Transportation Analysis

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APPENDIX

HEXAGON TRANSPORTATION CONSULTANTS, INC.

Hecker Pass Specific Plan Residential Development

Transportation Analysis

Prepared for:

EMC Planning Group

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Executive Summary

The purpose of this transportation analysis is to evaluate the potential transportation impacts associated with the proposed Hecker Pass Specific Plan Residential development in conformance with the requirements of the California Environmental Quality Act (CEQA) and the City of Gilroy.

The project, as proposed, would develop an approximately 24.31-acre undeveloped site with 116 single-family homes, with 20% of the proposed units (24 units) consisting of low-income units.

Scope of Study

This transportation analysis has been prepared in accordance with the standards and methodologies set forth by the City of Gilroy, the Santa Clara Valley Transportation Authority (VTA) Congestion Management Program's *Transportation Impact Guidelines* (October 2014), and by the California Environmental Quality Act (CEQA).

In 2013, the State of California passed Senate Bill (SB) 743, which requires jurisdictions to stop using congestion and delay metrics, such as Level of Service (LOS), as the measurement for CEQA transportation analysis. Therefore, in adherence to SB 743, the effects and impacts to the transportation network as the result of the proposed project were evaluated based on vehicle miles traveled (VMT.)

However, the City of Gilroy currently uses LOS as their adopted methodology for the evaluation of the effects of new development and land use changes on the local transportation network. In addition, the City is still required to conform to the requirements of the VTA, which establishes a uniform program for evaluating the transportation impacts of land use decisions on the designated CMP Roadway System. Therefore, in addition to the evaluation of VMT, this transportation study also includes a level of service analysis to evaluate the effects of the project on the citywide transportation system, including intersections and freeway segments. The level of service analysis is presented to determine conformance to General Plan transportation goals and policies. However, the determination of project impacts per CEQA requirements is based solely on the VMT analysis.

CEQA VMT Evaluation Results

The VTA's VMT tool was used to estimate VMT for the proposed project.

For the purpose of this analysis, and for consistency with the City of Gilroy General Plan, the VMT analysis considers OPR's recommended impact threshold of 15% below the existing citywide average VMT per capita, which equates to 16.08 VMT per capita.

The results of the VMT evaluation, obtained with the use of the VTA's VMT Evaluation Tool, indicate that the existing average daily VMT for residential uses in the vicinity of the project site is 24.85 VMT per capita. The results also indicate that the proposed development is projected to generate average daily per-capita VMT equal to 22.37, which although is lower than the current average VMT per capita in the project area, would exceed both the identified citywide average of 18.92 VMT per capita and the impact threshold of 16.08 VMT per capita. Therefore, the proposed project would result in an impact on the transportation system based on OPR's 15% below existing average VMT impact threshold.

The VMT results for the proposed project are presented in Table ES-1.

Table ES 1
VMT Analysis Summary

Project	Citywide Average Daily VMT per Capita	15% Below Base Threshold	No Project [1] Average Daily VMT per Capita	With Project Average Daily VMT per Capita [2]	With Project Impact?	With Project Max Reduction [3]
2480 and 2740 Hecker Pass Residential Development						
Base Year 2024	18.92	16.08	24.85	22.37	Yes	19.88

Source: VTA's VMT Evaluation Tool, June 2024.
[1]Existing average daily VMT for residential uses in the project site area.
[1]Average daily VMT per capita estimated to be generated by the proposed project.
[3]Based on possible TDM measures applicable to the proposed project and as calculated by the VMT Evaluation Tool.

Project Impact and Mitigation Measures

Applying OPR's 15% below existing average VMT impact threshold, the project would need to implement VMT reduction measures to achieve a minimum of 29% reduction (from 22.37 to 16.08, or 6.29 miles) in its VMT per capita for the proposed project to reduce its impact to less than significant levels. The project's VMT per capita could be reduced with the implementation of Travel Demand Management (TDM) strategies.

Per the VMT tool, the project's VMT per capita could be reduced to a maximum of 19.88 with the implementation of TDM strategies. However, some of the TDM strategies included in the maximum VMT reduction calculated by the VMT tool may not be applicable or feasible to be implemented by the proposed project, which would result in a smaller VMT reduction than that calculated by the VMT tool. The VMT strategies that potentially could be implemented by the proposed project include the following:

- TP01 – School Pool Programs; **and**
- TP02 – Bike Share Programs; **and**
- TP03 – Car Share Programs; **and**
- TP18 – Voluntary Travel Behavior Change Program.

Implementation of the above TDM strategies would reduce the project's VMT per capita to approximately 19.88 miles per resident, which is less than the required VMT reduction to achieve a VMT per capita below the identified impact threshold of 16.08 miles per resident. Moreover, if it is determined that some of the TDM strategies listed above are not applicable or feasible to be

implemented by the proposed project, the VMT reduction would be less than the calculated 19.88 miles per resident.

OPR's recommended 15% below existing VMT impact threshold encourages developments in transit-rich, highly mixed-use areas to implement design features and trip reduction measures to take advantage of existing multi-model infrastructure and land use mixes in reducing trip making and/or trip lengths. However, many communities such as Gilroy have limited multi-modal transportation infrastructure and lack a mix of complementary land uses. The minimal existing multi-model infrastructure in Gilroy reduces the opportunity for non-vehicular trips to and from the project site. Therefore, it is unlikely that developments like the proposed project in these cities can achieve OPR's recommended 15% reduction in VMT. Therefore, absent of the City adopting its own City-specific VMT policies and impact thresholds, if the project cannot reduce its VMT per capita to below the impact threshold, the proposed project's VMT impact must be deemed significant and unavoidable.

Roadway Capacity Analysis Results

Intersection Level of Service Analysis Results

A summary of the results of the intersection level of service analysis conducted for the study intersections is provided in Table ES-2.

The results of the intersection level of service analysis show that the following study intersection is projected to operate deficiently (LOS D during the PM peak hour) under both Year 2040 General Plan conditions and 2040 General Plan plus project conditions:

3. Santa Teresa Boulevard and Hecker Pass Highway/First Street (LOS D – PM Peak-Hour)

However, the addition of project traffic would not cause the average intersection delay to increase by four (4) seconds or more. Therefore, based on the City of Gilroy definition of operational deficiencies at signalized intersections, the project would not contribute to an operational deficiency at the above intersection under General Plan plus project conditions.

Intersection Operations Analysis Results

The operations analysis results are described below and summarized in Table ES-3.

The results of the queue analysis show that the evaluated turn-movements currently have adequate queue storage capacity to serve the projected queue lengths under existing, background, and background plus project conditions. The addition of project traffic to the roadway network is not projected to have an adverse effect on the available queue storage capacity at the study intersections.

Freeway Segment Evaluation

A review of the project trip assignment indicates that the maximum number of project trips in any direction on the study freeway segments would be no more than 25 trips during the peak-hour. Since the number of project trips on US 101 are estimated to be less than the one-percent freeway capacity threshold, the project would not cause a significant increase in traffic on the freeway segments in the study area, and a freeway level of service analysis is not required.

The freeway capacity analysis is summarized on Table ES-4.

Other Transportation Issues

Project Site Access and On-Site Circulation Recommendations

The following are recommendations to promote adequate site access and on-site circulation:

Operations at Access Points

Recommendation: It is recommended that the existing stop sign along Lone Oak Court at Two Oak Lane (in the eastbound direction) be removed with the development of the project.

Sight Distance

Recommendation: The design of the project site should ensure that design features, such as the landscaping, signage, and other physical features, along the project site frontage and at the project site driveways, would not interfere with the sight distance at the proposed site access points.

Emergency Vehicle Access and Circulation

Recommendation: The design of the turnarounds/cul-de-sacs should be done in consultation with the Gilroy Fire Department to ensure an adequate turning radius is being provided that will allow fire engines to complete a U-turn.

Recommendation: Per City guidelines on fire access roadways, on-street parking should be prohibited in required turnarounds. Turnarounds shall remain unobstructed at all times.

Pedestrian Access and Circulation

Recommendation: It is recommended that ADA-compliant curb ramps be provided at all intersections within the project site. This will create a continuous pedestrian network within the site.

Recommendation: It is recommended that the project applicant works with the Gilroy Unified School District to explore the possibility of including school bus services to the project area and identify the most appropriate location and necessary improvements for the implementation of a bus stop within the project site.

Table ES 2
Intersection Level of Service Summary

Study Int. Number	Intersection	Intersection Control	LOS Standard	Peak Hour	Count Date	Existing		Background		Background Plus Project			2040 General Plan No Project		2040 General Plan Plus Project		
						Delay	LOS	Delay	LOS	Delay	LOS	Delay Change[1]	Delay	LOS	Delay	LOS	Delay Change[1]
1	Autumn Drive	Roundabout	C	AM	05/02/24	4.6	A	5.0	A	5.2	A	+0.2	6.4	A	6.6	A	+0.2
	and Hecker Pass Highway (SR 152)			PM	05/02/24	6.9	A	7.9	A	8.6	A	+0.7	8.8	A	9.7	A	+0.9
2	Autumn Drive/Plum Street	Roundabout	C	AM	05/02/24	3.0	A	3.0	A	3.3	A	+0.3	3.9	A	4.1	A	+0.2
	and Third Street/Lone Oak Court			PM	05/02/24	3.0	A	3.0	A	3.3	A	+0.3	3.6	A	3.9	A	+0.3
3	Santa Teresa Boulevard	Signal	C	AM	05/02/24	22.4	C	23.7	C	23.9	C	+0.2	26.1	C	26.5	C	+0.4
	and Hecker Pass Highway/First Street			PM	05/02/24	30.6	C	34.6	C	34.7	C	+0.1	**35.6**	**D**	**35.8**	**D**	+0.2
4	Santa Teresa Boulevard	Roundabout	C	AM	05/02/24	9.7	A	16.3	C	16.8	C	+0.5	10.9	B	11.3	B	+0.4
	and Third Street			PM	05/02/24	8.0	A	18.1	C	20.0	C	+1.9	15.4	C	16.5	C	+1.1

Notes:
[1] Change in delay, expressed in seconds, for background plus project conditions is measured relative to background conditions.
Change in delay for General Plan plus project conditions is measured relative to General Plan no project conditions.
Entries denoted in **bold** indicate conditions that exceed the current level of service standard.

Table ES 3
Intersection Vehicle Queue Analysis Summary

	Santa Teresa Boulevard and First Street/Hecker Pass Hwy (SR 152)			
	Eastbound Left		Southbound Right	
Measurement	AM	PM	AM	PM
Existing Conditions				
Cycle Length/Control Delay (sec)[1]	75	105	75	105
Lanes	1	1	1	1
Volume (vphpl)	69	107	110	91
95th %. Queue (veh/ln.)	4	6	5	6
95th %. Queue (ft./ln)[2]	100	150	125	150
Storage (ft./ ln.)	430	430	350	350
Adequate (Y/N)	YES	YES	YES	YES
Background Conditions				
Cycle Length/Control Delay (sec)[1]	75	105	75	105
Lanes	1	1	1	1
Volume (vphpl)	111	135	116	109
95th %. Queue (veh/ln.)	5	7	5	6
95th %. Queue (ft./ln)[2]	125	175	125	150
Storage (ft./ ln.)	430	430	350	350
Adequate (Y/N)	YES	YES	YES	YES
Background Plus Project				
Cycle Length/Control Delay (sec)[1]	75	105	75	105
Lanes	1	1	1	1
Volume (vphpl)	133	150	123	134
95th %. Queue (veh/ln.)	6	8	5	7
95th %. Queue (ft./ln)[2]	150	200	125	175
Storage (ft./ ln.)	430	430	350	350
Adequate (Y/N)	YES	YES	YES	YES

Notes:
Vehicle queue calculated using the Poisson probability distribution and 95-percent confidence level.
[1] Vehicle queue calculations based on cycle length for signalized intersections.
[2] Assumes 25 feet per vehicle in the queue.

Table ES 4
Freeway Segment Capacity Evaluation

Freeway Segment	Direction	Peak Hour	# of Lanes[1]	Capacity[2] (vph)	1% of Capacity	Project Trips Added	LOS Analysis Required?
US 101 from Bloomfield Avenue (SR 25) to Monterey Road	NB	AM	2	4,400	44	2	No
	NB	PM	2	4,400	44	7	No
US 101 from Monterey Road to Pacheco Pass Highway	NB	AM	3	6,900	69	0	No
	NB	PM	3	6,900	69	0	No
US 101 from Pacheco Pass Highway to Leavesley Road	NB	AM	3	6,900	69	0	No
	NB	PM	3	6,900	69	0	No
US 101 from Leavesley Road to Masten Avenue	NB	AM	3	6,900	69	0	No
	NB	PM	3	6,900	69	0	No
US 101 from Masten Avenue to San Martin Avenue	NB	AM	3	6,900	69	22	No
	NB	PM	3	6,900	69	15	No
US 101 from San Martin Avenue to Masten Avenue	SB	AM	3	6,900	69	7	No
	SB	PM	3	6,900	69	25	No
US 101 from Masten Avenue to Leavesley Road	SB	AM	3	6,900	69	0	No
	SB	PM	3	6,900	69	0	No
US 101 from Leavesley Road to Pacheco Pass Highway	SB	AM	3	6,900	69	0	No
	SB	PM	3	6,900	69	0	No
US 101 from Pacheco Pass Highway to Monterey Road	SB	AM	3	6,900	69	0	No
	SB	PM	3	6,900	69	0	No
US 101 from Monterey Road to Bloomfield Avenue (SR 25)	SB	AM	2	4,400	44	6	No
	SB	PM	2	4,400	44	4	No

[1] Information obtained from the Santa Clara Valley Transportation Authority Congestion Management Program Monitoring Study, 2018.
[2] Based on a capacity of 2,300 vehicles per hour per lane (vphpl) for freeway sections with six or more lanes, and 2,200 vphpl for freeway sections with four lanes.
Bold indicates unacceptable LOS.

1. Introduction

This report presents the results of a Transportation Analysis (TA) completed for the proposed Hecker Pass Specific Plan Residential project in the City of Gilroy, California.

Project Description

The project site (Assessor Parcel Number (APN 810-20-033, -036, and -037) is located at 2840 and 2470 Hecker Pass Highway, within the Hecker Pass Specific Plan (HPSP) area, and consists of a mainly undeveloped 24.31-acre area. Existing uses on-site include a single-family home, a barn which houses an antiques shop (open by appointment only according to its social media page), and other supporting buildings. The project site is bounded by Hecker Pass Highway (SR 152) to the north, Third Street to the south, Goldsmith Seeds, Inc. (nursery) to the east, and undeveloped land to the west. The project site is split in two by Autum Drive which connects Third Street and the HPSP area to Hecker Pass Highway.

The project is proposing to develop the project site with 116 single-family homes, with 20% of the proposed units (24 units) consisting of low-income units. Sixty-three of the proposed units would be located within the parcel west of Autumn Drive (west project site) and 53 units would be located within the parcel east of Autumn Drive (east project site). Access to the project site would be provided via three new street connections along Third Street (two new streets providing access to the west project site and one new street providing access to the east project site). Additionally, both project sites would include emergency vehicle access (EVA). A future connection from the west project site to the parcel to the west would be provided.

The project site location and surrounding study area are shown on Figure 1. The site plan is shown on Figure 2.

Land Use and Zoning Conformance

The project site was evaluated as part of the HPSP development, which was adopted by the City of Gilroy in January 2005 and is included in the City's current 2040 General Plan. As approved, the project site is zoned for Agri-Tourist/Agri-Tourist Commercial in the HPSP.

Figure 1
Site Location

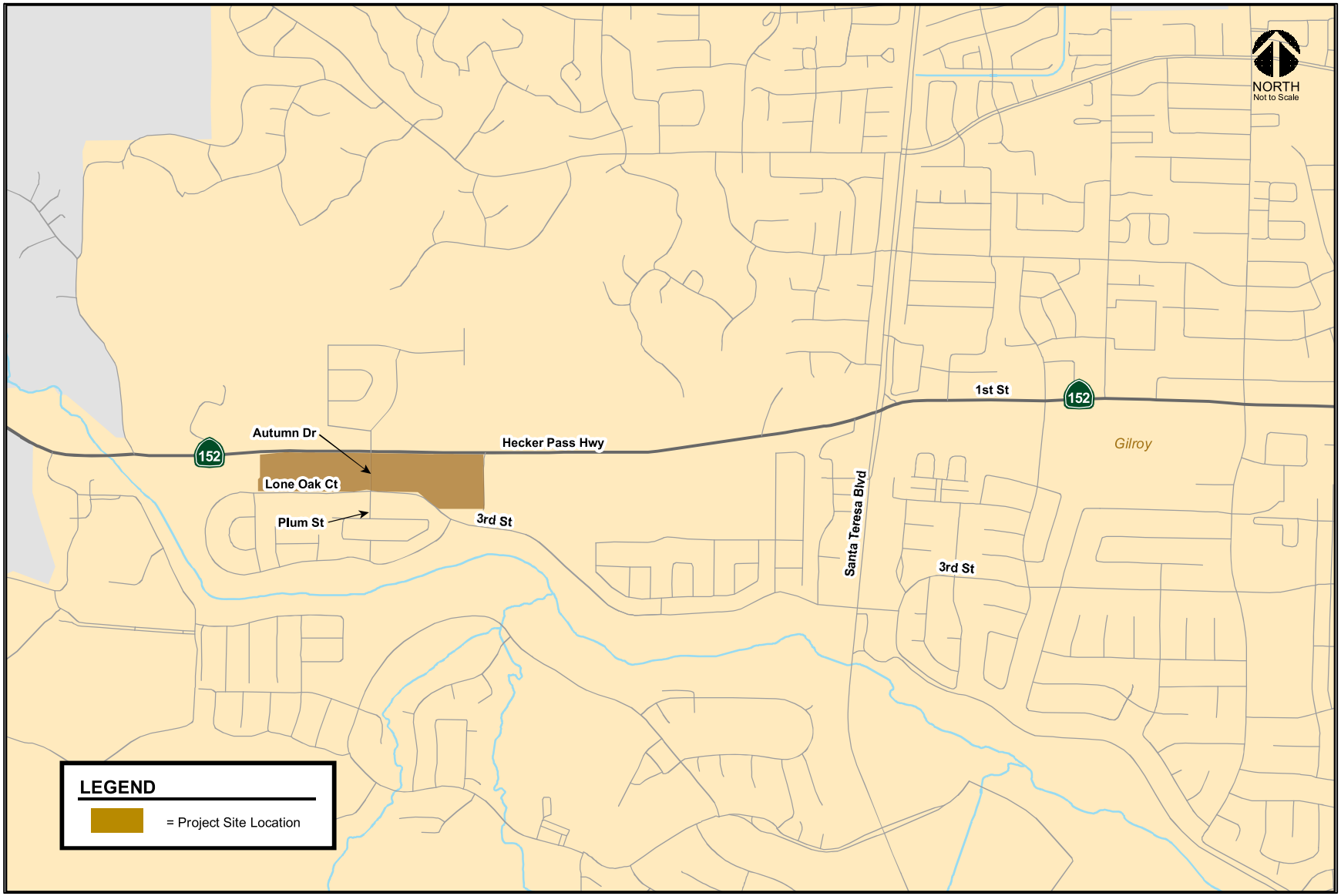
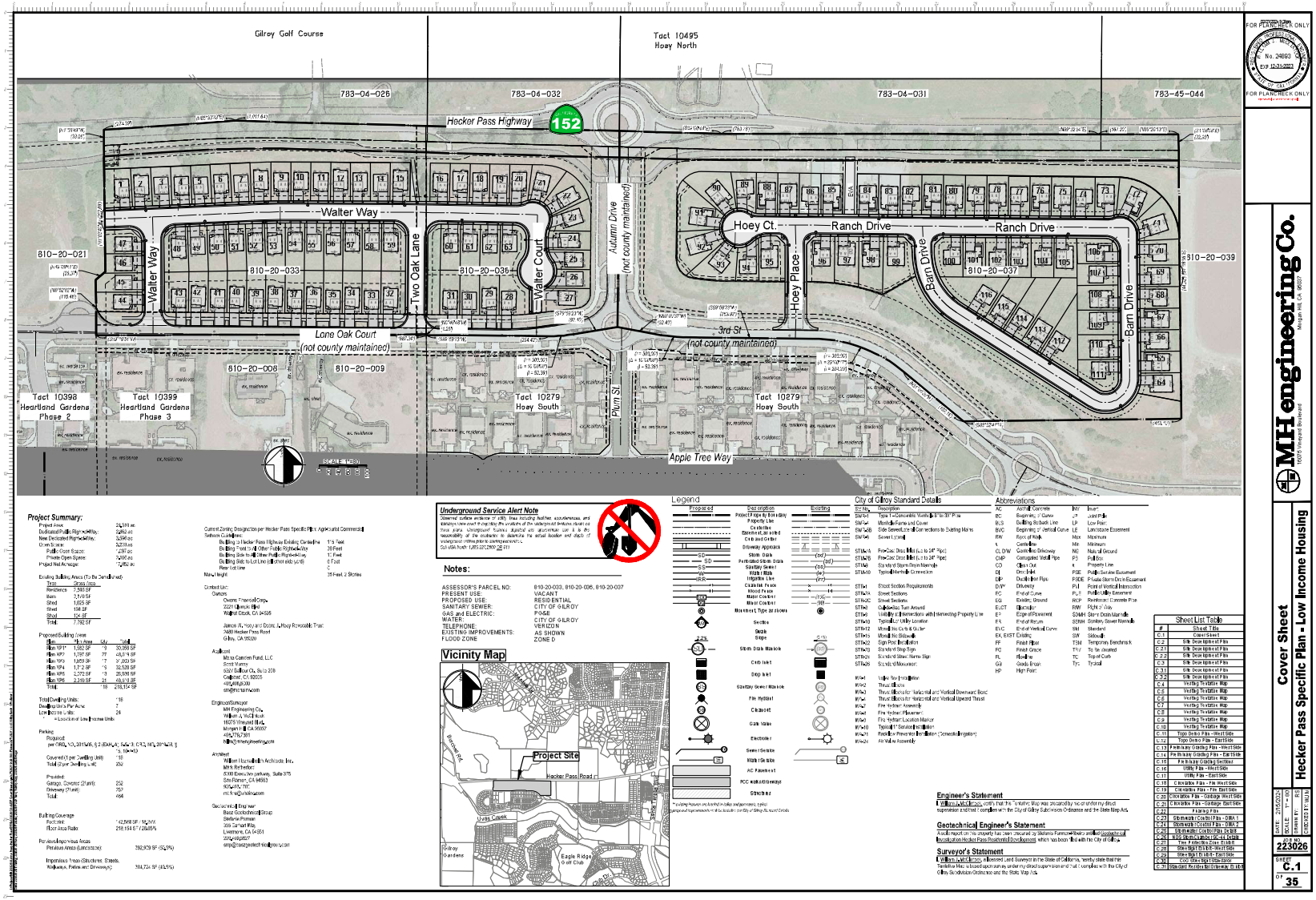


Figure 2
Proposed Site Plan



Transportation Analysis Scope

The purpose of this transportation analysis is to evaluate the potential transportation impacts associated with the increase in traffic due to the proposed project in conformance with the requirements of the California Environmental Quality Act (CEQA) and the City of Gilroy.

The TA consists of a California Environmental Quality Act (CEQA) required vehicle-miles-traveled (VMT) analysis and a supplemental traffic operations analysis that demonstrates the project's consistency with the *City of Gilroy 2040 General Plan* goals and policies.

CEQA Transportation Analysis Scope

Like most other jurisdictions in Santa Clara County and the State, the City of Gilroy has historically utilized vehicular delay as the primary analysis metric to evaluate traffic impacts and potential roadway improvements to relieve traffic congestion that may result due to proposed/planned growth. However, with the adoption of Senate Bill (SB) 743 legislation, public agencies are required (effective July 2020) to base transportation impacts on Vehicle-Miles-Traveled (VMT) rather than level of service that typically uses delay as its metric. The change in measurement is intended to better evaluate the effects of development growth on the State's goal for climate change and multi-modal transportation. Therefore, to adhere to the state's legislation, all new development projects are required to analyze transportation impacts using the VMT metric.

In accordance with CEQA, all proposed projects are required to analyze transportation as a component of environmental review using average VMT per resident and/or per employee as metrics (total VMT for retail/commercial projects).

The CEQA VMT impact analysis was completed using the *Valley Transportation Authority's* (*VTA) VMT Evaluation Tool.*

The City of Gilroy is currently developing the framework for new transportation policies based on VMT as the primary measure of transportation impacts. However, since the City has not formally adopted its own City-specific VMT policies, the City relies on VMT analysis methodology and impact thresholds recommended in the Governor's Office of Planning and Research (OPR) Technical Advisory on Evaluating Transportation Impacts in CEQA, December 2018, for the evaluation of development projects.

Traffic Operations Analysis Scope

The current *City of Gilroy 2040 General Plan*, adopted in November 2020, uses Level of Service (LOS) as its primary metric for the evaluation of the effects of new development and land use changes on the City's transportation network. Therefore, a traffic operations analysis based upon peak hour intersection level of service analysis is included to determine the project's conformance with General Plan transportation goals and policies. The traffic operations analysis supplements the CEQA-required VMT analysis. However, the determination of project impacts per CEQA requirements is based solely on the VMT analysis.

The traffic operations analysis includes the evaluation of weekday AM and PM peak-hour operations at selected intersections for the purpose of identifying operational issues (queuing, signal operations, and potential multi-modal issues) in the general vicinity of the project site. The traffic operations analysis also includes an evaluation of the effects of the project on other transportation issues relating to on-site

access, on-site circulation, sight distance, roadway design, pedestrian, bicycle, and transit facilities in the immediate area of the project.

The effects of the proposed development on traffic operations on the surrounding roadway system were evaluated following the standards and methodologies set forth by the City of Gilroy, the Gilroy 2040 General Plan, and the Santa Clara Valley Transportation Authority (VTA) Congestion Management Program's *Transportation Impact Guidelines* (October 2014). The VTA administers the Congestion Management Program (CMP) for Santa Clara County.

Report Organization

The remainder of this report is divided into five chapters. Chapter 2 describes the existing transportation system including the existing roadway network, transit service, bicycle and pedestrian facilities. Chapter 3 presents the CEQA transportation analysis. Chapter 4 describes the traffic operations analysis and the project's effects on the transportation system and describes recommended roadway improvements. An evaluation of other transportation issues, including site access and on-site circulation review and effects on bicycle, pedestrian, and transit facilities, are presented in Chapter 5. Chapter 6 presents the conclusions of the transportation analysis.

2. Existing Transportation Setting

This chapter describes the existing transportation system within the project area. It describes existing conditions for all of the major transportation facilities in the vicinity of the project site, including the roadway network, transit service, and bicycle and pedestrian facilities.

Existing Roadway Network

Regional access to the project site is provided via US 101 and State Route (SR) 152. Local access to the project site is provided by Santa Teresa Boulevard, Third Street, and Autumn Drive. These facilities are shown on Figure 1 and described below.

US 101 is a six-lane freeway north of the Monterey Road interchange (in south Gilroy) and transitions to a four-lane freeway south of that point. US 101 extends northward through San Jose and southward into Salinas. This freeway serves as the primary roadway connection between Gilroy and Morgan Hill and other Santa Clara County communities to the north and between Gilroy and Salinas to the south. US 101 includes full-access interchanges at Leavesley Road, Tenth Street/SR 152, and Monterey Road in Gilroy. A fourth interchange at Masten Avenue, north of Gilroy in unincorporated Santa Clara County, serves the north and northwestern areas of Gilroy. Regional access to the project site could be provided from all existing freeway interchanges in Gilroy. For the purpose of this analysis, it is assumed that access to/from the north on US 101 would be provided via the Masten Avenue and Leavesley Road interchanges, access from the south via the Monterey Road interchange, and access to the south via the southbound US 101 freeway ramps at Castro Valley Road.

Hecker Pass Highway (SR 152) is a two- to four-lane east-west highway that extends east of Gilroy, as Pacheco Pass Highway, over the Pacheco Pass to Interstate 5 and through Los Banos, and west of Gilroy, as Hecker Pass Highway, over the Santa Cruz Mountains to Watsonville and Highway 1. SR 152 to the east extends from the US 101/Leavesley Road interchange south to the US 101/Tenth Street interchange along US 101, then eastward to Interstate 5. SR 152 to the west extends from the US 101/Leavesley Road interchange, with its alignment through Gilroy following Leavesley Road to Monterey Road to First Street where it changes designation to Hecker Pass Highway west of Santa Teresa Boulevard. SR 152 connects the communities of Watsonville and Gilroy to the Central Valley via Interstate 5. Access to the project site from SR 152 is provided via Autumn Drive.

Santa Teresa Boulevard is a two- to four-lane north-south expressway that extends from Watsonville Road, in Morgan Hill, to Castro Valley Road in south Gilroy. Between Day Road (E) and First Street/Hecker Pass Highway, Santa Teresa is a four-lane divided roadway. In other areas, it is a two-

lane undivided facility. Bike lanes are currently available along both sides of Santa Teresa Boulevard between Castro Valley Road and Fitzgerald Avenue. Santa Teresa Boulevard would provide access to the project site via SR 152 and Third Street.

Third Street/Lone Oak Court is a two-lane roadway which runs east-west across Gilroy. Beginning in Downtown Gilroy at Monterey Road, Third Street runs westward through residential neighborhoods before intersecting with Santa Teresa Boulevard. West of Santa Teresa Boulevard, Third Street runs along the north bank of Uvas Creek and terminates at its intersection with Autumn Drive, where it transitions to Lone Oak Court. Third Street would run along the southern project frontage, providing direct access to residential streets within the proposed project. Bike lanes are currently available along both sides of Third Street between Ponderosa Drive and Autumn Drive.

Autumn Drive/Plum Street is a two-lane north-south roadway that extends between a residential neighborhood north of Hecker Pass Highway (SR 152) and Third Street/Lone Oak Court to the south, where it transitions to Plum Street. The portion of roadway that bisects the project site (between roundabouts at Hecker Pass Highway (SR 152) and Third Street/Lone Oak Court) consists of a divided two-lane roadway.

Existing Bicycle Facilities

Bicycle facilities are divided into three classes of relative significance:

- **Class I Bikeways (Bike Path)**. Class I bikeways are bike paths that are physically separated from motor vehicles and offer two-way bicycle travel on a separate path.
- **Class II Bikeways (Bike Lane)**. Class II bikeways are striped bike lanes on roadways that are marked by signage and pavement markings.
- **Class III Bikeways (Bike Route)**. Class III bikeways are bike routes and only have signs to help guide bicyclists on recommended routes to certain locations.

There are several bicycle facilities in the vicinity of the project site. These are listed below and shown on Figure 3:

Class I Bikeways (Bike Paths)

The project site would be served directly by an existing multi-use trail which runs along the south (eastbound) side of Hecker Pass Highway (SR 152). The trail connects to the Uvas Creek Trail to the west and bike lanes along First Street and Santa Teresa Boulevard to the east. Access to/from the project site is provided via trailheads at the Autumn Drive trail crossing. Additional access may be provided via the proposed emergency vehicle access (EVA) drive aisle between Ranch Drive and SR 152.

Class II Bikeways (Bike Lanes)

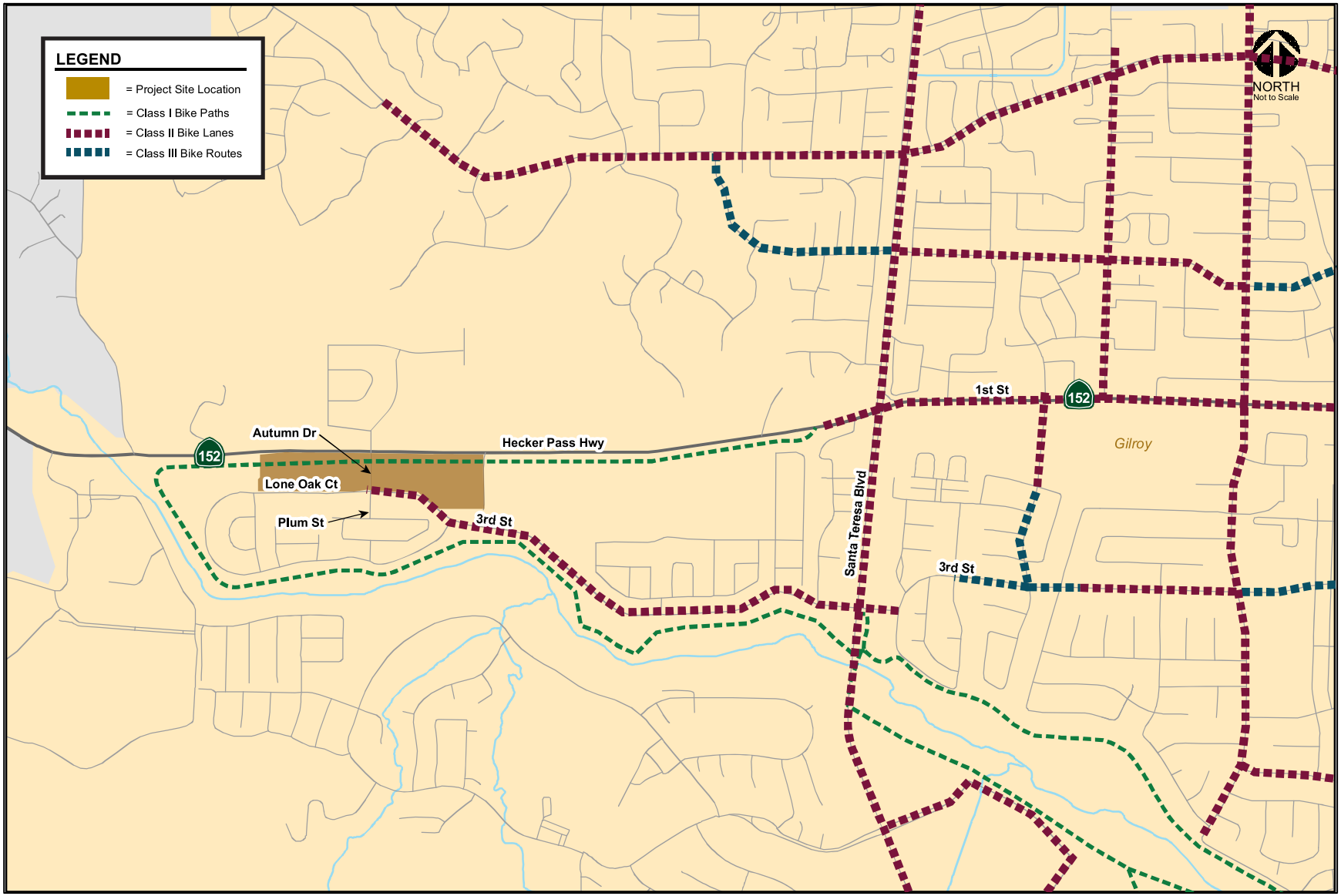
Class II Bikeways in the vicinity of the project site are provided along the following roadways:

- Santa Teresa Boulevard, between Castro Valley Road and Fitzgerald Avenue
- First Street, between Santa Teresa Boulevard and Monterey Road
- Third Street, between Autumn Drive and Ponderosa Drive

Class III Bikeways (Bike Routes)

Class III Bikeways in the vicinity of the project site are provided along the following roadways:

Figure 3
Existing Bicycle Facilities



- Welburn Avenue, between Mantelli Drive and Santa Teresa Boulevard
- Third Street, between Laurel Drive and Santa Barbara Drive

Existing Pedestrian Facilities

The immediate project site area consists mostly of undeveloped land. Pedestrian facilities in the project area consist primarily of sidewalks along developed residential areas, including all residential areas within the HPSP area (mainly located south of the project site and north of Third Street). Sidewalks are also found along the entire north (westbound) side of Third Street between Santa Teresa Boulevard and the project site. As described previously, the Hecker Pass Trail and Uvas Creek Trail are multi-use pathways that can be used by bicycles and pedestrians between the HPSP area and other existing pedestrian facilities to the east.

