the following equation:

$$P(X = x) = e^{-m} \times \frac{m^x}{x!}$$

Where,

m = average arrival rate

x = total number of vehicles expected to arrive within a given time period

From the trip generation described in Section 4, the project could generate up to 39 AM peak hour gross inbound trips and up to 45 PM peak hour gross inbound trips that could access the port-de-conche valet area. Assuming an average vehicle loading and valet service time of 2 minutes, the average AM vehicle arrival rate would be 1.3 vehicles every 2 minutes, and the average PM vehicle arrival rate would be 1.53 vehicles every 2 minutes.

A summary of the number of arriving valet vehicles during the typical AM and PM peak period is provided in the **Appendix**. The Poisson's distribution found that during the AM peak hour, there is a 98.9% cumulative probability that 4 or less vehicles will arrive at the hotel within a 2-minute period. During the PM peak hour, there is a 98% cumulative probability that 4 or less vehicles will arrive at the hotel within a 2-minute period.

To prevent valet port-de-conche vehicle queues from extending into the public right-of-way on Olin Avenue, the project would need to provide four (4) valet spaces on-site. The proposed valet loading area at the port-de-conche provides two (2) vehicle loading lanes and each loading lane has approximately 50-feet of curb loading space. Assuming a vehicle queue length of 25-feet per vehicle, the proposed valet loading area has 100-feet of curb loading space which is equivalent to a maximum storage capacity of up to 4 vehicles (2 vehicles in each lane). Therefore, it is anticipated that the proposed valet operations on-site would provide sufficient storage capacity and not conflict with existing traffic conditions on Olin Avenue.

Off-Site Parking

The project applicant is currently negotiating a parking agreement with the Santana West development to allow off-site parking in the multi-story parking garage south of Olin Avenue for overflow passenger vehicle and valet use. It should be noted that the Santana West parking garage with access from Olin Avenue has not yet been opened or occupied. The proposed off-site parking is shown in **Figure 14**.

6.3 Heavy Vehicle Truck Access and Circulation

Vehicles are currently prohibited from stopping or parking along Winchester Boulevard and Olin Avenue along the project frontage. An off-street loading area is identified on the north side of the site and is accessed by a driveway on Winchester Boulevard.

Per City Municipal Code 20.90.410, a building intended for use by a manufacturing plant, storage facility, warehouse facility, goods display facility, retail store, wholesale store, market, hotel, hospital, mortuary, laundry, dry cleaning establishment, or other use having a floor area of 10,000 square-feet or more shall provide a minimum of one (1) off-street loading space, plus one additional such space for each 20,000 square-feet of floor area. The proposed loading area for the hotel project meets the off-street loading space criteria.

For the purposes of this analysis, it is assumed that delivery and loading activity for the project would occur on-site at the Winchester driveway. The SU-30 truck based on AASHTO was assumed as the maximum size delivery truck that would be allowed due to truck route and maneuverability constraints in the Santana Row / Valley Fair Urban Village area and at the project driveway. Fire apparatus and garbage trucks were also checked for site access, and these vehicle dimensions were based on NCHRP 659 – Guide for the Geometric Design of Driveways.

SU-30 delivery trucks would be able to maneuver on Winchester Boulevard to the project site. A delivery truck would be able to enter the project driveway to load/unload and back out of the driveway without conflict.

Garbage and recycling bins are anticipated to be located in a designated trash room and moved outside for pickup along Olin Avenue. Waste collection vehicles would be able to pick up bins on the street without conflict.

In the event of an emergency, it is assumed that fire apparatus vehicles will stage adjacent to the project site on Winchester Boulevard and Olin Avenue. Existing fire hydrants on the southwest and northeast corners of the Winchester Boulevard / Olin Avenue intersection provides direct fire access for emergency personnel. The project driveway is 23-feet wide, at least 10-feet high, and satisfies the 20-foot horizontal and 10-foot- vertical minimum access clearances from the 2016 CA Fire Code.

To ensure vehicles do not impede intersection and emergency operations, it is recommended to delineate red curb striping and no parking signs along the project frontage on Winchester Boulevard and on Olin Avenue between the project driveway and the signal.

Figure 15 thru **Figure 19** show site access and vehicle turn templates at the project driveway and on-site parking garage for the design vehicles described above.

Figure 14: Potential Off-Site Parking

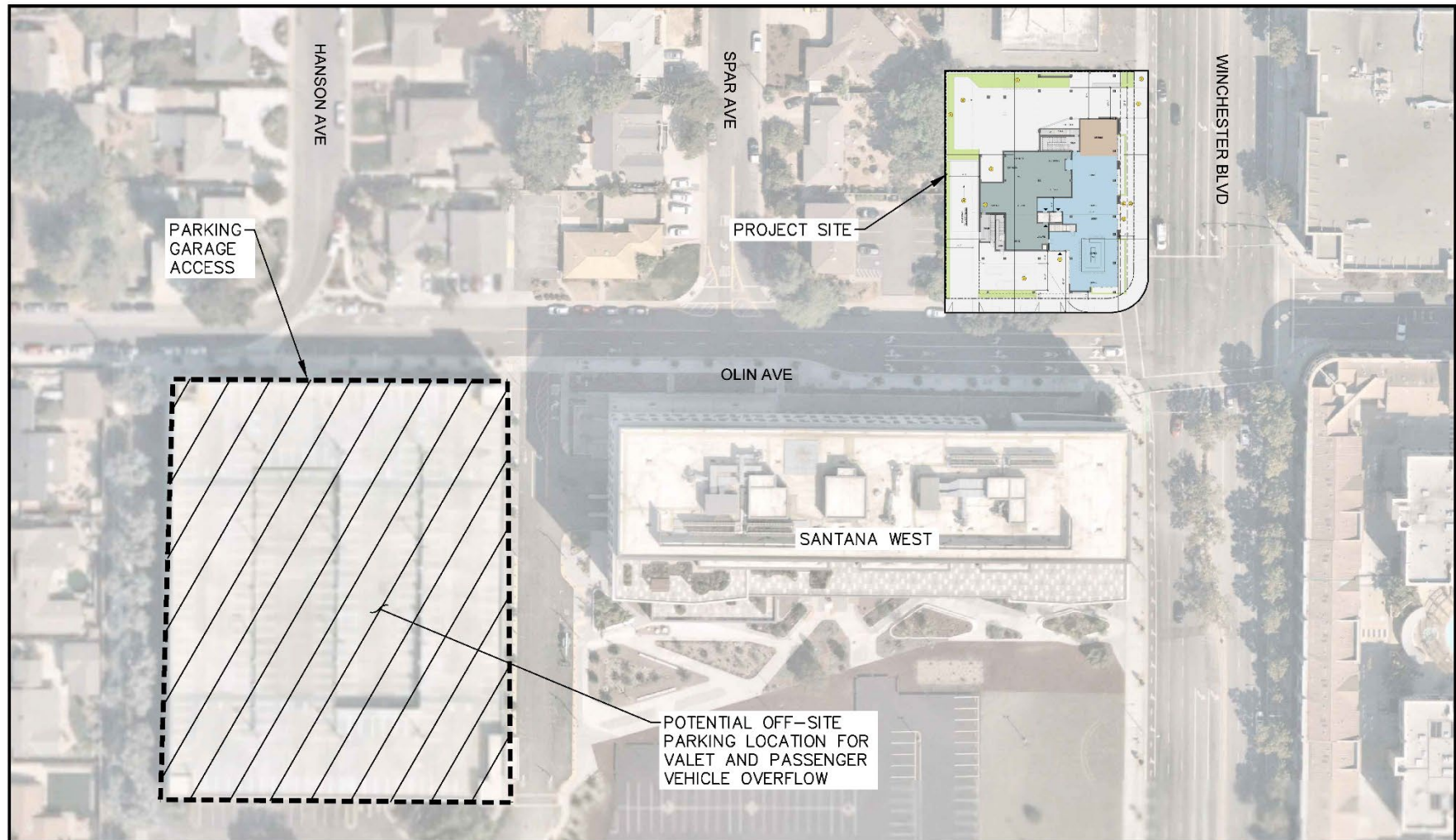


Figure 15: Passenger Vehicle Access

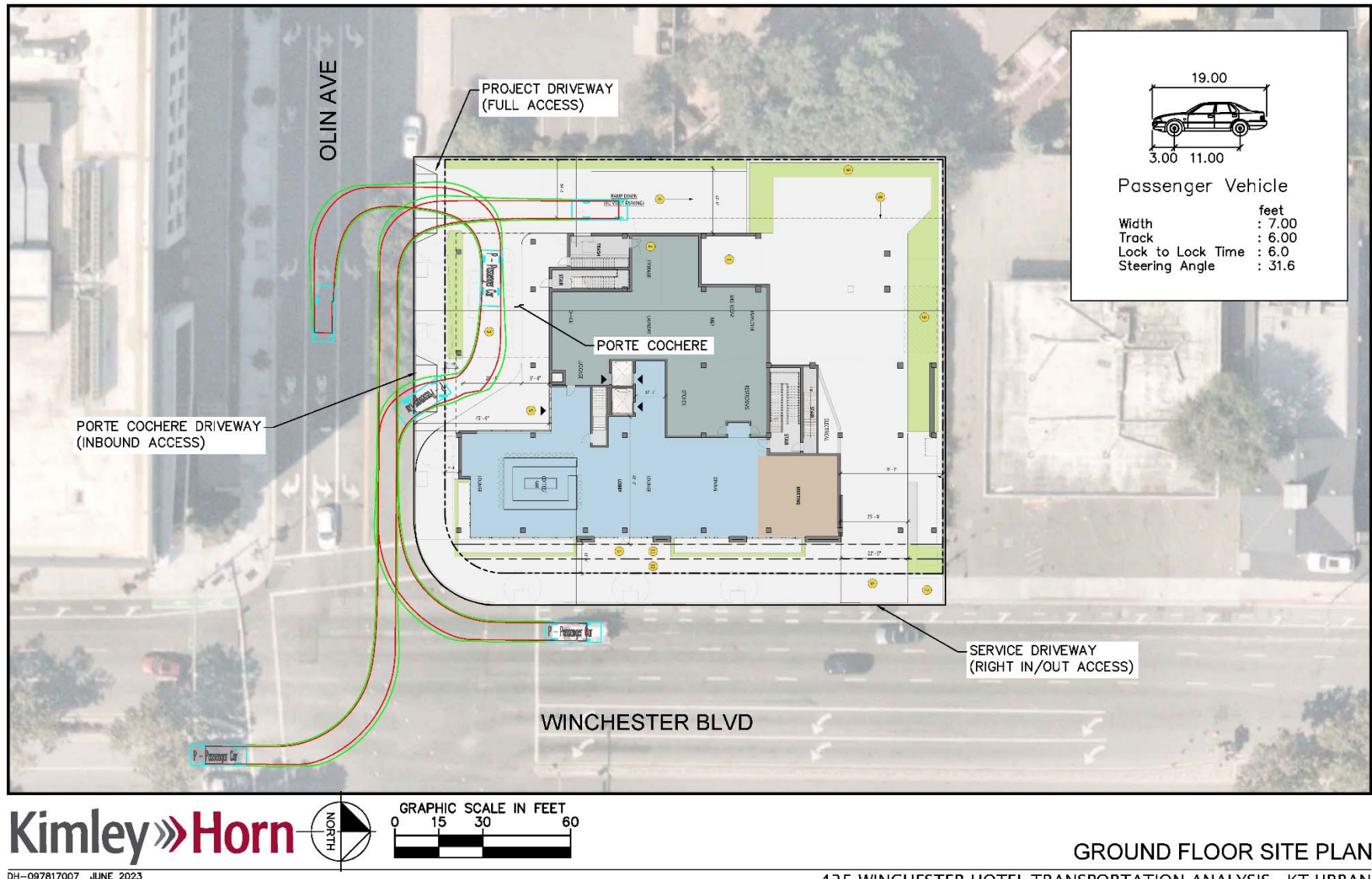


Figure 16: Passenger Vehicle Access (Parking Garage)

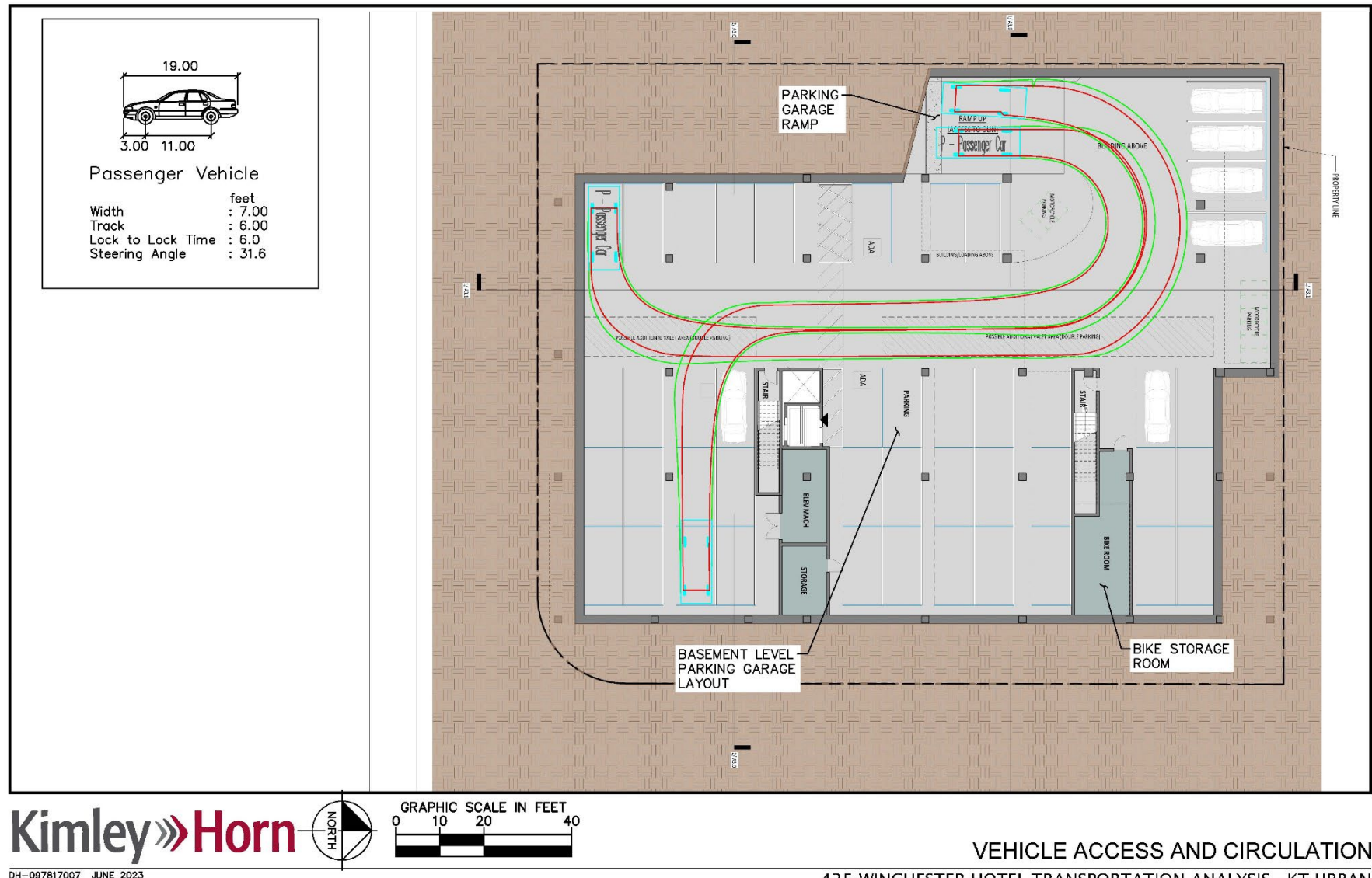


Figure 17: Delivery Vehicle Access

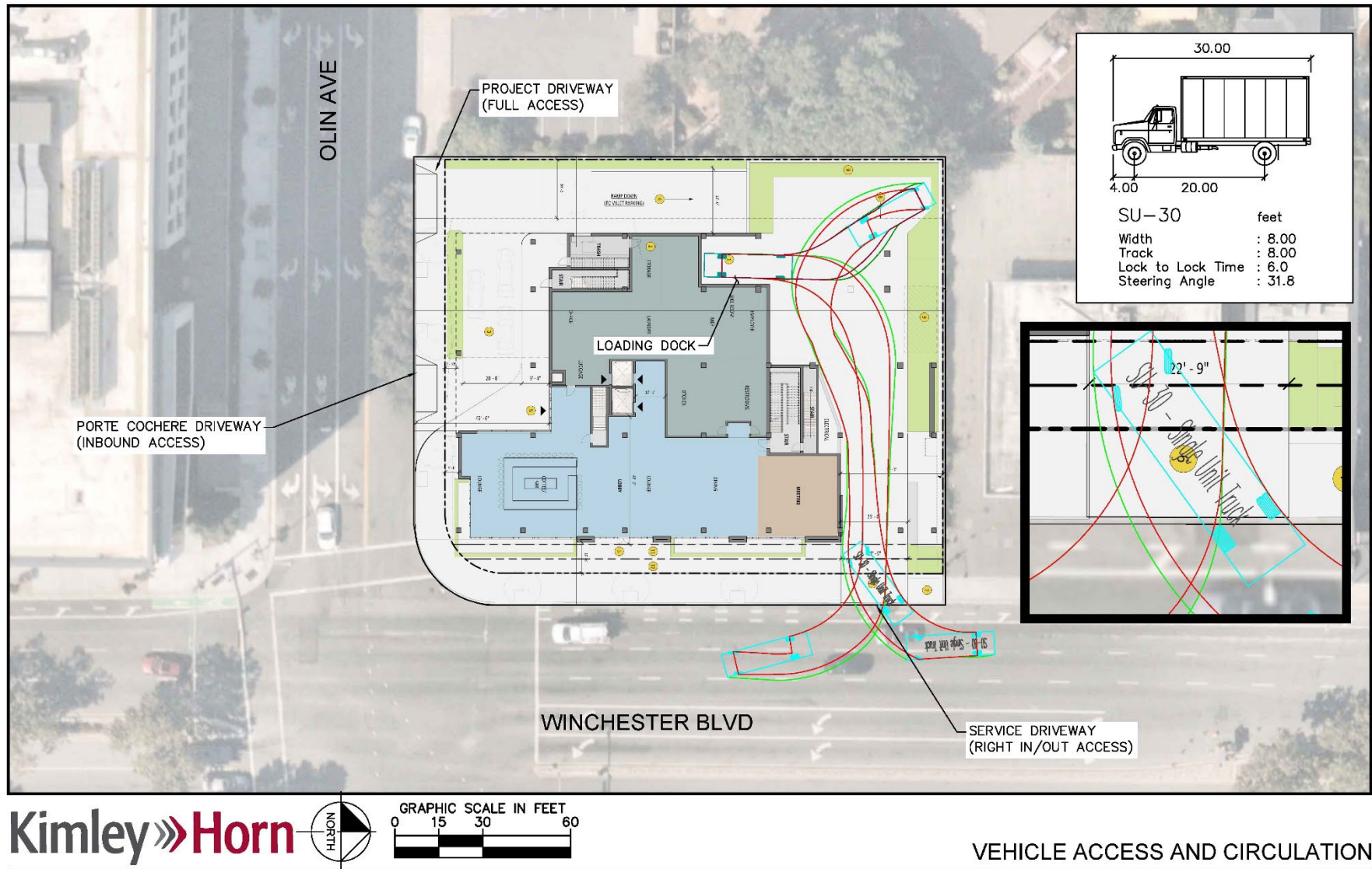


Figure 18: Garbage Truck Access

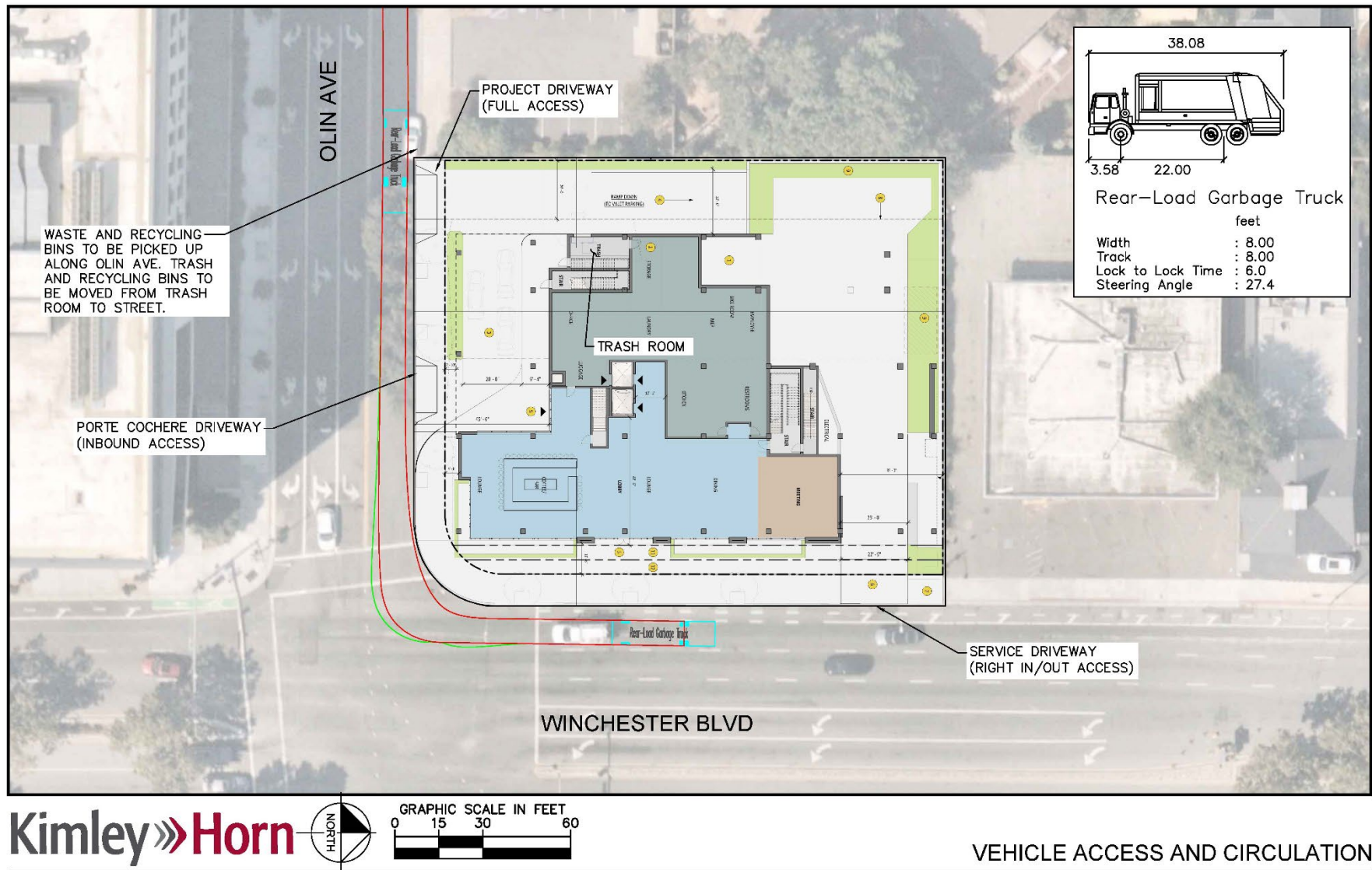
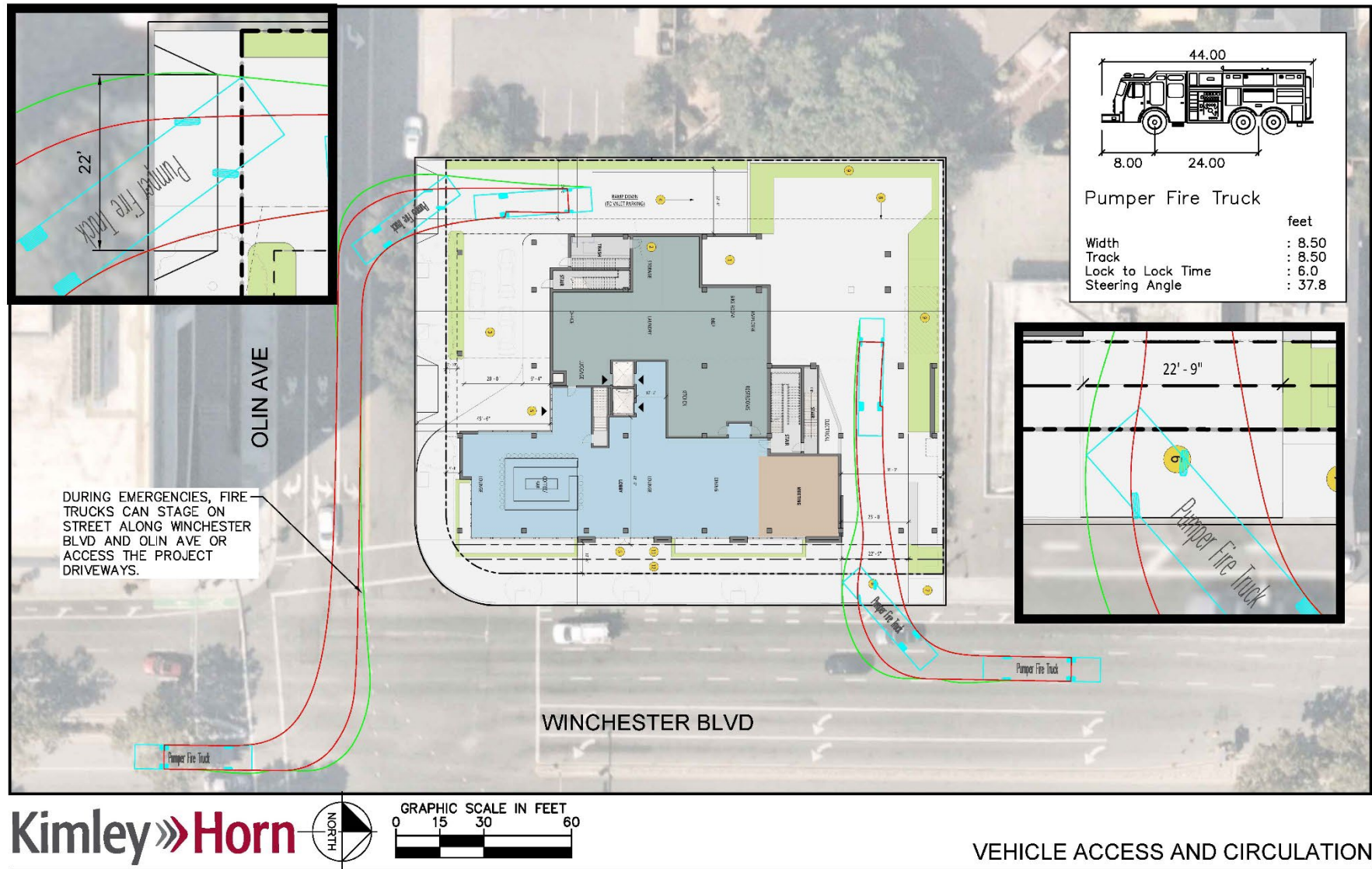


Figure 19: Fire Truck Access



6.4 Vehicle Sight Distance Analysis

For egress only and full access driveways, a preliminary stopping sight distance and intersection sight distance analysis was conducted to determine the feasibility of the proposed project driveway locations. The AASHTO methodology was used in this analysis. The sight distance needed under various assumptions of physical conditions and driver behavior is directly related to vehicle speeds and to the resultant distances traversed during perception-reaction time and braking.

Stopping sight distance is defined as the sum of reaction distance and braking distance. The reaction distance is based on the reaction time of the driver while the braking distance is dependent upon the vehicle speed and the coefficient of friction between the tires and roadway as the vehicle decelerates to a complete stop. This sight distance analysis indicates the minimum visibility that is required for an approaching vehicle to stop safely if a vehicle from the project driveway enters or exits the approaching road. The driver should also have an unobstructed view of the intersection, including any traffic-control devices, and sufficient lengths along the intersecting road to permit the driver to anticipate and avoid potential collisions.

Project Driveway Sight Distance

For vehicles entering Winchester Boulevard and Olin Avenue roadways from the proposed project driveways, the AASHTO method evaluates sight distance from a vehicle exiting the driveway to a vehicle approaching from either direction. The intersection sight distance is defined along intersection approach legs and across their included corners known as departure sight triangles. These specified areas should be clear of obstructions that might block a driver's view of potentially conflicting vehicles. Intersection sight distance is measured from a point 3.5-feet above the existing grade (driver's eye) along the potential driveway to a 3.5-foot object height in the center of the approaching lane on the roadway. A vehicle setback of 14.5 feet in a stopped position from the edge of traveled way was assumed for determining intersection sight distance.

Minimum sight distance criteria for the potential driveways along the study roadways was determined from the AASHTO Geometric Design of Highways and Streets 7th Edition (Green Book). For the purposes of this analysis, a design speed of 40 mph (35 mph posted speed limit) was assumed along Winchester Boulevard, and a design speed of 30 mph (25 mph posted speed limit) was assumed along Olin Avenue. AASHTO standard time gap variables for passenger cars stopped on the proposed project driveways were used. Based on the existing traffic control, minimum sight distance was calculated for the following scenarios:

- Stopping Sight Distance on Winchester Road and Olin Avenue
- Intersection Sight Distance Case B – Stop control at the proposed project driveways
 - Case B1 – Left turn from the minor road
 - Case B2 – Right turn from the minor road

From Table 9-7 and Table 9-9 of the Green Book, the minimum stopping sight distances on Winchester Boulevard is 305 feet and 200 feet for Olin Avenue. On Winchester Boulevard, the intersection sight distance for Case B2 right turn is 445 feet assuming approach grades of 3 percent or less at 40 mph. No left turn is possible from the Winchester Boulevard Driveway, thus Case B1 does not apply. On Olin Avenue, the intersection sight distance for Case B1 left turn is 335 feet while the intersection sight distance for Case B2 right turn is 290 feet assuming approach grades of 3 percent or less at 30 mph.

A site visit was taken to measure the available sight distance and departure sight triangles at the proposed driveway locations. From a 5-foot setback from the edge of travel way, the measured available sight distance is over 400 feet in each direction on Winchester Boulevard and Olin Avenue. **Table 10** summarizes the intersection and stopping sight distance at the project driveways.

Table 10: Project Driveway Sight Distance

Type	Design Speed (MPH)	Required Sight Distance (ft)	Actual Sight Distance (ft)	Sufficient Sight Distance?
Winchester Boulevard (Service Driveway – RIRO Access)				
SSD on Primary Road	40	305	>400	Yes
ISD Case B1 (Left Turn)	40	N/A	N/A	N/A – No left turn access from driveway
ISD Case B2 (Right Turn)	40	395	>400	Yes
Olin Avenue (Parking Garage Driveway – Full Access)				
SSD on Primary Road	30	200	>400	Yes
ISD Case B1 (Left Turn)	30	335	>400	Yes
ISD Case B2 (Right Turn)	30	290	>400	Yes

The proposed project driveway locations satisfy the minimum stopping sight distance required for all approaches on Winchester Boulevard and Olin Avenue. Vehicles on the road will have sufficient sight distance to react and stop safely if a vehicle from the project driveway enters or exits the road. Vehicles entering the City streets from the project driveway will also have sufficient intersection sight distance to make a left or right turn onto the road per AASHTO scenarios.

Overall, the proposed project driveway locations are feasible and provide sufficient sight distance for traffic conditions. To ensure that vehicles exiting the site can see bikes and vehicles traveling on the roadway, no parking striped with red curb should be established between the Olin/Winchester intersection and the adjacent to the project driveways. The footage of red curb should be applied to provide the required sight distance. An exhibit comparing the design and measured available stopping and intersection sight distances is shown in **Figure 20** and **Figure 21**.

Figure 20: Olin Avenue Sight Distance Analysis

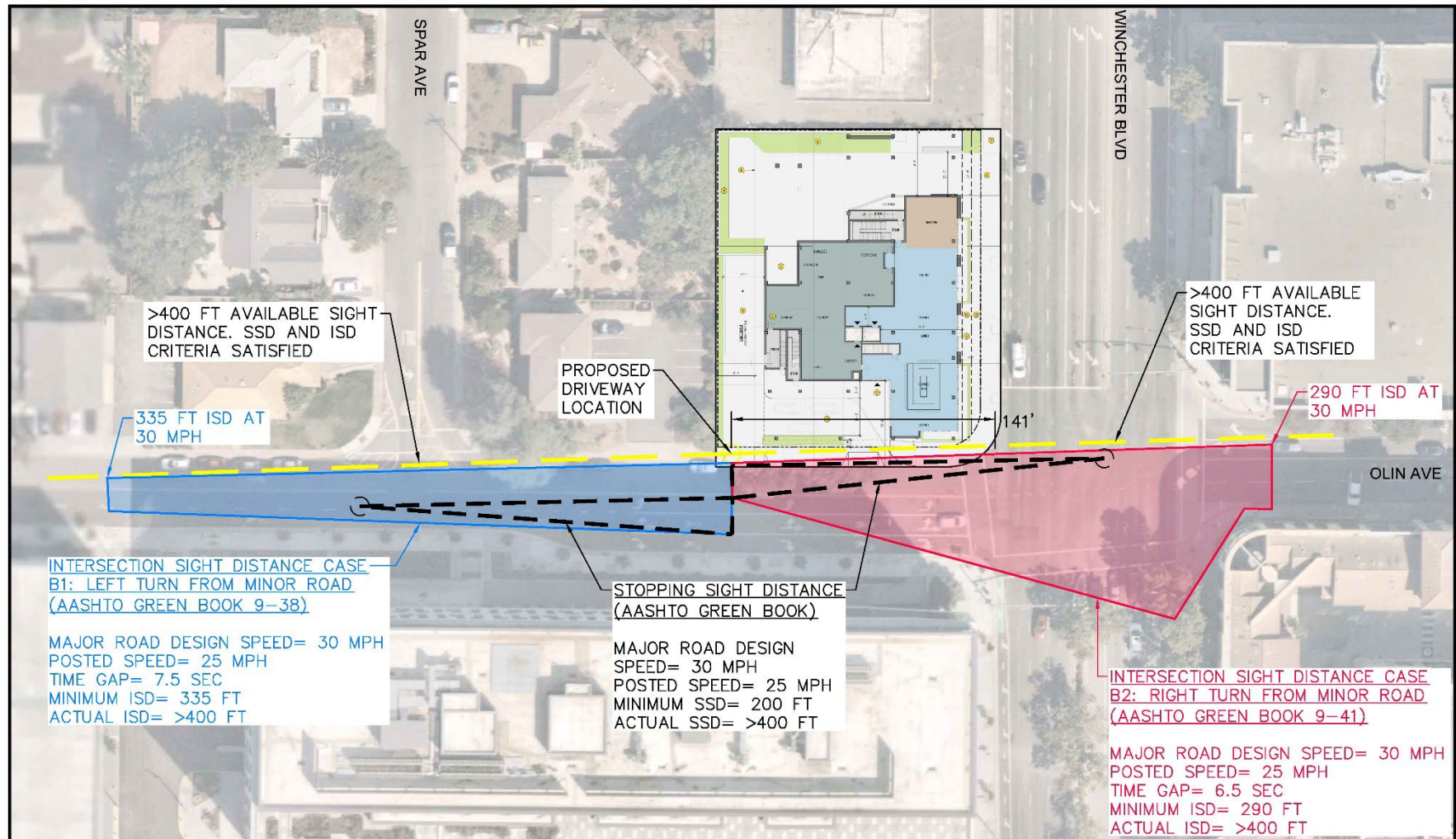
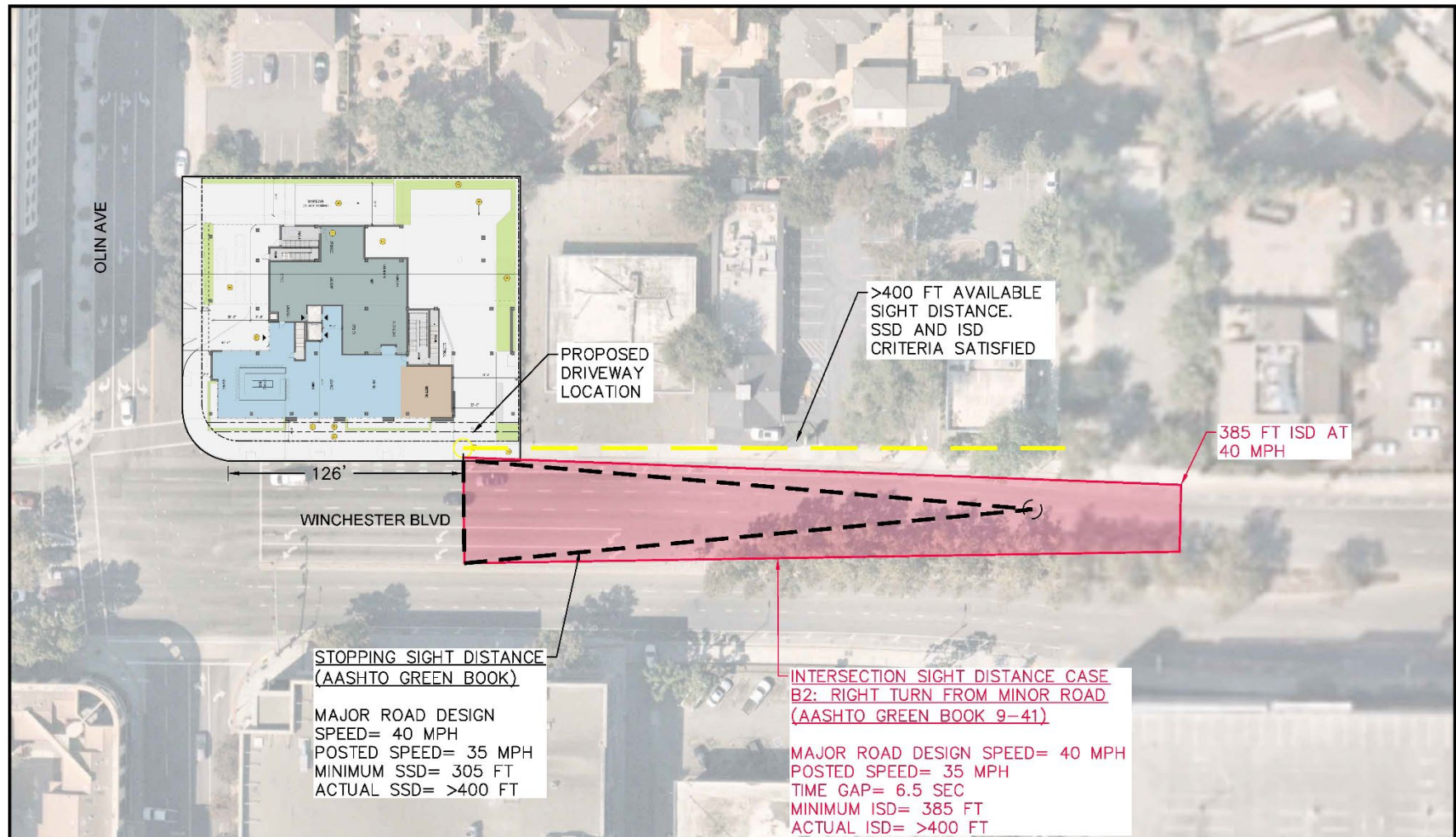


Figure 21: Winchester Boulevard Sight Distance Analysis



6.5 Bicycle and Pedestrian Access

The project is located within the Valley Fair / Santana row urban village boundary, and the City DOT is planning to implement hardscape improvements along Winchester Boulevard per the adopted Urban Village Plan. See **Figure 22** for the proposed Winchester Boulevard Phase 3 Planline by the project site.

Existing sidewalks along the project frontages on Winchester Boulevard and Olin Avenue would be reconstructed to provide direct bicycle and pedestrian access. Per the proposed site plan and adopted Urban Village Plan, Winchester Boulevard would have a 15-foot wide proposed sidewalk along the project frontage which would satisfy the Grand Boulevard design as designated per the Envision San Jose 2040 General Plan. Olin Avenue would have a 10-foot wide sidewalk along the project frontage.

The main hotel lobby and associated areas (e.g., front desk, stairs, elevators), would be located along Olin Avenue and Winchester Boulevard. The existing network of sidewalks and crosswalks in the study area have adequate connectivity and would provide residents with walkable routes to nearby bus stops, retail, and other points of interest in the immediate SRVF urban village area. Many of the residential streets and Winchester Grand Boulevard plan adjacent to the project frontage feature lighting, landscaping, and wide sidewalks, which improve pedestrian perceptions of comfort and safety and provide a positive pedestrian and bicycle experience.

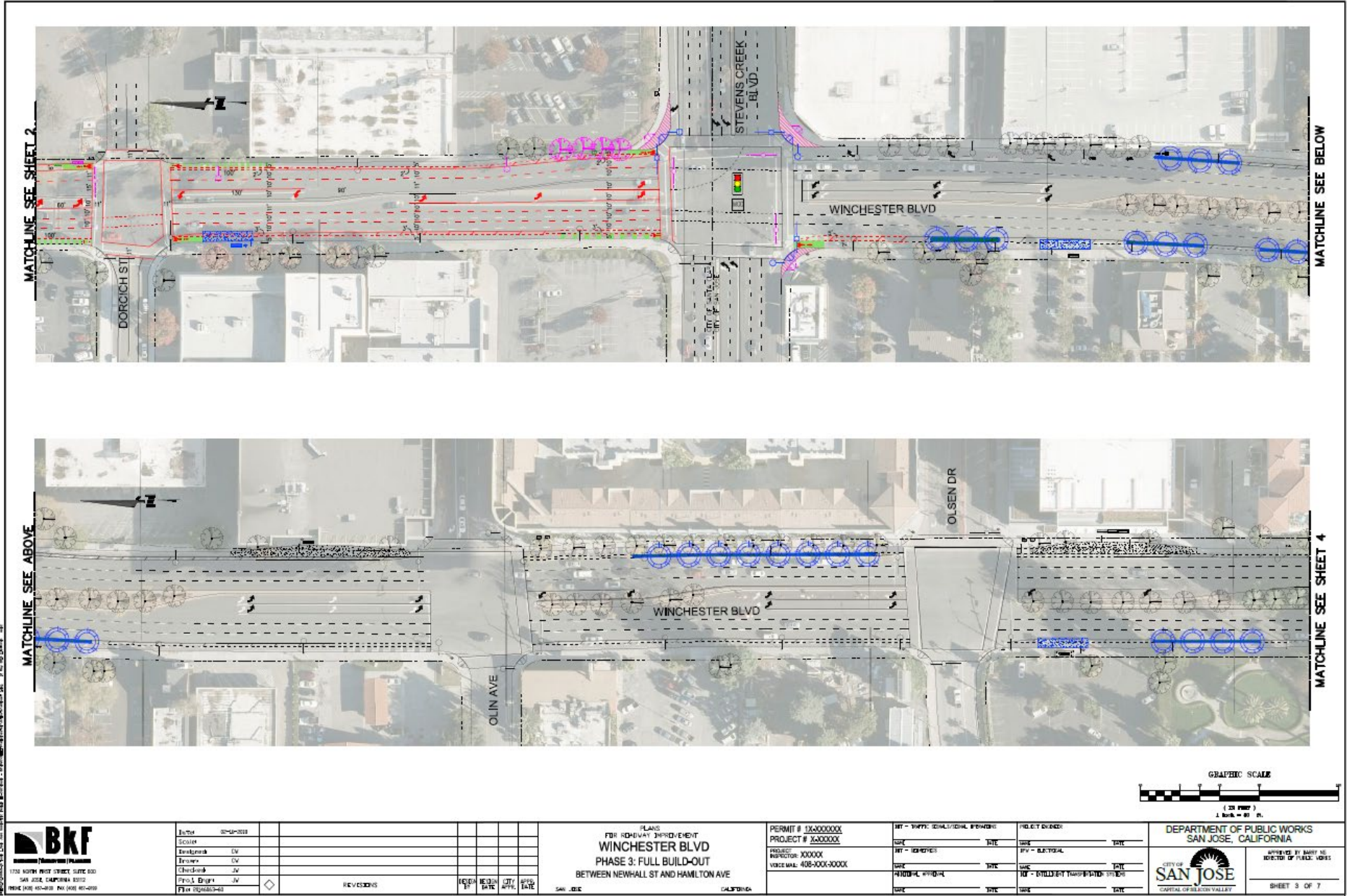
The existing Winchester Boulevard / Olin Avenue intersection has pedestrian crosswalks on the south, east, and west legs. The existing signal control at this intersection consist of split phase timings for the eastbound and westbound approach which is required to maintain simultaneous shared left-thru turn access with the current lane geometry configuration. The recently completed Santana West development has reconstructed the Winchester / Olin intersection eastbound approach to provide one left-turn lane, one shared through-left lane, and one right-turn lane to maintain split phase signal control and manage eastbound vehicle queues.

The project is anticipated to add pedestrian and bicycle trips across the Winchester Boulevard and Olin Avenue intersection due to proximity to Santana Row. Per City request to improve multi-modal access, the project would need to coordinate with the City and implement the following improvement:

- Install a crosswalk at the Winchester/Olin north intersection leg. A signal modification will be required to implement the installed pedestrian crosswalk. In coordination with City staff, this improvement would consist of new striping, a pedestrian button relocation, and a 6-foot wide half-bulbout curb extension along Olin Avenue at the project frontage.
- Provide a monetary contribution for an in-lieu fee for future Class IV protected bike lane implementation along the Winchester Boulevard project frontage per the CSJ Better Bike Plan 2025 (\$144 per LF)

With a new north leg crosswalk, the split phase timings for the eastbound and westbound approaches would need to be modified to include a new pedestrian crossing phase. Pedestrian crossing for the proposed north crosswalk would need to occur during the westbound split phase.

Figure 22: Winchester Boulevard Phase 3 Planline by Project Site



6.6 Vehicle and Bicycle Parking

In December 2022, the City Council approved an ordinance amending Title 20 of the San Jose Municipal code (Subject PP22-015). Under the approved ordinance update, mandatory parking requirements are eliminated throughout the City to help achieve the Envision San Jose 2040 climate goals. In addition, TDM plans are required in the development process to complement the removal of parking minimums and identify specific measures to improve multi-modal transportation (transit, walking, biking, etc.).

An analysis of the project parking supply to the City's off-street parking requirements was not conducted due to the Title 20 Municipal Code amendment.

The project site plan proposes a total vehicle parking supply of up to 45 spaces. Of the total vehicle parking spaces provided, two (2) spaces are marked for ADA use, 21 spaces are standard marked stalls, and 22 spaces are tandem marked stalls. Nine (9) motorcycle spaces are also provided on-site. The project proposes a total bicycle parking supply of up to 20 spaces with short term bike racks and a long-term bicycle storage room located in the underground parking garage.

The project will implement TDM measures and have a special use permit to allow for an alternative parking arrangement of valet and additional off-site parking in another area. Final details of the off-site parking agreement will be determined between the project applicant, the Santana West development, and the City. With approval of the proposed TDM and the special use permit for off-site parking, the project site plan is anticipated to provide sufficient vehicle and bicycle parking.

6.7 Transportation Demand Management Plan

For the proposed project, a draft TDM plan was prepared following the methodology and framework from the approved ordinance amending Title 20 of the San Jose Municipal code (Subject PP22-015), updated municipal code, and updated guidelines in the Transportation Analysis Handbook. TDM plans are based on a points system, and projects will generally be required to include TDM measures that total the required Point Target, with each point roughly equivalent to a 1% reduction in vehicle miles traveled (VMT) and single-occupancy vehicle trips.

Based on a hotel land use, the project is categorized as a Commute-End Use (CEU) and would need to reach a TDM Point Target of 25 points.

Proposed TDM Measures

Table 11 and the **Appendix** summarize the proposed TDM measures the project would implement to meet the City's 25 TDM Point Target.

Table 11: Proposed TDM Plan Summary

TDM Category	Measure [ID]	Description	Potential Point Value
Multimodal Network Improvements	[MI05] Provide Walking Network Improvements	In coordination with City staff, the project will install a crosswalk at the Winchester/Olin north intersection leg. A signal modification will be required to implement the installed pedestrian crosswalk. This improvement would consist of new striping, a pedestrian button relocation, and a 6-foot wide half-bulbout curb extension along Olin Avenue at the project frontage. Up to \$3 per square foot of non-residential gross floor area from the project would be contributed	3
Parking	[PK01] Right-Size Parking Supply	The project proposes up to 45 on-site parking spaces. The CEU parking ratio for the site would equal 1.74 (45 spaces / 25.82 KSF)	20
Programmatic TDM	[TP04] Provide Education, Marketing, and Outreach	The project proposes to provide: - TDM promotions such as targeted messaging and communication campaigns, incentives, giveaways, and competitions. - Welcome packets with information about nearby amenities, travel options, and available transportation benefits and incentives.	2
Total			25

Annual Compliance

Projects including a TDM plan as a Condition of Approval are required to implement the proposed TDM measures for the life of the project and fulfill ongoing compliance and monitoring requirements. Per the Transportation Analysis Handbook, the proposed hotel is classified as Tier 1 smaller project and would be subject to the following annual compliance requirements:

- Provide at least one (1) programmatic measure (Category 4) as outlined in their TDM Plan
- After the project is occupied, it is required to verify that its programmatic measure(s) (Category 4) continue to be implemented as long as the project maintains a Certificate of Occupancy.
- The project must submit a TDM Compliance Form and associated administrative fees to the City consisting of:
 - Project Size – List businesses, total gross square foot size, and number of parking spaces.
 - Point of Contact – property address, name of property owner/association, etc.
 - Documentation of Existing TDM measures – proof of implementation and changes from original plan or past years

6.8 Construction Operations

During project construction, the existing curb, gutter, and sidewalk along the project frontage would be widened and replaced. A Traffic Management Plan (TMP) should be developed for construction activities at the site. Prior to construction, the contractor should place temporary signs indicating closed sidewalk facilities, install a temporary screened fence around the work area, protect existing features/utilities, and repair any damaged improvements within public right of way per City of San Jose requirements.

Pedestrians and bicyclists would not be able to travel on the northwest corner of Winchester Boulevard / Olin Avenue during construction and would need to use the existing sidewalk and bike facilities on the opposite side of the street. Bikes and pedestrians travelling on the westside side of Winchester Boulevard would need to either detour through the west neighborhood on Hanson Avenue or travel on the eastside of Winchester Boulevard to avoid the construction site and potential sidewalk/bike lane closure.

Vehicle access along Winchester Boulevard and Olin Avenue near the project may also be restricted during construction. The rightmost southbound through lane on Winchester Boulevard could be temporary closed, and the contractor should install appropriate MUTCD traffic control devices to warn approaching vehicles of temporary lane closures and lane merges prior to the project site. If necessary, Olin Avenue could also be temporary restricted to one lane at the project site, and the contractor should install appropriate traffic control devices at the intersection to manage vehicle traffic.

A temporary construction vehicle parking and stage construction area could be provided at the private parking lot located immediately south of the project site. This potential parking area would require the contractor to obtain necessary approval, right of entry, and permits with the City and property owners prior to construction.

6.9 Neighborhood Interface

As proposed, the existing Winchester Boulevard / Olin Avenue intersection will provide direct access to the 425 Winchester project site, and most project traffic is expected to utilize the major Winchester Boulevard arterial for travel. The 425 Winchester project is located next to the existing Century/Winchester residential neighborhood and the Santana West development which replaced the vacant movie theater with office and retail space as well as new access driveways on Olin Avenue. It should be noted that the parking garage constructed by the Santana West development with access from Olin Avenue has not yet been opened or occupied.

The Santana West Development Traffic Impact Analysis, prepared by Hexagon, evaluated the traffic effects to the surrounding Century/Winchester neighborhood and residential streets on Olin, Spar, Hanson, and Maplewood Avenue. This evaluation was completed by comparing existing and projected daily traffic volumes with the project against acceptable volume thresholds for each roadway classification. The tube counts collected in 2015 revealed that the existing traffic volumes along the Maplewood, Hanson, and Spar Avenue residential streets range between 240 to 410 daily vehicles while Olin Avenue had around 1,000 daily vehicles.

Traffic Calming Improvements

Temporary traffic calming improvements for the Santana West development have been implemented in the Century/Winchester residential neighborhood as a condition of approval to minimize project traffic

adverse effects from the Santana West Development. These traffic calming conditions are shown in **Figures 23-24** and include the following.

- Prior to issuance of any Certificate of Occupancy, construct the following:
 - Construct permanent diagonal diverter at the intersection of Hanson Avenue at Olin Avenue to restrict parking garage ingress and egress.
 - Construct temporary traffic circle at the intersection of Hanson and Spar Avenue.
 - Construct temporary median island at Spar Avenue and Olin Avenue to restrict eastbound left turns from Olin Avenue. Additionally, construct a temporary bulb-out to restrict southbound right turns from Spar Avenue.
- Within twelve (12) months of Certificate of Occupancy, submit a traffic study to the City including count data and speed study to evaluate effectiveness of temporary traffic calming measures.
- Within eighteen (18) months of Certificate of Occupancy, construct permanent traffic calming measures as approved by the City.

With the traffic calming measures, updated average daily traffic and speed counts were collected on Olin Avenue, Spar Avenue, and Hanson Avenue in the Century/Winchester neighborhood and are summarized in **Table 12** and the **Appendices**.

Table 12: Century/Winchester Neighborhood Traffic Data (With Traffic Calming)

Traffic Criteria	Olin Avenue		Spar Avenue		Hanson Avenue	
	East of Spar Ave		North of Olin Ave		South of Spar Ave	
	3/2/2023		3/2/2023		3/2/2023	
	Eastbound	Westbound	Northbound	Southbound	Northbound	Southbound
Average Daily Traffic	349	304	164	229	87	95
Posted Speed Limit (mph)	25	25	25	25	25	25
50 th Percentile Speed (mph)	18	19	21	21	22	20
85 th Percentile Speed (mph)	23	23	27	28	28	27
% Vehicles above Speed Limit	7.2%	5.9%	29.3%	27.9%	34.5%	25.3%

As shown in the tables above, the posted speed limit in the neighborhood is 25 mph. For Olin Avenue by the project site, the 85th percentile speed is 23 mph in both directions while the 85th percentile speed on Spar and Hanson Avenue is 27 to 28 mph. Up to 7% of vehicles surveyed along Olin Avenue are exceeding the posted speed limit while up to 35% of vehicles surveyed along Spar and Hanson Avenue are exceeding the posted speed limit.

The average daily traffic collected in 2023 is significantly less compared traffic collected in 2015. For the Century/Winchester neighborhood, the traffic calming improvements have reduced vehicle traffic by up to 50%.

The collected speed and volume data indicates that the traffic calming measures implemented from the Santana West development is making a positive effect toward slowing vehicle speeds and reducing cut through traffic through the neighborhood.

Project Cut-Through Traffic

Based on the existing traffic calming measures and project trip generation described in Section 4.2 of this report, cut-through traffic from the project is anticipated to be very low or non-existent through the Century/Winchester neighborhood. Hotel guests accessing the site and proposed valet access to and from off-site parking locations will be directed to use the non-residential streets and primary routes via the Winchester/Olin intersection. To further mitigate potential neighborhood cut-through traffic, the project would implement the following additional measures:

- Install left-turn only signage at the Olin egress driveway to discourage outbound vehicle trips from turning right and cutting through the neighborhood
- Contribute a fair-share to fund future off-site traffic calming improvements consistent with after-study analysis results

Bike and Pedestrian Facilities

From recent site visits and field observations, sidewalk and curb returns are provided in the Century/Winchester neighborhood. The existing sidewalks in the area are four to six feet wide and have either rolled or raised concrete curbs. ADA compliant curb ramps are also provided at the stop-controlled intersections along Maplewood, Hanson, and Spar Avenue, and crosswalk markings are provided to indicate pedestrian path of travel across the roadway. At the Olin and Maplewood Avenue intersection, approximately 100-feet of the east leg does not provide sidewalk facilities and curb ramps for continuous pedestrian access.

Vehicle Parking

On-street parking in the Century/Winchester neighborhood is restricted to residential permit parking through the City of San Jose Residential Parking Program (RPP) to limit the intrusion of outside vehicles from adversely affecting the neighborhood's own parking demand. The RPP zone for the Century/Winchester neighborhood includes Maplewood Avenue, Hanson Avenue, and Spar Avenue, and each street is enforced with posted signs for permit parking only.

The 425 Winchester project is not eligible for parking permits in the Century/Winchester RPP zone, and it is anticipated that all project vehicles will park in the proposed on-site parking garage or in other off-site locations such as the Santana West development. It should be noted that the parking garage constructed by the Santana West development with access from Olin Avenue has not yet been opened or occupied. It is anticipated that the project's on-site parking garage and off-site parking locations would provide sufficient vehicle and bicycle parking. The project is not anticipated adversely affect the existing parking condition in the Century/Winchester neighborhood.