Crosswalks are provided along all legs of roundabout intersections along Third Street at its intersections with Autumn Drive, Grassland Way, Cobblestone Court, and Santa Teresa Boulevard. The roundabout intersection at Autumn Drive/Hecker Pass Highway (SR 152) provides a marked crosswalk across the south leg only, at the multi-use trail crossing of Autumn Drive. Crosswalks and pedestrian push buttons are available along all four legs of the Hecker Pass Highway (SR 152)/Santa Teresa Boulevard intersection.

In the vicinity of the project site, there are currently missing sidewalks along the south project site frontage, west of Autumn Drive, extending to the undeveloped parcels along the north side of Lone Oak Court. Outside of the project site area, there are missing sidewalks along the south side of First Street, between Santa Teresa Boulevard and the Hecker Pass Plaza shopping center (approximately 900-foot segment) and along most of Santa Teresa Boulevard, south of First Street/Hecker Pass Highway, with the exception of the segment between First Street and Third Street (west side of the street). However, even with the missing sidewalks, the existing sidewalks and multi-use trails networks provide adequate pedestrian connection between the project site and surrounding pedestrian destinations, including parks and most commercial areas east of Santa Teresa Boulevard.

The existing pedestrian facilities in the study area are shown on Figure 4.

Existing Transit Services

Transit services in Gilroy consist of local, regional, and intercity bus services, rail service, and paratransit services. Existing transit service in Gilroy is provided primarily by Santa Clara County VTA buses. Caltrain commuter rail service, San Benito County express bus service, and Greyhound bus service also serve Gilroy. The existing transit services in the project area are shown on Figure 5.

The project site is not served directly by any local bus route. The nearest bus stop to the project site is located in the vicinity of the Montebello Drive and Santa Barbara Drive intersection, approximately a 1.5-mile walking distance from the eastern end of the project site. This bus stop is served by ***Local Bus Route 85***, which provides weekday and weekend service between the Gilroy Transit Center and Saint Louise Regional Hospital via Sixth Street, Wren Avenue, Mantelli Drive, Leavesley Road, and San Ysidro Avenue between 6:01 AM and 7:59 PM with approximately 60-minute headways during commute hours.

Other bus transit services currently serving Gilroy, as of December 2024, include:

- ***Frequent Route 68*** provides weekday and weekend service between the Gilroy Transit Center and the San Jose Diridon Transit Center via Monterey Road between 4:10 AM and 1:17 AM with approximately 15- to 30-minute headways during commute hours.

Figure 4
Existing Pedestrian Facilities

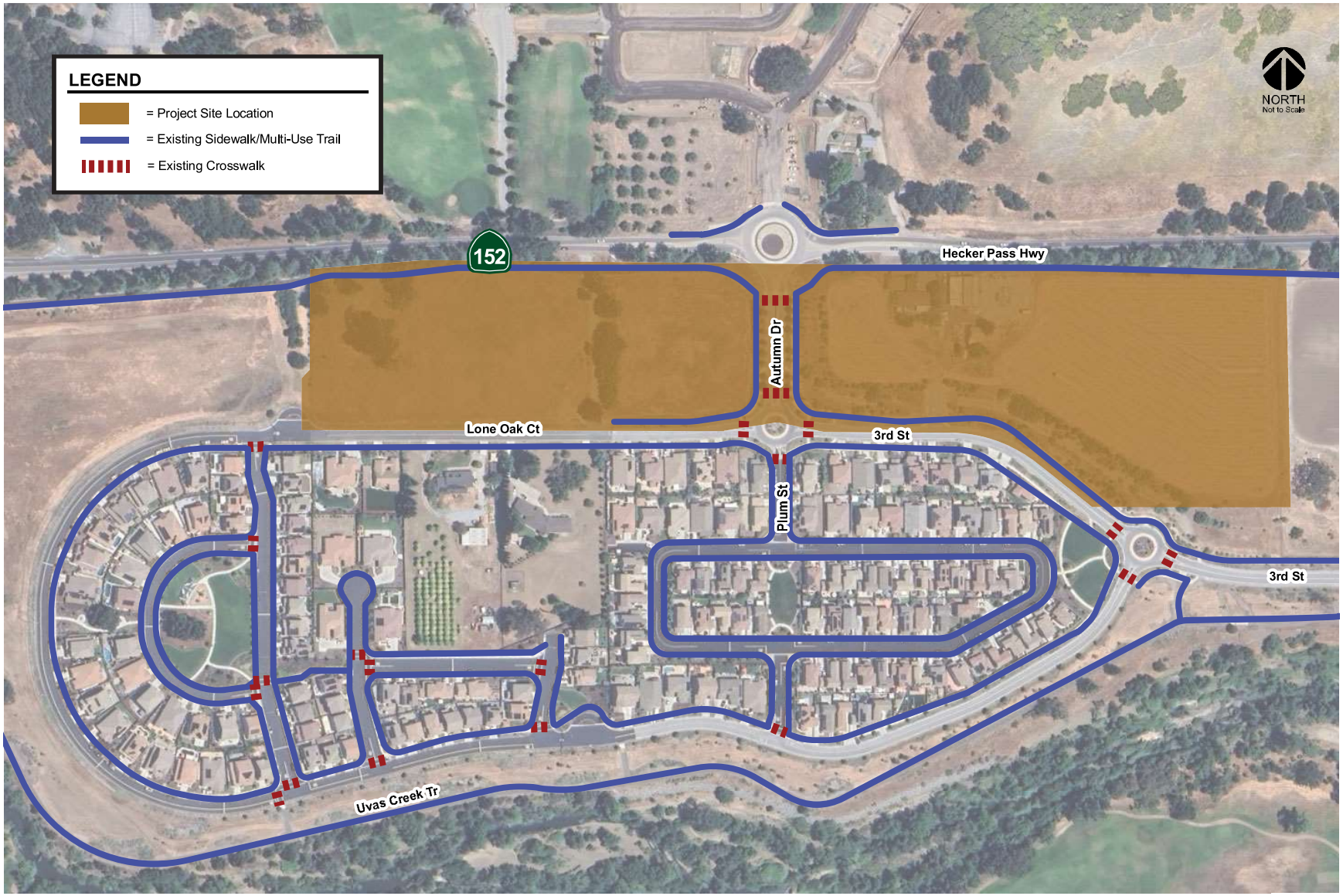
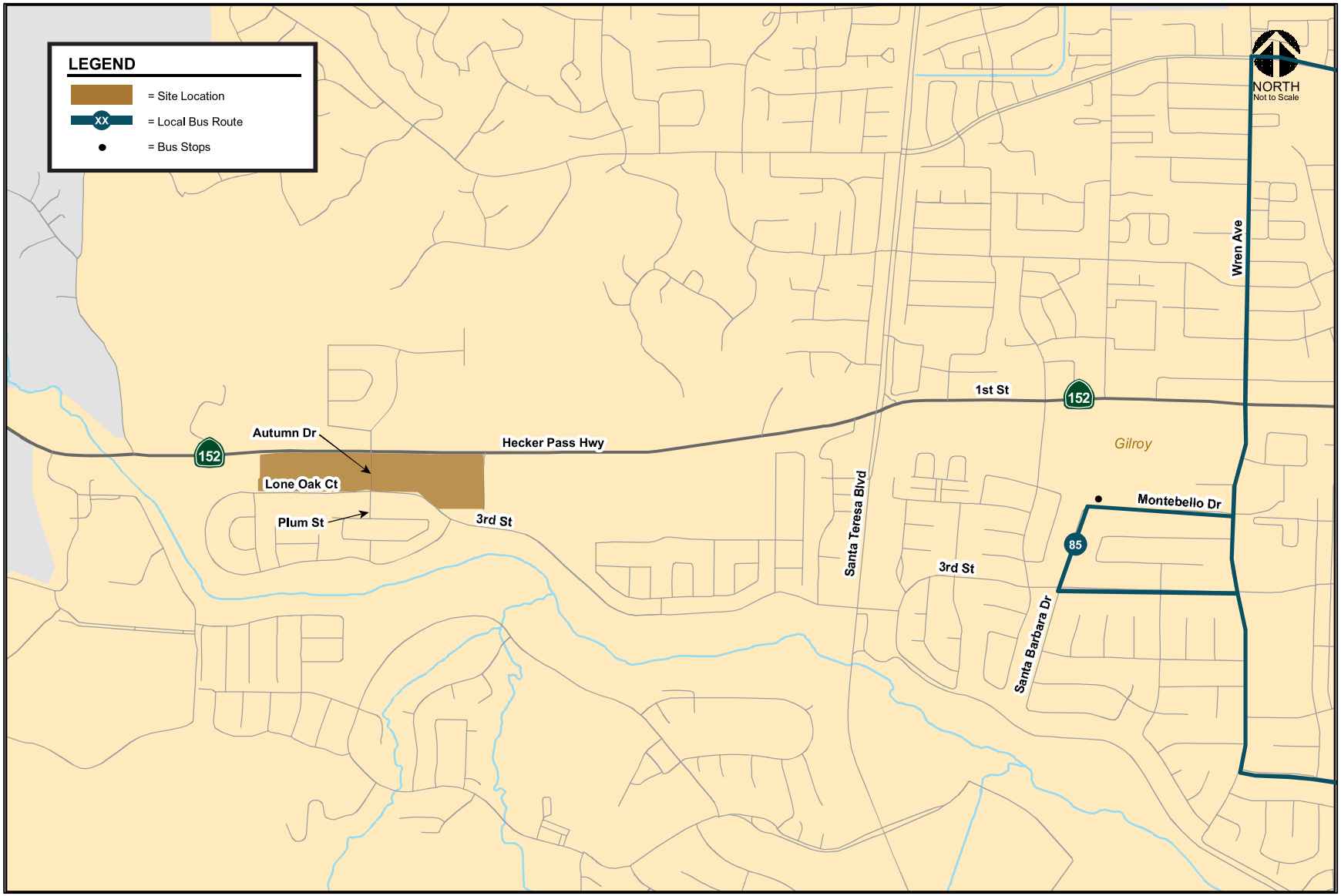


Figure 5
Existing Transit Services



- ***Local Route 84*** provides weekday and weekend service between the Gilroy Transit Center and Saint Louise Regional Hospital via Tenth Street, Camino Arroyo, and San Ysidro Avenue between 7:42 AM and 7:08 PM with approximately 60-minute headways during commute hours.
- ***Local Bus Route 86*** provides weekday service between the Gilroy Transit Center and Gavilan College via Tenth Street, Princevalle Street, Luchessa Avenue, Thomas Road, and Santa Teresa Boulevard with approximately 30-minute headways during commute hours.
- ***Express Route 121*** provides weekday service between the Gilroy Transit Center and the Lockheed Martin Transit Center in Sunnyvale with northbound service (three trips) during the morning commute period and southbound service (three trips) during the afternoon commute period with approximately 60-minute headways. This express route has scheduled stops at the Gilroy Transit Center, the Morgan Hill Caltrain Station, Old Ironsides Light Rail Station, and the Lockheed Martin Transit Center.
- ***Rapid Route 568*** provides weekday between the Gilroy Transit Center and the San Jose Diridon Transit Center via Monterey Road between 4:50 AM and 9:06 PM with approximately 30-minute headways during commute hours.
- ***San Benito County Express Bus Service (Caltrain and Gavilan College Shuttle)*** provides express bus service between Hollister and the Gilroy Transit Center Monday through Friday between 4:45 AM and 10:23 PM with approximately 30- to 60-minute headways. The schedule is coordinated with the Caltrain schedule to facilitate connections with Caltrain arrivals and departures.
- ***San Benito County Express Bus Service (Greyhound Shuttle)*** provides service between Hollister and the Gilroy Transit Center on Saturdays and Sundays. There are currently two northbound (to Gilroy) and two southbound (to Hollister) runs in the morning between 7:30 and 11:20 AM and two northbound and two southbound runs in the evening between 11:55 AM and 6:45 PM. The schedule is designed to allow for connections to Greyhound service.

Additionally, ***Caltrain*** provides train service from Gilroy to San Francisco, with limited-stop service at other stations along the peninsula corridor. Caltrain service to Gilroy is only provided on weekdays; weekend service south of San Jose is not available. Currently, as of December 2024, the Gilroy Caltrain station is served by four northbound trains in the morning and four southbound trains in the evening. The northbound trains have scheduled departures from the Gilroy Transit Center at 5:52, 6:31, 6:52, and 7:31 AM and the southbound trains have scheduled arrivals at the Gilroy Transit Center at 5:09, 5:48, 6:48, and 7:09 PM.

Greyhound Lines, Inc. is an intercity, long distance bus service offering services to over 3,700 destinations in the United States, Canada, and Mexico. The Gilroy Transit Center also serves as the Greyhound Bus Depot in Gilroy. Greyhound buses operate from the Transit Center every day of the week.

All of the above transit routes serve the Gilroy Transit Center, located in Downtown Gilroy, along Monterey Road, approximately 3.6 miles southeast of the project site.

3. CEQA Vehicle Miles Traveled (VMT) Evaluation

This chapter provides an evaluation of the proposed project's effect on Vehicle Miles Traveled (VMT). Pursuant to Senate Bill (SB) 743, the California Environmental Quality Act (CEQA) 2019 Update Guidelines Section 15064.3, subdivision (b) states that VMT will be the metric in analyzing transportation impacts for land use projects for CEQA purposes.

VMT Evaluation Methodology

VMT is the total miles of travel by personal motorized vehicles a project is expected to generate in a day. VMT measures the full distance of personal motorized vehicle trips with one end within the project. Typically, development projects that are farther from other, complementary land uses (such as a business park far from housing) and in areas without transit or active transportation infrastructure (bike lanes, sidewalks, etc.) generate more driving than development near complementary land uses with more robust transportation options. Therefore, developments located in a central business district with high density and diversity of complementary land uses and frequent transit services are expected to internalize trips and generate shorter and fewer vehicle trips than developments located in a suburban area with low density of residential developments and no transit service in the project vicinity. Local-serving retail projects also would result in shorter vehicle trips as new local-serving retail development typically diverts/shortens existing shopping trips, rather than generating new retail trips.

In accordance with CEQA, all proposed projects are required to analyze transportation as a component of environmental review using average VMT per resident and/or per employee as metrics. The daily VMT per resident accounts for trips that start or end at home. Daily VMT per employee is calculated based on trips made by people driving to and from work. However, non-residential and non-employment projects, such as retail projects, include both trips made by employees and patrons. Thus, for non-residential and non-employment projects, total VMT is evaluated.

To determine whether a project would result in CEQA transportation impacts related to VMT, the Santa Clara County *Valley Transportation Authority* (VTA) has developed a VMT Evaluation Tool to streamline the analysis for development projects. The VMT tool is limited to the evaluation of VMT for the general land use categories of residential, office, and industrial.

VTA VMT Evaluation Tool

The evaluation of the effects of the project on VMT was completed using the *VTA's VMT Evaluation Tool.* The VMT tool identifies the existing average VMT per capita and VMT per employee for the project area based on the assessor's parcel number (APN) of a project. Based on the project location, type of development, project description, and proposed trip reduction measures, the VMT tool calculates the project VMT. Projects located in areas where the existing VMT is above the established threshold are referred to as being in "high-VMT areas." Projects in high-VMT areas are required to include a set of VMT reduction measures that would reduce the project VMT to the greatest extent possible.

VMT Policies and Impact Criteria

A project's VMT is compared to established thresholds of significance based on the project location and type of development. When assessing 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. When assessing an office or industrial project, the project's VMT is divided by the number of employees to determine the VMT per employee/job. Retail uses are assessed based on their effects on total VMT.

To adhere to the state's legislation, the City of Gilroy is currently developing the framework for new transportation policies based on the implementation of VMT as the primary measure of transportation impacts for CEQA purposes. The new policies will replace the City's current transportation policies that are based on levels of service. However, since the City has not formally adopted its own City-specific VMT policies, the City relies on VMT analysis methodology and impact thresholds recommended in the Governor's Office of Planning and Research (OPR) *Technical Advisory on Evaluating Transportation Impacts in CEQA*, December 2018.

Residential Uses Impact Thresholds

As stated in the technical advisory, for residential projects, OPR recommends an impact threshold of 15% below the existing VMT per capita, measured as regional or citywide VMT per capita.

Currently, the City of Gilroy has limited employment land uses, which results in longer commute trips as a large number of Gilroy residents are required to travel outside of Gilroy for employment. This is reflected in the average VMT per capita for the City of Gilroy (18.92 VMT per capita) compared to the regional VMT (13.95) and the County VMT (13.33) per capita, as reported by the VTA VMT Evaluation Tool. Therefore, for the purpose of this analysis, the impact threshold for the evaluation of the project was assumed to be 15% below the citywide residential VMT per capita. The citywide VMT threshold is also consistent with the Gilroy 2040 General Plan EIR, which utilized 15% below the citywide VMT as the impact threshold for both residential (per-capita) and employment (per-job) VMT.

The VTA's VMT Evaluation Tool indicates that the existing citywide average VMT per capita is currently 18.92. Therefore, the OPR recommended impact threshold of 15% below the existing average VMT per capita equates to 16.08 VMT per capita.

Residential Impact Threshold: ***16.08 VMT per capita***

VMT Evaluation

The results of the VMT evaluation, obtained with the use of the VTA's VMT Evaluation Tool, indicate that the existing average daily VMT for residential uses in the vicinity of the project site is 24.85 VMT per capita. The results also indicate that the proposed development is projected to generate average

daily per-capita VMT equal to 22.37, which although is lower than the current average VMT per capita in the project area, would exceed both the identified citywide average of 18.92 VMT per capita and the impact threshold of 16.08 VMT per capita. Therefore, the proposed project would result in an impact on the transportation system based on OPR's 15% below existing average VMT impact threshold.

The VMT results are presented in Table 1. The VTA VMT Evaluation Tool output sheet is shown on Figure 6 and also included in Appendix A.

Table 1
VMT Analysis Summary

Project	Citywide Average Daily VMT per Capita	15% Below Base Threshold	No Project [1] Average Daily VMT per Capita	With Project Average Daily VMT per Capita [2]	With Project Impact?	With Project Max Reduction [3]
2480 and 2740 Hecker Pass Residential Development						
Base Year 2024	18.92	16.08	24.85	22.37	Yes	19.88

Source: VTA's VMT Evaluation Tool, June 2024.
[1]Existing average daily VMT for residential uses in the project site area.
[1]Average daily VMT per capita estimated to be generated by the proposed project.
[3]Based on possible TDM measures applicable to the proposed project and as calculated by the VMT Evaluation Tool.

Possible Measures to Reduce VMT Projections

VMT for a project can be reduced by implementing measures that would reduce the total number of trips or trip length produced by the project. There are various strategies/measures that can be implemented in an effort to reduce total traveled miles within the City, ranging from policy changes (trip reduction policies) and infrastructure changes (mixed-use development, housing near major transit facilities/employment, easy access to public transportation, enhanced bicycle and pedestrian network) to employer incentives (workplace amenities and incentives, telecommuting).

One of the goals of the 2040 General Plan is to reduce VMT and greenhouse gas emissions by developing a transportation network that makes it convenient to use transit, ride a bicycle, walk, or use other non-automobile modes of transportation (M 1.7). The General Plan also encourages existing and proposed development to incorporate Transportation Demand Management (TDM) measures such as car-sharing, transit passes, and unbundling of parking to reduce VMT (M 1.12). Prioritizing designs that favor pedestrian and bicycle circulation improvements over those for vehicular circulation on existing or proposed streets that provide opportunities to expand walking and bicycling as viable alternative modes of transportation is another goal of the 2040 General Plan (M 3.6).

The Santa Clara County VTA, in their 2017 Congestion Management Program document, also lists various TDM strategies that employers, developers, and local agencies can adopt to manage congestion on the transportation network. Some of the trip-reducing measures include the following:

- Ridesharing matching
- Preferential parking for ridesharing vehicles/carpoolers
- Carpool/vanpool subsidies or rewards
- Car-sharing program

Figure 6
Project VMT Analysis

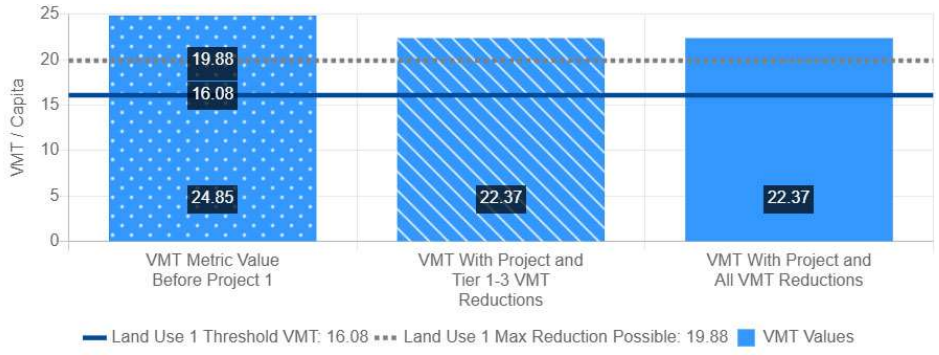
Santa Clara Countywide VMT Evaluation Tool - Version 2 - Report

Valley Transportation Authority

Residential Vehicle Miles Traveled (VMT) Screening Results

Land Use Type 1:	Residential
VMT Metric 1:	Home-based VMT per Capita
VMT Baseline Description 1:	City Average
VMT Baseline Value 1:	18.92
VMT Threshold Description 1 / Threshold Value 1:	-15% / 16.08
Land Use 1 has been Pre-Screened by the Local Jurisdiction:	N/A

	Without Project	With Project & Tier 1-3 VMT Reductions	With Project & All VMT Reductions
Project Generated Vehicle Miles Traveled (VMT) Rate	24.85	22.37	22.37
Low VMT Screening Analysis	No (Fail)	No (Fail)	No (Fail)



- Bike-sharing program
- Transit ticket sales/subsidies
- Childcare services at workplaces
- Guaranteed ride home
- Shuttle to transit line
- Flexible work hours for people who do not drive alone
- Flexible/alternative hours workweek program
- Compressed work weeks
- Work-at-home programs
- Telecommuting
- Establishing fees for employees' parking or parking cash-out program
- Membership in a transportation management association that provides TDM services and incentives
- Contribution to a transportation system management program administered by a member agency
- Cycling and walking subsidies and rewards
- Secure bicycle storage
- Site design amenities that would encourage transit use, ridesharing, cycling, and walking (such as showers and changing rooms)
- Other programs approved by the City's designee to reduce the number of employees who drive alone to the workplace
- Unbundled parking in residential developments
- Employee pre-tax commuter benefits
- Alternative cash incentive programs
- Road pricing/congestion pricing
- Housing closer to employment areas/transit centers
- Bicycle and pedestrian improvements
- Park and ride lots

Project Impact and Mitigation Measures

Applying OPR's 15% below existing average VMT impact threshold, the project would need to implement VMT reduction measures to achieve a minimum of 29% reduction (from 22.37 to 16.08, or 6.29 miles) in its VMT per capita for the proposed project to reduce its impact to less than significant levels. The project's VMT per capita could be reduced with the implementation of Travel Demand Management (TDM) strategies.

Estimated VTA VMT Evaluation Tool VMT Reduction

Per the VMT tool, the project's VMT per capita could be reduced to a maximum of 19.88 with the implementation of TDM strategies. However, some of the TDM strategies included in the maximum VMT reduction calculated by the VMT tool may not be applicable or feasible to be implemented by the proposed project, which would result in a smaller VMT reduction than that calculated by the VMT tool.

The VMT strategies that potentially could be implemented by the proposed project include the following:

- TP01 – School Pool Programs: Organize a program that matches families in carpools for school pick-up and drop-off. Organizing a School Pool Program helps match parents who transport students to schools without a bussing program, including private schools, charter schools, and neighborhood schools where students cannot walk or bike. The school pool program would be

open to all families in the development. School pools reduce the total number of vehicle trips traveling to and from schools, thereby reducing VMT; **and**

- TP02 – Bike Share Programs: Requires the project developer to dedicate space for or provide subsidies to a bike sharing system, ideally one with high penetration in a larger area, such as Bay Wheels. Bike share substitutes for some driving trips and provides a first/last-mile connection for transit users, reducing auto trips and thereby reducing VMT. This reduction only applies if a bike share station is built on site; **and**
- TP03 – Car Share Programs: Provide subsidies and promotions, as well as dedicated parking spaces for car sharing services such as ZipCar, Car2Go, and GetAround, to 100% of the residents from the project. Supporting a car sharing program allows for people to have on-demand access to a shared fleet of vehicles on an as-needed basis. Car sharing helps support the use of walking, biking, carpooling, and transit by providing another means for business/day trips or a guaranteed ride home option, allowing for overall reductions in auto use which results in reduced VMT; **and**
- TP18 – Voluntary Travel Behavior Change Program: Provide a program that targets individual attitudes and behaviors towards travel and providing tools for individuals to analyze and alter their travel behavior. Voluntary Travel Behavior Change programs include mass communication campaigns and travel feedback programs, such as travel diaries or feedback on calories burned from activities and travel. This strategy encourages the use of shared ride modes, transit, walking, and biking, thereby reducing VMT.

Implementation of the above TDM strategies would reduce the project's VMT per capita to approximately 19.88 miles per resident, which is less than the required VMT reduction to achieve a VMT per capita below the identified impact threshold of 16.08 miles per resident. Moreover, if it is determined that some of the TDM strategies listed above are not applicable or feasible to be implemented by the proposed project, the VMT reduction would be less than the calculated 19.88 miles per resident.

OPR's recommended 15% below existing VMT impact threshold encourages developments in transit-rich, highly mixed-use areas to implement design features and trip reduction measures to take advantage of existing multi-model infrastructure and land use mixes in reducing trip making and/or trip lengths. However, many communities such as Gilroy have limited multi-modal transportation infrastructure and lack a mix of complementary land uses. The minimal existing multi-model infrastructure in Gilroy reduces the opportunity for non-vehicular trips to and from the project site. Therefore, it is unlikely that developments like the proposed project in these cities can achieve OPR's recommended 15% reduction in VMT. Therefore, absent of the City adopting its own City-specific VMT policies and impact thresholds, if the project cannot reduce its VMT per capita to below the impact threshold, the proposed project's VMT impact must be deemed significant and unavoidable.

4. Traffic Operations Analysis

This chapter describes the traffic operations analysis. The traffic operations analysis provides supplemental analysis for use by the City of Gilroy in identifying potential improvement of the transportation system that may be included as part of the project's Conditions of Approval. However, the identified roadway operations and improvements are not required or considered project impacts per CEQA guidelines.

The chapter presents the method by which project traffic is estimated, intersection operations analysis for existing and future conditions, the identification of any adverse effects on study intersections caused by project-generated trips, and recommended improvements to alleviate the identified operational issues. In addition, the chapter includes an intersection vehicle queuing analysis and freeway segment capacity evaluation.

Project Description

The project is proposing to develop the project site with 116 single-family homes, with 20% of the proposed units (24 units) consisting of low-income units. Sixty-three of the proposed units would be located within the area west of Autumn Drive (west project site) and 53 units would be located within the area east of Autumn Drive (east project site). Access to the project site would be provided via three new driveways along Third Street (two driveways providing access to the west project site and one driveway providing access to the east project site). A future connection from the west project site to the parcel to the west would be provided.

The project site location and site plan are shown on Figures 1 and 2 in Chapter 1.

Scope of Analysis

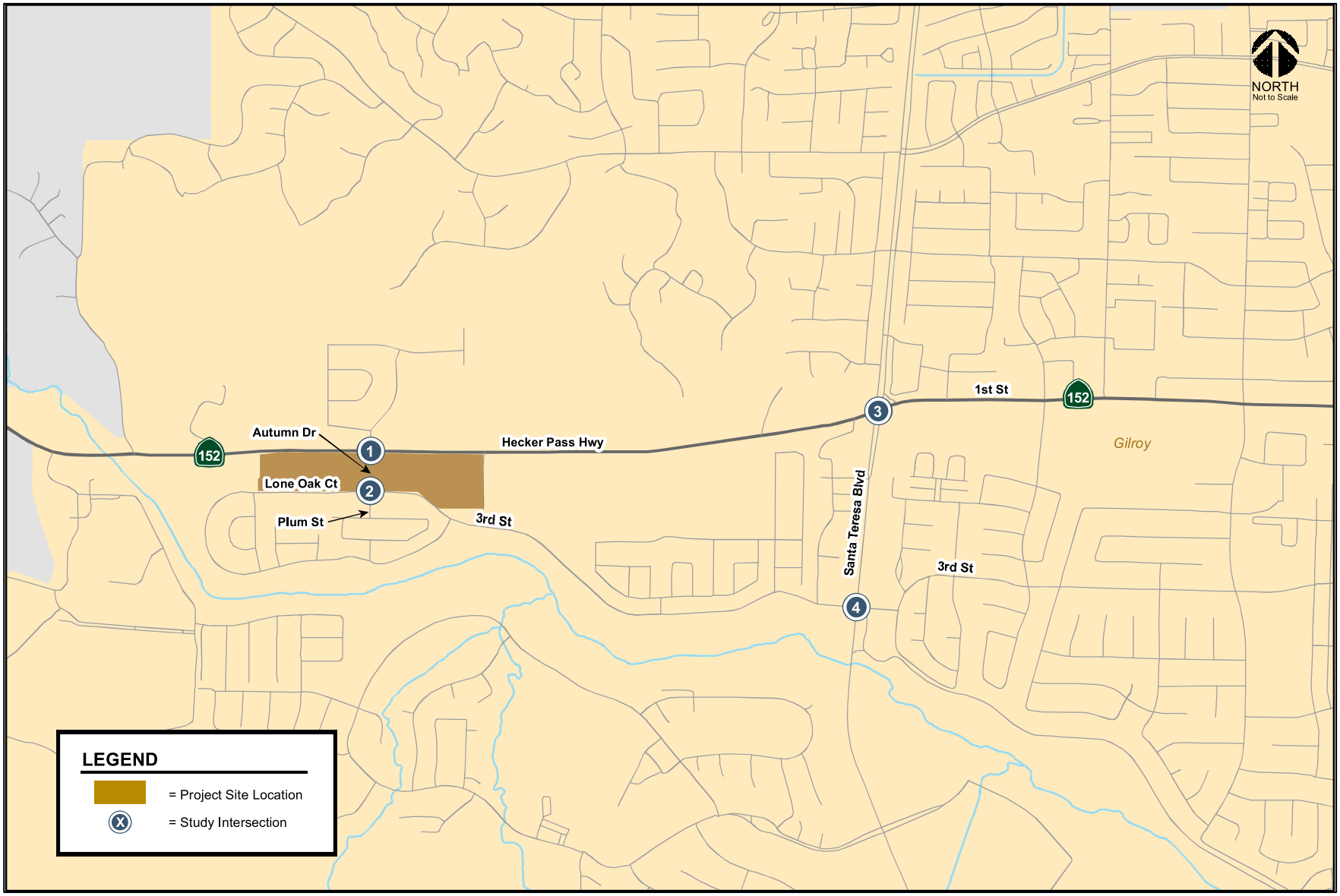
A level of service analysis at key intersections was completed to satisfy local guidelines and determine conformance with General Plan transportation goals and policies. The effects of the project on the study facilities were evaluated in accordance with City of Gilroy and CMP methodologies and standards.

The study intersections are listed below and shown on Figure 7.

Study Intersections

The study includes the evaluation of traffic conditions at four intersections. All of the study intersections are located within the City of Gilroy. The following key intersections were evaluated:

Figure 7
Study Intersections



1. Autumn Drive and Hecker Pass Highway (SR 152) (*roundabout*)
2. Autumn Drive/Plum Street and Third Street/Lone Oak Court (*roundabout*)
3. Santa Teresa Boulevard and Hecker Pass Highway (SR 152)/First Street (*signalized*)
4. Santa Teresa Boulevard and Third Street (*roundabout*)

Study Periods

Traffic conditions at all of the study intersections were analyzed for the weekday AM and PM peak hours of adjacent street traffic. The weekday AM peak hour of traffic is generally between 7:00 AM and 9:00 AM and the weekday PM peak hour is typically between 4:00 PM and 6:00 PM. It is during these time periods that the most congested traffic conditions occur on an average weekday.

Study Scenarios

Traffic conditions were evaluated for the conditions described below:

Scenario 1: ***Existing Conditions.*** Existing intersection traffic volumes were obtained from new intersection turning-movement traffic count data collected in May 2024.

Scenario 2: ***Background Conditions***. Background traffic conditions represent future traffic volumes on the future transportation network. Background traffic volumes were estimated by adding to existing peak-hour volumes the projected trips from approved but not yet constructed developments in the study area. Background conditions serve as the baseline conditions to which project conditions are compared for the purpose of determining the project's adverse traffic effects on the surrounding roadway network.

Scenario 3: ***Background Plus Project Conditions****.* Background plus project conditions, or simply referred to as *Project Conditions*, represent future traffic volumes with the proposed project. Background plus project conditions were estimated by adding to background traffic volumes the trips associated with the proposed project (or *project traffic volumes*). Background plus project conditions were evaluated relative to background conditions in order to determine adverse traffic effects on the roadway network caused by the proposed project.

Scenario 4: ***Year 20240 General Plan Conditions***. Year 2040 General Plan conditions represent future traffic conditions associated with the buildout of the City of Gilroy 2040 General Plan land use growth projections and planned future roadway network. The change between No Project and With Project scenarios demonstrates the relative effect the proposed project would have on adopted General Plan conditions.

Project Trip Estimates

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

Trip Generation

Through empirical research, data have been collected that correlate to common land uses their propensity for producing traffic. Thus, for the most common land uses there are standard trip generation rates that can be applied to help predict the future traffic increases that would result from a new development. Project trip estimates for the proposed project are based on trip generation rates obtained from the Institute of Transportation Engineers' (ITE's) *Trip Generation Manual*, Eleventh Edition, 2021.

Project traffic was estimated for the proposed 116 residential units, based on ITE trip generation rates for single-family detached housing (ITE land use code #210). Based on the recommended rates and the size of the proposed project, it is estimated that the proposed project would generate a total of 1,157 daily trips, with 85 trips (21 inbound and 64 outbound) occurring during the AM peak-hour and 114 trips (72 inbound and 42 outbound) occurring during the PM peak-hour.

The trip generation estimates for the proposed project are presented in Table 2.

Trip Distribution and Assignment

The directional distribution of project-generated traffic was estimated based on existing travel patterns on the surrounding roadway system and on the locations of complementary land uses. The peak-hour trips associated with the proposed project were added to the roadway network in accordance with the distribution patterns discussed above and based on their origin/destination, the existing/planned roadway network, site layout, and project driveway locations.

The project trip distribution patterns are shown graphically on Figure 8. Figure 9 shows the assignment of project traffic on the local transportation network. A tabular summary of project traffic at each study intersection is contained in Appendix D.

Intersection Operations Methodology

This section presents the methods used to evaluate traffic operations at each of the study intersections for each study scenario. It includes descriptions of the data requirements, the analysis methodologies, the applicable level of service standards, and the criteria defining deficiencies at the study facilities. The intersection operations analysis is intended to quantify the operations of intersections and to identify potential negative effects due to the addition of project traffic. However, a potential adverse effect on a study intersection is not considered a CEQA impact metric.

Data Requirements

The data required for the analysis were obtained from new traffic counts, previous traffic studies, the City of Gilroy, the CMP Annual Monitoring Report, the City of Gilroy Travel Demand Forecasting (TDF) Model, and field observations. The following data were collected from these sources:

- existing traffic volumes
- existing and planned lane configurations
- signal timing and phasing (for signalized intersections only)
- approved development information (size, use, and location)
- freeway segment information
- Year 2040 General Plan conditions traffic volume forecasts

Table 2
Project Trip Generation Estimates

				AM Peak Hour						PM Peak Hour					
		Daily			Split		Trip				Split		Trip		
Land Use	Size	Rate	Trip	Rate	In	Out	In	Out	Total	Rate	In	Out	In	Out	Total
#210 - Single-Family Detached Housing	**116** Dwelling Units	9.971	1,157	0.735	25%	75%	21	64	85	0.985	63%	37%	72	42	114

Source: ITE Trip Generation Manual, 11th Edition 2021.

Figure 8
Project Trip Distribution

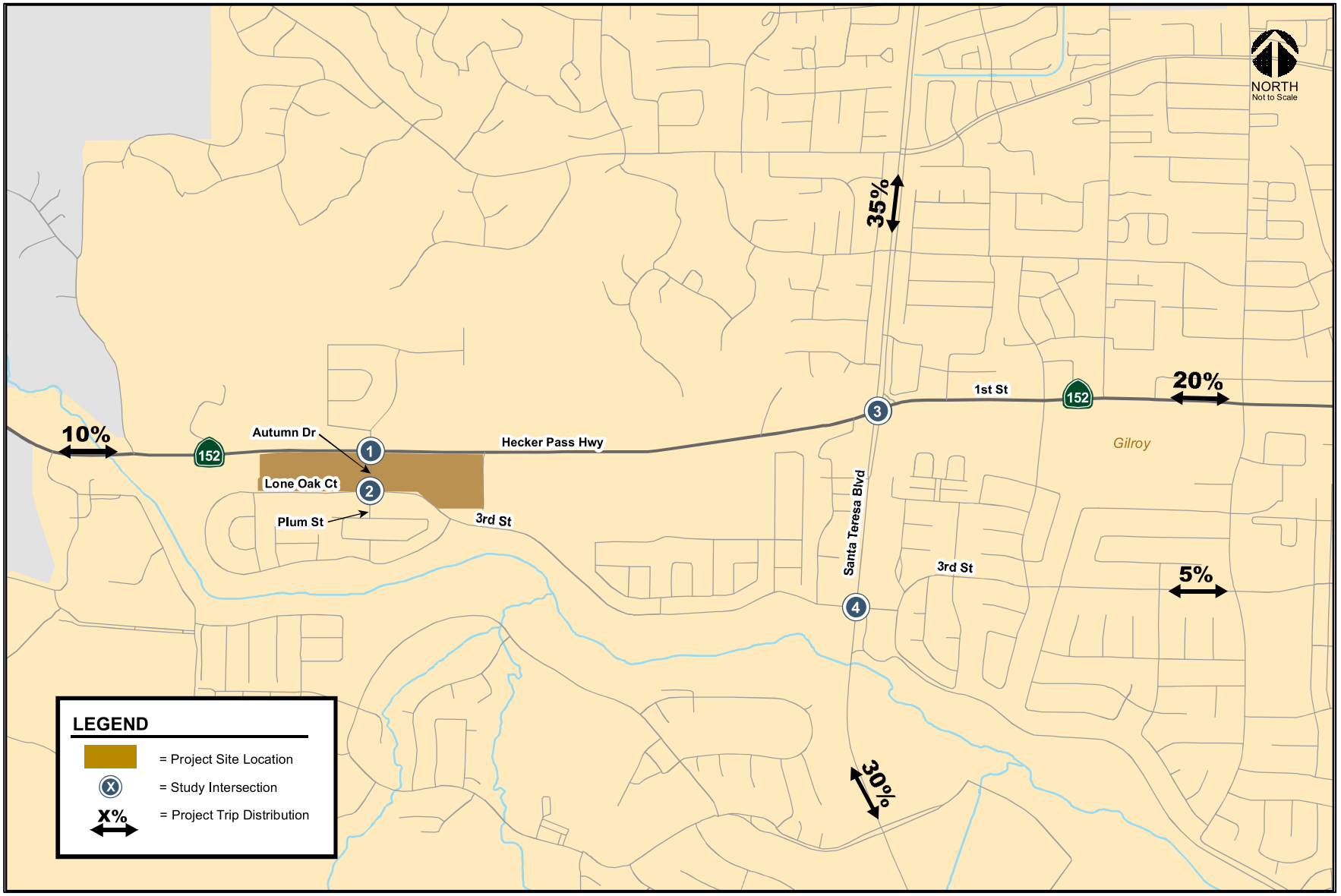
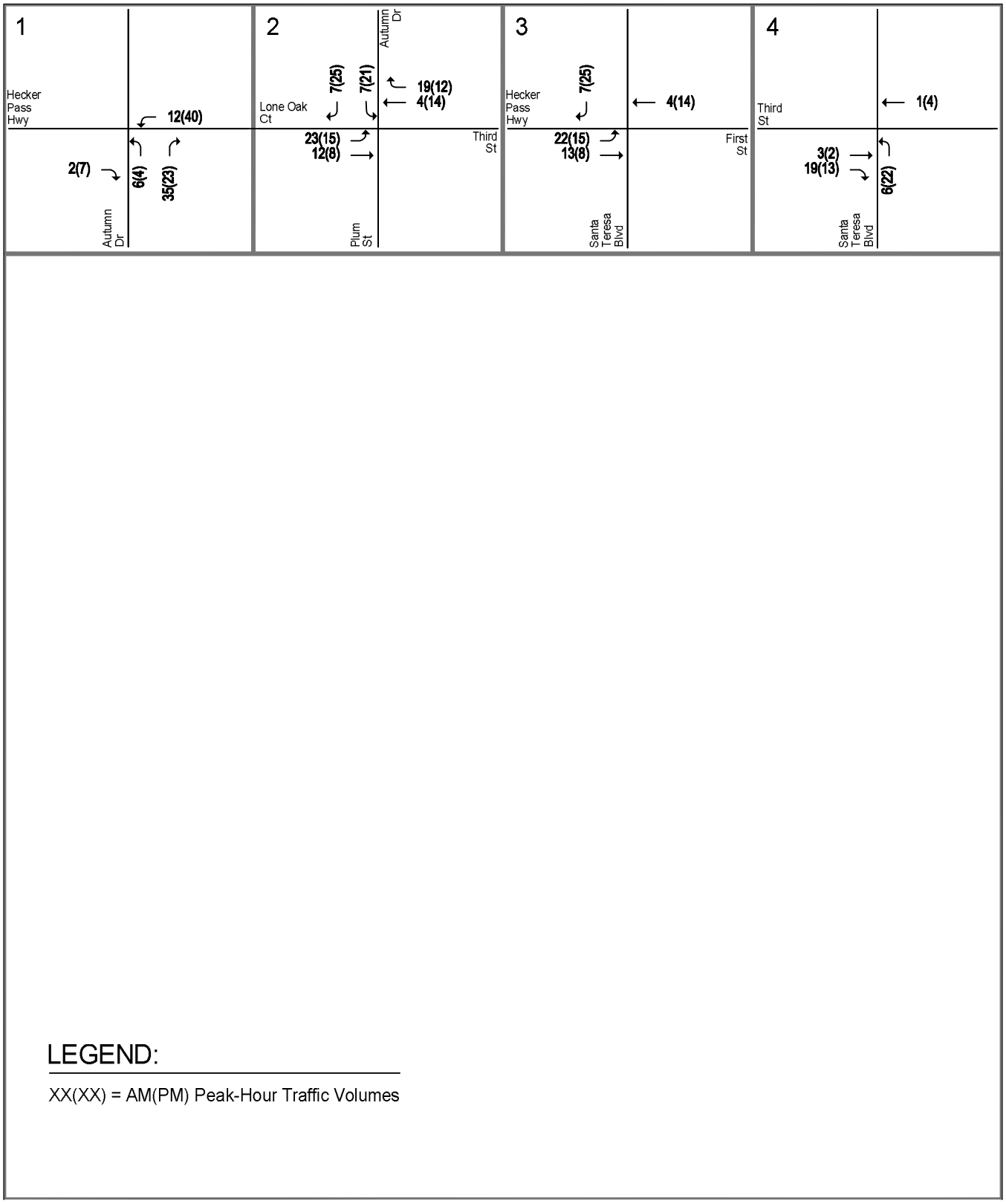


Figure 9
Project Trip Assignment



Roadway Network and Lane Configurations

Existing and Background Conditions

The existing lane configurations and traffic-control devices at the study intersections were determined by observations in the field and are presented graphically on Figure 10.

It is assumed in this analysis that the transportation network under background conditions (without the project) would be the same as under existing conditions.

Year 2040 General Plan Conditions

The adopted City of Gilroy 2040 General Plan includes roadway improvements throughout the City that will support the projected growth associated with buildout of the General Plan. Some of these roadway network improvements would affect the project area directly and are listed below:

The Year 2040 General Plan roadway network includes the following roadway improvements:

Santa Teresa Boulevard is planned to be widened to two travel lanes in each direction between Hecker Pass Highway (SR 152)/First Street and Third Street. The existing roundabout at ***Santa Teresa Boulevard and Third Street*** would be re-striped into a two-lane roundabout. Two entry lanes would be provided at the northbound and southbound approaches.

Therefore, under 2040 General Plan conditions, this study evaluates operations of the proposed project under the future traffic conditions associated with buildout of the City's General Plan land use growth projections and planned future roadway network, as described above and identified in the adopted General Plan.

Traffic Volumes

Existing Conditions

New existing weekday AM and PM peak-hour intersection turn-movement counts were collected at all of the study intersections in May 2024. The existing peak-hour intersection volumes are shown on Figure 11. The existing traffic count data are included in Appendix B.

Near-Term (Background) Conditions

Background peak-hour traffic volumes were estimated by adding to existing volumes the estimated traffic from approved but not yet constructed developments. Approved project information was obtained from the City of Gilroy in October 2024 and is included in Appendix C. The traffic added to the study intersections from approved developments was estimated by distributing and assigning trips generated by these developments to the roadway network using the same procedure of trip generation, distribution, and assignment described previously. Background traffic volumes are shown on Figure 12.

The project trips, as described in the previous section, were added to background traffic volumes to obtain background plus project traffic volumes, or project conditions volumes. The background plus project traffic volumes are shown graphically on Figure 13.

Year 2040 General Plan Conditions

Traffic volumes under Year 2040 General Plan conditions were obtained from traffic forecasts produced using the Gilroy TDF Model. These volumes represent traffic conditions that would occur with buildout of all projects and planned roadway improvements included in the adopted 2040 General Plan.

Figure 10
Existing Intersection Lane Configurations and Traffic Control Devices

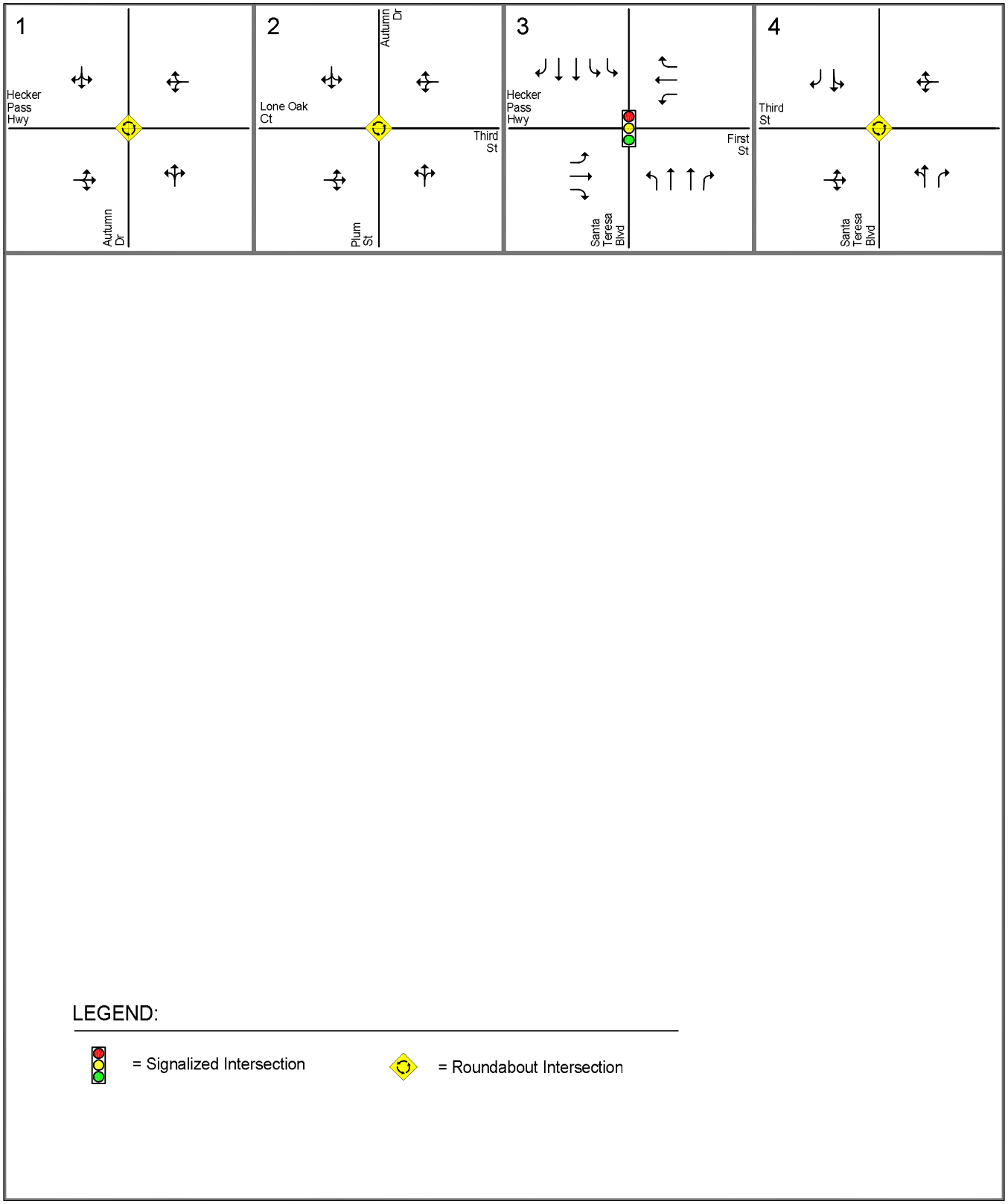


Figure 11
Existing Conditions Traffic Volumes

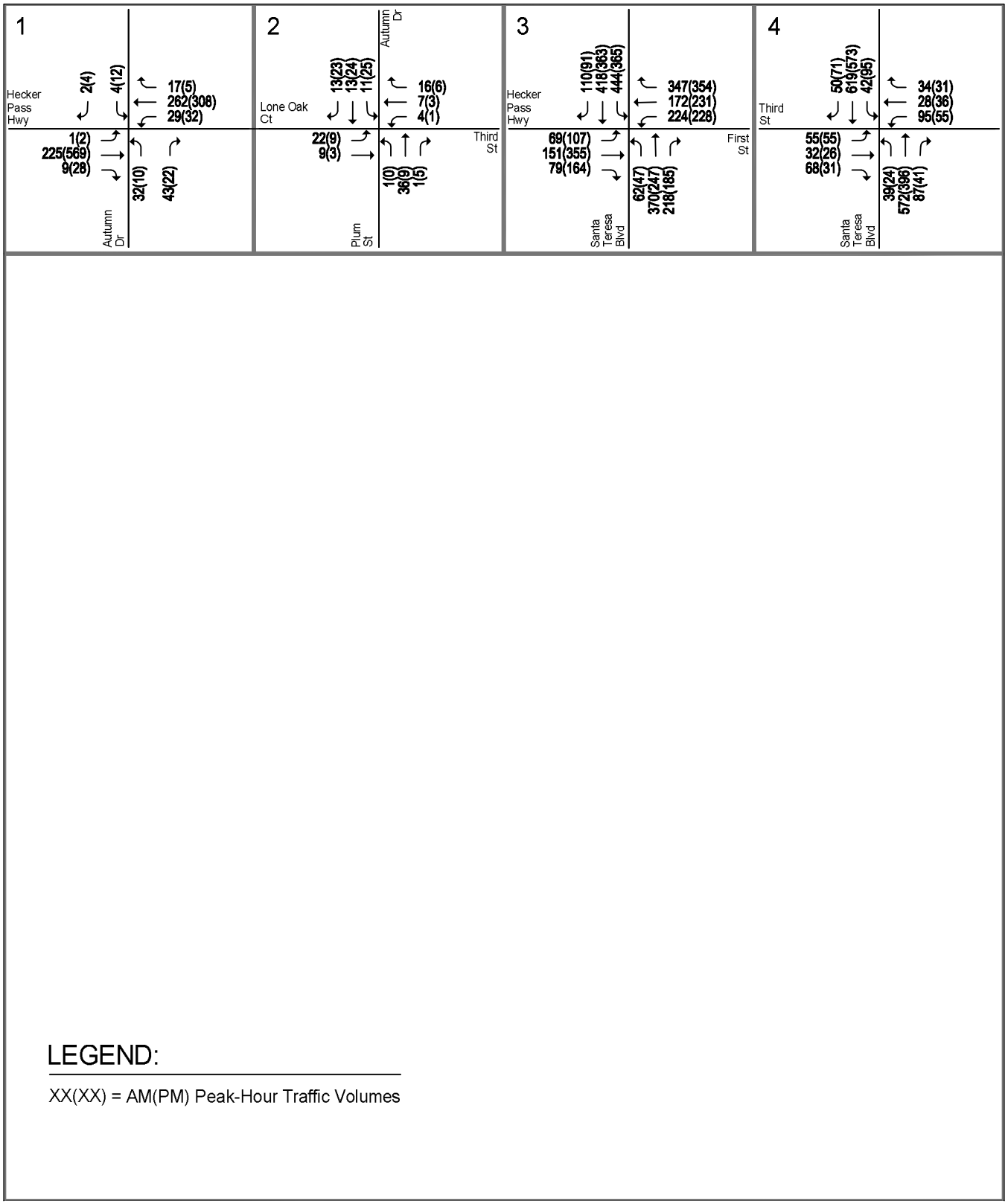


Figure 12
Background Conditions Traffic Volumes

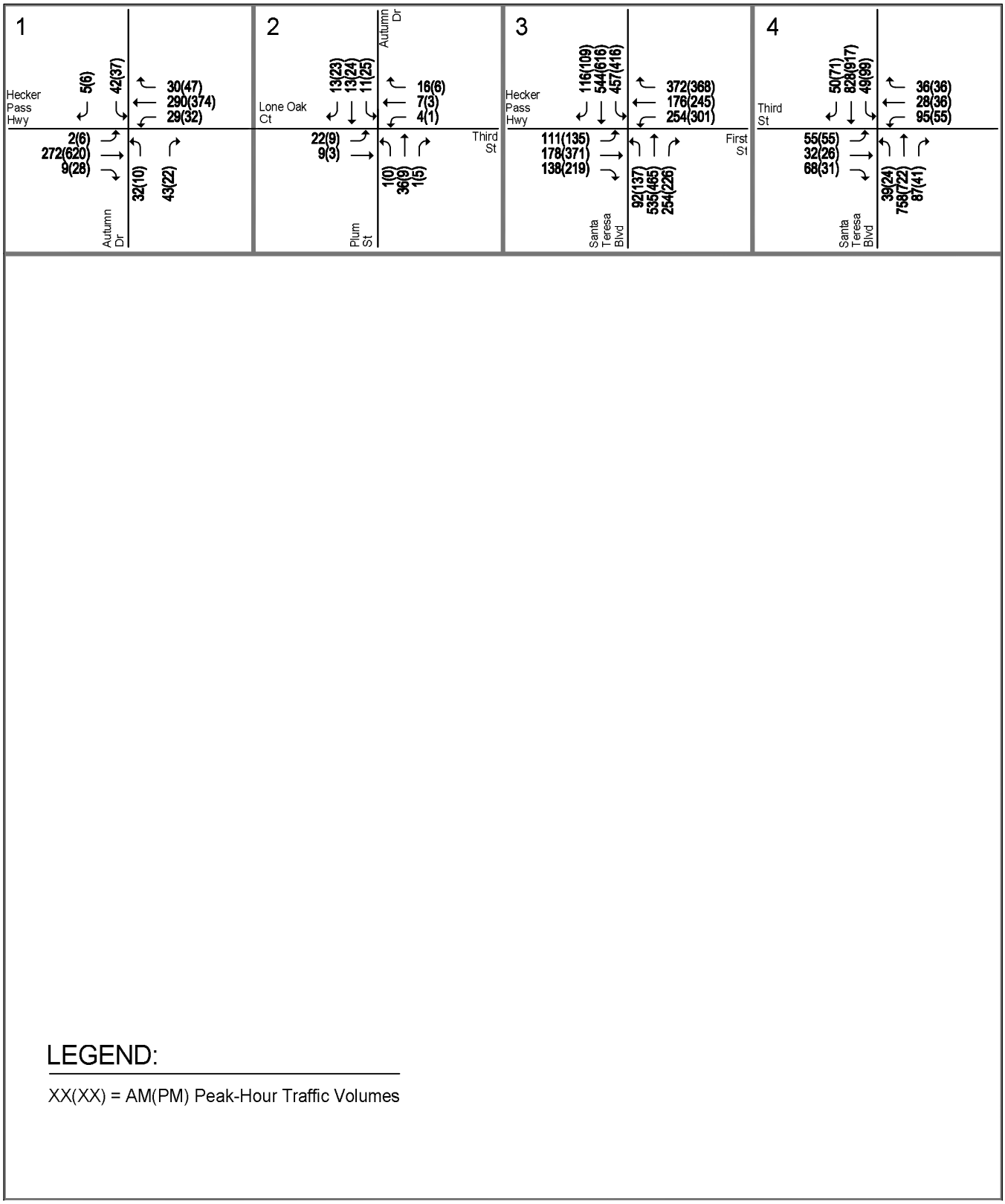
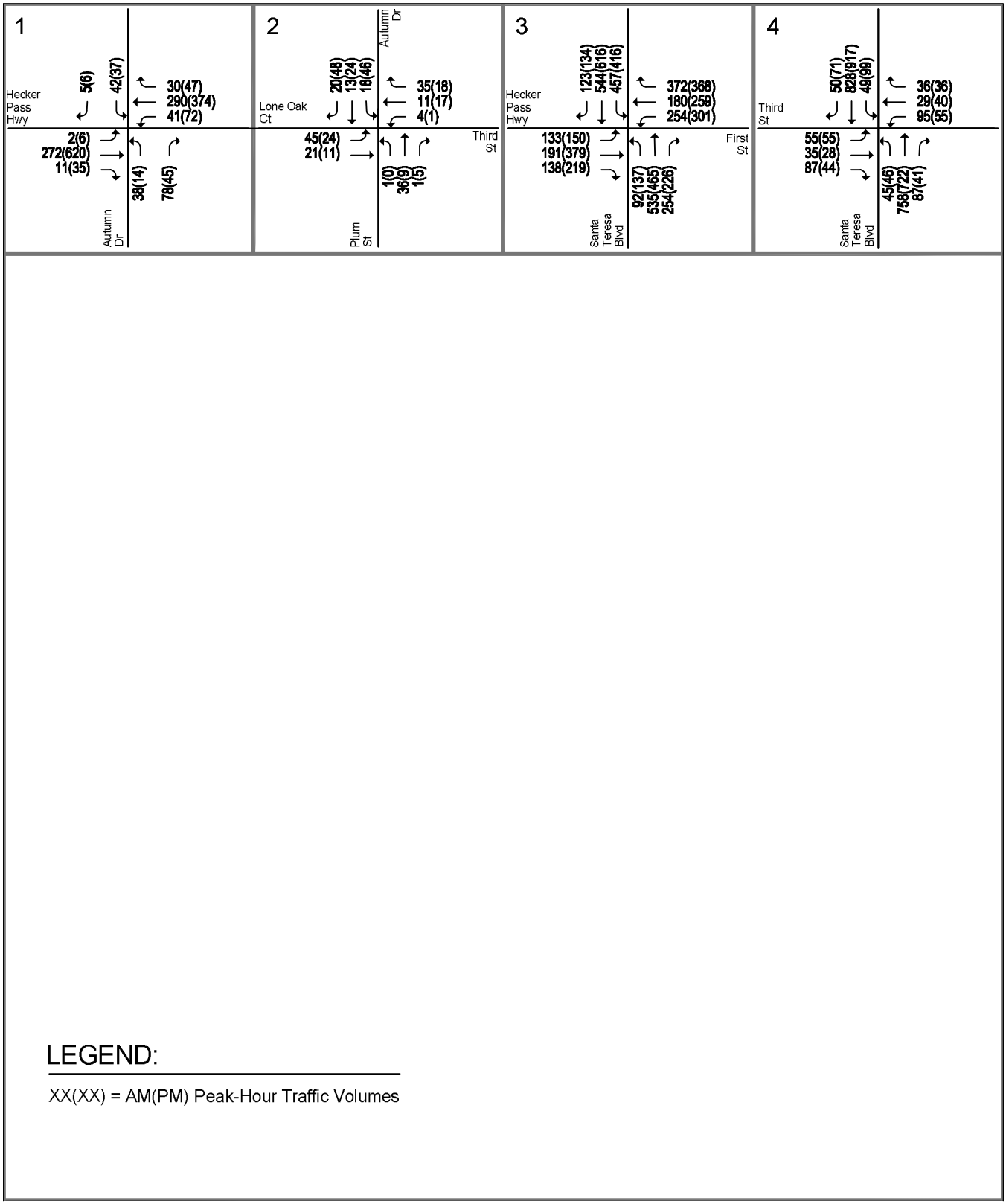


Figure 13
Background Plus Project Conditions Traffic Volumes



General Plan with project conditions were estimated by adding the project-generated traffic to General Plan conditions. Although this approach may result in double counting some of the project site-generated trips under General Plan conditions, it also provides the most conservative analysis by evaluating the direct effect of the project on adopted General Plan traffic conditions.

Year 2040 General Plan traffic volumes are presented on Figure 14. Year 2040 General Plan with project traffic conditions are presented on Figure 15. Peak-hour intersection turning movement volumes for all intersections and study scenarios are tabulated in Appendix D.

Intersection Level of Service Methodologies, Standards, and Deficiency Thresholds

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

All study intersections were evaluated based on the City of Gilroy methodology and level of service standards. The City of Gilroy 2040 General Plan, Mobility chapter, identifies the established level of service standards and deficiency thresholds for intersections in the City of Gilroy. The analysis methods, level of service standards, and deficiency thresholds are described below.

Signalized Intersections

The City of Gilroy uses the Santa Clara County CMP level of service analysis procedure, TRAFFIX, for the evaluation of signalized intersections, based on the *2000 Highway Capacity Manual* (2000 HCM) method. TRAFFIX evaluates signalized intersection operations on the basis of average control delay time for all vehicles at the intersection. *Control delay* is the amount of delay that is attributed to the particular traffic control device at the intersection and includes initial deceleration delay, queue move-up time, stopped delay, and final acceleration delay. The correlation between average delay and level of service is shown in Table 3.

The City of Gilroy level of service standard for most signalized intersections located west of US 101 is LOS C or better, allowing some commercial and industrial areas (e.g., downtown Gilroy, First Street corridor) to operate at LOS D or better. For signalized intersections located east of US 101 and those in the commercial area designated in the City of Gilroy General Plan (LOS D Area), the City standard is LOS D or better. The level of service D area includes all areas east of US 101, the Tenth Street corridor from Monterey Road to US 101, the Luchessa corridor east of Monterey Road, and the Monterey Road corridor from Luchessa Avenue to the Monterey Road/US 101 interchange.

The signalized study intersection is located within the LOS C area, therefore, it was evaluated based on the City of Gilroy's LOS C standard. It should be noted that the level of service analysis is presented to determine conformance to General Plan transportation policies. However, level of service is no longer a measurement for CEQA transportation analysis.

City of Gilroy Definition of Operational Deficiencies at Signalized Intersections

Based on City of Gilroy intersection level of service standards, an operational deficiency at a signalized intersection within the *LOS C area* would occur if any of the following criteria are satisfied:

1. The level of service at the intersection degrades from an acceptable LOS C or better under background conditions to an unacceptable LOS D or worse under background plus project conditions, or
2. The intersection is already operating at an unacceptable LOS D or worse and the addition of project traffic causes the average delay to increase by four (4) seconds or more.

Figure 14
Year 2040 General Plan Conditions Traffic Volumes

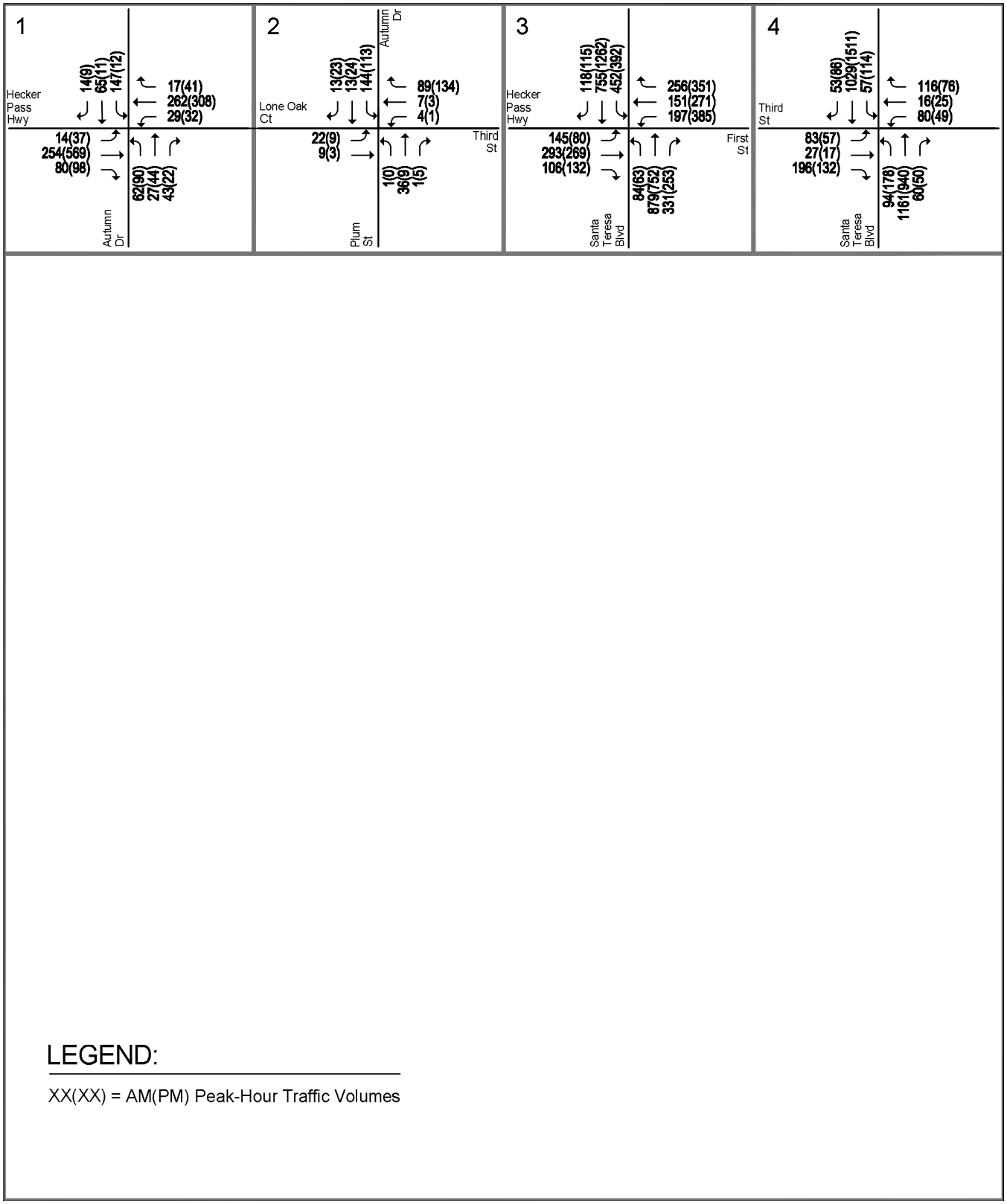


Figure 15
Year 2040 General Plan Plus Project Conditions Traffic Volumes

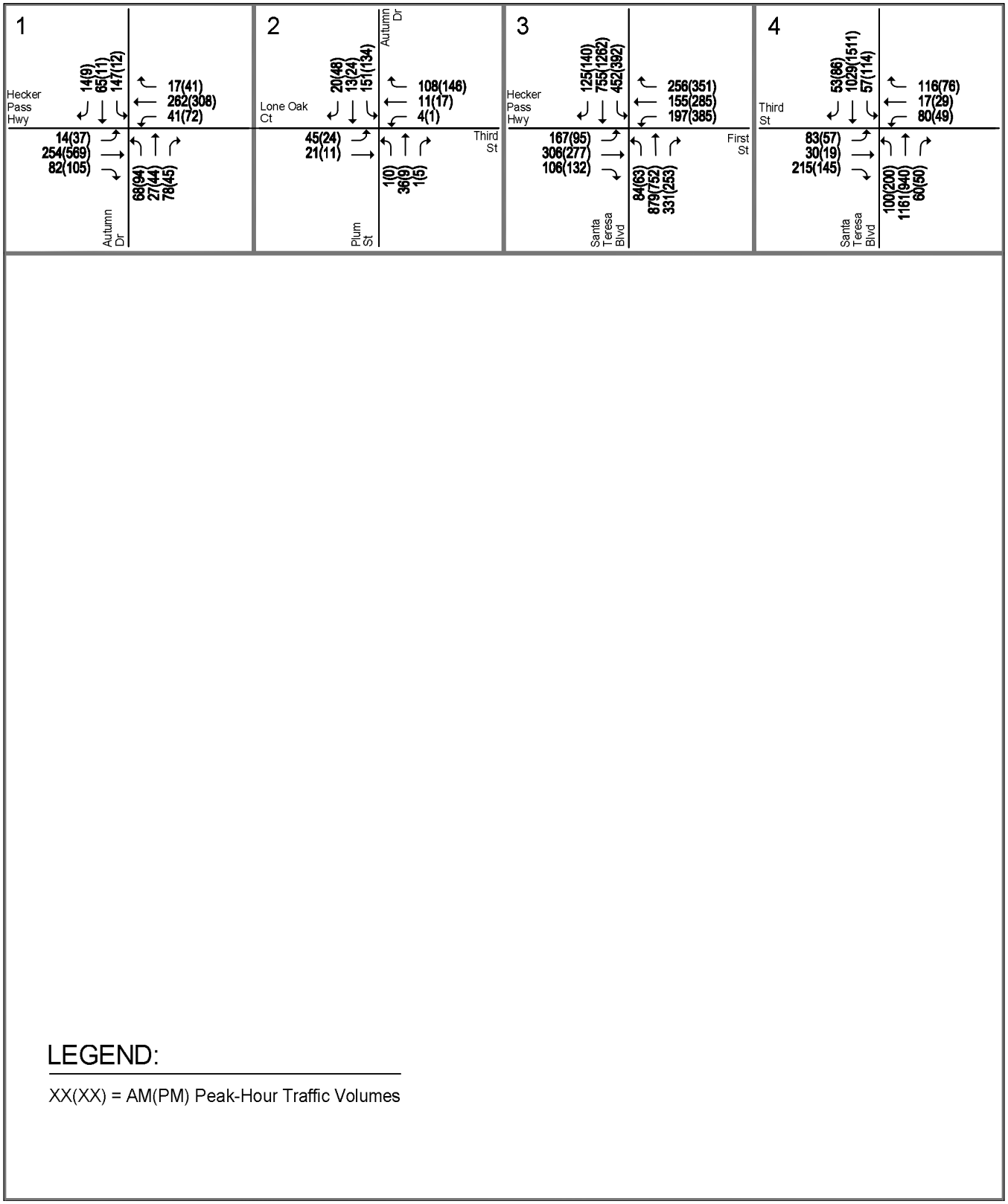


Table 3
Signalized Intersection Level of Service Definition Based on Delay

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

Sources: Transportation Research Board, *2000 Highway Capacity Manual* (Santa Clara County and City of Gilroy adopted level of service methodology). *Traffic Level of Service Analysis Guidelines*, Santa Clara County Transportation Authority Congestion Management Program, June 2003.