Figure 23: Olin Avenue Traffic Calming Improvements (Santana West Development)

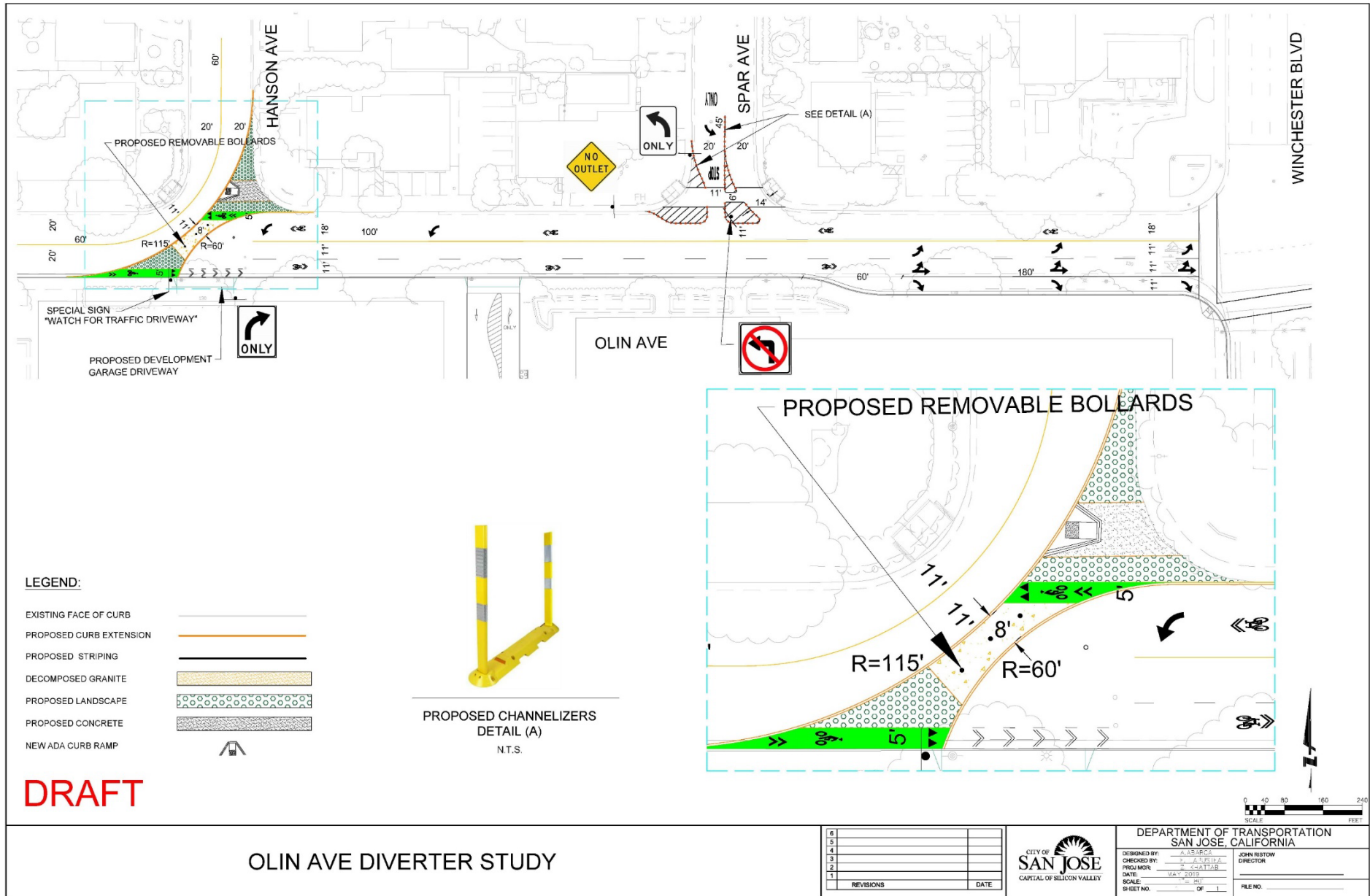
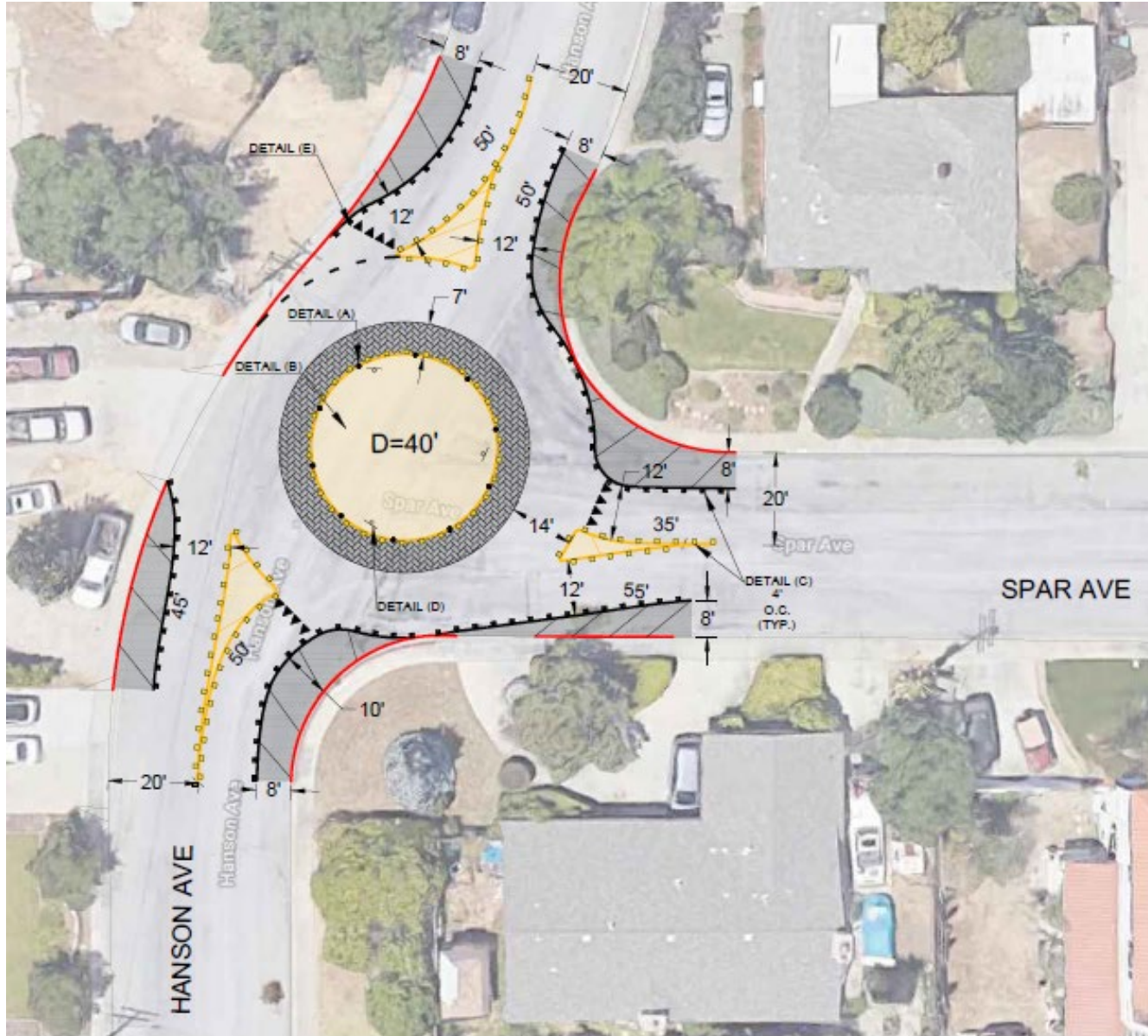


Figure 24: Spar Avenue Traffic Calming Improvements (Santana West Development)



7 CONCLUSIONS AND RECOMMENDATIONS

Project Vehicle Miles Traveled (VMT) Evaluation

Per City guidelines, the hotel component meets the screening criteria for VMT analysis exemption. The proposed 176-room hotel would generate daily vehicle trips equivalent to the daily vehicle trips generated from a 25,820 square-foot strip retail plaza. The equivalent total gross floor area of local serving retail is less than 100,000 square feet and would meet the City's screening criteria for VMT analysis exemption.

Project Trip Generation

Trip generation for the proposed project land uses was calculated using trip generation rates from the Institute of Transportation Engineers (ITE) *Trip Generation Manual, 11th Edition*. Per the 2020 *Transportation Analysis Handbook*, trip generation reduction credits were applied to the project including location-based mode-share and removal of existing driveway counts. Baseline vehicle trips for the proposed project (excluding trip adjustments) is anticipated to generate a gross total of 1,406 daily trips, 81 AM peak hour trips, and 104 PM peak hour vehicle trips. Development of the proposed project with all applicable trip reductions is anticipated to generate a net total of 1,094 additional daily trips, 63 AM, and 73 PM peak hour trips to the roadway network.

Intersection Traffic Operations

Weekday AM and PM peak hour intersection turning movement volumes for the existing study intersections were obtained from new turning movement counts collected at the study intersections on February 15, 2023. Traffic conditions for each study intersection was analyzed during the 7:00 – 9:00 AM and 4:00 – 6:00 PM peak hours of traffic which represent the most heavily congested traffic on a typical weekday. The study intersections were assessed under Existing, Background, and Background Plus Project condition scenarios. City of San José and Valley Transportation Authority Congestion Management Program intersection level of service standards and significance thresholds were used to determine adverse effects caused by the project.

Adverse Effects and Improvements

The project is not anticipated to generate an adverse effect to the study intersections and roadways during the Project scenario.

Per City request to improve multi-modal access, the project would need to coordinate with the City and implement the following improvement:

- Install a crosswalk at the Winchester/Olin north intersection leg. A signal modification will be required to implement the installed pedestrian crosswalk. In coordination with City staff, this improvement would consist of new striping, a pedestrian button relocation, and a 6-foot wide half-bulbous curb extension along Olin Avenue at the project frontage.
- Provide a monetary contribution for an in-lieu fee for future Class IV protected bike lane implementation along the Winchester Boulevard project frontage per the CSJ Better Bike Plan 2025 (\$144 per LF)

The project is located in the I-280/Winchester Boulevard Interchange Transportation Development Policy. The TDP is based on gross PM vehicle trips generated by the project. From trip generation estimates, the project would be adding gross PM vehicle trips to the transportation network; therefore, a TDP fee would apply for the project. The project would contribute up to 7 PM trips applicable for traffic fees.

Vehicle Site Access and Circulation

The 425 Winchester project provides on-site parking spaces at the basement level parking garage which is accessed by 22-foot-wide drive aisles and a driveway on Olin Avenue. The parking garage will be accessed by valet attendants to provide reserved parking spaces for hotel guests. A 23-foot-wide driveway is also provided along Winchester Boulevard for delivery truck vehicles.

Passenger vehicle access to the project is provided by the port-de-conche along the Olin Avenue frontage and an underground parking garage for valet storage. It is anticipated that the proposed valet operations on-site would provide sufficient storage capacity and not conflict with existing traffic conditions on Olin Avenue.

The proposed driveway locations optimize sight distance and spacing for the proposed site plan. Passenger vehicles, delivery trucks, refuse, and emergency vehicles are able to circulate within the project site without conflict.

Pedestrian and Bicycle Site Access and Circulation

Existing sidewalks along the project frontages on Winchester Boulevard and Olin Avenue would be reconstructed to provide direct bicycle and pedestrian access per the project site plan and the Winchester Boulevard Phase 3 Planline. Winchester Boulevard will be improved with hardscape improvements per the adopted Urban Village Plan to satisfy the Grand Boulevard design as designated per the Envision San Jose 2040 General Plan. The project is anticipated to add pedestrian and bicycle trips across the Winchester Boulevard and Olin Avenue intersection due to proximity to Santana Row.

Per City request to improve multi-modal access, the project would need to coordinate with the City and implement the following improvement:

- Install a crosswalk at the Winchester/Olin north intersection leg. A signal modification will be required to implement the installed pedestrian crosswalk. In coordination with City staff, this improvement would consist of new striping, a pedestrian button relocation, and a 6-foot wide half-bulbout curb extension along Olin Avenue at the project frontage.
- Provide a monetary contribution for an in-lieu fee for future Class IV protected bike lane implementation along the Winchester Boulevard project frontage per the CSJ Better Bike Plan 2025 (\$144 per LF)

TDM and On-Site Vehicle and Bicycle Parking

In December 2022, the City Council approved an ordinance amending Title 20 of the San Jose Municipal code (Subject PP22-015). Under the approved ordinance update, mandatory parking requirements are eliminated throughout the City to help achieve the Envision San Jose 2040 climate goals. In addition, TDM plans are required in the development process to complement the removal of parking minimums and identify specific measures to improve multi-modal transportation (transit, walking, biking, etc.).

The project will implement TDM measures and have a special use permit to allow for an alternative parking arrangement of valet and additional off-site parking in another area. Final details of the off-site parking agreement will be determined between the project applicant, the Santana West development, and the City. A draft TDM plan was prepared following the methodology and framework from the approved ordinance amending Title 20 of the San Jose Municipal code (Subject PP22-015), updated municipal code, and updated guidelines in the Transportation Analysis Handbook. With approval of TDM and the special use permit for off-site parking, the project site plan is anticipated to provide sufficient parking.

Transit Site Access and Circulation

The study area is served by Frequent Bus Route 23 and 60 as well as Rapid Bus Route 523 in the VTA system which provide local and regional bus service for commuters between San José downtown and major transit destinations in Santa Clara County. Transit stops are located within walking a 2,000-foot walking distance from the project site at the Stevens Creek Boulevard / Winchester Boulevard and Winchester Boulevard / Olsen Drive intersections.

The project is not anticipated to generate an adverse effect to the existing transit network.

Neighborhood Interface

The Santana West development has implemented traffic calming improvements for the Century/Winchester residential neighborhood to reduce cut-through traffic. Based on trip generation and distribution, it is anticipated that the project will not significantly increase cut-through traffic through the residential neighborhood and cause an adverse effect. In addition, the project is not anticipated to adversely affect the existing parking condition in the Century/Winchester neighborhood due to sufficient project parking. To further mitigate potential neighborhood cut-through traffic, the project would implement the following additional measures:

- Install left-turn only signage at the Olin egress driveway to discourage outbound vehicle trips from turning right and cutting through the neighborhood
- Contribute a fair-share to fund future off-site traffic calming improvements consistent with after-study analysis results

8 APPENDICES

Appendix A – 425 Winchester Boulevard Site Plan

Appendix B – San Jose VMT Evaluation Tool Summary Report

Appendix C – Existing Traffic Counts (2/15/2023 and 3/2/2023)

Appendix D – San Jose Approved Trip Inventory

Appendix E – TRAFFIX Intersection Operations Analysis

Appendix F – 425 Winchester Valet Arrival Probability (Typical Weekday)

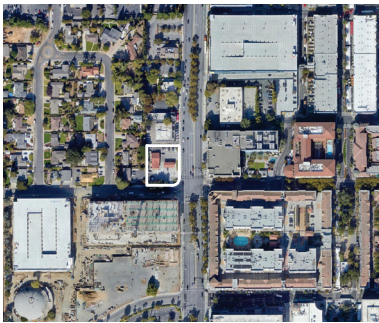
Appendix G – TDM Plan

Appendix A – 425 Winchester Boulevard Site Plan

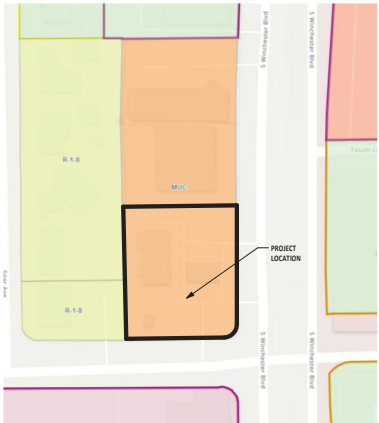
The Olin Hotel

425 S. Winchester Blvd., San Jose, CA 95128

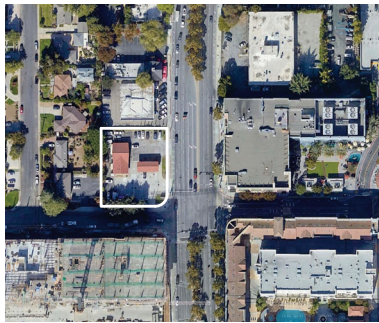
AREA MAP



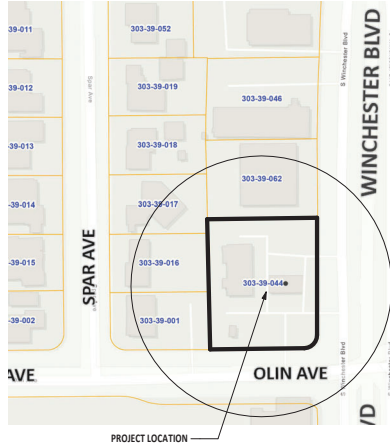
ZONING MAP



VICINITY MAP



EXISTING PARCEL MAP



PRIOR ISSUED PERMITS

REVIEWING AGENCY	REVIEW STATUS
CITY OF SAN JOSE, CA COMPREHENSIVE PRELIMINARY REVIEW FILE # PRE 19-004 SPECIAL USE PERMIT FILE # SP 19-065 DIRECTOR'S ACTION	SUBMITTED 01-04-2019 SUBMITTED 05-15-2019
DEPARTMENT OF PUBLIC WORKS PROJECT # PERMIT # GRADING & DRAINAGE PERMIT PW PROJECT #	
REVOCABLE ENCROACHMENT PERMIT	

PROJECT DESCRIPTION

SPECIAL USE PERMIT TO ALLOW FOR THE DEMOLITION OF AN EXISTING GAS STATION, AND ALLOW FOR THE CONSTRUCTION OF AN APPROXIMATELY 176-ROOM HOTEL ON AN APPROXIMATELY 0.55 ACRE SITE. THE HOTEL PROJECT AS PROPOSED WILL BE APPROXIMATELY 85' IN HEIGHT AND APPROXIMATELY 105,000 GROSS SQUARE FEET, WITH GROUND FLOOR AMENITIES AND UNDERGROUND PARKING. A SPECIAL USE PERMIT WILL ALLOW FOR THE ALTERNATIVE PARKING ARRANGEMENT OF VALET & OFF-SITE PARKING, AND ALLOW FOR ONE-TIME 24 HOUR CONSTRUCTION ON A SATURDAY FOR THE POURING OF THE FOUNDATION, REGULAR CONSTRUCTION HOURS OF 7AM-7PM MONDAY - SATURDAY, AND THE REMOVAL OF 3 ON-SITE TREES.

THE PROJECT INCLUDES NEW DRIVEWAYS ALONG WINCHESTER AND OLIN, DELIVERIES VEHICLES WOULD ACCESS THE SITE FROM WINCHESTER WHILE GUESTS ARRIVE AND DEPART ALONG OLIN AVENUE. THE PROJECT INCLUDES ONE OUTDOOR, SECOND FLOOR ROOF DECK WHICH WOULD BE UNCOVERED, OPEN TO SKY WHILE VISIBILITY WOULD BE SCREENED FROM ALL ADJACENT STREETS.

PROJECT DIRECTORY

OWNER:	KT Urban 21710 Stevens Creek Blvd. #200 Cupertino, CA 95014 ATTN: Mark Tersini mtersini@aol.com	ARCHITECT:	Lowney Architecture 360 17th STREET, SUITE 100 Oakland, CA 94612 ATTN: Eric Price eric@lowneyarch.com 510.836.5400
LANDSCAPE:	Green Design Landscape Architects, Inc. 1464 Popinjay Drive Reno, Nevada 89509 ATTN: Barbara Hatch bhatch00@charter.net 775.829.1364	CIVIL:	HMH Engineers 1570 Oakland Road San Jose, CA 95131 ATTN: Pete Smith psmith@hnhca.com 408.487.2200

SCHEDULES

AREA SCHEDULE			GUEST ROOM TYPE MIX			GROSS AREA SCHEDULE		
BASEMENT			BASEMENT					
CIRCULATION	425 SF		ROOM NAME	COUNT	PERCENTAGE OF TOTAL			1,298
MECH	676 SF		KING	111	63%	LEVEL 1		9,670
STORAGE	196 SF		KING ADA	9	5%	LEVEL 2		13,307
	1,298 SF		QD	50	30%	LEVEL 3		13,329
LEVEL 1			QD ADA	4	2%	LEVEL 4		13,329
BACK OF HOUSE	3,146 SF		TOTAL GUEST ROOMS: 176			LEVEL 5		13,329
CIRCULATION	1,382 SF		GUEST ROOM TYPES			LEVEL 6		13,329
LOBBY	4,330 SF		LEVEL 2			LEVEL 7		13,328
MEETINGS	747 SF		KING		15			90,917
STORAGE	365 SF		KING ADA	1	1	BOH AREA		
	9,670 SF		QD	8	8	BOH	5,676	
LEVEL 2			QD ADA	1	1	TOTAL GROSS	96,594	
BACK OF HOUSE	466 SF				26	BOH + 15.8%		
CIRCULATION	2,705 SF		LEVEL 3			PARKING / VEHICULAR		
FITNESS	721 SF		KING		20	BASEMENT		
GUEST ROOMS	9,423 SF		KING ADA	1	1	COVERED PARKING		
	13,307 SF		QD	8	8	LEVEL 1		
LEVEL 3			QD ADA	1	1	PORTE COCHERE		
BACK OF HOUSE	365 SF		LEVEL 4			LEVEL 2		
CIRCULATION	2,699 SF		KING		19	GROSS AREA:		
ELECTRICAL	1,213 SF		KING ADA	1	1	LEVEL 1		
GUEST ROOMS	10,144 SF		QD	8	8	LEVEL 2		
	13,329 SF		QD ADA	1	1	LEVEL 3		
LEVEL 4			LEVEL 5			LEVEL 4		
BACK OF HOUSE	485 SF		KING		19	LEVEL 5		
CIRCULATION	2,699 SF		KING ADA	1	1	LEVEL 6		
GUEST ROOMS	10,144 SF		QD	8	8	LEVEL 7		
	13,328 SF		QD ADA	1	1	LEVEL 8		
LEVEL 5			LEVEL 6			LEVEL 9		
BACK OF HOUSE	365 SF		KING		19	LEVEL 10		
CIRCULATION	2,699 SF		KING ADA	1	1	LEVEL 11		
ELECTRICAL	1,213 SF		QD	8	8	LEVEL 12		
GUEST ROOMS	10,144 SF		QD ADA	1	1	LEVEL 13		
	13,329 SF		LEVEL 7			LEVEL 14		
LEVEL 6			KING		19	LEVEL 15		
BACK OF HOUSE	485 SF		KING ADA	1	1	LEVEL 16		
CIRCULATION	2,699 SF		QD	8	8	LEVEL 17		
GUEST ROOMS	10,144 SF		QD ADA	1	1	LEVEL 18		
	13,329 SF		LEVEL 8			LEVEL 19		
LEVEL 7			KING		19	LEVEL 20		
BACK OF HOUSE	365 SF		KING ADA	1	1	LEVEL 21		
CIRCULATION	2,699 SF		QD	8	8	LEVEL 22		
ELECTRICAL	1,213 SF		QD ADA	1	1	LEVEL 23		
GUEST ROOMS	10,144 SF		LEVEL 9			LEVEL 24		
	13,329 SF		KING		19	LEVEL 25		
GROSS AREA	90,917 SF		KING ADA	1	1	LEVEL 26		
			QD	8	8	LEVEL 27		
			QD ADA	1	1	LEVEL 28		
			TOTAL GUEST ROOMS: 176			LEVEL 29		
			TOTAL GUEST ROOMS: 176			LEVEL 30		
			TOTAL GUEST ROOMS: 176			LEVEL 31		
			TOTAL GUEST ROOMS: 176			LEVEL 32		
			TOTAL GUEST ROOMS: 176			LEVEL 33		
			TOTAL GUEST ROOMS: 176			LEVEL 34		
			TOTAL GUEST ROOMS: 176			LEVEL 35		
			TOTAL GUEST ROOMS: 176			LEVEL 36		
			TOTAL GUEST ROOMS: 176			LEVEL 37		
			TOTAL GUEST ROOMS: 176			LEVEL 38		
			TOTAL GUEST ROOMS: 176			LEVEL 39		
			TOTAL GUEST ROOMS: 176			LEVEL 40		
			TOTAL GUEST ROOMS: 176			LEVEL 41		
			TOTAL GUEST ROOMS: 176			LEVEL 42		
			TOTAL GUEST ROOMS: 176			LEVEL 43		
			TOTAL GUEST ROOMS: 176			LEVEL 44		
			TOTAL GUEST ROOMS: 176			LEVEL 45		
			TOTAL GUEST ROOMS: 176			LEVEL 46		
			TOTAL GUEST ROOMS: 176			LEVEL 47		
			TOTAL GUEST ROOMS: 176			LEVEL 48		
			TOTAL GUEST ROOMS: 176			LEVEL 49		
			TOTAL GUEST ROOMS: 176			LEVEL 50		
			TOTAL GUEST ROOMS: 176			LEVEL 51		
			TOTAL GUEST ROOMS: 176			LEVEL 52		
			TOTAL GUEST ROOMS: 176			LEVEL 53		
			TOTAL GUEST ROOMS: 176			LEVEL 54		
			TOTAL GUEST ROOMS: 176			LEVEL 55		
			TOTAL GUEST ROOMS: 176			LEVEL 56		
			TOTAL GUEST ROOMS: 176			LEVEL 57		
			TOTAL GUEST ROOMS: 176			LEVEL 58		
			TOTAL GUEST ROOMS: 176			LEVEL 59		
			TOTAL GUEST ROOMS: 176			LEVEL 60		
			TOTAL GUEST ROOMS: 176			LEVEL 61		
			TOTAL GUEST ROOMS: 176			LEVEL 62		
			TOTAL GUEST ROOMS: 176			LEVEL 63		
			TOTAL GUEST ROOMS: 176			LEVEL 64		
			TOTAL GUEST ROOMS: 176			LEVEL 65		
			TOTAL GUEST ROOMS: 176			LEVEL 66		
			TOTAL GUEST ROOMS: 176			LEVEL 67		
			TOTAL GUEST ROOMS: 176			LEVEL 68		
			TOTAL GUEST ROOMS: 176			LEVEL 69		
			TOTAL GUEST ROOMS: 176			LEVEL 70		
			TOTAL GUEST ROOMS: 176			LEVEL 71		
			TOTAL GUEST ROOMS: 176			LEVEL 72		
			TOTAL GUEST ROOMS: 176			LEVEL 73		
			TOTAL GUEST ROOMS: 176			LEVEL 74		
			TOTAL GUEST ROOMS: 176			LEVEL 75		
			TOTAL GUEST ROOMS: 176			LEVEL 76		
			TOTAL GUEST ROOMS: 176			LEVEL 77		
			TOTAL GUEST ROOMS: 176			LEVEL 78		
			TOTAL GUEST ROOMS: 176			LEVEL 79		
			TOTAL GUEST ROOMS: 176			LEVEL 80		
			TOTAL GUEST ROOMS: 176			LEVEL 81		
			TOTAL GUEST ROOMS: 176			LEVEL 82		
			TOTAL GUEST ROOMS: 176			LEVEL 83		
			TOTAL GUEST ROOMS: 176			LEVEL 84		
			TOTAL GUEST ROOMS: 176			LEVEL 85		
			TOTAL GUEST ROOMS: 176			LEVEL 86		
			TOTAL GUEST ROOMS: 176			LEVEL 87		
			TOTAL GUEST ROOMS: 176			LEVEL 88		
			TOTAL GUEST ROOMS: 176			LEVEL 89		
			TOTAL GUEST ROOMS: 176			LEVEL 90		
			TOTAL GUEST ROOMS: 176			LEVEL 91		
			TOTAL GUEST ROOMS: 176			LEVEL 92		
			TOTAL GUEST ROOMS: 176			LEVEL 93		
			TOTAL GUEST ROOMS: 176			LEVEL 94		
			TOTAL GUEST ROOMS: 176			LEVEL 95		
			TOTAL GUEST ROOMS: 176			LEVEL 96		
			TOTAL GUEST ROOMS: 176			LEVEL 97		
			TOTAL GUEST ROOMS: 176			LEVEL 98		
			TOTAL GUEST ROOMS: 176			LEVEL 99		
			TOTAL GUEST ROOMS: 176			LEVEL 100		

SHEET INDEX

ARCHITECTURAL		
A0.1 PROJECT INFORMATION	A2.2 SHADOW STUDIES	
A0.2 VIEW FACING WINCHESTER AT OLIN	A3.3 SHADOW STUDIES	
A0.3 VIEW ALONG OLIN	A4.1 ENLARGED GUESTROOM PLANS	
A0.4 3D VIEWS		
A0.5 3D VIEWS		
A0.7 MATERIALS BOARD	LC.1 PRELIMINARY LANDSCAPE PLAN	
A0.8 VICINITY MAP	LC.2 PRELIMINARY LANDSCAPE PLAN	
A1.0 PROPOSED SITE PLAN	LC.3 PRELIMINARY LANDSCAPE PLAN	
A1.1 BASEMENT FLOOR PLAN		
A1.2 GROUND FLOOR PLAN		
A1.3 LEVEL 2 FLOOR PLAN		
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A1.5 LEVEL 4 FLOOR PLAN		
A1.6 LEVEL 5 FLOOR PLAN		
A1.7 LEVEL 6 FLOOR PLAN		
A1.8 LEVEL 7 FLOOR PLAN		
A1.9 ROOF PLAN		
A2.0 BUILDING ELEVATIONS		
A2.1 BUILDING ELEVATIONS		
A3.0 SECTIONS		
A3.1 SECTIONS		

ZONING INFORMATION

APN:	303-39-044
ZONING DISTRICT:	MIXED USE COMMERCIAL
LOT SIZE:	24,054 SF
PROPOSED USE:	Hotel
PROPOSED AREA:	See Area Schedule
SETBACKS:	
FRONT:	10' MAXIMUM
SIDE:	10' MAXIMUM
REAR:	20'
BIKE PARK REQ'D:	1 + 1/176 guestrooms = 19
BIKE PARK PROVD:	20 Stalls
BIKE PARK PROVD (ST):	16 Stalls
BIKE PARK PROVD (LT):	4 Stalls
MOTORCYCLE PARKING:	9 Stalls

PROJECT SUMMARY

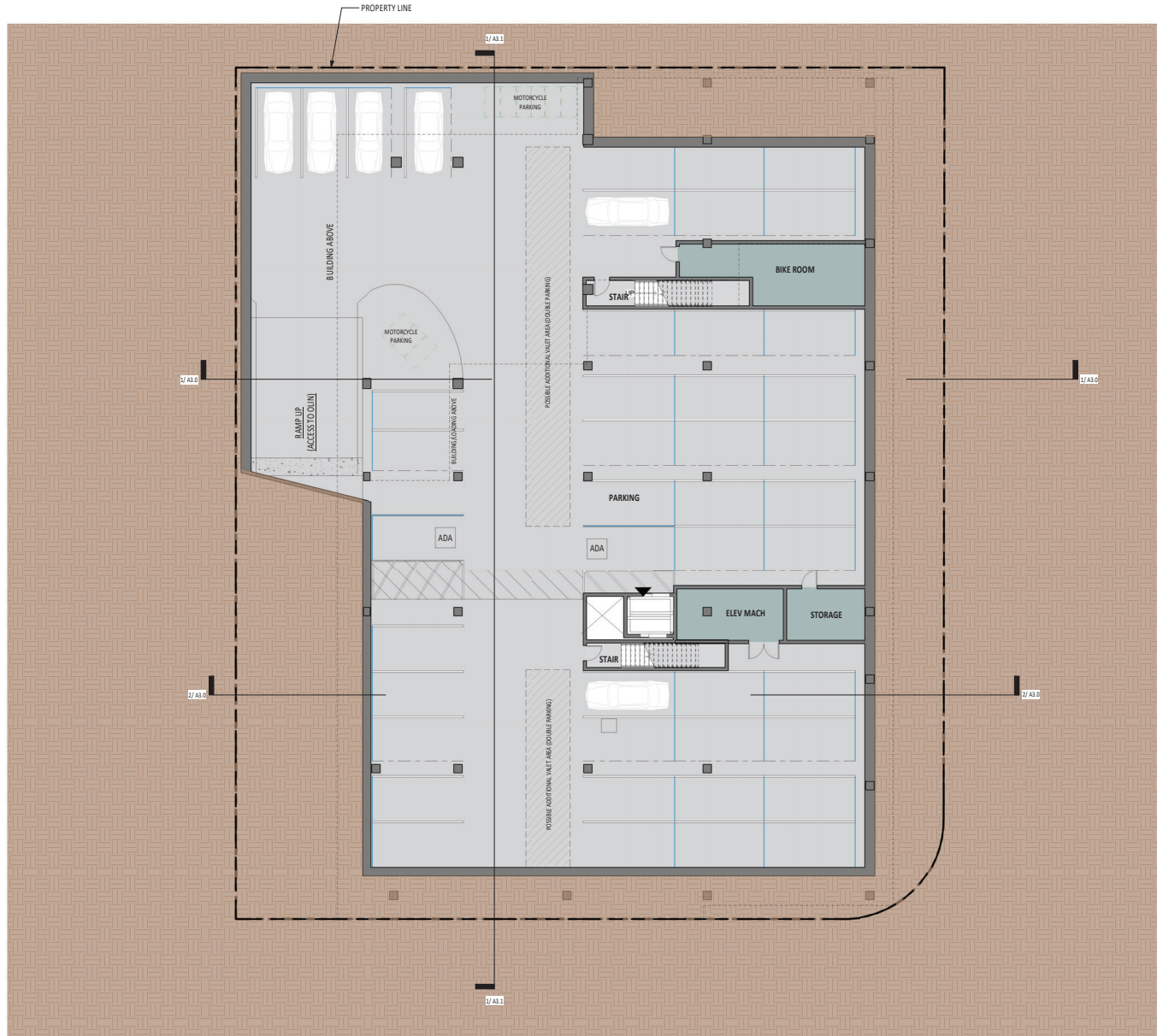
TOTAL BUILDING AREA (SF):	90,917 SF
TOTAL LOT AREA:	24,054 SF
PROPOSED FAR:	3.8**

PARKING REQUIRED:
1 per guestroom + 1 per employee
176 + 40 = 216 SPACES
113 SPACES (WITH TDM MEASURES****)

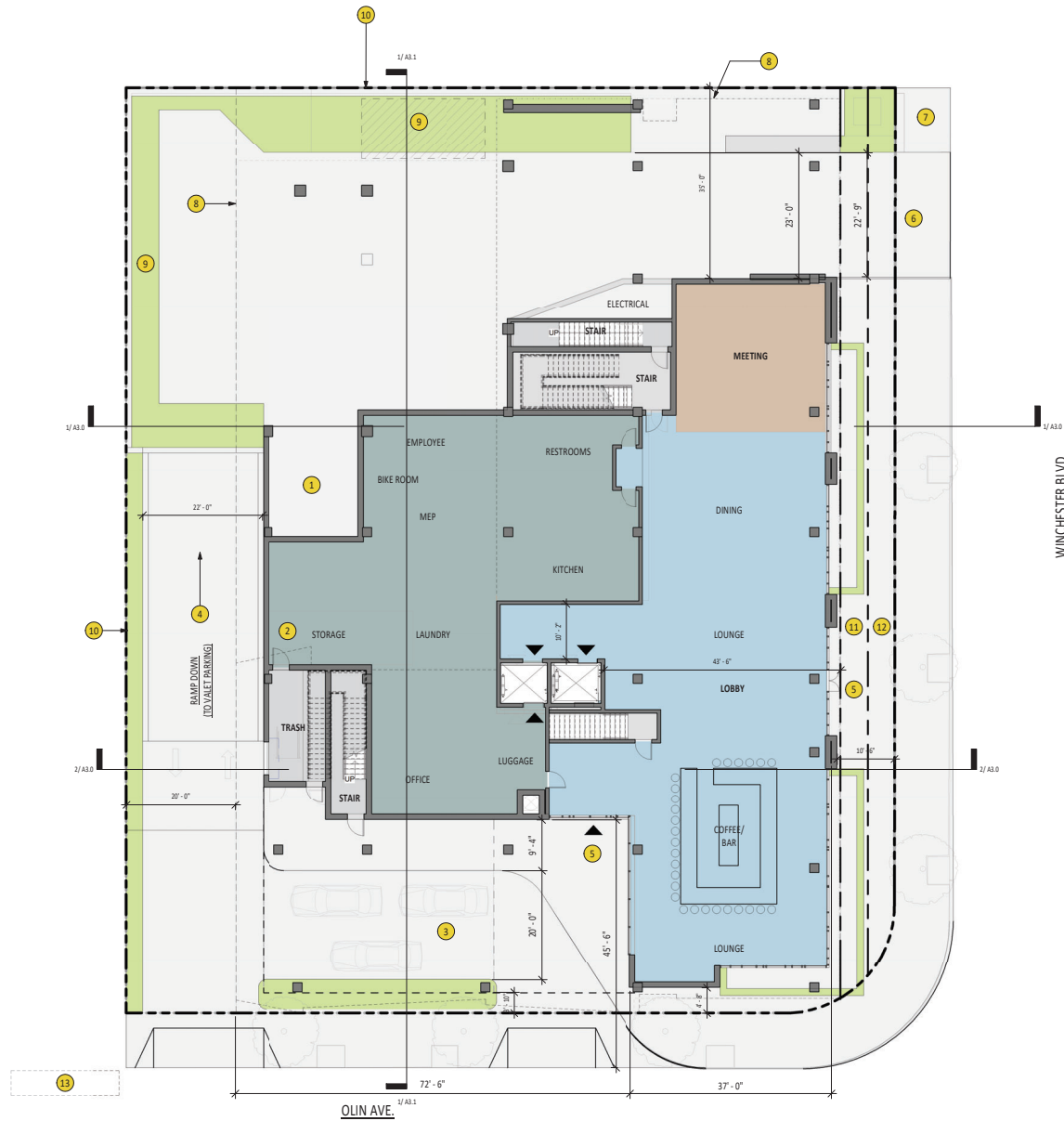
PARKING PROVIDED:
48 VALET PARKING SPACES*

POOL DECK - LEVEL 2 SF: 3,550 SF

* REMAINDER OF REQUIRED PARKING TO BE PROVIDED OFF-SITE
** PARKING AND PORTE COCHERE ARE EXCLUDED FROM THIS FAR
**** THE PROJECT WILL PROVIDE TDM MEASURES (20.90.220.A.1a, 20.90.220.A.1b, 20.90.200.A.1c)



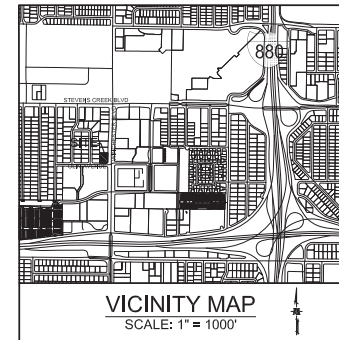
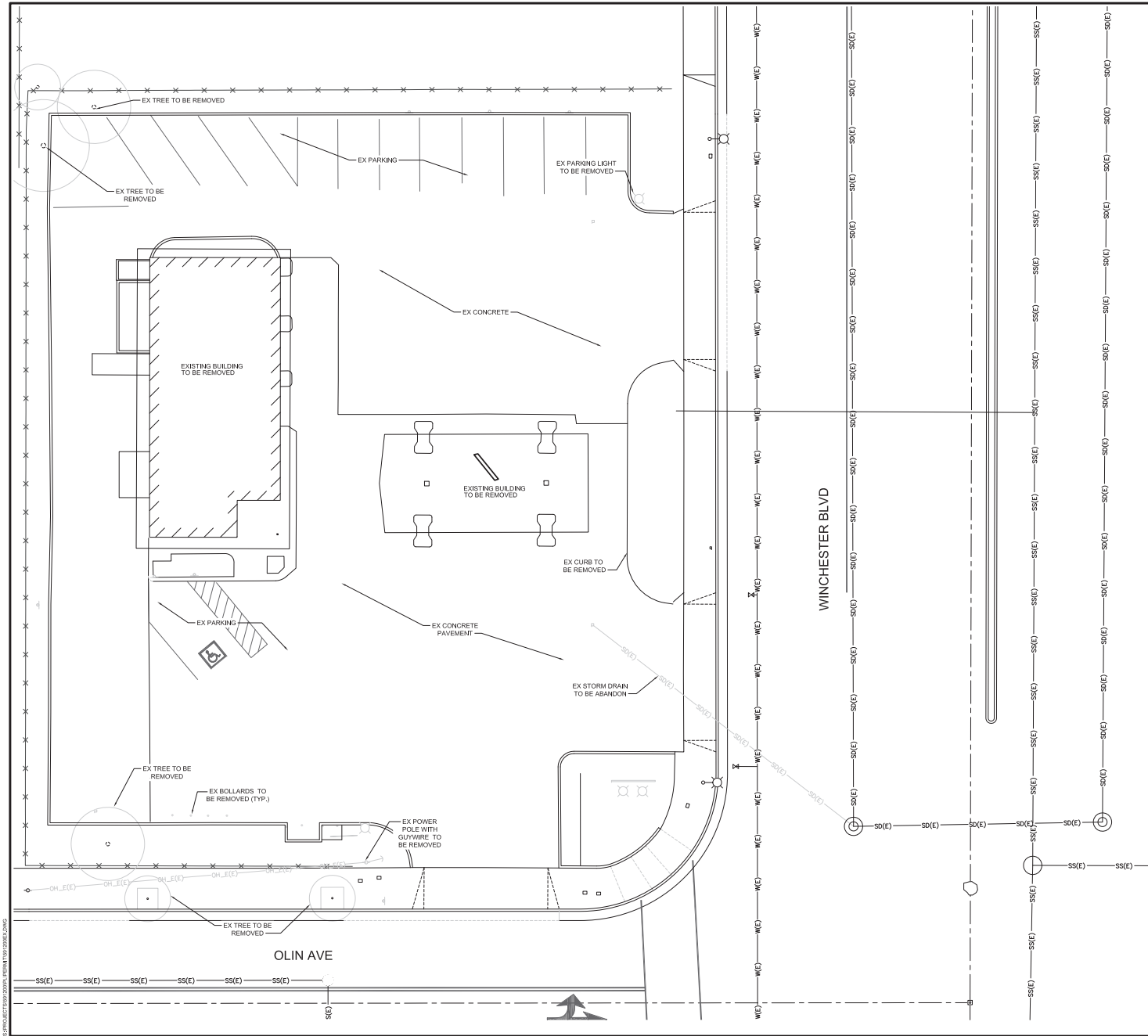
1 BASEMENT FLOOR PLAN
1" = 10'-0"



KEYNOTES

- 1 LOADING DOCK
- 2 TRASH
- 3 PORTE COCHERE
- 4 UNDERGROUND PARKING ACCESS
- 5 BUILDING ENTRY
- 6 SERVICE ACCESS
- 7 TRANSFORMER (IN GROUND VAULT)
- 8 BUILDING ABOVE
- 9 STORMWATER TREATMENT
- 10 PROPERTY LINE
- 11 5' SIDEWALK EASEMENT
- 12 5' STREET EASEMENT
- 13 CURBSIDE TRASH PICKUP (POSITION)

① GROUND FLOOR PLAN
1" = 10'-0"



LEGEND

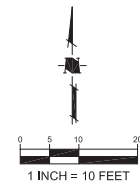
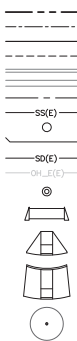
PROJECT BOUNDARY
PROPERTY LINE
RIGHT OF WAY
EASEMENT
CURB AND GUTTER
SIDEWALK
CENTERLINE
SANITARY SEWER
SANITARY SEWER MANHOLE CSJ D-11
SANITARY LATERAL
STORM DRAIN LINE
OVERHEAD ELECTRIC
STORM DRAIN MANHOLE CSJ D-11
STANDARD CSJ DRIVEWAY (18' UNLESS NOTED)
CSJ STD DETAIL R-5
WHEELCHAIR RAMP
CSJ STD DETAIL R-11
WHEELCHAIR RAMP
CSJ STD DETAIL R-10

TREE

NOTE:

ALL SURFACE IMPROVEMENTS, UNDERGROUND TANKS, LANDSCAPING AND TREES WITHIN PROJECT BOUNDARY TO BE REMOVED

EXISTING



THE OLIN HOTEL SP23- SPECIAL USE PERMIT 425 S WINCHESTER BOULEVARD

NO	DATE	DESCRIPTION
PROJECT NO:	SP172.05	
CAD DWG FILE:	SP1720EXL2.DWG	
DESIGNED BY:	PBS	
DRAWN BY:	CS	
CHECKED BY:	PBS	
DATE:	FEBRUARY 15, 2023	
SCALE:	AS SHOWN	
© IIMH		

EXISTING CONDITIONS AND DEMO

Appendix B – San Jose VMT Evaluation Tool Summary Report

CITY OF SAN JOSE VEHICLE MILES TRAVELED EVALUATION TOOL SUMMARY REPORT

PROJECT:

Name:	425 Winchester Blvd Hotel	Tool Version:	2/29/2019
Location:	425 Winchester Blvd	Date:	7/10/2023
Parcel:	30339044	Parcel Type:	Urban Low Transit
Proposed Parking Spaces	Vehicles: 45	Bicycles:	0

LAND USE:

Residential:		Percent of All Residential Units	
Single Family	0 DU	Extremely Low Income ($\leq$ 30% MFI)	0 % Affordable
Multi Family	0 DU	Very Low Income ($>$ 30% MFI, $\leq$ 50% MFI)	0 % Affordable
Subtotal	0 DU	Low Income ($>$ 50% MFI, $\leq$ 80% MFI)	0 % Affordable
Office:	0 KSF		
Retail:	25.82 KSF		
Industrial:	0 KSF		

VMT REDUCTION STRATEGIES

Tier 1 - Project Characteristics

Increase Residential Density	
Existing Density (DU/Residential Acres in half-mile buffer)	10
With Project Density (DU/Residential Acres in half-mile buffer)	10
Increase Development Diversity	
Existing Activity Mix Index	0.85
With Project Activity Mix Index	0.85
Integrate Affordable and Below Market Rate	
Extremely Low Income BMR units	0 %
Very Low Income BMR units	0 %
Low Income BMR units	0 %
Increase Employment Density	
Existing Density (Jobs/Commercial Acres in half-mile buffer)	49
With Project Density (Jobs/Commercial Acres in half-mile buffer)	50

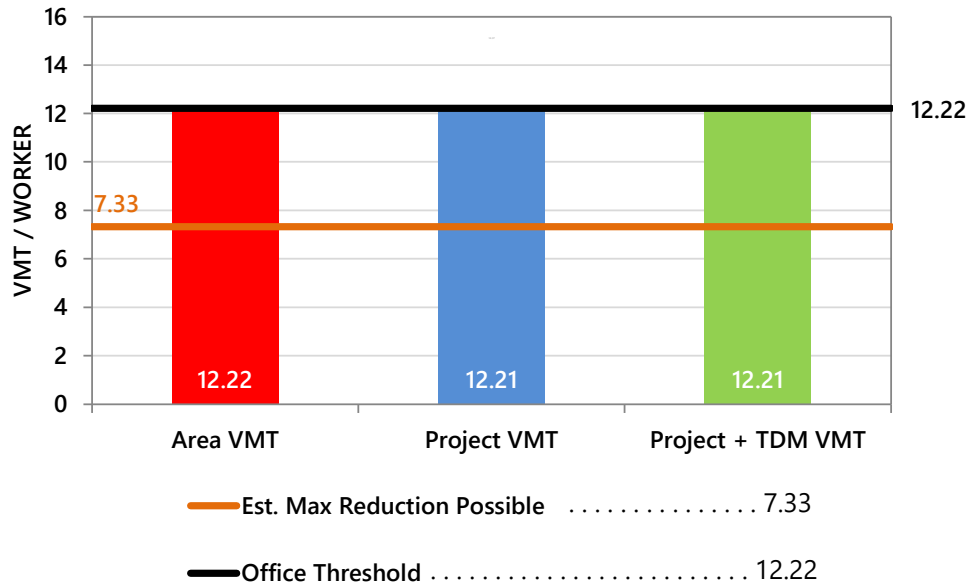
Tier 2 - Multimodal Infrastructure

Tier 3 - Parking

Tier 4 - TDM Programs

EMPLOYMENT ONLY

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



Appendix C – Existing Traffic Counts (2/15/2023 and 3/2/2023)

ALL TRAFFIC DATA SERVICES

(303) 216-2439

www.alltrafficdata.net

Location: 1 WINCHESTER BLVD & STEVENS CREEK BLVD AM

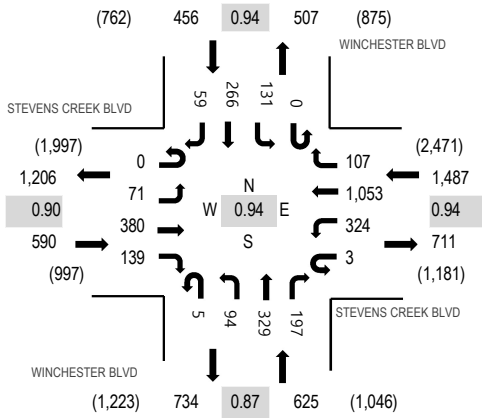
Date: Wednesday, February 15, 2023

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

Peak 15-Minutes: 07:50 AM - 08:05 AM

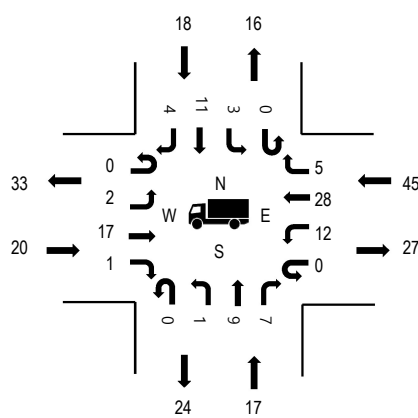
Peak Hour

Motorized Vehicles



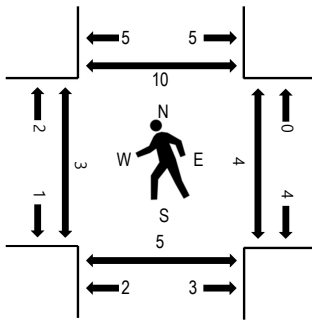
Note: Total study counts contained in parentheses.

Heavy Vehicles

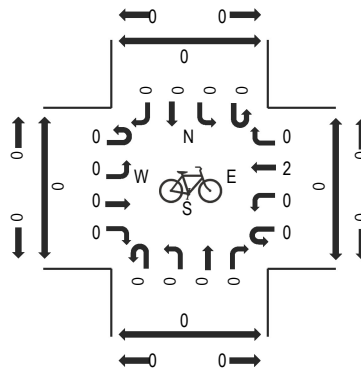


	HV%	PHF
EB	3.4%	0.90
WB	3.0%	0.94
NB	2.7%	0.87
SB	3.9%	0.94
All	3.2%	0.94

Pedestrians



Bicycles on Road



Traffic Counts - Motorized Vehicles

Interval Start Time	WINCHESTER BLVD				STEVENS CREEK BLVD				WINCHESTER BLVD				STEVENS CREEK BLVD				Total	Rolling Hour
	Northbound				Eastbound				Southbound				Westbound					
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right		
7:00 AM	1	10	15	4	0	5	14	6	0	6	8	1	0	15	18	7	110	2,189
7:05 AM	0	6	11	3	0	0	12	4	0	8	7	1	0	10	25	9	96	2,353
7:10 AM	0	4	4	6	0	6	19	4	0	7	13	2	0	14	17	4	100	2,523
7:15 AM	1	5	5	9	0	2	14	3	0	5	17	4	0	16	54	9	144	2,676
7:20 AM	0	9	12	14	0	3	15	5	0	5	9	3	0	11	36	6	128	2,799
7:25 AM	0	4	15	15	0	6	21	9	0	4	14	4	0	15	47	9	163	2,941
7:30 AM	0	6	10	10	0	8	25	6	0	5	18	1	0	13	84	6	192	3,005
7:35 AM	0	2	10	12	0	2	22	14	1	8	14	4	0	31	79	12	211	3,058
7:40 AM	1	8	26	20	0	6	39	10	0	4	29	8	0	12	56	7	226	3,109
7:45 AM	0	5	20	15	0	5	44	20	0	12	17	4	0	21	77	11	251	3,158
7:50 AM	1	11	30	16	0	7	25	15	0	11	19	5	0	25	121	8	294	3,144
7:55 AM	0	8	37	21	0	3	30	14	0	12	34	6	0	29	69	11	274	3,089
8:00 AM	1	7	31	23	0	3	34	9	0	9	22	4	0	30	96	5	274	3,087
8:05 AM	0	3	14	16	0	8	48	7	0	9	22	2	1	21	104	11	266	
8:10 AM	1	16	37	19	0	6	15	11	0	17	23	5	0	26	70	7	253	
8:15 AM	0	10	25	18	0	10	28	9	0	9	22	5	0	40	80	11	267	
8:20 AM	0	5	27	15	0	10	37	12	0	10	17	3	1	27	99	7	270	
8:25 AM	1	11	32	9	0	4	18	10	0	11	22	8	0	22	73	6	227	
8:30 AM	0	7	32	17	0	4	22	8	0	9	41	3	1	30	61	10	245	
8:35 AM	1	2	21	12	0	5	41	12	0	9	15	4	0	29	101	10	262	
8:40 AM	0	9	23	16	0	6	38	12	0	13	12	10	0	24	102	10	275	
8:45 AM	1	9	37	14	0	4	17	9	0	9	28	7	0	28	65	9	237	
8:50 AM	1	9	28	10	0	14	28	9	0	10	12	4	0	18	83	13	239	
8:55 AM	0	9	27	18	0	5	31	10	0	7	11	8	0	32	99	15	272	
Count Total	10	175	529	332	0	132	637	228	1	209	446	106	3	539	1,716	213	5,276	
Peak Hour	5	94	329	197	0	71	380	139	0	131	266	59	3	324	1,053	107	3,158	

Traffic Counts - Heavy Vehicles, Bicycles on Road, and Pedestrians/Bicycles on Crosswalk

Interval Start Time	Heavy Vehicles					Interval Start Time	Bicycles on Roadway					Interval Start Time	Pedestrians/Bicycles on Crosswalk				
	NB	EB	SB	WB	Total		NB	EB	SB	WB	Total		NB	EB	SB	WB	Total
7:00 AM	0	2	1	2	5	7:00 AM	0	0	0	0	0	7:00 AM	2	1	1	0	4
7:05 AM	1	0	0	5	6	7:05 AM	0	0	0	0	0	7:05 AM	0	1	0	4	5
7:10 AM	7	2	0	1	10	7:10 AM	0	0	0	0	0	7:10 AM	1	1	0	1	3
7:15 AM	1	2	3	3	9	7:15 AM	0	0	0	0	0	7:15 AM	0	0	0	1	1
7:20 AM	2	0	2	7	11	7:20 AM	0	0	0	0	0	7:20 AM	0	0	0	0	0
7:25 AM	3	3	1	4	11	7:25 AM	0	0	0	0	0	7:25 AM	0	1	2	2	5
7:30 AM	1	4	1	3	9	7:30 AM	0	0	0	0	0	7:30 AM	0	1	1	0	2
7:35 AM	1	0	1	5	7	7:35 AM	0	0	0	0	0	7:35 AM	0	0	0	0	0
7:40 AM	3	4	2	2	11	7:40 AM	0	0	0	0	0	7:40 AM	0	0	1	0	1
7:45 AM	1	0	0	2	3	7:45 AM	0	0	0	0	0	7:45 AM	0	0	1	0	1
7:50 AM	1	2	1	7	11	7:50 AM	0	0	0	0	0	7:50 AM	0	1	0	0	1
7:55 AM	3	2	3	7	15	7:55 AM	0	0	0	0	0	7:55 AM	0	0	1	2	3
8:00 AM	2	2	1	1	6	8:00 AM	0	0	0	0	0	8:00 AM	0	0	1	0	1
8:05 AM	0	2	0	5	7	8:05 AM	0	0	0	0	0	8:05 AM	0	1	0	0	1
8:10 AM	3	1	1	1	6	8:10 AM	0	0	0	0	0	8:10 AM	1	0	3	1	5
8:15 AM	0	0	3	5	8	8:15 AM	0	0	0	0	0	8:15 AM	0	0	0	0	0
8:20 AM	2	2	2	2	8	8:20 AM	0	0	0	1	1	8:20 AM	2	0	1	0	3
8:25 AM	1	1	2	4	8	8:25 AM	0	0	0	1	1	8:25 AM	0	0	1	0	1
8:30 AM	2	3	4	4	13	8:30 AM	0	0	0	0	0	8:30 AM	0	0	1	0	1
8:35 AM	0	1	1	3	5	8:35 AM	0	0	0	0	0	8:35 AM	2	1	1	1	5
8:40 AM	2	4	0	4	10	8:40 AM	0	0	0	0	0	8:40 AM	0	0	0	0	0
8:45 AM	4	1	1	2	8	8:45 AM	0	0	0	0	0	8:45 AM	2	2	3	2	9
8:50 AM	1	1	3	5	10	8:50 AM	0	0	0	0	0	8:50 AM	1	3	1	1	6
8:55 AM	0	2	1	8	11	8:55 AM	0	0	0	0	0	8:55 AM	0	0	0	0	0
Count Total	41	41	34	92	208	Count Total	0	0	0	2	2	Count Total	11	13	19	15	58
Peak Hour	17	20	18	45	100	Peak Hour	0	0	0	2	2	Peak Hour	5	3	10	4	22



ALL TRAFFIC DATA SERVICES

(303) 216-2439

www.alltrafficdata.net

Location: 2 WINCHESTER BLVD & OLIN AVE AM

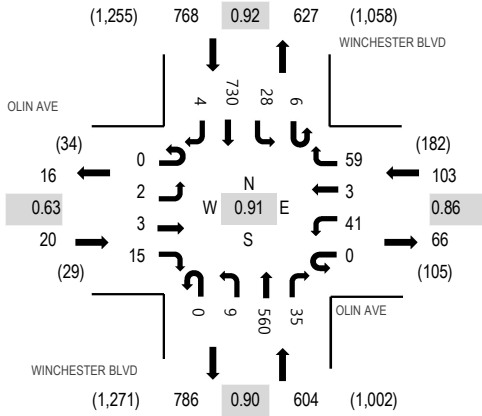
Date: Wednesday, February 15, 2023

Peak Hour: 07:40 AM - 08:40 AM

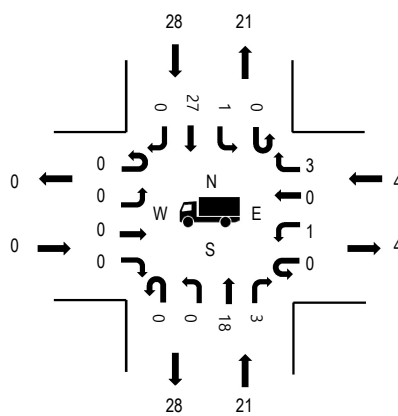
Peak 15-Minutes: 07:55 AM - 08:10 AM

Peak Hour

Motorized Vehicles

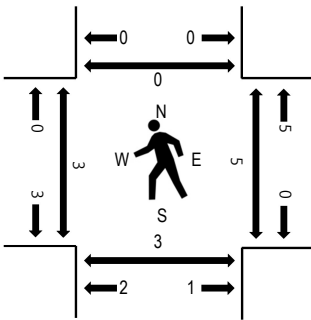


Heavy Vehicles

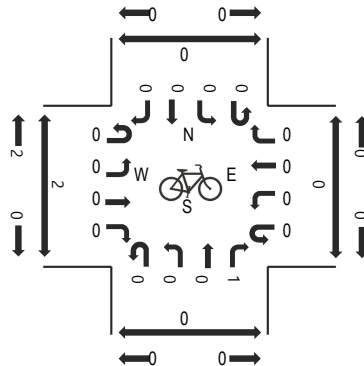


	HV%	PHF
EB	0.0%	0.63
WB	3.9%	0.86
NB	3.5%	0.90
SB	3.6%	0.92
All	3.5%	0.91

Pedestrians



Bicycles on Road



Traffic Counts - Motorized Vehicles

Interval Start Time	WINCHESTER BLVD Northbound				OLIN AVE Eastbound				WINCHESTER BLVD Southbound				OLIN AVE Westbound				Total	Rolling Hour
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right		
7:00 AM	0	1	25	1	0	0	0	0	0	1	24	4	0	1	0	5	62	1,021
7:05 AM	0	0	15	2	0	0	0	0	1	2	26	1	0	2	0	3	52	1,094
7:10 AM	0	0	12	3	0	0	0	0	2	2	28	0	0	2	0	3	52	1,164
7:15 AM	0	0	19	2	0	0	0	1	0	0	29	0	0	1	0	4	56	1,235
7:20 AM	0	0	25	1	0	0	0	2	3	0	30	1	0	2	0	2	66	1,308
7:25 AM	0	0	24	2	0	0	0	0	0	0	40	0	0	3	0	3	72	1,355
7:30 AM	0	0	25	0	0	0	0	1	0	2	39	0	0	6	0	4	77	1,409
7:35 AM	0	1	23	0	0	0	1	1	0	2	49	0	0	2	0	3	82	1,454
7:40 AM	0	0	48	1	0	0	0	0	0	2	56	0	0	5	0	5	117	1,495
7:45 AM	0	0	33	3	0	0	0	3	0	3	61	0	0	5	0	5	113	1,490
7:50 AM	0	0	45	2	0	0	0	1	0	1	59	0	0	2	0	8	118	1,493
7:55 AM	0	2	63	3	0	0	0	1	0	1	78	0	0	3	0	3	154	1,490
8:00 AM	0	0	50	1	0	2	1	2	2	2	66	0	0	3	0	6	135	1,447
8:05 AM	0	1	49	7	0	0	0	0	0	2	53	1	0	4	0	5	122	
8:10 AM	0	1	48	4	0	0	0	1	1	1	55	0	0	4	1	7	123	
8:15 AM	0	1	39	5	0	0	0	1	0	3	75	1	0	0	1	3	129	
8:20 AM	0	2	50	4	0	0	0	0	1	1	48	0	0	2	0	5	113	
8:25 AM	0	1	54	1	0	0	1	3	1	4	54	1	0	1	0	5	126	
8:30 AM	0	1	40	0	0	0	1	0	0	6	62	0	0	8	1	3	122	
8:35 AM	0	0	41	4	0	0	0	3	1	2	63	1	0	4	0	4	123	
8:40 AM	0	0	58	2	0	0	0	0	0	2	43	2	0	2	0	3	112	
8:45 AM	0	1	43	3	0	0	0	0	2	1	57	1	0	2	0	6	116	
8:50 AM	0	1	49	2	0	1	0	0	4	2	42	2	0	5	0	7	115	
8:55 AM	0	2	50	6	0	2	0	0	0	0	42	1	0	3	0	5	111	
Count Total	0	15	928	59	0	5	4	20	18	42	1,179	16	0	72	3	107	2,468	
Peak Hour	0	9	560	35	0	2	3	15	6	28	730	4	0	41	3	59	1,495	

Traffic Counts - Heavy Vehicles, Bicycles on Road, and Pedestrians/Bicycles on Crosswalk

Interval Start Time	Heavy Vehicles					Interval Start Time	Bicycles on Roadway					Interval Start Time	Pedestrians/Bicycles on Crosswalk				
	NB	EB	SB	WB	Total		NB	EB	SB	WB	Total		NB	EB	SB	WB	Total
7:00 AM	1	0	2	0	3	7:00 AM	0	0	0	0	0	7:00 AM	0	1	0	0	1
7:05 AM	1	0	0	0	1	7:05 AM	0	0	0	0	0	7:05 AM	0	0	0	0	0
7:10 AM	3	0	1	0	4	7:10 AM	1	0	0	0	1	7:10 AM	0	0	0	0	0
7:15 AM	1	0	1	0	2	7:15 AM	0	0	0	0	0	7:15 AM	0	2	0	0	2
7:20 AM	1	1	2	0	4	7:20 AM	0	0	0	0	0	7:20 AM	0	0	0	0	0
7:25 AM	2	0	4	0	6	7:25 AM	0	0	0	0	0	7:25 AM	0	0	0	1	1
7:30 AM	2	0	3	0	5	7:30 AM	1	0	0	0	1	7:30 AM	0	0	0	1	1
7:35 AM	1	0	1	0	2	7:35 AM	0	0	0	0	0	7:35 AM	0	0	0	0	0
7:40 AM	2	0	2	0	4	7:40 AM	0	0	0	0	0	7:40 AM	0	1	0	1	2
7:45 AM	2	0	2	1	5	7:45 AM	0	0	0	0	0	7:45 AM	0	0	0	0	0
7:50 AM	1	0	0	0	1	7:50 AM	0	0	0	0	0	7:50 AM	1	0	0	0	1
7:55 AM	5	0	4	1	10	7:55 AM	0	0	0	0	0	7:55 AM	0	0	0	0	0
8:00 AM	0	0	3	0	3	8:00 AM	0	0	0	0	0	8:00 AM	0	0	0	1	1
8:05 AM	2	0	3	1	6	8:05 AM	0	0	0	0	0	8:05 AM	1	0	0	0	1
8:10 AM	3	0	1	0	4	8:10 AM	0	0	0	0	0	8:10 AM	0	1	0	0	1
8:15 AM	1	0	3	0	4	8:15 AM	0	0	0	0	0	8:15 AM	0	1	0	1	2
8:20 AM	1	0	3	0	4	8:20 AM	0	0	0	0	0	8:20 AM	0	1	0	1	2
8:25 AM	1	0	2	0	3	8:25 AM	1	0	0	0	1	8:25 AM	0	0	0	1	1
8:30 AM	1	0	3	1	5	8:30 AM	0	0	0	0	0	8:30 AM	1	1	0	0	2
8:35 AM	2	0	2	0	4	8:35 AM	0	0	0	0	0	8:35 AM	0	0	0	0	0
8:40 AM	0	0	0	0	0	8:40 AM	0	0	0	0	0	8:40 AM	0	0	0	1	1
8:45 AM	3	0	1	0	4	8:45 AM	1	0	0	0	1	8:45 AM	0	0	0	3	3
8:50 AM	3	0	4	1	8	8:50 AM	0	0	0	0	0	8:50 AM	0	0	0	0	0
8:55 AM	1	0	3	0	4	8:55 AM	0	0	0	0	0	8:55 AM	1	0	0	0	1
Count Total	40	1	50	5	96	Count Total	4	0	0	0	4	Count Total	4	8	0	11	23
Peak Hour	21	0	28	4	53	Peak Hour	1	0	0	0	1	Peak Hour	3	5	0	5	13



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Location: 3 WINCHESTER BLVD & OLSEN DR AM

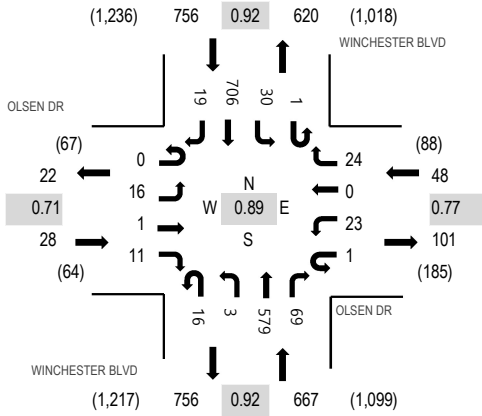
Date: Wednesday, February 15, 2023

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

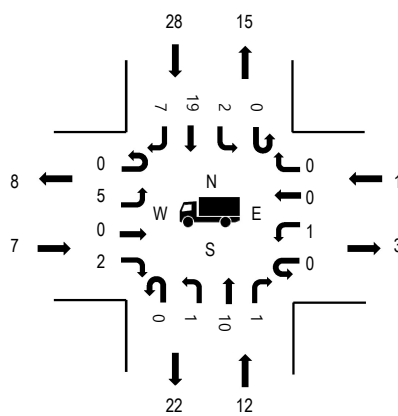
Peak 15-Minutes: 07:55 AM - 08:10 AM

Peak Hour

Motorized Vehicles



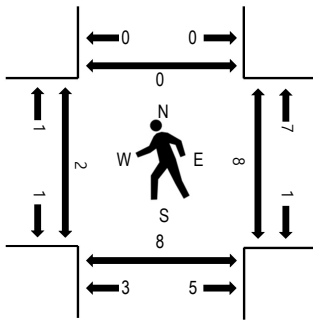
Heavy Vehicles



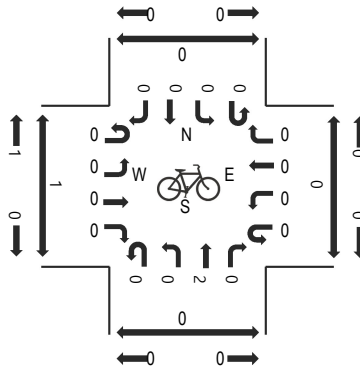
	HV%	PHF
EB	25.0%	0.71
WB	2.1%	0.77
NB	1.8%	0.92
SB	3.7%	0.92
All	3.2%	0.89

Note: Total study counts contained in parentheses.

Pedestrians



Bicycles on Road



Traffic Counts - Motorized Vehicles

Interval Start Time	WINCHESTER BLVD Northbound				OLSEN DR Eastbound				WINCHESTER BLVD Southbound				OLSEN DR Westbound				Total	Rolling Hour
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right		
7:00 AM	0	1	23	6	0	1	0	3	0	3	16	6	0	1	0	3	63	1,033
7:05 AM	0	1	13	5	0	0	0	1	0	0	24	5	0	0	1	4	54	1,096
7:10 AM	1	2	14	3	0	3	0	2	0	1	28	1	0	2	0	1	58	1,174
7:15 AM	0	0	17	5	0	1	0	4	0	1	25	4	0	2	1	0	60	1,237
7:20 AM	1	0	23	3	0	0	2	1	0	1	29	2	0	1	0	2	65	1,305
7:25 AM	1	1	26	0	0	2	0	1	0	4	33	4	0	1	0	4	77	1,357
7:30 AM	0	1	18	0	0	1	0	1	0	2	38	0	0	2	0	2	65	1,395
7:35 AM	1	0	23	4	0	2	0	2	0	1	44	2	0	2	0	1	82	1,448
7:40 AM	0	1	48	5	0	0	0	0	0	1	59	2	0	1	0	0	117	1,497
7:45 AM	0	1	36	8	0	2	0	1	0	2	65	0	0	4	0	0	119	1,499
7:50 AM	0	0	41	5	0	0	1	1	0	1	55	0	1	4	0	1	110	1,497
7:55 AM	1	1	60	4	0	4	0	1	0	4	82	1	0	0	0	5	163	1,497
8:00 AM	0	0	50	8	0	0	0	1	0	0	63	1	0	1	0	2	126	1,454
8:05 AM	2	0	57	5	0	0	0	0	0	0	59	1	0	3	0	5	132	
8:10 AM	0	1	50	5	0	2	0	1	0	1	58	1	0	1	0	1	121	
8:15 AM	1	0	44	2	0	1	0	1	0	4	70	0	0	2	0	3	128	
8:20 AM	5	0	53	2	0	2	0	2	1	1	44	5	0	1	0	1	117	
8:25 AM	1	0	50	6	0	1	0	1	0	3	49	1	0	0	0	3	115	
8:30 AM	1	0	43	8	0	1	0	0	0	1	54	5	0	4	0	1	118	
8:35 AM	4	0	35	7	0	2	0	1	0	13	63	3	0	2	0	1	131	
8:40 AM	1	0	60	9	0	1	0	1	0	0	44	1	0	1	0	1	119	
8:45 AM	1	2	50	8	0	1	0	0	0	1	49	3	0	2	0	0	117	
8:50 AM	0	0	45	12	0	2	0	2	0	3	41	3	0	0	0	2	110	
8:55 AM	1	1	58	7	0	4	0	0	0	6	37	1	0	1	0	4	120	
Count Total	22	13	937	127	0	33	3	28	1	54	1,129	52	1	38	2	47	2,487	
Peak Hour	16	3	579	69	0	16	1	11	1	30	706	19	1	23	0	24	1,499	

Traffic Counts - Heavy Vehicles, Bicycles on Road, and Pedestrians/Bicycles on Crosswalk

Interval Start Time	Heavy Vehicles					Interval Start Time	Bicycles on Roadway					Interval Start Time	Pedestrians/Bicycles on Crosswalk				
	NB	EB	SB	WB	Total		NB	EB	SB	WB	Total		NB	EB	SB	WB	Total
7:00 AM	0	1	2	0	3	7:00 AM	0	0	0	0	0	7:00 AM	3	0	0	0	3
7:05 AM	1	0	2	0	3	7:05 AM	1	0	0	0	1	7:05 AM	3	0	0	1	4
7:10 AM	2	0	2	0	4	7:10 AM	0	0	0	0	0	7:10 AM	0	1	0	0	1
7:15 AM	0	0	2	0	2	7:15 AM	0	0	0	0	0	7:15 AM	0	1	1	0	2
7:20 AM	1	1	3	0	5	7:20 AM	0	0	0	0	0	7:20 AM	0	0	0	1	1
7:25 AM	2	0	4	0	6	7:25 AM	0	0	0	0	0	7:25 AM	0	0	2	0	2
7:30 AM	0	1	1	0	2	7:30 AM	0	0	0	0	0	7:30 AM	0	0	0	2	2
7:35 AM	0	1	3	0	4	7:35 AM	0	0	0	0	0	7:35 AM	0	2	0	0	2
7:40 AM	2	0	2	0	4	7:40 AM	0	0	0	0	0	7:40 AM	0	2	0	0	2
7:45 AM	2	1	1	0	4	7:45 AM	0	0	0	0	0	7:45 AM	0	0	0	1	1
7:50 AM	1	0	3	0	4	7:50 AM	1	0	0	0	1	7:50 AM	1	0	0	2	3
7:55 AM	1	2	4	0	7	7:55 AM	1	0	0	0	1	7:55 AM	0	0	0	1	1
8:00 AM	0	0	2	0	2	8:00 AM	0	0	0	0	0	8:00 AM	1	0	0	0	1
8:05 AM	1	0	4	0	5	8:05 AM	0	0	0	0	0	8:05 AM	0	0	0	0	0
8:10 AM	0	3	1	0	4	8:10 AM	0	0	0	0	0	8:10 AM	2	1	0	0	3
8:15 AM	1	0	0	0	1	8:15 AM	0	0	0	0	0	8:15 AM	0	0	0	2	2
8:20 AM	1	0	5	0	6	8:20 AM	0	0	0	0	0	8:20 AM	2	1	0	0	3
8:25 AM	1	0	2	0	3	8:25 AM	0	0	0	0	0	8:25 AM	1	0	0	1	2
8:30 AM	1	0	2	0	3	8:30 AM	0	0	0	0	0	8:30 AM	0	1	0	0	1
8:35 AM	2	1	4	1	8	8:35 AM	0	0	0	0	0	8:35 AM	1	0	0	0	1
8:40 AM	1	0	0	0	1	8:40 AM	0	0	0	0	0	8:40 AM	0	0	0	1	1
8:45 AM	2	0	1	0	3	8:45 AM	0	0	0	0	0	8:45 AM	1	0	0	0	1
8:50 AM	2	0	4	0	6	8:50 AM	0	0	0	0	0	8:50 AM	0	0	0	0	0
8:55 AM	1	0	3	0	4	8:55 AM	0	0	0	0	0	8:55 AM	0	0	0	0	0
Count Total	25	11	57	1	94	Count Total	3	0	0	0	3	Count Total	15	9	3	12	39
Peak Hour	12	7	28	1	48	Peak Hour	2	0	0	0	2	Peak Hour	8	3	0	8	19



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Location: 4 WINCHESTER BLVD & TISCH WAY AM

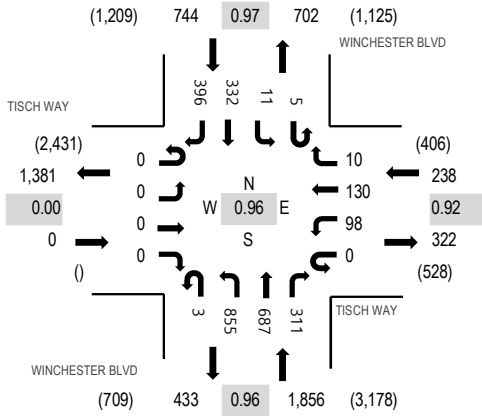
Date: Wednesday, February 15, 2023

Peak Hour: 07:50 AM - 08:50 AM

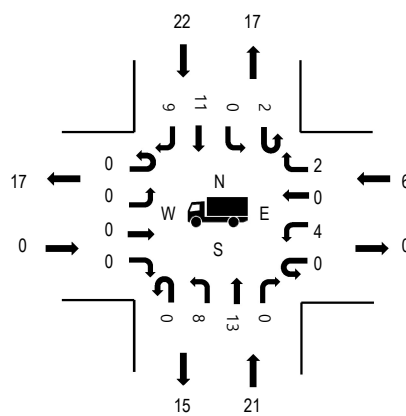
Peak 15-Minutes: 08:00 AM - 08:15 AM

Peak Hour

Motorized Vehicles

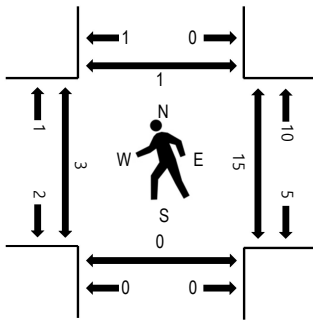


Heavy Vehicles

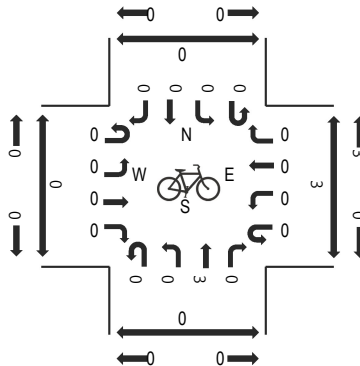


	HV%	PHF
EB	0.0%	0.00
WB	2.5%	0.92
NB	1.1%	0.96
SB	3.0%	0.97
All	1.7%	0.96

Pedestrians



Bicycles on Road



Traffic Counts - Motorized Vehicles

Interval Start Time	WINCHESTER BLVD Northbound				TISCH WAY Eastbound				WINCHESTER BLVD Southbound				TISCH WAY Westbound				Total	Rolling Hour
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right		
7:00 AM	0	34	27	12	0	0	0	0	0	0	16	7	0	2	3	0	101	2,009
7:05 AM	0	53	17	14	0	0	0	0	0	1	10	8	0	1	4	0	108	2,148
7:10 AM	0	49	20	16	0	0	0	0	0	1	6	16	0	2	1	2	113	2,299
7:15 AM	0	44	26	10	0	0	0	0	0	0	25	19	0	2	1	0	127	2,424
7:20 AM	1	77	23	11	0	0	0	0	0	0	15	15	0	6	5	1	154	2,524
7:25 AM	0	60	27	12	0	0	0	0	0	0	5	24	0	9	13	2	152	2,626
7:30 AM	0	58	25	19	0	0	0	0	0	2	29	26	0	5	8	0	172	2,698
7:35 AM	0	83	28	8	0	0	0	0	0	1	17	24	0	4	12	0	177	2,758
7:40 AM	1	71	48	22	0	0	0	0	1	0	21	29	0	10	14	0	217	2,818
7:45 AM	0	62	42	18	0	0	0	0	2	1	29	27	0	8	19	1	209	2,829
7:50 AM	0	70	57	27	0	0	0	0	0	0	41	39	0	5	10	0	249	2,838
7:55 AM	0	79	55	21	0	0	0	0	0	1	32	22	0	5	13	2	230	2,782
8:00 AM	0	66	56	38	0	0	0	0	0	2	26	32	0	10	10	0	240	2,784
8:05 AM	0	70	67	24	0	0	0	0	0	1	32	46	0	10	7	2	259	
8:10 AM	1	87	51	21	0	0	0	0	2	0	17	35	0	8	16	0	238	
8:15 AM	0	77	50	19	0	0	0	0	0	0	22	31	0	16	11	1	227	
8:20 AM	0	69	59	26	0	0	0	0	1	2	34	51	0	6	8	0	256	
8:25 AM	0	79	58	23	0	0	0	0	0	0	23	23	0	6	11	1	224	
8:30 AM	1	68	55	30	0	0	0	0	0	1	25	32	0	7	11	2	232	
8:35 AM	0	59	48	25	0	0	0	0	1	2	38	34	0	11	18	1	237	
8:40 AM	0	76	69	30	0	0	0	0	0	0	14	26	0	8	5	0	228	
8:45 AM	1	55	62	27	0	0	0	0	1	2	28	25	0	6	10	1	218	
8:50 AM	0	56	53	23	0	0	0	0	0	3	15	21	0	6	13	3	193	
8:55 AM	0	68	73	31	0	0	0	0	2	1	27	19	0	4	7	0	232	
Count Total	5	1,570	1,096	507	0	0	0	0	10	21	547	631	0	157	230	19	4,793	
Peak Hour	3	855	687	311	0	0	0	0	5	11	332	396	0	98	130	10	2,838	

Traffic Counts - Heavy Vehicles, Bicycles on Road, and Pedestrians/Bicycles on Crosswalk

Interval Start Time	Heavy Vehicles					Interval Start Time	Bicycles on Roadway					Interval Start Time	Pedestrians/Bicycles on Crosswalk				
	NB	EB	SB	WB	Total		NB	EB	SB	WB	Total		NB	EB	SB	WB	Total
7:00 AM	1	0	1	0	2	7:00 AM	0	0	0	0	0	7:00 AM	0	1	0	1	2
7:05 AM	4	0	0	0	4	7:05 AM	1	0	0	0	1	7:05 AM	0	0	0	0	0
7:10 AM	2	0	0	0	2	7:10 AM	0	0	0	0	0	7:10 AM	0	5	0	0	5
7:15 AM	1	0	1	0	2	7:15 AM	0	0	0	0	0	7:15 AM	0	0	1	0	1
7:20 AM	1	0	2	0	3	7:20 AM	0	0	0	0	0	7:20 AM	0	1	0	1	2
7:25 AM	4	0	3	0	7	7:25 AM	1	0	0	0	1	7:25 AM	0	0	0	1	1
7:30 AM	2	0	1	0	3	7:30 AM	0	0	0	0	0	7:30 AM	0	3	0	1	4
7:35 AM	3	0	2	0	5	7:35 AM	0	0	0	0	0	7:35 AM	0	1	0	0	1
7:40 AM	1	0	2	0	3	7:40 AM	1	0	0	0	1	7:40 AM	0	1	0	1	2
7:45 AM	2	0	0	0	2	7:45 AM	1	0	0	0	1	7:45 AM	0	1	0	0	1
7:50 AM	3	0	3	0	6	7:50 AM	1	0	0	0	1	7:50 AM	0	0	1	2	3
7:55 AM	1	0	2	0	3	7:55 AM	0	0	0	0	0	7:55 AM	0	0	0	2	2
8:00 AM	0	0	1	0	1	8:00 AM	0	0	0	0	0	8:00 AM	0	1	0	0	1
8:05 AM	1	0	4	0	5	8:05 AM	0	0	0	0	0	8:05 AM	0	0	0	0	0
8:10 AM	2	0	2	0	4	8:10 AM	0	0	0	0	0	8:10 AM	0	1	0	3	4
8:15 AM	0	0	0	1	1	8:15 AM	0	0	0	0	0	8:15 AM	0	1	0	2	3
8:20 AM	1	0	3	1	5	8:20 AM	0	0	0	0	0	8:20 AM	0	0	0	0	0
8:25 AM	4	0	1	1	6	8:25 AM	0	0	0	0	0	8:25 AM	0	0	0	4	4
8:30 AM	2	0	0	1	3	8:30 AM	0	0	0	0	0	8:30 AM	0	0	0	2	2
8:35 AM	3	0	4	2	9	8:35 AM	0	0	0	0	0	8:35 AM	0	0	0	2	2
8:40 AM	1	0	1	0	2	8:40 AM	1	0	0	0	1	8:40 AM	0	0	0	1	1
8:45 AM	3	0	1	0	4	8:45 AM	1	0	0	0	1	8:45 AM	0	0	0	0	0
8:50 AM	2	0	2	0	4	8:50 AM	0	0	0	0	0	8:50 AM	0	0	0	3	3
8:55 AM	1	0	3	0	4	8:55 AM	0	0	0	1	1	8:55 AM	0	1	0	1	2
Count Total	45	0	39	6	90	Count Total	7	0	0	1	8	Count Total	0	17	2	27	46
Peak Hour	21	0	22	6	49	Peak Hour	3	0	0	0	3	Peak Hour	0	3	1	18	22



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Location: 5 WINCHESTER BLVD & MOORPARK AVE AM

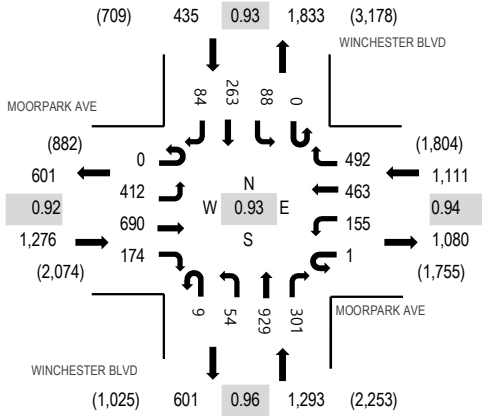
Date: Wednesday, February 15, 2023

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

Peak 15-Minutes: 07:50 AM - 08:05 AM

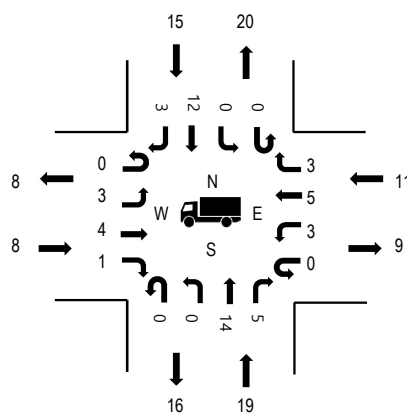
Peak Hour

Motorized Vehicles



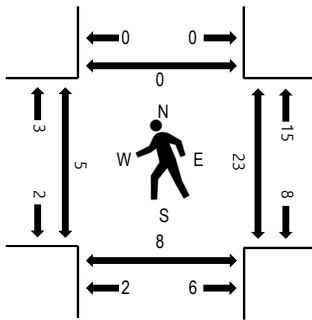
Note: Total study counts contained in parentheses.

Heavy Vehicles

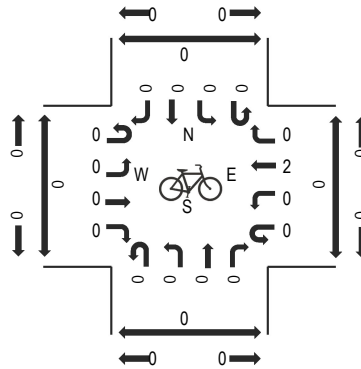


	HV%	PHF
EB	0.6%	0.92
WB	1.0%	0.94
NB	1.5%	0.96
SB	3.4%	0.93
All	1.3%	0.93

Pedestrians



Bicycles on Road



Traffic Counts - Motorized Vehicles

Interval Start Time	WINCHESTER BLVD				MOORPARK AVE				WINCHESTER BLVD				MOORPARK AVE				Total	Rolling Hour
	Northbound				Eastbound				Southbound				Westbound					
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right		
7:00 AM	3	1	37	10	0	20	24	4	0	1	15	2	0	6	9	16	148	2,861
7:05 AM	2	1	44	6	0	19	22	4	0	3	7	1	0	10	10	21	150	3,087
7:10 AM	1	4	45	15	0	19	17	6	0	4	3	1	0	7	15	21	158	3,273
7:15 AM	0	3	34	7	0	20	22	5	0	3	19	5	0	5	7	26	156	3,455
7:20 AM	1	0	61	20	0	19	25	9	0	3	16	3	0	12	11	32	212	3,641
7:25 AM	1	6	54	28	0	16	35	11	0	4	6	4	0	6	23	29	223	3,769
7:30 AM	0	1	51	17	0	12	19	11	0	4	27	3	0	9	18	39	211	3,895
7:35 AM	0	1	69	24	0	17	30	10	0	15	6	0	0	8	33	33	246	4,017
7:40 AM	0	4	85	26	0	27	41	8	0	7	15	10	0	12	25	30	290	4,080
7:45 AM	1	4	53	28	0	31	80	19	0	14	19	4	0	9	37	38	337	4,115
7:50 AM	1	5	98	29	0	27	62	15	0	8	24	14	1	10	36	29	359	4,102
7:55 AM	1	7	79	30	0	35	68	15	0	2	25	10	0	16	42	41	371	4,037
8:00 AM	1	5	66	16	0	45	73	18	0	6	22	8	0	9	56	49	374	3,979
8:05 AM	0	6	93	21	0	28	59	10	0	7	25	10	0	10	27	40	336	
8:10 AM	2	4	93	30	0	31	46	10	0	1	20	5	0	27	35	36	340	
8:15 AM	0	3	60	21	0	30	71	10	0	11	18	9	0	10	43	56	342	
8:20 AM	1	0	75	27	0	40	59	8	0	14	22	4	0	13	38	39	340	
8:25 AM	1	9	100	30	0	27	48	27	0	6	20	3	0	11	34	33	349	
8:30 AM	0	5	52	26	0	56	55	9	0	6	23	4	0	14	37	46	333	
8:35 AM	0	3	59	15	0	29	44	19	0	8	29	12	0	6	41	44	309	
8:40 AM	1	3	101	28	0	33	25	14	0	5	16	1	0	20	37	41	325	
8:45 AM	1	5	48	29	0	59	50	16	0	8	26	1	0	20	23	38	324	
8:50 AM	0	2	57	22	0	37	61	20	0	3	18	0	0	12	24	38	294	
8:55 AM	0	6	108	20	0	28	40	15	0	10	18	3	0	13	16	36	313	
Count Total	18	88	1,622	525	0	705	1,076	293	0	153	439	117	1	275	677	851	6,840	
Peak Hour	9	54	929	301	0	412	690	174	0	88	263	84	1	155	463	492	4,115	

Traffic Counts - Heavy Vehicles, Bicycles on Road, and Pedestrians/Bicycles on Crosswalk

Interval Start Time	Heavy Vehicles					Interval Start Time	Bicycles on Roadway					Interval Start Time	Pedestrians/Bicycles on Crosswalk				
	NB	EB	SB	WB	Total		NB	EB	SB	WB	Total		NB	EB	SB	WB	Total
7:00 AM	0	1	1	0	2	7:00 AM	0	0	0	0	0	7:00 AM	0	6	0	0	6
7:05 AM	5	0	0	1	6	7:05 AM	1	0	0	0	1	7:05 AM	0	3	0	0	3
7:10 AM	1	1	0	0	2	7:10 AM	0	0	0	0	0	7:10 AM	0	0	0	0	0
7:15 AM	0	1	1	1	3	7:15 AM	0	0	0	0	0	7:15 AM	0	1	0	1	2
7:20 AM	2	0	1	0	3	7:20 AM	0	0	0	0	0	7:20 AM	0	0	0	1	1
7:25 AM	4	0	3	2	9	7:25 AM	0	0	0	0	0	7:25 AM	0	2	0	1	3
7:30 AM	2	1	1	3	7	7:30 AM	0	1	0	0	1	7:30 AM	1	2	0	1	4
7:35 AM	2	0	2	1	5	7:35 AM	0	0	0	0	0	7:35 AM	0	2	0	0	2
7:40 AM	0	1	1	1	3	7:40 AM	0	0	0	0	0	7:40 AM	0	0	0	1	1
7:45 AM	1	0	0	1	2	7:45 AM	0	0	0	0	0	7:45 AM	1	0	0	0	1
7:50 AM	3	1	2	2	8	7:50 AM	0	0	0	0	0	7:50 AM	2	1	0	3	6
7:55 AM	1	0	1	2	4	7:55 AM	0	0	0	0	0	7:55 AM	1	0	0	2	3
8:00 AM	0	1	1	0	2	8:00 AM	0	0	0	0	0	8:00 AM	0	0	0	0	0
8:05 AM	1	1	3	0	5	8:05 AM	0	0	0	0	0	8:05 AM	0	2	0	1	3
8:10 AM	2	0	0	1	3	8:10 AM	0	0	0	1	1	8:10 AM	0	0	0	5	5
8:15 AM	0	1	0	1	2	8:15 AM	0	0	0	0	0	8:15 AM	0	1	0	1	2
8:20 AM	1	2	2	0	5	8:20 AM	0	0	0	0	0	8:20 AM	0	0	0	2	2
8:25 AM	4	1	1	2	8	8:25 AM	0	0	0	0	0	8:25 AM	1	0	0	4	5
8:30 AM	2	0	0	1	3	8:30 AM	0	0	0	0	0	8:30 AM	1	1	0	2	4
8:35 AM	3	1	4	1	9	8:35 AM	0	0	0	1	1	8:35 AM	1	0	0	2	3
8:40 AM	1	0	1	0	2	8:40 AM	0	0	0	0	0	8:40 AM	1	0	0	1	2
8:45 AM	2	3	0	2	7	8:45 AM	0	0	0	0	0	8:45 AM	0	0	0	2	2
8:50 AM	1	3	1	1	6	8:50 AM	0	0	0	0	0	8:50 AM	0	0	0	0	0
8:55 AM	0	0	1	2	3	8:55 AM	0	0	0	0	0	8:55 AM	0	1	0	3	4
Count Total	38	19	27	25	109	Count Total	1	1	0	2	4	Count Total	9	22	0	33	64
Peak Hour	19	8	15	11	53	Peak Hour	0	0	0	2	2	Peak Hour	8	5	0	23	36



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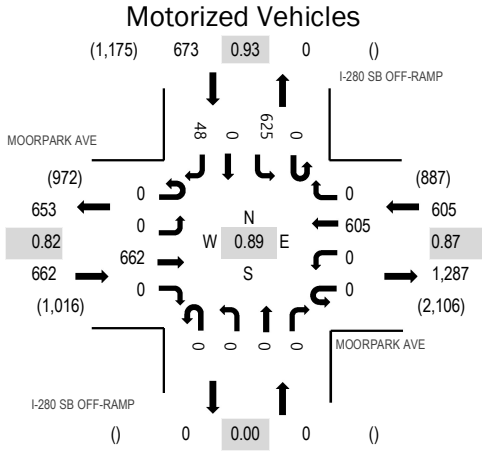
Location: 6 I-280 SB OFF-RAMP & MOORPARK AVE AM

Date: Wednesday, February 15, 2023

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

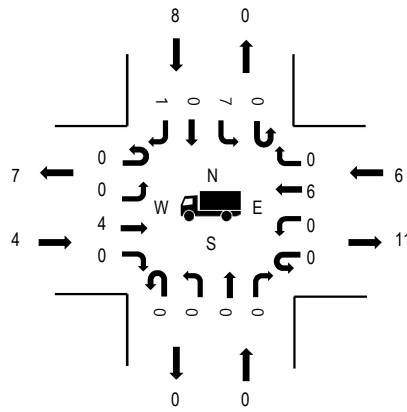
Peak 15-Minutes: 07:50 AM - 08:05 AM

Peak Hour



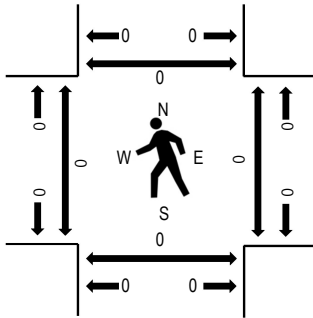
Note: Total study counts contained in parentheses.

Heavy Vehicles

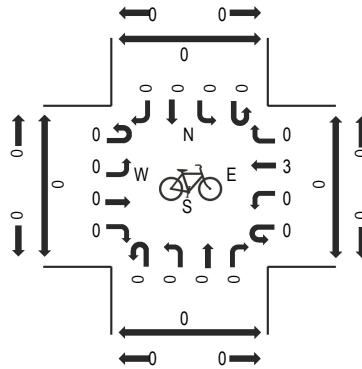


	HV%	PHF
EB	0.6%	0.82
WB	1.0%	0.87
NB	0.0%	0.00
SB	1.2%	0.93
All	0.9%	0.89

Pedestrians



Bicycles on Road



Traffic Counts - Motorized Vehicles

Interval Start Time	I-280 SB OFF-RAMP				MOORPARK AVE				I-280 SB OFF-RAMP				MOORPARK AVE				Total	Rolling Hour
	Northbound				Eastbound				Southbound				Westbound					
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right		
7:00 AM	0	0	0	0	0	0	22	0	0	30	0	2	0	0	11	0	65	1,255
7:05 AM	0	0	0	0	0	0	26	0	0	17	0	3	0	0	13	0	59	1,375
7:10 AM	0	0	0	0	0	0	17	0	0	22	0	3	0	0	13	0	55	1,477
7:15 AM	0	0	0	0	0	0	30	0	0	25	0	3	0	0	20	0	78	1,574
7:20 AM	0	0	0	0	0	0	19	0	0	28	0	4	0	0	17	0	68	1,636
7:25 AM	0	0	0	0	0	0	26	0	0	35	0	3	1	0	27	0	92	1,745
7:30 AM	0	0	0	0	0	0	24	0	0	29	0	1	0	0	24	0	78	1,813
7:35 AM	0	0	0	0	0	0	31	0	0	32	0	5	0	0	35	0	103	1,883
7:40 AM	0	0	0	0	0	0	34	0	0	52	0	2	0	0	41	0	129	1,924
7:45 AM	0	0	0	0	0	0	66	0	0	56	0	1	0	0	44	0	167	1,940
7:50 AM	0	0	0	0	0	0	55	0	0	70	0	6	0	0	52	0	183	1,927
7:55 AM	0	0	0	0	0	0	55	0	0	55	0	6	0	0	62	0	178	1,880
8:00 AM	0	0	0	0	0	0	77	0	0	46	0	2	0	0	60	0	185	1,823
8:05 AM	0	0	0	0	0	0	62	0	0	43	0	5	0	0	51	0	161	
8:10 AM	0	0	0	0	0	0	64	0	0	36	0	5	0	0	47	0	152	
8:15 AM	0	0	0	0	0	0	41	0	0	50	0	6	0	0	43	0	140	
8:20 AM	0	0	0	0	0	0	68	0	0	52	0	3	0	0	54	0	177	
8:25 AM	0	0	0	0	0	0	50	0	0	60	0	2	0	0	48	0	160	
8:30 AM	0	0	0	0	0	0	44	0	0	59	0	2	0	0	43	0	148	
8:35 AM	0	0	0	0	0	0	34	0	0	51	0	3	0	0	56	0	144	
8:40 AM	0	0	0	0	0	0	46	0	0	47	0	7	0	0	45	0	145	
8:45 AM	0	0	0	0	0	0	54	0	0	70	0	0	0	0	30	0	154	
8:50 AM	0	0	0	0	0	0	41	0	0	63	0	7	0	0	25	0	136	
8:55 AM	0	0	0	0	0	0	30	0	0	61	0	5	0	0	25	0	121	
Count Total	0	0	0	0	0	0	1,016	0	0	1,089	0	86	1	0	886	0	3,078	
Peak Hour	0	0	0	0	0	0	662	0	0	625	0	48	0	0	605	0	1,940	

Traffic Counts - Heavy Vehicles, Bicycles on Road, and Pedestrians/Bicycles on Crosswalk

Interval Start Time	Heavy Vehicles					Interval Start Time	Bicycles on Roadway					Interval Start Time	Pedestrians/Bicycles on Crosswalk				
	NB	EB	SB	WB	Total		NB	EB	SB	WB	Total		NB	EB	SB	WB	Total
7:00 AM	0	0	1	0	1	7:00 AM	0	0	0	0	0	7:00 AM	0	0	0	0	0
7:05 AM	0	0	1	0	1	7:05 AM	0	0	0	0	0	7:05 AM	0	0	0	0	0
7:10 AM	0	0	0	0	0	7:10 AM	0	0	0	0	0	7:10 AM	0	0	0	0	0
7:15 AM	0	0	1	0	1	7:15 AM	0	0	0	0	0	7:15 AM	0	0	0	0	0
7:20 AM	0	0	0	0	0	7:20 AM	0	0	0	0	0	7:20 AM	0	0	0	0	0
7:25 AM	0	0	0	0	0	7:25 AM	0	0	0	0	0	7:25 AM	0	0	0	0	0
7:30 AM	0	0	1	0	1	7:30 AM	0	0	0	0	0	7:30 AM	0	0	0	0	0
7:35 AM	0	0	0	0	0	7:35 AM	0	0	0	0	0	7:35 AM	0	0	0	0	0
7:40 AM	0	0	1	0	1	7:40 AM	0	0	0	0	0	7:40 AM	0	0	0	0	0
7:45 AM	0	1	0	0	1	7:45 AM	0	0	0	0	0	7:45 AM	0	0	0	0	0
7:50 AM	0	0	0	2	2	7:50 AM	0	0	0	0	0	7:50 AM	0	0	0	0	0
7:55 AM	0	0	1	1	2	7:55 AM	0	0	0	0	0	7:55 AM	0	0	0	0	0
8:00 AM	0	0	0	0	0	8:00 AM	0	0	0	0	0	8:00 AM	0	0	0	0	0
8:05 AM	0	0	1	0	1	8:05 AM	0	0	0	1	1	8:05 AM	0	0	0	0	0
8:10 AM	0	0	0	2	2	8:10 AM	0	0	0	1	1	8:10 AM	0	0	0	0	0
8:15 AM	0	0	2	0	2	8:15 AM	0	0	0	0	0	8:15 AM	0	0	0	0	0
8:20 AM	0	1	1	0	2	8:20 AM	0	0	0	0	0	8:20 AM	0	0	0	0	0
8:25 AM	0	0	0	1	1	8:25 AM	0	0	0	0	0	8:25 AM	0	0	0	0	0
8:30 AM	0	1	1	0	2	8:30 AM	0	0	0	1	1	8:30 AM	0	0	0	0	0
8:35 AM	0	1	0	0	1	8:35 AM	0	0	0	0	0	8:35 AM	0	0	0	0	0
8:40 AM	0	0	2	0	2	8:40 AM	0	0	0	0	0	8:40 AM	0	0	0	0	0
8:45 AM	0	1	1	2	4	8:45 AM	0	0	0	0	0	8:45 AM	0	0	0	0	0
8:50 AM	0	0	3	0	3	8:50 AM	0	0	0	0	0	8:50 AM	0	0	0	0	0
8:55 AM	0	0	2	1	3	8:55 AM	0	0	0	0	0	8:55 AM	0	0	0	0	0
Count Total	0	5	19	9	33	Count Total	0	0	0	3	3	Count Total	0	0	0	0	0
Peak Hour	0	4	8	6	18	Peak Hour	0	0	0	3	3	Peak Hour	0	0	0	0	0



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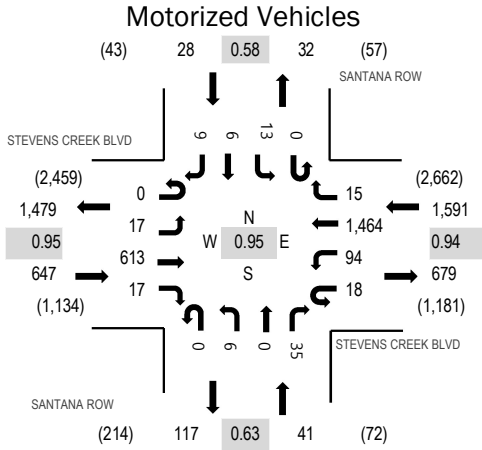
Location: 7 SANTANA ROW & STEVENS CREEK BLVD AM

Date: Wednesday, February 15, 2023

Peak Hour: 07:50 AM - 08:50 AM

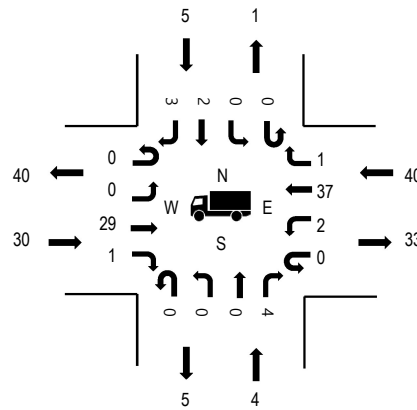
Peak 15-Minutes: 08:35 AM - 08:50 AM

Peak Hour



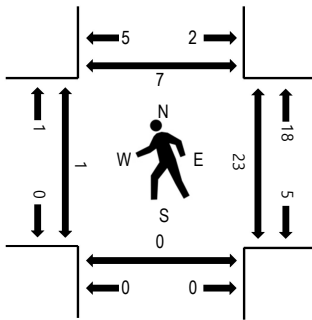
Note: Total study counts contained in parentheses.

Heavy Vehicles

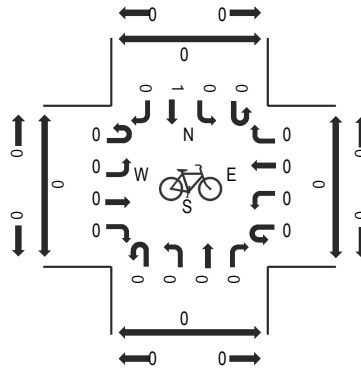


	HV%	PHF
EB	4.6%	0.95
WB	2.5%	0.94
NB	9.8%	0.63
SB	17.9%	0.58
All	3.4%	0.95

Pedestrians



Bicycles on Road



Traffic Counts - Motorized Vehicles

Interval Start Time	SANTANA ROW Northbound				STEVENS CREEK BLVD Eastbound				SANTANA ROW Southbound				STEVENS CREEK BLVD Westbound				Total	Rolling Hour
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right		
7:00 AM	0	0	0	4	0	0	19	1	0	0	1	0	0	3	45	1	74	1,619
7:05 AM	0	0	0	1	1	0	30	1	0	0	1	0	0	8	43	1	86	1,720
7:10 AM	0	1	0	1	0	0	29	1	0	1	0	0	0	6	42	1	82	1,849
7:15 AM	0	0	0	3	0	0	32	0	0	1	1	0	1	6	74	1	119	1,940
7:20 AM	0	0	0	1	0	2	29	1	0	1	0	0	0	0	61	0	95	2,041
7:25 AM	0	1	0	2	0	0	33	2	0	0	0	0	0	5	80	0	123	2,132
7:30 AM	0	0	0	4	0	2	33	1	0	3	0	0	1	4	84	0	132	2,175
7:35 AM	0	1	0	2	0	0	49	1	0	1	0	0	0	6	120	0	180	2,216
7:40 AM	0	0	0	3	0	1	51	2	0	0	0	1	0	9	88	3	158	2,237
7:45 AM	0	0	0	0	0	1	63	0	0	0	0	0	3	5	109	0	181	2,292
7:50 AM	0	0	0	3	0	1	53	0	0	1	1	1	0	6	131	0	197	2,307
7:55 AM	0	1	0	3	0	0	46	0	0	1	0	2	2	7	129	1	192	2,275
8:00 AM	0	0	0	1	0	2	50	1	0	2	1	1	2	5	110	0	175	2,292
8:05 AM	0	1	0	3	0	0	64	0	0	0	0	0	1	6	140	0	215	
8:10 AM	0	0	0	0	0	0	43	1	0	0	0	1	1	13	112	2	173	
8:15 AM	0	0	0	1	0	0	64	2	0	1	0	2	3	7	137	3	220	
8:20 AM	0	0	0	4	0	2	51	3	0	1	0	0	0	9	114	2	186	
8:25 AM	0	2	0	1	0	1	39	2	0	0	1	0	0	3	117	0	166	
8:30 AM	0	1	0	5	0	3	40	4	0	0	0	0	0	11	109	0	173	
8:35 AM	0	0	0	3	0	2	56	0	0	2	1	0	4	9	121	3	201	
8:40 AM	0	0	0	3	0	1	67	2	0	4	1	0	3	8	122	2	213	
8:45 AM	0	1	0	8	0	5	40	2	0	1	1	2	2	10	122	2	196	
8:50 AM	0	1	1	3	1	2	31	1	0	0	1	1	1	14	105	3	165	
8:55 AM	0	0	0	2	0	3	60	4	0	1	0	1	3	12	120	3	209	
Count Total	0	10	1	61	2	28	1,072	32	0	21	10	12	27	172	2,435	28	3,911	
Peak Hour	0	6	0	35	0	17	613	17	0	13	6	9	18	94	1,464	15	2,307	

Traffic Counts - Heavy Vehicles, Bicycles on Road, and Pedestrians/Bicycles on Crosswalk

Interval Start Time	Heavy Vehicles					Interval Start Time	Bicycles on Roadway					Interval Start Time	Pedestrians/Bicycles on Crosswalk				
	NB	EB	SB	WB	Total		NB	EB	SB	WB	Total		NB	EB	SB	WB	Total
7:00 AM	2	2	1	0	5	7:00 AM	0	0	0	0	0	7:00 AM	0	0	1	0	1
7:05 AM	0	2	1	5	8	7:05 AM	0	0	0	0	0	7:05 AM	1	1	0	0	2
7:10 AM	0	3	0	3	6	7:10 AM	0	0	0	0	0	7:10 AM	0	1	0	1	2
7:15 AM	0	2	0	3	5	7:15 AM	0	0	0	0	0	7:15 AM	0	0	0	0	0
7:20 AM	0	0	0	7	7	7:20 AM	0	0	0	0	0	7:20 AM	1	1	0	0	2
7:25 AM	1	0	0	7	8	7:25 AM	0	0	0	0	0	7:25 AM	0	0	1	0	1
7:30 AM	0	0	1	2	3	7:30 AM	0	0	0	0	0	7:30 AM	0	0	0	2	2
7:35 AM	0	2	1	3	6	7:35 AM	0	0	0	0	0	7:35 AM	0	0	0	0	0
7:40 AM	0	2	0	2	4	7:40 AM	0	0	0	0	0	7:40 AM	0	1	0	0	1
7:45 AM	0	1	0	1	2	7:45 AM	0	0	0	0	0	7:45 AM	0	2	0	0	2
7:50 AM	0	3	1	5	9	7:50 AM	0	0	0	0	0	7:50 AM	0	0	2	1	3
7:55 AM	0	4	2	1	7	7:55 AM	0	0	0	0	0	7:55 AM	0	0	0	0	0
8:00 AM	1	3	0	2	6	8:00 AM	0	0	1	0	1	8:00 AM	0	1	0	2	3
8:05 AM	0	0	0	4	4	8:05 AM	0	0	0	0	0	8:05 AM	0	0	1	0	1
8:10 AM	0	2	0	1	3	8:10 AM	0	0	0	0	0	8:10 AM	0	0	0	0	0
8:15 AM	1	4	1	4	10	8:15 AM	0	0	0	0	0	8:15 AM	0	0	0	2	2
8:20 AM	0	1	0	2	3	8:20 AM	0	0	0	0	0	8:20 AM	0	0	0	0	0
8:25 AM	0	1	0	4	5	8:25 AM	0	0	0	0	0	8:25 AM	0	0	1	10	11
8:30 AM	2	3	0	5	10	8:30 AM	0	0	0	0	0	8:30 AM	0	0	0	3	3
8:35 AM	0	2	1	2	5	8:35 AM	0	0	0	0	0	8:35 AM	0	0	1	3	4
8:40 AM	0	4	0	6	10	8:40 AM	0	0	0	0	0	8:40 AM	0	0	1	2	3
8:45 AM	0	3	0	4	7	8:45 AM	0	0	0	0	0	8:45 AM	0	0	1	0	1
8:50 AM	0	0	0	3	3	8:50 AM	0	0	0	0	0	8:50 AM	0	2	0	1	3
8:55 AM	0	1	0	6	7	8:55 AM	0	0	0	0	0	8:55 AM	0	0	0	2	2
Count Total	7	45	9	82	143	Count Total	0	0	1	0	1	Count Total	2	9	9	29	49
Peak Hour	4	30	5	40	79	Peak Hour	0	0	1	0	1	Peak Hour	0	1	7	23	31

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Location: 8 MONROE ST & STEVENS CREEK BLVD AM

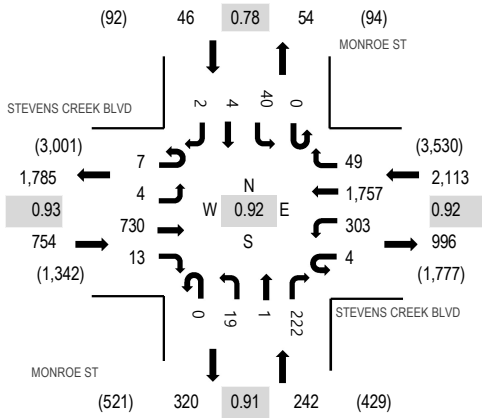
Date: Wednesday, February 15, 2023

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

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

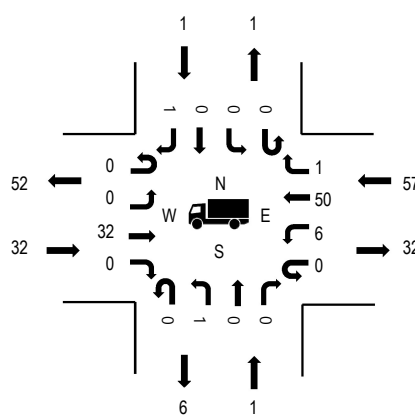
Peak Hour

Motorized Vehicles



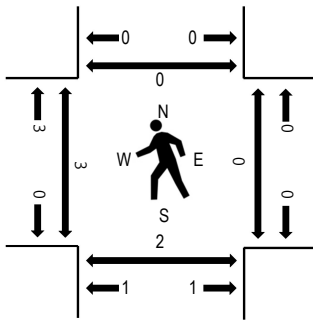
Note: Total study counts contained in parentheses.