Roundabout Intersections

The City of Gilroy does not have an adopted methodology for evaluating level of service at roundabouts. For this analysis, the *Highway Capacity Manual (HCM) 7th Edition* methodology (latest available), with the use of the Synchro software, was utilized to evaluate the study roundabout intersections. The HCM 7th Edition methodology is capable of evaluating multilane roundabouts and will calculate delays on the entry approaches as well as an overall average delay and level of service grade for the roundabout. The HCM 7th Edition roundabout level of service methodology evaluates operations on the basis of average control delay time for all vehicles at the intersection or on a particular approach, as the case may be.

According to information contained in the HCM 7th Edition, Chapter 22 (Roundabouts), roundabouts share the same basic control delay formulation with two-way and all-way stop-controlled intersections, adjusting for the effect of yield control (drivers do not need to come to a complete stop when there is no conflicting traffic). However, at the time of the publication of the latest HCM, no research was available on travel perception of quality of service at roundabouts. Therefore, in the absence of such research, and based on the judgment of the Transportation Research Board Committee on Highway Capacity and Quality of Service, the service measure and thresholds for the evaluation of roundabouts have been made consistent with those for other unsignalized intersections, primarily on the basis of the similar control delay formulations.

For the purpose of reporting level of service at a roundabout, the overall intersection average delay and corresponding level of service are reported. This is a measure of the average delay incurred by all motorists at the intersection. The roundabout intersection was evaluated based on a level of service

standard of LOS C. The correlation between average delay at a roundabout and level of service is shown in Table 4.

Table 4
Roundabout Level of Service Definitions Based on Control Delay

Average Control Delay per Vehicle (sec)	LOS by Volume-to-Capacity Ratio [1]	
	v/c up to 1.0	v/c greater than 1.0
up to 10.0	A	F
10.1 to 15.0	B	F
15.1 to 25.0	C	F
25.1 to 35.0	D	F
35.1 to 50.0	E	F
Greater than 50.0	F	F

[1] For approaches and intersectionwide assessment, LOS is defined solely by control delay.
Source: Transportation Research Board, *Highway Capacity Manual* 7th Edition.

City of Gilroy Definition of Operational Deficiencies at Roundabout Intersections

Based on City of Gilroy intersection level of service standards and impact criteria for unsignalized intersections, an operational deficiency at a roundabout intersection would occur if any of the following criteria are satisfied:

All-Way Stop-Controlled and Roundabout Intersections within LOS C area:

1. The overall intersection level of service degrades from an acceptable LOS C or better under background conditions to an unacceptable LOS D or worse under background plus project conditions and the traffic volumes at the intersection satisfy the peak-hour volume traffic signal warrant adopted by Caltrans, or
2. The overall intersection level of service is already operating at an unacceptable LOS D or worse and the addition of project traffic causes the average delay to increase by four (4) seconds or more and the traffic volumes at the intersection satisfy the peak-hour volume traffic signal warrant adopted by Caltrans.

Operational deficiencies at unsignalized and roundabout intersections may be addressed by implementing measures that would restore intersection level of service to acceptable conditions or by signalizing the intersection.

Intersection Level of Service Analysis Results

The results of the intersection level of service analysis are described below and summarized in Table 5. The level of service calculation sheets are included in Appendix E. The peak-hour signal warrant sheets are contained in Appendix F.

Existing and Background Intersection Level of Service Analysis

The results of the intersection level of service analysis under existing and background conditions indicate that all of the study intersections currently operate and are projected to continue to operate at acceptable levels of service during the AM and PM peak hours.

Background Plus Project Intersection Level of Service Analysis

The results of the intersection level of service analysis under background plus project conditions indicate that all of the study intersections are projected to continue to operate at acceptable levels of service during the peak hours. Therefore, the proposed project is not projected to have an adverse effect on any of the study intersections under background plus project conditions.

Year 2040 General Plan Conditions Intersection Level of Service Analysis

The results of the intersection level of service analysis under cumulative plus project conditions indicate that all of the study intersections are projected to continue to operate at acceptable levels of service during the peak hours. Therefore, the project would not contribute to an adverse effect at any of the study intersections under cumulative plus project conditions.

The results of the intersection level of service analysis show that the following study intersection is projected to operate deficiently (LOS D during the PM peak hour) under both Year 2040 General Plan conditions and 2040 General Plan plus project conditions:

3. Santa Teresa Boulevard and Hecker Pass Highway/First Street (LOS D – PM Peak-Hour)

However, the addition of project traffic would not cause the average intersection delay to increase by four (4) seconds or more. Therefore, based on the City of Gilroy definition of operational deficiencies at signalized intersections, the project would not contribute to an operational deficiency at the above intersection under General Plan plus project conditions.

Intersection Operations (Queue) Analysis

The analysis of the intersection levels of service was supplemented with an analysis of intersection operations (queuing) for selected intersections. The intersection queuing analysis is an important component of the process to evaluate traffic conditions at an intersection. Although calculated levels of service may appear adequate at some locations, traffic operations problems caused by inadequate storage space for vehicle queues could prevent the intersection from ever realizing the calculated level of service. When inadequate storage space becomes an issue, queues in one turn movement might spill into an adjacent lane and block traffic in that lane from proceeding through the intersection.

Table 5
Intersection Level of Service Results

Study Int. Number	Intersection	Intersection Control	LOS Standard	Peak Hour	Count Date	Existing		Background		Background Plus Project			2040 General Plan No Project		2040 General Plan Plus Project		
						Delay	LOS	Delay	LOS	Delay	LOS	Delay Change[1]	Delay	LOS	Delay	LOS	Delay Change[1]
1	Autumn Drive and Hecker Pass Highway (SR 152)	Roundabout	C	AM	05/02/24	4.6	A	5.0	A	5.2	A	+0.2	6.4	A	6.6	A	+0.2
				PM	05/02/24	6.9	A	7.9	A	8.6	A	+0.7	8.8	A	9.7	A	+0.9
2	Autumn Drive/Plum Street and Third Street/Lone Oak Court	Roundabout	C	AM	05/02/24	3.0	A	3.0	A	3.3	A	+0.3	3.9	A	4.1	A	+0.2
				PM	05/02/24	3.0	A	3.0	A	3.3	A	+0.3	3.6	A	3.9	A	+0.3
3	Santa Teresa Boulevard and Hecker Pass Highway/First Street	Signal	C	AM	05/02/24	22.4	C	23.7	C	23.9	C	+0.2	26.1	C	26.5	C	+0.4
				PM	05/02/24	30.6	C	34.6	C	34.7	C	+0.1	**35.6**	**D**	**35.8**	**D**	+0.2
4	Santa Teresa Boulevard and Third Street	Roundabout	C	AM	05/02/24	9.7	A	16.3	C	16.8	C	+0.5	10.9	B	11.3	B	+0.4
				PM	05/02/24	8.0	A	18.1	C	20.0	C	+1.9	15.4	C	16.5	C	+1.1

Notes:
[1] Change in delay, expressed in seconds, for background plus project conditions is measured relative to background conditions.
Change in delay for General Plan plus project conditions is measured relative to General Plan no project conditions.
Entries denoted in **bold** indicate conditions that exceed the current level of service standard.

Vehicle Queue Estimate Methodology

The operations analysis is based on vehicle queuing for high-demand movements at intersections. Vehicle queues were estimated using a Poisson probability distribution, which estimates the probability of "n" vehicles in the queue for a vehicle movement using the following formula:

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

Where:

P (x=n) = probability of "n" vehicles in queue per lane
n = number of vehicles in the queue per lane
λ = average number of vehicles in the queue per lane (vehicles per hour per lane/signal cycles per hour)

The basis of the analysis is as follows: (1) the Poisson probability distribution is used to estimate the 95th percentile maximum number of queued vehicles per signal cycle for a particular movement; (2) the estimated maximum number of vehicles in the queue is translated into a queue length, assuming 25 feet per vehicle (20 feet vehicle length plus 5-foot headway space); and (3) the estimated maximum queue length is compared to the existing or planned available storage capacity for the movement. This analysis thus provides a basis for identifying locations where potential problems may arise in the future and for estimating future storage requirements at intersections.

City of Gilroy Definition of Queue Deficiencies

Based on City of Gilroy guidelines, a queue deficiency at an intersection would occur if:

1. The 95th percentile vehicle queue in a critical turn movement at a study intersection is projected to be less than the available or planned storage length for that movement under background conditions and the addition of projected traffic to that turn movement causes the projected 95th percentile vehicle queue to exceed the available or planned storage length, or
2. The 95th percentile vehicle queue in a critical turn movement at a study intersection is projected to exceed the available or planned storage length for that movement under background conditions and the addition of projected traffic to that turn movement causes the projected 95th percentile vehicle queue to grow by at least one vehicle.

Queue deficiencies may be addressed by providing the additional queue storage capacity required to serve the projected queue length.

Study Intersection Turn-Movements

Key intersections where the project is anticipated to add more than 10 peak-hour trips per lane to the left-turn movement were selected for evaluation. Additionally, locations where the project would add a significant number of trips to the right-turn movement also were included. The adequacy of the queue storage capacity for the following intersection movements was evaluated in this analysis:

3. Santa Teresa Boulevard and Hecker Pass Highway/First Street – Eastbound left-turn movement and Southbound right-turn left-turn movement

The vehicle queue analysis results under background plus project conditions are summarized in Table 6. The intersection queue calculation sheets are included in Appendix G.

Table 6
Intersection Vehicle Queue Analysis

	Santa Teresa Boulevard and First Street/Hecker Pass Hwy (SR 152)			
	Eastbound Left		Southbound Right	
Measurement	AM	PM	AM	PM
Existing Conditions				
Cycle Length/Control Delay (sec)[1]	75	105	75	105
Lanes	1	1	1	1
Volume (vphpl)	69	107	110	91
95th %. Queue (veh/ln.)	4	6	5	6
95th %. Queue (ft./ln)[2]	100	150	125	150
Storage (ft./ ln.)	430	430	350	350
Adequate (Y/N)	YES	YES	YES	YES
Background Conditions				
Cycle Length/Control Delay (sec)[1]	75	105	75	105
Lanes	1	1	1	1
Volume (vphpl)	111	135	116	109
95th %. Queue (veh/ln.)	5	7	5	6
95th %. Queue (ft./ln)[2]	125	175	125	150
Storage (ft./ ln.)	430	430	350	350
Adequate (Y/N)	YES	YES	YES	YES
Background Plus Project				
Cycle Length/Control Delay (sec)[1]	75	105	75	105
Lanes	1	1	1	1
Volume (vphpl)	133	150	123	134
95th %. Queue (veh/ln.)	6	8	5	7
95th %. Queue (ft./ln)[2]	150	200	125	175
Storage (ft./ ln.)	430	430	350	350
Adequate (Y/N)	YES	YES	YES	YES

Notes:
Vehicle queue calculated using the Poisson probability distribution and 95-percent confidence level.
[1] Vehicle queue calculations based on cycle length for signalized intersections.
[2] Assumes 25 feet per vehicle in the queue.

Vehicle Queue Analysis Results

The results of the queue analysis show that the evaluated turn-movements currently have adequate queue storage capacity to serve the projected queue lengths under existing, background, and background plus project conditions. The addition of project traffic to the roadway network is not projected to have an adverse effect on the available queue storage capacity at the study intersection.

Freeway Segment Evaluation

An analysis of freeway levels of service was not conducted since the project would not add enough traffic to the freeway segments near the site to warrant a freeway analysis.

According to CMP Traffic Impact Analysis Guidelines, a freeway level of service analysis is required if the number of project trips added to any freeway segment equals or exceeds one percent of the

capacity of the segment. The key freeway segments in the study area were evaluated to determine if the project traffic on each segment would exceed this threshold. US 101 consists of three mixed flow lanes in each direction between Cochrane Road in Morgan Hill and Monterey Road in Gilroy. North of Cochrane Road and south of Monterey Road, US 101 consists of 4 (3 mixed-flow and 1 HOV) and 2 (both mixed-flow) lanes in each direction, respectively. The CMP specifies that a mixed-flow lane capacity of 2,300 vehicles per hour per lane (vphpl) be used for segments six lanes or wider in both directions and a capacity of 2,200 vphpl be used for segments with less than six lanes. Thus, the three lanes on US 101 near the project site have a capacity of 6,900 vph. Using the CMP's one-percent threshold, a freeway level of service analysis for US 101 would be needed if the project adds 69 or more peak-hour trips to the freeway segments near the site.

A review of the project trip assignment indicates that the maximum number of project trips in any direction on the study freeway segments would be no more than 25 trips during the peak-hour. Since the number of project trips on US 101 are estimated to be less than the one-percent freeway capacity threshold, the project would not cause a significant increase in traffic on the freeway segments in the study area, and a freeway level of service analysis is not required.

The freeway capacity analysis is summarized on Table 7.

Table 7
Freeway Segment Capacity Evaluation

Freeway Segment	Direction	Peak Hour	# of Lanes[1]	Capacity[2] (vph)	1% of Capacity	Project Trips Added	LOS Analysis Required?
US 101 from Bloomfield Avenue (SR 25) to Monterey Road	NB	AM	2	4,400	44	2	No
	NB	PM	2	4,400	44	7	No
US 101 from Monterey Road to Pacheco Pass Highway	NB	AM	3	6,900	69	0	No
	NB	PM	3	6,900	69	0	No
US 101 from Pacheco Pass Highway to Leavesley Road	NB	AM	3	6,900	69	0	No
	NB	PM	3	6,900	69	0	No
US 101 from Leavesley Road to Masten Avenue	NB	AM	3	6,900	69	0	No
	NB	PM	3	6,900	69	0	No
US 101 from Masten Avenue to San Martin Avenue	NB	AM	3	6,900	69	22	No
	NB	PM	3	6,900	69	15	No
US 101 from San Martin Avenue to Masten Avenue	SB	AM	3	6,900	69	7	No
	SB	PM	3	6,900	69	25	No
US 101 from Masten Avenue to Leavesley Road	SB	AM	3	6,900	69	0	No
	SB	PM	3	6,900	69	0	No
US 101 from Leavesley Road to Pacheco Pass Highway	SB	AM	3	6,900	69	0	No
	SB	PM	3	6,900	69	0	No
US 101 from Pacheco Pass Highway to Monterey Road	SB	AM	3	6,900	69	0	No
	SB	PM	3	6,900	69	0	No
US 101 from Monterey Road to Bloomfield Avenue (SR 25)	SB	AM	2	4,400	44	6	No
	SB	PM	2	4,400	44	4	No

[1] Information obtained from the Santa Clara Valley Transportation Authority Congestion Management Program Monitoring Study, 2018.
[2] Based on a capacity of 2,300 vehicles per hour per lane (vphpl) for freeway sections with six or more lanes, and 2,200 vphpl for freeway sections with four lanes.
Bold indicates unacceptable LOS.

5. Other Transportation Issues

This chapter presents an analysis of other transportation issues associated with the project, including:

- Site access and on-site circulation
- Potential impacts to bicycle, pedestrian, transit facilities

Unlike the level of service impact methodology, which is adopted by the City Council, the analyses in this chapter are based on professional judgment in accordance with the standards and methods employed by the traffic engineering community. Any recommended transportation improvements identified as part of the review may be included as part of the project's Conditions of Approval. However, the improvements are not required to mitigate project impacts per CEQA guidelines.

Project Site Access and On-Site Circulation

This analysis is based on a review of the project site plan, dated February 15, 2024, produced by MH Engineering. The site plan is presented on Figure 2 of this report.

Site Access

With the proposed project, new streets and the necessary utilities infrastructure to serve the project would be constructed. As proposed, access to the project site would be provided via three new street connections: two new streets (Walter Way and Two Oak Lane) connecting to Lone Oak Court would provide access to 63 residential units on the west side of the site (west project site); one new street (Hoey Place) connecting to Third Street would provide access to 53 residential units on the east side of the site (east project site). It should be noted that 16 residences on the west project site would be constructed with driveways directly along Lone Oak Court. Additionally, emergency vehicle access (EVA) would be provided from both project sites, providing an auxiliary access between Walter Court and Lone Oak Court on the west side and between Ranch Drive and Hecker Pass Highway (SR 152) on the east side. Furthermore, Walter Way is shown to provide a future connection to the currently undeveloped parcel to the west of the project site.

Third Street/Lone Oak Court Geometrics

Third Street/Lone Oak Court run along the project site's southern boundary. Third Street is an east-west street that extends from Monterey Road in the downtown area, intersecting with Santa Teresa Boulevard and continuing through the Hecker Pass Specific Plan area to Autumn Drive where it changes designation to Lone Oak Court. Lone Oak Court extends westward for approximately 0.25

miles (along the project site boundary) at which point it changes designation to Grassland Way, a gated private roadway providing access to the Heartland Gardens development.

Along the project site frontage, Third Street has a 34-foot right-of-way (face of curb to face of curb) and includes two 12-foot travel lanes and 5-foot Class II bike lanes along each side of the road. Lone Oak Court has a 28-foot right-of-way (face of curb to face of curb) and includes two 14-foot travel lanes. No bike lanes are currently available along Lone Oak Court.

The City of Gilroy 2040 General Plan identifies Third Street as a collector roadway and Lone Oak Court as a local street. Per City standard guidelines, collector streets should have a 48-foot-wide curb-to-curb right-of-way (12-foot travel lane, 5-foot bike lane, and 7-foot parking lane in each direction) while local streets should have a 36-foot-wide curb-to-curb right-of-way (11-foot travel lane and 7-foot parking lane in each direction). Neither Third Street nor Lone Oak Court provide on-street parking, however both satisfy the lane requirements associated with their street classification.

Operations at Access Points

The new streets connections along Lone Oak Court would be located approximately 400 feet (Two Oak Lane) and 1,000 feet (Walter Way) west of the roundabout intersection with Autumn Drive. The new street connection along Third Street (Hoey Place) would be located approximately 360 feet east of the Autumn Drive roundabout.

Currently, the westbound direction along Lone Oak Court at Two Oak Lane is controlled by a stop sign.

West Project Site Access (Walter Way and Two Oak Lane)

Currently, Lone Oak Court along the project site frontage carries no more than 53 trips in both directions combined during the peak hours. The low traffic volumes are due to the limited existing uses west of the Autumn Drive/Third Street intersection. The proposed residential units on the west project site are estimated to generate approximately 62 trips (both inbound and outbound) during the peak hour. As shown on Figure 16, all inbound project trips would make right-turns into Walker Way, Two Oak Lane, or individual driveways. Since right-turning vehicles would not conflict with other vehicle movements, no standing vehicular queues are anticipated along the Lone Oak Court project frontage.

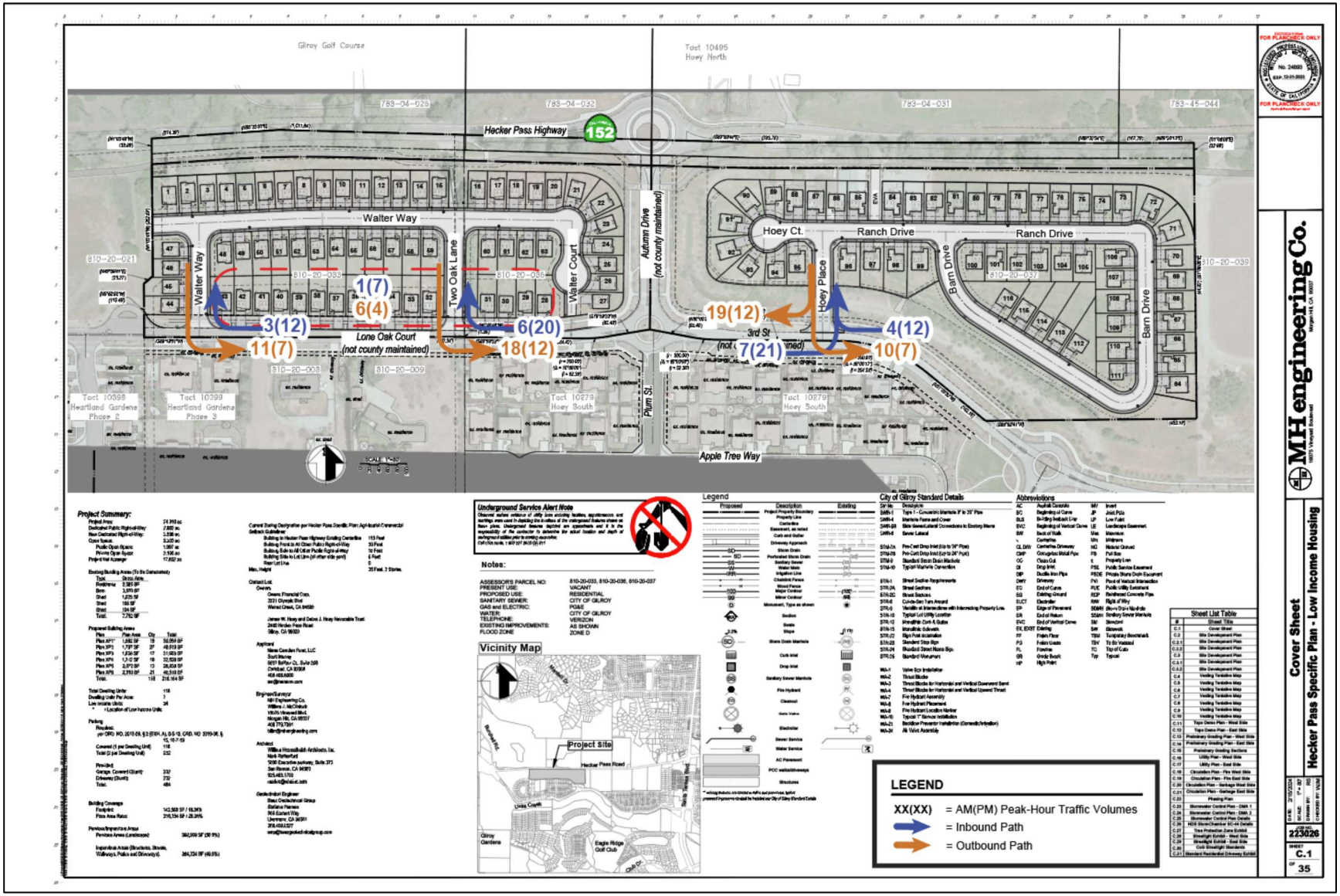
Additionally, assuming that the new project site access intersections at Lone Oak Court would be controlled by a stop sign on the minor approach only (one-way stop control on Walter Way and Two Oak Lane), it was calculated that project traffic exiting the site would experience minimal to no delays as they stop and continue to complete a left-turn out of the site onto Lone Oak Court.

Recommendation: It is recommended that the existing stop sign along Lone Oak Court at Two Oak Lane (in the eastbound direction) be removed with the development of the project.

East Project Site Access (Hoey Place)

Currently, Third Street along the project site frontage carries no more than 48 trips in both directions combined during the peak hours. The low traffic volumes are due to the limited existing uses in the vicinity. The proposed residential units on the east project site are estimated to generate approximately 52 trips (both inbound and outbound) during the peak hour. As shown on Figure 16, no more than 21 project trips would make eastbound left-turns from Third Street into Hoey Place during the PM peak-hour. This equates to an average of one left-turning vehicle every three minutes during the peak-hour.

Figure 16
Estimated Project Trips at the Site Access Points



With the low traffic volumes along Third Street and the low project trip projections, no standing vehicular queues are anticipated along Third Street at its intersection with Hoey Place.

Assuming that the intersection of Hoey Place/Third Street would be stop-controlled along Hoey Place only (no control on Third Street), it was calculated that project traffic exiting the site would experience minimal to no delays as they stop and continue to complete a left-turn out of the site onto Lone Oak Court.

Therefore, traffic operations at all site access points are anticipated to be adequate.

Sight Distance

Adequate sight distance should be provided at the project access points. Outbound traffic at the access points must be able to see opposing traffic in order to safely complete a turn out of the site. The minimum acceptable sight distance is usually defined as the stopping sight distance, which is dependent of the speed of the roadway.

The posted speed limit along the project's Third Street and Lone Oak Court frontage is 25 miles per hour (mph). According to the Caltrans *Highway Design Manual*, the minimum required stopping sight distance for a roadway with a design speed of 25 mph is 150 feet.

Based on site observations, all proposed access points would have sight distance of at least 150 feet in both the eastbound and westbound directions of Lone Oak Court and Third Street. The mostly straight orientation of Lone Oak Court and Third Street along with the unobstructed view from the access points due to no on-street parking or other obstructions being present, provide a clear view from the project site access points to both sides of Third Street/Lone Oak Court.

The horizontal curve along Third Street, between the Hoey Place access point and the Grassland Way roundabout, does not inhibit the required sight distance of outbound project traffic nor inbound left-turning project traffic at Hoey Place. The available sight distance is shown on Figure 17.

Recommendation: The design of the project site should ensure that design features, such as the landscaping, signage, and other physical features, along the project site frontage and at the project site driveways, would not interfere with the sight distance at the proposed site access points.

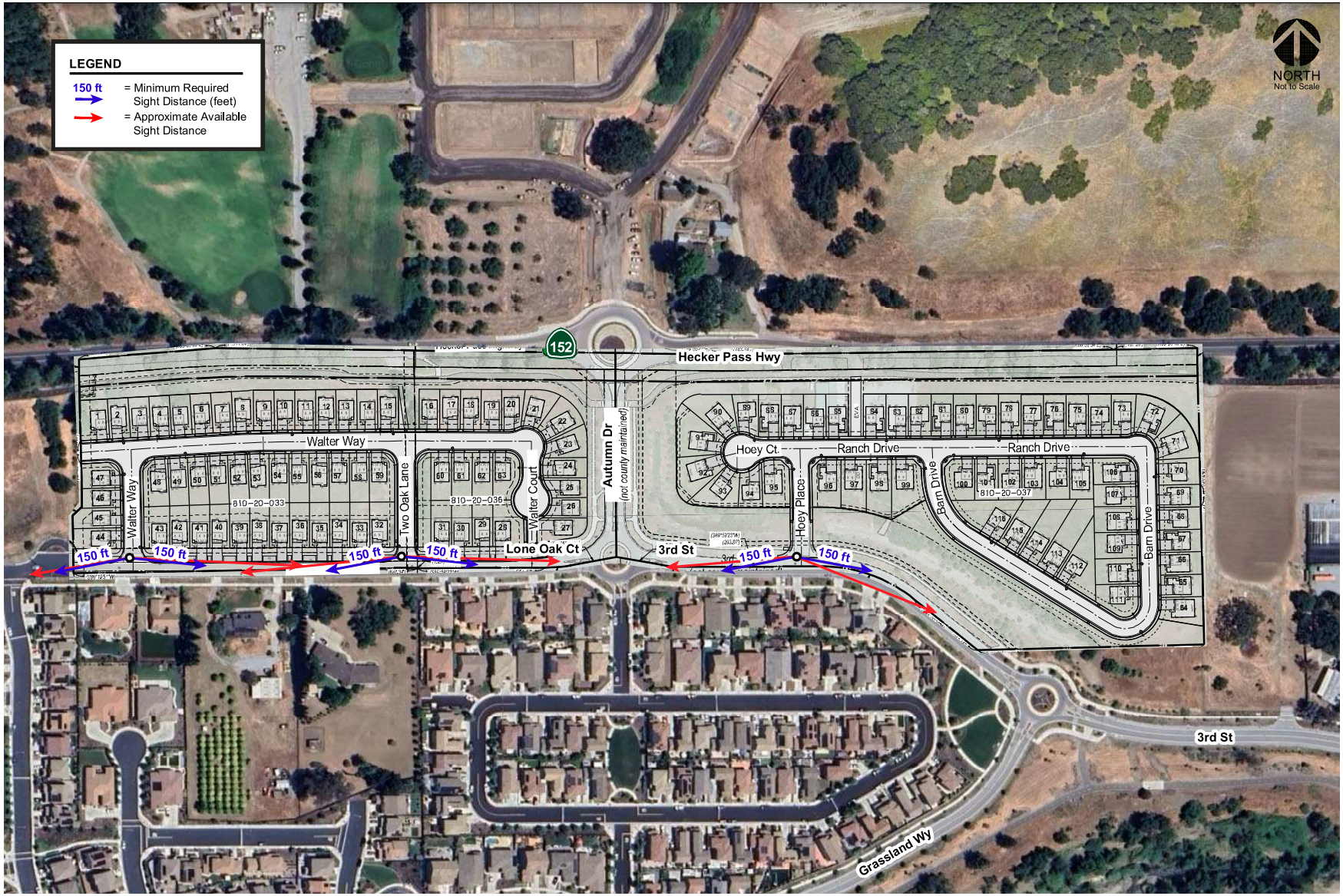
On-Site Circulation

New on-site streets would provide direct access to the proposed residential units. All new internal access roadways are shown on the site plan to be 36 feet wide (curb-to-curb), with the exception of the cul-de-sacs, which are shown to have a radius of 36 feet (for a total width of 72 feet), and Hoey Place, which is shown on the site plan to be 35 feet wide and provide two 17.5-foot lanes.

Per City of Gilroy street section guidelines (last revised in 2014), local streets must be 36 feet wide curb-to-curb and include two 11-foot travel lanes and two 7-foot parking lanes. Additionally, cul-de-sacs must have a minimum 36-foot radius. Based on the site plan, all new on-site street dimensions and radii at cul-de-sacs and two-legged intersections (90-degree bends on the roadway) would satisfy the City's street design standards, with the exception of Hoey Place, which, according to the site plan, is approximately half a foot less than the required roadway width.

The west project site roadway layout would include one cul-de-sac turn-around at one end and a future roadway connection to the undeveloped parcel west of the project site on the other end. The east project site roadway layout would include one cul-de-sac turn-around. Therefore, the proposed internal roadway layout and dimensions would provide adequate on-site circulation and access to all residential units.

Figure 17
Sight Distance Assessment



Emergency Vehicle Access and Circulation

Project site access roadways must be designed with adequate width to allow emergency vehicle access in and out of the site. The emergency site access assessment for the project was completed based on Santa Clara County practice and the Gilroy Fire Code Adoption (adopted in November 21, 2022).

Per Section 503.2.1 of the Gilroy Fire Code Adoption (adopted November 21, 2022), a fire access roadway greater than or equal to 20 feet in width is applicable to all commercial, industrial, and residential buildings, with a minimum driveway/roadway width of 26 feet required for buildings over 30 feet tall (for aerial fire apparatus). The fire access roadway should be provided within 150 feet of all structures. All proposed new roadways within the project site are proposed to be a minimum of 35 feet wide (most of them would be 36 feet wide), satisfying the minimum roadway width requirement for emergency vehicle access and circulation. The proposed internal roadways would provide direct access to all residential units.

Additionally, per Section 503.1.2 of the Fire Code Adoption, a secondary access roadway shall be provided for residential developments consisting of 30 or more single-family residential units. The west project site would include 63 single-family residential units and would provide two access points off of Lone Oak Court plus a 20-foot-wide emergency vehicle access (EVA) road connection from the Walter Court cul-de-sac to Lone Oak Court. The east project site would include 53 single-family residential units and would provide one access point from Third Street and an EVA road connection (no dimension shown) from Ranch Drive to Hecker Pass Highway (SR 152). It should be noted that all EVA's shall meet engineering design standards similar to a public roadway/driveway and be maintained by the property owner. The proposed site access points would satisfy the minimum site access requirements.

Furthermore, Section 503.2.5 of the Fire Code Adoption states that dead-end private streets and roadways shall terminate in an approved turnaround when the street is in excess of one-hundred and fifty (150) feet in length. The proposed cul-de-sacs must be designed to meet the required turning radius of a fire apparatus access road, which is determined by the fire code official and include a minimum of 30 feet inside radius and a minimum of 50 feet outside radius.

Fire Truck Circulation Plan

Fire truck circulation plans were prepared as part of the site plan design. The fire truck circulation plans, shown in Appendix H, shows the travel path of a fire truck (City of Gilroy Aerial Fire Truck, approximately 40 feet long) circulating in and out of the project site. The fire truck circulation plans shows a fire truck entering the project site from each proposed roadway and EVA access point, traveling the entire site and exiting the site. The plans show the fire truck adequately traveling and maneuvering throughout the site, with the exception of the roundabout, where the travel path of the fire truck is not shown.

Ultimately, the Gilroy Fire Department will determine if adequate site access and on-site circulation is being provided for emergency vehicles.

The nearest fire station to the project site is the South Santa Clara County Fire Department station located on the south side of Hecker Pass Highway (SR 152), less than a mile west of the project site.