Heavy Vehicles

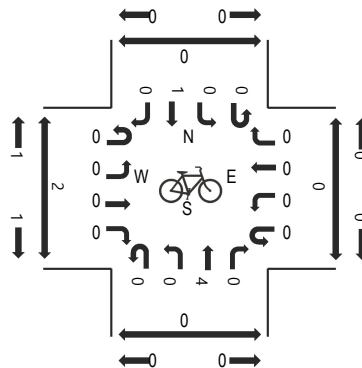


	HV%	PHF
EB	4.2%	0.93
WB	2.7%	0.92
NB	0.4%	0.91
SB	2.2%	0.78
All	2.9%	0.92

Pedestrians



Bicycles on Road



Traffic Counts - Motorized Vehicles

Interval Start Time	MONROE ST Northbound				STEVENS CREEK BLVD Eastbound				MONROE ST Southbound				STEVENS CREEK BLVD Westbound				Total	Rolling Hour
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right		
7:00 AM	0	0	0	9	1	0	28	1	0	2	0	0	0	10	61	3	115	2,238
7:05 AM	0	0	0	15	0	0	37	0	0	2	0	0	0	10	52	3	119	2,430
7:10 AM	0	0	1	11	0	0	35	2	0	2	0	0	1	10	57	1	120	2,566
7:15 AM	0	2	0	8	0	0	39	0	0	1	0	0	0	11	84	0	145	2,744
7:20 AM	0	0	0	12	0	0	29	2	0	2	0	0	0	8	59	1	113	2,846
7:25 AM	0	0	1	9	0	0	52	1	0	0	0	1	1	27	99	1	192	2,991
7:30 AM	0	2	0	14	0	0	47	0	0	6	2	1	1	13	111	2	199	3,016
7:35 AM	0	0	0	13	1	0	47	0	0	3	0	0	1	28	115	1	209	3,079
7:40 AM	0	5	1	20	0	0	87	0	0	8	0	0	0	25	97	2	245	3,148
7:45 AM	0	1	0	18	0	1	53	0	0	3	0	0	1	32	156	4	269	3,155
7:50 AM	0	1	0	19	2	0	62	1	0	2	0	0	0	19	145	4	255	3,149
7:55 AM	0	1	0	23	0	0	69	0	0	9	2	1	0	22	127	3	257	3,147
8:00 AM	0	3	0	19	0	0	63	0	0	0	0	0	1	38	181	2	307	3,155
8:05 AM	0	0	0	21	0	0	70	0	0	2	0	0	1	19	139	3	255	
8:10 AM	0	0	0	27	1	0	71	0	0	7	0	0	1	28	160	3	298	
8:15 AM	0	1	0	17	0	0	68	1	0	2	0	0	0	26	129	3	247	
8:20 AM	0	1	0	15	0	0	61	1	0	3	0	0	0	25	148	4	258	
8:25 AM	0	4	1	22	1	1	37	5	0	1	0	0	0	23	114	8	217	
8:30 AM	0	2	0	14	1	1	60	2	0	5	0	0	0	25	148	4	262	
8:35 AM	0	2	0	18	2	0	62	0	0	6	1	0	0	18	162	7	278	
8:40 AM	0	3	0	9	0	1	54	3	0	0	1	1	0	28	148	4	252	
8:45 AM	0	4	0	23	2	1	75	3	0	6	1	1	2	20	115	10	263	
8:50 AM	0	0	1	19	0	0	42	1	0	3	1	0	0	11	170	5	253	
8:55 AM	0	2	0	15	1	1	51	2	0	3	1	0	0	11	173	5	265	
Count Total	0	34	5	390	12	6	1,299	25	0	78	9	5	10	487	2,950	83	5,393	
Peak Hour	0	19	1	222	7	4	730	13	0	40	4	2	4	303	1,757	49	3,155	

Traffic Counts - Heavy Vehicles, Bicycles on Road, and Pedestrians/Bicycles on Crosswalk

Interval Start Time	Heavy Vehicles					Interval Start Time	Bicycles on Roadway					Interval Start Time	Pedestrians/Bicycles on Crosswalk				
	NB	EB	SB	WB	Total		NB	EB	SB	WB	Total		NB	EB	SB	WB	Total
7:00 AM	0	3	0	6	9	7:00 AM	0	0	0	0	0	7:00 AM	0	0	0	0	0
7:05 AM	0	3	0	2	5	7:05 AM	0	0	0	0	0	7:05 AM	0	0	0	0	0
7:10 AM	0	3	0	5	8	7:10 AM	0	0	0	0	0	7:10 AM	0	0	0	0	0
7:15 AM	0	4	0	5	9	7:15 AM	0	0	0	0	0	7:15 AM	0	0	0	0	0
7:20 AM	0	4	0	6	10	7:20 AM	0	0	0	0	0	7:20 AM	0	0	1	0	1
7:25 AM	0	4	0	5	9	7:25 AM	0	0	0	0	0	7:25 AM	0	0	0	0	0
7:30 AM	0	2	0	4	6	7:30 AM	0	0	0	0	0	7:30 AM	0	0	0	0	0
7:35 AM	0	3	0	3	6	7:35 AM	0	0	0	0	0	7:35 AM	0	0	0	0	0
7:40 AM	0	4	0	4	8	7:40 AM	0	0	0	0	0	7:40 AM	0	0	1	0	1
7:45 AM	0	2	0	4	6	7:45 AM	0	0	0	0	0	7:45 AM	0	1	0	0	1
7:50 AM	0	0	0	8	8	7:50 AM	1	0	0	0	1	7:50 AM	0	0	0	0	0
7:55 AM	0	7	0	4	11	7:55 AM	0	0	0	0	0	7:55 AM	0	0	0	0	0
8:00 AM	0	3	0	4	7	8:00 AM	1	0	0	0	1	8:00 AM	0	0	0	0	0
8:05 AM	0	2	0	3	5	8:05 AM	0	0	0	0	0	8:05 AM	0	0	0	0	0
8:10 AM	0	3	0	6	9	8:10 AM	1	0	0	0	1	8:10 AM	0	2	0	0	2
8:15 AM	0	2	0	5	7	8:15 AM	1	0	0	0	1	8:15 AM	2	1	0	0	3
8:20 AM	0	2	0	4	6	8:20 AM	0	0	0	0	0	8:20 AM	0	0	0	0	0
8:25 AM	0	1	0	3	4	8:25 AM	0	0	0	0	0	8:25 AM	0	0	0	0	0
8:30 AM	1	4	0	7	12	8:30 AM	0	0	0	0	0	8:30 AM	0	0	0	0	0
8:35 AM	0	3	0	3	6	8:35 AM	0	0	0	0	0	8:35 AM	0	0	0	0	0
8:40 AM	0	3	1	6	10	8:40 AM	0	0	1	0	1	8:40 AM	0	1	0	0	1
8:45 AM	1	2	2	1	6	8:45 AM	0	0	0	0	0	8:45 AM	0	0	0	0	0
8:50 AM	0	3	0	4	7	8:50 AM	0	0	0	0	0	8:50 AM	0	1	0	0	1
8:55 AM	0	1	0	10	11	8:55 AM	0	0	1	0	1	8:55 AM	0	0	0	0	0
Count Total	2	68	3	112	185	Count Total	4	0	2	0	6	Count Total	2	6	2	0	10
Peak Hour	1	32	1	57	91	Peak Hour	4	0	1	0	5	Peak Hour	2	5	0	0	7



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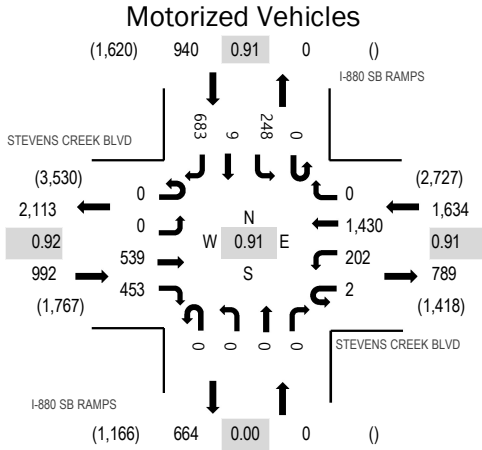
Location: 9 I-880 SB RAMPS & STEVENS CREEK BLVD AM

Date: Wednesday, February 15, 2023

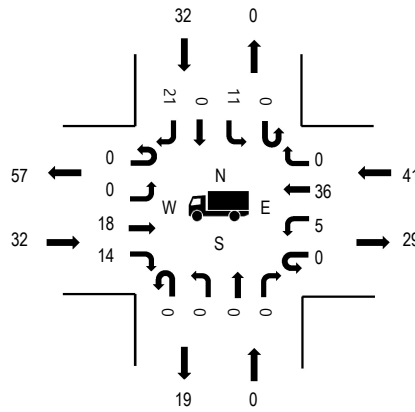
Peak Hour: 07:45 AM - 08:45 AM

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

Peak Hour

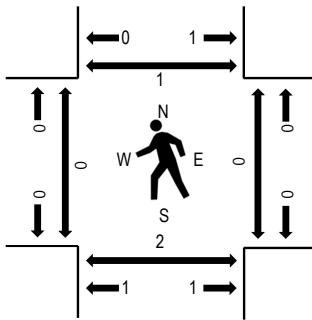


Heavy Vehicles

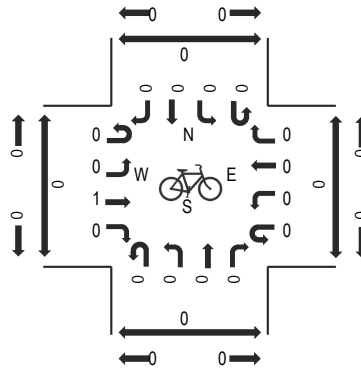


	HV%	PHF
EB	3.2%	0.92
WB	2.5%	0.91
NB	0.0%	0.00
SB	3.4%	0.91
All	2.9%	0.91

Pedestrians



Bicycles on Road



Traffic Counts - Motorized Vehicles

Interval Start Time	I-880 SB RAMPS				STEVENS CREEK BLVD				I-880 SB RAMPS				STEVENS CREEK BLVD				Total	Rolling Hour
	Northbound				Eastbound				Southbound				Westbound					
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right		
7:00 AM	0	0	0	0	0	0	20	19	0	8	0	25	0	5	49	0	126	2,601
7:05 AM	0	0	0	0	0	0	26	28	0	9	0	10	0	7	55	0	135	2,817
7:10 AM	0	0	0	0	0	0	22	26	0	21	0	22	0	6	47	0	144	2,987
7:15 AM	0	0	0	0	0	0	25	23	0	24	0	36	0	7	59	0	174	3,176
7:20 AM	0	0	0	0	0	0	26	17	0	21	0	31	0	12	37	0	144	3,292
7:25 AM	0	0	0	0	0	0	38	23	0	18	0	38	0	7	90	0	214	3,439
7:30 AM	0	0	0	0	0	0	33	34	0	27	1	68	0	18	59	0	240	3,463
7:35 AM	0	0	0	0	0	0	29	34	0	10	2	46	0	25	99	0	245	3,509
7:40 AM	0	0	0	0	0	0	69	46	0	22	0	42	0	15	82	0	276	3,565
7:45 AM	0	0	0	0	0	0	41	33	0	17	1	64	0	12	129	0	297	3,566
7:50 AM	0	0	0	0	0	0	36	47	0	33	2	60	0	17	108	0	303	3,551
7:55 AM	0	0	0	0	0	0	51	50	0	28	1	52	0	21	100	0	303	3,524
8:00 AM	0	0	0	0	0	0	59	23	0	18	0	63	0	20	159	0	342	3,513
8:05 AM	0	0	0	0	0	0	39	54	0	24	2	71	0	24	91	0	305	
8:10 AM	0	0	0	0	0	0	61	44	0	18	0	46	0	18	146	0	333	
8:15 AM	0	0	0	0	0	0	53	34	0	22	0	51	0	23	107	0	290	
8:20 AM	0	0	0	0	0	0	37	42	0	23	1	60	0	11	117	0	291	
8:25 AM	0	0	0	0	0	0	38	22	0	16	0	36	0	17	109	0	238	
8:30 AM	0	0	0	0	0	0	47	32	0	18	0	50	1	11	127	0	286	
8:35 AM	0	0	0	0	0	0	45	41	0	16	0	74	0	12	113	0	301	
8:40 AM	0	0	0	0	0	0	32	31	0	15	2	56	1	16	124	0	277	
8:45 AM	0	0	0	0	0	0	57	47	0	15	0	23	0	16	124	0	282	
8:50 AM	0	0	0	0	0	0	36	28	0	13	0	59	0	13	127	0	276	
8:55 AM	0	0	0	0	0	0	41	28	0	19	0	70	0	15	119	0	292	
Count Total	0	0	0	0	0	0	961	806	0	455	12	1,153	2	348	2,377	0	6,114	
Peak Hour	0	0	0	0	0	0	539	453	0	248	9	683	2	202	1,430	0	3,566	

Traffic Counts - Heavy Vehicles, Bicycles on Road, and Pedestrians/Bicycles on Crosswalk

Interval Start Time	Heavy Vehicles					Interval Start Time	Bicycles on Roadway					Interval Start Time	Pedestrians/Bicycles on Crosswalk				
	NB	EB	SB	WB	Total		NB	EB	SB	WB	Total		NB	EB	SB	WB	Total
7:00 AM	0	3	6	0	9	7:00 AM	0	0	0	0	0	7:00 AM	0	0	0	0	0
7:05 AM	0	3	1	1	5	7:05 AM	0	0	0	0	0	7:05 AM	0	0	0	0	0
7:10 AM	0	3	3	2	8	7:10 AM	0	0	0	0	0	7:10 AM	0	0	0	0	0
7:15 AM	0	4	4	2	10	7:15 AM	0	0	0	0	0	7:15 AM	0	0	1	0	1
7:20 AM	0	4	5	4	13	7:20 AM	0	0	0	0	0	7:20 AM	0	0	0	0	0
7:25 AM	0	4	2	5	11	7:25 AM	0	0	0	0	0	7:25 AM	1	0	0	0	1
7:30 AM	0	2	4	2	8	7:30 AM	0	0	0	0	0	7:30 AM	2	0	0	0	2
7:35 AM	0	3	2	2	7	7:35 AM	0	0	0	0	0	7:35 AM	0	0	0	0	0
7:40 AM	0	4	3	3	10	7:40 AM	0	0	0	0	0	7:40 AM	0	0	0	0	0
7:45 AM	0	2	3	2	7	7:45 AM	0	0	0	0	0	7:45 AM	0	0	1	0	1
7:50 AM	0	0	3	7	10	7:50 AM	0	0	0	0	0	7:50 AM	0	0	0	0	0
7:55 AM	0	7	2	3	12	7:55 AM	0	0	0	0	0	7:55 AM	0	0	0	0	0
8:00 AM	0	3	1	6	10	8:00 AM	0	1	0	0	1	8:00 AM	0	0	0	0	0
8:05 AM	0	2	5	1	8	8:05 AM	0	0	0	0	0	8:05 AM	1	0	0	0	1
8:10 AM	0	3	2	5	10	8:10 AM	0	0	0	0	0	8:10 AM	0	0	0	0	0
8:15 AM	0	2	2	3	7	8:15 AM	0	0	0	0	0	8:15 AM	0	0	0	0	0
8:20 AM	0	2	4	0	6	8:20 AM	0	0	0	0	0	8:20 AM	1	0	0	0	1
8:25 AM	0	1	3	2	6	8:25 AM	0	0	0	0	0	8:25 AM	0	0	0	0	0
8:30 AM	0	4	2	6	12	8:30 AM	0	0	0	0	0	8:30 AM	0	0	0	0	0
8:35 AM	0	3	2	1	6	8:35 AM	0	0	0	0	0	8:35 AM	0	0	0	0	0
8:40 AM	0	3	3	5	11	8:40 AM	0	0	0	0	0	8:40 AM	0	0	0	0	0
8:45 AM	0	4	0	1	5	8:45 AM	0	0	0	0	0	8:45 AM	1	0	0	0	1
8:50 AM	0	3	1	4	8	8:50 AM	0	0	0	0	0	8:50 AM	0	0	0	0	0
8:55 AM	0	1	5	7	13	8:55 AM	0	0	0	0	0	8:55 AM	0	0	0	0	0
Count Total	0	70	68	74	212	Count Total	0	1	0	0	1	Count Total	6	0	2	0	8
Peak Hour	0	32	32	41	105	Peak Hour	0	1	0	0	1	Peak Hour	2	0	1	0	3



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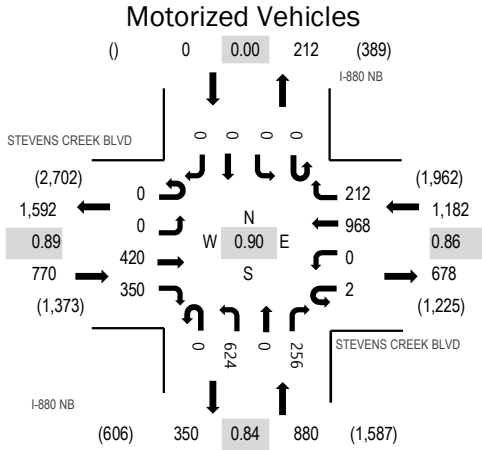
Location: 10 I-880 NB & STEVENS CREEK BLVD AM

Date: Wednesday, February 15, 2023

Peak Hour: 07:50 AM - 08:50 AM

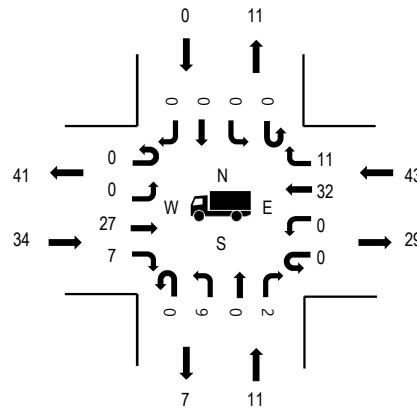
Peak 15-Minutes: 07:55 AM - 08:10 AM

Peak Hour



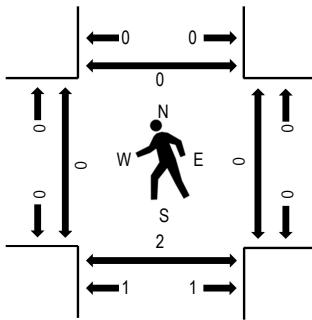
Note: Total study counts contained in parentheses.

Heavy Vehicles

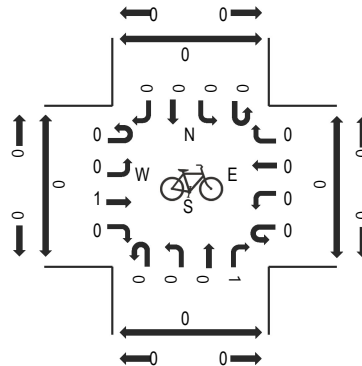


	HV%	PHF
EB	4.4%	0.89
WB	3.6%	0.86
NB	1.3%	0.84
SB	0.0%	0.00
All	3.1%	0.90

Pedestrians



Bicycles on Road



Traffic Counts - Motorized Vehicles

Interval Start Time	I-880 NB				STEVENS CREEK BLVD				I-880 NB				STEVENS CREEK BLVD				Total	Rolling Hour
	Northbound				Eastbound				Southbound				Westbound					
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right		
7:00 AM	0	41	0	20	0	0	16	14	0	0	0	0	0	0	17	6	114	2,104
7:05 AM	0	31	0	15	0	0	17	16	0	0	0	0	0	0	24	11	114	2,251
7:10 AM	0	26	0	8	0	0	28	14	0	0	0	0	0	0	23	13	112	2,406
7:15 AM	0	41	0	13	0	0	34	13	0	0	0	0	0	0	37	10	148	2,521
7:20 AM	0	21	0	19	0	0	33	17	0	0	0	0	0	0	45	7	142	2,626
7:25 AM	0	45	0	22	0	0	26	21	0	0	0	0	0	0	43	19	176	2,700
7:30 AM	0	48	0	8	0	0	35	23	0	0	0	0	0	0	52	18	184	2,730
7:35 AM	0	33	0	15	0	0	24	19	0	0	0	0	0	0	75	20	186	2,769
7:40 AM	0	50	0	16	0	0	38	32	0	0	0	0	0	0	62	25	223	2,825
7:45 AM	0	26	0	12	0	0	31	36	0	0	0	0	0	0	80	24	209	2,824
7:50 AM	0	40	0	23	0	0	59	21	0	0	0	0	0	0	83	16	242	2,832
7:55 AM	0	44	0	27	0	0	39	33	0	0	0	0	0	0	91	20	254	2,831
8:00 AM	0	58	0	18	0	0	29	46	0	0	0	0	0	0	86	24	261	2,818
8:05 AM	0	49	0	18	0	0	48	24	0	0	0	0	0	0	103	27	269	
8:10 AM	0	40	0	19	0	0	25	42	0	0	0	0	0	0	80	21	227	
8:15 AM	0	56	0	16	0	0	49	36	0	0	0	0	0	0	72	24	253	
8:20 AM	0	50	0	21	0	0	27	22	0	0	0	0	1	0	83	12	216	
8:25 AM	0	53	0	18	0	0	33	18	0	0	0	0	0	0	79	5	206	
8:30 AM	0	61	0	18	0	0	27	33	0	0	0	0	0	0	66	18	223	
8:35 AM	0	66	0	31	0	0	36	22	0	0	0	0	1	0	73	13	242	
8:40 AM	0	48	0	23	0	0	31	17	0	0	0	0	0	0	85	18	222	
8:45 AM	0	59	0	24	0	0	17	36	0	0	0	0	0	0	67	14	217	
8:50 AM	0	78	0	22	0	0	27	26	0	0	0	0	0	0	72	16	241	
8:55 AM	0	67	0	30	0	0	38	25	0	0	0	0	0	0	73	8	241	
Count Total	0	1,131	0	456	0	0	767	606	0	0	0	0	2	0	1,571	389	4,922	
Peak Hour	0	624	0	256	0	0	420	350	0	0	0	0	2	0	968	212	2,832	

Traffic Counts - Heavy Vehicles, Bicycles on Road, and Pedestrians/Bicycles on Crosswalk

Interval Start Time	Heavy Vehicles					Interval Start Time	Bicycles on Roadway					Interval Start Time	Pedestrians/Bicycles on Crosswalk				
	NB	EB	SB	WB	Total		NB	EB	SB	WB	Total		NB	EB	SB	WB	Total
7:00 AM	1	1	0	0	2	7:00 AM	0	0	0	0	0	7:00 AM	0	0	0	0	0
7:05 AM	0	2	0	3	5	7:05 AM	0	0	0	0	0	7:05 AM	0	0	0	0	0
7:10 AM	0	1	0	3	4	7:10 AM	0	0	0	0	0	7:10 AM	0	0	0	0	0
7:15 AM	0	4	0	4	8	7:15 AM	0	0	0	0	0	7:15 AM	1	0	0	0	1
7:20 AM	1	4	0	3	8	7:20 AM	0	0	0	0	0	7:20 AM	0	0	0	0	0
7:25 AM	0	5	0	5	10	7:25 AM	0	0	0	0	0	7:25 AM	0	0	0	0	0
7:30 AM	0	4	0	8	12	7:30 AM	0	0	0	0	0	7:30 AM	2	0	0	0	2
7:35 AM	0	3	0	3	6	7:35 AM	0	0	0	0	0	7:35 AM	0	0	0	0	0
7:40 AM	2	2	0	7	11	7:40 AM	0	0	0	0	0	7:40 AM	0	0	0	0	0
7:45 AM	2	3	0	4	9	7:45 AM	1	0	0	0	1	7:45 AM	0	0	0	0	0
7:50 AM	2	5	0	4	11	7:50 AM	0	0	0	0	0	7:50 AM	0	0	0	0	0
7:55 AM	0	6	0	7	13	7:55 AM	1	0	0	0	1	7:55 AM	0	0	0	0	0
8:00 AM	2	4	0	8	14	8:00 AM	0	1	0	0	1	8:00 AM	1	0	0	0	1
8:05 AM	0	4	0	2	6	8:05 AM	0	0	0	0	0	8:05 AM	0	0	0	0	0
8:10 AM	2	2	0	7	11	8:10 AM	0	0	0	0	0	8:10 AM	0	0	0	0	0
8:15 AM	1	1	0	2	4	8:15 AM	0	0	0	0	0	8:15 AM	0	0	0	0	0
8:20 AM	0	2	0	2	4	8:20 AM	0	0	0	0	0	8:20 AM	0	0	0	0	0
8:25 AM	0	2	0	1	3	8:25 AM	0	0	0	0	0	8:25 AM	1	0	0	0	1
8:30 AM	2	2	0	1	5	8:30 AM	0	0	0	0	0	8:30 AM	0	0	0	0	0
8:35 AM	0	3	0	5	8	8:35 AM	0	0	0	0	0	8:35 AM	0	0	0	0	0
8:40 AM	2	2	0	2	6	8:40 AM	0	0	0	0	0	8:40 AM	0	0	0	0	0
8:45 AM	0	1	0	2	3	8:45 AM	0	0	0	0	0	8:45 AM	0	0	0	0	0
8:50 AM	2	2	0	5	9	8:50 AM	0	0	0	0	0	8:50 AM	1	0	0	0	1
8:55 AM	3	2	0	3	8	8:55 AM	0	0	0	0	0	8:55 AM	0	0	0	0	0
Count Total	22	67	0	91	180	Count Total	2	1	0	0	3	Count Total	6	0	0	0	6
Peak Hour	11	34	0	43	88	Peak Hour	1	1	0	0	2	Peak Hour	2	0	0	0	2



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Location: 1 WINCHESTER BLVD & STEVENS CREEK BLVD PM

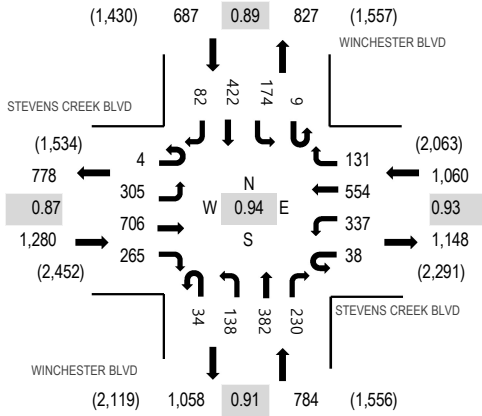
Date: Wednesday, February 15, 2023

Peak Hour: 04:35 PM - 05:35 PM

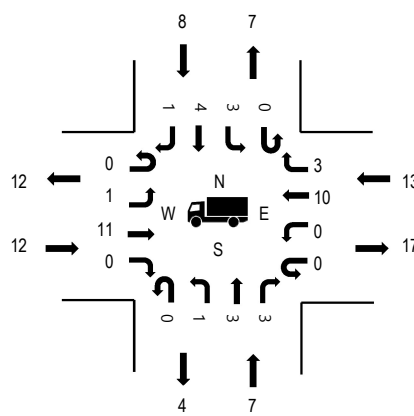
Peak 15-Minutes: 05:10 PM - 05:25 PM

Peak Hour

Motorized Vehicles



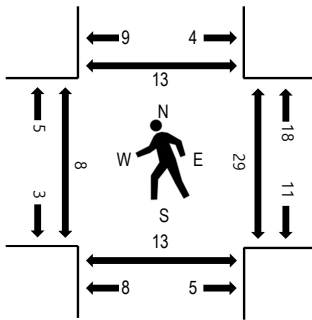
Heavy Vehicles



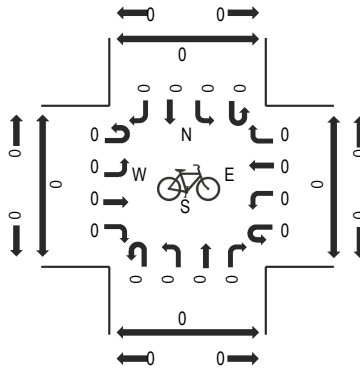
	HV%	PHF
EB	0.9%	0.87
WB	1.2%	0.93
NB	0.9%	0.91
SB	1.2%	0.89
All	1.0%	0.94

Note: Total study counts contained in parentheses.

Pedestrians



Bicycles on Road



Traffic Counts - Motorized Vehicles

Interval Start Time	WINCHESTER BLVD				STEVENS CREEK BLVD				WINCHESTER BLVD				STEVENS CREEK BLVD				Total	Rolling Hour
	Northbound				Eastbound				Southbound				Westbound					
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right		
4:00 PM	10	11	35	27	0	13	35	16	0	20	42	12	2	30	23	4	280	3,738
4:05 PM	5	5	22	29	0	27	62	22	0	10	40	6	3	33	45	9	318	3,740
4:10 PM	6	6	24	29	4	18	63	17	0	11	23	11	4	34	61	13	324	3,717
4:15 PM	7	15	26	27	0	11	52	30	0	20	32	9	1	26	54	11	321	3,708
4:20 PM	6	15	46	20	0	10	47	17	1	11	43	11	0	31	49	12	319	3,745
4:25 PM	5	15	24	33	0	32	62	20	1	14	19	7	2	24	37	5	300	3,767
4:30 PM	4	11	30	20	1	30	41	15	0	21	37	9	0	26	38	10	293	3,763
4:35 PM	7	11	34	20	0	27	46	19	3	9	38	10	2	19	40	8	293	3,811
4:40 PM	3	10	39	19	0	28	56	21	0	11	46	4	6	28	47	10	328	3,811
4:45 PM	5	10	31	27	0	24	61	19	2	17	34	6	3	24	58	6	327	3,803
4:50 PM	0	14	36	20	0	22	51	14	0	14	31	4	7	40	45	9	307	3,758
4:55 PM	4	4	41	22	0	24	65	28	0	13	32	9	3	23	51	9	328	3,780
5:00 PM	3	9	31	21	0	28	48	17	0	23	24	4	4	25	34	11	282	3,763
5:05 PM	0	11	16	16	0	21	60	26	1	19	41	8	3	24	39	10	295	
5:10 PM	3	13	39	18	1	17	51	18	0	14	39	9	3	29	43	18	315	
5:15 PM	6	19	45	30	1	28	60	23	2	12	36	9	0	33	47	7	358	
5:20 PM	0	9	21	14	0	33	99	31	0	12	26	2	1	30	51	12	341	
5:25 PM	1	7	26	12	0	26	51	18	0	15	34	11	5	21	55	14	296	
5:30 PM	2	21	23	11	2	27	58	31	1	15	41	6	1	41	44	17	341	
5:35 PM	3	3	21	12	1	28	51	19	2	17	30	12	3	28	52	11	293	
5:40 PM	2	11	23	15	1	18	64	20	0	14	50	10	6	29	45	12	320	
5:45 PM	4	11	29	20	2	14	47	22	0	21	43	8	1	21	33	6	282	
5:50 PM	2	11	27	11	0	30	69	13	2	18	35	7	1	37	49	17	329	
5:55 PM	2	9	30	13	0	32	79	17	2	14	40	8	1	24	28	12	311	
Count Total	90	261	719	486	13	568	1,378	493	17	365	856	192	62	680	1,068	253	7,501	
Peak Hour	34	138	382	230	4	305	706	265	9	174	422	82	38	337	554	131	3,811	

Traffic Counts - Heavy Vehicles, Bicycles on Road, and Pedestrians/Bicycles on Crosswalk

Interval Start Time	Heavy Vehicles					Interval Start Time	Bicycles on Roadway					Interval Start Time	Pedestrians/Bicycles on Crosswalk				
	NB	EB	SB	WB	Total		NB	EB	SB	WB	Total		NB	EB	SB	WB	Total
4:00 PM	1	1	2	0	4	4:00 PM	0	0	0	0	0	4:00 PM	0	2	8	5	15
4:05 PM	0	1	1	2	4	4:05 PM	0	0	0	0	0	4:05 PM	0	2	1	0	3
4:10 PM	1	2	0	0	3	4:10 PM	1	0	0	0	1	4:10 PM	2	2	3	1	8
4:15 PM	0	0	0	1	1	4:15 PM	0	0	0	0	0	4:15 PM	2	0	3	3	8
4:20 PM	1	2	0	2	5	4:20 PM	0	0	0	0	0	4:20 PM	0	4	1	1	6
4:25 PM	1	2	0	0	3	4:25 PM	0	0	0	0	0	4:25 PM	2	6	7	0	15
4:30 PM	1	1	2	0	4	4:30 PM	0	0	0	0	0	4:30 PM	1	1	0	5	7
4:35 PM	1	1	0	1	3	4:35 PM	0	0	0	0	0	4:35 PM	1	1	0	0	2
4:40 PM	0	1	1	1	3	4:40 PM	0	0	0	0	0	4:40 PM	0	1	0	3	4
4:45 PM	0	1	1	1	3	4:45 PM	0	0	0	0	0	4:45 PM	6	2	0	5	13
4:50 PM	0	0	1	1	2	4:50 PM	0	0	0	0	0	4:50 PM	2	2	4	2	10
4:55 PM	0	0	0	2	2	4:55 PM	0	0	0	0	0	4:55 PM	0	0	0	2	2
5:00 PM	3	4	0	1	8	5:00 PM	0	0	0	0	0	5:00 PM	3	1	2	4	10
5:05 PM	0	1	2	1	4	5:05 PM	0	0	0	0	0	5:05 PM	0	0	3	3	6
5:10 PM	0	0	0	1	1	5:10 PM	0	0	0	0	0	5:10 PM	0	0	0	1	1
5:15 PM	1	1	0	1	3	5:15 PM	0	0	0	0	0	5:15 PM	1	0	2	4	7
5:20 PM	0	2	0	1	3	5:20 PM	0	0	0	0	0	5:20 PM	0	0	0	1	1
5:25 PM	0	1	1	0	2	5:25 PM	0	0	0	0	0	5:25 PM	0	0	0	0	0
5:30 PM	2	0	2	2	6	5:30 PM	0	0	0	0	0	5:30 PM	0	1	2	4	7
5:35 PM	1	0	0	1	2	5:35 PM	0	0	0	0	0	5:35 PM	1	1	0	4	6
5:40 PM	0	2	0	0	2	5:40 PM	0	0	0	0	0	5:40 PM	5	1	0	1	7
5:45 PM	0	2	0	2	4	5:45 PM	0	0	0	0	0	5:45 PM	0	0	1	5	6
5:50 PM	1	2	1	0	4	5:50 PM	0	0	0	0	0	5:50 PM	1	0	0	3	4
5:55 PM	0	1	1	1	3	5:55 PM	0	0	0	0	0	5:55 PM	0	0	0	2	2
Count Total	14	28	15	22	79	Count Total	1	0	0	0	1	Count Total	27	27	37	59	150
Peak Hour	7	12	8	13	40	Peak Hour	0	0	0	0	0	Peak Hour	13	8	13	29	63



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Location: 2 WINCHESTER BLVD & OLIN AVE PM

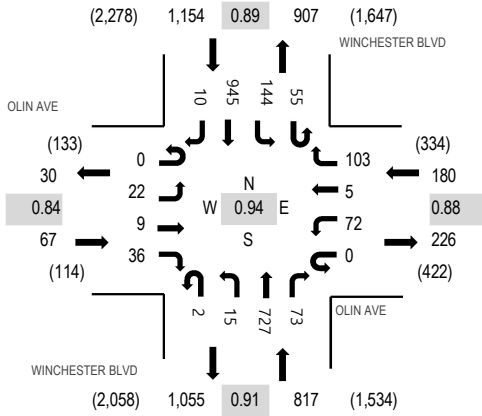
Date: Wednesday, February 15, 2023

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

Peak 15-Minutes: 05:05 PM - 05:20 PM

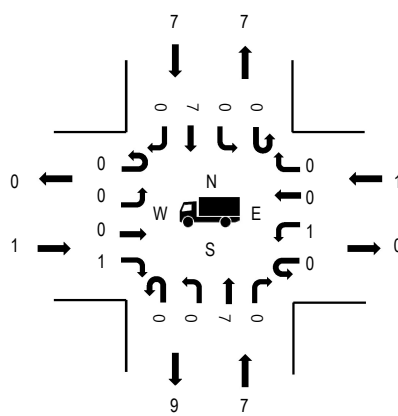
Peak Hour

Motorized Vehicles



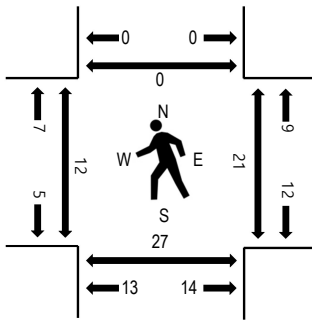
Note: Total study counts contained in parentheses.

Heavy Vehicles

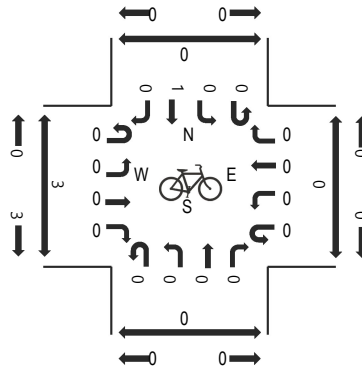


	HV%	PHF
EB	1.5%	0.84
WB	0.6%	0.88
NB	0.9%	0.91
SB	0.6%	0.89
All	0.7%	0.94

Pedestrians



Bicycles on Road



Traffic Counts - Motorized Vehicles

Interval Start Time	WINCHESTER BLVD Northbound				OLIN AVE Eastbound				WINCHESTER BLVD Southbound				OLIN AVE Westbound				Total	Rolling Hour
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right		
4:00 PM	0	14	61	6	0	1	0	0	2	7	55	6	0	7	2	7	168	2,042
4:05 PM	0	4	33	6	0	4	0	2	2	8	92	5	0	7	0	8	171	2,030
4:10 PM	0	2	31	4	0	0	0	4	8	14	67	5	0	9	4	6	154	2,040
4:15 PM	0	5	47	5	0	1	0	2	6	6	75	2	0	0	0	3	152	2,095
4:20 PM	1	6	78	5	0	0	0	4	3	8	85	5	0	3	0	7	205	2,144
4:25 PM	0	3	53	4	0	2	0	1	3	13	58	2	0	6	1	10	156	2,119
4:30 PM	0	0	34	8	0	1	0	0	6	8	84	4	0	6	1	5	157	2,118
4:35 PM	0	4	49	5	0	2	1	1	2	10	66	1	0	8	1	8	158	2,162
4:40 PM	0	4	64	7	0	1	0	2	5	4	100	3	0	3	0	0	193	2,203
4:45 PM	0	2	44	7	0	1	1	4	5	18	82	2	0	3	1	10	180	2,165
4:50 PM	0	3	48	5	0	4	0	2	3	12	74	2	0	8	1	4	166	2,202
4:55 PM	0	4	51	10	0	2	0	4	7	14	71	4	0	7	0	8	182	2,215
5:00 PM	0	3	65	7	0	3	0	1	4	6	51	0	0	3	0	13	156	2,218
5:05 PM	0	1	62	6	0	1	1	7	3	8	76	1	0	3	0	12	181	
5:10 PM	0	0	69	7	0	0	0	3	0	11	97	3	0	12	0	7	209	
5:15 PM	0	0	56	7	0	1	1	3	7	11	96	1	0	7	3	8	201	
5:20 PM	0	1	54	7	0	1	1	3	11	14	76	1	0	4	1	6	180	
5:25 PM	0	0	48	8	0	1	0	1	3	12	65	0	0	9	0	8	155	
5:30 PM	1	3	63	5	0	1	0	4	4	15	85	1	0	12	0	7	201	
5:35 PM	0	2	71	4	0	2	3	4	4	9	86	2	0	5	0	7	199	
5:40 PM	0	1	51	5	0	2	3	0	3	14	62	1	0	4	1	8	155	
5:45 PM	0	2	82	7	0	0	0	4	6	13	90	0	0	3	0	10	217	
5:50 PM	0	1	49	1	0	6	0	1	5	12	92	0	0	4	0	8	179	
5:55 PM	1	1	57	9	0	4	0	5	5	19	69	0	0	6	0	9	185	
Count Total	3	66	1,320	145	0	41	11	62	107	266	1,854	51	0	139	16	179	4,260	
Peak Hour	2	15	727	73	0	22	9	36	55	144	945	10	0	72	5	103	2,218	

Traffic Counts - Heavy Vehicles, Bicycles on Road, and Pedestrians/Bicycles on Crosswalk

Interval Start Time	Heavy Vehicles					Interval Start Time	Bicycles on Roadway					Interval Start Time	Pedestrians/Bicycles on Crosswalk				
	NB	EB	SB	WB	Total		NB	EB	SB	WB	Total		NB	EB	SB	WB	Total
4:00 PM	0	0	0	0	0	4:00 PM	0	0	0	0	0	4:00 PM	4	4	0	3	11
4:05 PM	0	0	2	0	2	4:05 PM	0	0	0	0	0	4:05 PM	7	1	0	7	15
4:10 PM	1	0	0	0	1	4:10 PM	1	0	0	0	1	4:10 PM	0	0	0	5	5
4:15 PM	0	0	1	0	1	4:15 PM	1	0	0	0	1	4:15 PM	3	0	0	1	4
4:20 PM	2	0	0	0	2	4:20 PM	0	0	0	0	0	4:20 PM	3	4	0	3	10
4:25 PM	2	0	1	0	3	4:25 PM	0	0	0	0	0	4:25 PM	7	2	0	3	12
4:30 PM	1	0	0	0	1	4:30 PM	0	0	0	0	0	4:30 PM	2	0	0	2	4
4:35 PM	1	0	0	0	1	4:35 PM	0	0	1	0	1	4:35 PM	2	0	0	5	7
4:40 PM	1	0	1	0	2	4:40 PM	0	0	0	0	0	4:40 PM	4	0	0	0	4
4:45 PM	0	0	0	0	0	4:45 PM	0	0	0	0	0	4:45 PM	0	0	0	1	1
4:50 PM	0	0	0	0	0	4:50 PM	0	0	0	0	0	4:50 PM	0	0	0	0	0
4:55 PM	3	0	1	0	4	4:55 PM	0	0	0	0	0	4:55 PM	0	1	0	2	3
5:00 PM	0	0	0	0	0	5:00 PM	0	0	0	0	0	5:00 PM	3	4	0	1	8
5:05 PM	0	0	0	0	0	5:05 PM	0	0	0	0	0	5:05 PM	3	3	0	2	8
5:10 PM	0	0	1	0	1	5:10 PM	0	0	0	0	0	5:10 PM	2	1	0	1	4
5:15 PM	2	0	0	1	3	5:15 PM	0	0	0	0	0	5:15 PM	0	2	0	0	2
5:20 PM	0	0	0	0	0	5:20 PM	0	0	0	0	0	5:20 PM	3	0	0	1	4
5:25 PM	0	0	1	0	1	5:25 PM	0	0	0	0	0	5:25 PM	3	0	0	2	5
5:30 PM	2	0	2	0	4	5:30 PM	0	0	0	0	0	5:30 PM	4	2	0	3	9
5:35 PM	1	0	1	0	2	5:35 PM	0	0	0	0	0	5:35 PM	0	0	0	3	3
5:40 PM	0	0	1	0	1	5:40 PM	0	0	0	0	0	5:40 PM	4	1	0	2	7
5:45 PM	1	1	0	0	2	5:45 PM	0	0	1	0	1	5:45 PM	0	1	0	0	1
5:50 PM	0	0	1	0	1	5:50 PM	0	0	0	0	0	5:50 PM	3	0	0	2	5
5:55 PM	1	0	0	0	1	5:55 PM	0	0	0	0	0	5:55 PM	2	1	0	4	7
Count Total	18	1	13	1	33	Count Total	2	0	2	0	4	Count Total	59	27	0	53	139
Peak Hour	7	1	7	1	16	Peak Hour	0	0	1	0	1	Peak Hour	27	15	0	21	63

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Location: 3 WINCHESTER BLVD & OLSEN DR PM

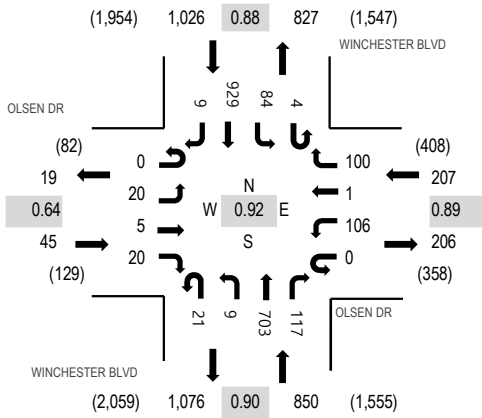
Date: Wednesday, February 15, 2023

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

Peak 15-Minutes: 05:05 PM - 05:20 PM

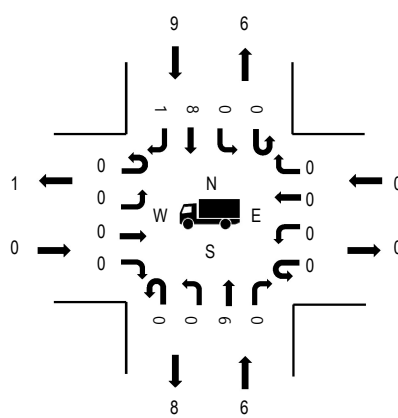
Peak Hour

Motorized Vehicles



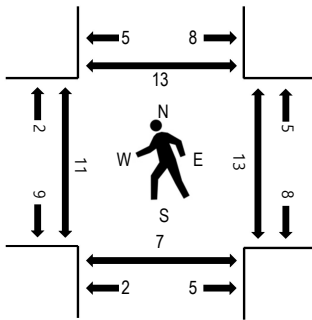
Note: Total study counts contained in parentheses.

Heavy Vehicles

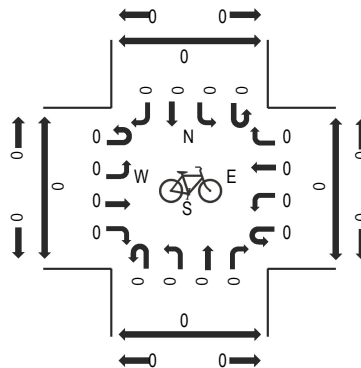


	HV%	PHF
EB	0.0%	0.64
WB	0.0%	0.89
NB	0.7%	0.90
SB	0.9%	0.88
All	0.7%	0.92

Pedestrians



Bicycles on Road



Traffic Counts - Motorized Vehicles

Interval Start Time	WINCHESTER BLVD Northbound				OLSEN DR Eastbound				WINCHESTER BLVD Southbound				OLSEN DR Westbound				Total	Rolling Hour
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right		
4:00 PM	0	3	52	7	0	10	0	1	0	2	44	4	0	7	0	17	147	1,918
4:05 PM	1	4	31	9	0	5	0	1	0	4	84	4	0	7	0	8	158	1,926
4:10 PM	2	2	38	2	0	6	1	4	0	4	78	2	0	11	0	7	157	1,961
4:15 PM	1	5	33	6	0	6	0	1	0	3	67	3	0	3	0	10	138	1,999
4:20 PM	1	4	63	8	0	8	1	6	0	3	68	5	0	8	1	10	186	2,053
4:25 PM	3	3	51	8	0	0	0	2	0	4	64	1	0	15	0	7	158	2,046
4:30 PM	1	3	41	2	0	5	0	1	0	3	68	3	0	8	0	2	137	2,040
4:35 PM	3	0	50	13	0	3	0	1	0	4	63	2	0	6	0	12	157	2,085
4:40 PM	1	0	58	11	0	0	0	1	0	4	91	1	0	12	0	7	186	2,107
4:45 PM	1	1	52	9	0	1	0	4	0	13	81	2	0	6	0	8	178	2,094
4:50 PM	1	5	42	12	0	6	0	2	0	6	75	1	0	10	0	5	165	2,109
4:55 PM	1	1	50	10	0	6	0	2	0	3	61	3	0	4	0	10	151	2,109
5:00 PM	0	0	66	13	0	4	2	3	0	4	50	0	0	6	0	7	155	2,128
5:05 PM	3	1	63	13	0	2	1	3	0	11	80	0	0	10	0	6	193	
5:10 PM	4	1	61	11	0	1	0	1	1	5	88	3	0	11	0	8	195	
5:15 PM	1	0	54	7	0	4	0	2	0	4	99	0	0	15	0	6	192	
5:20 PM	5	0	54	11	0	1	0	2	0	10	81	0	0	7	0	8	179	
5:25 PM	0	0	52	8	0	0	0	2	0	7	61	0	0	14	0	8	152	
5:30 PM	3	0	58	14	0	2	1	0	0	12	75	1	0	5	1	10	182	
5:35 PM	0	0	62	10	0	4	0	1	1	3	77	1	0	11	0	9	179	
5:40 PM	2	3	63	8	0	0	1	1	0	6	77	0	0	5	0	7	173	
5:45 PM	1	0	70	9	0	0	0	3	1	3	85	2	0	6	0	13	193	
5:50 PM	0	3	45	8	0	0	0	1	0	8	86	1	0	7	0	6	165	
5:55 PM	2	1	55	5	0	2	0	1	1	11	70	1	0	9	0	12	170	
Count Total	37	40	1,264	214	0	76	7	46	4	137	1,773	40	0	203	2	203	4,046	
Peak Hour	21	9	703	117	0	20	5	20	4	84	929	9	0	106	1	100	2,128	

Traffic Counts - Heavy Vehicles, Bicycles on Road, and Pedestrians/Bicycles on Crosswalk

Interval Start Time	Heavy Vehicles					Interval Start Time	Bicycles on Roadway					Interval Start Time	Pedestrians/Bicycles on Crosswalk				
	NB	EB	SB	WB	Total		NB	EB	SB	WB	Total		NB	EB	SB	WB	Total
4:00 PM	0	0	0	0	0	4:00 PM	0	0	0	0	0	4:00 PM	0	1	2	1	4
4:05 PM	0	0	1	1	2	4:05 PM	0	0	0	0	0	4:05 PM	2	0	6	2	10
4:10 PM	0	0	1	0	1	4:10 PM	1	0	0	1	2	4:10 PM	1	1	4	4	10
4:15 PM	1	0	1	0	2	4:15 PM	0	0	0	0	0	4:15 PM	0	0	1	0	1
4:20 PM	0	0	1	0	1	4:20 PM	0	0	0	0	0	4:20 PM	1	3	2	1	7
4:25 PM	1	0	1	0	2	4:25 PM	0	0	0	1	1	4:25 PM	0	2	0	2	4
4:30 PM	1	0	0	0	1	4:30 PM	0	0	0	0	0	4:30 PM	0	2	1	3	6
4:35 PM	1	0	0	0	1	4:35 PM	0	0	0	0	0	4:35 PM	1	0	0	3	4
4:40 PM	1	0	1	0	2	4:40 PM	0	0	0	0	0	4:40 PM	0	0	4	1	5
4:45 PM	0	0	0	0	0	4:45 PM	0	0	0	0	0	4:45 PM	0	0	0	0	0
4:50 PM	0	1	0	0	1	4:50 PM	0	0	0	0	0	4:50 PM	2	0	0	1	3
4:55 PM	2	1	1	0	4	4:55 PM	0	0	0	0	0	4:55 PM	0	0	0	1	1
5:00 PM	0	0	0	0	0	5:00 PM	0	0	0	0	0	5:00 PM	0	0	0	1	1
5:05 PM	0	0	0	0	0	5:05 PM	0	0	0	0	0	5:05 PM	0	1	2	2	5
5:10 PM	1	0	1	0	2	5:10 PM	0	0	0	0	0	5:10 PM	0	2	2	0	4
5:15 PM	1	0	1	0	2	5:15 PM	0	0	0	0	0	5:15 PM	0	0	1	1	2
5:20 PM	0	0	0	0	0	5:20 PM	0	0	0	0	0	5:20 PM	2	0	2	3	7
5:25 PM	0	0	1	0	1	5:25 PM	0	0	0	0	0	5:25 PM	1	0	0	0	1
5:30 PM	2	0	2	0	4	5:30 PM	0	0	0	0	0	5:30 PM	0	0	0	0	0
5:35 PM	1	0	0	0	1	5:35 PM	0	0	0	0	0	5:35 PM	1	4	0	3	8
5:40 PM	0	0	2	0	2	5:40 PM	0	0	0	0	0	5:40 PM	0	2	1	1	4
5:45 PM	1	0	1	0	2	5:45 PM	0	0	0	0	0	5:45 PM	0	1	0	0	1
5:50 PM	0	0	1	0	1	5:50 PM	0	0	0	0	0	5:50 PM	1	1	3	2	7
5:55 PM	0	0	0	0	0	5:55 PM	0	0	0	0	0	5:55 PM	2	0	2	0	4
Count Total	13	2	16	1	32	Count Total	1	0	0	2	3	Count Total	14	20	33	32	99
Peak Hour	6	0	9	0	15	Peak Hour	0	0	0	0	0	Peak Hour	7	11	13	13	44



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Location: 4 WINCHESTER BLVD & TISCH WAY PM

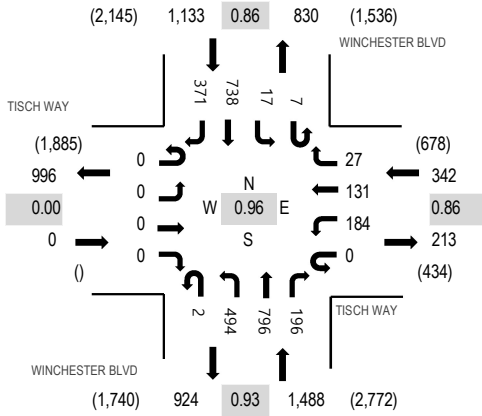
Date: Wednesday, February 15, 2023

Peak Hour: 04:45 PM - 05:45 PM

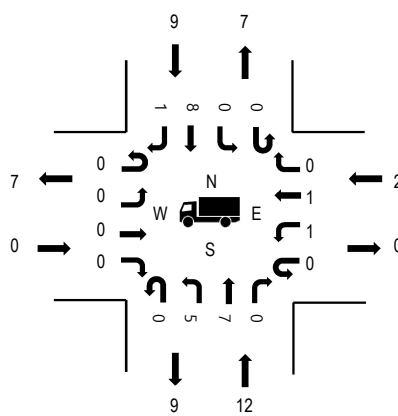
Peak 15-Minutes: 05:20 PM - 05:35 PM

Peak Hour

Motorized Vehicles



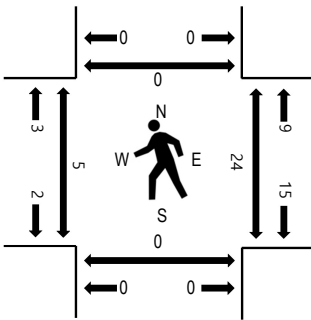
Heavy Vehicles



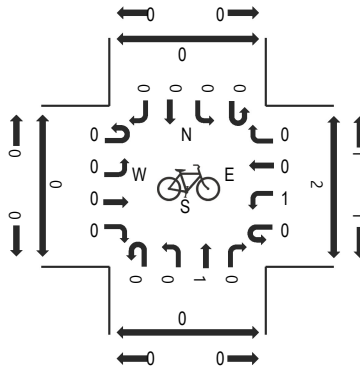
	HV%	PHF
EB	0.0%	0.00
WB	0.6%	0.86
NB	0.8%	0.93
SB	0.8%	0.86
All	0.8%	0.96

Note: Total study counts contained in parentheses.

Pedestrians



Bicycles on Road



Traffic Counts - Motorized Vehicles

Interval Start Time	WINCHESTER BLVD Northbound				TISCH WAY Eastbound				WINCHESTER BLVD Southbound				TISCH WAY Westbound				Total	Rolling Hour
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right		
4:00 PM	0	26	42	15	0	0	0	0	0	2	32	21	0	18	12	5	173	2,643
4:05 PM	0	28	39	10	0	0	0	0	2	2	55	27	0	13	11	1	188	2,700
4:10 PM	1	37	55	13	0	0	0	0	0	6	69	34	0	9	11	0	235	2,760
4:15 PM	0	39	48	17	0	0	0	0	0	1	66	29	0	22	11	1	234	2,770
4:20 PM	0	41	61	15	0	0	0	0	1	2	48	21	0	9	6	3	207	2,782
4:25 PM	0	32	64	13	0	0	0	0	2	0	58	36	0	15	8	1	229	2,842
4:30 PM	1	36	39	18	0	0	0	0	2	2	47	27	0	11	8	0	191	2,848
4:35 PM	2	35	60	23	0	0	0	0	0	3	36	34	0	17	15	4	229	2,928
4:40 PM	0	32	62	18	0	0	0	0	3	0	57	33	0	17	9	2	233	2,941
4:45 PM	1	38	69	18	0	0	0	0	1	3	71	28	0	13	2	1	245	2,963
4:50 PM	0	36	49	12	0	0	0	0	0	1	71	32	0	12	15	4	232	2,943
4:55 PM	0	41	75	20	0	0	0	0	2	1	52	29	0	13	12	2	247	2,952
5:00 PM	0	50	64	23	0	0	0	0	1	0	40	20	0	16	12	4	230	2,952
5:05 PM	0	43	75	15	0	0	0	0	0	1	58	32	0	14	9	1	248	
5:10 PM	0	43	68	16	0	0	0	0	1	2	43	31	0	24	15	2	245	
5:15 PM	0	42	57	16	0	0	0	0	1	1	73	35	0	8	11	2	246	
5:20 PM	1	35	67	16	0	0	0	0	0	2	94	23	0	15	10	4	267	
5:25 PM	0	34	58	15	0	0	0	0	0	2	68	32	0	15	9	2	235	
5:30 PM	0	43	85	16	0	0	0	0	0	0	57	41	0	16	12	1	271	
5:35 PM	0	46	65	11	0	0	0	0	1	1	54	34	0	15	12	3	242	
5:40 PM	0	43	64	18	0	0	0	0	0	3	57	34	0	23	12	1	255	
5:45 PM	0	38	74	21	0	0	0	0	0	0	36	27	0	14	12	3	225	
5:50 PM	1	35	61	20	0	0	0	0	0	3	53	26	0	26	10	6	241	
5:55 PM	0	33	64	15	0	0	0	0	0	2	72	35	0	11	14	1	247	
Count Total	7	906	1,465	394	0	0	0	0	17	40	1,367	721	0	366	258	54	5,595	
Peak Hour	2	494	796	196	0	0	0	0	7	17	738	371	0	184	131	27	2,963	

Traffic Counts - Heavy Vehicles, Bicycles on Road, and Pedestrians/Bicycles on Crosswalk

Interval Start Time	Heavy Vehicles					Interval Start Time	Bicycles on Roadway					Interval Start Time	Pedestrians/Bicycles on Crosswalk				
	NB	EB	SB	WB	Total		NB	EB	SB	WB	Total		NB	EB	SB	WB	Total
4:00 PM	0	0	0	1	1	4:00 PM	0	0	0	0	0	4:00 PM	0	0	0	1	1
4:05 PM	0	0	2	0	2	4:05 PM	0	0	0	0	0	4:05 PM	0	2	0	2	4
4:10 PM	2	0	1	0	3	4:10 PM	1	0	0	0	1	4:10 PM	0	0	0	2	2
4:15 PM	2	0	1	0	3	4:15 PM	0	0	0	0	0	4:15 PM	0	0	0	5	5
4:20 PM	1	0	0	0	1	4:20 PM	0	0	0	0	0	4:20 PM	0	2	0	4	6
4:25 PM	3	0	1	0	4	4:25 PM	0	0	0	0	0	4:25 PM	0	1	0	1	2
4:30 PM	2	0	0	0	2	4:30 PM	0	0	0	0	0	4:30 PM	0	1	0	3	4
4:35 PM	3	0	0	0	3	4:35 PM	0	0	0	1	1	4:35 PM	0	3	0	2	5
4:40 PM	2	0	1	0	3	4:40 PM	0	0	0	0	0	4:40 PM	0	0	0	3	3
4:45 PM	0	0	0	0	0	4:45 PM	0	0	0	0	0	4:45 PM	0	0	0	6	6
4:50 PM	0	0	0	0	0	4:50 PM	0	0	0	0	0	4:50 PM	0	1	0	1	2
4:55 PM	4	0	1	0	5	4:55 PM	0	0	0	0	0	4:55 PM	0	0	0	4	4
5:00 PM	3	0	0	2	5	5:00 PM	0	0	0	0	0	5:00 PM	0	1	0	0	1
5:05 PM	0	0	0	0	0	5:05 PM	0	0	0	0	0	5:05 PM	0	0	0	1	1
5:10 PM	1	0	1	0	2	5:10 PM	0	0	0	0	0	5:10 PM	0	0	0	2	2
5:15 PM	1	0	1	0	2	5:15 PM	0	0	0	1	1	5:15 PM	0	0	0	1	1
5:20 PM	0	0	0	0	0	5:20 PM	0	0	0	0	0	5:20 PM	0	0	0	3	3
5:25 PM	0	0	2	0	2	5:25 PM	0	0	0	0	0	5:25 PM	0	0	0	2	2
5:30 PM	1	0	2	0	3	5:30 PM	0	0	0	0	0	5:30 PM	0	0	0	2	2
5:35 PM	1	0	0	0	1	5:35 PM	1	0	0	0	1	5:35 PM	0	3	0	3	6
5:40 PM	1	0	2	0	3	5:40 PM	0	0	0	0	0	5:40 PM	0	0	0	1	1
5:45 PM	0	0	0	0	0	5:45 PM	0	0	0	0	0	5:45 PM	0	1	0	4	5
5:50 PM	0	0	1	0	1	5:50 PM	0	0	0	1	1	5:50 PM	0	3	0	0	3
5:55 PM	0	0	1	0	1	5:55 PM	0	0	0	0	0	5:55 PM	0	0	0	3	3
Count Total	27	0	17	3	47	Count Total	2	0	0	3	5	Count Total	0	18	0	56	74
Peak Hour	12	0	9	2	23	Peak Hour	1	0	0	1	2	Peak Hour	0	5	0	26	31



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Location: 5 WINCHESTER BLVD & MOORPARK AVE PM

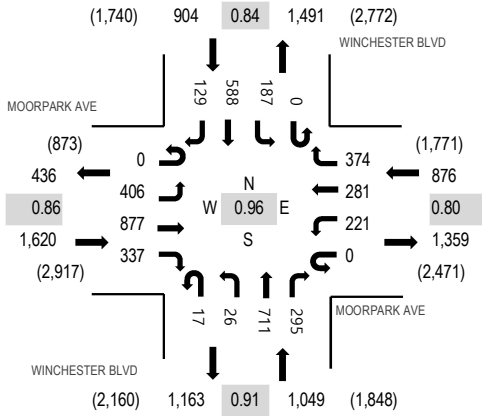
Date: Wednesday, February 15, 2023

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

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

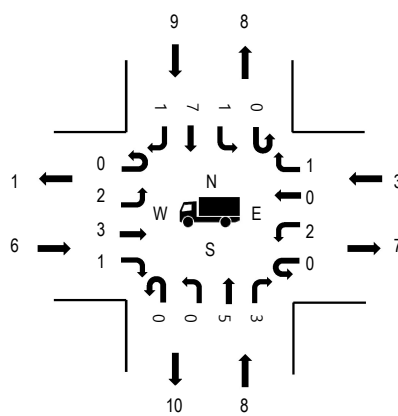
Peak Hour

Motorized Vehicles



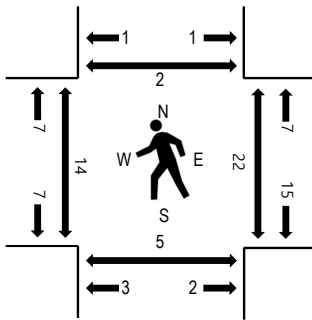
Note: Total study counts contained in parentheses.

Heavy Vehicles

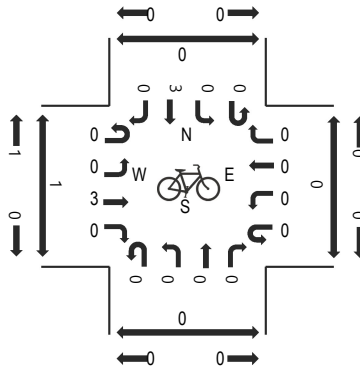


	HV%	PHF
EB	0.4%	0.86
WB	0.3%	0.80
NB	0.8%	0.91
SB	1.0%	0.84
All	0.6%	0.96

Pedestrians



Bicycles on Road



Traffic Counts - Motorized Vehicles

Interval Start Time	WINCHESTER BLVD				MOORPARK AVE				WINCHESTER BLVD				MOORPARK AVE				Total	Rolling Hour
	Northbound				Eastbound				Southbound				Westbound					
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right		
4:00 PM	3	5	39	15	0	18	51	13	0	12	35	3	0	12	21	26	253	3,827
4:05 PM	2	3	30	30	0	24	62	18	0	13	46	9	0	15	32	23	307	3,919
4:10 PM	2	4	43	24	0	30	50	20	0	19	53	7	0	14	22	33	321	3,979
4:15 PM	2	6	41	14	0	29	54	27	0	15	61	12	0	14	21	34	330	4,018
4:20 PM	1	6	65	27	0	25	52	28	0	10	42	5	0	17	19	27	324	4,075
4:25 PM	2	5	52	19	0	37	51	26	0	18	40	15	0	11	17	20	313	4,143
4:30 PM	0	3	26	22	0	38	63	14	0	15	36	8	0	18	18	30	291	4,197
4:35 PM	0	6	43	17	0	29	78	11	0	9	41	5	2	14	25	48	328	4,295
4:40 PM	1	0	27	16	0	36	68	17	0	17	48	9	0	13	45	81	378	4,346
4:45 PM	0	4	25	4	0	26	61	19	0	20	53	12	0	16	20	43	303	4,354
4:50 PM	2	5	38	22	0	28	59	27	0	17	55	11	0	23	20	31	338	4,418
4:55 PM	1	7	69	21	0	34	50	24	0	15	44	6	0	16	21	33	341	4,447
5:00 PM	1	3	84	18	0	34	73	24	0	12	35	9	0	22	11	19	345	4,449
5:05 PM	2	0	53	29	0	50	54	21	0	11	53	8	0	35	21	30	367	
5:10 PM	1	0	62	23	0	22	78	18	0	21	37	9	0	14	32	43	360	
5:15 PM	3	4	59	21	0	18	78	33	0	16	57	8	0	14	38	38	387	
5:20 PM	1	4	66	19	0	26	74	24	0	29	67	14	0	16	25	27	392	
5:25 PM	1	3	49	20	0	28	75	26	0	18	53	12	0	26	26	30	367	
5:30 PM	1	1	68	36	0	44	72	25	0	12	45	16	0	16	21	32	389	
5:35 PM	3	4	50	34	0	38	74	32	0	20	46	3	0	21	20	34	379	
5:40 PM	0	4	59	17	0	42	84	34	0	13	55	12	0	19	23	24	386	
5:45 PM	1	1	51	23	0	49	86	32	0	10	31	9	0	16	25	33	367	
5:50 PM	2	0	48	27	0	32	73	35	0	12	52	16	0	13	20	37	367	
5:55 PM	1	2	62	28	0	23	56	33	0	13	57	13	0	9	19	27	343	
Count Total	33	80	1,209	526	0	760	1,576	581	0	367	1,142	231	2	404	562	803	8,276	
Peak Hour	17	26	711	295	0	406	877	337	0	187	588	129	0	221	281	374	4,449	

Traffic Counts - Heavy Vehicles, Bicycles on Road, and Pedestrians/Bicycles on Crosswalk

Interval Start Time	Heavy Vehicles					Interval Start Time	Bicycles on Roadway					Interval Start Time	Pedestrians/Bicycles on Crosswalk				
	NB	EB	SB	WB	Total		NB	EB	SB	WB	Total		NB	EB	SB	WB	Total
4:00 PM	1	0	0	0	1	4:00 PM	0	2	0	0	2	4:00 PM	0	1	0	0	1
4:05 PM	0	0	2	0	2	4:05 PM	0	0	0	0	0	4:05 PM	0	0	0	0	0
4:10 PM	1	1	0	1	3	4:10 PM	0	1	0	0	1	4:10 PM	1	1	0	2	4
4:15 PM	1	0	1	1	3	4:15 PM	0	0	1	0	1	4:15 PM	0	1	0	6	7
4:20 PM	0	1	0	1	2	4:20 PM	0	0	0	0	0	4:20 PM	1	1	0	0	2
4:25 PM	1	2	1	0	4	4:25 PM	0	0	1	0	1	4:25 PM	0	1	0	3	4
4:30 PM	3	0	0	1	4	4:30 PM	0	0	0	0	0	4:30 PM	0	2	0	1	3
4:35 PM	1	2	0	2	5	4:35 PM	0	0	1	0	1	4:35 PM	0	2	0	2	4
4:40 PM	1	2	1	3	7	4:40 PM	0	0	0	1	1	4:40 PM	0	0	0	0	0
4:45 PM	0	0	0	0	0	4:45 PM	0	0	0	0	0	4:45 PM	2	1	0	2	5
4:50 PM	0	0	0	0	0	4:50 PM	0	0	0	0	0	4:50 PM	1	0	0	4	5
4:55 PM	3	0	1	1	5	4:55 PM	0	0	0	0	0	4:55 PM	1	0	0	2	3
5:00 PM	4	0	1	0	5	5:00 PM	0	0	0	0	0	5:00 PM	1	1	0	0	2
5:05 PM	1	1	0	1	3	5:05 PM	0	0	1	0	1	5:05 PM	0	1	0	2	3
5:10 PM	1	1	1	0	3	5:10 PM	0	0	0	0	0	5:10 PM	0	2	1	0	3
5:15 PM	0	0	1	1	2	5:15 PM	0	0	0	0	0	5:15 PM	1	0	0	4	5
5:20 PM	0	1	0	0	1	5:20 PM	0	0	1	0	1	5:20 PM	0	0	0	1	1
5:25 PM	0	0	2	0	2	5:25 PM	0	0	0	0	0	5:25 PM	2	0	0	4	6
5:30 PM	0	1	1	1	3	5:30 PM	0	0	0	0	0	5:30 PM	1	0	1	1	3
5:35 PM	1	1	0	0	2	5:35 PM	0	1	0	0	1	5:35 PM	0	0	0	2	2
5:40 PM	1	1	2	0	4	5:40 PM	0	0	0	0	0	5:40 PM	0	4	0	3	7
5:45 PM	0	0	0	0	0	5:45 PM	0	0	0	0	0	5:45 PM	0	1	0	2	3
5:50 PM	0	0	0	0	0	5:50 PM	0	0	1	0	1	5:50 PM	0	5	0	0	5
5:55 PM	0	0	1	0	1	5:55 PM	0	2	0	0	2	5:55 PM	0	1	0	3	4
Count Total	20	14	15	13	62	Count Total	0	6	6	1	13	Count Total	11	25	2	44	82
Peak Hour	8	6	9	3	26	Peak Hour	0	3	3	0	6	Peak Hour	5	15	2	22	44



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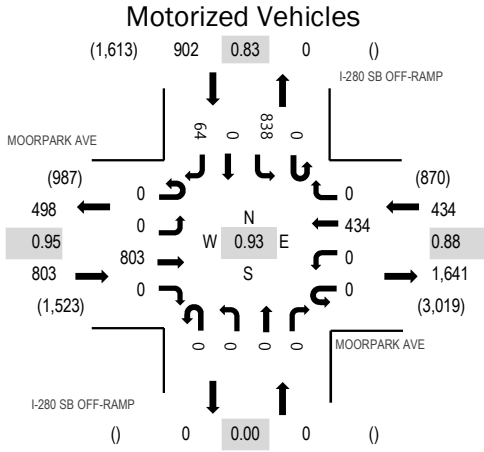
Location: 6 I-280 SB OFF-RAMP & MOORPARK AVE PM

Date: Wednesday, February 15, 2023

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

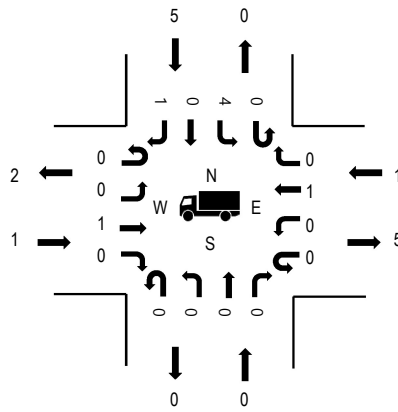
Peak 15-Minutes: 05:40 PM - 05:55 PM

Peak Hour



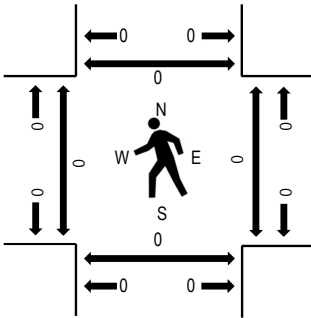
Note: Total study counts contained in parentheses.