Recommendation: The design of the turnarounds/cul-de-sacs should be done in consultation with the Gilroy Fire Department to ensure an adequate turning radius is being provided that will allow fire engines to complete a U-turn.

Recommendation: Per City guidelines on fire access roadways, on-street parking should be prohibited in required turnarounds. Turnarounds shall remain unobstructed at all times.

Large Vehicle Access and Circulation

Larger vehicles, such as trash collection trucks, school buses, and delivery trucks, normally require more space than a passenger vehicle when entering and circulating a site mainly because trucks require a greater turn radius.

Trash collection plans were prepared (and included in Appendix H) showing a Recology collection truck (approximately 35 feet long) entering the site, adequately circulating throughout the entire site, including the cul-de-sacs, and exiting the site. Therefore, on-site truck circulation is anticipated to be adequate.

Pedestrian Access and Circulation

Currently, sidewalks are found all along the north side of Third Street, including along the entire east project site. A short segment of Lone Oak Court (just west of Autumn Drive) includes sidewalks but the majority of the west project site frontage on Lone Oak Court has missing sidewalks.

The project is required to implement full site frontage improvements, including sidewalks and curb ramps. City guidelines require development projects to install (or upgrade existing) pedestrian crossings and Americans with Disabilities Act (ADA)-compliant curb ramps at intersections. By implementing these requirements, additional pedestrian facilities are provided to improve the pedestrian network as part of the city's normal growth process.

The site plan shows new sidewalks along the project site frontage on Lone Oak Court, extending from the existing sidewalk to the project's western site boundary. Within the site, all new streets are shown to include 5-foot sidewalks along both sides of the street. These sidewalks would connect to the new/existing sidewalks along Lone Oak Court/Third Street, creating a continuous pedestrian path between the site and the existing pedestrian facilities in the project area.

The site plan does not show curb ramps at all new intersections.

Residents of the proposed development would include school-age children who would attend local schools. Nearby schools, including elementary, middle, and high schools, are located no less than 2 miles away from the project site, a distance that is likely considered too far to walk. The Gilroy Unified School District has identified the potential need to provide school bus services to school-age residents of the proposed development. Providing this service would require coordination between the project developer, City staff, and School District staff to identify a possible location for a bus stop within the project site.

Recommendation: It is recommended that ADA-compliant curb ramps be provided at all intersections within the project site. This will create a continuous pedestrian network within the site.

Recommendation: It is recommended that the project applicant works with the Gilroy Unified School District to explore the possibility of including school bus services to the project area and identify the most appropriate location and necessary improvements for the implementation of a bus stop within the project site.

Bicycle Circulation

Various bicycle facilities exist in the vicinity of the project sites, including multi-use trails (Class I bike paths) along Hecker Pass Highway and the Uvas Creek Trail, and bike lanes (Class II bikeways) along Santa Teresa Boulevard, Third Street, and First Street.

The Bicycle Transportation Plan contained in the City of Gilroy General Plan, the City of Gilroy Bicycle/Pedestrian Transportation Plan, and the City of Gilroy Trails Master Plan indicate that a variety of bicycle facilities are planned in the City of Gilroy, some of which would serve the study area.

Of the planned facilities, those relevant to the project include:

Planned Class I multi-use trails:

- South Santa Teresa Trail – along the east side of Santa Teresa Boulevard, between First Street and the Gavilan College parking lot entrance. Parts of this trail have been completed, including the segment between Ballybunion Drive/West Luchessa Avenue and Thomas Road.

Planned Class II bike lanes:

- Tenth Street – between De Anza Place and Orchard Drive (future Tenth Street bridge)

Project's Effect on Bicycle Facilities

The proposed projects could increase the demand for bicycle facilities in the vicinity of the project site. The potential demand could be served by the various bicycle facilities available in the immediate vicinity of the project site, including those along Third Street and Hecker Pass Highway, which serve the project site directly and connect to existing bike lanes on Santa Teresa Boulevard and First Street, connecting to numerous other bicycle facilities throughout town.

Pedestrian Circulation

As noted within the existing pedestrian network discussion, pedestrian facilities in the project area consist primarily of sidewalks along developed residential areas, including all residential areas within the HPSP area (mainly located south of the project site and north of Third Street). Sidewalks are also found along the entire north (westbound) side of Third Street between Santa Teresa Boulevard and the project site. Additionally, the Hecker Pass Trail and Uvas Creek Trail are multi-use pathways that can be used by bicycles and pedestrians between the HPSP area and other existing pedestrian facilities to the east.

Outside of the project site area, there are missing sidewalks along the south side of First Street, between Santa Teresa Boulevard and the Hecker Pass Plaza shopping center (approximately 900-foot segment) and along most of Santa Teresa Boulevard, south of First Street/Hecker Pass Highway, with the exception of the segment between First Street and Third Street (west side of the street).

With implementation of the project, missing sidewalks along Lone Oak Court would be implemented, improving the existing pedestrian network in the project site vicinity and providing a pedestrian connection between the project site and other pedestrian facilities/destinations in the project area, including parks, multi-use trails, and commercial areas.

Project's Effect on Pedestrian Facilities

It can be expected that new pedestrian traffic would be generated by the proposed project. The project site is located within what could be considered a walking distance from commercial uses (along the First Street corridor), places of worship, and parks. Specifically, the Good Shepherd Lutheran Church and South Valley Community Church are located along Hecker Pass Highway and First Street, respectively (less than 1.5 miles from the project site), the Third Street Park/Dog Park is located southeast of the project site (approximately ½-mile from the project site), and the Hecker Pass Trail includes trailheads at Autumn Drive, just south of the Autumn Drive/Hecker Pass Highway roundabout

(adjacent to the project site). Various commercial uses along First Street also are located within less than 1.5 miles from the project site.

Pedestrian access from the project site to the Hecker Pass Trail would be provided via the existing sidewalks along Autumn Drive. Likewise, pedestrian access between the project site and the Third Street park/dog park would be provided via the Third Street sidewalks (north side of Third Street) and the Uvas Creek Trail (south side of Third Street). Pedestrian access between the project site and pedestrian destinations along First Street would be provided via the Hecker Pass Trail/First Street and the pedestrian signal phasing and crosswalks at the intersection of Santa Teresa Boulevard and First Street/Hecker Pass Highway. However, pedestrian access from the project site to land uses along the north side of Hecker Pass Highway, including Good Shepherd Lutheran Church, would not be feasible due to the lack of sidewalks along the north side of Hecker Pass Highway. The north side of Hecker Pass Highway consists mainly of undeveloped land.

Overall, the existing and planned pedestrian facilities in the vicinity of the project site would provide for adequate pedestrian access between the project site and most surrounding pedestrian destinations.

Transit Service

There are currently no bus routes serving the project site area directly. As of December 2024, the nearest bus route to the project site is ***Local Route 85***, which provides weekday and weekend service between the Gilroy Transit Center and Saint Louise Regional Hospital. The nearest bus stop serving Route 85 is located in the vicinity of the Montebello Drive and Santa Barbara Drive intersection, approximately a 1.5-mile walking distance from the eastern end of the project site.

Other transit services, including Caltrain which provides commuter rail service between Gilroy and San Francisco, frequent and express bus routes to San Jose, Mountain View, and Sunnyvale, Hollister, and San Juan Bautista, serve the Gilroy area with service at the Gilroy Transit Center, located in Downtown Gilroy, approximately 3.6 miles southeast of the project site.

Project's Effect on Transit Services

The distance to the nearest bus stops located in the vicinity of the Montebello Drive and Santa Barbara Drive intersection (approximately 1.5-mile walking distance from the eastern end of the project site) could be considered too long to walk. According to the US Department of Transportation Federal Highway Administration, the distance most people are willing to walk to a transit stop is 0.25-0.50 miles, or five to ten minutes.

The relatively long distance to the nearest bus stops could discourage potential transit users from using public transportation. Until a more complete multi-modal network is available within the project area, the automobile will be the predominant mode of access to the project site.

6. Conclusions

This transportation analysis has been prepared in accordance with the standards and methodologies set forth by the City of Gilroy, the Santa Clara Valley Transportation Authority (VTA) Congestion Management Program's *Transportation Impact Guidelines* (October 2014), and by the California Environmental Quality Act (CEQA).

In adherence to SB 743, the effects and impacts to the transportation network as the result of the proposed project were evaluated based on VMT. In addition to the evaluation of VMT, this transportation study also includes level of service analysis to evaluate the effects of the project on the citywide transportation system, including intersections and freeway segments. The level of service analysis is presented to determine conformance to General Plan transportation goals and policies. The determination of project impacts per CEQA requirements is based solely on the VMT analysis.

CEQA VMT Evaluation Results

The results of the VMT evaluation, obtained with the use of the VTA's VMT Evaluation Tool, indicate that the existing average daily VMT for residential uses in the vicinity of the project site is 24.85 VMT per capita. The results also indicate that the proposed development is projected to generate average daily per-capita VMT equal to 22.37, which although is lower than the current average VMT per capita in the project area, would exceed both the identified citywide average of 18.92 VMT per capita and the impact threshold of 16.08 VMT per capita. Therefore, the proposed project would result in an impact on the transportation system based on OPR's 15% below existing average VMT impact threshold.

The VMT strategies that potentially could be implemented by the proposed project include the following:

- TP01 – School Pool Programs; **and**
- TP02 – Bike Share Programs; **and**
- TP03 – Car Share Programs; **and**
- TP18 – Voluntary Travel Behavior Change Program.

Implementation of the above TDM strategies would reduce the project's VMT per capita to approximately 19.88 miles per resident, which is less than the required VMT reduction to achieve a VMT per capita below the identified impact threshold of 16.08 miles per resident. Moreover, if it is determined that some of the TDM strategies listed above are not applicable or feasible to be implemented by the proposed project, the VMT reduction would be less than the calculated 19.88 miles per resident.

OPR's recommended 15% below existing VMT impact threshold encourages developments in transit-rich, highly mixed-use areas to implement design features and trip reduction measures to take advantage of existing multi-model infrastructure and land use mixes in reducing trip making and/or trip lengths. However, many communities such as Gilroy have limited multi-modal transportation infrastructure and lack a mix of complementary land uses. The minimal existing multi-model infrastructure in Gilroy reduces the opportunity for non-vehicular trips to and from the project site. Therefore, it is unlikely that developments like the proposed project in these cities can achieve OPR's recommended 15% reduction in VMT. Therefore, absent of the City adopting its own City-specific VMT policies and impact thresholds, if the project cannot reduce its VMT per capita to below the impact threshold, the proposed project's VMT impact must be deemed significant and unavoidable.

Roadway Capacity Analysis Results

Intersection Level of Service Analysis Results

The results of the intersection level of service analysis indicate that, based on the City of Gilroy definition of operational deficiencies, the proposed project would not create or contribute to an operational deficiency at any of the study intersections.

Intersection Operations Analysis Results

The results of the queue analysis show that the evaluated turn-movements currently have adequate queue storage capacity to serve the projected queue lengths under existing, background, and background plus project conditions. The addition of project traffic to the roadway network is not projected to have an adverse effect on the available queue storage capacity at the study intersections.

Freeway Segment Evaluation

A review of the project trip assignment indicates that the maximum number of project trips in any direction on the study freeway segments would be no more than 25 trips during the peak-hour. Since the number of project trips on US 101 are estimated to be less than the one-percent freeway capacity threshold, the project would not cause a significant increase in traffic on the freeway segments in the study area, and a freeway level of service analysis is not required.

Hecker Pass Specific Plan Residential Development Transportation Analysis

Technical Appendices

June 18, 2025

Appendix A
VTA VMT Evaluation Tool Report

Santa Clara Countywide VMT Evaluation Tool - Version 2 - Report

Project Details

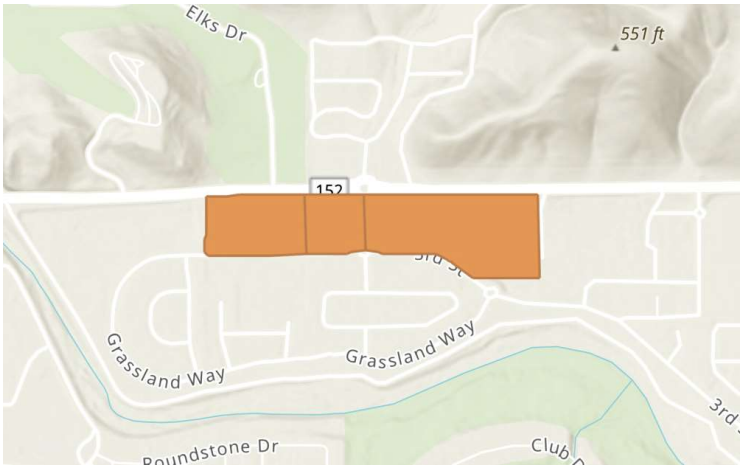
Timestamp of Analysis	December 19, 2024, 03:41:46 PM
Project Name	Hecker Pass Residential
Project Description	116 sfh

Project Location Map

Jurisdiction:

Gilroy

APN	TAZ
81020019	797
81020018	797
81020033	797



Analysis Details

Data Version	VTA Countywide Model December 2019
Analysis Methodology	Parcel Buffer Method
Baseline Year	2024

Project Land Use

Residential:

Single Family DU:	116
Multifamily DU:	
Total DUs:	116

Non-Residential:

Office KSF:

Local Serving Retail KSF:

Industrial KSF:

Residential Affordability (percent of all units):

Extremely Low Income:	0 %
Very Low Income:	0 %
Low Income:	20 %

Parking:

Motor Vehicle Parking:

Bicycle Parking:

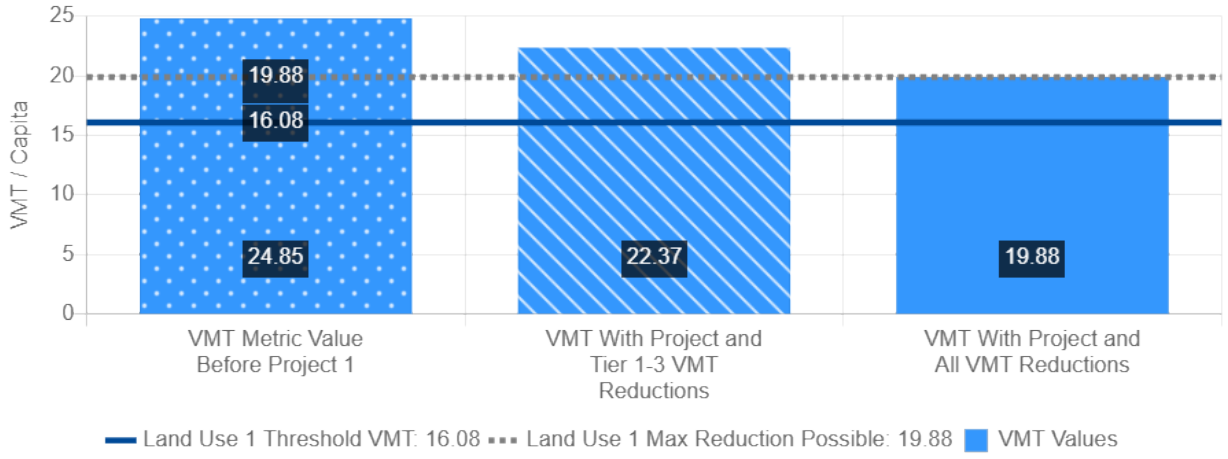
Proximity to Transit Screening

Inside a transit priority area? No (Fail)

Residential Vehicle Miles Traveled (VMT) Screening Results

Land Use Type 1:	Residential
VMT Metric 1:	Home-based VMT per Capita
VMT Baseline Description 1:	City Average
VMT Baseline Value 1:	18.92
VMT Threshold Description 1 / Threshold Value 1:	-15% / 16.08
Land Use 1 has been Pre-Screened by the Local Jurisdiction:	N/A

	Without Project	With Project & Tier 1-3 VMT Reductions	With Project & All VMT Reductions
Project Generated Vehicle Miles Traveled (VMT) Rate	24.85	22.37	19.88
Low VMT Screening Analysis	No (Fail)	No (Fail)	No (Fail)



Tier 1 Project Characteristics

PC01 Increase Residential Density

Existing Residential Density:	1.89
With Project Residential Density:	3.21

PC02 Increase Residential Diversity

Existing Residential Diversity Index:	0.17
With Project Residential Diversity Index:	0.12

PC03 Affordable Housing

Low Income:	20 %

PC04 Increase Employment Density

Existing Employment Density:	4.96
With Project Employment Density:	4.96

Tier 4 TDM Programs

TP01 School Pool Programs

School Pool Program Percent of Expected Participant Households:	100 %

TP02 Bike Share Programs

Percent Change in Bike Trips:	6%

TP03 Car Share Programs

Car Share Program Percent of Eligible Residents/Employees:	100 %

TP18 Voluntary Travel Behavior Change Program

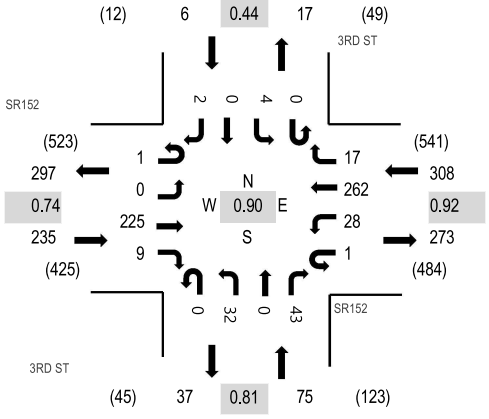
Percent of Behavior Program Participants :	100 %

Appendix B
Traffic Counts

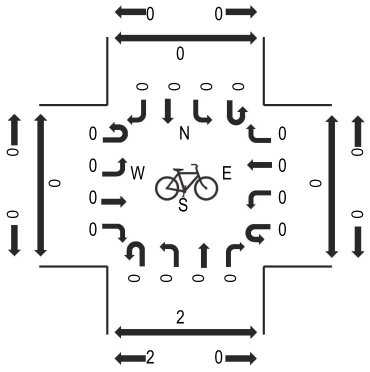
ALL TRAFFIC DATA SERVICES
(303) 216-2439
www.alltrafficdata.net

Location: 1 3RD ST & SR152 AM
Date: Thursday, May 2, 2024
Peak Hour: 07:45 AM - 08:45 AM
Peak 15-Minutes: 08:00 AM - 08:15 AM

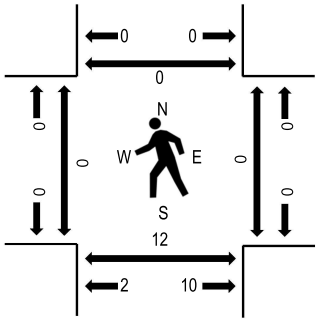
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

Interval Start Time	SR152 Eastbound				SR152 Westbound				3RD ST Northbound				3RD ST Southbound					Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		West	East	South	North
7:00 AM	0	1	38	0	0	2	41	16	0	5	0	3	0	1	0	0	107	514	0	0	1	0
7:15 AM	1	1	36	0	0	0	55	7	0	7	0	5	0	2	0	0	114	581	0	0	2	0
7:30 AM	0	0	49	1	0	1	58	5	0	10	0	6	0	1	0	1	132	615	0	0	0	0
7:45 AM	1	0	76	4	0	2	55	2	0	13	0	8	0	0	0	0	161	624	0	0	3	0
8:00 AM	0	0	64	2	0	12	68	2	0	6	0	19	0	1	0	0	174	587	0	0	1	0
8:15 AM	0	0	40	2	0	7	67	9	0	8	0	11	0	2	0	2	148		0	0	1	0
8:30 AM	0	0	45	1	1	7	72	4	0	5	0	5	0	1	0	0	141		0	0	7	0
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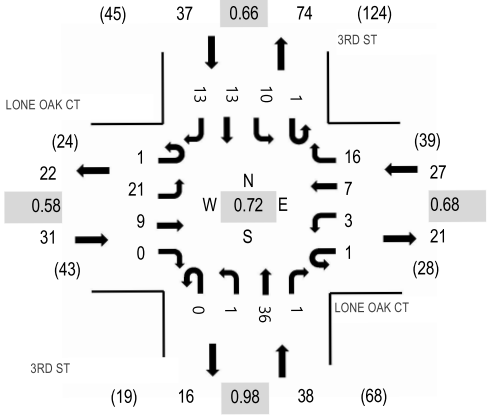
Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1
Lights	1	0	221	9	1	28	256	14	0	32	0	43	0	4	0	2	611
Mediums	0	0	4	0	0	0	6	2	0	0	0	0	0	0	0	0	12
Total	1	0	225	9	1	28	262	17	0	32	0	43	0	4	0	2	624

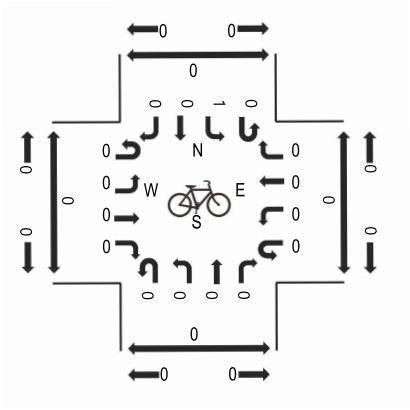
ALL TRAFFIC DATA SERVICES
(303) 216-2439
www.alltrafficdata.net

Location: 2 3RD ST & LONE OAK CT AM
Date: Thursday, May 2, 2024
Peak Hour: 07:45 AM - 08:45 AM
Peak 15-Minutes: 08:00 AM - 08:15 AM

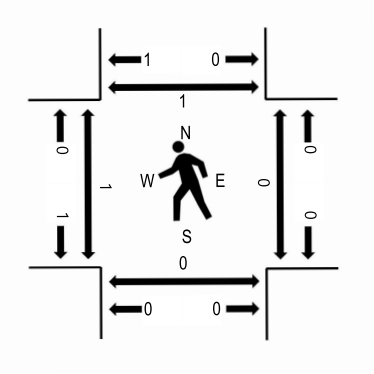
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

Interval Start Time	LONE OAK CT Eastbound				LONE OAK CT Westbound				3RD ST Northbound				3RD ST Southbound					Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		West	East	South	North
7:00 AM	0	0	0	0	0	0	0	2	0	0	5	0	0	0	1	1	9	81	0	1	0	0
7:15 AM	0	3	1	0	0	0	0	4	0	0	5	1	0	0	0	0	14	118	0	0	0	1
7:30 AM	0	6	0	0	0	0	0	3	0	0	8	2	0	2	0	0	21	132	1	0	0	1
7:45 AM	0	3	7	0	1	1	2	6	0	1	10	0	1	4	0	1	37	133	0	0	0	0
8:00 AM	0	13	2	0	0	2	1	3	0	0	11	0	0	2	7	5	46	114	0	0	0	0
8:15 AM	0	2	0	0	0	0	1	5	0	0	10	1	0	3	2	4	28		0	0	0	0
8:30 AM	1	3	0	0	0	0	3	2	0	0	5	0	0	1	4	3	22		1	0	0	1
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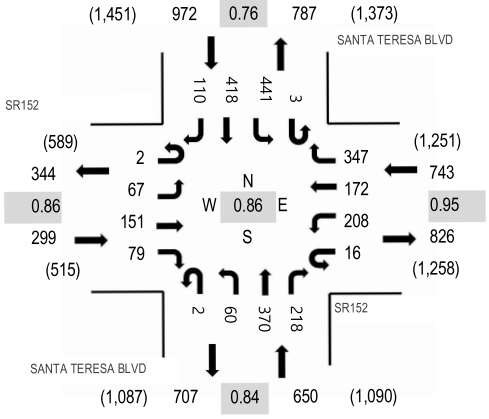
Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Lights	1	21	8	0	0	3	7	16	0	1	36	1	1	10	13	13	131
Mediums	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	2
Total	1	21	9	0	1	3	7	16	0	1	36	1	1	10	13	13	133

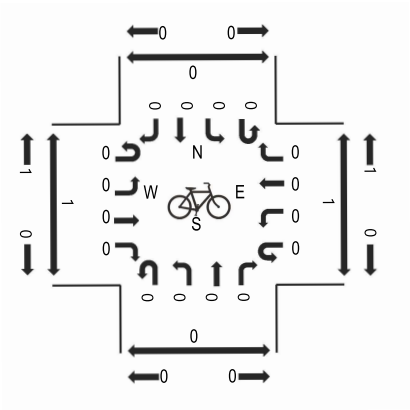
ALL TRAFFIC DATA SERVICES
(303) 216-2439
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Peak 15-Minutes: 08:00 AM - 08:15 AM

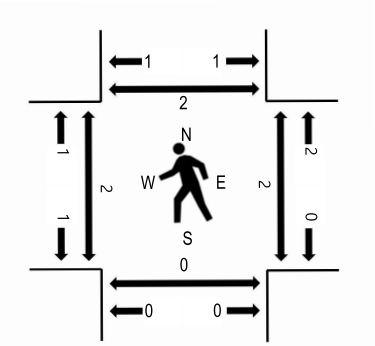
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

Interval Start Time	SR152 Eastbound				SR152 Westbound				SANTA TERESA BLVD Northbound				SANTA TERESA BLVD Southbound					Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		West	East	South	North
7:00 AM	0	14	25	5	1	20	33	60	0	12	71	18	1	27	42	16	345	1,825	0	0	0	0
7:15 AM	0	8	26	7	1	32	36	62	1	17	87	24	0	35	52	10	398	2,251	0	0	0	0
7:30 AM	0	8	34	12	3	32	33	70	0	14	83	30	1	57	77	20	474	2,579	0	0	0	0
7:45 AM	0	23	45	19	2	56	32	82	0	10	83	43	0	93	106	14	608	2,664	0	0	0	0
8:00 AM	1	17	41	23	6	56	43	90	0	15	113	45	0	160	128	33	771	2,482	0	0	0	0
8:15 AM	0	10	27	12	2	55	42	97	2	24	92	76	0	126	119	42	726		1	1	0	1
8:30 AM	1	17	38	25	6	41	55	78	0	11	82	54	3	62	65	21	559		1	1	0	1
8:45 AM	1	17	49	10	3	30	35	57	0	5	47	31	0	68	60	13	426		2	1	0	2

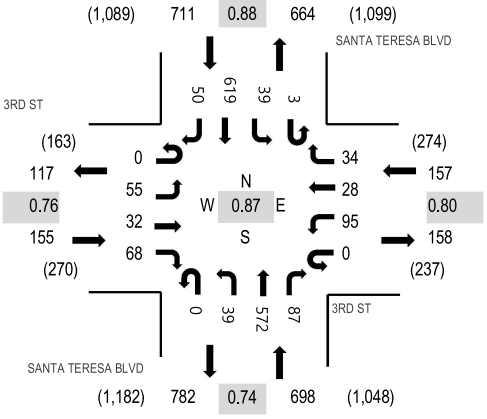
Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1
Lights	2	67	147	78	16	206	167	346	2	59	366	216	3	439	409	105	2,628
Mediums	0	0	4	1	0	2	4	1	0	1	4	2	0	2	9	5	35
Total	2	67	151	79	16	208	172	347	2	60	370	218	3	441	418	110	2,664

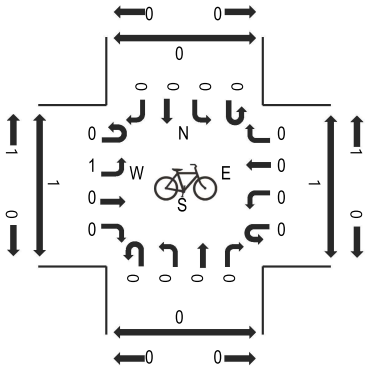
ALL TRAFFIC DATA SERVICES
(303) 216-2439
www.alltrafficdata.net

Location: 4 SANTA TERESA BLVD & 3RD ST AM
Date: Thursday, May 2, 2024
Peak Hour: 07:45 AM - 08:45 AM
Peak 15-Minutes: 08:15 AM - 08:30 AM

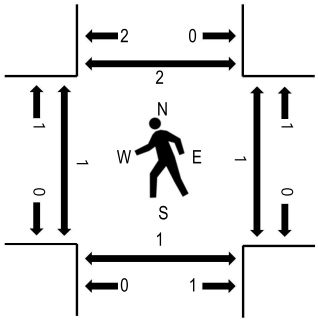
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

Interval Start Time	3RD ST Eastbound				3RD ST Westbound				SANTA TERESA BLVD Northbound				SANTA TERESA BLVD Southbound					Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		West	East	South	North
7:00 AM	0	21	6	4	0	11	1	14	0	1	56	2	0	4	58	2	180	1,147	1	0	0	1
7:15 AM	0	15	4	10	0	13	2	22	0	1	100	8	1	7	78	3	264	1,438	0	0	0	0
7:30 AM	0	18	4	12	0	13	4	14	0	4	86	9	2	5	108	8	287	1,668	0	0	1	0
7:45 AM	0	15	12	27	0	26	4	9	0	4	125	19	0	10	152	13	416	1,721	0	0	1	0
8:00 AM	0	19	5	24	0	32	7	10	0	9	145	19	1	13	173	14	471	1,534	0	1	0	0
8:15 AM	0	9	4	12	0	19	4	11	0	18	182	35	1	10	178	11	494		1	0	0	1
8:30 AM	0	12	11	5	0	18	13	4	0	8	120	14	1	6	116	12	340		0	0	0	1
8:45 AM	0	10	4	7	0	8	5	10	0	3	66	14	0	12	78	12	229		0	1	0	0

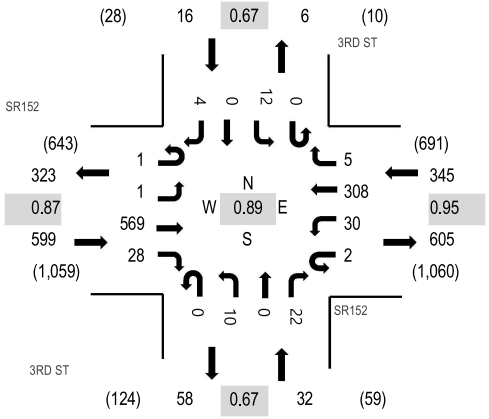
Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Lights	0	55	32	67	0	92	28	34	0	38	562	85	3	37	609	48	1,690
Mediums	0	0	0	1	0	3	0	0	0	1	10	2	0	2	10	2	31
Total	0	55	32	68	0	95	28	34	0	39	572	87	3	39	619	50	1,721

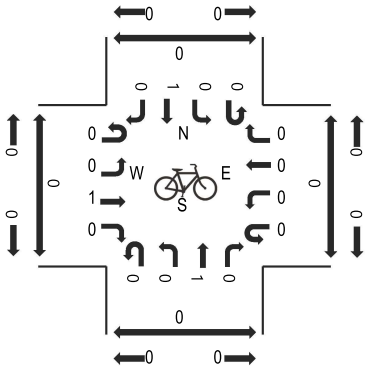
ALL TRAFFIC DATA SERVICES
(303) 216-2439
www.alltrafficdata.net

Location: 1 3RD ST & SR152 PM
Date: Thursday, May 2, 2024
Peak Hour: 04:00 PM - 05:00 PM
Peak 15-Minutes: 04:30 PM - 04:45 PM

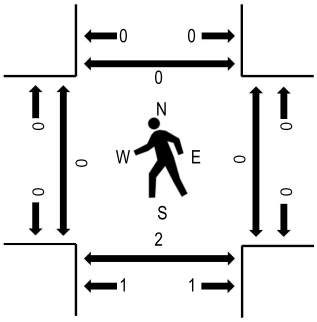
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

Interval Start Time	SR152 Eastbound				SR152 Westbound				3RD ST Northbound				3RD ST Southbound					Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		West	East	South	North
4:00 PM	0	0	149	10	1	6	71	3	0	3	0	9	0	4	0	1	257	992	0	0	0	0
4:15 PM	1	0	126	2	1	5	76	1	0	3	0	5	0	5	0	1	226	948	0	0	0	0
4:30 PM	0	1	163	8	0	7	91	1	0	2	0	3	0	2	0	1	279	967	0	0	1	0
4:45 PM	0	0	131	8	0	12	70	0	0	2	0	5	0	1	0	1	230	882	0	0	1	0
5:00 PM	0	0	99	7	0	10	90	1	0	2	0	3	0	0	0	1	213	845	0	0	0	0
5:15 PM	0	0	122	9	1	7	92	0	0	1	0	7	0	5	0	1	245		0	0	0	0
5:30 PM	0	1	97	11	1	7	69	2	0	1	0	3	0	1	1	0	194		0	0	1	0
5:45 PM	0	0	107	7	0	7	59	0	0	3	0	7	0	2	0	1	193		0	0	3	0

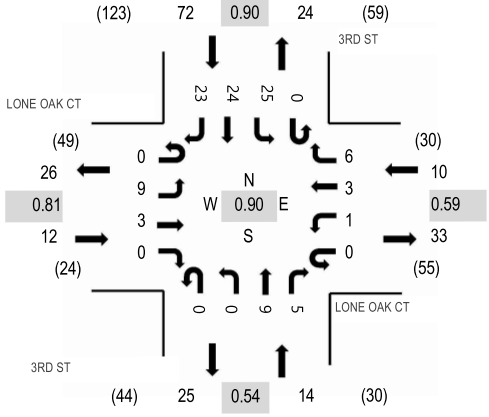
Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Lights	1	1	563	26	2	30	302	5	0	9	0	22	0	11	0	4	976
Mediums	0	0	6	2	0	0	6	0	0	1	0	0	0	1	0	0	16
Total	1	1	569	28	2	30	308	5	0	10	0	22	0	12	0	4	992

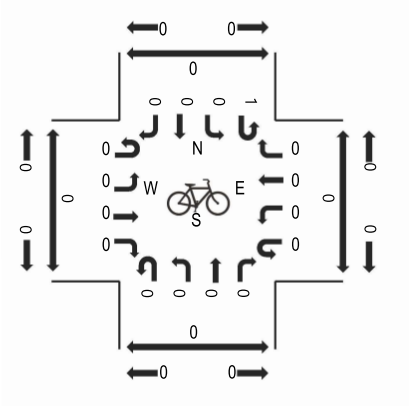
ALL TRAFFIC DATA SERVICES
(303) 216-2439
www.alltrafficdata.net

Location: 2 3RD ST & LONE OAK CT PM
Date: Thursday, May 2, 2024
Peak Hour: 04:45 PM - 05:45 PM
Peak 15-Minutes: 04:45 PM - 05:00 PM

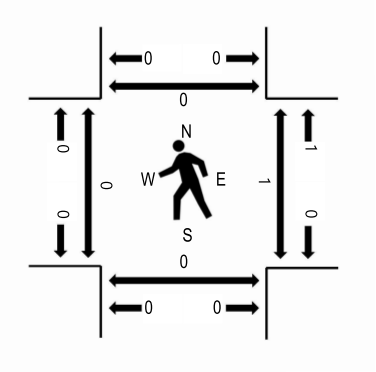
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

Interval Start Time	LONE OAK CT Eastbound				LONE OAK CT Westbound				3RD ST Northbound				3RD ST Southbound					Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		West	East	South	North
4:00 PM	0	3	0	1	0	1	2	5	0	0	4	0	0	8	4	3	31	102	0	0	0	0
4:15 PM	0	0	0	0	0	1	1	3	0	0	5	2	0	1	2	4	19	96	0	0	0	0
4:30 PM	0	3	0	1	0	1	0	1	0	0	1	0	1	4	5	5	22	104	0	0	0	0
4:45 PM	0	2	1	0	0	1	1	2	0	0	2	1	0	5	8	7	30	108	0	0	0	0
5:00 PM	0	2	0	0	0	0	1	1	0	0	3	1	0	4	7	6	25	105	0	0	0	0
5:15 PM	0	3	1	0	0	0	1	2	0	0	3	0	0	7	4	6	27		0	1	0	0
5:30 PM	0	2	1	0	0	0	0	1	0	0	1	3	0	9	5	4	26		0	0	0	0
5:45 PM	0	2	2	0	0	0	1	4	0	0	3	1	0	4	3	7	27		0	0	0	0

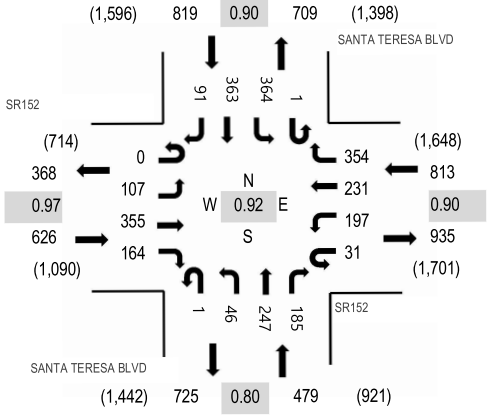
Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Lights	0	9	3	0	0	1	3	6	0	0	9	5	0	25	24	22	107
Mediums	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1
Total	0	9	3	0	0	1	3	6	0	0	9	5	0	25	24	23	108

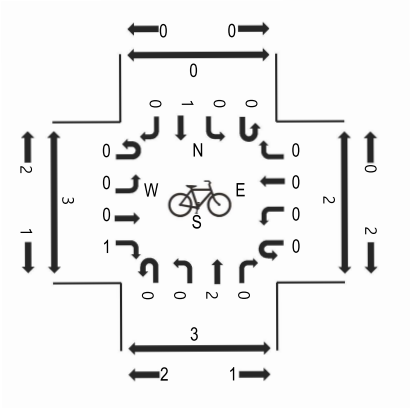
ALL TRAFFIC DATA SERVICES
(303) 216-2439
www.alltrafficdata.net

Location: 3 SANTA TERESA BLVD & SR152 PM
Date: Thursday, May 2, 2024
Peak Hour: 04:00 PM - 05:00 PM
Peak 15-Minutes: 04:15 PM - 04:30 PM

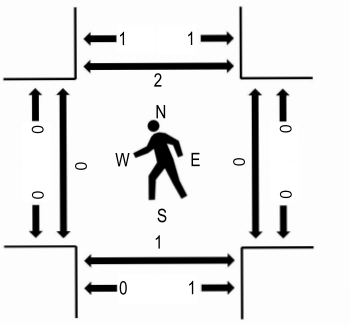
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

Interval Start Time	SR152 Eastbound				SR152 Westbound				SANTA TERESA BLVD Northbound				SANTA TERESA BLVD Southbound					Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		West	East	South	North
4:00 PM	0	26	97	39	7	61	58	109	0	10	66	48	0	91	96	17	725	2,737	0	0	0	0
4:15 PM	0	30	86	37	4	53	61	94	0	10	81	58	0	102	103	22	741	2,633	0	0	0	1
4:30 PM	0	26	80	52	13	38	51	73	0	15	58	46	1	79	92	25	649	2,521	0	0	0	1
4:45 PM	0	25	92	36	7	45	61	78	1	11	42	33	0	92	72	27	622	2,510	0	0	1	0
5:00 PM	0	13	64	29	12	53	51	84	0	13	67	42	0	65	98	30	621	2,518	1	1	1	0
5:15 PM	1	30	65	36	5	54	60	86	1	12	53	33	1	80	84	28	629		1	0	1	0
5:30 PM	0	14	65	28	5	58	61	107	0	9	70	34	1	89	79	18	638		2	0	0	2
5:45 PM	0	18	71	30	7	69	37	86	0	10	58	40	1	89	98	16	630		0	1	1	0

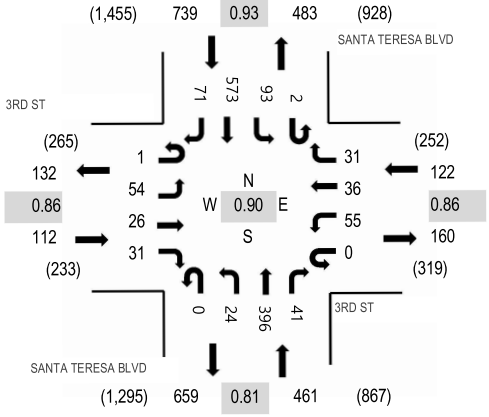
Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1
Lights	0	104	352	161	31	197	228	349	1	45	245	182	1	356	361	88	2,701
Mediums	0	3	3	3	0	0	3	4	0	1	2	3	0	8	2	3	35
Total	0	107	355	164	31	197	231	354	1	46	247	185	1	364	363	91	2,737

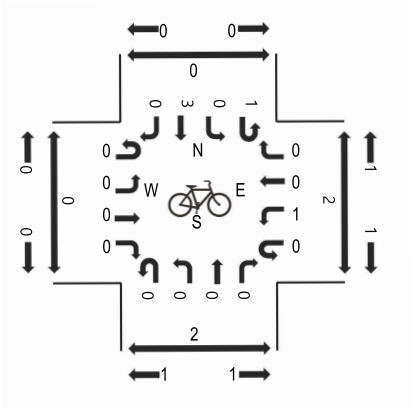
ALL TRAFFIC DATA SERVICES
(303) 216-2439
www.alltrafficdata.net

Location: 4 SANTA TERESA BLVD & 3RD ST PM
Date: Thursday, May 2, 2024
Peak Hour: 04:00 PM - 05:00 PM
Peak 15-Minutes: 04:15 PM - 04:30 PM

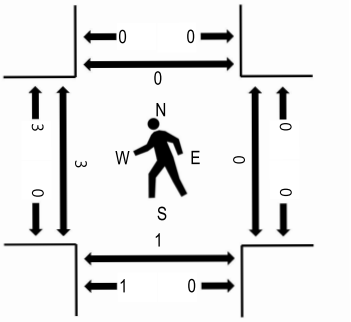
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

Interval Start Time	3RD ST Eastbound				3RD ST Westbound				SANTA TERESA BLVD Northbound				SANTA TERESA BLVD Southbound					Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		West	East	South	North
4:00 PM	0	12	7	9	0	8	8	8	0	10	120	13	1	23	159	16	394	1,434	0	0	0	0
4:15 PM	0	19	6	11	0	22	12	9	0	6	108	14	0	22	155	15	399	1,391	0	0	0	0
4:30 PM	0	15	8	4	0	12	7	7	0	7	95	11	1	29	138	19	353	1,317	2	0	0	0
4:45 PM	1	8	5	7	0	13	9	7	0	1	73	3	0	19	121	21	288	1,293	1	0	1	0
5:00 PM	1	16	7	6	0	10	5	14	0	5	89	13	2	15	149	19	351	1,373	0	0	0	0
5:15 PM	0	14	8	5	0	17	12	9	0	4	80	12	0	25	122	17	325		0	0	0	0
5:30 PM	1	18	10	6	1	12	3	11	0	4	90	5	0	30	124	14	329		0	0	0	0
5:45 PM	0	11	6	12	0	15	17	4	0	5	87	12	0	15	158	26	368		0	0	0	0

Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Lights	1	54	26	31	0	54	35	31	0	24	390	41	2	92	570	70	1,421
Mediums	0	0	0	0	0	1	1	0	0	0	6	0	0	1	3	1	13
Total	1	54	26	31	0	55	36	31	0	24	396	41	2	93	573	71	1,434

Appendix C
Approved/Pending Project Information

Approved Development Projects

Project Name/Applicant	Project Location/Address	Project Description
Single-Family Homes (Hillside)	In the vicinity of Mantelli Drive, north of Hecker Pass Road and west of Santa Teresa Boulevard	16 single-family hillside homes
Eagle Ridge: Bellavista	Eagle Ridge Dr	16-lot single-family homes
Eagle Garden LLC	First St and Santa Teresa Blvd	202 townhouses
McCarthy Business Park (Wellington)	South side of Hwy. 152 East, east of Silacci Wy	145,715 sf Highway Commercial Shopping Center & 73.4 ac Industrial Park
Glen Loma Ranch Specific Plan	Santa Teresa Blvd, between Third St and Thomas Rd	1,275 homes; 12,000 s.f. commercial, elementary school
Hecker Pass Specific Plan (North Cluster)	North of Hecker Pass Hwy and Thrd Street	72 single-family homes
Larson Steel	5747 Obata Way	10,500 s.f. industrial building with warehouse and steel fabrication shop
Greenfield Drive Subdivision	Thomas Lane	14 lots development on 8 acres
Gilroy Sports Park Complex (Phase 3)	Monterey Frontage Road, S. of West Luchessa Ave	Sports park with 7 multi-use ball fields, picnic areas, volley ball courts, bocce ball courts, skate facility, tot lot play area, bike/pedestrian trail, parking and offices
Santa Teresa/152 Apartments	1520 Hecker Pass Highway (SW corner Hecker Pass at Santa Teresa)	100 affordable units
The Cottages at Kern	9130 and 9160 Kern Avenue	29-lot subdivision
TMP Royal way, LLC	Royal Way	45-unit townhomes
Eagle Ridge (Canyon Estates)	Portrush Court, Southerland Court, Walton Heath Court	19 single-family homes
John Parks	903 Holloway Road	25,345 s.f. industrial building
Drew Walstrum	700 W 6th Street	19 single family residences
D&Z Design Associates, Inc.	305 Gurries Drive	4 two-story townhouses
Jun Lee	951 Renz Lane	Two industrial buildings totaling 205,600 s.f.
Santino Orozco	8820 Muraoka Drive	9,600 s.f. steel shop building with ancillary offices
Gilroy Crossings Phase 2	6970 Camino Arroyo	Gas station with convenience store and car wash; 2,600 s.f. drive-thru restaurant; 112-room hotel; 88-room hotel; 80,000 s.f. medical facility; 15,000 s.f. industrial warehouse
7888 Monterey Mixed-Use	7888 Monterey Rd	Mixed use 3-story bld. 2 commercial "live/work" units + 16 residential units, ground level parking
Dutch Bros Coffee	303 E 10th Street	950 s.f. drive-through coffee shop
SC Ventures LLC	1000 Gilman Road	Approximately 58k.s.f. ministorage facility
Dennis Pauley	201, 221 Yamane Drive	163,400 s.f. industrial shell building
Lon Davis	210 Las Animas Avenue	18,825 s.f. industrial building
ROEM Corp	6630, 6680, 6730 Monterey Road	94 unit affordable apartments

Source: City of Gilroy Planning Department, October 2024

Appendix D
Volume Summary Tables

Intersection Volumes
AM Peak Hour

Int.#[Model#](Traffix#) 1 71450 290
Intersection Name: Autumn Drive and Hecker Pass Highway (SR 152)
Peak Hour: AM
Count Date: 05/02/24

	Movements												
	North Approach			East Approach			South Approach			West Approach			
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	Total
Existing Conditions	**2**	**0**	**4**	**17**	**262**	**29**	**43**	**0**	**32**	**9**	**225**	**1**	**624**
Total Approved Project Trips	3	0	38	13	28	0	0	0	0	0	47	1	130
Background Conditions	**5**	**0**	**42**	**30**	**290**	**29**	**43**	**0**	**32**	**9**	**272**	**2**	**754**
Project Trips	0	0	0	0	0	12	35	0	6	2	0	0	55
Background Plus Project Conditions	**5**	**0**	**42**	**30**	**290**	**41**	**78**	**0**	**38**	**11**	**272**	**2**	**809**
2040 General Plan No Project Conditions	**14**	**65**	**147**	**17**	**262**	**29**	**43**	**27**	**62**	**80**	**254**	**14**	**1,014**
2040 General Plan with Project Conditions	**14**	**65**	**147**	**17**	**262**	**41**	**78**	**27**	**68**	**82**	**254**	**14**	**1,069**

Int.#[Model#](Traffix#) 2 71452 50801
Intersection Name: Autumn Drive/Plum Street and Third Street/Lone Oak Court
Peak Hour: AM
Count Date: 05/02/24

	Movements												
	North Approach			East Approach			South Approach			West Approach			
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	Total
Existing Conditions	**13**	**13**	**11**	**16**	**7**	**4**	**1**	**36**	**1**	**0**	**9**	**22**	**133**
Total Approved Project Trips	0	0	0	0	0	0	0	0	0	0	0	0	0
Background Conditions	**13**	**13**	**11**	**16**	**7**	**4**	**1**	**36**	**1**	**0**	**9**	**22**	**133**
Project Trips	7	0	7	19	4	0	0	0	0	0	12	23	72
Background Plus Project Conditions	**20**	**13**	**18**	**35**	**11**	**4**	**1**	**36**	**1**	**0**	**21**	**45**	**205**
2040 General Plan No Project Conditions	**13**	**13**	**144**	**89**	**7**	**4**	**1**	**36**	**1**	**0**	**9**	**22**	**339**
2040 General Plan with Project Conditions	**20**	**13**	**151**	**108**	**11**	**4**	**1**	**36**	**1**	**0**	**21**	**45**	**411**
										LN			

Intersection Volumes
AM Peak Hour

Int.#[Model#](Traffix#) 3 70026 4134
Intersection Name: Santa Teresa Boulevard and Hecker Pass Highway/First Street
Peak Hour: AM
Count Date: 05/02/24

	Movements												
	North Approach			East Approach			South Approach			West Approach			
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	Total
Existing Conditions	**110**	**418**	**444**	**347**	**172**	**224**	**218**	**370**	**62**	**79**	**151**	**69**	**2,664**
Total Approved Project Trips	6	126	13	25	4	30	36	165	30	59	27	42	563
Background Conditions	**116**	**544**	**457**	**372**	**176**	**254**	**254**	**535**	**92**	**138**	**178**	**111**	**3,227**
Project Trips	7	0	0	0	4	0	0	0	0	0	13	22	46
Background Plus Project Conditions	**123**	**544**	**457**	**372**	**180**	**254**	**254**	**535**	**92**	**138**	**191**	**133**	**3,273**
2040 General Plan No Project Conditions	**118**	**755**	**452**	**256**	**151**	**197**	**331**	**879**	**84**	**106**	**293**	**145**	**3,767**
2040 General Plan with Project Conditions	**125**	**755**	**452**	**256**	**155**	**197**	**331**	**879**	**84**	**106**	**306**	**167**	**3,813**

Int.#[Model#](Traffix#) 4 70158 7500
Intersection Name: Santa Teresa Boulevard and Third Street
Peak Hour: AM
Count Date: 05/02/24

	Movements												
	North Approach			East Approach			South Approach			West Approach			
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	Total
Existing Conditions	**50**	**619**	**42**	**34**	**28**	**95**	**87**	**572**	**39**	**68**	**32**	**55**	**1,721**
Total Approved Project Trips	0	209	7	2	0	0	0	186	0	0	0	0	404
Background Conditions	**50**	**828**	**49**	**36**	**28**	**95**	**87**	**758**	**39**	**68**	**32**	**55**	**2,125**
Project Trips	0	0	0	0	1	0	0	0	6	19	3	0	29
Background Plus Project Conditions	**50**	**828**	**49**	**36**	**29**	**95**	**87**	**758**	**45**	**87**	**35**	**55**	**2,154**
2040 General Plan No Project Conditions	**53**	**1,029**	**57**	**116**	**16**	**80**	**60**	**1,161**	**94**	**196**	**27**	**83**	**2,972**
2040 General Plan with Project Conditions	**53**	**1,029**	**57**	**116**	**17**	**80**	**60**	**1,161**	**100**	**215**	**30**	**83**	**3,001**

Intersection Volumes
PM Peak Hour

Int.#[Model#](Traffix#) 1 71450 290
Intersection Name: Autumn Drive and Hecker Pass Highway (SR 152)
Peak Hour: PM
Count Date: 05/02/24

	Movements												
	North Approach			East Approach			South Approach			West Approach			
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	Total
Existing Conditions	**4**	**0**	**12**	**5**	**308**	**32**	**22**	**0**	**10**	**28**	**569**	**2**	**992**
Total Approved Project Trips	2	0	25	42	66	0	0	0	0	0	51	4	190
Background Conditions	**6**	**0**	**37**	**47**	**374**	**32**	**22**	**0**	**10**	**28**	**620**	**6**	**1,182**
Project Trips	0	0	0	0	0	40	23	0	4	7	0	0	74
Background Plus Project Conditions	**6**	**0**	**37**	**47**	**374**	**72**	**45**	**0**	**14**	**35**	**620**	**6**	**1,256**
2040 General Plan No Project Conditions	**9**	**11**	**12**	**41**	**308**	**32**	**22**	**44**	**90**	**98**	**569**	**37**	**1,273**
2040 General Plan with Project Conditions	**9**	**11**	**12**	**41**	**308**	**72**	**45**	**44**	**94**	**105**	**569**	**37**	**1,347**

Int.#[Model#](Traffix#) 2 71452 50801
Intersection Name: Autumn Drive/Plum Street and Third Street/Lone Oak Court
Peak Hour: PM
Count Date: 05/02/24

	Movements												
	North Approach			East Approach			South Approach			West Approach			
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	Total
Existing Conditions	**23**	**24**	**25**	**6**	**3**	**1**	**5**	**9**	**0**	**0**	**3**	**9**	**108**
Total Approved Project Trips	0	0	0	0	0	0	0	0	0	0	0	0	0
Background Conditions	**23**	**24**	**25**	**6**	**3**	**1**	**5**	**9**	**0**	**0**	**3**	**9**	**108**
Project Trips	25	0	21	12	14	0	0	0	0	0	8	15	95
Background Plus Project Conditions	**48**	**24**	**46**	**18**	**17**	**1**	**5**	**9**	**0**	**0**	**11**	**24**	**203**
2040 General Plan No Project Conditions	**23**	**24**	**113**	**134**	**3**	**1**	**5**	**9**	**0**	**0**	**3**	**9**	**324**
2040 General Plan with Project Conditions	**48**	**24**	**134**	**146**	**17**	**1**	**5**	**9**	**0**	**0**	**11**	**24**	**419**
									LN	**LN**			

Intersection Volumes
PM Peak Hour

Int.#[Model#](Traffix#) 3 70026 4134
Intersection Name: Santa Teresa Boulevard and Hecker Pass Highway/First Street
Peak Hour: PM
Count Date: 05/02/24

	Movements												
	North Approach			East Approach			South Approach			West Approach			
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	Total
Existing Conditions	**91**	**363**	**365**	**354**	**231**	**228**	**185**	**247**	**47**	**164**	**355**	**107**	**2,737**
Total Approved Project Trips	18	253	51	14	14	73	41	218	90	55	16	28	871
Background Conditions	**109**	**616**	**416**	**368**	**245**	**301**	**226**	**465**	**137**	**219**	**371**	**135**	**3,608**
Project Trips	25	0	0	0	14	0	0	0	0	0	8	15	62
Background Plus Project Conditions	**134**	**616**	**416**	**368**	**259**	**301**	**226**	**465**	**137**	**219**	**379**	**150**	**3,670**
2040 General Plan No Project Conditions	**115**	**1,262**	**392**	**351**	**271**	**385**	**253**	**752**	**63**	**132**	**269**	**80**	**4,325**
2040 General Plan with Project Conditions	**140**	**1,262**	**392**	**351**	**285**	**385**	**253**	**752**	**63**	**132**	**277**	**95**	**4,387**

Int.#[Model#](Traffix#) 4 70158 7500
Intersection Name: Santa Teresa Boulevard and Third Street
Peak Hour: PM
Count Date: 05/02/24

	Movements												
	North Approach			East Approach			South Approach			West Approach			
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	Total
Existing Conditions	**71**	**573**	**95**	**31**	**36**	**55**	**41**	**396**	**24**	**31**	**26**	**55**	**1,434**
Total Approved Project Trips	0	344	4	5	0	0	0	326	0	0	0	0	679
Background Conditions	**71**	**917**	**99**	**36**	**36**	**55**	**41**	**722**	**24**	**31**	**26**	**55**	**2,113**
Project Trips	0	0	0	0	4	0	0	0	22	13	2	0	41
Background Plus Project Conditions	**71**	**917**	**99**	**36**	**40**	**55**	**41**	**722**	**46**	**44**	**28**	**55**	**2,154**
2040 General Plan No Project Conditions	**86**	**1,511**	**114**	**76**	**25**	**49**	**50**	**940**	**178**	**132**	**17**	**57**	**3,235**
2040 General Plan with Project Conditions	**86**	**1,511**	**114**	**76**	**29**	**49**	**50**	**940**	**200**	**145**	**19**	**57**	**3,276**

Appendix E
Intersection Level of Service Calculations

Intersection	
Intersection Delay, s/veh	4.6
Intersection LOS	A

Approach	EB	WB	NB	SB
Entry Lanes	1	1	1	1
Conflicting Circle Lanes	1	1	1	1
Adj Approach Flow, veh/h	261	342	84	6
Demand Flow Rate, veh/h	261	342	84	6
Vehicles Circulating, veh/h	36	37	255	359
Vehicles Exiting, veh/h	329	302	42	20
Ped Vol Crossing Leg, #/h	0	0	0	0
Ped Cap Adj	1.000	1.000	1.000	1.000
Approach Delay, s/veh	4.3	4.9	4.1	3.8
Approach LOS	A	A	A	A

Lane	Left	Left	Left	Left
Designated Moves	LTR	LTR	LTR	LTR
Assumed Moves	LTR	LTR	LTR	LTR
RT Channelized				
Lane Util	1.000	1.000	1.000	1.000
Follow-Up Headway, s	2.609	2.609	2.609	2.609
Critical Headway, s	4.976	4.976	4.976	4.976
A (Intercept)	1380	1380	1380	1380
B (Slope)	1.02e-3	1.02e-3	1.02e-3	1.02e-3
Entry Flow, veh/h	261	342	84	6
Cap Entry Lane, veh/h	1330	1329	1064	957
Entry HV Adj Factor	1.000	1.000	1.000	1.000
Flow Entry, veh/h	261	342	84	6
Cap Entry, veh/h	1330	1329	1064	957
V/C Ratio	0.196	0.257	0.079	0.006
Control Delay, s/veh	4.3	4.9	4.1	3.8
LOS	A	A	A	A
95th %tile Queue, veh	1	1	0	0

Intersection	
Intersection Delay, s/veh	3.0
Intersection LOS	A

Approach	EB	WB	NB	SB
Entry Lanes	1	1	1	1
Conflicting Circle Lanes	1	1	1	1
Adj Approach Flow, veh/h	43	38	52	51
Demand Flow Rate, veh/h	43	38	52	51
Vehicles Circulating, veh/h	39	82	58	17
Vehicles Exiting, veh/h	29	28	24	103
Ped Vol Crossing Leg, #/h	0	0	0	0
Ped Cap Adj	1.000	1.000	1.000	1.000
Approach Delay, s/veh	3.0	3.1	3.1	2.9
Approach LOS	A	A	A	A

Lane	Left	Left	Left	Left
Designated Moves	LTR	LTR	LTR	LTR
Assumed Moves	LTR	LTR	LTR	LTR
RT Channelized				
Lane Util	1.000	1.000	1.000	1.000
Follow-Up Headway, s	2.609	2.609	2.609	2.609
Critical Headway, s	4.976	4.976	4.976	4.976
A (Intercept)	1380	1380	1380	1380
B (Slope)	1.02e-3	1.02e-3	1.02e-3	1.02e-3
Entry Flow, veh/h	43	38	52	51
Cap Entry Lane, veh/h	1326	1269	1301	1356
Entry HV Adj Factor	1.000	1.000	1.000	1.000
Flow Entry, veh/h	43	38	52	51
Cap Entry, veh/h	1326	1269	1301	1356
V/C Ratio	0.032	0.030	0.040	0.038
Control Delay, s/veh	3.0	3.1	3.1	2.9
LOS	A	A	A	A
95th %tile Queue, veh	0	0	0	0

Intersection	
Intersection Delay, s/veh	9.7
Intersection LOS	A

Approach	EB	WB	NB	SB
Entry Lanes	1	1	2	2
Conflicting Circle Lanes	1	1	1	1
Adj Approach Flow, veh/h	178	180	802	816
Demand Flow Rate, veh/h	178	180	802	816
Vehicles Circulating, veh/h	868	765	148	186
Vehicles Exiting, veh/h	134	185	898	759
Ped Vol Crossing Leg, #/h	0	0	0	0
Ped Cap Adj	1.000	1.000	1.000	1.000
Approach Delay, s/veh	10.7	9.4	8.7	10.6
Approach LOS	B	A	A	B

Lane	Left	Left	Left	Right	Left	Right
Designated Moves	LTR	LTR	LT	R	LT	R
Assumed Moves	LTR	LTR	LT	R	LT	R
RT Channelized						
Lane Util	1.000	1.000	0.875	0.125	0.930	0.070
Follow-Up Headway, s	2.609	2.609	2.535	2.535	2.535	2.535
Critical Headway, s	4.976	4.976	4.544	4.544	4.544	4.544
A (Intercept)	1380	1380	1420	1420	1420	1420
B (Slope)	1.02e-3	1.02e-3	9.101e-4	9.101e-4	9.101e-4	9.101e-4
Entry Flow, veh/h	178	180	702	100	759	57
Cap Entry Lane, veh/h	569	632	1241	1241	1199	1199
Entry HV Adj Factor	1.000	1.000	1.000	1.000	1.000	1.000
Flow Entry, veh/h	178	180	702	100	759	57
Cap Entry, veh/h	569	632	1241	1241	1199	1199
V/C Ratio	0.313	0.285	0.566	0.081	0.633	0.048
Control Delay, s/veh	10.7	9.4	9.4	3.6	11.2	3.4
LOS	B	A	A	A	B	A
95th %tile Queue, veh	1	1	4	0	5	0

Intersection	
Intersection Delay, s/veh	6.9
Intersection LOS	A

Approach	EB	WB	NB	SB
Entry Lanes	1	1	1	1
Conflicting Circle Lanes	1	1	1	1
Adj Approach Flow, veh/h	672	388	36	17
Demand Flow Rate, veh/h	672	388	36	17
Vehicles Circulating, veh/h	49	13	654	393
Vehicles Exiting, veh/h	361	677	67	8
Ped Vol Crossing Leg, #/h	0	0	0	0
Ped Cap Adj	1.000	1.000	1.000	1.000
Approach Delay, s/veh	8.1	5.1	5.6	4.1
Approach LOS	A	A	A	A

Lane	Left	Left	Left	Left
Designated Moves	LTR	LTR	LTR	LTR
Assumed Moves	LTR	LTR	LTR	LTR
RT Channelized				
Lane Util	1.000	1.000	1.000	1.000
Follow-Up Headway, s	2.609	2.609	2.609	2.609
Critical Headway, s	4.976	4.976	4.976	4.976
A (Intercept)	1380	1380	1380	1380
B (Slope)	1.02e-3	1.02e-3	1.02e-3	1.02e-3
Entry Flow, veh/h	672	388	36	17
Cap Entry Lane, veh/h	1313	1362	708	924
Entry HV Adj Factor	1.000	1.000	1.000	1.000
Flow Entry, veh/h	672	388	36	17
Cap Entry, veh/h	1313	1362	708	924
V/C Ratio	0.512	0.285	0.051	0.018
Control Delay, s/veh	8.1	5.1	5.6	4.1
LOS	A	A	A	A
95th %tile Queue, veh	3	1	0	0

Intersection	
Intersection Delay, s/veh	3.0
Intersection LOS	A

Approach	EB	WB	NB	SB
Entry Lanes	1	1	1	1
Conflicting Circle Lanes	1	1	1	1
Adj Approach Flow, veh/h	13	11	16	81
Demand Flow Rate, veh/h	13	11	16	81
Vehicles Circulating, veh/h	56	20	41	4
Vehicles Exiting, veh/h	29	37	28	27
Ped Vol Crossing Leg, #/h	0	0	0	0
Ped Cap Adj	1.000	1.000	1.000	1.000
Approach Delay, s/veh	2.8	2.7	2.8	3.1
Approach LOS	A	A	A	A

Lane	Left	Left	Left	Left
Designated Moves	LTR	LTR	LTR	LTR
Assumed Moves	LTR	LTR	LTR	LTR
RT Channelized				
Lane Util	1.000	1.000	1.000	1.000
Follow-Up Headway, s	2.609	2.609	2.609	2.609
Critical Headway, s	4.976	4.976	4.976	4.976
A (Intercept)	1380	1380	1380	1380
B (Slope)	1.02e-3	1.02e-3	1.02e-3	1.02e-3
Entry Flow, veh/h	13	11	16	81
Cap Entry Lane, veh/h	1303	1352	1323	1374
Entry HV Adj Factor	1.000	1.000	1.000	1.000
Flow Entry, veh/h	13	11	16	81
Cap Entry, veh/h	1303	1352	1323	1374
V/C Ratio	0.010	0.008	0.012	0.059
Control Delay, s/veh	2.8	2.7	2.8	3.1
LOS	A	A	A	A
95th %tile Queue, veh	0	0	0	0

Intersection	
Intersection Delay, s/veh	8.0
Intersection LOS	A

Approach	EB	WB	NB	SB
Entry Lanes	1	1	2	2
Conflicting Circle Lanes	1	1	1	1
Adj Approach Flow, veh/h	124	135	513	822
Demand Flow Rate, veh/h	124	135	513	822
Vehicles Circulating, veh/h	804	528	196	128
Vehicles Exiting, veh/h	146	181	732	535
Ped Vol Crossing Leg, #/h	0	0	0	0
Ped Cap Adj	1.000	1.000	1.000	1.000
Approach Delay, s/veh	8.5	6.2	6.6	9.1
Approach LOS	A	A	A	A

Lane	Left	Left	Left	Right	Left	Right
Designated Moves	LTR	LTR	LT	R	LT	R
Assumed Moves	LTR	LTR	LT	R	LT	R
RT Channelized						
Lane Util	1.000	1.000	0.910	0.090	0.904	0.096
Follow-Up Headway, s	2.609	2.609	2.535	2.535	2.535	2.535
Critical Headway, s	4.976	4.976	4.544	4.544	4.544	4.544
A (Intercept)	1380	1380	1420	1420	1420	1420
B (Slope)	1.02e-3	1.02e-3	9.101e-4	9.101e-4	9.101e-4	9.101e-4
Entry Flow, veh/h	124	135	467	46	743	79
Cap Entry Lane, veh/h	608	805	1188	1188	1264	1264
Entry HV Adj Factor	1.000	1.000	1.000	1.000	1.000	1.000
Flow Entry, veh/h	124	135	467	46	743	79
Cap Entry, veh/h	608	805	1188	1188	1264	1264
V/C Ratio	0.204	0.168	0.393	0.039	0.588	0.063
Control Delay, s/veh	8.5	6.2	6.9	3.3	9.8	3.4
LOS	A	A	A	A	A	A
95th %tile Queue, veh	1	1	2	0	4	0

Intersection	
Intersection Delay, s/veh	5.0
Intersection LOS	A

Approach	EB	WB	NB	SB
Entry Lanes	1	1	1	1
Conflicting Circle Lanes	1	1	1	1
Adj Approach Flow, veh/h	314	387	84	53
Demand Flow Rate, veh/h	314	387	84	53
Vehicles Circulating, veh/h	79	38	351	390
Vehicles Exiting, veh/h	364	397	42	35
Ped Vol Crossing Leg, #/h	0	0	0	0
Ped Cap Adj	1.000	1.000	1.000	1.000
Approach Delay, s/veh	5.0	5.3	4.5	4.4
Approach LOS	A	A	A	A

Lane	Left	Left	Left	Left
Designated Moves	LTR	LTR	LTR	LTR
Assumed Moves	LTR	LTR	LTR	LTR
RT Channelized				
Lane Util	1.000	1.000	1.000	1.000
Follow-Up Headway, s	2.609	2.609	2.609	2.609
Critical Headway, s	4.976	4.976	4.976	4.976
A (Intercept)	1380	1380	1380	1380
B (Slope)	1.02e-3	1.02e-3	1.02e-3	1.02e-3
Entry Flow, veh/h	314	387	84	53
Cap Entry Lane, veh/h	1273	1327	965	927
Entry HV Adj Factor	1.000	1.000	1.000	1.000
Flow Entry, veh/h	314	387	84	53
Cap Entry, veh/h	1273	1327	965	927
V/C Ratio	0.247	0.292	0.087	0.057
Control Delay, s/veh	5.0	5.3	4.5	4.4
LOS	A	A	A	A
95th %tile Queue, veh	1	1	0	0

Intersection	
Intersection Delay, s/veh	3.0
Intersection LOS	A

Approach	EB	WB	NB	SB
Entry Lanes	1	1	1	1
Conflicting Circle Lanes	1	1	1	1
Adj Approach Flow, veh/h	43	38	52	51
Demand Flow Rate, veh/h	43	38	52	51
Vehicles Circulating, veh/h	39	82	58	17
Vehicles Exiting, veh/h	29	28	24	103
Ped Vol Crossing Leg, #/h	0	0	0	0
Ped Cap Adj	1.000	1.000	1.000	1.000
Approach Delay, s/veh	3.0	3.1	3.1	2.9
Approach LOS	A	A	A	A

Lane	Left	Left	Left	Left
Designated Moves	LTR	LTR	LTR	LTR
Assumed Moves	LTR	LTR	LTR	LTR
RT Channelized				
Lane Util	1.000	1.000	1.000	1.000
Follow-Up Headway, s	2.609	2.609	2.609	2.609
Critical Headway, s	4.976	4.976	4.976	4.976
A (Intercept)	1380	1380	1380	1380
B (Slope)	1.02e-3	1.02e-3	1.02e-3	1.02e-3
Entry Flow, veh/h	43	38	52	51
Cap Entry Lane, veh/h	1326	1269	1301	1356
Entry HV Adj Factor	1.000	1.000	1.000	1.000
Flow Entry, veh/h	43	38	52	51
Cap Entry, veh/h	1326	1269	1301	1356
V/C Ratio	0.032	0.030	0.040	0.038
Control Delay, s/veh	3.0	3.1	3.1	2.9
LOS	A	A	A	A
95th %tile Queue, veh	0	0	0	0

Intersection	
Intersection Delay, s/veh	16.3
Intersection LOS	C

Approach	EB	WB	NB	SB
Entry Lanes	1	1	2	2
Conflicting Circle Lanes	1	1	1	1
Adj Approach Flow, veh/h	178	182	1016	1065
Demand Flow Rate, veh/h	178	182	1016	1065
Vehicles Circulating, veh/h	1117	979	156	186
Vehicles Exiting, veh/h	134	193	1139	975
Ped Vol Crossing Leg, #/h	0	0	0	0
Ped Cap Adj	1.000	1.000	1.000	1.000
Approach Delay, s/veh	15.6	12.8	13.5	19.6
Approach LOS	C	B	B	C