Heavy Vehicles

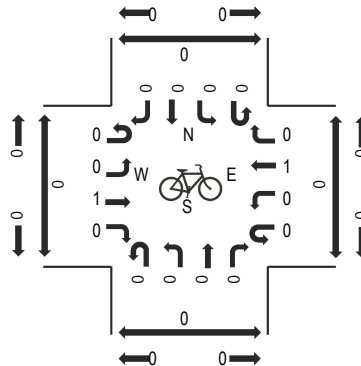


	HV%	PHF
EB	0.1%	0.95
WB	0.2%	0.88
NB	0.0%	0.00
SB	0.6%	0.83
All	0.3%	0.93

Pedestrians



Bicycles on Road



Traffic Counts - Motorized Vehicles

Interval Start Time	I-280 SB OFF-RAMP				MOORPARK AVE				I-280 SB OFF-RAMP				MOORPARK AVE				Total	Rolling Hour
	Northbound				Eastbound				Southbound				Westbound					
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right		
4:00 PM	0	0	0	0	0	0	40	0	0	36	0	7	0	0	29	0	112	1,867
4:05 PM	0	0	0	0	0	0	70	0	0	47	0	4	0	0	44	0	165	1,909
4:10 PM	0	0	0	0	0	0	51	0	0	62	0	7	0	0	32	0	152	1,909
4:15 PM	0	0	0	0	0	0	52	0	0	55	0	1	0	0	36	0	144	1,904
4:20 PM	0	0	0	0	0	0	65	0	0	66	0	3	0	0	31	0	165	1,949
4:25 PM	0	0	0	0	0	0	56	0	0	58	0	6	0	0	38	0	158	1,969
4:30 PM	0	0	0	0	0	0	74	0	0	56	0	4	0	0	29	0	163	1,998
4:35 PM	0	0	0	0	0	0	61	0	0	46	0	2	0	0	36	0	145	2,031
4:40 PM	0	0	0	0	0	0	69	0	0	51	0	5	0	0	50	0	175	2,057
4:45 PM	0	0	0	0	0	0	71	0	0	54	0	6	0	0	39	0	170	2,089
4:50 PM	0	0	0	0	0	0	62	0	0	64	0	7	0	0	36	0	169	2,109
4:55 PM	0	0	0	0	0	0	49	0	0	63	0	1	0	0	36	0	149	2,120
5:00 PM	0	0	0	0	0	0	80	0	0	48	0	5	0	0	21	0	154	2,139
5:05 PM	0	0	0	0	0	0	59	0	0	73	0	3	0	0	30	0	165	
5:10 PM	0	0	0	0	0	0	62	0	0	42	0	3	0	0	40	0	147	
5:15 PM	0	0	0	0	0	0	81	0	0	58	0	3	0	0	47	0	189	
5:20 PM	0	0	0	0	0	0	68	0	0	73	0	3	0	0	41	0	185	
5:25 PM	0	0	0	0	0	0	66	0	0	67	0	11	0	0	43	0	187	
5:30 PM	0	0	0	0	0	0	71	0	0	79	0	6	0	0	40	0	196	
5:35 PM	0	0	0	0	0	0	72	0	0	64	0	4	0	0	31	0	171	
5:40 PM	0	0	0	0	0	0	72	0	0	88	0	7	0	0	40	0	207	
5:45 PM	0	0	0	0	0	0	55	0	0	94	0	7	0	0	34	0	190	
5:50 PM	0	0	0	0	0	0	66	0	0	69	0	8	0	0	37	0	180	
5:55 PM	0	0	0	0	0	0	51	0	0	83	0	4	0	0	30	0	168	
Count Total	0	0	0	0	0	0	1,523	0	0	1,496	0	117	0	0	870	0	4,006	
Peak Hour	0	0	0	0	0	0	803	0	0	838	0	64	0	0	434	0	2,139	

Traffic Counts - Heavy Vehicles, Bicycles on Road, and Pedestrians/Bicycles on Crosswalk

Interval Start Time	Heavy Vehicles					Interval Start Time	Bicycles on Roadway					Interval Start Time	Pedestrians/Bicycles on Crosswalk				
	NB	EB	SB	WB	Total		NB	EB	SB	WB	Total		NB	EB	SB	WB	Total
4:00 PM	0	0	0	0	0	4:00 PM	0	0	0	0	0	4:00 PM	0	0	0	0	0
4:05 PM	0	0	0	0	0	4:05 PM	0	0	0	0	0	4:05 PM	0	0	0	0	0
4:10 PM	0	0	1	0	1	4:10 PM	0	0	0	0	0	4:10 PM	0	0	0	0	0
4:15 PM	0	0	0	0	0	4:15 PM	0	0	0	0	0	4:15 PM	0	0	0	0	0
4:20 PM	0	0	2	0	2	4:20 PM	0	0	0	0	0	4:20 PM	0	0	0	0	0
4:25 PM	0	0	0	0	0	4:25 PM	0	0	0	0	0	4:25 PM	0	0	0	0	0
4:30 PM	0	0	1	0	1	4:30 PM	0	0	0	0	0	4:30 PM	0	0	0	0	0
4:35 PM	0	0	1	0	1	4:35 PM	0	0	0	0	0	4:35 PM	0	0	0	0	0
4:40 PM	0	1	1	0	2	4:40 PM	0	0	0	0	0	4:40 PM	0	0	0	0	0
4:45 PM	0	0	0	0	0	4:45 PM	0	0	0	1	1	4:45 PM	0	0	0	0	0
4:50 PM	0	0	0	0	0	4:50 PM	0	1	0	0	1	4:50 PM	0	0	0	0	0
4:55 PM	0	0	0	0	0	4:55 PM	0	0	0	0	0	4:55 PM	0	0	0	0	0
5:00 PM	0	0	0	0	0	5:00 PM	0	0	0	0	0	5:00 PM	0	0	0	0	0
5:05 PM	0	1	0	0	1	5:05 PM	0	1	0	0	1	5:05 PM	0	0	0	0	0
5:10 PM	0	0	0	0	0	5:10 PM	0	0	0	0	0	5:10 PM	0	0	0	0	0
5:15 PM	0	0	0	0	0	5:15 PM	0	0	0	0	0	5:15 PM	0	0	0	0	0
5:20 PM	0	0	0	0	0	5:20 PM	0	0	0	0	0	5:20 PM	0	0	0	0	0
5:25 PM	0	0	1	0	1	5:25 PM	0	0	0	0	0	5:25 PM	0	0	0	0	0
5:30 PM	0	0	2	0	2	5:30 PM	0	0	0	0	0	5:30 PM	0	0	0	0	0
5:35 PM	0	0	0	1	1	5:35 PM	0	0	0	0	0	5:35 PM	0	0	0	0	0
5:40 PM	0	0	1	0	1	5:40 PM	0	0	0	0	0	5:40 PM	0	0	0	0	0
5:45 PM	0	0	1	0	1	5:45 PM	0	0	0	0	0	5:45 PM	0	0	0	0	0
5:50 PM	0	0	0	0	0	5:50 PM	0	0	0	1	1	5:50 PM	0	0	0	0	0
5:55 PM	0	0	0	0	0	5:55 PM	0	0	0	0	0	5:55 PM	0	0	0	0	0
Count Total	0	2	11	1	14	Count Total	0	2	0	2	4	Count Total	0	0	0	0	0
Peak Hour	0	1	5	1	7	Peak Hour	0	1	0	1	2	Peak Hour	0	0	0	0	0

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Location: 7 SANTANA ROW & STEVENS CREEK BLVD PM

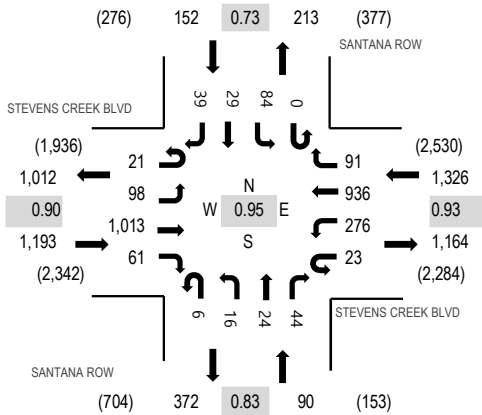
Date: Wednesday, February 15, 2023

Peak Hour: 04:55 PM - 05:55 PM

Peak 15-Minutes: 05:25 PM - 05:40 PM

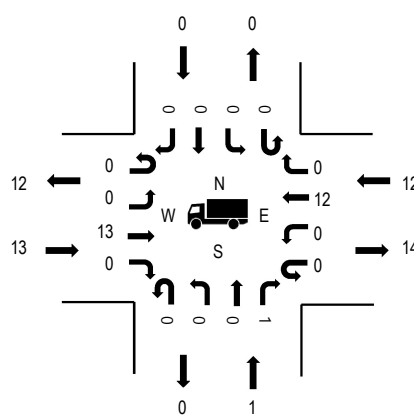
Peak Hour

Motorized Vehicles



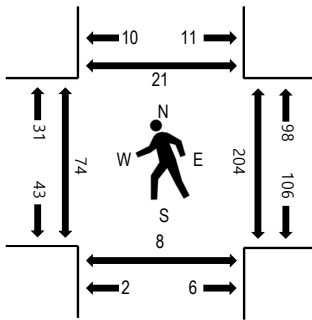
Note: Total study counts contained in parentheses.

Heavy Vehicles

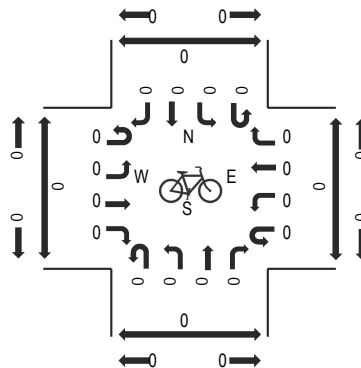


	HV%	PHF
EB	1.1%	0.90
WB	0.9%	0.93
NB	1.1%	0.83
SB	0.0%	0.73
All	0.9%	0.95

Pedestrians



Bicycles on Road



Traffic Counts - Motorized Vehicles

Interval Start Time	SANTANA ROW Northbound				STEVENS CREEK BLVD Eastbound				SANTANA ROW Southbound				STEVENS CREEK BLVD Westbound				Total	Rolling Hour
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right		
4:00 PM	0	2	1	2	0	5	108	4	0	10	2	2	1	5	53	5	200	2,604
4:05 PM	0	0	0	8	1	6	67	3	0	8	2	2	0	36	91	5	229	2,638
4:10 PM	2	0	2	5	1	9	65	7	0	5	3	3	0	18	83	6	209	2,635
4:15 PM	0	2	0	4	1	7	122	7	0	4	2	1	1	14	86	5	256	2,654
4:20 PM	0	0	1	2	0	5	76	2	0	7	1	2	1	30	89	9	225	2,622
4:25 PM	0	0	2	4	0	10	126	2	0	3	1	3	0	5	58	9	223	2,621
4:30 PM	2	0	0	1	5	7	58	5	0	6	0	7	3	30	71	6	201	2,634
4:35 PM	0	1	1	3	2	7	67	2	0	8	3	0	3	12	56	1	166	2,688
4:40 PM	0	0	3	2	3	3	71	5	0	3	3	2	2	27	95	11	230	2,755
4:45 PM	1	2	2	1	0	6	74	6	0	4	4	2	5	19	73	2	201	2,752
4:50 PM	0	0	1	3	3	9	86	10	0	8	2	4	2	26	62	3	219	2,697
4:55 PM	1	1	0	3	2	3	111	5	0	4	2	1	3	23	82	4	245	2,761
5:00 PM	1	1	1	5	3	13	86	5	0	8	2	0	1	20	80	8	234	2,697
5:05 PM	0	1	0	8	1	4	77	4	0	10	3	4	4	33	73	4	226	
5:10 PM	0	5	0	3	4	6	73	7	0	16	4	3	2	17	76	12	228	
5:15 PM	0	2	3	2	3	8	87	8	0	8	1	3	2	22	72	3	224	
5:20 PM	1	0	5	2	0	9	84	8	0	4	3	3	1	20	74	10	224	
5:25 PM	0	0	1	1	1	15	89	2	0	6	1	3	3	25	82	7	236	
5:30 PM	3	1	3	3	2	4	116	3	0	4	1	4	1	16	85	9	255	
5:35 PM	0	1	1	4	2	9	71	6	0	6	1	2	2	24	93	11	233	
5:40 PM	0	0	1	4	1	5	76	2	0	3	1	3	2	38	87	4	227	
5:45 PM	0	2	4	5	0	4	65	2	0	6	6	4	1	3	40	4	146	
5:50 PM	0	2	5	4	2	18	78	9	0	9	4	9	1	35	92	15	283	
5:55 PM	0	1	1	1	0	9	73	4	0	5	2	0	2	23	55	5	181	
Count Total	11	24	38	80	37	181	2,006	118	0	155	54	67	43	521	1,808	158	5,301	
Peak Hour	6	16	24	44	21	98	1,013	61	0	84	29	39	23	276	936	91	2,761	

Traffic Counts - Heavy Vehicles, Bicycles on Road, and Pedestrians/Bicycles on Crosswalk

Interval Start Time	Heavy Vehicles					Interval Start Time	Bicycles on Roadway					Interval Start Time	Pedestrians/Bicycles on Crosswalk				
	NB	EB	SB	WB	Total		NB	EB	SB	WB	Total		NB	EB	SB	WB	Total
4:00 PM	0	2	0	0	2	4:00 PM	0	0	0	0	0	4:00 PM	1	1	2	8	12
4:05 PM	0	1	0	2	3	4:05 PM	0	0	0	0	0	4:05 PM	1	13	6	35	55
4:10 PM	0	1	0	0	1	4:10 PM	0	0	0	0	0	4:10 PM	0	14	6	24	44
4:15 PM	0	0	0	1	1	4:15 PM	0	0	0	0	0	4:15 PM	0	12	1	18	31
4:20 PM	0	1	0	2	3	4:20 PM	0	0	0	0	0	4:20 PM	0	3	1	15	19
4:25 PM	0	0	0	0	0	4:25 PM	0	0	0	0	0	4:25 PM	0	3	1	16	20
4:30 PM	0	0	0	0	0	4:30 PM	0	0	0	0	0	4:30 PM	0	4	3	20	27
4:35 PM	0	2	0	2	4	4:35 PM	0	0	0	0	0	4:35 PM	0	12	8	18	38
4:40 PM	0	1	0	1	2	4:40 PM	0	0	2	0	2	4:40 PM	2	9	2	21	34
4:45 PM	0	1	0	0	1	4:45 PM	0	0	0	0	0	4:45 PM	0	11	1	10	22
4:50 PM	0	2	0	0	2	4:50 PM	0	0	0	0	0	4:50 PM	0	6	0	8	14
4:55 PM	0	0	0	2	2	4:55 PM	0	0	0	0	0	4:55 PM	0	5	1	12	18
5:00 PM	0	2	0	1	3	5:00 PM	0	0	0	0	0	5:00 PM	0	3	0	17	20
5:05 PM	1	2	0	1	4	5:05 PM	0	0	0	0	0	5:05 PM	0	6	1	6	13
5:10 PM	0	0	0	0	0	5:10 PM	0	0	0	0	0	5:10 PM	0	10	3	9	22
5:15 PM	0	1	0	0	1	5:15 PM	0	0	0	0	0	5:15 PM	0	7	1	41	49
5:20 PM	0	3	0	0	3	5:20 PM	0	0	0	0	0	5:20 PM	0	3	0	8	11
5:25 PM	0	0	0	0	0	5:25 PM	0	0	0	0	0	5:25 PM	0	10	7	15	32
5:30 PM	0	1	0	2	3	5:30 PM	0	0	0	0	0	5:30 PM	0	4	2	18	24
5:35 PM	0	1	0	3	4	5:35 PM	0	0	0	0	0	5:35 PM	5	4	2	26	37
5:40 PM	0	1	0	0	1	5:40 PM	0	0	0	0	0	5:40 PM	2	13	2	19	36
5:45 PM	0	1	0	2	3	5:45 PM	0	0	0	0	0	5:45 PM	1	1	0	15	17
5:50 PM	0	1	0	1	2	5:50 PM	0	0	0	0	0	5:50 PM	0	8	2	18	28
5:55 PM	0	1	0	0	1	5:55 PM	0	0	0	0	0	5:55 PM	0	6	8	20	34
Count Total	1	25	0	20	46	Count Total	0	0	2	0	2	Count Total	12	168	60	417	657
Peak Hour	1	13	0	12	26	Peak Hour	0	0	0	0	0	Peak Hour	8	74	21	204	307



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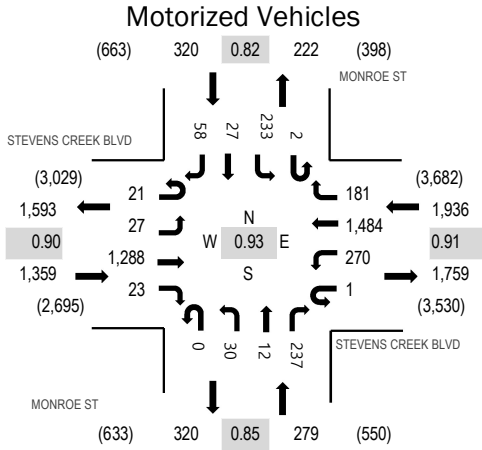
Location: 8 MONROE ST & STEVENS CREEK BLVD PM

Date: Wednesday, February 15, 2023

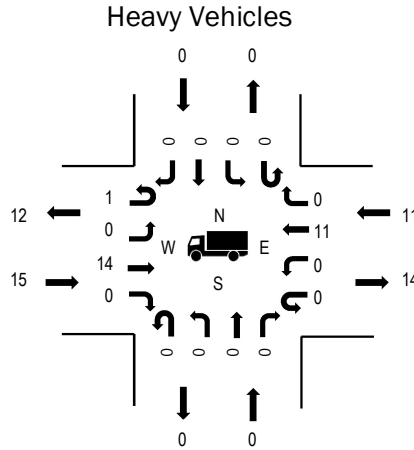
Peak Hour: 04:40 PM - 05:40 PM

Peak 15-Minutes: 05:10 PM - 05:25 PM

Peak Hour

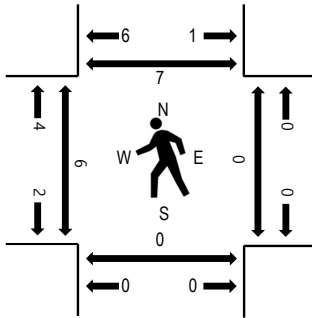


Note: Total study counts contained in parentheses.

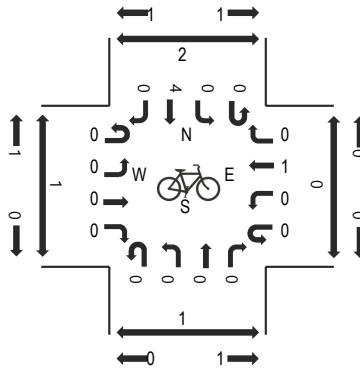


	HV%	PHF
EB	1.1%	0.90
WB	0.6%	0.91
NB	0.0%	0.85
SB	0.0%	0.82
All	0.7%	0.93

Pedestrians



Bicycles on Road



Traffic Counts - Motorized Vehicles

Interval Start Time	MONROE ST Northbound				STEVENS CREEK BLVD Eastbound				MONROE ST Southbound				STEVENS CREEK BLVD Westbound				Total	Rolling Hour
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right		
4:00 PM	0	4	2	15	1	1	88	3	0	31	2	6	1	28	91	8	281	3,731
4:05 PM	0	0	2	15	2	0	123	1	0	19	1	3	0	24	129	10	329	3,736
4:10 PM	0	2	2	31	2	2	100	3	0	13	1	5	0	30	130	21	342	3,752
4:15 PM	0	3	2	21	0	3	119	2	0	24	4	8	0	27	111	15	339	3,773
4:20 PM	0	1	0	19	2	1	111	1	0	22	2	1	1	25	105	8	299	3,774
4:25 PM	0	2	0	17	1	3	133	1	0	10	3	3	0	11	103	12	299	3,823
4:30 PM	0	2	0	20	0	1	104	3	0	33	2	3	0	21	103	6	298	3,853
4:35 PM	0	7	3	12	1	0	85	4	0	20	0	3	0	12	101	9	257	3,839
4:40 PM	0	1	1	21	2	2	108	1	0	10	3	4	0	36	154	17	360	3,894
4:45 PM	0	2	1	20	0	0	103	0	0	19	2	4	0	27	130	17	325	3,867
4:50 PM	0	1	0	19	1	2	110	2	1	13	3	7	0	15	116	17	307	3,798
4:55 PM	0	2	2	12	1	4	89	3	0	22	3	2	0	19	118	18	295	3,859
5:00 PM	0	1	2	24	5	6	95	2	1	24	1	2	0	12	96	15	286	3,859
5:05 PM	0	6	0	17	2	5	132	3	0	22	1	4	0	22	113	18	345	
5:10 PM	0	1	0	20	2	1	126	5	0	29	1	7	0	26	132	13	363	
5:15 PM	0	2	1	17	2	1	117	1	0	21	0	7	0	31	131	9	340	
5:20 PM	0	3	1	31	0	1	103	2	0	26	5	6	0	17	138	15	348	
5:25 PM	0	3	1	19	1	2	116	1	0	21	4	6	0	16	125	14	329	
5:30 PM	0	5	2	19	3	1	96	1	0	12	3	4	0	24	107	7	284	
5:35 PM	0	3	1	18	2	2	93	2	0	14	1	5	1	25	124	21	312	
5:40 PM	0	5	1	24	1	1	112	0	0	31	6	7	0	30	103	12	333	
5:45 PM	0	5	5	13	1	3	97	1	0	30	4	2	0	14	72	9	256	
5:50 PM	0	0	1	14	2	2	100	2	0	21	6	4	1	26	171	18	368	
5:55 PM	0	1	1	19	0	0	110	3	0	12	0	1	0	10	126	12	295	
Count Total	0	62	31	457	34	44	2,570	47	2	499	58	104	4	528	2,829	321	7,590	
Peak Hour	0	30	12	237	21	27	1,288	23	2	233	27	58	1	270	1,484	181	3,894	

Traffic Counts - Heavy Vehicles, Bicycles on Road, and Pedestrians/Bicycles on Crosswalk

Interval Start Time	Heavy Vehicles					Interval Start Time	Bicycles on Roadway					Interval Start Time	Pedestrians/Bicycles on Crosswalk				
	NB	EB	SB	WB	Total		NB	EB	SB	WB	Total		NB	EB	SB	WB	Total
4:00 PM	0	4	1	1	6	4:00 PM	0	0	0	0	0	4:00 PM	0	1	0	0	1
4:05 PM	0	1	0	2	3	4:05 PM	0	0	0	0	0	4:05 PM	0	0	1	0	1
4:10 PM	0	2	0	1	3	4:10 PM	0	0	0	0	0	4:10 PM	0	2	0	0	2
4:15 PM	0	0	0	2	2	4:15 PM	0	0	0	0	0	4:15 PM	0	0	0	0	0
4:20 PM	0	0	0	1	1	4:20 PM	0	0	0	0	0	4:20 PM	0	0	1	0	1
4:25 PM	0	2	0	0	2	4:25 PM	0	0	0	0	0	4:25 PM	0	1	0	0	1
4:30 PM	0	2	0	0	2	4:30 PM	0	0	0	0	0	4:30 PM	0	2	1	0	3
4:35 PM	0	1	0	2	3	4:35 PM	0	0	0	0	0	4:35 PM	0	0	0	0	0
4:40 PM	0	1	0	1	2	4:40 PM	0	0	0	0	0	4:40 PM	0	2	0	0	2
4:45 PM	0	1	0	1	2	4:45 PM	0	0	0	0	0	4:45 PM	0	0	0	0	0
4:50 PM	0	1	0	0	1	4:50 PM	0	0	1	0	1	4:50 PM	0	1	0	0	1
4:55 PM	0	1	0	2	3	4:55 PM	0	0	0	0	0	4:55 PM	0	0	1	0	1
5:00 PM	0	1	0	0	1	5:00 PM	0	0	1	0	1	5:00 PM	0	1	2	0	3
5:05 PM	0	3	0	0	3	5:05 PM	0	0	1	1	2	5:05 PM	1	0	0	0	1
5:10 PM	0	1	0	2	3	5:10 PM	0	0	0	0	0	5:10 PM	0	1	3	0	4
5:15 PM	0	2	0	0	2	5:15 PM	0	0	1	0	1	5:15 PM	0	0	0	0	0
5:20 PM	0	0	0	1	1	5:20 PM	0	0	0	0	0	5:20 PM	0	0	0	0	0
5:25 PM	0	3	0	1	4	5:25 PM	0	0	0	0	0	5:25 PM	0	0	1	0	1
5:30 PM	0	0	0	2	2	5:30 PM	0	0	0	0	0	5:30 PM	0	0	2	0	2
5:35 PM	0	1	0	1	2	5:35 PM	0	0	0	0	0	5:35 PM	0	2	0	0	2
5:40 PM	0	1	0	0	1	5:40 PM	0	0	0	0	0	5:40 PM	0	0	1	0	1
5:45 PM	1	2	0	1	4	5:45 PM	0	0	1	0	1	5:45 PM	0	1	0	0	1
5:50 PM	0	0	0	1	1	5:50 PM	0	0	0	0	0	5:50 PM	0	0	1	0	1
5:55 PM	0	1	0	0	1	5:55 PM	0	0	0	0	0	5:55 PM	0	2	0	0	2
Count Total	1	31	1	22	55	Count Total	0	0	5	1	6	Count Total	1	16	14	0	31
Peak Hour	0	15	0	11	26	Peak Hour	0	0	4	1	5	Peak Hour	1	7	9	0	17

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Location: 9 I-880 SB RAMPS & STEVENS CREEK BLVD PM

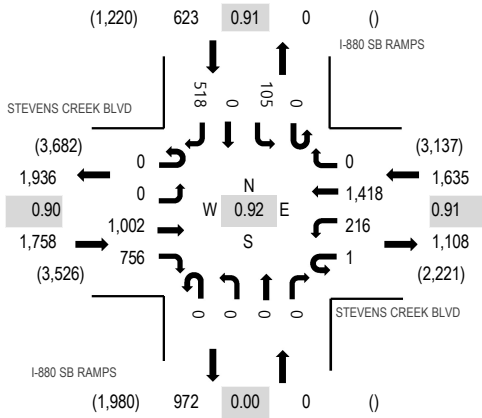
Date: Wednesday, February 15, 2023

Peak Hour: 04:40 PM - 05:40 PM

Peak 15-Minutes: 05:05 PM - 05:20 PM

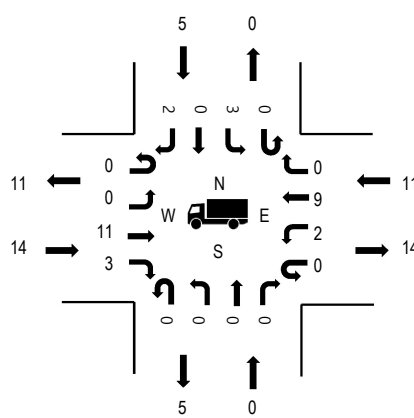
Peak Hour

Motorized Vehicles



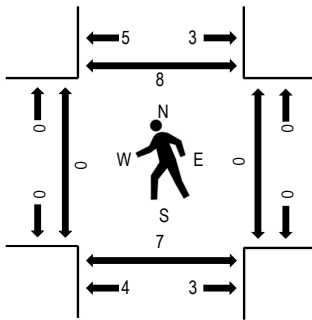
Note: Total study counts contained in parentheses.

Heavy Vehicles

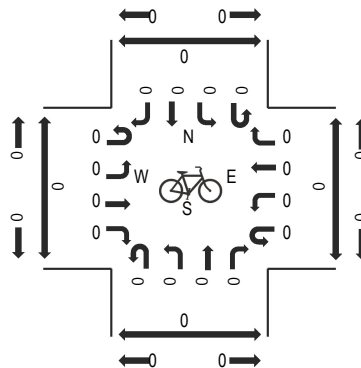


	HV%	PHF
EB	0.8%	0.90
WB	0.7%	0.91
NB	0.0%	0.00
SB	0.8%	0.91
All	0.7%	0.92

Pedestrians



Bicycles on Road



Traffic Counts - Motorized Vehicles

Interval Start Time	I-880 SB RAMPS				STEVENS CREEK BLVD				I-880 SB RAMPS				STEVENS CREEK BLVD				Total	Rolling Hour
	Northbound				Eastbound				Southbound				Westbound					
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right		
4:00 PM	0	0	0	0	0	0	78	56	0	10	0	32	0	24	96	0	296	3,919
4:05 PM	0	0	0	0	0	0	75	82	0	11	0	36	0	19	127	0	350	3,914
4:10 PM	0	0	0	0	0	0	82	62	0	9	0	44	1	20	137	0	355	3,925
4:15 PM	0	0	0	0	0	0	72	92	0	22	0	57	0	18	96	0	357	3,948
4:20 PM	0	0	0	0	0	0	90	62	0	6	0	47	0	23	92	0	320	3,943
4:25 PM	0	0	0	0	0	0	88	72	0	9	0	38	0	21	88	0	316	3,979
4:30 PM	0	0	0	0	0	0	94	63	0	13	0	33	0	20	97	0	320	3,992
4:35 PM	0	0	0	0	0	0	63	54	0	7	0	32	0	20	90	0	266	3,967
4:40 PM	0	0	0	0	0	0	85	54	0	9	0	27	0	17	180	0	372	4,016
4:45 PM	0	0	0	0	0	0	71	71	0	8	0	53	0	25	121	0	349	3,981
4:50 PM	0	0	0	0	0	0	76	66	0	9	0	56	0	13	92	0	312	3,893
4:55 PM	0	0	0	0	0	0	64	59	0	12	0	35	0	16	120	0	306	3,955
5:00 PM	0	0	0	0	0	0	93	50	0	6	0	42	0	19	81	0	291	3,964
5:05 PM	0	0	0	0	0	0	94	77	0	9	0	37	0	28	116	0	361	
5:10 PM	0	0	0	0	0	0	97	78	0	15	0	42	1	16	129	0	378	
5:15 PM	0	0	0	0	0	0	79	76	0	4	0	45	0	22	126	0	352	
5:20 PM	0	0	0	0	0	0	102	58	0	7	0	37	0	19	133	0	356	
5:25 PM	0	0	0	0	0	0	93	63	0	12	0	55	0	6	100	0	329	
5:30 PM	0	0	0	0	0	0	68	59	0	8	0	38	0	22	100	0	295	
5:35 PM	0	0	0	0	0	0	80	45	0	6	0	51	0	13	120	0	315	
5:40 PM	0	0	0	0	0	0	104	63	0	7	0	37	0	18	108	0	337	
5:45 PM	0	0	0	0	0	0	76	64	0	10	0	34	1	15	61	0	261	
5:50 PM	0	0	0	0	0	0	87	48	0	9	0	46	0	14	170	0	374	
5:55 PM	0	0	0	0	0	0	79	62	0	10	0	38	0	16	110	0	315	
Count Total	0	0	0	0	0	0	1,990	1,536	0	228	0	992	3	444	2,690	0	7,883	
Peak Hour	0	0	0	0	0	0	1,002	756	0	105	0	518	1	216	1,418	0	4,016	

Traffic Counts - Heavy Vehicles, Bicycles on Road, and Pedestrians/Bicycles on Crosswalk

Interval Start Time	Heavy Vehicles					Interval Start Time	Bicycles on Roadway					Interval Start Time	Pedestrians/Bicycles on Crosswalk				
	NB	EB	SB	WB	Total		NB	EB	SB	WB	Total		NB	EB	SB	WB	Total
4:00 PM	0	3	1	0	4	4:00 PM	0	0	0	0	0	4:00 PM	0	0	0	0	0
4:05 PM	0	1	0	3	4	4:05 PM	0	0	0	0	0	4:05 PM	0	0	2	0	2
4:10 PM	0	2	1	3	6	4:10 PM	0	0	0	0	0	4:10 PM	0	0	0	0	0
4:15 PM	0	0	1	1	2	4:15 PM	0	0	0	0	0	4:15 PM	0	0	0	0	0
4:20 PM	0	0	0	1	1	4:20 PM	0	0	0	0	0	4:20 PM	0	0	0	0	0
4:25 PM	0	2	0	0	2	4:25 PM	0	0	0	0	0	4:25 PM	0	0	0	0	0
4:30 PM	0	2	0	0	2	4:30 PM	0	0	0	0	0	4:30 PM	0	0	0	0	0
4:35 PM	0	1	0	2	3	4:35 PM	0	0	0	0	0	4:35 PM	2	0	0	0	2
4:40 PM	0	1	0	1	2	4:40 PM	0	0	0	0	0	4:40 PM	1	0	0	0	1
4:45 PM	0	1	1	1	3	4:45 PM	0	0	0	0	0	4:45 PM	0	0	0	0	0
4:50 PM	0	1	0	0	1	4:50 PM	0	0	0	0	0	4:50 PM	1	0	0	0	1
4:55 PM	0	1	1	2	4	4:55 PM	0	0	0	0	0	4:55 PM	5	0	1	0	6
5:00 PM	0	1	0	0	1	5:00 PM	0	0	0	0	0	5:00 PM	0	0	0	0	0
5:05 PM	0	3	0	0	3	5:05 PM	0	0	0	0	0	5:05 PM	0	0	0	0	0
5:10 PM	0	1	1	2	4	5:10 PM	0	0	0	0	0	5:10 PM	0	0	2	0	2
5:15 PM	0	1	0	0	1	5:15 PM	0	0	0	0	0	5:15 PM	0	0	2	0	2
5:20 PM	0	0	0	1	1	5:20 PM	0	0	0	0	0	5:20 PM	0	0	1	0	1
5:25 PM	0	3	1	1	5	5:25 PM	0	0	0	0	0	5:25 PM	0	0	1	0	1
5:30 PM	0	0	1	2	3	5:30 PM	0	0	0	0	0	5:30 PM	0	0	0	0	0
5:35 PM	0	1	0	1	2	5:35 PM	0	0	0	0	0	5:35 PM	0	0	1	0	1
5:40 PM	0	1	0	0	1	5:40 PM	0	0	0	0	0	5:40 PM	0	0	0	0	0
5:45 PM	0	2	0	1	3	5:45 PM	0	0	0	0	0	5:45 PM	0	0	1	0	1
5:50 PM	0	0	0	1	1	5:50 PM	0	0	0	0	0	5:50 PM	5	0	1	0	6
5:55 PM	0	1	0	0	1	5:55 PM	0	0	0	1	1	5:55 PM	0	0	0	0	0
Count Total	0	29	8	23	60	Count Total	0	0	0	1	1	Count Total	14	0	12	0	26
Peak Hour	0	14	5	11	30	Peak Hour	0	0	0	0	0	Peak Hour	7	0	8	0	15

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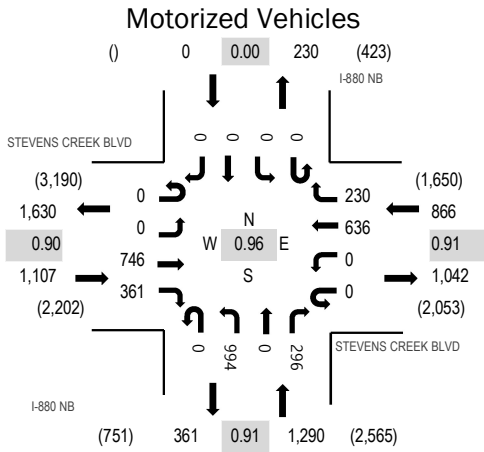
Location: 10 I-880 NB & STEVENS CREEK BLVD PM

Date: Wednesday, February 15, 2023

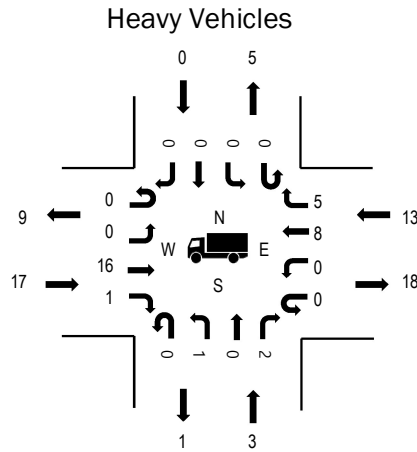
Peak Hour: 04:30 PM - 05:30 PM

Peak 15-Minutes: 05:10 PM - 05:25 PM

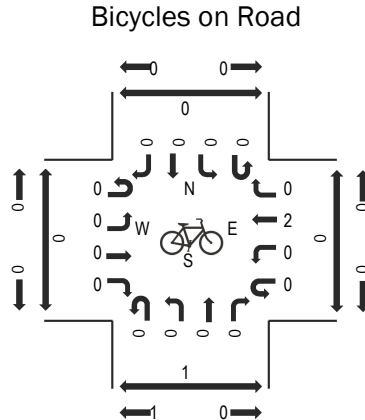
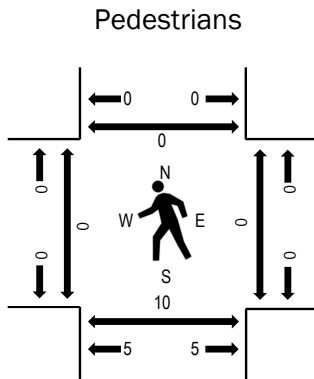
Peak Hour



Note: Total study counts contained in parentheses.



	HV%	PHF
EB	1.5%	0.90
WB	1.5%	0.91
NB	0.2%	0.91
SB	0.0%	0.00
All	1.0%	0.96



Traffic Counts - Motorized Vehicles

Interval Start Time	I-880 NB				STEVENS CREEK BLVD				I-880 NB				STEVENS CREEK BLVD				Total	Rolling Hour
	Northbound				Eastbound				Southbound				Westbound					
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right		
4:00 PM	0	70	0	29	0	0	47	42	0	0	0	0	0	0	57	23	268	3,210
4:05 PM	0	99	0	23	0	0	46	35	0	0	0	0	0	0	62	23	288	3,166
4:10 PM	0	62	0	24	0	0	67	35	0	0	0	0	0	0	65	20	273	3,165
4:15 PM	0	75	0	24	0	0	66	25	0	0	0	0	0	0	55	18	263	3,196
4:20 PM	0	83	0	35	0	0	56	37	0	0	0	0	0	0	37	16	264	3,191
4:25 PM	0	45	0	20	0	0	67	28	0	0	0	0	0	0	55	17	232	3,216
4:30 PM	0	71	0	24	0	0	61	40	0	0	0	0	0	0	50	32	278	3,263
4:35 PM	0	92	0	20	0	0	36	36	0	0	0	0	0	0	54	21	259	3,252
4:40 PM	0	100	0	27	0	0	52	31	0	0	0	0	0	0	55	31	296	3,249
4:45 PM	0	84	0	25	0	0	78	26	0	0	0	0	0	0	60	16	289	3,210
4:50 PM	0	76	0	25	0	0	48	27	0	0	0	0	0	0	42	20	238	3,218
4:55 PM	0	80	0	22	0	0	60	23	0	0	0	0	0	0	66	11	262	3,232
5:00 PM	0	56	0	18	0	0	77	22	0	0	0	0	0	0	31	20	224	3,207
5:05 PM	0	80	0	26	0	0	57	32	0	0	0	0	0	0	74	18	287	
5:10 PM	0	103	0	22	0	0	70	33	0	0	0	0	0	0	55	21	304	
5:15 PM	0	83	0	23	0	0	50	29	0	0	0	0	0	0	53	20	258	
5:20 PM	0	93	0	37	0	0	64	36	0	0	0	0	0	0	52	7	289	
5:25 PM	0	76	0	27	0	0	93	26	0	0	0	0	0	0	44	13	279	
5:30 PM	0	81	0	25	0	0	77	19	0	0	0	0	0	0	49	16	267	
5:35 PM	0	91	0	27	0	0	56	32	0	0	0	0	0	0	37	13	256	
5:40 PM	0	67	0	30	0	0	55	39	0	0	0	0	0	0	52	14	257	
5:45 PM	0	115	0	23	0	0	57	44	0	0	0	0	0	0	45	13	297	
5:50 PM	0	96	0	19	0	0	50	34	0	0	0	0	0	0	42	11	252	
5:55 PM	0	85	0	27	0	0	61	20	0	0	0	0	0	0	35	9	237	
Count Total	0	1,963	0	602	0	0	1,451	751	0	0	0	0	0	0	1,227	423	6,417	
Peak Hour	0	994	0	296	0	0	746	361	0	0	0	0	0	0	636	230	3,263	

Traffic Counts - Heavy Vehicles, Bicycles on Road, and Pedestrians/Bicycles on Crosswalk

Interval Start Time	Heavy Vehicles					Interval Start Time	Bicycles on Roadway					Interval Start Time	Pedestrians/Bicycles on Crosswalk				
	NB	EB	SB	WB	Total		NB	EB	SB	WB	Total		NB	EB	SB	WB	Total
4:00 PM	1	4	0	0	5	4:00 PM	0	0	0	0	0	4:00 PM	0	0	0	0	0
4:05 PM	1	1	0	3	5	4:05 PM	0	0	0	0	0	4:05 PM	0	0	0	0	0
4:10 PM	0	2	0	3	5	4:10 PM	0	0	0	0	0	4:10 PM	0	0	0	0	0
4:15 PM	0	0	0	3	3	4:15 PM	0	0	0	0	0	4:15 PM	0	0	0	0	0
4:20 PM	0	0	0	1	1	4:20 PM	0	0	0	0	0	4:20 PM	0	0	0	0	0
4:25 PM	0	2	0	0	2	4:25 PM	0	0	0	0	0	4:25 PM	0	0	0	0	0
4:30 PM	0	2	0	2	4	4:30 PM	0	0	0	0	0	4:30 PM	0	0	0	0	0
4:35 PM	1	1	0	1	3	4:35 PM	0	0	0	0	0	4:35 PM	1	0	0	0	1
4:40 PM	0	1	0	4	5	4:40 PM	0	0	0	0	0	4:40 PM	2	0	0	0	2
4:45 PM	0	1	0	0	1	4:45 PM	0	0	0	0	0	4:45 PM	1	0	0	0	1
4:50 PM	0	0	0	1	1	4:50 PM	0	0	0	0	0	4:50 PM	3	0	0	0	3
4:55 PM	0	2	0	2	4	4:55 PM	0	0	0	1	1	4:55 PM	3	0	0	0	3
5:00 PM	0	2	0	0	2	5:00 PM	0	0	0	1	1	5:00 PM	0	0	0	0	0
5:05 PM	0	2	0	0	2	5:05 PM	0	0	0	0	0	5:05 PM	0	0	0	0	0
5:10 PM	1	3	0	1	5	5:10 PM	0	0	0	0	0	5:10 PM	0	0	0	0	0
5:15 PM	0	0	0	0	0	5:15 PM	0	0	0	0	0	5:15 PM	0	0	0	0	0
5:20 PM	0	0	0	1	1	5:20 PM	0	0	0	0	0	5:20 PM	0	0	0	0	0
5:25 PM	1	3	0	1	5	5:25 PM	0	0	0	0	0	5:25 PM	1	0	0	0	1
5:30 PM	1	0	0	1	2	5:30 PM	0	0	0	0	0	5:30 PM	0	0	0	0	0
5:35 PM	0	1	0	1	2	5:35 PM	0	0	0	0	0	5:35 PM	0	0	0	0	0
5:40 PM	0	1	0	1	2	5:40 PM	0	0	0	0	0	5:40 PM	1	0	0	0	1
5:45 PM	0	2	0	1	3	5:45 PM	0	0	0	0	0	5:45 PM	0	0	0	0	0
5:50 PM	0	1	0	1	2	5:50 PM	0	0	0	0	0	5:50 PM	5	0	0	0	5
5:55 PM	0	1	0	1	2	5:55 PM	0	0	0	0	0	5:55 PM	0	0	0	0	0
Count Total	6	32	0	29	67	Count Total	0	0	0	2	2	Count Total	17	0	0	0	17
Peak Hour	3	17	0	13	33	Peak Hour	0	0	0	2	2	Peak Hour	11	0	0	0	11

Start Date: 2/15/2023

Start Time: 12:00:00 AM

Location 1: DRIVEWAY COUNT 425 WINCHESTER

		Winchester 1				Winchester 2				Olin 1				TOTAL DRIVEWAY		
Date	Time	IN	OUT	TOTAL		IN	OUT	TOTAL		IN	OUT	TOTAL		IN	OUT	TOTAL
2/15/2023	12:00 AM	0	0	0		0	0	0		0	0	0		0	0	0
2/15/2023	12:15 AM	0	0	0		0	0	0		0	0	0		0	0	0
2/15/2023	12:30 AM	0	0	0		0	0	0		0	0	0		0	0	0
2/15/2023	12:45 AM	0	0	0		0	0	0		0	0	0		0	0	0
2/15/2023	01:00 AM	0	0	0		0	0	0		0	0	0		0	0	0
2/15/2023	01:15 AM	0	0	0		0	0	0		0	0	0		0	0	0
2/15/2023	01:30 AM	0	0	0		0	0	0		0	0	0		0	0	0
2/15/2023	01:45 AM	0	0	0		0	0	0		0	0	0		0	0	0
2/15/2023	02:00 AM	1	0	1		0	1	1		0	0	0		1	1	2
2/15/2023	02:15 AM	0	0	0		0	0	0		0	0	0		0	0	0
2/15/2023	02:30 AM	0	0	0		0	0	0		0	0	0		0	0	0
2/15/2023	02:45 AM	0	0	0		0	0	0		0	0	0		0	0	0
2/15/2023	03:00 AM	0	0	0		0	0	0		0	0	0		0	0	0
2/15/2023	03:15 AM	0	0	0		0	0	0		0	0	0		0	0	0
2/15/2023	03:30 AM	0	0	0		0	0	0		0	0	0		0	0	0
2/15/2023	03:45 AM	0	0	0		0	0	0		0	0	0		0	0	0
2/15/2023	04:00 AM	0	0	0		0	0	0		0	0	0		0	0	0
2/15/2023	04:15 AM	0	0	0		0	0	0		0	0	0		0	0	0
2/15/2023	04:30 AM	0	0	0		0	0	0		0	0	0		0	0	0
2/15/2023	04:45 AM	0	0	0		0	0	0		0	0	0		0	0	0
2/15/2023	05:00 AM	0	0	0		0	0	0		0	0	0		0	0	0
2/15/2023	05:15 AM	0	0	0		0	0	0		1	1	2		1	1	2
2/15/2023	05:30 AM	0	0	0		0	0	0		0	0	0		0	0	0
2/15/2023	05:45 AM	0	0	0		0	0	0		0	0	0		0	0	0
2/15/2023	06:00 AM	0	0	0		0	0	0		0	0	0		0	0	0
2/15/2023	06:15 AM	0	0	0		0	0	0		0	0	0		0	0	0
2/15/2023	06:30 AM	0	0	0		0	0	0		0	0	0		0	0	0
2/15/2023	06:45 AM	0	0	0		0	0	0		0	0	0		0	0	0
2/15/2023	07:00 AM	0	0	0		0	0	0		0	0	0		0	0	0
2/15/2023	07:15 AM	0	0	0		1	0	1		1	1	2		2	1	3
2/15/2023	07:30 AM	0	0	0		0	0	0		0	0	0		0	0	0
2/15/2023	07:45 AM	1	1	2		0	0	0		1	1	2		2	2	4
2/15/2023	08:00 AM	1	0	1		0	1	1		0	0	0		1	1	2
2/15/2023	08:15 AM	0	0	0		0	0	0		0	0	0		0	0	0
2/15/2023	08:30 AM	0	0	0		0	0	0		0	0	0		0	0	0
2/15/2023	08:45 AM	1	1	2		0	0	0		1	0	1		2	1	3
2/15/2023	09:00 AM	1	0	1		0	0	0		0	0	0		1	0	1
2/15/2023	09:15 AM	1	0	1		0	0	0		0	0	0		1	0	1
2/15/2023	09:30 AM	5	0	5		0	0	0		1	3	4		6	3	9
2/15/2023	09:45 AM	2	1	3		0	3	3		2	0	2		4	4	8
2/15/2023	10:00 AM	1	0	1		0	0	0		0	2	2		1	2	3
2/15/2023	10:15 AM	2	0	2		0	0	0		0	1	1		2	1	3
2/15/2023	10:30 AM	2	1	3		0	0	0		0	0	0		2	1	3
2/15/2023	10:45 AM	2	0	2		2	0	2		0	4	4		4	4	8
2/15/2023	11:00 AM	0	1	1		0	0	0		0	0	0		0	1	1
2/15/2023	11:15 AM	2	2	4		1	0	1		2	2	4		5	4	9
2/15/2023	11:30 AM	2	0	2		0	0	0		2	5	7		4	5	9
2/15/2023	11:45 AM	0	0	0		0	0	0		0	0	0		0	0	0

2/15/2023	12:00 PM	0	1	1		0	0	0		2	1	3		2	2	4
2/15/2023	12:15 PM	0	0	0		0	0	0		1	0	1		1	0	1
2/15/2023	12:30 PM	0	0	0		1	0	1		0	0	0		1	0	1
2/15/2023	12:45 PM	2	0	2		0	0	0		2	3	5		4	3	7
2/15/2023	01:00 PM	5	0	5		0	2	2		3	6	9		8	8	16
2/15/2023	01:15 PM	1	3	4		0	1	1		2	3	5		3	7	10
2/15/2023	01:30 PM	3	0	3		1	3	4		2	2	4		6	5	11
2/15/2023	01:45 PM	1	0	1		0	0	0		1	0	1		2	0	2
2/15/2023	02:00 PM	4	0	4		1	1	2		2	2	4		7	3	10
2/15/2023	02:15 PM	1	2	3		1	0	1		1	7	8		3	9	12
2/15/2023	02:30 PM	1	1	2		0	1	1		4	3	7		5	5	10
2/15/2023	02:45 PM	3	0	3		0	0	0		0	2	2		3	2	5
2/15/2023	03:00 PM	4	1	5		1	0	1		2	3	5		7	4	11
2/15/2023	03:15 PM	2	1	3		0	1	1		2	4	6		4	6	10
2/15/2023	03:30 PM	3	0	3		0	1	1		2	3	5		5	4	9
2/15/2023	03:45 PM	1	1	2		0	0	0		1	2	3		2	3	5
2/15/2023	04:00 PM	2	1	3		0	0	0		1	1	2		3	2	5
2/15/2023	04:15 PM	1	1	2		1	0	1		3	3	6		5	4	9
2/15/2023	04:30 PM	1	2	3		1	0	1		3	3	6		5	5	10
2/15/2023	04:45 PM	1	0	1		1	1	2		5	6	11		7	7	14
2/15/2023	05:00 PM	1	0	1		1	1	2		0	2	2		2	3	5
2/15/2023	05:15 PM	1	0	1		1	1	2		3	6	9		5	7	12
2/15/2023	05:30 PM	1	2	3		0	0	0		1	3	4		2	5	7
2/15/2023	05:45 PM	2	1	3		0	1	1		0	3	3		2	5	7
2/15/2023	06:00 PM	0	1	1		1	0	1		2	1	3		3	2	5
2/15/2023	06:15 PM	1	0	1		0	0	0		0	2	2		1	2	3
2/15/2023	06:30 PM	2	1	3		0	1	1		1	1	2		3	3	6
2/15/2023	06:45 PM	1	0	1		0	0	0		2	2	4		3	2	5
2/15/2023	07:00 PM	1	0	1		0	0	0		0	2	2		1	2	3
2/15/2023	07:15 PM	2	0	2		0	1	1		2	3	5		4	4	8
2/15/2023	07:30 PM	1	1	2		0	0	0		1	2	3		2	3	5
2/15/2023	07:45 PM	1	0	1		1	0	1		1	0	1		3	0	3
2/15/2023	08:00 PM	0	1	1		1	0	1		0	3	3		1	4	5
2/15/2023	08:15 PM	1	0	1		0	0	0		0	1	1		1	1	2
2/15/2023	08:30 PM	0	0	0		0	0	0		0	0	0		0	0	0
2/15/2023	08:45 PM	0	0	0		1	0	1		0	2	2		1	2	3
2/15/2023	09:00 PM	1	0	1		0	0	0		0	0	0		1	0	1
2/15/2023	09:15 PM	0	0	0		0	0	0		0	1	1		0	1	1
2/15/2023	09:30 PM	1	0	1		0	0	0		1	0	1		2	0	2
2/15/2023	09:45 PM	0	0	0		0	0	0		0	1	1		0	1	1
2/15/2023	10:00 PM	0	0	0		0	0	0		0	0	0		0	0	0
2/15/2023	10:15 PM	0	0	0		0	0	0		0	1	1		0	1	1
2/15/2023	10:30 PM	0	0	0		0	1	1		0	0	0		0	1	1
2/15/2023	10:45 PM	1	0	1		0	0	0		1	1	2		2	1	3
2/15/2023	11:00 PM	0	0	0		0	0	0		0	1	1		0	1	1
2/15/2023	11:15 PM	0	0	0		0	0	0		0	0	0		0	0	0
2/15/2023	11:30 PM	0	0	0		0	0	0		0	0	0		0	0	0
2/15/2023	11:45 PM	0	0	0		0	0	0		0	0	0		0	0	0
TOTAL		78	28	106		18	22	40		65	112	177		161	162	323

Start Date: 3/2/2023

Start Time:

Site Code:

Station ID:

Location 1: I-280 NB ON RAMP FROM WINCHESTER

Date	Time	QUEUE	Date	Time	QUEUE
3/2/2023	07:00 AM	0	3/2/2023	04:00 PM	0
3/2/2023	07:05 AM	0	3/2/2023	04:05 PM	0
3/2/2023	07:10 AM	0	3/2/2023	04:10 PM	0
3/2/2023	07:15 AM	0	3/2/2023	04:15 PM	0
3/2/2023	07:20 AM	0	3/2/2023	04:20 PM	0
3/2/2023	07:25 AM	0	3/2/2023	04:25 PM	0
3/2/2023	07:30 AM	0	3/2/2023	04:30 PM	0
3/2/2023	07:35 AM	0	3/2/2023	04:35 PM	0
3/2/2023	07:40 AM	0	3/2/2023	04:40 PM	0
3/2/2023	07:45 AM	0	3/2/2023	04:45 PM	0
3/2/2023	07:50 AM	0	3/2/2023	04:50 PM	0
3/2/2023	07:55 AM	0	3/2/2023	04:55 PM	0
3/2/2023	08:00 AM	0	3/2/2023	05:00 PM	0
3/2/2023	08:05 AM	0	3/2/2023	05:05 PM	0
3/2/2023	08:10 AM	0	3/2/2023	05:10 PM	0
3/2/2023	08:15 AM	0	3/2/2023	05:15 PM	0
3/2/2023	08:20 AM	0	3/2/2023	05:20 PM	0
3/2/2023	08:25 AM	0	3/2/2023	05:25 PM	0
3/2/2023	08:30 AM	0	3/2/2023	05:30 PM	0
3/2/2023	08:35 AM	0	3/2/2023	05:35 PM	0
3/2/2023	08:40 AM	0	3/2/2023	05:40 PM	0
3/2/2023	08:45 AM	0	3/2/2023	05:45 PM	0
3/2/2023	08:50 AM	0	3/2/2023	05:50 PM	0
3/2/2023	08:55 AM	0	3/2/2023	05:55 PM	0

*Metering Light Never Was On during AM or PM

Start Date: 3/2/2023

Start Time:

Site Code:

Station ID:

Location 1: I-280 SB OFF RAMP TO MOORPARK

Date	Time	QUEUE	Date	Time	QUEUE
3/2/2023	07:00 AM	0	3/2/2023	04:00 PM	0
3/2/2023	07:05 AM	0	3/2/2023	04:05 PM	0
3/2/2023	07:10 AM	2	3/2/2023	04:10 PM	0
3/2/2023	07:15 AM	0	3/2/2023	04:15 PM	6
3/2/2023	07:20 AM	0	3/2/2023	04:20 PM	0
3/2/2023	07:25 AM	4	3/2/2023	04:25 PM	8
3/2/2023	07:30 AM	0	3/2/2023	04:30 PM	0
3/2/2023	07:35 AM	3	3/2/2023	04:35 PM	9
3/2/2023	07:40 AM	8	3/2/2023	04:40 PM	6
3/2/2023	07:45 AM	0	3/2/2023	04:45 PM	0
3/2/2023	07:50 AM	11	3/2/2023	04:50 PM	7
3/2/2023	07:55 AM	1	3/2/2023	04:55 PM	7
3/2/2023	08:00 AM	4	3/2/2023	05:00 PM	0
3/2/2023	08:05 AM	6	3/2/2023	05:05 PM	3
3/2/2023	08:10 AM	6	3/2/2023	05:10 PM	0
3/2/2023	08:15 AM	0	3/2/2023	05:15 PM	7
3/2/2023	08:20 AM	12	3/2/2023	05:20 PM	10
3/2/2023	08:25 AM	6	3/2/2023	05:25 PM	3
3/2/2023	08:30 AM	0	3/2/2023	05:30 PM	17
3/2/2023	08:35 AM	9	3/2/2023	05:35 PM	0
3/2/2023	08:40 AM	0	3/2/2023	05:40 PM	8
3/2/2023	08:45 AM	2	3/2/2023	05:45 PM	6
3/2/2023	08:50 AM	14	3/2/2023	05:50 PM	0
3/2/2023	08:55 AM	0	3/2/2023	05:55 PM	20

Site Code: 6
OLIN AVE E.O SPAR AVE

EB

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	Pace Speed	Number in Pace
03/02/23	1	1	1	3	0	0	0	0	0	0	0	0	0	0	6	20-29	4
01:00	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1	19-28	1
02:00	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	14-23	1
03:00	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	*	1
04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
05:00	3	0	0	0	0	0	0	0	0	0	0	0	0	0	3	*	2
06:00	0	1	3	0	0	0	0	0	0	0	0	0	0	0	4	16-25	4
07:00	0	1	12	0	0	0	0	0	0	0	0	0	0	0	13	16-25	13
08:00	2	8	5	1	0	0	0	0	0	0	0	0	0	0	16	16-25	13
09:00	1	17	6	0	1	0	0	0	0	0	0	0	0	0	25	16-25	23
10:00	3	9	4	0	0	0	0	0	0	0	0	0	0	0	16	16-25	13
11:00	1	6	4	1	0	0	0	0	0	0	0	0	0	0	12	16-25	10
12 PM	3	13	4	1	0	0	0	0	0	0	0	0	0	0	21	16-25	17
13:00	1	21	7	2	0	0	0	0	0	0	0	0	0	0	31	16-25	28
14:00	1	18	5	0	1	0	0	0	0	0	0	0	0	0	25	16-25	23
15:00	2	12	15	3	0	0	0	0	0	0	0	0	0	0	32	16-25	27
16:00	5	11	12	2	1	0	1	0	0	0	0	0	0	0	32	16-25	23
17:00	1	19	11	3	0	0	0	0	0	0	0	0	0	0	34	16-25	30
18:00	5	12	11	1	0	0	0	0	0	0	0	0	0	0	29	16-25	23
19:00	5	12	5	0	1	0	0	0	0	0	0	0	0	0	23	16-25	17
20:00	1	2	7	0	0	0	0	0	0	0	0	0	0	0	10	16-25	9
21:00	4	2	2	2	0	0	0	0	0	0	0	0	0	0	10	21-30	4
22:00	0	2	1	0	0	0	0	0	0	0	0	0	0	0	3	14-23	3
23:00	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	*	1
Total	41	167	116	20	4	0	1	0	0	0	0	0	0	0	349		
Percent	11.7%	47.9%	33.2%	5.7%	1.1%	0.0%	0.3%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%			
AM Peak	05:00	09:00	07:00	00:00	09:00										09:00		
Vol.	3	17	12	3	1										25		
PM Peak	16:00	13:00	15:00	15:00	14:00		16:00								17:00		
Vol.	5	21	15	3	1		1								34		
Total	41	167	116	20	4	0	1	0	0	0	0	0	0	0	349		
Percent	11.7%	47.9%	33.2%	5.7%	1.1%	0.0%	0.3%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%			

15th Percentile : 15 MPH
50th Percentile : 18 MPH
85th Percentile : 23 MPH
95th Percentile : 26 MPH

Stats
10 MPH Pace Speed : 16-25 MPH
Number in Pace : 283
Percent in Pace : 81.1%
Number of Vehicles > 25 MPH : 25
Percent of Vehicles > 25 MPH : 7.2%
Mean Speed(Average) : 19 MPH

Site Code: 6
OLIN AVE E.O SPAR AVE

WB

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	Pace Speed	Number in Pace
03/02/23	1	0	2	0	0	0	0	0	0	0	0	0	0	0	3	15-24	2
01:00	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	14-23	1
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
03:00	1	0	1	0	0	0	0	0	0	0	0	0	0	0	2	*	1
04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
05:00	5	2	5	0	0	0	0	0	0	0	0	0	0	0	12	16-25	7
06:00	0	5	2	0	0	0	0	0	0	0	0	0	0	0	7	15-24	7
07:00	0	2	6	3	0	0	0	0	0	0	0	0	0	0	11	19-28	9
08:00	2	7	6	0	0	0	0	0	0	0	0	0	0	0	15	16-25	13
09:00	1	12	7	2	0	0	0	0	0	0	0	0	0	0	22	16-25	19
10:00	6	3	8	1	0	0	0	0	0	0	0	0	0	0	18	16-25	11
11:00	1	2	7	1	0	0	0	0	0	0	0	0	0	0	11	16-25	9
12 PM	1	8	11	0	0	0	0	0	0	0	0	0	0	0	20	16-25	19
13:00	4	7	13	0	0	0	0	0	0	0	0	0	0	0	24	16-25	20
14:00	1	11	6	2	0	0	0	0	0	0	0	0	0	0	20	16-25	17
15:00	0	12	10	2	0	0	0	0	0	0	0	0	0	0	24	16-25	22
16:00	1	8	10	0	1	0	0	0	0	0	0	0	0	0	20	16-25	18
17:00	0	5	9	2	0	0	0	0	0	0	0	0	0	0	16	16-25	14
18:00	4	14	6	1	0	0	0	0	0	0	0	0	0	0	25	16-25	20
19:00	12	3	3	1	0	0	0	0	0	0	0	0	0	0	19	1-10	8
20:00	0	4	4	0	0	0	0	0	0	0	0	0	0	0	8	16-25	8
21:00	6	3	2	1	0	0	0	0	0	0	0	0	0	0	12	16-25	5
22:00	0	5	6	0	0	0	0	0	0	0	0	0	0	0	11	16-25	11
23:00	0	1	1	1	0	0	0	0	0	0	0	0	0	0	3	14-23	2
Total	46	114	126	17	1	0	0	0	0	0	0	0	0	0	304		
Percent	15.1%	37.5%	41.4%	5.6%	0.3%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%			
AM Peak	10:00	09:00	10:00	07:00											09:00		
Vol.	6	12	8	3											22		
PM Peak	19:00	18:00	13:00	14:00	16:00										18:00		
Vol.	12	14	13	2	1										25		
Total	46	114	126	17	1	0	0	0	0	0	0	0	0	0	304		
Percent	15.1%	37.5%	41.4%	5.6%	0.3%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%			

15th Percentile : 14 MPH
50th Percentile : 19 MPH
85th Percentile : 23 MPH
95th Percentile : 25 MPH

Stats
10 MPH Pace Speed : 16-25 MPH
Number in Pace : 240
Percent in Pace : 78.9%
Number of Vehicles > 25 MPH : 18
Percent of Vehicles > 25 MPH : 5.9%
Mean Speed(Average) : 19 MPH

Site Code: 7
SPAR AVE N.O OLIN AVE

NB

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	Pace Speed	Number in Pace
03/02/23	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
03:00	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	14-23	1
04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
05:00	0	0	0	3	2	0	0	0	0	0	0	0	0	0	5	25-34	5
06:00	0	1	2	1	0	0	0	0	0	0	0	0	0	0	4	15-24	3
07:00	1	2	0	0	0	0	0	0	0	0	0	0	0	0	3	15-24	2
08:00	2	0	1	4	0	0	0	0	0	0	0	0	0	0	7	21-30	5
09:00	0	2	2	2	1	0	0	0	0	0	0	0	0	0	7	21-30	4
10:00	3	2	1	1	1	0	0	0	0	0	0	0	0	0	8	16-25	3
11:00	0	1	2	4	1	0	0	0	0	0	0	0	0	0	8	21-30	6
12 PM	3	3	5	4	0	0	0	0	0	0	0	0	0	0	15	19-28	9
13:00	0	6	2	1	0	0	0	0	0	0	0	0	0	0	9	16-25	8
14:00	3	6	4	1	0	0	0	0	0	0	0	0	0	0	14	16-25	10
15:00	0	1	7	4	0	0	0	0	0	0	0	0	0	0	12	21-30	11
16:00	2	2	5	2	1	0	0	0	0	0	0	0	0	0	12	21-30	7
17:00	0	3	4	3	0	0	0	0	0	0	0	0	0	0	10	16-25	7
18:00	3	5	4	4	1	0	0	0	0	0	0	0	0	0	17	16-25	9
19:00	2	1	0	3	0	0	0	0	0	0	0	0	0	0	6	20-29	3
20:00	0	1	6	0	0	0	0	0	0	0	0	0	0	0	7	16-25	7
21:00	1	1	3	1	0	0	0	0	0	0	0	0	0	0	6	21-30	4
22:00	2	3	3	3	0	0	0	0	0	0	0	0	0	0	11	15-24	6
23:00	0	1	1	0	0	0	0	0	0	0	0	0	0	0	2	14-23	2
Total	22	41	53	41	7	0	0	0	0	0	0	0	0	0	164		
Percent	13.4%	25.0%	32.3%	25.0%	4.3%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%			
AM Peak	10:00	07:00	06:00	08:00	05:00										10:00		
Vol.	3	2	2	4	2										8		
PM Peak	12:00	13:00	15:00	12:00	16:00										18:00		
Vol.	3	6	7	4	1										17		
Total	22	41	53	41	7	0	0	0	0	0	0	0	0	0	164		
Percent	13.4%	25.0%	32.3%	25.0%	4.3%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%			

15th Percentile : 15 MPH
50th Percentile : 21 MPH
85th Percentile : 27 MPH
95th Percentile : 29 MPH

Stats 10 MPH Pace Speed : 21-30 MPH
 Number in Pace : 94
 Percent in Pace : 57.3%
Number of Vehicles > 25 MPH : 48
Percent of Vehicles > 25 MPH : 29.3%
Mean Speed(Average) : 21 MPH

Site Code: 7
SPAR AVE N.O OLIN AVE

SB

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	Pace Speed	Number in Pace
03/02/23	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
05:00	0	0	0	1	1	0	0	0	0	0	0	0	0	0	2	24-33	2
06:00	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	14-23	1
07:00	2	1	2	5	2	0	0	0	0	0	0	0	0	0	12	26-35	7
08:00	3	4	1	2	1	0	0	0	0	0	0	0	0	0	11	14-23	5
09:00	6	3	5	5	0	1	0	0	0	0	0	0	0	0	20	20-29	10
10:00	1	2	3	1	0	0	0	0	0	0	0	0	0	0	7	16-25	5
11:00	0	1	5	2	0	0	0	0	0	0	0	0	0	0	8	21-30	7
12 PM	5	4	6	3	0	0	0	0	0	0	0	0	0	0	18	16-25	10
13:00	0	3	8	4	1	1	0	0	0	0	0	0	0	0	17	19-28	12
14:00	2	4	7	3	0	0	0	0	0	0	0	0	0	0	16	16-25	11
15:00	1	4	9	6	0	1	0	0	0	0	0	0	0	0	21	20-29	15
16:00	6	0	7	5	2	0	0	0	0	0	0	0	0	0	20	21-30	12
17:00	5	10	7	3	1	0	0	0	0	0	0	0	0	0	26	16-25	17
18:00	0	6	7	4	1	0	0	0	0	0	0	0	0	0	18	16-25	13
19:00	1	1	8	1	2	0	0	0	0	0	0	0	0	0	13	20-29	9
20:00	0	1	4	3	0	0	0	0	0	0	0	0	0	0	8	20-29	7
21:00	2	2	0	0	1	0	0	0	0	0	0	0	0	0	5	11-20	3
22:00	1	2	1	1	0	0	0	0	0	0	0	0	0	0	5	16-25	3
23:00	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	14-23	1
Total	35	48	82	49	12	3	0	0	0	0	0	0	0	0	229		
Percent	15.3%	21.0%	35.8%	21.4%	5.2%	1.3%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%			
AM Peak	09:00	08:00	09:00	07:00	07:00	09:00									09:00		
Vol.	6	4	5	5	2	1									20		
PM Peak	16:00	17:00	15:00	15:00	16:00	13:00									17:00		
Vol.	6	10	9	6	2	1									26		
Total	35	48	82	49	12	3	0	0	0	0	0	0	0	0	229		
Percent	15.3%	21.0%	35.8%	21.4%	5.2%	1.3%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%			

15th Percentile : 14 MPH
50th Percentile : 21 MPH
85th Percentile : 28 MPH
95th Percentile : 31 MPH

Stats 10 MPH Pace Speed : 21-30 MPH
 Number in Pace : 131
 Percent in Pace : 57.2%
Number of Vehicles > 25 MPH : 64
Percent of Vehicles > 25 MPH : 27.9%
Mean Speed(Average) : 21 MPH

Site Code: 7
SPAR AVE N.O OLIN AVE

Start Time	02-Mar-23 Thu	NB	SB							Total
12:00 AM		0	0							0
01:00		0	0							0
02:00		0	0							0
03:00		1	0							1
04:00		0	0							0
05:00		5	2							7
06:00		4	1							5
07:00		3	12							15
08:00		7	11							18
09:00		7	20							27
10:00		8	7							15
11:00		8	8							16
12:00 PM		15	18							33
01:00		9	17							26
02:00		14	16							30
03:00		12	21							33
04:00		12	20							32
05:00		10	26							36
06:00		17	18							35
07:00		6	13							19
08:00		7	8							15
09:00		6	5							11
10:00		11	5							16
11:00		2	1							3
Total		164	229							393
Percent		41.7%	58.3%							
AM Peak	-	10:00	09:00	-	-	-	-	-	-	09:00
Vol.	-	8	20	-	-	-	-	-	-	27
PM Peak	-	18:00	17:00	-	-	-	-	-	-	17:00
Vol.	-	17	26	-	-	-	-	-	-	36
Grand Total		164	229							393
Percent		41.7%	58.3%							
ADT		ADT 393		AADT 393						

Site Code: 8
HANSON AVE S.O SPAR AVE

NB

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	Pace Speed	Number in Pace
03/02/23	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
05:00	0	0	0	0	2	0	0	0	0	0	0	0	0	0	2	25-34	2
06:00	0	0	1	0	1	0	0	0	0	0	0	0	0	0	2	14-23	1
07:00	2	1	1	3	0	0	0	0	0	0	0	0	0	0	7	20-29	4
08:00	3	2	1	1	0	0	0	0	0	0	0	0	0	0	7	16-25	3
09:00	1	2	0	3	0	0	0	0	0	0	0	0	0	0	6	19-28	3
10:00	1	0	1	0	0	0	0	0	0	0	0	0	0	0	2	*	1
11:00	0	0	3	2	0	0	0	0	0	0	0	0	0	0	5	20-29	5
12 PM	0	0	1	1	0	0	0	0	0	0	0	0	0	0	2	19-28	2
13:00	0	2	3	1	1	1	0	0	0	0	0	0	0	0	8	16-25	5
14:00	2	2	2	3	0	0	0	0	0	0	0	0	0	0	9	19-28	5
15:00	3	4	7	1	1	0	0	0	0	0	0	0	0	0	16	16-25	11
16:00	0	1	1	0	1	0	0	0	0	0	0	0	0	0	3	14-23	2
17:00	0	1	2	4	0	0	0	0	0	0	0	0	0	0	7	21-30	6
18:00	3	0	1	1	0	0	0	0	0	0	0	0	0	0	5	21-30	2
19:00	0	0	0	2	0	0	0	0	0	0	0	0	0	0	2	20-29	2
20:00	0	0	1	1	0	0	0	0	0	0	0	0	0	0	2	19-28	2
21:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
22:00	1	0	1	0	0	0	0	0	0	0	0	0	0	0	2	*	1
23:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
Total	16	15	26	23	6	1	0	0	0	0	0	0	0	0	87		
Percent	18.4%	17.2%	29.9%	26.4%	6.9%	1.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%			
AM Peak	08:00	08:00	11:00	07:00	05:00										07:00		
Vol.	3	2	3	3	2										7		
PM Peak	15:00	15:00	15:00	17:00	13:00	13:00									15:00		
Vol.	3	4	7	4	1	1									16		
Total	16	15	26	23	6	1	0	0	0	0	0	0	0	0	87		
Percent	18.4%	17.2%	29.9%	26.4%	6.9%	1.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%			

15th Percentile : 12 MPH
50th Percentile : 22 MPH
85th Percentile : 28 MPH
95th Percentile : 32 MPH

Stats
10 MPH Pace Speed : 21-30 MPH
Number in Pace : 49
Percent in Pace : 56.3%
Number of Vehicles > 25 MPH : 30
Percent of Vehicles > 25 MPH : 34.5%
Mean Speed(Average) : 22 MPH

Site Code: 8
HANSON AVE S.O SPAR AVE

SB

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	Pace Speed	Number in Pace
03/02/23	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
03:00	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	14-23	1
04:00	0	2	1	0	0	0	0	0	0	0	0	0	0	0	3	14-23	3
05:00	0	0	2	5	1	0	0	0	0	0	0	0	0	0	8	21-30	7
06:00	1	2	2	3	0	0	0	0	0	0	0	0	0	0	8	19-28	5
07:00	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	*	1
08:00	4	3	0	0	0	0	0	0	0	0	0	0	0	0	7	12-21	4
09:00	1	2	1	0	0	0	0	0	0	0	0	0	0	0	4	13-22	3
10:00	1	3	0	0	2	0	0	0	0	0	0	0	0	0	6	15-24	3
11:00	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1	19-28	1
12 PM	1	2	1	1	0	0	0	0	0	0	0	0	0	0	5	16-25	3
13:00	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	14-23	1
14:00	1	2	5	0	0	0	0	0	0	0	0	0	0	0	8	16-25	7
15:00	1	1	3	1	0	0	0	0	0	0	0	0	0	0	6	21-30	4
16:00	0	1	6	0	0	0	0	0	0	0	0	0	0	0	7	16-25	7
17:00	1	2	2	2	1	0	0	0	0	0	0	0	0	0	8	21-30	4
18:00	1	5	0	1	0	0	0	0	0	0	0	0	0	0	7	16-25	5
19:00	2	0	0	1	0	0	0	0	0	0	0	0	0	0	3	8-17	1
20:00	1	0	0	1	1	0	0	0	0	0	0	0	0	0	3	24-33	2
21:00	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2	10-19	2
22:00	0	1	2	2	1	0	0	0	0	0	0	0	0	0	6	21-30	4
23:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
Total	16	28	27	18	6	0	0	0	0	0	0	0	0	0	95		
Percent	16.8%	29.5%	28.4%	18.9%	6.3%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%			
AM Peak	08:00	08:00	05:00	05:00	10:00										05:00		
Vol.	4	3	2	5	2										8		
PM Peak	19:00	18:00	16:00	17:00	17:00										14:00		
Vol.	2	5	6	2	1										8		
Total	16	28	27	18	6	0	0	0	0	0	0	0	0	0	95		
Percent	16.8%	29.5%	28.4%	18.9%	6.3%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%			

15th Percentile : 13 MPH
50th Percentile : 20 MPH
85th Percentile : 27 MPH
95th Percentile : 31 MPH

Stats
10 MPH Pace Speed : 16-25 MPH
Number in Pace : 55
Percent in Pace : 57.9%
Number of Vehicles > 25 MPH : 24
Percent of Vehicles > 25 MPH : 25.3%
Mean Speed(Average) : 21 MPH

Site Code: 8
HANSON AVE S.O SPAR AVE

Start Time	02-Mar-23 Thu	NB	SB							Total
12:00 AM		0	0							0
01:00		0	0							0
02:00		0	0							0
03:00		0	1							1
04:00		0	3							3
05:00		2	8							10
06:00		2	8							10
07:00		7	1							8
08:00		7	7							14
09:00		6	4							10
10:00		2	6							8
11:00		5	1							6
12:00 PM		2	5							7
01:00		8	1							9
02:00		9	8							17
03:00		16	6							22
04:00		3	7							10
05:00		7	8							15
06:00		5	7							12
07:00		2	3							5
08:00		2	3							5
09:00		0	2							2
10:00		2	6							8
11:00		0	0							0
Total		87	95							182
Percent		47.8%	52.2%							
AM Peak	-	07:00	05:00	-	-	-	-	-	-	08:00
Vol.	-	7	8	-	-	-	-	-	-	14
PM Peak	-	15:00	14:00	-	-	-	-	-	-	15:00
Vol.	-	16	8	-	-	-	-	-	-	22
Grand Total		87	95							182
Percent		47.8%	52.2%							
ADT		ADT 182		AADT 182						

Appendix D – San Jose Approved Trip Inventory

AM PROJECT TRIPS

02/21/2023

Intersection of : Stevens Creek Bl & N Winchester Bl & S Winchester Bl**Traffic Node Number :** 3118

Permit No./Proposed Land Use/Description/Location	M09 NBL	M08 NBT	M07 NBR	M03 SBL	M02 SBT	M01 SBR	M12 EBL	M11 EBT	M10 EBR	M06 WBL	M05 WBT	M04 WBR
18-144688 TA (3-00848) Mixed Use 425 Winchester Blvd Hotel	0	0	0	0	0	0	0	24	0	0	49	0
21-040082 TA (3-02236) Mixed Use 425 Winchester Blvd Hotel	-1	0	0	0	0	-1	0	13	0	0	3	0
H06-027 (3-05161) Retail/Commercial N/S OF STEVENS CREEK BLVD BETW WINCHESTER BLVD . VALLEY FAIR EXPANSION	0	11	25	29	7	2	4	13	0	16	9	26
H16-010 (3-01327) Retail/Commercial 2850 STEVENS CREEK BLVD. STEVENS CREEK BOUTIQUE HOTEL	0	0	9	2	0	0	0	7	0	0	4	0
NSJ LEGACY NORTH SAN JOSE	3	20	2	0	0	0	0	2	0	2	9	2
PD15-059 LEGACY	38	5	75	0	5	0	0	0	6	23	0	0
PD17-014 (3-02236) LEGACY 4300 STEVENS CREEK BLVD FORT BAY	2	0	0	0	0	6	1	23	0	0	34	0

AM PROJECT TRIPS

02/21/2023

Intersection of : Stevens Creek Bl & N Winchester Bl & S Winchester Bl**Traffic Node Number :** 3118

Permit No./Proposed Land Use/Description/Location	M09 NBL	M08 NBT	M07 NBR	M03 SBL	M02 SBT	M01 SBR	M12 EBL	M11 EBT	M10 EBR	M06 WBL	M05 WBT	M04 WBR
PDC12-009 (3-06815) Retail/Commercial STEVENS CREEK & WINCHESTER (SE/C) SANTANA ROW	6	8	9	0	45	0	0	0	34	50	0	0
PDC14-040 (3-01388) LEGACY 863-917 WINCHESTER BLVD WINCHESTER RESERVE	0	0	0	0	0	0	0	0	0	0	0	0
PDC14-068 (3-10478) Retail/Commercial 3161 OLSEN DRIVE SANTANA WEST	4	13	29	0	107	0	0	0	40	242	0	0
PDC97-036 RET (3-06815) Retail/Commercial STEVENS CREEK & WINCHESTER (SE/C) SANTANA ROW	1	1	0	0	2	0	0	0	2	0	0	0
TOTAL:	53	58	149	31	166	7	5	82	82	333	108	28

	LEFT	THRU	RIGHT
NORTH	31	166	7
EAST	333	108	28
SOUTH	53	58	149
WEST	5	82	82

PM PROJECT TRIPS

02/21/2023

Intersection of : Stevens Creek Bl & N Winchester Bl & S Winchester Bl**Traffic Node Number :** 3118

Permit No./Proposed Land Use/Description/Location	M09 NBL	M08 NBT	M07 NBR	M03 SBL	M02 SBT	M01 SBR	M12 EBL	M11 EBT	M10 EBR	M06 WBL	M05 WBT	M04 WBR
18-144688 TA (3-00848) Mixed Use 425 Winchester Blvd Hotel	0	0	0	0	0	0	0	55	0	0	42	0
21-040082 TA (3-02236) Mixed Use 425 Winchester Blvd Hotel	0	0	0	0	0	-1	-2	0	-2	0	10	0
H06-027 (3-05161) Retail/Commercial N/S OF STEVENS CREEK BLVD BETW WINCHESTER BLVD . VALLEY FAIR EXPANSION	0	38	86	120	41	14	13	46	0	93	50	122
H16-010 (3-01327) Retail/Commercial 2850 STEVENS CREEK BLVD. STEVENS CREEK BOUTIQUE HOTEL	0	0	8	0	0	0	0	5	0	0	4	-1
NSJ LEGACY NORTH SAN JOSE	1	1	1	3	10	1	0	3	1	14	22	5
PD15-059 LEGACY	34	10	60	0	12	0	0	0	19	78	0	0
PD17-014 (3-02236) LEGACY 4300 STEVENS CREEK BLVD FORT BAY	0	0	0	0	0	0	4	31	1	0	23	0

PM PROJECT TRIPS

02/21/2023

Intersection of : Stevens Creek Bl & N Winchester Bl & S Winchester Bl**Traffic Node Number :** 3118

Permit No./Proposed Land Use/Description/Location	M09 NBL	M08 NBT	M07 NBR	M03 SBL	M02 SBT	M01 SBR	M12 EBL	M11 EBT	M10 EBR	M06 WBL	M05 WBT	M04 WBR
PDC12-009 (3-06815) Retail/Commercial STEVENS CREEK & WINCHESTER (SE/C) SANTANA ROW	32	43	48	0	25	0	0	0	19	29	0	0
PDC14-040 (3-01388) LEGACY 863-917 WINCHESTER BLVD WINCHESTER RESERVE	0	0	0	0	0	0	0	0	0	0	0	0
PDC14-068 (3-10478) Retail/Commercial 3161 OLSEN DRIVE SANTANA WEST	35	95	215	0	17	0	0	0	6	40	0	0
PDC97-036 RET (3-06815) Retail/Commercial STEVENS CREEK & WINCHESTER (SE/C) SANTANA ROW	6	8	1	0	8	0	0	0	6	1	0	0
TOTAL:	108	195	419	123	113	14	15	140	50	255	151	126

	LEFT	THRU	RIGHT
NORTH	123	113	14
EAST	255	151	126
SOUTH	108	195	419
WEST	15	140	50

[illegible]

AM PROJECT TRIPS

02/21/2023

Intersection of : N Monroe St / S Monroe St & Stevens Creek Bl**Traffic Node Number** : 3702

Permit No./Proposed Land Use/Description/Location	M09 NBL	M08 NBT	M07 NBR	M03 SBL	M02 SBT	M01 SBR	M12 EBL	M11 EBT	M10 EBR	M06 WBL	M05 WBT	M04 WBR
PDC14-068 (3-10478) Retail/Commercial 3161 OLSEN DRIVE SANTANA WEST	0	0	19	0	1	2	0	29	0	159	239	0
PDC97-036 RET (3-06815) Retail/Commercial STEVENS CREEK & WINCHESTER (SE/C) SANTANA ROW	0	0	4	0	0	0	0	1	0	7	2	0
TOTAL:	5	17	43	34	13	26	21	192	0	299	407	54

	LEFT	THRU	RIGHT
NORTH	34	13	26
EAST	299	407	54
SOUTH	5	17	43
WEST	21	192	0

[illegible]

PM PROJECT TRIPS

02/21/2023

Intersection of : N Monroe St / S Monroe St & Stevens Creek Bl**Traffic Node Number :** 3702

Permit No./Proposed Land Use/Description/Location	M09 NBL	M08 NBT	M07 NBR	M03 SBL	M02 SBT	M01 SBR	M12 EBL	M11 EBT	M10 EBR	M06 WBL	M05 WBT	M04 WBR
PDC14-068 (3-10478) Retail/Commercial 3161 OLSEN DRIVE SANTANA WEST	0	1	142	0	0	0	2	213	0	27	40	0
PDC97-036 RET (3-06815) Retail/Commercial STEVENS CREEK & WINCHESTER (SE/C) SANTANA ROW	0	0	23	0	0	0	0	6	0	23	6	0
TOTAL:	3	61	276	199	65	99	103	566	0	148	402	190

	LEFT	THRU	RIGHT
NORTH	199	65	99
EAST	148	402	190
SOUTH	3	61	276
WEST	103	566	0

AM PROJECT TRIPS

02/21/2023

Intersection of : Moorpark Av & S Winchester Bl**Traffic Node Number** : 3711

Permit No./Proposed Land Use/Description/Location	M09 NBL	M08 NBT	M07 NBR	M03 SBL	M02 SBT	M01 SBR	M12 EBL	M11 EBT	M10 EBR	M06 WBL	M05 WBT	M04 WBR
H06-027 (3-05161) Retail/Commercial N/S OF STEVENS CREEK BLVD BETW WINCHESTER BLVD . VALLEY FAIR EXPANSION	0	21	0	0	14	6	31	0	0	0	0	0
H16-010 (3-01327) Retail/Commercial 2850 STEVENS CREEK BLVD. STEVENS CREEK BOUTIQUE HOTEL	0	3	0	0	2	0	9	0	0	0	0	0
NSJ LEGACY NORTH SAN JOSE	1	19	7	0	1	0	3	5	1	0	1	1
PD15-059 LEGACY	0	2	0	0	1	0	8	0	0	0	0	0
PDC12-009 (3-06815) Retail/Commercial STEVENS CREEK & WINCHESTER (SE/C) SANTANA ROW	0	26	0	1	4	2	45	0	0	0	0	3
PDC14-040 (3-01388) LEGACY 863-917 WINCHESTER BLVD WINCHESTER RESERVE	0	0	0	0	0	0	0	0	0	0	0	0
PDC14-068 (3-10478) Retail/Commercial 3161 OLSEN DRIVE SANTANA WEST	0	61	0	1	7	3	107	0	0	0	0	8

AM PROJECT TRIPS

02/21/2023

Intersection of : Moorpark Av & S Winchester Bl**Traffic Node Number** : 3711

Permit No./Proposed Land Use/Description/Location	M09 NBL	M08 NBT	M07 NBR	M03 SBL	M02 SBT	M01 SBR	M12 EBL	M11 EBT	M10 EBR	M06 WBL	M05 WBT	M04 WBR
PDC97-036 RET (3-06815) Retail/Commercial STEVENS CREEK & WINCHESTER (SE/C) SANTANA ROW	0	1	0	0	1	0	2	0	0	0	0	0
TOTAL:	1	133	7	2	30	11	205	5	1	0	1	12

	LEFT	THRU	RIGHT
NORTH	2	30	11
EAST	0	1	12
SOUTH	1	133	7
WEST	205	5	1

PM PROJECT TRIPS

02/21/2023

Intersection of : Moorpark Av & S Winchester Bl**Traffic Node Number** : 3711

Permit No./Proposed Land Use/Description/Location	M09 NBL	M08 NBT	M07 NBR	M03 SBL	M02 SBT	M01 SBR	M12 EBL	M11 EBT	M10 EBR	M06 WBL	M05 WBT	M04 WBR
H06-027 (3-05161) Retail/Commercial N/S OF STEVENS CREEK BLVD BETW WINCHESTER BLVD . VALLEY FAIR EXPANSION	0	56	0	1	60	27	81	0	0	0	0	1
H16-010 (3-01327) Retail/Commercial 2850 STEVENS CREEK BLVD. STEVENS CREEK BOUTIQUE HOTEL	0	2	0	0	2	0	9	0	0	0	0	0
NSJ LEGACY NORTH SAN JOSE	0	3	2	4	20	3	0	2	0	4	4	2
PD15-059 LEGACY	0	5	0	1	5	2	29	0	0	0	0	1
PDC12-009 (3-06815) Retail/Commercial STEVENS CREEK & WINCHESTER (SE/C) SANTANA ROW	0	15	0	3	24	12	25	0	0	0	0	2
PDC14-040 (3-01388) LEGACY 863-917 WINCHESTER BLVD WINCHESTER RESERVE	0	0	0	0	0	0	0	0	0	0	0	0
PDC14-068 (3-10478) Retail/Commercial 3161 OLSEN DRIVE SANTANA WEST	0	10	0	6	54	27	17	0	0	0	0	1

PM PROJECT TRIPS

02/21/2023

Intersection of : Moorpark Av & S Winchester Bl**Traffic Node Number** : 3711

Permit No./Proposed Land Use/Description/Location	M09 NBL	M08 NBT	M07 NBR	M03 SBL	M02 SBT	M01 SBR	M12 EBL	M11 EBT	M10 EBR	M06 WBL	M05 WBT	M04 WBR
PDC97-036 RET (3-06815) Retail/Commercial STEVENS CREEK & WINCHESTER (SE/C) SANTANA ROW	0	4	0	1	4	2	8	0	0	0	0	1
TOTAL:	0	95	2	16	169	73	169	2	0	4	4	8

	LEFT	THRU	RIGHT
NORTH	16	169	73
EAST	4	4	8
SOUTH	0	95	2
WEST	169	2	0

AM PROJECT TRIPS

02/21/2023

Intersection of : Olin Av & S Winchester Bl**Traffic Node Number** : 3726

Permit No./Proposed Land Use/Description/Location	M09 NBL	M08 NBT	M07 NBR	M03 SBL	M02 SBT	M01 SBR	M12 EBL	M11 EBT	M10 EBR	M06 WBL	M05 WBT	M04 WBR
H06-027 (3-05161) Retail/Commercial N/S OF STEVENS CREEK BLVD BETW WINCHESTER BLVD . VALLEY FAIR EXPANSION	0	36	0	0	2	0	0	0	0	0	0	0
H16-010 (3-01327) Retail/Commercial 2850 STEVENS CREEK BLVD. STEVENS CREEK BOUTIQUE HOTEL	0	9	0	0	0	0	0	0	0	0	0	0
NSJ LEGACY NORTH SAN JOSE	0	26	0	0	4	0	0	0	0	0	0	0
PD15-059 LEGACY	0	17	0	33	24	0	0	0	0	0	0	0
PDC12-009 (3-06815) Retail/Commercial STEVENS CREEK & WINCHESTER (SE/C) SANTANA ROW	0	22	0	0	129	0	0	0	0	0	0	0
PDC14-068 (3-10478) Retail/Commercial 3161 OLSEN DRIVE SANTANA WEST	84	28	0	0	234	156	18	0	9	0	0	0
PDC97-036 RET (3-06815) Retail/Commercial STEVENS CREEK & WINCHESTER (SE/C) SANTANA ROW	0	2	0	0	4	0	0	0	0	0	0	0

TOTAL:	84	140	0	33	397	156	18	0	9	0	0	0
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	LEFT	THRU	RIGHT
NORTH	33	397	156
EAST	0	0	0
SOUTH	84	140	0
WEST	18	0	9

PM PROJECT TRIPS

02/21/2023

Intersection of : Olin Av & S Winchester Bl**Traffic Node Number** : 3726

Permit No./Proposed Land Use/Description/Location	M09 NBL	M08 NBT	M07 NBR	M03 SBL	M02 SBT	M01 SBR	M12 EBL	M11 EBT	M10 EBR	M06 WBL	M05 WBT	M04 WBR
H06-027 (3-05161) Retail/Commercial N/S OF STEVENS CREEK BLVD BETW WINCHESTER BLVD . VALLEY FAIR EXPANSION	0	93	0	0	3	0	0	0	0	0	0	0
H16-010 (3-01327) Retail/Commercial 2850 STEVENS CREEK BLVD. STEVENS CREEK BOUTIQUE HOTEL	0	8	0	0	0	0	0	0	0	0	0	0
NSJ LEGACY NORTH SAN JOSE	0	3	0	1	24	0	0	0	0	0	0	0
PD15-059 LEGACY	0	54	0	10	23	0	0	0	0	0	0	0
PDC12-009 (3-06815) Retail/Commercial STEVENS CREEK & WINCHESTER (SE/C) SANTANA ROW	0	123	0	0	73	0	0	0	0	0	0	0
PDC14-068 (3-10478) Retail/Commercial 3161 OLSEN DRIVE SANTANA WEST	13	209	0	0	40	25	139	0	75	0	0	0
PDC97-036 RET (3-06815) Retail/Commercial STEVENS CREEK & WINCHESTER (SE/C) SANTANA ROW	0	15	0	0	15	0	0	0	0	0	0	0

TOTAL:	13	505	0	11	178	25	139	0	75	0	0	0
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	LEFT	THRU	RIGHT
NORTH	11	178	25
EAST	0	0	0
SOUTH	13	505	0
WEST	139	0	75

AM PROJECT TRIPS

02/21/2023

Intersection of : Olsen Dr & S Winchester Bl**Traffic Node Number** : 3727

Permit No./Proposed Land Use/Description/Location	M09 NBL	M08 NBT	M07 NBR	M03 SBL	M02 SBT	M01 SBR	M12 EBL	M11 EBT	M10 EBR	M06 WBL	M05 WBT	M04 WBR
H06-027 (3-05161) Retail/Commercial N/S OF STEVENS CREEK BLVD BETW WINCHESTER BLVD . VALLEY FAIR EXPANSION	0	36	0	0	23	0	0	0	0	0	0	0
H16-010 (3-01327) Retail/Commercial 2850 STEVENS CREEK BLVD. STEVENS CREEK BOUTIQUE HOTEL	0	9	0	0	0	0	0	0	0	0	0	0
NSJ LEGACY NORTH SAN JOSE	1	25	0	0	4	0	0	0	0	0	0	0
PD15-059 LEGACY	0	17	0	0	24	0	0	0	0	0	0	0
PDC12-009 (3-06815) Retail/Commercial STEVENS CREEK & WINCHESTER (SE/C) SANTANA ROW	0	0	0	129	0	0	0	0	0	12	0	22
PDC14-040 (3-01388) LEGACY 863-917 WINCHESTER BLVD WINCHESTER RESERVE	0	0	0	0	0	0	0	0	0	0	0	0
PDC14-068 (3-10478) Retail/Commercial 3161 OLSEN DRIVE SANTANA WEST	253	84	0	0	9	234	28	0	30	0	0	0

AM PROJECT TRIPS

02/21/2023

Intersection of : Olsen Dr & S Winchester Bl**Traffic Node Number** : 3727

Permit No./Proposed Land Use/Description/Location	M09 NBL	M08 NBT	M07 NBR	M03 SBL	M02 SBT	M01 SBR	M12 EBL	M11 EBT	M10 EBR	M06 WBL	M05 WBT	M04 WBR
PDC97-036 RET (3-06815) Retail/Commercial STEVENS CREEK & WINCHESTER (SE/C) SANTANA ROW	0	1	0	2	2	0	0	0	0	0	0	1
TOTAL:	254	172	0	131	62	234	28	0	30	12	0	23

	LEFT	THRU	RIGHT
NORTH	131	62	234
EAST	12	0	23
SOUTH	254	172	0
WEST	28	0	30

PM PROJECT TRIPS

02/21/2023

Intersection of : Olsen Dr & S Winchester Bl**Traffic Node Number** : 3727

Permit No./Proposed Land Use/Description/Location	M09 NBL	M08 NBT	M07 NBR	M03 SBL	M02 SBT	M01 SBR	M12 EBL	M11 EBT	M10 EBR	M06 WBL	M05 WBT	M04 WBR
H06-027 (3-05161) Retail/Commercial N/S OF STEVENS CREEK BLVD BETW WINCHESTER BLVD . VALLEY FAIR EXPANSION	0	93	0	0	101	0	0	0	0	0	0	0
H16-010 (3-01327) Retail/Commercial 2850 STEVENS CREEK BLVD. STEVENS CREEK BOUTIQUE HOTEL	0	8	0	0	0	0	0	0	0	0	0	0
NSJ LEGACY NORTH SAN JOSE	0	3	0	0	25	0	0	0	0	0	0	0
PD15-059 LEGACY	0	54	0	0	23	0	0	0	0	0	0	0
PDC12-009 (3-06815) Retail/Commercial STEVENS CREEK & WINCHESTER (SE/C) SANTANA ROW	0	0	0	73	0	0	0	0	0	70	0	123
PDC14-040 (3-01388) LEGACY 863-917 WINCHESTER BLVD WINCHESTER RESERVE	0	0	0	0	0	0	0	0	0	0	0	0
PDC14-068 (3-10478) Retail/Commercial 3161 OLSEN DRIVE SANTANA WEST	42	14	0	0	76	39	208	0	226	0	0	0

PM PROJECT TRIPS

02/21/2023

Intersection of : Olsen Dr & S Winchester Bl**Traffic Node Number** : 3727

Permit No./Proposed Land Use/Description/Location	M09 NBL	M08 NBT	M07 NBR	M03 SBL	M02 SBT	M01 SBR	M12 EBL	M11 EBT	M10 EBR	M06 WBL	M05 WBT	M04 WBR
PDC97-036 RET (3-06815) Retail/Commercial STEVENS CREEK & WINCHESTER (SE/C) SANTANA ROW	0	7	0	8	7	0	0	0	0	0	0	8
TOTAL:	42	179	0	81	232	39	208	0	226	70	0	131

	LEFT	THRU	RIGHT
NORTH	81	232	39
EAST	70	0	131
SOUTH	42	179	0
WEST	208	0	226

AM PROJECT TRIPS

02/21/2023

Intersection of : NB 280 From Winchester Rp & Tisch Wy & S Winchester Bl**Traffic Node Number** : 3829

Permit No./Proposed Land Use/Description/Location	M09 NBL	M08 NBT	M07 NBR	M03 SBL	M02 SBT	M01 SBR	M12 EBL	M11 EBT	M10 EBR	M06 WBL	M05 WBT	M04 WBR
H06-027 (3-05161) Retail/Commercial N/S OF STEVENS CREEK BLVD BETW WINCHESTER BLVD . VALLEY FAIR EXPANSION	0	36	17	0	15	8	0	0	0	5	5	0
H16-010 (3-01327) Retail/Commercial 2850 STEVENS CREEK BLVD. STEVENS CREEK BOUTIQUE HOTEL	0	9	4	0	0	0	0	0	0	2	6	0
NSJ LEGACY NORTH SAN JOSE	6	16	3	0	3	1	0	0	0	0	0	0
PD15-059 LEGACY	0	11	0	0	1	23	0	0	0	0	0	6
PDC12-009 (3-06815) Retail/Commercial STEVENS CREEK & WINCHESTER (SE/C) SANTANA ROW	0	74	0	0	7	5	0	0	0	0	0	59
PDC14-040 (3-01388) LEGACY 863-917 WINCHESTER BLVD WINCHESTER RESERVE	0	0	0	0	0	0	0	0	0	0	0	0
PDC14-068 (3-10478) Retail/Commercial 3161 OLSEN DRIVE SANTANA WEST	0	177	0	19	12	9	0	0	0	0	0	161

AM PROJECT TRIPS

02/21/2023

Intersection of : NB 280 From Winchester Rp & Tisch Wy & S Winchester Bl**Traffix Node Number** : 3829

Permit No./Proposed Land Use/Description/Location	M09 NBL	M08 NBT	M07 NBR	M03 SBL	M02 SBT	M01 SBR	M12 EBL	M11 EBT	M10 EBR	M06 WBL	M05 WBT	M04 WBR
PDC97-036 RET (3-06815) Retail/Commercial STEVENS CREEK & WINCHESTER (SE/C) SANTANA ROW	0	0	4	2	0	0	0	0	0	1	1	1
TOTAL:	6	323	28	21	38	46	0	0	0	8	12	227

	LEFT	THRU	RIGHT
NORTH	21	38	46
EAST	8	12	227
SOUTH	6	323	28
WEST	0	0	0

PM PROJECT TRIPS

02/21/2023

Intersection of : NB 280 From Winchester Rp & Tisch Wy & S Winchester Bl**Traffic Node Number** : 3829

Permit No./Proposed Land Use/Description/Location	M09 NBL	M08 NBT	M07 NBR	M03 SBL	M02 SBT	M01 SBR	M12 EBL	M11 EBT	M10 EBR	M06 WBL	M05 WBT	M04 WBR
H06-027 (3-05161) Retail/Commercial N/S OF STEVENS CREEK BLVD BETW WINCHESTER BLVD . VALLEY FAIR EXPANSION	0	93	45	0	65	36	0	0	0	24	24	0
H16-010 (3-01327) Retail/Commercial 2850 STEVENS CREEK BLVD. STEVENS CREEK BOUTIQUE HOTEL	0	8	3	0	0	0	0	0	0	2	9	0
NSJ LEGACY NORTH SAN JOSE	1	2	0	0	20	5	0	0	0	0	0	0
PD15-059 LEGACY	0	35	0	0	8	15	0	0	0	0	0	20
PDC12-009 (3-06815) Retail/Commercial STEVENS CREEK & WINCHESTER (SE/C) SANTANA ROW	0	42	0	0	40	31	0	0	0	0	0	33
PDC14-040 (3-01388) LEGACY 863-917 WINCHESTER BLVD WINCHESTER RESERVE	0	0	0	0	0	0	0	0	0	0	0	0
PDC14-068 (3-10478) Retail/Commercial 3161 OLSEN DRIVE SANTANA WEST	0	30	0	143	89	68	0	0	0	0	0	27

PM PROJECT TRIPS

02/21/2023

Intersection of : NB 280 From Winchester Rp & Tisch Wy & S Winchester Bl**Traffic Node Number** : 3829

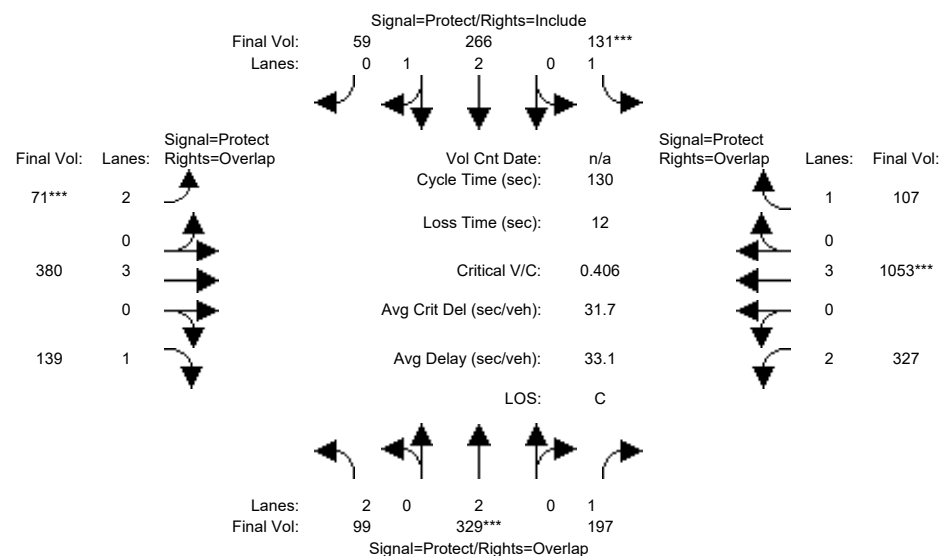
Permit No./Proposed Land Use/Description/Location	M09 NBL	M08 NBT	M07 NBR	M03 SBL	M02 SBT	M01 SBR	M12 EBL	M11 EBT	M10 EBR	M06 WBL	M05 WBT	M04 WBR
PDC97-036 RET (3-06815) Retail/Commercial STEVENS CREEK & WINCHESTER (SE/C) SANTANA ROW	0	0	13	7	0	0	0	0	0	7	6	7
TOTAL:	1	210	61	150	222	155	0	0	0	33	39	87

	LEFT	THRU	RIGHT
NORTH	150	222	155
EAST	33	39	87
SOUTH	1	210	61
WEST	0	0	0

Appendix E – TRAFFIX Intersection Operations Analysis

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

Intersection #1: Winchester / Stevens Creek



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

Volume Module:

Base Vol:	99	329	197	131	266	59	71	380	139	327	1053	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:	99	329	197	131	266	59	71	380	139	327	1053	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:	99	329	197	131	266	59	71	380	139	327	1053	107
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	99	329	197	131	266	59	71	380	139	327	1053	107
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	99	329	197	131	266	59	71	380	139	327	1053	107

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.92	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92
Lanes:	2.00	2.00	1.00	1.00	2.42	0.58	2.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	3150	3800	1750	1750	4594	1019	3150	5700	1750	3150	5700	1750

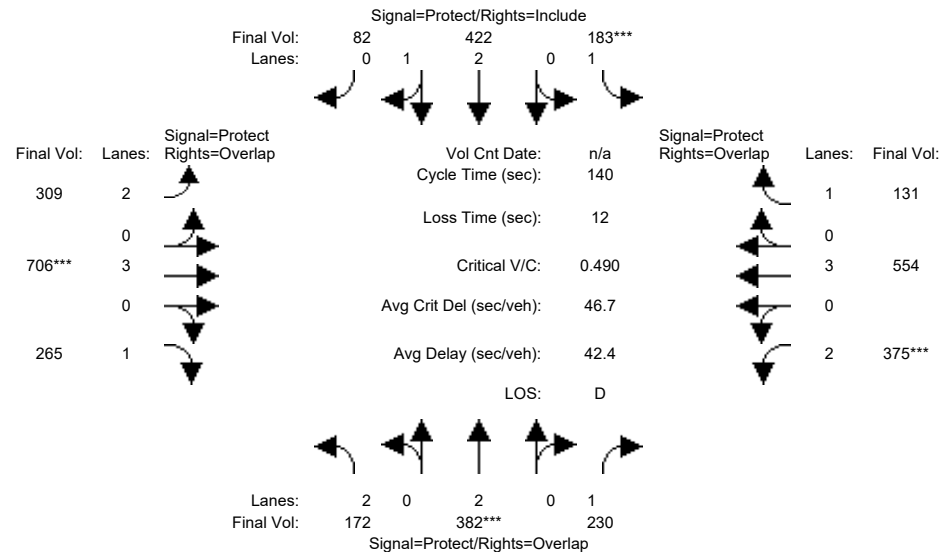
Capacity Analysis Module:

Vol/Sat:	0.03	0.09	0.11	0.07	0.06	0.06	0.02	0.07	0.08	0.10	0.18	0.06
Crit Moves:	****			****			****			****		
Green/Cycle:	0.16	0.21	0.51	0.18	0.23	0.23	0.06	0.22	0.38	0.29	0.45	0.64
Volume/Cap:	0.19	0.41	0.22	0.41	0.25	0.25	0.41	0.31	0.21	0.35	0.41	0.10
Uniform Del:	46.9	44.1	17.9	46.8	40.5	40.5	59.3	42.7	27.1	36.2	23.7	9.0
IncrcmntDel:	0.2	0.3	0.1	0.8	0.1	0.1	1.5	0.1	0.2	0.2	0.1	0.0
InitQueueDel:	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:	47.1	44.4	18.0	47.6	40.6	40.6	60.9	42.8	27.2	36.5	23.8	9.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	47.1	44.4	18.0	47.6	40.6	40.6	60.9	42.8	27.2	36.5	23.8	9.1
LOS by Move:	D	D	B	D	D	D	E	D	C	D	C	A
HCM2k95thQ:	4	11	9	10	7	7	4	8	8	11	17	3

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

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

Intersection #1: Winchester / Stevens Creek



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

Volume Module:

Base Vol:	172	382	230	183	422	82	309	706	265	375	554	131
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	172	382	230	183	422	82	309	706	265	375	554	131
User Adj:	1.00	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:	172	382	230	183	422	82	309	706	265	375	554	131
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	172	382	230	183	422	82	309	706	265	375	554	131
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	172	382	230	183	422	82	309	706	265	375	554	131

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.92	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92
Lanes:	2.00	2.00	1.00	1.00	2.48	0.52	2.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	3150	3800	1750	1750	4707	915	3150	5700	1750	3150	5700	1750

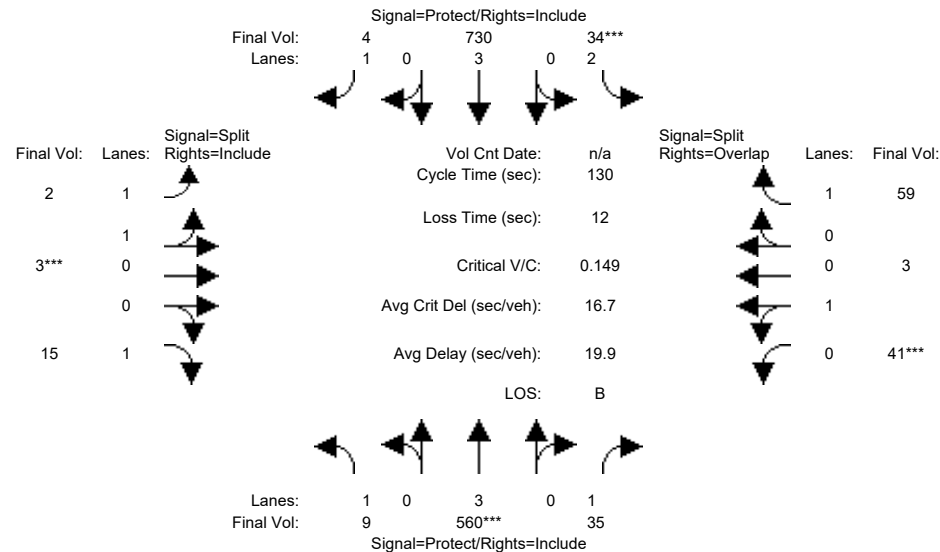
Capacity Analysis Module:

Vol/Sat:	0.05	0.10	0.13	0.10	0.09	0.09	0.10	0.12	0.15	0.12	0.10	0.07
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****
Green/Cycle:	0.16	0.21	0.45	0.21	0.26	0.26	0.25	0.25	0.41	0.24	0.25	0.46
Volume/Cap:	0.34	0.49	0.29	0.49	0.34	0.34	0.39	0.49	0.37	0.49	0.39	0.16
Uniform Del:	52.4	49.2	24.5	48.4	42.1	42.1	43.8	44.6	28.6	45.5	44.0	22.1
IncrementDel:	0.4	0.5	0.2	1.0	0.1	0.1	0.3	0.3	0.3	0.5	0.2	0.1
InitQueueDel:	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:	52.9	49.7	24.8	49.4	42.2	42.2	44.1	44.9	28.9	46.0	44.2	22.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	52.9	49.7	24.8	49.4	42.2	42.2	44.1	44.9	28.9	46.0	44.2	22.1
LOS by Move:	D	D	C	D	D	D	D	D	C	D	D	C
HCM2k95thQ:	8	13	12	15	11	11	13	16	16	15	12	7

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

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

Intersection #2: Winchester / Olin



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

Volume Module:

Base Vol:	9	560	35	34	730	4	2	3	15	41	3	59
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	9	560	35	34	730	4	2	3	15	41	3	59
User Adj:	1.00	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:	9	560	35	34	730	4	2	3	15	41	3	59
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	9	560	35	34	730	4	2	3	15	41	3	59
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	9	560	35	34	730	4	2	3	15	41	3	59

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	3.00	1.00	2.00	3.00	1.00	1.00	1.00	1.00	0.94	0.06	1.00
Final Sat.:	1750	5700	1750	3150	5700	1750	1750	1900	1750	1640	120	1750

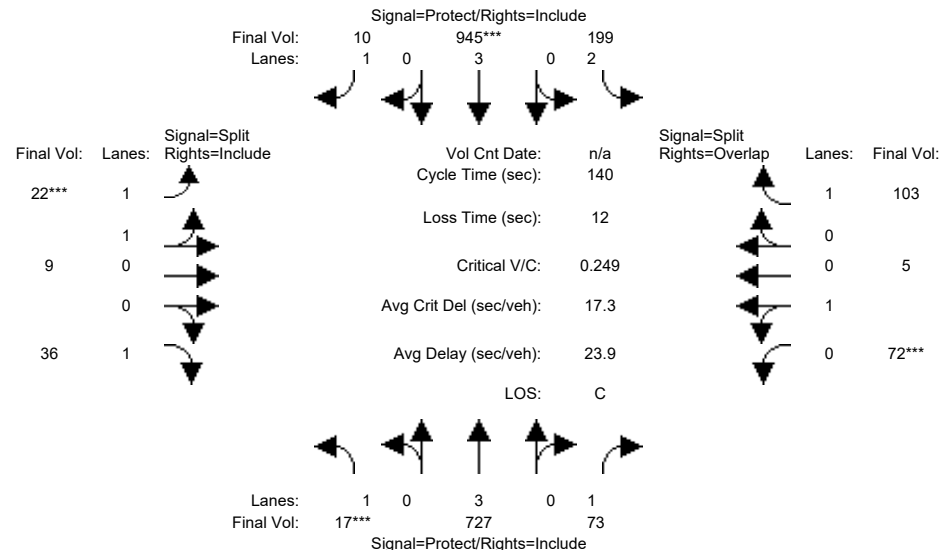
Capacity Analysis Module:

Vol/Sat:	0.01	0.10	0.02	0.01	0.13	0.00	0.00	0.00	0.01	0.03	0.03	0.03
Crit Moves:	****			****			****			****		
Green/Cycle:	0.20	0.60	0.60	0.08	0.48	0.48	0.08	0.08	0.08	0.15	0.15	0.23
Volume/Cap:	0.03	0.16	0.03	0.14	0.27	0.00	0.01	0.02	0.11	0.16	0.16	0.15
Uniform Del:	41.7	11.5	10.6	56.0	20.4	17.8	55.4	55.5	55.9	47.8	47.8	39.9
IncrementDel:	0.0	0.0	0.0	0.3	0.1	0.0	0.0	0.0	0.4	0.3	0.3	0.2
InitQueueDel:	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:	41.8	11.5	10.6	56.3	20.4	17.8	55.5	55.5	56.2	48.1	48.1	40.1
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:	41.8	11.5	10.6	56.3	20.4	17.8	55.5	55.5	56.2	48.1	48.1	40.1
LOS by Move:	D	B	B	E	C	B	E	E	E	D	D	D
HCM2k95thQ:	1	6	1	2	11	0	0	0	1	3	3	4

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

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

Intersection #2: Winchester / Olin



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

Volume Module:

Base Vol:	17	727	73	199	945	10	22	9	36	72	5	103
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	17	727	73	199	945	10	22	9	36	72	5	103
User Adj:	1.00	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:	17	727	73	199	945	10	22	9	36	72	5	103
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	17	727	73	199	945	10	22	9	36	72	5	103
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	17	727	73	199	945	10	22	9	36	72	5	103

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	3.00	1.00	2.00	3.00	1.00	1.45	0.55	1.00	0.94	0.06	1.00
Final Sat.:	1750	5700	1750	3150	5700	1750	2542	1040	1750	1645	114	1750