Lane	Left	Left	Left	Right	Left	Right
Designated Moves	LTR	LTR	LT	R	LT	R
Assumed Moves	LTR	LTR	LT	R	LT	R
RT Channelized						
Lane Util	1.000	1.000	0.902	0.098	0.946	0.054
Follow-Up Headway, s	2.609	2.609	2.535	2.535	2.535	2.535
Critical Headway, s	4.976	4.976	4.544	4.544	4.544	4.544
A (Intercept)	1380	1380	1420	1420	1420	1420
B (Slope)	1.02e-3	1.02e-3	9.101e-4	9.101e-4	9.101e-4	9.101e-4
Entry Flow, veh/h	178	182	916	100	1008	57
Cap Entry Lane, veh/h	442	508	1232	1232	1199	1199
Entry HV Adj Factor	1.000	1.000	1.000	1.000	1.000	1.000
Flow Entry, veh/h	178	182	916	100	1008	57
Cap Entry, veh/h	442	508	1232	1232	1199	1199
V/C Ratio	0.403	0.358	0.743	0.081	0.841	0.048
Control Delay, s/veh	15.6	12.8	14.6	3.6	20.6	3.4
LOS	C	B	B	A	C	A
95th %tile Queue, veh	2	2	7	0	11	0

Intersection	
Intersection Delay, s/veh	7.9
Intersection LOS	A

Approach	EB	WB	NB	SB
Entry Lanes	1	1	1	1
Conflicting Circle Lanes	1	1	1	1
Adj Approach Flow, veh/h	735	509	36	49
Demand Flow Rate, veh/h	735	509	36	49
Vehicles Circulating, veh/h	78	18	746	467
Vehicles Exiting, veh/h	438	764	67	60
Ped Vol Crossing Leg, #/h	0	0	0	0
Ped Cap Adj	1.000	1.000	1.000	1.000
Approach Delay, s/veh	9.5	6.1	6.2	4.7
Approach LOS	A	A	A	A

Lane	Left	Left	Left	Left
Designated Moves	LTR	LTR	LTR	LTR
Assumed Moves	LTR	LTR	LTR	LTR
RT Channelized				
Lane Util	1.000	1.000	1.000	1.000
Follow-Up Headway, s	2.609	2.609	2.609	2.609
Critical Headway, s	4.976	4.976	4.976	4.976
A (Intercept)	1380	1380	1380	1380
B (Slope)	1.02e-3	1.02e-3	1.02e-3	1.02e-3
Entry Flow, veh/h	735	509	36	49
Cap Entry Lane, veh/h	1274	1355	645	857
Entry HV Adj Factor	1.000	1.000	1.000	1.000
Flow Entry, veh/h	735	509	36	49
Cap Entry, veh/h	1274	1355	645	857
V/C Ratio	0.577	0.376	0.056	0.057
Control Delay, s/veh	9.5	6.1	6.2	4.7
LOS	A	A	A	A
95th %tile Queue, veh	4	2	0	0

Intersection	
Intersection Delay, s/veh	3.0
Intersection LOS	A

Approach	EB	WB	NB	SB
Entry Lanes	1	1	1	1
Conflicting Circle Lanes	1	1	1	1
Adj Approach Flow, veh/h	13	11	16	81
Demand Flow Rate, veh/h	13	11	16	81
Vehicles Circulating, veh/h	56	20	41	4
Vehicles Exiting, veh/h	29	37	28	27
Ped Vol Crossing Leg, #/h	0	0	0	0
Ped Cap Adj	1.000	1.000	1.000	1.000
Approach Delay, s/veh	2.8	2.7	2.8	3.1
Approach LOS	A	A	A	A

Lane	Left	Left	Left	Left
Designated Moves	LTR	LTR	LTR	LTR
Assumed Moves	LTR	LTR	LTR	LTR
RT Channelized				
Lane Util	1.000	1.000	1.000	1.000
Follow-Up Headway, s	2.609	2.609	2.609	2.609
Critical Headway, s	4.976	4.976	4.976	4.976
A (Intercept)	1380	1380	1380	1380
B (Slope)	1.02e-3	1.02e-3	1.02e-3	1.02e-3
Entry Flow, veh/h	13	11	16	81
Cap Entry Lane, veh/h	1303	1352	1323	1374
Entry HV Adj Factor	1.000	1.000	1.000	1.000
Flow Entry, veh/h	13	11	16	81
Cap Entry, veh/h	1303	1352	1323	1374
V/C Ratio	0.010	0.008	0.012	0.059
Control Delay, s/veh	2.8	2.7	2.8	3.1
LOS	A	A	A	A
95th %tile Queue, veh	0	0	0	0

Intersection	
Intersection Delay, s/veh	18.1
Intersection LOS	C

Approach	EB	WB	NB	SB
Entry Lanes	1	1	2	2
Conflicting Circle Lanes	1	1	1	1
Adj Approach Flow, veh/h	124	141	875	1208
Demand Flow Rate, veh/h	124	141	875	1208
Vehicles Circulating, veh/h	1190	890	200	128
Vehicles Exiting, veh/h	146	185	1114	903
Ped Vol Crossing Leg, #/h	0	0	0	0
Ped Cap Adj	1.000	1.000	1.000	1.000
Approach Delay, s/veh	14.1	9.9	12.8	23.4
Approach LOS	B	A	B	C

Lane	Left	Left	Left	Right	Left	Right
Designated Moves	LTR	LTR	LT	R	LT	R
Assumed Moves	LTR	LTR	LT	R	LT	R
RT Channelized						
Lane Util	1.000	1.000	0.947	0.053	0.935	0.065
Follow-Up Headway, s	2.609	2.609	2.535	2.535	2.535	2.535
Critical Headway, s	4.976	4.976	4.544	4.544	4.544	4.544
A (Intercept)	1380	1380	1420	1420	1420	1420
B (Slope)	1.02e-3	1.02e-3	9.101e-4	9.101e-4	9.101e-4	9.101e-4
Entry Flow, veh/h	124	141	829	46	1129	79
Cap Entry Lane, veh/h	410	557	1184	1184	1264	1264
Entry HV Adj Factor	1.000	1.000	1.000	1.000	1.000	1.000
Flow Entry, veh/h	124	141	829	46	1129	79
Cap Entry, veh/h	410	557	1184	1184	1264	1264
V/C Ratio	0.302	0.253	0.700	0.039	0.893	0.063
Control Delay, s/veh	14.1	9.9	13.3	3.4	24.8	3.4
LOS	B	A	B	A	C	A
95th %tile Queue, veh	1	1	6	0	14	0

Intersection	
Intersection Delay, s/veh	5.2
Intersection LOS	A

Approach	EB	WB	NB	SB
Entry Lanes	1	1	1	1
Conflicting Circle Lanes	1	1	1	1
Adj Approach Flow, veh/h	316	401	129	53
Demand Flow Rate, veh/h	316	401	129	53
Vehicles Circulating, veh/h	93	44	351	410
Vehicles Exiting, veh/h	370	436	58	35
Ped Vol Crossing Leg, #/h	0	0	0	0
Ped Cap Adj	1.000	1.000	1.000	1.000
Approach Delay, s/veh	5.1	5.4	5.0	4.5
Approach LOS	A	A	A	A

Lane	Left	Left	Left	Left
Designated Moves	LTR	LTR	LTR	LTR
Assumed Moves	LTR	LTR	LTR	LTR
RT Channelized				
Lane Util	1.000	1.000	1.000	1.000
Follow-Up Headway, s	2.609	2.609	2.609	2.609
Critical Headway, s	4.976	4.976	4.976	4.976
A (Intercept)	1380	1380	1380	1380
B (Slope)	1.02e-3	1.02e-3	1.02e-3	1.02e-3
Entry Flow, veh/h	316	401	129	53
Cap Entry Lane, veh/h	1255	1319	965	908
Entry HV Adj Factor	1.000	1.000	1.000	1.000
Flow Entry, veh/h	316	401	129	53
Cap Entry, veh/h	1255	1319	965	908
V/C Ratio	0.252	0.304	0.134	0.058
Control Delay, s/veh	5.1	5.4	5.0	4.5
LOS	A	A	A	A
95th %tile Queue, veh	1	1	0	0

Intersection	
Intersection Delay, s/veh	3.3
Intersection LOS	A

Approach	EB	WB	NB	SB
Entry Lanes	1	1	1	1
Conflicting Circle Lanes	1	1	1	1
Adj Approach Flow, veh/h	91	70	52	71
Demand Flow Rate, veh/h	91	70	52	71
Vehicles Circulating, veh/h	49	113	116	22
Vehicles Exiting, veh/h	44	55	24	161
Ped Vol Crossing Leg, #/h	0	0	0	0
Ped Cap Adj	1.000	1.000	1.000	1.000
Approach Delay, s/veh	3.3	3.4	3.3	3.1
Approach LOS	A	A	A	A

Lane	Left	Left	Left	Left
Designated Moves	LTR	LTR	LTR	LTR
Assumed Moves	LTR	LTR	LTR	LTR
RT Channelized				
Lane Util	1.000	1.000	1.000	1.000
Follow-Up Headway, s	2.609	2.609	2.609	2.609
Critical Headway, s	4.976	4.976	4.976	4.976
A (Intercept)	1380	1380	1380	1380
B (Slope)	1.02e-3	1.02e-3	1.02e-3	1.02e-3
Entry Flow, veh/h	91	70	52	71
Cap Entry Lane, veh/h	1313	1230	1226	1349
Entry HV Adj Factor	1.000	1.000	1.000	1.000
Flow Entry, veh/h	91	70	52	71
Cap Entry, veh/h	1313	1230	1226	1349
V/C Ratio	0.069	0.057	0.042	0.053
Control Delay, s/veh	3.3	3.4	3.3	3.1
LOS	A	A	A	A
95th %tile Queue, veh	0	0	0	0

Intersection	
Intersection Delay, s/veh	16.8
Intersection LOS	C

Approach	EB	WB	NB	SB
Entry Lanes	1	1	2	2
Conflicting Circle Lanes	1	1	1	1
Adj Approach Flow, veh/h	203	183	1023	1065
Demand Flow Rate, veh/h	203	183	1023	1065
Vehicles Circulating, veh/h	1117	986	159	194
Vehicles Exiting, veh/h	142	196	1161	975
Ped Vol Crossing Leg, #/h	0	0	0	0
Ped Cap Adj	1.000	1.000	1.000	1.000
Approach Delay, s/veh	17.2	12.9	13.8	20.2
Approach LOS	C	B	B	C

Lane	Left	Left	Left	Right	Left	Right
Designated Moves	LTR	LTR	LT	R	LT	R
Assumed Moves	LTR	LTR	LT	R	LT	R
RT Channelized						
Lane Util	1.000	1.000	0.902	0.098	0.946	0.054
Follow-Up Headway, s	2.609	2.609	2.535	2.535	2.535	2.535
Critical Headway, s	4.976	4.976	4.544	4.544	4.544	4.544
A (Intercept)	1380	1380	1420	1420	1420	1420
B (Slope)	1.02e-3	1.02e-3	9.101e-4	9.101e-4	9.101e-4	9.101e-4
Entry Flow, veh/h	203	183	923	100	1008	57
Cap Entry Lane, veh/h	442	505	1229	1229	1190	1190
Entry HV Adj Factor	1.000	1.000	1.000	1.000	1.000	1.000
Flow Entry, veh/h	203	183	923	100	1008	57
Cap Entry, veh/h	442	505	1229	1229	1190	1190
V/C Ratio	0.460	0.363	0.751	0.081	0.847	0.048
Control Delay, s/veh	17.2	12.9	14.9	3.6	21.2	3.4
LOS	C	B	B	A	C	A
95th %tile Queue, veh	2	2	8	0	11	0

Intersection	
Intersection Delay, s/veh	8.6
Intersection LOS	A

Approach	EB	WB	NB	SB
Entry Lanes	1	1	1	1
Conflicting Circle Lanes	1	1	1	1
Adj Approach Flow, veh/h	743	554	67	49
Demand Flow Rate, veh/h	743	554	67	49
Vehicles Circulating, veh/h	123	23	746	517
Vehicles Exiting, veh/h	443	790	120	60
Ped Vol Crossing Leg, #/h	0	0	0	0
Ped Cap Adj	1.000	1.000	1.000	1.000
Approach Delay, s/veh	10.5	6.6	6.7	5.0
Approach LOS	B	A	A	A

Lane	Left	Left	Left	Left
Designated Moves	LTR	LTR	LTR	LTR
Assumed Moves	LTR	LTR	LTR	LTR
RT Channelized				
Lane Util	1.000	1.000	1.000	1.000
Follow-Up Headway, s	2.609	2.609	2.609	2.609
Critical Headway, s	4.976	4.976	4.976	4.976
A (Intercept)	1380	1380	1380	1380
B (Slope)	1.02e-3	1.02e-3	1.02e-3	1.02e-3
Entry Flow, veh/h	743	554	67	49
Cap Entry Lane, veh/h	1217	1348	645	814
Entry HV Adj Factor	1.000	1.000	1.000	1.000
Flow Entry, veh/h	743	554	67	49
Cap Entry, veh/h	1217	1348	645	814
V/C Ratio	0.610	0.411	0.104	0.060
Control Delay, s/veh	10.5	6.6	6.7	5.0
LOS	B	A	A	A
95th %tile Queue, veh	4	2	0	0

Intersection	
Intersection Delay, s/veh	3.3
Intersection LOS	A

Approach	EB	WB	NB	SB
Entry Lanes	1	1	1	1
Conflicting Circle Lanes	1	1	1	1
Adj Approach Flow, veh/h	39	40	16	131
Demand Flow Rate, veh/h	39	40	16	131
Vehicles Circulating, veh/h	79	37	90	20
Vehicles Exiting, veh/h	72	69	28	57
Ped Vol Crossing Leg, #/h	0	0	0	0
Ped Cap Adj	1.000	1.000	1.000	1.000
Approach Delay, s/veh	3.1	2.9	3.0	3.4
Approach LOS	A	A	A	A

Lane	Left	Left	Left	Left
Designated Moves	LTR	LTR	LTR	LTR
Assumed Moves	LTR	LTR	LTR	LTR
RT Channelized				
Lane Util	1.000	1.000	1.000	1.000
Follow-Up Headway, s	2.609	2.609	2.609	2.609
Critical Headway, s	4.976	4.976	4.976	4.976
A (Intercept)	1380	1380	1380	1380
B (Slope)	1.02e-3	1.02e-3	1.02e-3	1.02e-3
Entry Flow, veh/h	39	40	16	131
Cap Entry Lane, veh/h	1273	1329	1259	1352
Entry HV Adj Factor	1.000	1.000	1.000	1.000
Flow Entry, veh/h	39	40	16	131
Cap Entry, veh/h	1273	1329	1259	1352
V/C Ratio	0.031	0.030	0.013	0.097
Control Delay, s/veh	3.1	2.9	3.0	3.4
LOS	A	A	A	A
95th %tile Queue, veh	0	0	0	0

Intersection	
Intersection Delay, s/veh	20.0
Intersection LOS	C

Approach	EB	WB	NB	SB
Entry Lanes	1	1	2	2
Conflicting Circle Lanes	1	1	1	1
Adj Approach Flow, veh/h	141	145	899	1208
Demand Flow Rate, veh/h	141	145	899	1208
Vehicles Circulating, veh/h	1190	914	202	156
Vehicles Exiting, veh/h	174	187	1129	903
Ped Vol Crossing Leg, #/h	0	0	0	0
Ped Cap Adj	1.000	1.000	1.000	1.000
Approach Delay, s/veh	15.0	10.4	13.6	26.5
Approach LOS	C	B	B	D

Lane	Left	Left	Left	Right	Left	Right
Designated Moves	LTR	LTR	LT	R	LT	R
Assumed Moves	LTR	LTR	LT	R	LT	R
RT Channelized						
Lane Util	1.000	1.000	0.949	0.051	0.935	0.065
Follow-Up Headway, s	2.609	2.609	2.535	2.535	2.535	2.535
Critical Headway, s	4.976	4.976	4.544	4.544	4.544	4.544
A (Intercept)	1380	1380	1420	1420	1420	1420
B (Slope)	1.02e-3	1.02e-3	9.101e-4	9.101e-4	9.101e-4	9.101e-4
Entry Flow, veh/h	141	145	853	46	1129	79
Cap Entry Lane, veh/h	410	543	1182	1182	1232	1232
Entry HV Adj Factor	1.000	1.000	1.000	1.000	1.000	1.000
Flow Entry, veh/h	141	145	853	46	1129	79
Cap Entry, veh/h	410	543	1182	1182	1232	1232
V/C Ratio	0.344	0.267	0.722	0.039	0.916	0.064
Control Delay, s/veh	15.0	10.4	14.1	3.4	28.2	3.4
LOS	C	B	B	A	D	A
95th %tile Queue, veh	2	1	7	0	15	0

Intersection	
Intersection Delay, s/veh	6.4
Intersection LOS	A

Approach	EB	WB	NB	SB
Entry Lanes	1	1	1	1
Conflicting Circle Lanes	1	1	1	1
Adj Approach Flow, veh/h	387	342	147	251
Demand Flow Rate, veh/h	387	342	147	251
Vehicles Circulating, veh/h	267	115	461	392
Vehicles Exiting, veh/h	376	493	193	65
Ped Vol Crossing Leg, #/h	0	0	0	0
Ped Cap Adj	1.000	1.000	1.000	1.000
Approach Delay, s/veh	7.2	5.5	5.9	6.7
Approach LOS	A	A	A	A

Lane	Left	Left	Left	Left
Designated Moves	LTR	LTR	LTR	LTR
Assumed Moves	LTR	LTR	LTR	LTR
RT Channelized				
Lane Util	1.000	1.000	1.000	1.000
Follow-Up Headway, s	2.609	2.609	2.609	2.609
Critical Headway, s	4.976	4.976	4.976	4.976
A (Intercept)	1380	1380	1380	1380
B (Slope)	1.02e-3	1.02e-3	1.02e-3	1.02e-3
Entry Flow, veh/h	387	342	147	251
Cap Entry Lane, veh/h	1051	1227	862	925
Entry HV Adj Factor	1.000	1.000	1.000	1.000
Flow Entry, veh/h	387	342	147	251
Cap Entry, veh/h	1051	1227	862	925
V/C Ratio	0.368	0.279	0.170	0.271
Control Delay, s/veh	7.2	5.5	5.9	6.7
LOS	A	A	A	A
95th %tile Queue, veh	2	1	1	1

Intersection	
Intersection Delay, s/veh	3.9
Intersection LOS	A

Approach	EB	WB	NB	SB
Entry Lanes	1	1	1	1
Conflicting Circle Lanes	1	1	1	1
Adj Approach Flow, veh/h	43	140	52	236
Demand Flow Rate, veh/h	43	140	52	236
Vehicles Circulating, veh/h	224	82	243	17
Vehicles Exiting, veh/h	29	213	24	205
Ped Vol Crossing Leg, #/h	0	0	0	0
Ped Cap Adj	1.000	1.000	1.000	1.000
Approach Delay, s/veh	3.6	3.7	3.8	4.1
Approach LOS	A	A	A	A

Lane	Left	Left	Left	Left
Designated Moves	LTR	LTR	LTR	LTR
Assumed Moves	LTR	LTR	LTR	LTR
RT Channelized				
Lane Util	1.000	1.000	1.000	1.000
Follow-Up Headway, s	2.609	2.609	2.609	2.609
Critical Headway, s	4.976	4.976	4.976	4.976
A (Intercept)	1380	1380	1380	1380
B (Slope)	1.02e-3	1.02e-3	1.02e-3	1.02e-3
Entry Flow, veh/h	43	140	52	236
Cap Entry Lane, veh/h	1098	1269	1077	1356
Entry HV Adj Factor	1.000	1.000	1.000	1.000
Flow Entry, veh/h	43	140	52	236
Cap Entry, veh/h	1098	1269	1077	1356
V/C Ratio	0.039	0.110	0.048	0.174
Control Delay, s/veh	3.6	3.7	3.8	4.1
LOS	A	A	A	A
95th %tile Queue, veh	0	0	0	1

Intersection	
Intersection Delay, s/veh	10.9
Intersection LOS	B

Approach	EB	WB	NB	SB
Entry Lanes	1	1	2	2
Conflicting Circle Lanes	2	2	2	2
Adj Approach Flow, veh/h	313	216	1342	1162
Demand Flow Rate, veh/h	313	216	1342	1162
Vehicles Circulating, veh/h	1190	1366	171	194
Vehicles Exiting, veh/h	166	147	1332	1388
Ped Vol Crossing Leg, #/h	0	0	0	0
Ped Cap Adj	1.000	1.000	1.000	1.000
Approach Delay, s/veh	20.2	17.9	9.7	8.6
Approach LOS	C	C	A	A

Lane	Left	Left	Left	Right	Left	Right
Designated Moves	LTR	LTR	LT	TR	LT	TR
Assumed Moves	LTR	LTR	LT	TR	LT	TR
RT Channelized						
Lane Util	1.000	1.000	0.470	0.530	0.470	0.530
Follow-Up Headway, s	2.535	2.535	2.667	2.535	2.667	2.535
Critical Headway, s	4.328	4.328	4.645	4.328	4.645	4.328
A (Intercept)	1420	1420	1350	1420	1350	1420
B (Slope)	8.501e-4	8.501e-4	9.199e-4	8.501e-4	9.199e-4	8.501e-4
Entry Flow, veh/h	313	216	631	711	546	616
Cap Entry Lane, veh/h	516	445	1153	1228	1129	1204
Entry HV Adj Factor	1.000	1.000	1.000	1.000	1.000	1.000
Flow Entry, veh/h	313	216	631	711	546	616
Cap Entry, veh/h	516	445	1153	1228	1130	1204
V/C Ratio	0.606	0.486	0.547	0.579	0.484	0.512
Control Delay, s/veh	20.2	17.9	9.6	9.8	8.6	8.6
LOS	C	C	A	A	A	A
95th %tile Queue, veh	4	3	3	4	3	3

Intersection	
Intersection Delay, s/veh	8.8
Intersection LOS	A

Approach	EB	WB	NB	SB
Entry Lanes	1	1	1	1
Conflicting Circle Lanes	1	1	1	1
Adj Approach Flow, veh/h	791	428	175	35
Demand Flow Rate, veh/h	791	428	175	35
Vehicles Circulating, veh/h	61	192	694	483
Vehicles Exiting, veh/h	457	677	158	137
Ped Vol Crossing Leg, #/h	0	0	0	0
Ped Cap Adj	1.000	1.000	1.000	1.000
Approach Delay, s/veh	10.1	7.0	8.4	4.7
Approach LOS	B	A	A	A

Lane	Left	Left	Left	Left
Designated Moves	LTR	LTR	LTR	LTR
Assumed Moves	LTR	LTR	LTR	LTR
RT Channelized				
Lane Util	1.000	1.000	1.000	1.000
Follow-Up Headway, s	2.609	2.609	2.609	2.609
Critical Headway, s	4.976	4.976	4.976	4.976
A (Intercept)	1380	1380	1380	1380
B (Slope)	1.02e-3	1.02e-3	1.02e-3	1.02e-3
Entry Flow, veh/h	791	428	175	35
Cap Entry Lane, veh/h	1297	1134	680	843
Entry HV Adj Factor	1.000	1.000	1.000	1.000
Flow Entry, veh/h	791	428	175	35
Cap Entry, veh/h	1297	1134	680	843
V/C Ratio	0.610	0.377	0.257	0.042
Control Delay, s/veh	10.1	7.0	8.4	4.7
LOS	B	A	A	A
95th %tile Queue, veh	4	2	1	0

Intersection	
Intersection Delay, s/veh	3.6
Intersection LOS	A

Approach	EB	WB	NB	SB
Entry Lanes	1	1	1	1
Conflicting Circle Lanes	1	1	1	1
Adj Approach Flow, veh/h	13	153	16	179
Demand Flow Rate, veh/h	13	153	16	179
Vehicles Circulating, veh/h	154	20	139	4
Vehicles Exiting, veh/h	29	135	28	169
Ped Vol Crossing Leg, #/h	0	0	0	0
Ped Cap Adj	1.000	1.000	1.000	1.000
Approach Delay, s/veh	3.1	3.6	3.1	3.7
Approach LOS	A	A	A	A

Lane	Left	Left	Left	Left
Designated Moves	LTR	LTR	LTR	LTR
Assumed Moves	LTR	LTR	LTR	LTR
RT Channelized				
Lane Util	1.000	1.000	1.000	1.000
Follow-Up Headway, s	2.609	2.609	2.609	2.609
Critical Headway, s	4.976	4.976	4.976	4.976
A (Intercept)	1380	1380	1380	1380
B (Slope)	1.02e-3	1.02e-3	1.02e-3	1.02e-3
Entry Flow, veh/h	13	153	16	179
Cap Entry Lane, veh/h	1179	1352	1197	1374
Entry HV Adj Factor	1.000	1.000	1.000	1.000
Flow Entry, veh/h	13	153	16	179
Cap Entry, veh/h	1179	1352	1197	1374
V/C Ratio	0.011	0.113	0.013	0.130
Control Delay, s/veh	3.1	3.6	3.1	3.7
LOS	A	A	A	A
95th %tile Queue, veh	0	0	0	0

Intersection	
Intersection Delay, s/veh	15.4
Intersection LOS	C

Approach	EB	WB	NB	SB
Entry Lanes	1	1	2	2
Conflicting Circle Lanes	2	2	2	2
Adj Approach Flow, veh/h	210	154	1192	1746
Demand Flow Rate, veh/h	210	154	1192	1746
Vehicles Circulating, veh/h	1708	1199	191	258
Vehicles Exiting, veh/h	296	184	1727	1095
Ped Vol Crossing Leg, #/h	0	0	0	0
Ped Cap Adj	1.000	1.000	1.000	1.000
Approach Delay, s/veh	30.8	11.5	8.8	18.4
Approach LOS	D	B	A	C

Lane	Left	Left	Left	Right	Left	Right
Designated Moves	LTR	LTR	LT	TR	LT	TR
Assumed Moves	LTR	LTR	LT	TR	LT	TR
RT Channelized						
Lane Util	1.000	1.000	0.470	0.530	0.470	0.530
Follow-Up Headway, s	2.535	2.535	2.667	2.535	2.667	2.535
Critical Headway, s	4.328	4.328	4.645	4.328	4.645	4.328
A (Intercept)	1420	1420	1350	1420	1350	1420
B (Slope)	8.501e-4	8.501e-4	9.199e-4	8.501e-4	9.199e-4	8.501e-4
Entry Flow, veh/h	210	154	560	632	821	925
Cap Entry Lane, veh/h	332	512	1132	1207	1065	1140
Entry HV Adj Factor	1.000	1.000	1.000	1.000	1.000	1.000
Flow Entry, veh/h	210	154	560	632	821	925
Cap Entry, veh/h	332	512	1133	1207	1064	1141
V/C Ratio	0.632	0.301	0.495	0.523	0.771	0.811
Control Delay, s/veh	30.8	11.5	8.7	8.8	17.6	19.1
LOS	D	B	A	A	C	C
95th %tile Queue, veh	4	1	3	3	8	10

Intersection	
Intersection Delay, s/veh	6.6
Intersection LOS	A

Approach	EB	WB	NB	SB
Entry Lanes	1	1	1	1
Conflicting Circle Lanes	1	1	1	1
Adj Approach Flow, veh/h	389	356	193	251
Demand Flow Rate, veh/h	389	356	193	251
Vehicles Circulating, veh/h	281	122	461	413
Vehicles Exiting, veh/h	383	532	209	65
Ped Vol Crossing Leg, #/h	0	0	0	0
Ped Cap Adj	1.000	1.000	1.000	1.000
Approach Delay, s/veh	7.4	5.6	6.5	6.9
Approach LOS	A	A	A	A

Lane	Left	Left	Left	Left
Designated Moves	LTR	LTR	LTR	LTR
Assumed Moves	LTR	LTR	LTR	LTR
RT Channelized				
Lane Util	1.000	1.000	1.000	1.000
Follow-Up Headway, s	2.609	2.609	2.609	2.609
Critical Headway, s	4.976	4.976	4.976	4.976
A (Intercept)	1380	1380	1380	1380
B (Slope)	1.02e-3	1.02e-3	1.02e-3	1.02e-3
Entry Flow, veh/h	389	356	193	251
Cap Entry Lane, veh/h	1036	1218	862	906
Entry HV Adj Factor	1.000	1.000	1.000	1.000
Flow Entry, veh/h	389	356	193	251
Cap Entry, veh/h	1036	1218	862	906
V/C Ratio	0.375	0.292	0.224	0.277
Control Delay, s/veh	7.4	5.6	6.5	6.9
LOS	A	A	A	A
95th %tile Queue, veh	2	1	1	1

Intersection	
Intersection Delay, s/veh	4.1
Intersection LOS	A

Approach	EB	WB	NB	SB
Entry Lanes	1	1	1	1
Conflicting Circle Lanes	1	1	1	1
Adj Approach Flow, veh/h	91	171	52	256
Demand Flow Rate, veh/h	91	171	52	256
Vehicles Circulating, veh/h	234	113	301	22
Vehicles Exiting, veh/h	44	240	24	262
Ped Vol Crossing Leg, #/h	0	0	0	0
Ped Cap Adj	1.000	1.000	1.000	1.000
Approach Delay, s/veh	4.0	4.1	4.0	4.2
Approach LOS	A	A	A	A

Lane	Left	Left	Left	Left
Designated Moves	LTR	LTR	LTR	LTR
Assumed Moves	LTR	LTR	LTR	LTR
RT Channelized				
Lane Util	1.000	1.000	1.000	1.000
Follow-Up Headway, s	2.609	2.609	2.609	2.609
Critical Headway, s	4.976	4.976	4.976	4.976
A (Intercept)	1380	1380	1380	1380
B (Slope)	1.02e-3	1.02e-3	1.02e-3	1.02e-3
Entry Flow, veh/h	91	171	52	256
Cap Entry Lane, veh/h	1087	1230	1015	1349
Entry HV Adj Factor	1.000	1.000	1.000	1.000
Flow Entry, veh/h	91	171	52	256
Cap Entry, veh/h	1087	1230	1015	1349
V/C Ratio	0.084	0.139	0.051	0.190
Control Delay, s/veh	4.0	4.1	4.0	4.2
LOS	A	A	A	A
95th %tile Queue, veh	0	0	0	1

Intersection	
Intersection Delay, s/veh	11.3
Intersection LOS	B

Approach	EB	WB	NB	SB
Entry Lanes	1	1	2	2
Conflicting Circle Lanes	2	2	2	2
Adj Approach Flow, veh/h	335	217	1348	1162
Demand Flow Rate, veh/h	335	217	1348	1162
Vehicles Circulating, veh/h	1190	1372	174	201
Vehicles Exiting, veh/h	173	150	1351	1388
Ped Vol Crossing Leg, #/h	0	0	0	0
Ped Cap Adj	1.000	1.000	1.000	1.000
Approach Delay, s/veh	22.2	18.2	9.8	8.7
Approach LOS	C	C	A	A

Lane	Left	Left	Left	Right	Left	Right
Designated Moves	LTR	LTR	LT	TR	LT	TR
Assumed Moves	LTR	LTR	LT	TR	LT	TR
RT Channelized						
Lane Util	1.000	1.000	0.470	0.530	0.470	0.530
Follow-Up Headway, s	2.535	2.535	2.667	2.535	2.667	2.535
Critical Headway, s	4.328	4.328	4.645	4.328	4.645	4.328
A (Intercept)	1420	1420	1350	1420	1350	1420
B (Slope)	8.501e-4	8.501e-4	9.199e-4	8.501e-4	9.199e-4	8.501e-4
Entry Flow, veh/h	335	217	634	714	546	616
Cap Entry Lane, veh/h	516	442	1150	1225	1122	1197
Entry HV Adj Factor	1.000	1.000	0.999	1.001	1.000	1.000
Flow Entry, veh/h	335	217	634	714	546	616
Cap Entry, veh/h	516	442	1149	1226	1122	1197
V/C Ratio	0.649	0.491	0.551	0.583	0.487	0.515
Control Delay, s/veh	22.2	18.2	9.7	9.9	8.6	8.7
LOS	C	C	A	A	A	A
95th %tile Queue, veh	5	3	3	4	3	3

Intersection	
Intersection Delay, s/veh	9.7
Intersection LOS	A

Approach	EB	WB	NB	SB
Entry Lanes	1	1	1	1
Conflicting Circle Lanes	1	1	1	1
Adj Approach Flow, veh/h	799	473	206	35
Demand Flow Rate, veh/h	799	473	206	35
Vehicles Circulating, veh/h	106	197	694	533
Vehicles Exiting, veh/h	462	703	211	137
Ped Vol Crossing Leg, #/h	0	0	0	0
Ped Cap Adj	1.000	1.000	1.000	1.000
Approach Delay, s/veh	11.3	7.6	9.1	4.9
Approach LOS	B	A	A	A

Lane	Left	Left	Left	Left
Designated Moves	LTR	LTR	LTR	LTR
Assumed Moves	LTR	LTR	LTR	LTR
RT Channelized				
Lane Util	1.000	1.000	1.000	1.000
Follow-Up Headway, s	2.609	2.609	2.609	2.609
Critical Headway, s	4.976	4.976	4.976	4.976
A (Intercept)	1380	1380	1380	1380
B (Slope)	1.02e-3	1.02e-3	1.02e-3	1.02e-3
Entry Flow, veh/h	799	473	206	35
Cap Entry Lane, veh/h	1238	1129	680	801
Entry HV Adj Factor	1.000	1.000	1.000	1.000
Flow Entry, veh/h	799	473	206	35
Cap Entry, veh/h	1238	1129	680	801
V/C Ratio	0.645	0.419	0.303	0.044
Control Delay, s/veh	11.3	7.6	9.1	4.9
LOS	B	A	A	A
95th %tile Queue, veh	5	2	1	0

Intersection	
Intersection Delay, s/veh	3.9
Intersection LOS	A

Approach	EB	WB	NB	SB
Entry Lanes	1	1	1	1
Conflicting Circle Lanes	1	1	1	1
Adj Approach Flow, veh/h	39	182	16	229
Demand Flow Rate, veh/h	39	182	16	229
Vehicles Circulating, veh/h	177	37	188	20
Vehicles Exiting, veh/h	72	167	28	199
Ped Vol Crossing Leg, #/h	0	0	0	0
Ped Cap Adj	1.000	1.000	1.000	1.000
Approach Delay, s/veh	3.4	3.8	3.3	4.1
Approach LOS	A	A	A	A

Lane	Left	Left	Left	Left
Designated Moves	LTR	LTR	LTR	LTR
Assumed Moves	LTR	LTR	LTR	LTR
RT Channelized				
Lane Util	1.000	1.000	1.000	1.000
Follow-Up Headway, s	2.609	2.609	2.609	2.609
Critical Headway, s	4.976	4.976	4.976	4.976
A (Intercept)	1380	1380	1380	1380
B (Slope)	1.02e-3	1.02e-3	1.02e-3	1.02e-3
Entry Flow, veh/h	39	182	16	229
Cap Entry Lane, veh/h	1152	1329	1139	1352
Entry HV Adj Factor	1.000	1.000	1.000	1.000
Flow Entry, veh/h	39	182	16	229
Cap Entry, veh/h	1152	1329	1139	1352
V/C Ratio	0.034	0.137	0.014	0.169
Control Delay, s/veh	3.4	3.8	3.3	4.1
LOS	A	A	A	A
95th %tile Queue, veh	0	0	0	1

Intersection	
Intersection Delay, s/veh	16.5
Intersection LOS	C

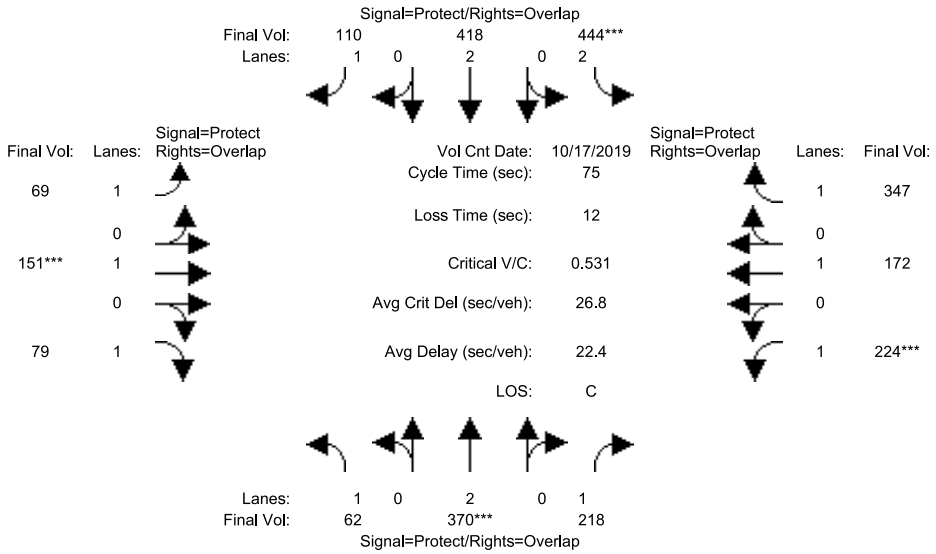
Approach	EB	WB	NB	SB
Entry Lanes	1	1	2	2
Conflicting Circle Lanes	2	2	2	2
Adj Approach Flow, veh/h	225	158	1214	1746
Demand Flow Rate, veh/h	225	158	1214	1746
Vehicles Circulating, veh/h	1708	1221	193	284
Vehicles Exiting, veh/h	322	186	1740	1095
Ped Vol Crossing Leg, #/h	0	0	0	0
Ped Cap Adj	1.000	1.000	1.000	1.000
Approach Delay, s/veh	34.2	12.0	9.0	19.9
Approach LOS	D	B	A	C

Lane	Left	Left	Left	Right	Left	Right
Designated Moves	LTR	LTR	LT	TR	LT	TR
Assumed Moves	LTR	LTR	LT	TR	LT	TR
RT Channelized						
Lane Util	1.000	1.000	0.470	0.530	0.470	0.530
Follow-Up Headway, s	2.535	2.535	2.667	2.535	2.667	2.535
Critical Headway, s	4.328	4.328	4.645	4.328	4.645	4.328
A (Intercept)	1420	1420	1350	1420	1350	1420
B (Slope)	8.501e-4	8.501e-4	9.199e-4	8.501e-4	9.199e-4	8.501e-4
Entry Flow, veh/h	225	158	571	643	821	925
Cap Entry Lane, veh/h	332	503	1130	1205	1039	1115
Entry HV Adj Factor	1.000	1.000	0.999	1.001	1.000	1.000
Flow Entry, veh/h	225	158	571	643	821	925
Cap Entry, veh/h	332	503	1129	1206	1039	1116
V/C Ratio	0.677	0.314	0.505	0.534	0.790	0.829
Control Delay, s/veh	34.2	12.0	8.9	9.0	19.0	20.7
LOS	D	B	A	A	C	C
95th %tile Queue, veh	5	1	3	3	9	10

Hecker Pass Residential
Gilroy
Hexagon Transportation Consultants, Inc.