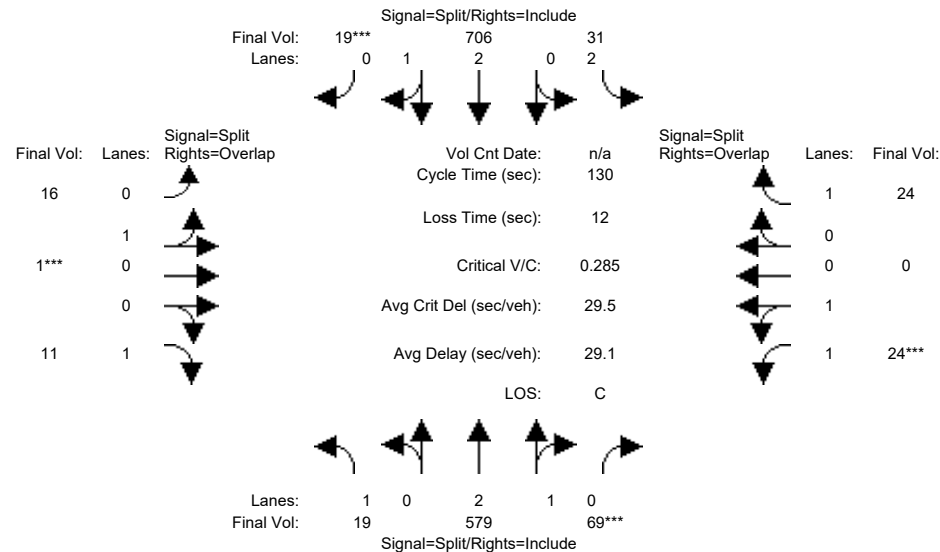
Capacity Analysis Module:

Vol/Sat:	0.01	0.13	0.04	0.06	0.17	0.01	0.01	0.01	0.02	0.04	0.04	0.06
Crit Moves:	****			****			****			****		
Green/Cycle:	0.05	0.43	0.43	0.24	0.62	0.62	0.08	0.08	0.08	0.16	0.16	0.40
Volume/Cap:	0.19	0.30	0.10	0.26	0.27	0.01	0.10	0.10	0.25	0.27	0.27	0.15
Uniform Del:	63.8	26.2	23.9	43.2	12.2	10.2	59.4	59.4	60.2	51.2	51.2	26.5
IncrementDel:	1.1	0.1	0.1	0.2	0.0	0.0	0.2	0.2	0.9	0.5	0.5	0.1
InitQueueDel:	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:	64.9	26.3	23.9	43.3	12.3	10.3	59.6	59.6	61.1	51.8	51.8	26.6
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:	64.9	26.3	23.9	43.3	12.3	10.3	59.6	59.6	61.1	51.8	51.8	26.6
LOS by Move:	E	C	C	D	B	B	E	E	E	D	D	C
HCM2k95thQ:	2	12	4	8	11	0	1	1	4	6	6	6

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

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

Intersection #3: Winchester / Olsen



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

Volume Module:

Base Vol:	19	579	69	31	706	19	16	1	11	24	0	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:	19	579	69	31	706	19	16	1	11	24	0	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:	19	579	69	31	706	19	16	1	11	24	0	24
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	19	579	69	31	706	19	16	1	11	24	0	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
Final Volume:	19	579	69	31	706	19	16	1	11	24	0	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	0.83	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	2.66	0.34	2.00	2.91	0.09	0.95	0.05	1.00	2.00	0.00	1.00
Final Sat.:	1750	5047	601	3150	5538	149	1655	103	1750	3500	0	1750

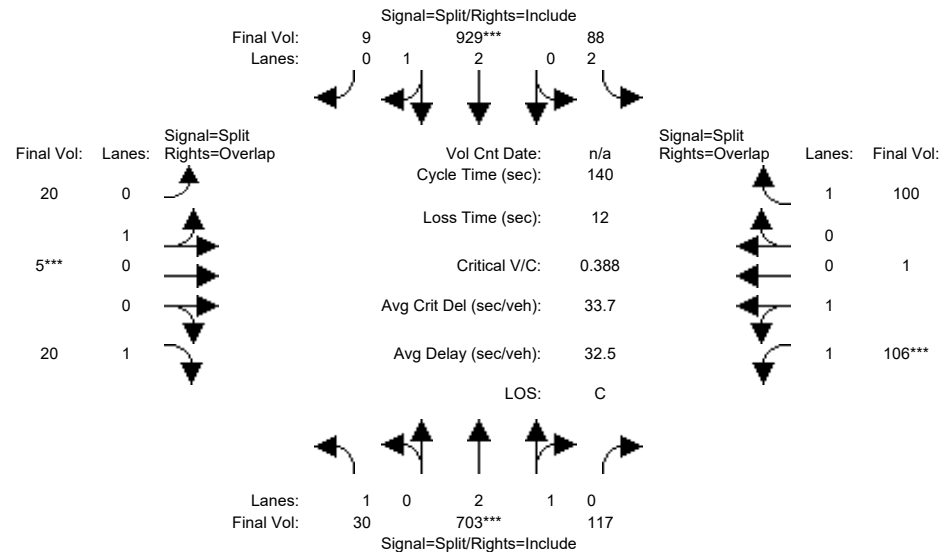
Capacity Analysis Module:

Vol/Sat:	0.01	0.11	0.11	0.01	0.13	0.13	0.01	0.01	0.01	0.01	0.00	0.01
Crit Moves:			****			****			****			****
Green/Cycle:	0.36	0.36	0.36	0.40	0.40	0.40	0.08	0.08	0.43	0.08	0.00	0.47
Volume/Cap:	0.03	0.32	0.32	0.02	0.32	0.32	0.13	0.13	0.01	0.09	0.00	0.03
Uniform Del:	27.2	30.4	30.4	23.9	27.1	27.1	55.9	55.9	21.0	55.8	0.0	18.3
IncrementDel:	0.0	0.1	0.1	0.0	0.1	0.1	0.4	0.4	0.0	0.1	0.0	0.0
InitQueueDel:	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	0.00	1.00
Delay/Veh:	27.2	30.4	30.4	23.9	27.2	27.2	56.3	56.3	21.0	55.9	0.0	18.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	27.2	30.4	30.4	23.9	27.2	27.2	56.3	56.3	21.0	55.9	0.0	18.3
LOS by Move:	C	C	C	C	C	C	E	E	C	E	A	B
HCM2k95thQ:	1	12	12	1	12	12	2	2	1	1	0	1

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

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

Intersection #3: Winchester / Olsen



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

Volume Module:

Base Vol:	30	703	117	88	929	9	20	5	20	106	1	100
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	30	703	117	88	929	9	20	5	20	106	1	100
User Adj:	1.00	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:	30	703	117	88	929	9	20	5	20	106	1	100
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	30	703	117	88	929	9	20	5	20	106	1	100
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	30	703	117	88	929	9	20	5	20	106	1	100

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	2.54	0.46	2.00	2.97	0.03	0.81	0.19	1.00	1.98	0.02	1.00
Final Sat.:	1750	4828	803	3150	5641	55	1422	356	1750	3470	33	1750

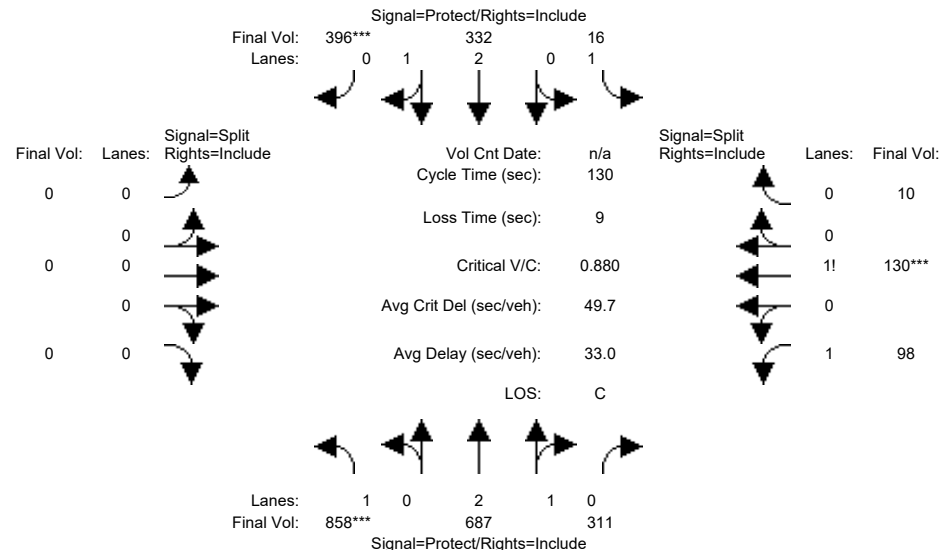
Capacity Analysis Module:

Vol/Sat:	0.02	0.15	0.15	0.03	0.16	0.16	0.01	0.01	0.01	0.03	0.03	0.06
Crit Moves:	****			****			****			****		
Green/Cycle:	0.36	0.36	0.36	0.41	0.41	0.41	0.07	0.07	0.43	0.08	0.08	0.48
Volume/Cap:	0.05	0.40	0.40	0.07	0.40	0.40	0.20	0.20	0.03	0.40	0.40	0.12
Uniform Del:	29.2	33.6	33.6	25.3	29.4	29.4	61.2	61.2	22.9	61.7	61.7	19.9
IncrementDel:	0.0	0.1	0.1	0.0	0.1	0.1	0.8	0.8	0.0	1.0	1.0	0.1
InitQueueDel:	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:	29.2	33.7	33.7	25.3	29.6	29.6	62.0	62.0	22.9	62.7	62.7	19.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	29.2	33.7	33.7	25.3	29.6	29.6	62.0	62.0	22.9	62.7	62.7	19.9
LOS by Move:	C	C	C	C	C	C	E	E	C	E	E	B
HCM2k95thQ:	2	16	16	3	17	17	3	3	1	6	6	5

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

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

Intersection #4: Winchester / Tisch / I-280 NB Ramp



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	0	0	0	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:

Base Vol:	858	687	311	16	332	396	0	0	0	98	130	10
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	858	687	311	16	332	396	0	0	0	98	130	10
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	858	687	311	16	332	396	0	0	0	98	130	10
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	858	687	311	16	332	396	0	0	0	98	130	10
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	858	687	311	16	332	396	0	0	0	98	130	10

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	2.01	0.99	1.00	2.00	1.00	0.00	0.00	0.00	1.27	0.67	0.06
Final Sat.:	1750	3822	1730	1750	3800	1750	0	0	0	2230	1273	98

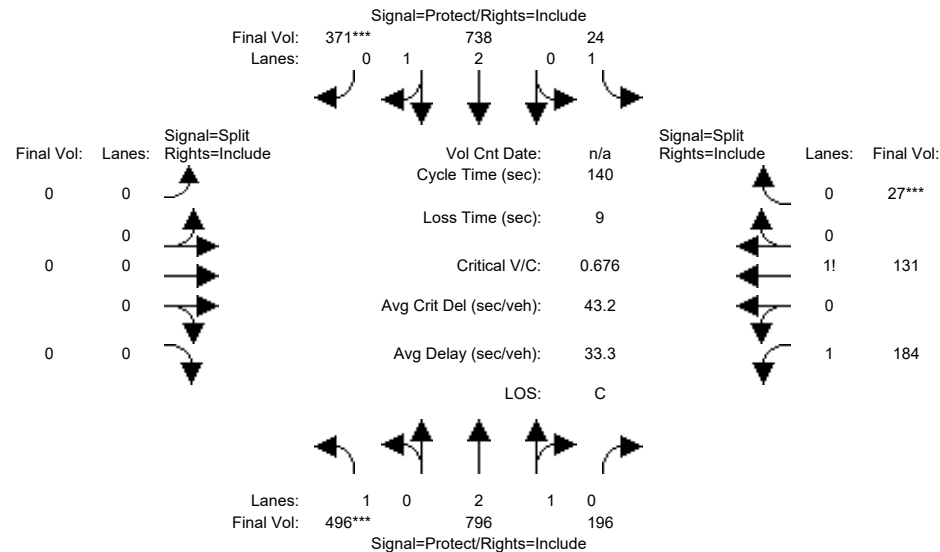
Capacity Analysis Module:

Vol/Sat:	0.49	0.18	0.18	0.01	0.09	0.23	0.00	0.00	0.00	0.04	0.10	0.10
Crit Moves:	****					****					****	
Green/Cycle:	0.56	0.63	0.63	0.19	0.26	0.26	0.00	0.00	0.00	0.12	0.12	0.12
Volume/Cap:	0.88	0.29	0.29	0.05	0.34	0.88	0.00	0.00	0.00	0.38	0.88	0.88
Uniform Del:	25.0	11.0	11.0	43.3	39.3	46.3	0.0	0.0	0.0	53.1	56.6	56.6
IncrcmntDel:	9.3	0.0	0.0	0.1	0.1	10.7	0.0	0.0	0.0	0.4	26.4	26.4
InitQueueDel:	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	0.00	0.00	0.00	1.00	1.00	1.00
Delay/Veh:	34.3	11.1	11.1	43.3	39.4	57.1	0.0	0.0	0.0	53.5	82.9	82.9
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:	34.3	11.1	11.1	43.3	39.4	57.1	0.0	0.0	0.0	53.5	82.9	82.9
LOS by Move:	C	B	B	D	D	E	A	A	A	D	F	F
HCM2k95thQ:	52	11	11	1	10	31	0	0	0	7	19	19

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

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

Intersection #4: Winchester / Tisch / I-280 NB Ramp



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	0	0	0	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:

Base Vol:	496	796	196	24	738	371	0	0	0	184	131	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:	496	796	196	24	738	371	0	0	0	184	131	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:	496	796	196	24	738	371	0	0	0	184	131	27
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	496	796	196	24	738	371	0	0	0	184	131	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
Final Volume:	496	796	196	24	738	371	0	0	0	184	131	27

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	2.37	0.63	1.00	2.00	1.00	0.00	0.00	0.00	1.39	0.50	0.11
Final Sat.:	1750	4498	1107	1750	3800	1750	0	0	0	2422	957	197

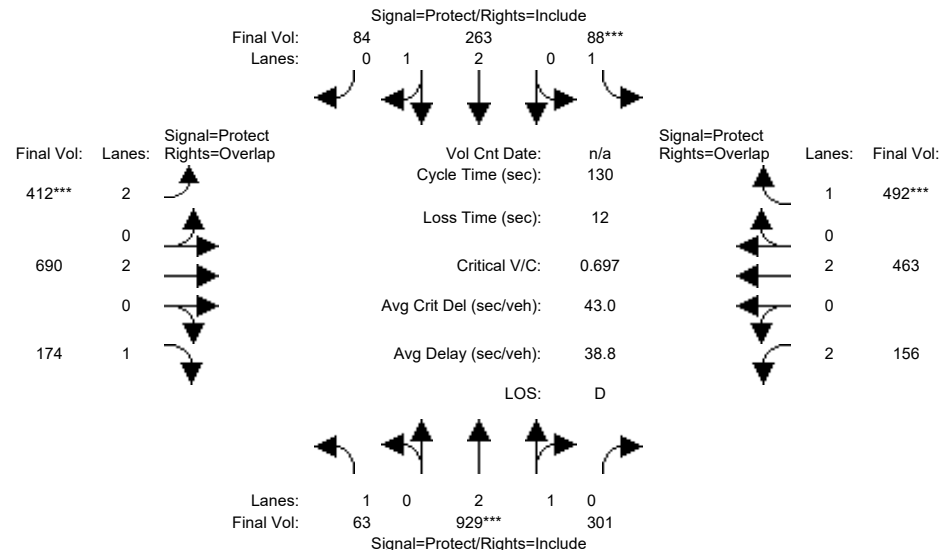
Capacity Analysis Module:

Vol/Sat:	0.28	0.18	0.18	0.01	0.19	0.21	0.00	0.00	0.00	0.08	0.14	0.14
Crit Moves:	****					****						****
Green/Cycle:	0.42	0.57	0.57	0.16	0.31	0.31	0.00	0.00	0.00	0.20	0.20	0.20
Volume/Cap:	0.68	0.31	0.31	0.08	0.62	0.68	0.00	0.00	0.00	0.37	0.68	0.68
Uniform Del:	32.9	15.6	15.6	49.9	40.9	41.8	0.0	0.0	0.0	48.2	51.6	51.6
IncrcmntDel:	2.5	0.1	0.1	0.1	0.7	1.1	0.0	0.0	0.0	0.3	3.6	3.6
InitQueueDel:	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	0.00	0.00	0.00	1.00	1.00	1.00
Delay/Veh:	35.5	15.7	15.7	50.0	41.6	43.0	0.0	0.0	0.0	48.4	55.2	55.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	35.5	15.7	15.7	50.0	41.6	43.0	0.0	0.0	0.0	48.4	55.2	55.2
LOS by Move:	D	B	B	D	D	D	A	A	A	D	E	E
HCM2k95thQ:	31	14	14	2	24	26	0	0	0	11	20	20

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

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

Intersection #5: Winchester / Moorpark



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

Volume Module:

Base Vol:	63	929	301	88	263	84	412	690	174	156	463	492
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	63	929	301	88	263	84	412	690	174	156	463	492
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	63	929	301	88	263	84	412	690	174	156	463	492
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	63	929	301	88	263	84	412	690	174	156	463	492
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	63	929	301	88	263	84	412	690	174	156	463	492

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92
Lanes:	1.00	2.22	0.78	1.00	2.23	0.77	2.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	1750	4217	1366	1750	4232	1352	3150	3800	1750	3150	3800	1750

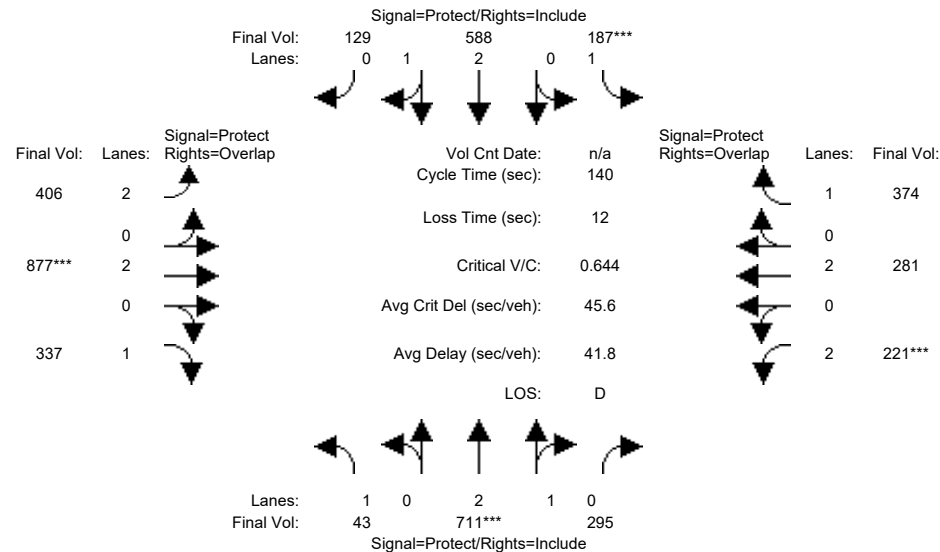
Capacity Analysis Module:

Vol/Sat:	0.04	0.22	0.22	0.05	0.06	0.06	0.13	0.18	0.10	0.05	0.12	0.28
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****
Green/Cycle:	0.16	0.32	0.32	0.07	0.23	0.23	0.19	0.40	0.56	0.12	0.33	0.40
Volume/Cap:	0.23	0.70	0.70	0.70	0.27	0.27	0.70	0.46	0.18	0.42	0.37	0.71
Uniform Del:	47.6	39.0	39.0	58.9	41.2	41.2	49.3	28.9	14.2	53.3	33.6	32.7
IncrementDel:	0.4	1.2	1.2	15.7	0.1	0.1	3.6	0.2	0.1	0.8	0.2	3.3
InitQueueDel:	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:	48.0	40.2	40.2	74.6	41.4	41.4	53.0	29.1	14.3	54.0	33.8	36.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	48.0	40.2	40.2	74.6	41.4	41.4	53.0	29.1	14.3	54.0	33.8	36.0
LOS by Move:	D	D	D	E	D	D	D	C	B	D	C	D
HCM2k95thQ:	5	27	27	8	7	7	17	18	7	8	13	32

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

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

Intersection #5: Winchester / Moorpark



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

Volume Module:

Base Vol:	43	711	295	187	588	129	406	877	337	221	281	374
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	43	711	295	187	588	129	406	877	337	221	281	374
User Adj:	1.00	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:	43	711	295	187	588	129	406	877	337	221	281	374
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	43	711	295	187	588	129	406	877	337	221	281	374
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	43	711	295	187	588	129	406	877	337	221	281	374

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92
Lanes:	1.00	2.07	0.93	1.00	2.42	0.58	2.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	1750	3930	1630	1750	4603	1010	3150	3800	1750	3150	3800	1750

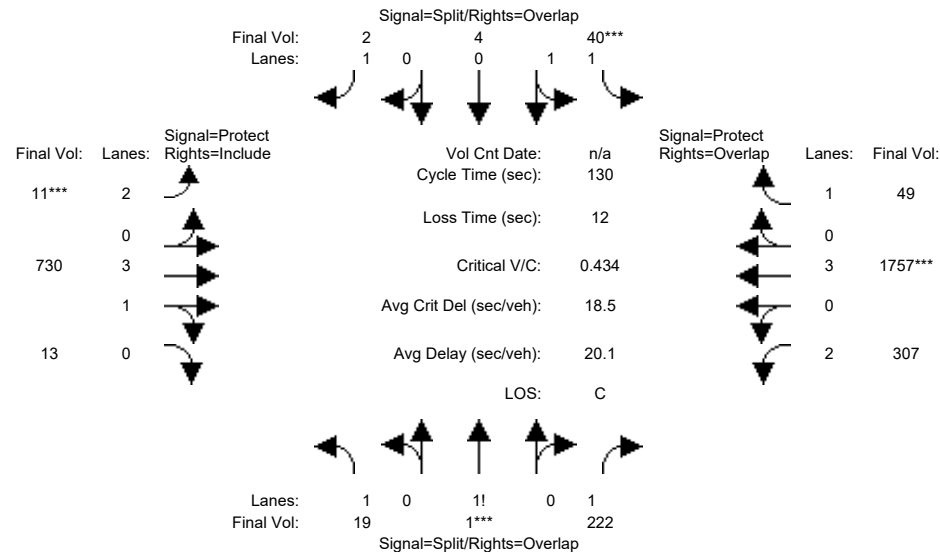
Capacity Analysis Module:

Vol/Sat:	0.02	0.18	0.18	0.11	0.13	0.13	0.13	0.23	0.19	0.07	0.07	0.21
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****
Green/Cycle:	0.13	0.28	0.28	0.17	0.32	0.32	0.26	0.36	0.48	0.11	0.21	0.38
Volume/Cap:	0.20	0.64	0.64	0.64	0.40	0.40	0.50	0.64	0.40	0.64	0.35	0.57
Uniform Del:	54.9	44.2	44.2	54.5	37.0	37.0	44.5	37.5	23.1	59.8	47.0	34.5
IncrementDel:	0.4	0.9	0.9	4.9	0.1	0.1	0.5	1.1	0.3	4.2	0.3	1.1
InitQueueDel:	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:	55.3	45.1	45.1	59.4	37.1	37.1	45.1	38.5	23.4	63.9	47.2	35.6
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:	55.3	45.1	45.1	59.4	37.1	37.1	45.1	38.5	23.4	63.9	47.2	35.6
LOS by Move:	E	D	D	E	D	D	D	D	C	E	D	D
HCM2k95thQ:	4	24	24	15	15	15	16	27	18	12	10	24

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

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

Intersection #8: Stevens Creek / Monroe



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

Volume Module:

Base Vol:	19	1	222	40	4	2	11	730	13	307	1757	49
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	19	1	222	40	4	2	11	730	13	307	1757	49
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	19	1	222	40	4	2	11	730	13	307	1757	49
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	19	1	222	40	4	2	11	730	13	307	1757	49
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	19	1	222	40	4	2	11	730	13	307	1757	49

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92
Lanes:	1.08	0.01	1.91	1.83	0.17	1.00	2.00	3.92	0.08	2.00	3.00	1.00
Final Sat.:	1887	14	3350	3205	320	1750	3150	7456	133	3150	5700	1750

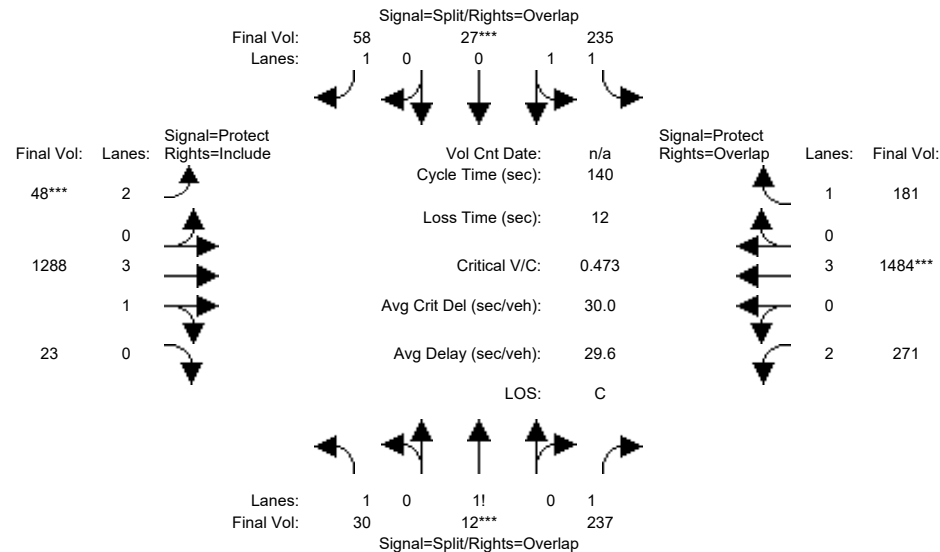
Capacity Analysis Module:

Vol/Sat:	0.01	0.07	0.07	0.01	0.01	0.00	0.00	0.10	0.10	0.10	0.31	0.03
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****
Green/Cycle:	0.14	0.14	0.49	0.08	0.08	0.13	0.05	0.34	0.34	0.34	0.63	0.71
Volume/Cap:	0.07	0.49	0.14	0.16	0.16	0.01	0.06	0.28	0.28	0.28	0.49	0.04
Uniform Del:	48.3	51.3	18.4	56.1	56.1	49.2	58.4	30.9	30.9	31.1	12.6	5.6
IncrementDel:	0.0	0.7	0.0	0.3	0.3	0.0	0.2	0.1	0.1	0.1	0.1	0.0
InitQueueDel:	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:	48.3	52.1	18.4	56.4	56.4	49.2	58.6	31.0	31.0	31.2	12.7	5.6
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:	48.3	52.1	18.4	56.4	56.4	49.2	58.6	31.0	31.0	31.2	12.7	5.6
LOS by Move:	D	D	B	E	E	D	E	C	C	C	B	A
HCM2k95thQ:	1	10	5	2	2	0	1	10	10	10	22	1

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

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

Intersection #8: Stevens Creek / Monroe



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

Volume Module:

Base Vol:	30	12	237	235	27	58	48	1288	23	271	1484	181
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	30	12	237	235	27	58	48	1288	23	271	1484	181
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	30	12	237	235	27	58	48	1288	23	271	1484	181
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	30	12	237	235	27	58	48	1288	23	271	1484	181
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	30	12	237	235	27	58	48	1288	23	271	1484	181

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92
Lanes:	1.10	0.08	1.82	1.81	0.19	1.00	2.00	3.92	0.08	2.00	3.00	1.00
Final Sat.:	1932	145	3185	3165	364	1750	3150	7455	133	3150	5700	1750

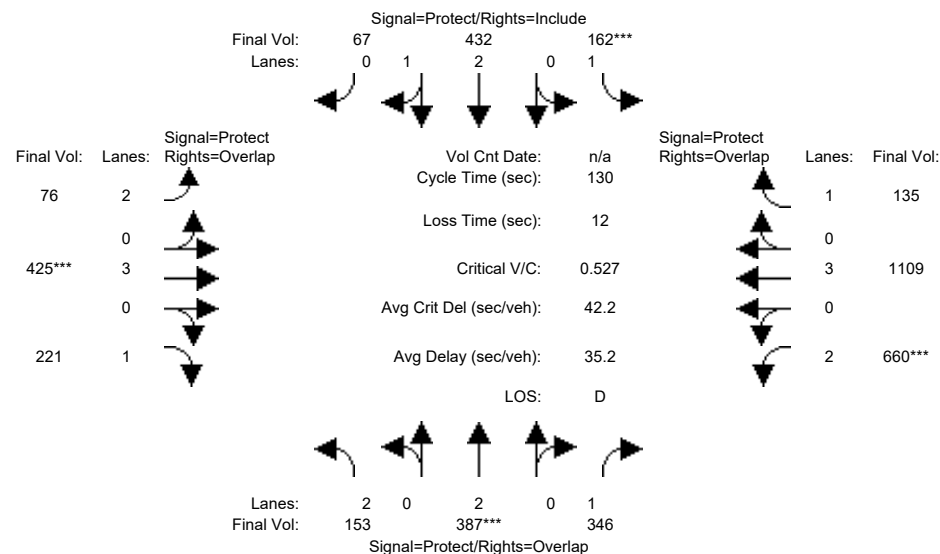
Capacity Analysis Module:

Vol/Sat:	0.02	0.08	0.07	0.07	0.07	0.03	0.02	0.17	0.17	0.09	0.26	0.10
Crit Moves:	****			****			****			****		
Green/Cycle:	0.17	0.17	0.37	0.15	0.15	0.20	0.05	0.39	0.39	0.20	0.54	0.69
Volume/Cap:	0.09	0.48	0.20	0.48	0.48	0.16	0.30	0.44	0.44	0.44	0.48	0.15
Uniform Del:	48.9	52.4	30.3	54.1	54.1	45.9	64.2	31.1	31.1	49.5	20.1	7.4
IncrcmntDel:	0.0	0.6	0.1	0.7	0.7	0.2	1.1	0.1	0.1	0.5	0.1	0.1
InitQueueDel:	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:	48.9	53.1	30.4	54.8	54.8	46.1	65.3	31.2	31.2	50.0	20.2	7.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	48.9	53.1	30.4	54.8	54.8	46.1	65.3	31.2	31.2	50.0	20.2	7.4
LOS by Move:	D	D	C	D	D	D	E	C	C	D	C	A
HCM2k95thQ:	2	12	8	11	11	4	2	18	18	11	23	6

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

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

Intersection #1: Winchester / Stevens Creek



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

Volume Module:

Base Vol:	153	387	346	162	432	67	76	425	221	660	1109	135
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	153	387	346	162	432	67	76	425	221	660	1109	135
User Adj:	1.00	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:	153	387	346	162	432	67	76	425	221	660	1109	135
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	153	387	346	162	432	67	76	425	221	660	1109	135
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	153	387	346	162	432	67	76	425	221	660	1109	135

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.92	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92
Lanes:	2.00	2.00	1.00	1.00	2.57	0.43	2.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	3150	3800	1750	1750	4879	757	3150	5700	1750	3150	5700	1750

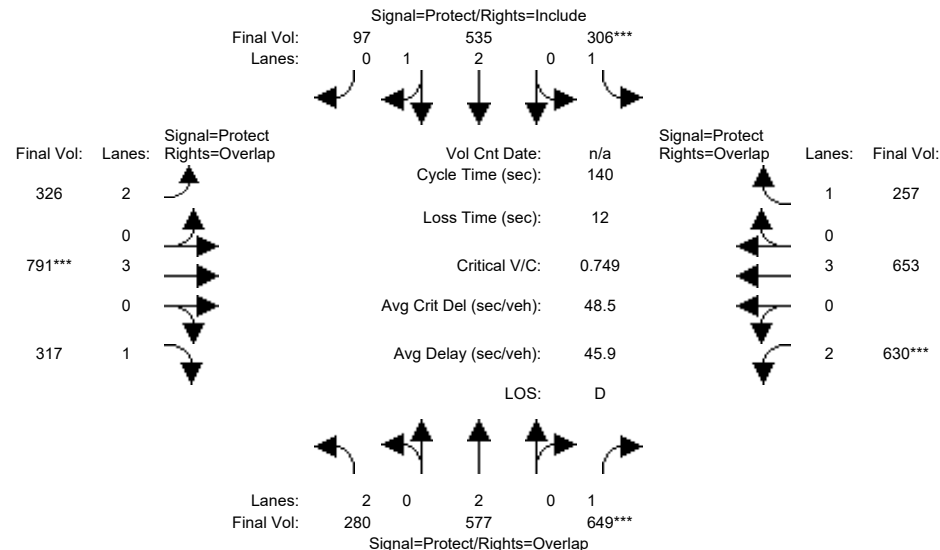
Capacity Analysis Module:

Vol/Sat:	0.05	0.10	0.20	0.09	0.09	0.09	0.02	0.07	0.13	0.21	0.19	0.08
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****
Green/Cycle:	0.14	0.19	0.59	0.18	0.23	0.23	0.12	0.14	0.28	0.40	0.42	0.60
Volume/Cap:	0.35	0.53	0.33	0.53	0.39	0.39	0.21	0.53	0.45	0.53	0.46	0.13
Uniform Del:	50.6	47.1	13.6	48.7	42.4	42.4	52.0	51.8	38.5	29.9	27.0	11.4
IncrementDel:	0.5	0.7	0.2	1.7	0.2	0.2	0.3	0.7	0.7	0.4	0.1	0.1
InitQueueDel:	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:	51.1	47.8	13.8	50.4	42.5	42.5	52.2	52.4	39.1	30.3	27.1	11.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	51.1	47.8	13.8	50.4	42.5	42.5	52.2	52.4	39.1	30.3	27.1	11.5
LOS by Move:	D	D	B	D	D	D	D	D	D	C	C	B
HCM2k95thQ:	6	13	14	13	11	11	4	11	15	21	19	5

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

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

Intersection #1: Winchester / Stevens Creek



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

Volume Module:

Base Vol:	280	577	649	306	535	97	326	791	317	630	653	257
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	280	577	649	306	535	97	326	791	317	630	653	257
User Adj:	1.00	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:	280	577	649	306	535	97	326	791	317	630	653	257
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	280	577	649	306	535	97	326	791	317	630	653	257
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	280	577	649	306	535	97	326	791	317	630	653	257

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.92	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92
Lanes:	2.00	2.00	1.00	1.00	2.51	0.49	2.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	3150	3800	1750	1750	4763	863	3150	5700	1750	3150	5700	1750

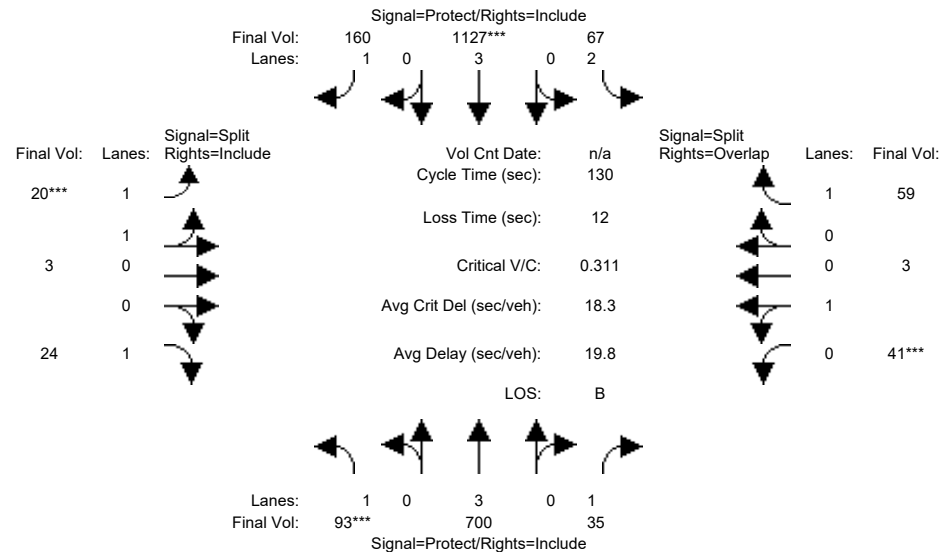
Capacity Analysis Module:

Vol/Sat:	0.09	0.15	0.37	0.17	0.11	0.11	0.10	0.14	0.18	0.20	0.11	0.15
Crit Moves:			****	****				****		****		
Green/Cycle:	0.20	0.23	0.50	0.23	0.26	0.26	0.21	0.19	0.39	0.27	0.24	0.47
Volume/Cap:	0.44	0.67	0.75	0.75	0.44	0.44	0.48	0.75	0.47	0.75	0.48	0.31
Uniform Del:	48.7	49.2	28.3	49.8	43.4	43.4	48.1	53.9	31.9	47.0	45.9	22.9
IncrementDel:	0.5	2.0	3.6	7.5	0.2	0.2	0.5	3.0	0.5	3.8	0.3	0.2
InitQueueDel:	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:	49.2	51.1	32.0	57.3	43.7	43.7	48.7	56.9	32.4	50.7	46.2	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:	49.2	51.1	32.0	57.3	43.7	43.7	48.7	56.9	32.4	50.7	46.2	23.2
LOS by Move:	D	D	C	E	D	D	D	E	C	D	D	C
HCM2k95thQ:	12	20	40	26	15	15	14	22	20	26	15	13

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

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

Intersection #2: Winchester / Olin



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

Volume Module:

Base Vol:	93	700	35	67	1127	160	20	3	24	41	3	59
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	93	700	35	67	1127	160	20	3	24	41	3	59
User Adj:	1.00	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:	93	700	35	67	1127	160	20	3	24	41	3	59
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	93	700	35	67	1127	160	20	3	24	41	3	59
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	93	700	35	67	1127	160	20	3	24	41	3	59

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	3.00	1.00	2.00	3.00	1.00	1.76	0.24	1.00	0.94	0.06	1.00
Final Sat.:	1750	5700	1750	3150	5700	1750	3075	461	1750	1640	120	1750

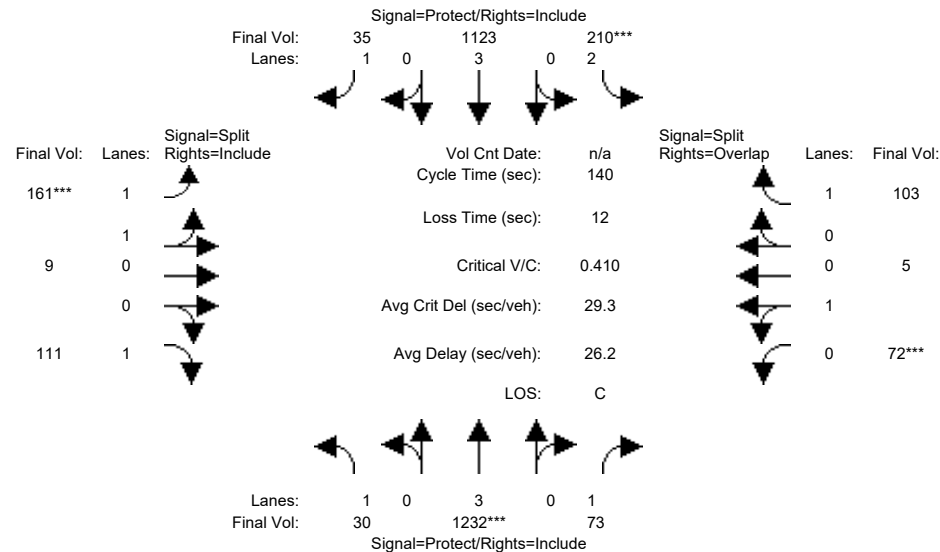
Capacity Analysis Module:

Vol/Sat:	0.05	0.12	0.02	0.02	0.20	0.09	0.01	0.01	0.01	0.03	0.03	0.03
Crit Moves:	****			****			****			****		
Green/Cycle:	0.16	0.46	0.46	0.29	0.59	0.59	0.08	0.08	0.08	0.08	0.08	0.37
Volume/Cap:	0.33	0.26	0.04	0.07	0.33	0.15	0.08	0.08	0.18	0.33	0.33	0.09
Uniform Del:	48.5	21.3	19.1	33.4	13.3	11.8	55.7	55.7	56.2	56.8	56.8	26.9
IncrementDel:	0.7	0.1	0.0	0.0	0.1	0.1	0.1	0.1	0.6	1.4	1.4	0.1
InitQueueDel:	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:	49.2	21.4	19.1	33.5	13.4	11.9	55.9	55.9	56.8	58.2	58.2	27.0
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:	49.2	21.4	19.1	33.5	13.4	11.9	55.9	55.9	56.8	58.2	58.2	27.0
LOS by Move:	D	C	B	C	B	B	E	E	E	E	E	C
HCM2k95thQ:	7	11	2	2	14	6	1	1	2	4	4	3

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

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

Intersection #2: Winchester / Olin



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

Volume Module:

Base Vol:	30	1232	73	210	1123	35	161	9	111	72	5	103
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	30	1232	73	210	1123	35	161	9	111	72	5	103
User Adj:	1.00	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:	30	1232	73	210	1123	35	161	9	111	72	5	103
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	30	1232	73	210	1123	35	161	9	111	72	5	103
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	30	1232	73	210	1123	35	161	9	111	72	5	103

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	3.00	1.00	2.00	3.00	1.00	1.90	0.10	1.00	0.94	0.06	1.00
Final Sat.:	1750	5700	1750	3150	5700	1750	3329	186	1750	1645	114	1750

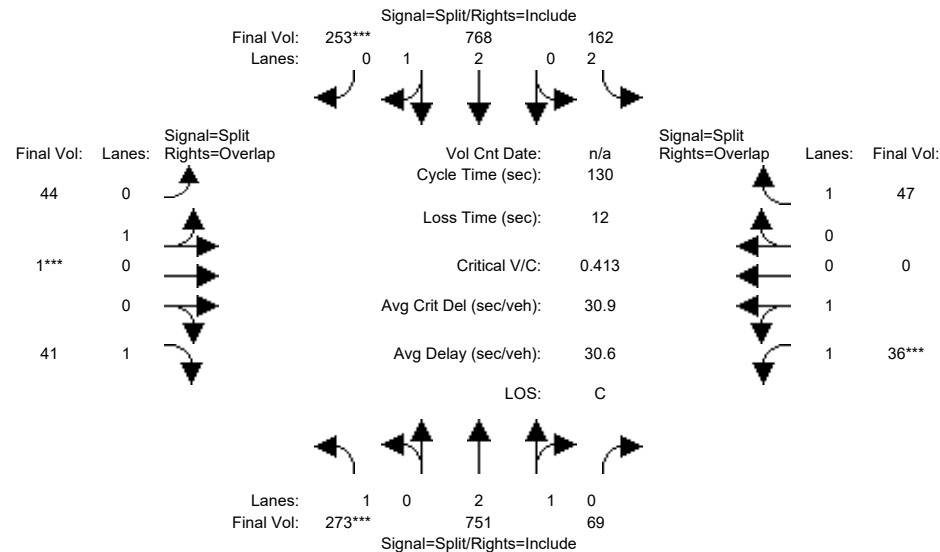
Capacity Analysis Module:

Vol/Sat:	0.02	0.22	0.04	0.07	0.20	0.02	0.05	0.05	0.06	0.04	0.04	0.06
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****
Green/Cycle:	0.14	0.53	0.53	0.16	0.55	0.55	0.15	0.15	0.15	0.11	0.11	0.27
Volume/Cap:	0.12	0.41	0.08	0.41	0.36	0.04	0.31	0.31	0.41	0.41	0.41	0.22
Uniform Del:	52.7	20.0	16.3	52.6	17.7	14.5	52.6	52.6	53.4	58.4	58.4	39.7
IncrementDel:	0.2	0.1	0.0	0.5	0.1	0.0	0.3	0.3	1.0	1.5	1.5	0.2
InitQueueDel:	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:	53.0	20.1	16.4	53.1	17.7	14.5	52.9	52.9	54.4	59.9	59.9	39.9
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:	53.0	20.1	16.4	53.1	17.7	14.5	52.9	52.9	54.4	59.9	59.9	39.9
LOS by Move:	D	C	B	D	B	B	D	D	D	E	E	D
HCM2k95thQ:	2	19	3	9	16	1	7	7	10	7	7	7

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

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

Intersection #3: Winchester / Olsen



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

Volume Module:

Base Vol:	273	751	69	162	768	253	44	1	41	36	0	47
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	273	751	69	162	768	253	44	1	41	36	0	47
User Adj:	1.00	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:	273	751	69	162	768	253	44	1	41	36	0	47
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	273	751	69	162	768	253	44	1	41	36	0	47
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	273	751	69	162	768	253	44	1	41	36	0	47

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	2.73	0.27	2.00	2.21	0.79	0.98	0.02	1.00	2.00	0.00	1.00
Final Sat.:	1750	5183	476	3150	4198	1383	1714	39	1750	3500	0	1750

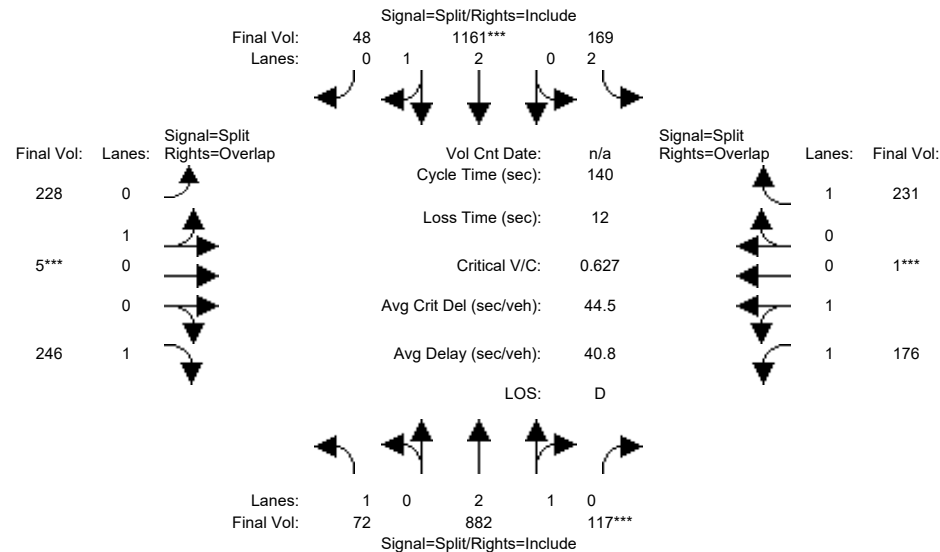
Capacity Analysis Module:

Vol/Sat:	0.16	0.14	0.14	0.05	0.18	0.18	0.03	0.03	0.02	0.01	0.00	0.03
Crit Moves:	****					****		****		****		
Green/Cycle:	0.35	0.35	0.35	0.41	0.41	0.41	0.08	0.08	0.42	0.08	0.00	0.48
Volume/Cap:	0.45	0.42	0.42	0.13	0.45	0.45	0.33	0.33	0.06	0.13	0.00	0.06
Uniform Del:	32.8	32.4	32.4	24.1	28.0	28.0	56.8	56.8	22.1	56.0	0.0	17.8
IncrementDel:	0.5	0.1	0.1	0.0	0.1	0.1	1.5	1.5	0.0	0.2	0.0	0.0
InitQueueDel:	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	0.00	1.00
Delay/Veh:	33.4	32.6	32.6	24.2	28.1	28.1	58.3	58.3	22.1	56.2	0.0	17.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	33.4	32.6	32.6	24.2	28.1	28.1	58.3	58.3	22.1	56.2	0.0	17.8
LOS by Move:	C	C	C	C	C	C	E	E	C	E	A	B
HCM2k95thQ:	16	15	15	5	18	18	4	4	2	2	0	2

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

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

Intersection #3: Winchester / Olsen



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

Volume Module:

Base Vol:	72	882	117	169	1161	48	228	5	246	176	1	231
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	72	882	117	169	1161	48	228	5	246	176	1	231
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	72	882	117	169	1161	48	228	5	246	176	1	231
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	72	882	117	169	1161	48	228	5	246	176	1	231
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	72	882	117	169	1161	48	228	5	246	176	1	231

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	2.62	0.38	2.00	2.87	0.13	0.98	0.02	1.00	1.99	0.01	1.00
Final Sat.:	1750	4982	661	3150	5455	226	1715	38	1750	3482	20	1750

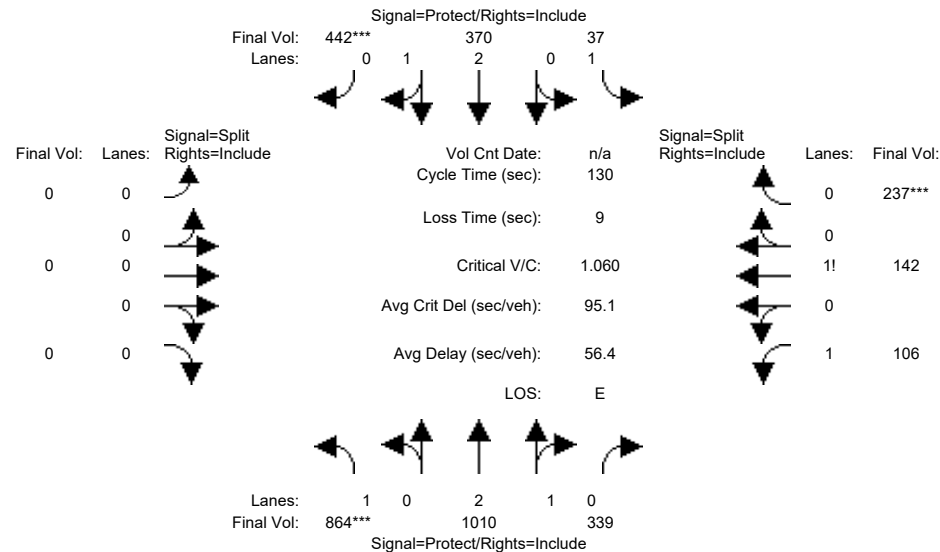
Capacity Analysis Module:

Vol/Sat:	0.04	0.18	0.18	0.05	0.21	0.21	0.13	0.13	0.14	0.05	0.05	0.13
Crit Moves:			****		****			****			****	
Green/Cycle:	0.28	0.28	0.28	0.34	0.34	0.34	0.21	0.21	0.49	0.08	0.08	0.42
Volume/Cap:	0.15	0.63	0.63	0.16	0.63	0.63	0.63	0.63	0.28	0.63	0.63	0.31
Uniform Del:	37.6	43.8	43.8	32.3	38.8	38.8	50.1	50.1	20.8	62.3	62.3	27.1
IncrementDel:	0.1	0.8	0.8	0.1	0.7	0.7	3.4	3.4	0.2	4.4	4.4	0.2
InitQueueDel:	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:	37.7	44.6	44.6	32.3	39.5	39.5	53.5	53.5	21.0	66.7	66.7	27.4
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:	37.7	44.6	44.6	32.3	39.5	39.5	53.5	53.5	21.0	66.7	66.7	27.4
LOS by Move:	D	D	D	C	D	D	D	D	C	E	E	C
HCM2k95thQ:	5	22	22	6	25	25	19	19	12	10	10	13

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

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

Intersection #4: Winchester / Tisch / I-280 NB Ramp



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	0	0	0	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:

Base Vol:	864	1010	339	37	370	442	0	0	0	106	142	237
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	864	1010	339	37	370	442	0	0	0	106	142	237
User Adj:	1.00	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:	864	1010	339	37	370	442	0	0	0	106	142	237
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	864	1010	339	37	370	442	0	0	0	106	142	237
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	864	1010	339	37	370	442	0	0	0	106	142	237

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	2.20	0.80	1.00	2.00	1.00	0.00	0.00	0.00	1.13	0.31	0.56
Final Sat.:	1750	4178	1402	1750	3800	1750	0	0	0	1970	591	986

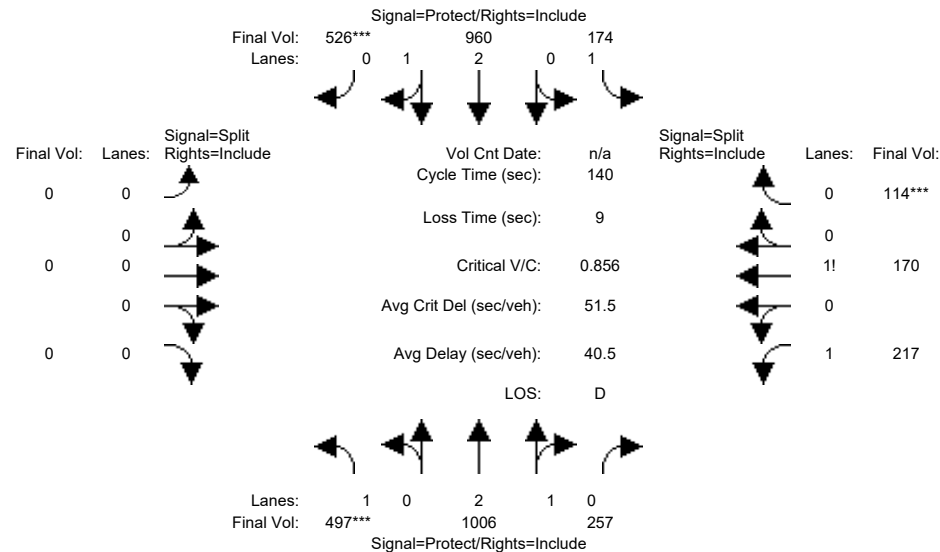
Capacity Analysis Module:

Vol/Sat:	0.49	0.24	0.24	0.02	0.10	0.25	0.00	0.00	0.00	0.05	0.24	0.24
Crit Moves:	****					****						****
Green/Cycle:	0.47	0.58	0.58	0.13	0.24	0.24	0.00	0.00	0.00	0.23	0.23	0.23
Volume/Cap:	1.06	0.42	0.42	0.16	0.41	1.06	0.00	0.00	0.00	0.24	1.06	1.06
Uniform Del:	34.7	15.4	15.4	50.5	41.8	49.5	0.0	0.0	0.0	41.1	50.3	50.3
IncrementDel:	48.7	0.1	0.1	0.3	0.1	49.6	0.0	0.0	0.0	0.1	58.9	58.9
InitQueueDel:	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	0.00	0.00	0.00	1.00	1.00	1.00
Delay/Veh:	83.4	15.5	15.5	50.8	41.9	99.2	0.0	0.0	0.0	41.1	109	109.2
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:	83.4	15.5	15.5	50.8	41.9	99.2	0.0	0.0	0.0	41.1	109	109.2
LOS by Move:	F	B	B	D	D	F	A	A	A	D	F	F
HCM2k95thQ:	69	18	18	3	12	41	0	0	0	7	42	42

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

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

Intersection #4: Winchester / Tisch / I-280 NB Ramp



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	0	0	0	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:

Base Vol:	497	1006	257	174	960	526	0	0	0	217	170	114
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	497	1006	257	174	960	526	0	0	0	217	170	114
User Adj:	1.00	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:	497	1006	257	174	960	526	0	0	0	217	170	114
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	497	1006	257	174	960	526	0	0	0	217	170	114
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	497	1006	257	174	960	526	0	0	0	217	170	114

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	2.35	0.65	1.00	2.00	1.00	0.00	0.00	0.00	1.29	0.41	0.30
Final Sat.:	1750	4462	1140	1750	3800	1750	0	0	0	2251	785	526

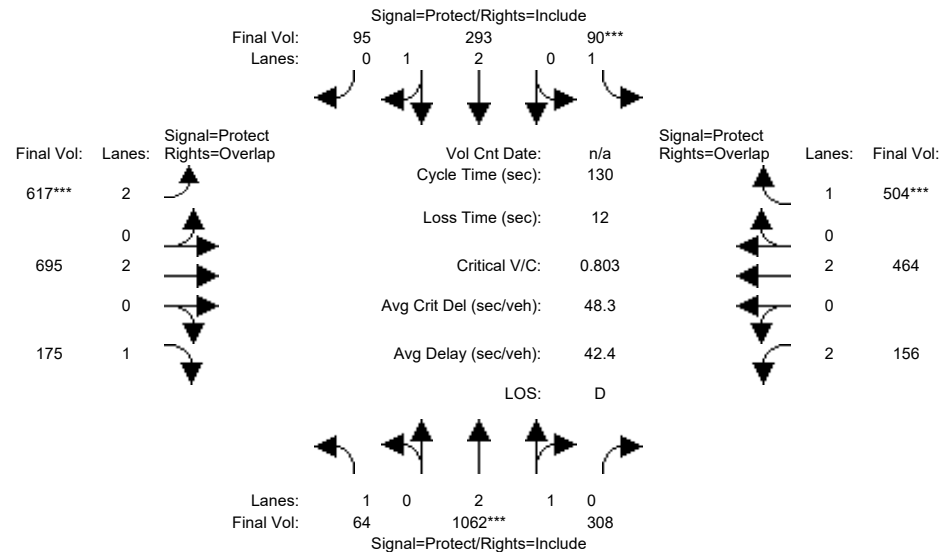
Capacity Analysis Module:

Vol/Sat:	0.28	0.23	0.23	0.10	0.25	0.30	0.00	0.00	0.00	0.10	0.22	0.22
Crit Moves:	****					****						****
Green/Cycle:	0.33	0.47	0.47	0.21	0.35	0.35	0.00	0.00	0.00	0.25	0.25	0.25
Volume/Cap:	0.86	0.48	0.48	0.48	0.72	0.86	0.00	0.00	0.00	0.38	0.86	0.86
Uniform Del:	43.7	25.0	25.0	48.6	39.4	42.1	0.0	0.0	0.0	43.2	49.9	49.9
IncrementDel:	12.0	0.1	0.1	1.0	1.3	4.4	0.0	0.0	0.0	0.2	11.9	11.9
InitQueueDel:	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	0.00	0.00	0.00	1.00	1.00	1.00
Delay/Veh:	55.7	25.2	25.2	49.6	40.7	46.6	0.0	0.0	0.0	43.4	61.8	61.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	55.7	25.2	25.2	49.6	40.7	46.6	0.0	0.0	0.0	43.4	61.8	61.8
LOS by Move:	E	C	C	D	D	D	A	A	A	D	E	E
HCM2k95thQ:	37	21	21	13	30	39	0	0	0	12	33	33

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

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

Intersection #5: Winchester / Moorpark



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

Volume Module:

Base Vol:	64	1062	308	90	293	95	617	695	175	156	464	504
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	64	1062	308	90	293	95	617	695	175	156	464	504
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	64	1062	308	90	293	95	617	695	175	156	464	504
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	64	1062	308	90	293	95	617	695	175	156	464	504
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	64	1062	308	90	293	95	617	695	175	156	464	504

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92
Lanes:	1.00	2.28	0.72	1.00	2.22	0.78	2.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	1750	4335	1257	1750	4216	1367	3150	3800	1750	3150	3800	1750

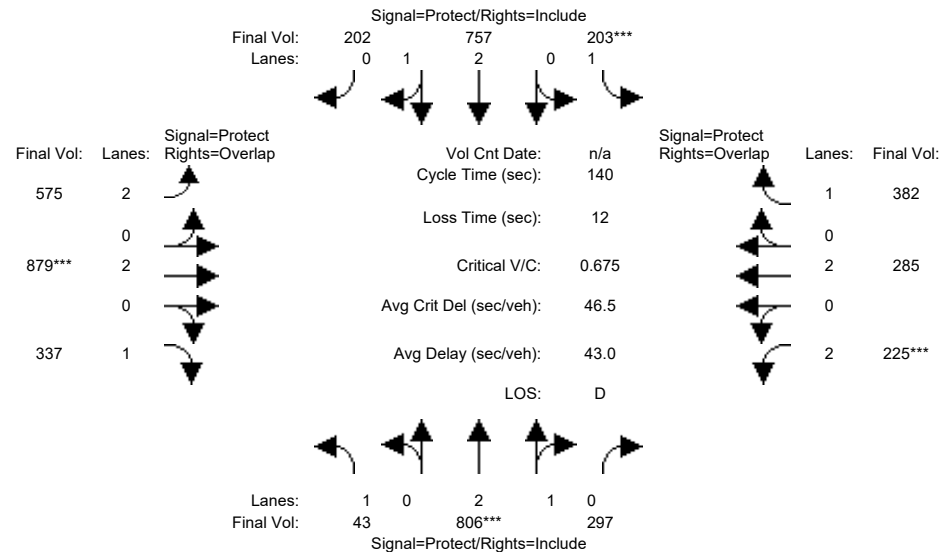
Capacity Analysis Module:

Vol/Sat:	0.04	0.24	0.24	0.05	0.07	0.07	0.20	0.18	0.10	0.05	0.12	0.29
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****
Green/Cycle:	0.15	0.31	0.31	0.06	0.22	0.22	0.24	0.41	0.57	0.12	0.29	0.36
Volume/Cap:	0.24	0.80	0.80	0.80	0.32	0.32	0.80	0.44	0.18	0.41	0.42	0.81
Uniform Del:	48.5	41.6	41.6	60.0	42.8	42.8	46.2	27.3	13.6	52.7	37.2	37.9
IncrementDel:	0.5	2.9	2.9	32.7	0.2	0.2	6.1	0.2	0.1	0.7	0.3	7.8
InitQueueDel:	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:	49.0	44.4	44.4	92.8	43.0	43.0	52.3	27.5	13.7	53.4	37.4	45.7
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:	49.0	44.4	44.4	92.8	43.0	43.0	52.3	27.5	13.7	53.4	37.4	45.7
LOS by Move:	D	D	D	F	D	D	D	C	B	D	D	D
HCM2k95thQ:	5	32	32	8	8	8	25	18	7	8	14	36

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

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

Intersection #5: Winchester / Moorpark



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

Volume Module:

Base Vol:	43	806	297	203	757	202	575	879	337	225	285	382
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	43	806	297	203	757	202	575	879	337	225	285	382
User Adj:	1.00	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:	43	806	297	203	757	202	575	879	337	225	285	382
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	43	806	297	203	757	202	575	879	337	225	285	382
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	43	806	297	203	757	202	575	879	337	225	285	382

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92
Lanes:	1.00	2.14	0.86	1.00	2.33	0.67	2.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	1750	4071	1500	1750	4420	1179	3150	3800	1750	3150	3800	1750

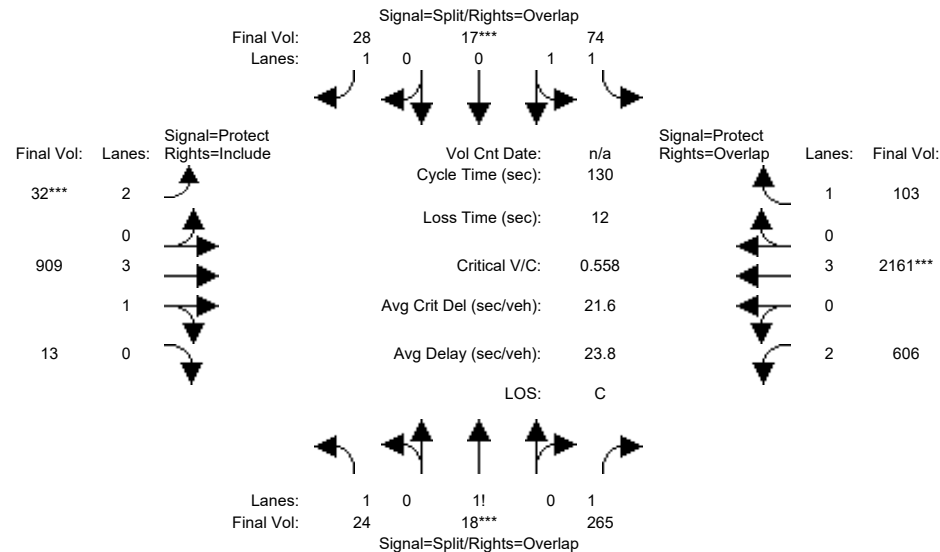
Capacity Analysis Module:

Vol/Sat:	0.02	0.20	0.20	0.12	0.17	0.17	0.18	0.23	0.19	0.07	0.08	0.22
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****
Green/Cycle:	0.11	0.29	0.29	0.17	0.36	0.36	0.29	0.34	0.45	0.11	0.16	0.33
Volume/Cap:	0.23	0.67	0.67	0.67	0.48	0.48	0.63	0.67	0.43	0.67	0.47	0.66
Uniform Del:	57.5	43.6	43.6	54.3	34.6	34.6	43.5	39.3	26.4	60.3	53.2	39.8
IncrementDel:	0.7	1.1	1.1	5.9	0.2	0.2	1.5	1.4	0.4	5.4	0.6	2.7
InitQueueDel:	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:	58.1	44.7	44.7	60.2	34.7	34.7	44.9	40.7	26.8	65.7	53.8	42.5
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:	58.1	44.7	44.7	60.2	34.7	34.7	44.9	40.7	26.8	65.7	53.8	42.5
LOS by Move:	E	D	D	E	C	C	D	D	C	E	D	D
HCM2k95thQ:	4	26	26	16	19	19	23	28	19	13	11	27

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

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

Intersection #8: Stevens Creek / Monroe



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

Volume Module:

Base Vol:	24	18	265	74	17	28	32	909	13	606	2161	103
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	24	18	265	74	17	28	32	909	13	606	2161	103
User Adj:	1.00	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:	24	18	265	74	17	28	32	909	13	606	2161	103
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	24	18	265	74	17	28	32	909	13	606	2161	103
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	24	18	265	74	17	28	32	909	13	606	2161	103

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92
Lanes:	1.07	0.10	1.83	1.65	0.35	1.00	2.00	3.94	0.06	2.00	3.00	1.00
Final Sat.:	1880	196	3190	2889	664	1750	3150	7484	107	3150	5700	1750

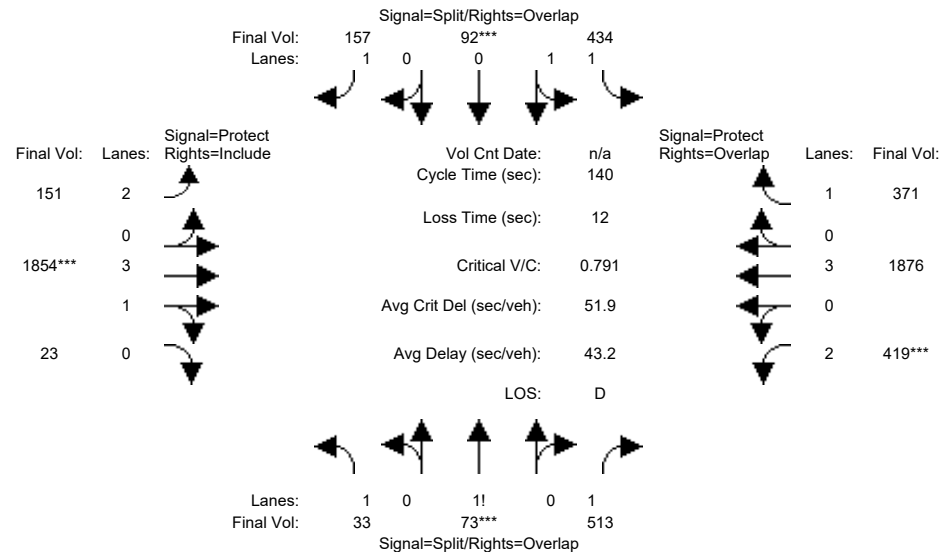
Capacity Analysis Module:

Vol/Sat:	0.01	0.09	0.08	0.03	0.03	0.02	0.01	0.12	0.12	0.19	0.38	0.06
Crit Moves:	****			****			****			****		
Green/Cycle:	0.15	0.15	0.57	0.08	0.08	0.13	0.05	0.26	0.26	0.42	0.63	0.70
Volume/Cap:	0.08	0.61	0.15	0.33	0.33	0.12	0.19	0.46	0.46	0.46	0.61	0.08
Uniform Del:	47.4	51.5	13.2	56.8	56.8	49.9	58.8	40.2	40.2	27.4	14.7	6.1
IncrementDel:	0.0	2.1	0.0	0.7	0.7	0.2	0.5	0.2	0.2	0.3	0.3	0.0
InitQueueDel:	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:	47.4	53.6	13.3	57.6	57.6	50.2	59.3	40.4	40.4	27.7	15.0	6.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	47.4	53.6	13.3	57.6	57.6	50.2	59.3	40.4	40.4	27.7	15.0	6.2
LOS by Move:	D	D	B	E	E	D	E	D	D	C	B	A
HCM2k95thQ:	2	14	6	4	4	2	1	14	14	19	29	3

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

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

Intersection #8: Stevens Creek / Monroe



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

Volume Module:

Base Vol:	33	73	513	434	92	157	151	1854	23	419	1876	371
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	33	73	513	434	92	157	151	1854	23	419	1876	371
User Adj:	1.00	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:	33	73	513	434	92	157	151	1854	23	419	1876	371
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	33	73	513	434	92	157	151	1854	23	419	1876	371
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	33	73	513	434	92	157	151	1854	23	419	1876	371

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92
Lanes:	1.05	0.20	1.75	1.67	0.33	1.00	2.00	3.95	0.05	2.00	3.00	1.00
Final Sat.:	1835	375	3069	2928	621	1750	3150	7499	93	3150	5700	1750

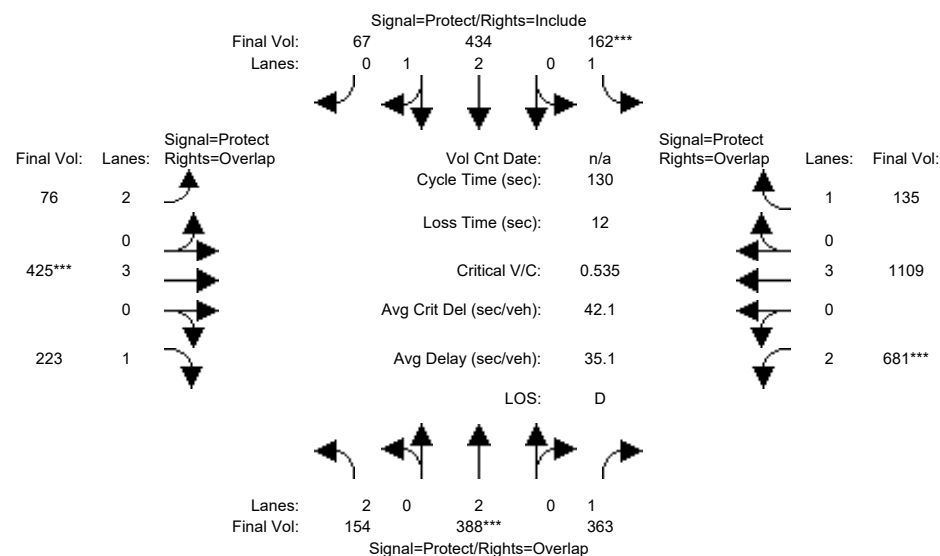
Capacity Analysis Module:

Vol/Sat:	0.02	0.19	0.17	0.15	0.15	0.09	0.05	0.25	0.25	0.13	0.33	0.21
Crit Moves:	****			****			****			****		
Green/Cycle:	0.25	0.25	0.41	0.19	0.19	0.25	0.06	0.31	0.31	0.17	0.42	0.60
Volume/Cap:	0.07	0.79	0.40	0.79	0.79	0.36	0.76	0.79	0.79	0.79	0.79	0.35
Uniform Del:	40.5	49.4	28.8	54.3	54.3	43.2	64.5	43.9	43.9	55.9	35.4	13.9
IncrementDel:	0.0	5.5	0.2	6.4	6.4	0.5	15.1	1.9	1.9	7.9	1.8	0.2
InitQueueDel:	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:	40.5	54.9	29.0	60.6	60.6	43.7	79.6	45.8	45.8	63.8	37.2	14.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	40.5	54.9	29.0	60.6	60.6	43.7	79.6	45.8	45.8	63.8	37.2	14.1
LOS by Move:	D	D	C	E	E	D	E	D	D	E	D	B
HCM2k95thQ:	2	29	17	24	24	12	8	32	32	20	39	16

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

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

Intersection #1: Winchester / Stevens Creek



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

Volume Module:

Base Vol:	153	387	346	162	432	67	76	425	221	660	1109	135
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	153	387	346	162	432	67	76	425	221	660	1109	135
Added Vol:	1	1	17	0	2	0	0	0	2	21	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	154	388	363	162	434	67	76	425	223	681	1109	135
User Adj:	1.00	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:	154	388	363	162	434	67	76	425	223	681	1109	135
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	154	388	363	162	434	67	76	425	223	681	1109	135
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	154	388	363	162	434	67	76	425	223	681	1109	135

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.92	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92
Lanes:	2.00	2.00	1.00	1.00	2.57	0.43	2.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	3150	3800	1750	1750	4882	754	3150	5700	1750	3150	5700	1750

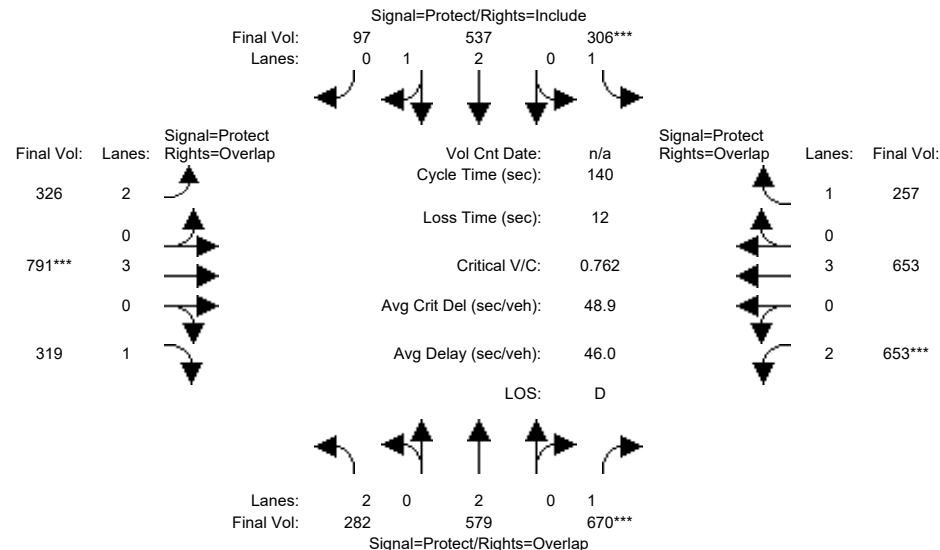
Capacity Analysis Module:

Vol/Sat:	0.05	0.10	0.21	0.09	0.09	0.09	0.02	0.07	0.13	0.22	0.19	0.08
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****
Green/Cycle:	0.14	0.19	0.60	0.17	0.23	0.23	0.12	0.14	0.28	0.40	0.43	0.60
Volume/Cap:	0.36	0.53	0.35	0.53	0.39	0.39	0.20	0.53	0.46	0.53	0.46	0.13
Uniform Del:	50.9	47.4	13.4	49.0	42.7	42.7	51.8	52.0	39.0	29.4	26.6	11.3
IncrementDel:	0.5	0.8	0.2	1.9	0.2	0.2	0.3	0.7	0.7	0.4	0.1	0.1
InitQueueDel:	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:	51.4	48.2	13.6	50.8	42.9	42.9	52.1	52.7	39.7	29.9	26.7	11.4
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:	51.4	48.2	13.6	50.8	42.9	42.9	52.1	52.7	39.7	29.9	26.7	11.4
LOS by Move:	D	D	B	D	D	D	D	D	D	C	C	B
HCM2k95thQ:	6	13	15	13	11	11	4	11	15	22	19	5

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

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

Intersection #1: Winchester / Stevens Creek



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

Volume Module:

Base Vol:	280	577	649	306	535	97	326	791	317	630	653	257
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	280	577	649	306	535	97	326	791	317	630	653	257
Added Vol:	2	2	21	0	2	0	0	0	2	23	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	282	579	670	306	537	97	326	791	319	653	653	257
User Adj:	1.00	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:	282	579	670	306	537	97	326	791	319	653	653	257
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	282	579	670	306	537	97	326	791	319	653	653	257
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	282	579	670	306	537	97	326	791	319	653	653	257

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.92	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92
Lanes:	2.00	2.00	1.00	1.00	2.51	0.49	2.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	3150	3800	1750	1750	4765	861	3150	5700	1750	3150	5700	1750

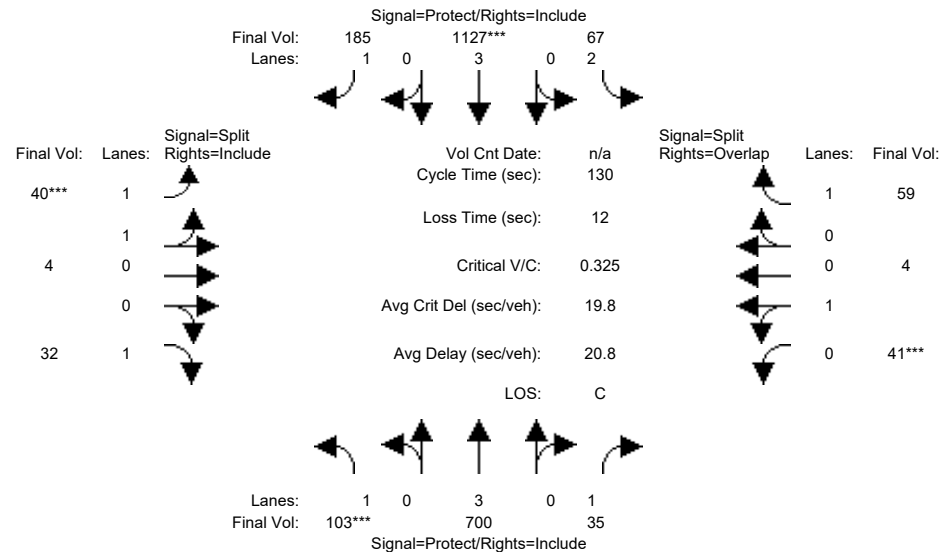
Capacity Analysis Module:

Vol/Sat:	0.09	0.15	0.38	0.17	0.11	0.11	0.10	0.14	0.18	0.21	0.11	0.15
Crit Moves:			****	****				****		****		
Green/Cycle:	0.20	0.23	0.50	0.23	0.26	0.26	0.22	0.18	0.39	0.27	0.24	0.47
Volume/Cap:	0.44	0.66	0.76	0.76	0.44	0.44	0.48	0.76	0.47	0.76	0.48	0.31
Uniform Del:	48.8	48.9	28.1	50.4	43.6	43.6	48.0	54.4	32.3	46.8	45.8	23.2
IncrementDel:	0.5	1.9	4.0	8.3	0.2	0.2	0.5	3.4	0.5	4.1	0.3	0.2
InitQueueDel:	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:	49.2	50.8	32.0	58.7	43.8	43.8	48.6	57.7	32.8	50.8	46.1	23.4
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:	49.2	50.8	32.0	58.7	43.8	43.8	48.6	57.7	32.8	50.8	46.1	23.4
LOS by Move:	D	D	C	E	D	D	D	E	C	D	D	C
HCM2k95thQ:	12	20	41	26	15	15	14	22	20	27	15	14

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

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

Intersection #2: Winchester / Olin



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

Volume Module:

Base Vol:	93	700	35	67	1127	160	20	3	24	41	3	59
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	93	700	35	67	1127	160	20	3	24	41	3	59
Added Vol:	10	0	0	0	0	25	20	1	8	0	1	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	103	700	35	67	1127	185	40	4	32	41	4	59
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	103	700	35	67	1127	185	40	4	32	41	4	59
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	103	700	35	67	1127	185	40	4	32	41	4	59
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	103	700	35	67	1127	185	40	4	32	41	4	59

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	3.00	1.00	2.00	3.00	1.00	1.83	0.17	1.00	0.92	0.08	1.00
Final Sat.:	1750	5700	1750	3150	5700	1750	3205	320	1750	1606	157	1750

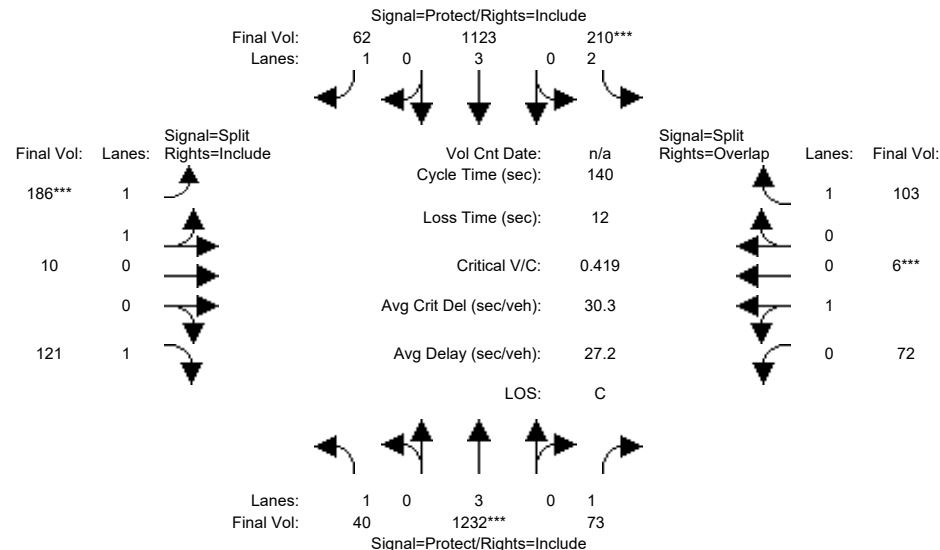
Capacity Analysis Module:

Vol/Sat:	0.06	0.12	0.02	0.02	0.20	0.11	0.01	0.01	0.02	0.03	0.03	0.03
Crit Moves:	****				****		****			****		
Green/Cycle:	0.17	0.46	0.46	0.29	0.58	0.58	0.08	0.08	0.08	0.08	0.08	0.37
Volume/Cap:	0.34	0.26	0.04	0.07	0.34	0.18	0.16	0.16	0.24	0.33	0.33	0.09
Uniform Del:	47.2	21.3	19.1	33.4	14.2	12.8	56.1	56.1	56.4	56.8	56.8	26.9
IncrementDel:	0.7	0.1	0.0	0.0	0.1	0.1	0.3	0.3	0.9	1.4	1.4	0.1
InitQueueDel:	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:	47.9	21.4	19.1	33.5	14.3	12.9	56.4	56.4	57.3	58.3	58.3	27.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	47.9	21.4	19.1	33.5	14.3	12.9	56.4	56.4	57.3	58.3	58.3	27.0
LOS by Move:	D	C	B	C	B	B	E	E	E	E	E	C
HCM2k95thQ:	7	11	2	2	14	7	2	2	3	4	4	3

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

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

Intersection #2: Winchester / Olin



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

Volume Module:

Base Vol:	30	1232	73	210	1123	35	161	9	111	72	5	103
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	30	1232	73	210	1123	35	161	9	111	72	5	103
Added Vol:	10	0	0	0	0	27	25	1	10	0	1	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	40	1232	73	210	1123	62	186	10	121	72	6	103
User Adj:	1.00	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:	40	1232	73	210	1123	62	186	10	121	72	6	103
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	40	1232	73	210	1123	62	186	10	121	72	6	103
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	40	1232	73	210	1123	62	186	10	121	72	6	103

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	3.00	1.00	2.00	3.00	1.00	1.91	0.09	1.00	0.93	0.07	1.00
Final Sat.:	1750	5700	1750	3150	5700	1750	3335	179	1750	1625	135	1750

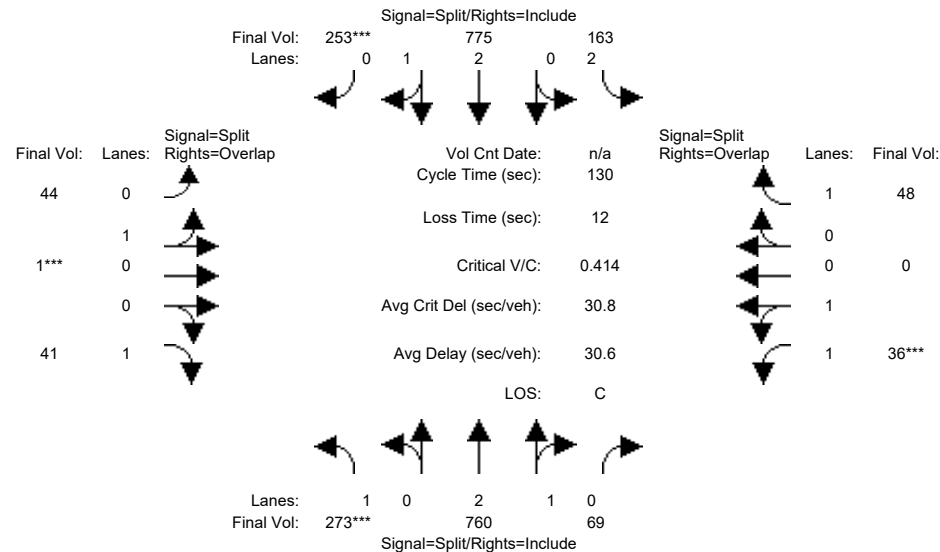
Capacity Analysis Module:

Vol/Sat:	0.02	0.22	0.04	0.07	0.20	0.04	0.06	0.06	0.07	0.04	0.04	0.06
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****
Green/Cycle:	0.14	0.52	0.52	0.16	0.54	0.54	0.17	0.17	0.17	0.11	0.11	0.26
Volume/Cap:	0.17	0.42	0.08	0.42	0.37	0.07	0.34	0.34	0.42	0.42	0.42	0.22
Uniform Del:	53.4	20.9	17.1	53.0	18.6	15.4	51.7	51.7	52.4	58.6	58.6	40.2
IncrementDel:	0.3	0.1	0.0	0.6	0.1	0.0	0.3	0.3	1.0	1.5	1.5	0.2
InitQueueDel:	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:	53.7	21.0	17.1	53.6	18.6	15.5	52.0	52.0	53.4	60.1	60.1	40.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	53.7	21.0	17.1	53.6	18.6	15.5	52.0	52.0	53.4	60.1	60.1	40.4
LOS by Move:	D	C	B	D	B	B	D	D	D	E	E	D
HCM2k95thQ:	3	19	3	9	16	3	8	8	10	7	7	7

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

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

Intersection #3: Winchester / Olsen



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

Volume Module:

Base Vol:	273	751	69	162	768	253	44	1	41	36	0	47
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	273	751	69	162	768	253	44	1	41	36	0	47
Added Vol:	0	9	0	1	7	0	0	0	0	0	0	1
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	273	760	69	163	775	253	44	1	41	36	0	48
User Adj:	1.00	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:	273	760	69	163	775	253	44	1	41	36	0	48
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	273	760	69	163	775	253	44	1	41	36	0	48
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	273	760	69	163	775	253	44	1	41	36	0	48

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	2.73	0.27	2.00	2.21	0.79	0.98	0.02	1.00	2.00	0.00	1.00
Final Sat.:	1750	5189	471	3150	4208	1374	1714	39	1750	3500	0	1750

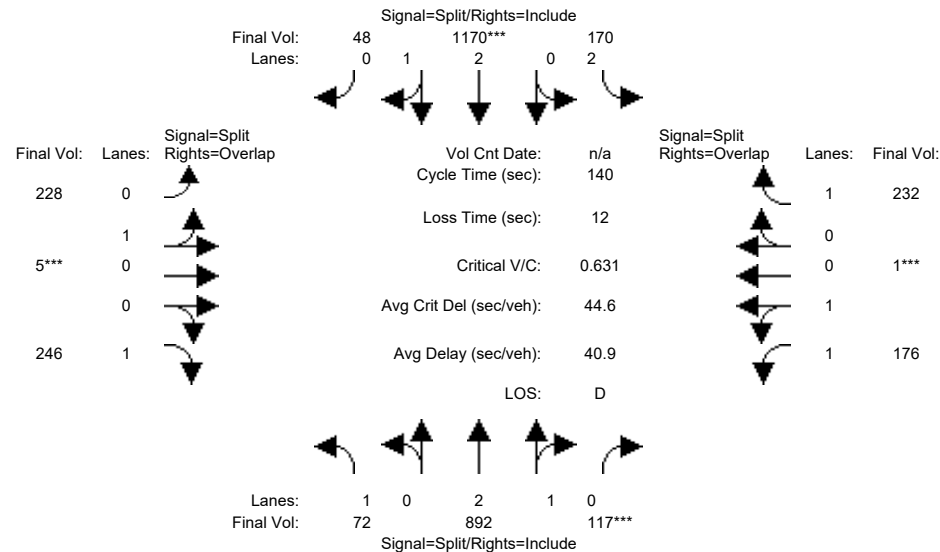
Capacity Analysis Module:

Vol/Sat:	0.16	0.15	0.15	0.05	0.18	0.18	0.03	0.03	0.02	0.01	0.00	0.03
Crit Moves:	****					****		****		****		
Green/Cycle:	0.35	0.35	0.35	0.41	0.41	0.41	0.08	0.08	0.42	0.08	0.00	0.49
Volume/Cap:	0.45	0.42	0.42	0.13	0.45	0.45	0.33	0.33	0.06	0.13	0.00	0.06
Uniform Del:	33.0	32.6	32.6	24.0	27.9	27.9	56.8	56.8	22.2	56.0	0.0	17.7
IncrementDel:	0.5	0.1	0.1	0.0	0.1	0.1	1.5	1.5	0.0	0.2	0.0	0.0
InitQueueDel:	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	0.00	1.00
Delay/Veh:	33.5	32.7	32.7	24.1	28.1	28.1	58.3	58.3	22.2	56.2	0.0	17.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	33.5	32.7	32.7	24.1	28.1	28.1	58.3	58.3	22.2	56.2	0.0	17.8
LOS by Move:	C	C	C	C	C	C	E	E	C	E	A	B
HCM2k95thQ:	16	15	15	5	18	18	4	4	2	2	0	2

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

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

Intersection #3: Winchester / Olsen



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

Volume Module:

Base Vol:	72	882	117	169	1161	48	228	5	246	176	1	231
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	72	882	117	169	1161	48	228	5	246	176	1	231
Added Vol:	0	10	0	1	9	0	0	0	0	0	0	1
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	72	892	117	170	1170	48	228	5	246	176	1	232
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	72	892	117	170	1170	48	228	5	246	176	1	232
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	72	892	117	170	1170	48	228	5	246	176	1	232
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	72	892	117	170	1170	48	228	5	246	176	1	232

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	2.63	0.37	2.00	2.87	0.13	0.98	0.02	1.00	1.99	0.01	1.00
Final Sat.:	1750	4989	654	3150	5457	224	1715	38	1750	3482	20	1750

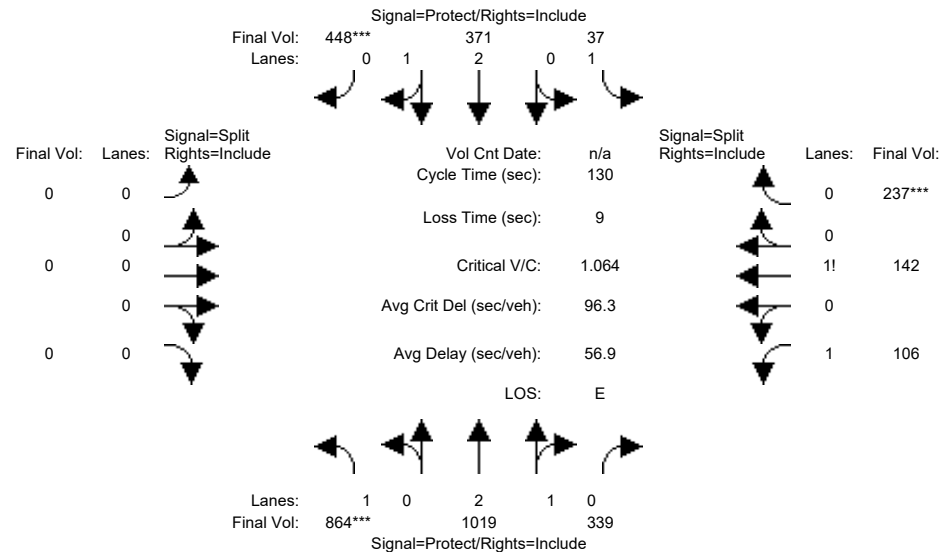
Capacity Analysis Module:

Vol/Sat:	0.04	0.18	0.18	0.05	0.21	0.21	0.13	0.13	0.14	0.05	0.05	0.13
Crit Moves:			****		****			****			****	
Green/Cycle:	0.28	0.28	0.28	0.34	0.34	0.34	0.21	0.21	0.49	0.08	0.08	0.42
Volume/Cap:	0.15	0.63	0.63	0.16	0.63	0.63	0.63	0.63	0.28	0.63	0.63	0.32
Uniform Del:	37.5	43.8	43.8	32.2	38.8	38.8	50.3	50.3	20.8	62.4	62.4	27.1
IncramntDel:	0.1	0.8	0.8	0.1	0.7	0.7	3.5	3.5	0.2	4.6	4.6	0.2
InitQueueDel:	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:	37.6	44.6	44.6	32.3	39.5	39.5	53.8	53.8	21.0	67.0	67.0	27.4
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:	37.6	44.6	44.6	32.3	39.5	39.5	53.8	53.8	21.0	67.0	67.0	27.4
LOS by Move:	D	D	D	C	D	D	D	D	C	E	E	C
HCM2k95thQ:	5	22	22	6	25	25	19	19	12	10	10	13

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

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

Intersection #4: Winchester / Tisch / I-280 NB Ramp



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	0	0	0	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:

Base Vol:	864	1010	339	37	370	442	0	0	0	106	142	237
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	864	1010	339	37	370	442	0	0	0	106	142	237
Added Vol:	0	9	0	0	1	6	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	864	1019	339	37	371	448	0	0	0	106	142	237
User Adj:	1.00	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:	864	1019	339	37	371	448	0	0	0	106	142	237
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	864	1019	339	37	371	448	0	0	0	106	142	237
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	864	1019	339	37	371	448	0	0	0	106	142	237

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	2.20	0.80	1.00	2.00	1.00	0.00	0.00	0.00	1.13	0.31	0.56
Final Sat.:	1750	4187	1393	1750	3800	1750	0	0	0	1970	591	986

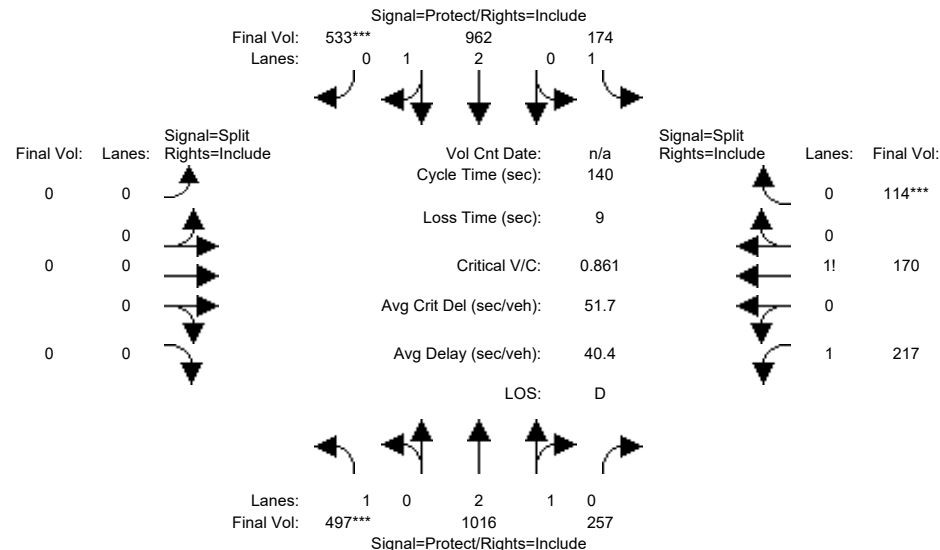
Capacity Analysis Module:

Vol/Sat:	0.49	0.24	0.24	0.02	0.10	0.26	0.00	0.00	0.00	0.05	0.24	0.24
Crit Moves:	****					****						****
Green/Cycle:	0.46	0.58	0.58	0.13	0.24	0.24	0.00	0.00	0.00	0.23	0.23	0.23
Volume/Cap:	1.06	0.42	0.42	0.17	0.41	1.06	0.00	0.00	0.00	0.24	1.06	1.06
Uniform Del:	34.8	15.4	15.4	50.5	41.5	49.4	0.0	0.0	0.0	41.2	50.3	50.3
IncrementDel:	50.0	0.1	0.1	0.4	0.1	50.8	0.0	0.0	0.0	0.1	60.1	60.1
InitQueueDel:	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	0.00	0.00	0.00	1.00	1.00	1.00
Delay/Veh:	84.8	15.5	15.5	50.9	41.7	100.1	0.0	0.0	0.0	41.2	110	110.5
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:	84.8	15.5	15.5	50.9	41.7	100.1	0.0	0.0	0.0	41.2	110	110.5
LOS by Move:	F	B	B	D	D	F	A	A	A	D	F	F
HCM2k95thQ:	70	18	18	3	12	41	0	0	0	7	43	43

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

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

Intersection #4: Winchester / Tisch / I-280 NB Ramp



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	0	0	0	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:

Base Vol:	497	1006	257	174	960	526	0	0	0	217	170	114
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	497	1006	257	174	960	526	0	0	0	217	170	114
Added Vol:	0	10	0	0	2	7	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	497	1016	257	174	962	533	0	0	0	217	170	114
User Adj:	1.00	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:	497	1016	257	174	962	533	0	0	0	217	170	114
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	497	1016	257	174	962	533	0	0	0	217	170	114
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	497	1016	257	174	962	533	0	0	0	217	170	114

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	2.35	0.65	1.00	2.00	1.00	0.00	0.00	0.00	1.29	0.41	0.30
Final Sat.:	1750	4472	1131	1750	3800	1750	0	0	0	2251	785	526

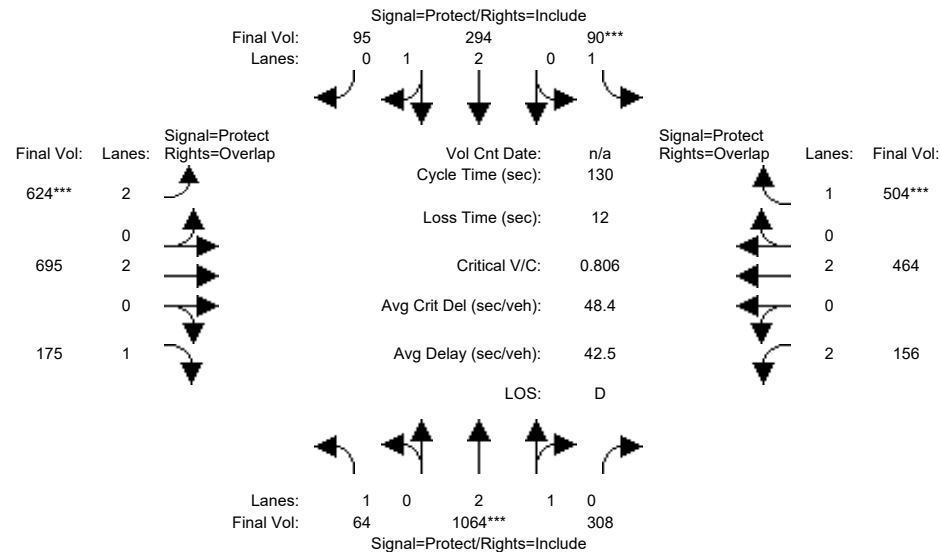
Capacity Analysis Module:

Vol/Sat:	0.28	0.23	0.23	0.10	0.25	0.30	0.00	0.00	0.00	0.10	0.22	0.22
Crit Moves:	****					****						****
Green/Cycle:	0.33	0.48	0.48	0.21	0.35	0.35	0.00	0.00	0.00	0.25	0.25	0.25
Volume/Cap:	0.86	0.48	0.48	0.48	0.72	0.86	0.00	0.00	0.00	0.38	0.86	0.86
Uniform Del:	43.9	24.9	24.9	48.7	39.1	42.0	0.0	0.0	0.0	43.4	50.0	50.0
IncrementDel:	12.5	0.1	0.1	1.0	1.2	4.6	0.0	0.0	0.0	0.2	12.4	12.4
InitQueueDel:	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	0.00	0.00	0.00	1.00	1.00	1.00
Delay/Veh:	56.3	25.0	25.0	49.7	40.3	46.6	0.0	0.0	0.0	43.6	62.4	62.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	56.3	25.0	25.0	49.7	40.3	46.6	0.0	0.0	0.0	43.6	62.4	62.4
LOS by Move:	E	C	C	D	D	D	A	A	A	D	E	E
HCM2k95thQ:	37	22	22	13	30	39	0	0	0	12	33	33

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

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

Intersection #5: Winchester / Moorpark



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

Volume Module:

Base Vol:	64	1062	308	90	293	95	617	695	175	156	464	504
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	64	1062	308	90	293	95	617	695	175	156	464	504
Added Vol:	0	2	0	0	1	0	7	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	64	1064	308	90	294	95	624	695	175	156	464	504
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	64	1064	308	90	294	95	624	695	175	156	464	504
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	64	1064	308	90	294	95	624	695	175	156	464	504
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	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:	64	1064	308	90	294	95	624	695	175	156	464	504

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92
Lanes:	1.00	2.28	0.72	1.00	2.22	0.78	2.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	1750	4337	1255	1750	4220	1363	3150	3800	1750	3150	3800	1750

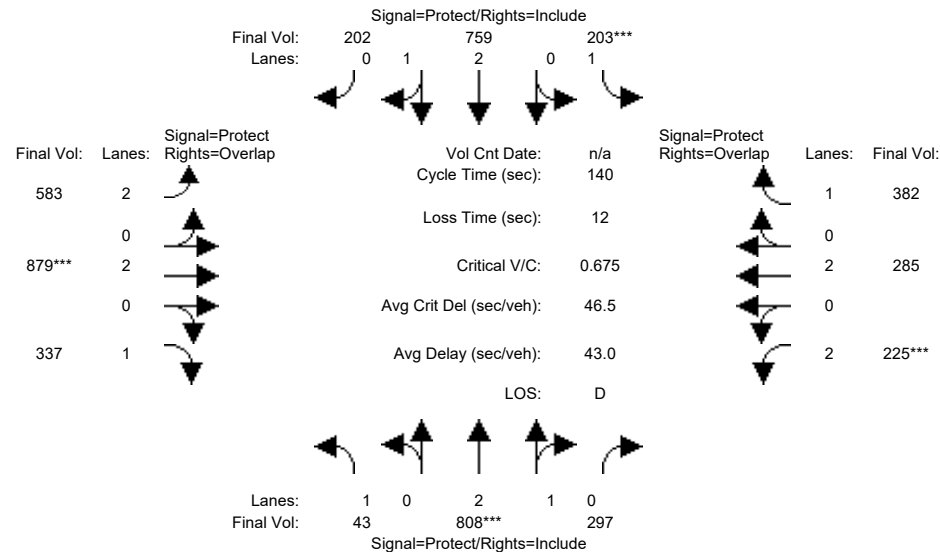
Capacity Analysis Module:

Vol/Sat:	0.04	0.25	0.25	0.05	0.07	0.07	0.20	0.18	0.10	0.05	0.12	0.29
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****
Green/Cycle:	0.15	0.30	0.30	0.06	0.22	0.22	0.25	0.41	0.57	0.12	0.29	0.35
Volume/Cap:	0.24	0.81	0.81	0.81	0.32	0.32	0.81	0.44	0.18	0.41	0.42	0.81
Uniform Del:	48.6	41.7	41.7	60.1	42.9	42.9	46.1	27.3	13.6	52.7	37.3	38.1
IncrementDel:	0.5	2.9	2.9	33.4	0.2	0.2	6.2	0.2	0.1	0.7	0.3	8.0
InitQueueDel:	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:	49.0	44.6	44.6	93.4	43.0	43.0	52.3	27.5	13.7	53.4	37.5	46.1
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:	49.0	44.6	44.6	93.4	43.0	43.0	52.3	27.5	13.7	53.4	37.5	46.1
LOS by Move:	D	D	D	F	D	D	D	C	B	D	D	D
HCM2k95thQ:	5	32	32	8	8	8	26	18	7	8	14	36

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

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

Intersection #5: Winchester / Moorpark



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

Volume Module:

Base Vol:	43	806	297	203	757	202	575	879	337	225	285	382
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	43	806	297	203	757	202	575	879	337	225	285	382
Added Vol:	0	2	0	0	2	0	8	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	43	808	297	203	759	202	583	879	337	225	285	382
User Adj:	1.00	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:	43	808	297	203	759	202	583	879	337	225	285	382
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	43	808	297	203	759	202	583	879	337	225	285	382
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	43	808	297	203	759	202	583	879	337	225	285	382

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92
Lanes:	1.00	2.14	0.86	1.00	2.33	0.67	2.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	1750	4074	1498	1750	4422	1177	3150	3800	1750	3150	3800	1750

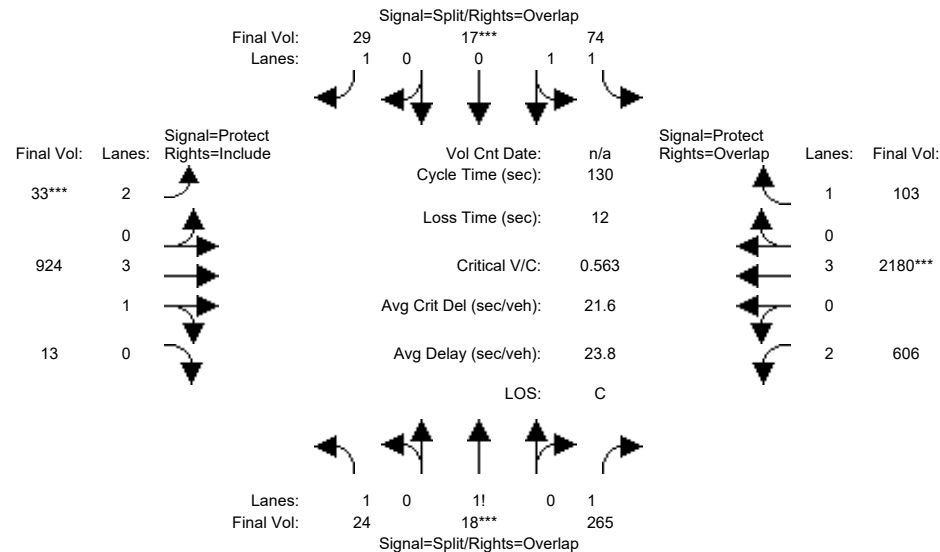
Capacity Analysis Module:

Vol/Sat:	0.02	0.20	0.20	0.12	0.17	0.17	0.19	0.23	0.19	0.07	0.08	0.22
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****
Green/Cycle:	0.11	0.29	0.29	0.17	0.36	0.36	0.29	0.34	0.45	0.11	0.16	0.33
Volume/Cap:	0.23	0.67	0.67	0.67	0.48	0.48	0.64	0.67	0.43	0.67	0.47	0.66
Uniform Del:	57.5	43.5	43.5	54.3	34.5	34.5	43.4	39.3	26.4	60.3	53.4	40.0
IncrementDel:	0.7	1.1	1.1	6.0	0.2	0.2	1.6	1.4	0.4	5.4	0.6	2.8
InitQueueDel:	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:	58.1	44.7	44.7	60.3	34.7	34.7	45.0	40.8	26.8	65.7	54.0	42.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	58.1	44.7	44.7	60.3	34.7	34.7	45.0	40.8	26.8	65.7	54.0	42.8
LOS by Move:	E	D	D	E	C	C	D	D	C	E	D	D
HCM2k95thQ:	4	26	26	16	19	19	23	28	19	13	11	27

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

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

Intersection #8: Stevens Creek / Monroe



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

Volume Module:

Base Vol:	24	18	265	74	17	28	32	909	13	606	2161	103
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	24	18	265	74	17	28	32	909	13	606	2161	103
Added Vol:	0	0	0	0	0	1	1	15	0	0	19	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	24	18	265	74	17	29	33	924	13	606	2180	103
User Adj:	1.00	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:	24	18	265	74	17	29	33	924	13	606	2180	103
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	24	18	265	74	17	29	33	924	13	606	2180	103
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	24	18	265	74	17	29	33	924	13	606	2180	103

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92
Lanes:	1.07	0.10	1.83	1.65	0.35	1.00	2.00	3.94	0.06	2.00	3.00	1.00
Final Sat.:	1880	196	3190	2889	664	1750	3150	7486	105	3150	5700	1750

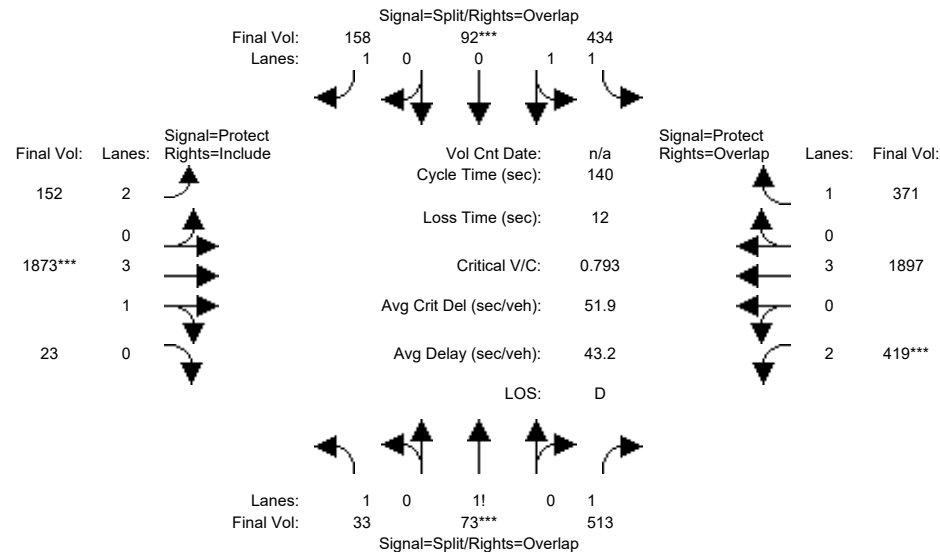
Capacity Analysis Module:

Vol/Sat:	0.01	0.09	0.08	0.03	0.03	0.02	0.01	0.12	0.12	0.19	0.38	0.06
Crit Moves:	****			****			****			****		
Green/Cycle:	0.15	0.15	0.56	0.08	0.08	0.13	0.05	0.27	0.27	0.41	0.63	0.70
Volume/Cap:	0.08	0.61	0.15	0.33	0.33	0.13	0.19	0.46	0.46	0.46	0.61	0.08
Uniform Del:	47.5	51.6	13.4	56.8	56.8	49.9	58.8	40.0	40.0	27.6	14.7	6.1
IncramntDel:	0.0	2.2	0.0	0.7	0.7	0.3	0.6	0.2	0.2	0.3	0.3	0.0
InitQueueDel:	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:	47.5	53.8	13.4	57.6	57.6	50.2	59.4	40.1	40.1	27.9	15.0	6.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	47.5	53.8	13.4	57.6	57.6	50.2	59.4	40.1	40.1	27.9	15.0	6.1
LOS by Move:	D	D	B	E	E	D	E	D	D	C	B	A
HCM2k95thQ:	2	14	6	4	4	2	2	14	14	19	30	3

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

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

Intersection #8: Stevens Creek / Monroe



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

Volume Module:

Base Vol:	33	73	513	434	92	157	151	1854	23	419	1876	371
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	33	73	513	434	92	157	151	1854	23	419	1876	371
Added Vol:	0	0	0	0	0	1	1	19	0	0	21	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	33	73	513	434	92	158	152	1873	23	419	1897	371
User Adj:	1.00	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:	33	73	513	434	92	158	152	1873	23	419	1897	371
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	33	73	513	434	92	158	152	1873	23	419	1897	371
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	33	73	513	434	92	158	152	1873	23	419	1897	371

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92
Lanes:	1.05	0.20	1.75	1.67	0.33	1.00	2.00	3.95	0.05	2.00	3.00	1.00
Final Sat.:	1835	375	3069	2928	621	1750	3150	7500	92	3150	5700	1750

Capacity Analysis Module:

Vol/Sat:	0.02	0.19	0.17	0.15	0.15	0.09	0.05	0.25	0.25	0.13	0.33	0.21
Crit Moves:	****			****			****			****		
Green/Cycle:	0.25	0.25	0.41	0.19	0.19	0.25	0.06	0.31	0.31	0.17	0.42	0.61
Volume/Cap:	0.07	0.79	0.40	0.79	0.79	0.36	0.77	0.79	0.79	0.79	0.79	0.35
Uniform Del:	40.6	49.5	29.0	54.3	54.3	43.3	64.6	43.8	43.8	55.9	35.4	13.8
IncrementDel:	0.0	5.6	0.2	6.5	6.5	0.5	16.2	1.9	1.9	8.1	1.9	0.2
InitQueueDel:	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:	40.6	55.1	29.2	60.9	60.9	43.8	80.8	45.7	45.7	64.0	37.3	14.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	40.6	55.1	29.2	60.9	60.9	43.8	80.8	45.7	45.7	64.0	37.3	14.0
LOS by Move:	D	E	C	E	E	D	F	D	D	E	D	B
HCM2k95thQ:	2	29	17	24	24	12	8	32	32	20	39	16

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

Appendix F – 425 Winchester Valet Arrival Probability (Typical Weekday)

425 Winchester Valet Arrival Probability (Typical Weekday)

A Poisson's distribution was assumed to determine the likelihood X number of vehicles would arrive within a given time period, P .

For example

During AM peak hour, there is a 98.9% cumulative probability that 4 or less vehicles will arrive at the hotel within 2 minutes.

During PM peak hour, there is a 98.0% cumulative probability that 4 or less vehicles will arrive at the hotel within 2 minutes.

Poisson's Distribution

$$P(X = x) = e^{-m} \frac{m^x}{x!}$$

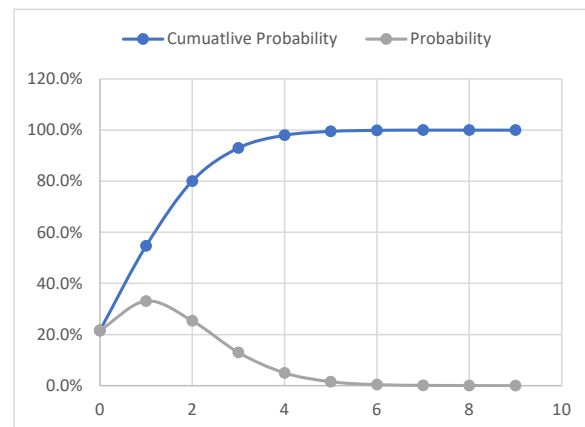
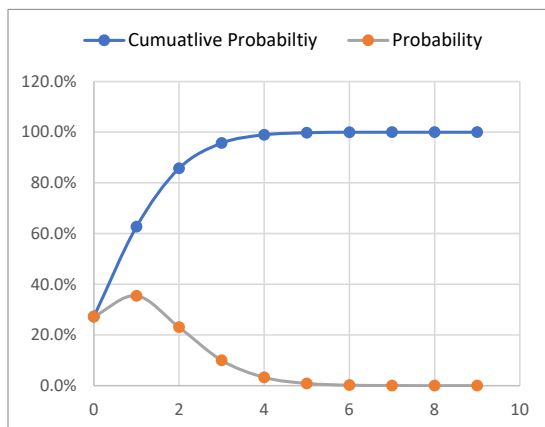
Where,

m = Average arrival rate

x = Total number of vehicles expected to arrive within time period

	AM Peak	
P (average dwell time)	2	min
Peak Hour Trips	39	veh/hr
m	1.30	veh/2 min
X (Total # cars arriving within a 2 min period)	Probability	Cumulative Probability
0	27.3%	27.3%
1	35.4%	62.7%
2	23.0%	85.7%
3	10.0%	95.7%
4	3.2%	98.9%
5	0.8%	99.8%
6	0.2%	100.0%
7	0.0%	100.0%
8	0.0%	100.0%
9	0.0%	100.0%

	PM Peak	
P (average dwell time)	2	min
Peak Hour Trips	46	veh/hr
m	1.53	veh /2 min
X (Total # cars arriving within a 2 min period)	Probability	Cumulative Probability
0	21.6%	21.6%
1	33.1%	54.7%
2	25.4%	80.0%
3	13.0%	93.0%
4	5.0%	98.0%
5	1.5%	99.5%
6	0.4%	99.9%
7	0.1%	100.0%
8	0.0%	100.0%
9	0.0%	100.0%





Appendix G – TDM Plan

425 Winchester Boulevard Hotel
Local Transportation Analysis (Final Submittal)

TECHNICAL MEMORANDUM

To: City of San Jose
From: Derek Wu P.E., Kimley-Horn and Associates, Inc.
Date: June 30, 2023

Re: 425 Winchester Hotel – Transportation Demand Management Plan

1: Introduction

This technical memorandum presents a transportation demand management (TDM) plan for the proposed 425 Winchester Hotel development consistent with the provisions in CEQA and the Environmental Impact Report prepared for the project. The project site is in the City's Santana Row / Valley Fair Urban Village area located at the northwest corner of Winchester Boulevard and Olin Avenue. The project proposes to demolish the existing 425 Winchester gas station and construct a 176-room hotel totaling up to 90,917 gross square-feet and up to 45 on-site vehicle parking spaces in an underground garage.

For the proposed project, a draft TDM plan was prepared following the methodology and framework from the approved ordinance amending Title 20 of the San Jose Municipal code (Subject PP22-015), updated municipal code, and updated guidelines in the Transportation Analysis Handbook. TDM plans are based on a points system, and projects will generally be required to include TDM measures that total the required Point Target, with each point roughly equivalent to a 1% reduction in vehicle miles traveled (VMT) and single-occupancy vehicle trips.

Based on a hotel land use, the project is categorized as a Commute-End Use (CEU) and would need to reach a TDM Point Target of 25 points.

2: TDM Plan

Table 1 summarizes the proposed TDM measures the project would implement to meet the City's 25 TDM Point Target.

Table 1: Proposed TDM Plan Summary

TDM Category	Measure [ID]	Description	Potential Point Value
Multimodal Network Improvements	[MI05] Provide Walking Network Improvements	In coordination with City staff, the project will install a crosswalk at the Winchester/Olin north intersection leg. A signal modification will be required to implement the installed pedestrian crosswalk. This improvement would consist of new striping, a pedestrian button relocation, and a 6-foot wide half-bulbout curb extension along Olin Avenue at the project frontage. Up to \$3 per square foot of non-residential gross floor area from the project would be contributed	3
Parking	[PK01] Right-Size Parking Supply	The project proposes up to 45 on-site parking spaces. The CEU parking ratio for the site would equal 1.74 (45 spaces / 25.82 KSF)	20
Programmatic TDM	[TP04] Provide Education, Marketing, and Outreach	The project proposes to provide: • TDM promotions such as targeted messaging and communication campaigns, incentives, giveaways, and competitions. • Welcome packets with information about nearby amenities, travel options, and available transportation benefits and incentives.	2
Total			25

3. Annual Compliance

Projects including a TDM plan as a Condition of Approval are required to implement the proposed TDM measures for the life of the project and fulfill ongoing compliance and monitoring requirements. Per the Transportation Analysis Handbook, the proposed hotel is classified as Tier 1 smaller project and would be subject to the following annual compliance requirements:

- Provide at least one (1) programmatic measure (Category 4) as outlined in their TDM Plan
- After the project is occupied, it is required to verify that its programmatic measure(s) (Category 4) continue to be implemented as long as the project maintains a Certificate of Occupancy.
- The project must submit a TDM Compliance Form and associated administrative fees to the City consisting of:
 - Project Size – List businesses, total gross square foot size, and number of parking spaces.
 - Point of Contact – property address, name of property owner/association, etc.
 - Documentation of Existing TDM measures – proof of implementation and changes from original plan or past years