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

Intersection #4134: Santa Teresa Blvd and First Street/Hecker Pass Hwy



Street Name:	Santa Teresa Blvd						First Street/Hecker Pass Hwy					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 17 Oct 2019 <<												
Base Vol:	62	370	218	444	418	110	69	151	79	224	172	347
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:	62	370	218	444	418	110	69	151	79	224	172	347
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	62	370	218	444	418	110	69	151	79	224	172	347
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	62	370	218	444	418	110	69	151	79	224	172	347
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	62	370	218	444	418	110	69	151	79	224	172	347
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:	62	370	218	444	418	110	69	151	79	224	172	347
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	2.00	1.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1750	3800	1750	3150	3800	1750	1750	1900	1750	1750	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.04	0.10	0.12	0.14	0.11	0.06	0.04	0.08	0.05	0.13	0.09	0.20
Crit Moves:		****		****				****		****		
Green Time:	13.9	13.8	31.8	19.9	19.8	31.9	12.1	11.2	25.1	18.1	17.2	37.2
Volume/Cap:	0.19	0.53	0.29	0.53	0.42	0.15	0.24	0.53	0.13	0.53	0.39	0.40
Delay/Veh:	26.1	28.5	14.4	24.2	23.1	13.3	27.9	31.4	17.5	26.1	25.0	12.2
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:	26.1	28.5	14.4	24.2	23.1	13.3	27.9	31.4	17.5	26.1	25.0	12.2
LOS by Move:	C	C	B	C	C	B	C	C	B	C	C	B
HCM2kAvgQ:	1	5	4	6	4	2	2	4	1	5	3	5

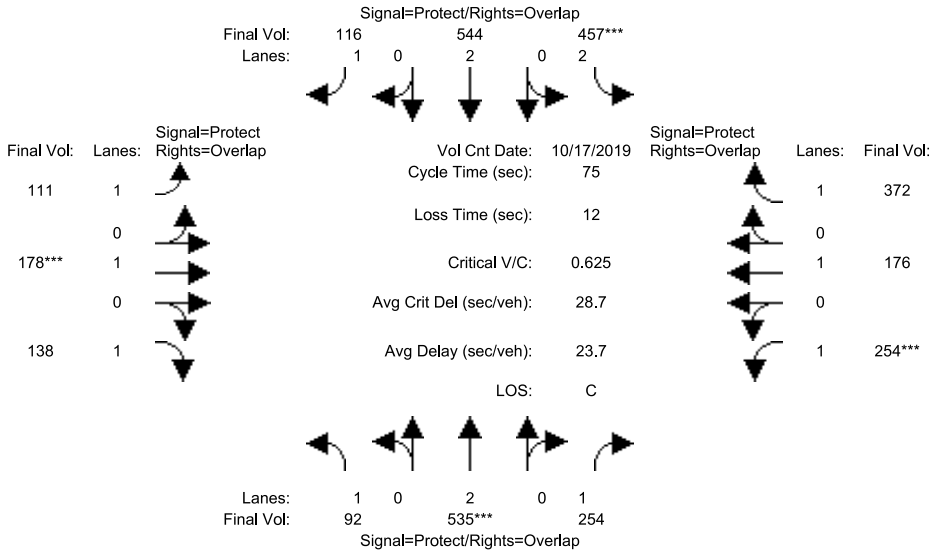
Note: Queue reported is the number of cars per lane.

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Hecker Pass Residential
Gilroy
Hexagon Transportation Consultants, Inc.

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

Intersection #4134: Santa Teresa Blvd and First Street/Hecker Pass Hwy



Street Name:	Santa Teresa Blvd						First Street/Hecker Pass Hwy					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 17 Oct 2019 <<												
Base Vol:	62	370	218	444	418	110	69	151	79	224	172	347
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:	62	370	218	444	418	110	69	151	79	224	172	347
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	30	165	36	13	126	6	42	27	59	30	4	25
Initial Fut:	92	535	254	457	544	116	111	178	138	254	176	372
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:	92	535	254	457	544	116	111	178	138	254	176	372
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	92	535	254	457	544	116	111	178	138	254	176	372
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:	92	535	254	457	544	116	111	178	138	254	176	372
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	2.00	1.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1750	3800	1750	3150	3800	1750	1750	1900	1750	1750	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.05	0.14	0.15	0.15	0.14	0.07	0.06	0.09	0.08	0.15	0.09	0.21
Crit Moves:		****		****				****		****		
Green Time:	13.5	16.9	34.3	17.4	20.8	32.6	11.8	11.2	24.8	17.4	16.9	34.3
Volume/Cap:	0.29	0.62	0.32	0.62	0.52	0.15	0.40	0.62	0.24	0.62	0.41	0.46
Delay/Veh:	27.1	27.6	13.1	27.6	23.3	12.9	29.4	34.2	18.5	28.9	25.5	14.5
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:	27.1	27.6	13.1	27.6	23.3	12.9	29.4	34.2	18.5	28.9	25.5	14.5
LOS by Move:	C	C	B	C	C	B	C	C	B	C	C	B
HCM2kAvgQ:	2	7	4	7	6	2	3	5	3	6	3	6

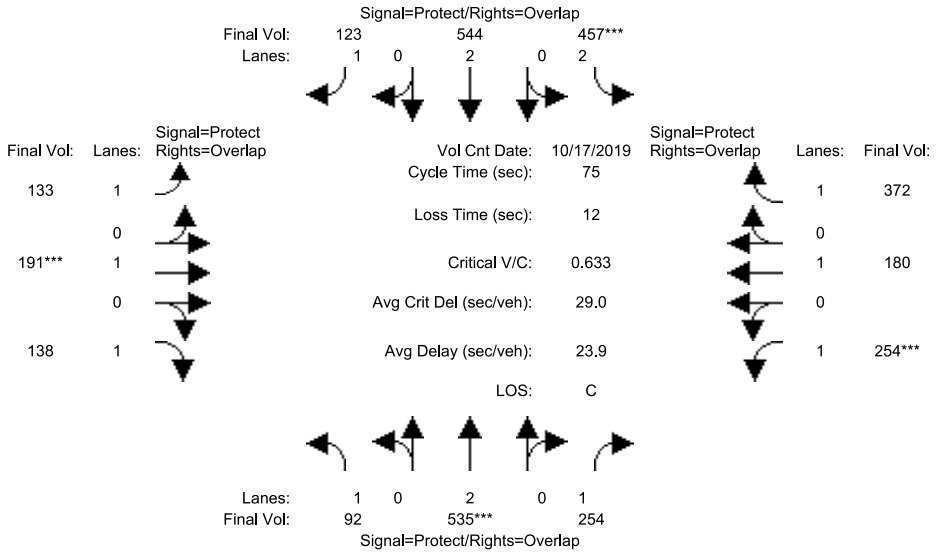
Note: Queue reported is the number of cars per lane.

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Gilroy
Hexagon Transportation Consultants, Inc.

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

Intersection #4134: Santa Teresa Blvd and First Street/Hecker Pass Hwy



Street Name:	Santa Teresa Blvd						First Street/Hecker Pass Hwy					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 17 Oct 2019 <<												
Base Vol:	62	370	218	444	418	110	69	151	79	224	172	347
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:	62	370	218	444	418	110	69	151	79	224	172	347
Added Vol:	0	0	0	0	0	7	22	13	0	0	4	0
ATI:	30	165	36	13	126	6	42	27	59	30	4	25
Initial Fut:	92	535	254	457	544	123	133	191	138	254	180	372
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:	92	535	254	457	544	123	133	191	138	254	180	372
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	92	535	254	457	544	123	133	191	138	254	180	372
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:	92	535	254	457	544	123	133	191	138	254	180	372
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	2.00	1.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1750	3800	1750	3150	3800	1750	1750	1900	1750	1750	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.05	0.14	0.15	0.15	0.14	0.07	0.08	0.10	0.08	0.15	0.09	0.21
Crit Moves:		****		****				****		****		
Green Time:	13.4	16.7	33.9	17.2	20.5	32.5	12.0	11.9	25.3	17.2	17.1	34.3
Volume/Cap:	0.29	0.63	0.32	0.63	0.52	0.16	0.48	0.63	0.23	0.63	0.41	0.46
Delay/Veh:	27.3	28.0	13.4	27.9	23.6	13.1	29.9	33.8	18.1	29.3	25.3	14.4
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:	27.3	28.0	13.4	27.9	23.6	13.1	29.9	33.8	18.1	29.3	25.3	14.4
LOS by Move:	C	C	B	C	C	B	C	C	B	C	C	B
HCM2kAvgQ:	2	7	4	7	6	2	4	5	3	6	3	6

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

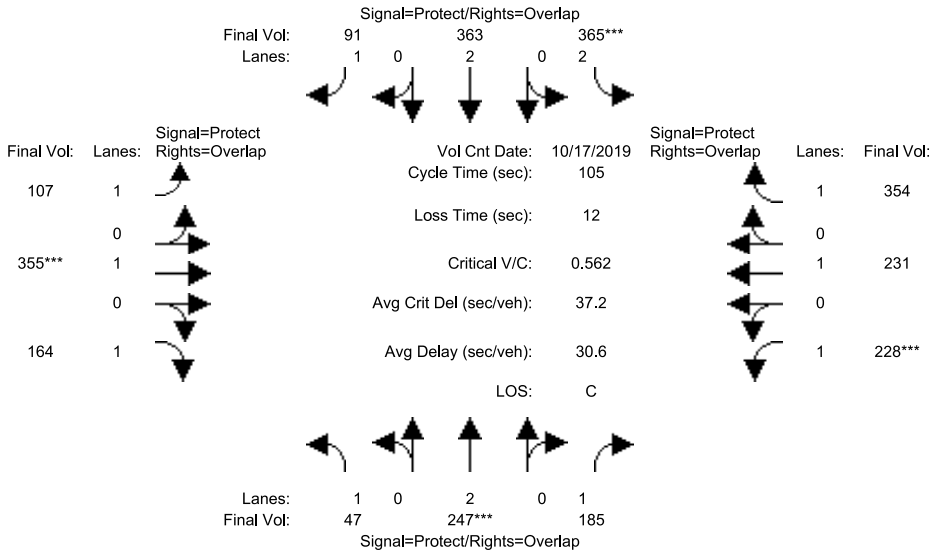
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Hecker Pass Residential
Gilroy
Hexagon Transportation Consultants, Inc.

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

Intersection #4134: Santa Teresa Blvd and First Street/Hecker Pass Hwy



Street Name:	Santa Teresa Blvd						First Street/Hecker Pass Hwy					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 17 Oct 2019 <<												
Base Vol:	47	247	185	365	363	91	107	355	164	228	231	354
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:	47	247	185	365	363	91	107	355	164	228	231	354
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	47	247	185	365	363	91	107	355	164	228	231	354
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:	47	247	185	365	363	91	107	355	164	228	231	354
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	47	247	185	365	363	91	107	355	164	228	231	354
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:	47	247	185	365	363	91	107	355	164	228	231	354
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	2.00	1.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1750	3800	1750	3150	3800	1750	1750	1900	1750	1750	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.03	0.07	0.11	0.12	0.10	0.05	0.06	0.19	0.09	0.13	0.12	0.20
Crit Moves:		****		****				****		****		
Green Time:	13.9	12.1	36.5	21.6	19.9	40.9	21.0	34.9	48.8	24.3	38.2	59.9
Volume/Cap:	0.20	0.56	0.30	0.56	0.50	0.13	0.31	0.56	0.20	0.56	0.33	0.35
Delay/Veh:	41.1	45.6	25.3	38.6	38.7	20.7	36.3	29.9	16.7	37.4	24.4	12.4
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:	41.1	45.6	25.3	38.6	38.7	20.7	36.3	29.9	16.7	37.4	24.4	12.4
LOS by Move:	D	D	C	D	D	C	D	C	B	D	C	B
HCM2kAvgQ:	2	5	5	7	6	2	3	10	3	7	5	6

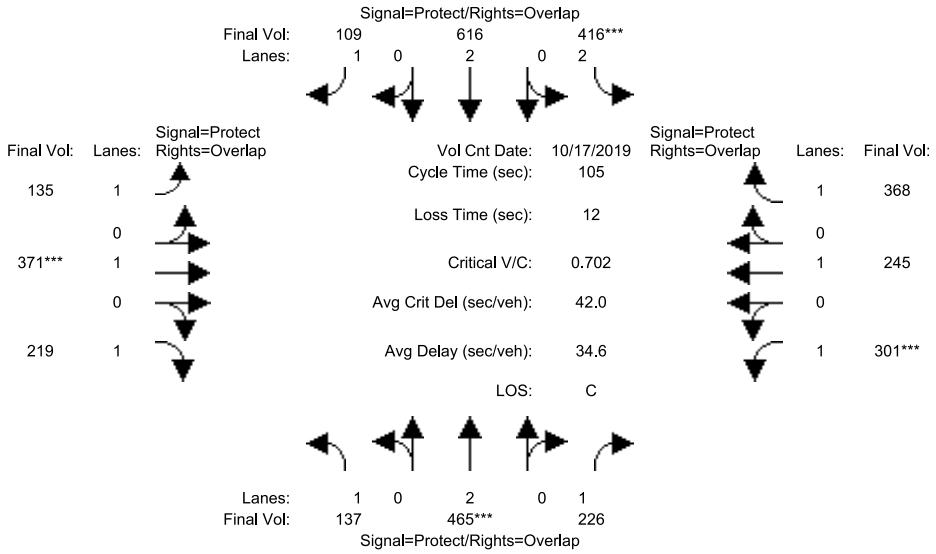
Note: Queue reported is the number of cars per lane.

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Hecker Pass Residential
Gilroy
Hexagon Transportation Consultants, Inc.

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

Intersection #4134: Santa Teresa Blvd and First Street/Hecker Pass Hwy



Street Name:	Santa Teresa Blvd						First Street/Hecker Pass Hwy					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 17 Oct 2019 <<												
Base Vol:	47	247	185	365	363	91	107	355	164	228	231	354
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:	47	247	185	365	363	91	107	355	164	228	231	354
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	90	218	41	51	253	18	28	16	55	73	14	14
Initial Fut:	137	465	226	416	616	109	135	371	219	301	245	368
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:	137	465	226	416	616	109	135	371	219	301	245	368
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	137	465	226	416	616	109	135	371	219	301	245	368
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:	137	465	226	416	616	109	135	371	219	301	245	368
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	2.00	1.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1750	3800	1750	3150	3800	1750	1750	1900	1750	1750	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.08	0.12	0.13	0.13	0.16	0.06	0.08	0.20	0.13	0.17	0.13	0.21
Crit Moves:		****		****				****		****		
Green Time:	12.4	18.3	44.0	19.8	25.7	46.2	20.6	29.2	41.6	25.7	34.4	54.1
Volume/Cap:	0.66	0.70	0.31	0.70	0.66	0.14	0.39	0.70	0.32	0.70	0.39	0.41
Delay/Veh:	52.2	44.2	20.6	43.6	37.6	17.6	37.5	38.2	22.1	41.3	27.7	15.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	52.2	44.2	20.6	43.6	37.6	17.6	37.5	38.2	22.1	41.3	27.7	15.9
LOS by Move:	D	D	C	D	D	B	D	D	C	D	C	B
HCM2kAvgQ:	6	8	5	9	10	2	4	12	5	9	6	8

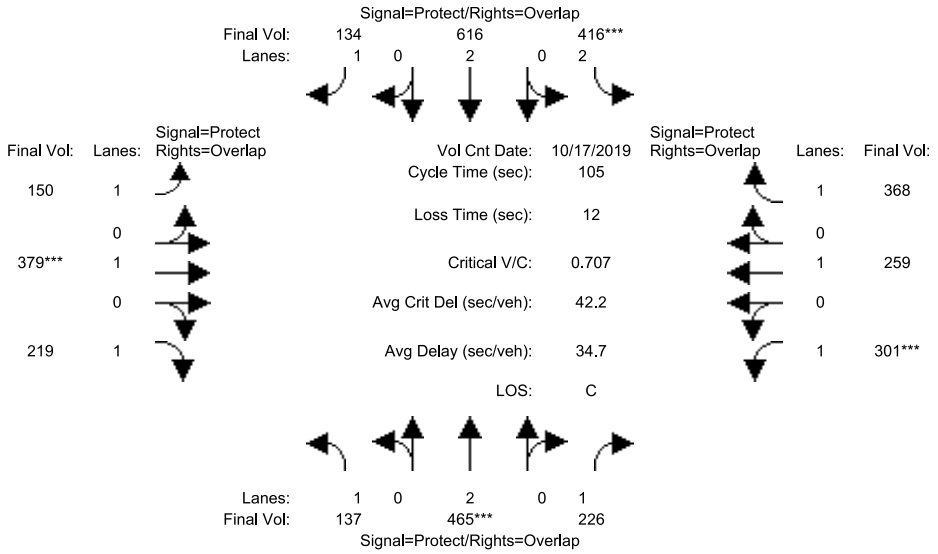
Note: Queue reported is the number of cars per lane.

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Hecker Pass Residential
Gilroy
Hexagon Transportation Consultants, Inc.

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

Intersection #4134: Santa Teresa Blvd and First Street/Hecker Pass Hwy



Street Name:	Santa Teresa Blvd						First Street/Hecker Pass Hwy					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 17 Oct 2019 <<												
Base Vol:	47	247	185	365	363	91	107	355	164	228	231	354
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:	47	247	185	365	363	91	107	355	164	228	231	354
Added Vol:	0	0	0	0	0	25	15	8	0	0	14	0
ATI:	90	218	41	51	253	18	28	16	55	73	14	14
Initial Fut:	137	465	226	416	616	134	150	379	219	301	259	368
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:	137	465	226	416	616	134	150	379	219	301	259	368
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	137	465	226	416	616	134	150	379	219	301	259	368
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:	137	465	226	416	616	134	150	379	219	301	259	368
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	2.00	1.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1750	3800	1750	3150	3800	1750	1750	1900	1750	1750	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.08	0.12	0.13	0.13	0.16	0.08	0.09	0.20	0.13	0.17	0.14	0.21
Crit Moves:		****		****				****		****		
Green Time:	12.3	18.2	43.7	19.6	25.5	46.8	21.3	29.6	42.0	25.6	33.9	53.5
Volume/Cap:	0.67	0.71	0.31	0.71	0.67	0.17	0.42	0.71	0.31	0.71	0.42	0.41
Delay/Veh:	52.5	44.4	20.8	43.9	37.8	17.6	37.3	38.1	21.9	41.7	28.4	16.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	52.5	44.4	20.8	43.9	37.8	17.6	37.3	38.1	21.9	41.7	28.4	16.3
LOS by Move:	D	D	C	D	D	B	D	D	C	D	C	B
HCM2kAvgQ:	6	8	5	9	10	3	5	12	5	9	6	8

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

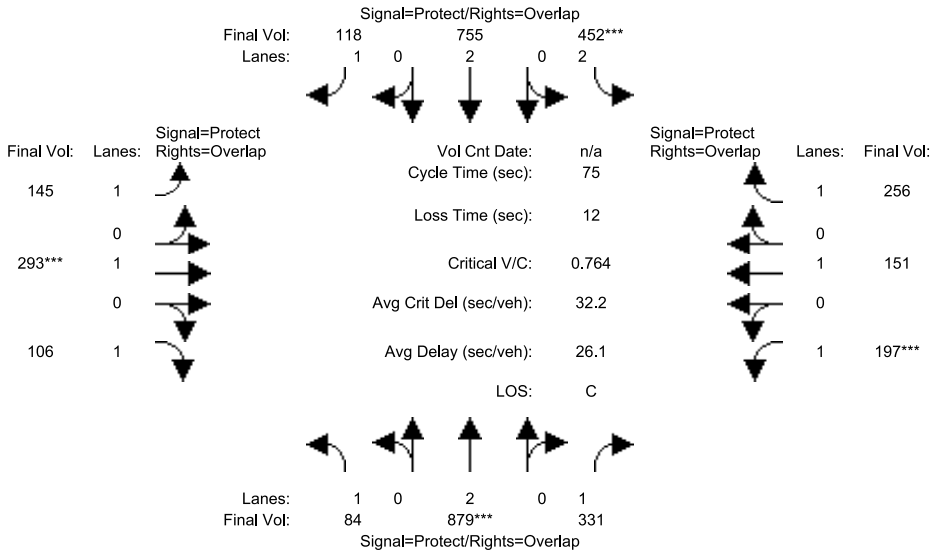
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Hecker Pass Residential
Gilroy
Hexagon Transportation Consultants, Inc.

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

Intersection #4134: Santa Teresa Blvd and First Street/Hecker Pass Hwy



Street Name:	Santa Teresa Blvd						First Street/Hecker Pass Hwy					
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:	84	879	331	452	755	118	145	293	106	197	151	256
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:	84	879	331	452	755	118	145	293	106	197	151	256
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	84	879	331	452	755	118	145	293	106	197	151	256
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:	84	879	331	452	755	118	145	293	106	197	151	256
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	84	879	331	452	755	118	145	293	106	197	151	256
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:	84	879	331	452	755	118	145	293	106	197	151	256
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	2.00	1.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1750	3800	1750	3150	3800	1750	1750	1900	1750	1750	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.05	0.23	0.19	0.14	0.20	0.07	0.08	0.15	0.06	0.11	0.08	0.15
Crit Moves:		****		****				****		****		
Green Time:	11.8	22.7	33.8	14.1	25.0	35.8	10.8	15.1	26.9	11.1	15.4	29.5
Volume/Cap:	0.31	0.76	0.42	0.76	0.60	0.14	0.58	0.76	0.17	0.76	0.39	0.37
Delay/Veh:	28.6	26.8	14.3	34.7	21.5	11.0	33.2	37.1	16.5	43.4	26.4	16.5
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:	28.6	26.8	14.3	34.7	21.5	11.0	33.2	37.1	16.5	43.4	26.4	16.5
LOS by Move:	C	C	B	C	C	B	C	D	B	D	C	B
HCM2kAvgQ:	2	11	6	8	8	2	4	8	2	5	3	4

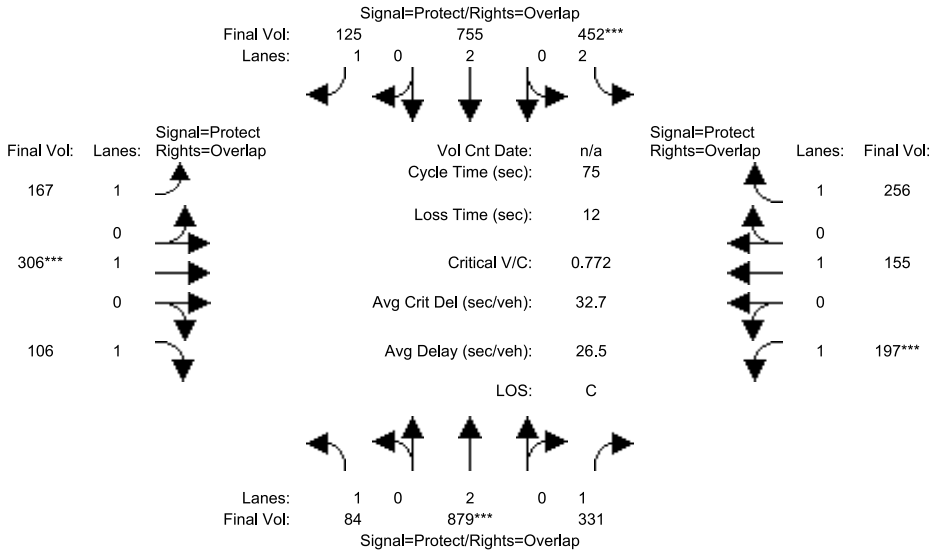
Note: Queue reported is the number of cars per lane.

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Gilroy
Hexagon Transportation Consultants, Inc.

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
GP+P (AM)

Intersection #4134: Santa Teresa Blvd and First Street/Hecker Pass Hwy



Street Name:	Santa Teresa Blvd						First Street/Hecker Pass Hwy					
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:	84	879	331	452	755	118	145	293	106	197	151	256
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:	84	879	331	452	755	118	145	293	106	197	151	256
Added Vol:	0	0	0	0	0	7	22	13	0	0	4	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	84	879	331	452	755	125	167	306	106	197	155	256
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:	84	879	331	452	755	125	167	306	106	197	155	256
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	84	879	331	452	755	125	167	306	106	197	155	256
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:	84	879	331	452	755	125	167	306	106	197	155	256
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	2.00	1.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1750	3800	1750	3150	3800	1750	1750	1900	1750	1750	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.05	0.23	0.19	0.14	0.20	0.07	0.10	0.16	0.06	0.11	0.08	0.15
Crit Moves:		****		****				****		****		
Green Time:	11.6	22.5	33.4	13.9	24.8	35.9	11.1	15.6	27.3	10.9	15.5	29.4
Volume/Cap:	0.31	0.77	0.42	0.77	0.60	0.15	0.65	0.77	0.17	0.77	0.39	0.37
Delay/Veh:	28.8	27.2	14.6	35.3	21.8	11.1	35.6	37.0	16.3	44.3	26.4	16.6
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:	28.8	27.2	14.6	35.3	21.8	11.1	35.6	37.0	16.3	44.3	26.4	16.6
LOS by Move:	C	C	B	D	C	B	D	D	B	D	C	B
HCM2kAvgQ:	2	11	6	8	8	2	5	9	2	5	3	4

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

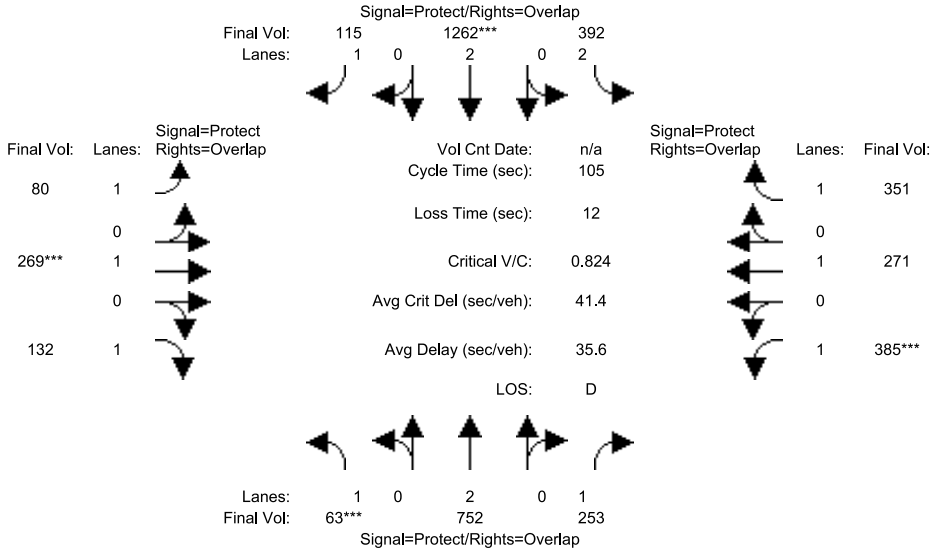
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Hecker Pass Residential
Gilroy
Hexagon Transportation Consultants, Inc.

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

Intersection #4134: Santa Teresa Blvd and First Street/Hecker Pass Hwy



Street Name:	Santa Teresa Blvd						First Street/Hecker Pass Hwy					
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	752	253	392	1262	115	80	269	132	385	271	351
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	752	253	392	1262	115	80	269	132	385	271	351
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	63	752	253	392	1262	115	80	269	132	385	271	351
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	752	253	392	1262	115	80	269	132	385	271	351
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	63	752	253	392	1262	115	80	269	132	385	271	351
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:	63	752	253	392	1262	115	80	269	132	385	271	351
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	2.00	1.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1750	3800	1750	3150	3800	1750	1750	1900	1750	1750	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.04	0.20	0.14	0.12	0.33	0.07	0.05	0.14	0.08	0.22	0.14	0.20
Crit Moves:	****				****			****		****		
Green Time:	7.0	29.6	56.8	18.6	41.2	55.5	14.3	17.6	24.6	27.3	30.5	49.1
Volume/Cap:	0.54	0.70	0.27	0.70	0.85	0.12	0.34	0.85	0.32	0.85	0.49	0.43
Delay/Veh:	52.5	35.9	13.1	44.6	33.8	12.6	41.9	61.1	33.8	50.7	31.5	18.9
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:	52.5	35.9	13.1	44.6	33.8	12.6	41.9	61.1	33.8	50.7	31.5	18.9
LOS by Move:	D	D	B	D	C	B	D	E	C	D	C	B
HCM2kAvgQ:	3	12	5	9	21	2	3	11	4	13	7	8

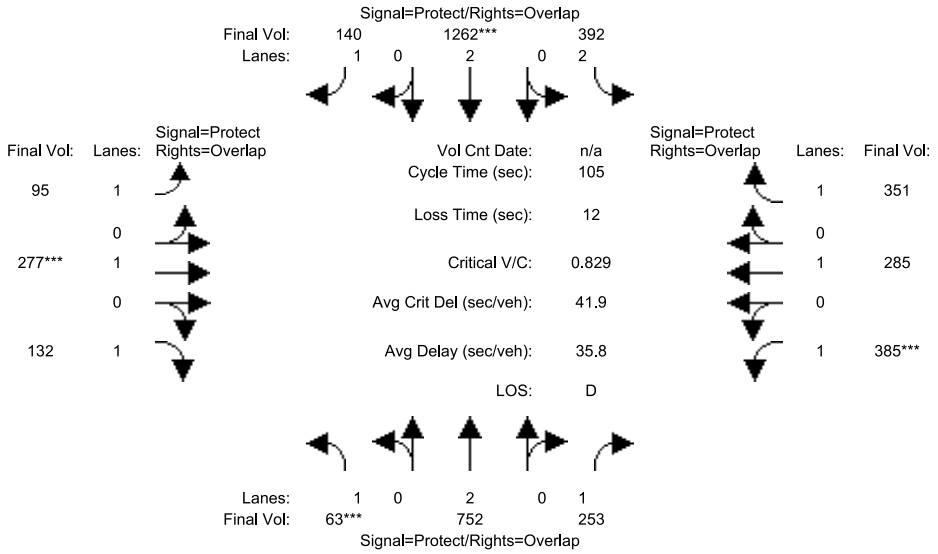
Note: Queue reported is the number of cars per lane.

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Intersection #4134: Santa Teresa Blvd and First Street/Hecker Pass Hwy



Street Name:	Santa Teresa Blvd						First Street/Hecker Pass Hwy					
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	752	253	392	1262	115	80	269	132	385	271	351
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	752	253	392	1262	115	80	269	132	385	271	351
Added Vol:	0	0	0	0	0	25	15	8	0	0	14	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	63	752	253	392	1262	140	95	277	132	385	285	351
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	752	253	392	1262	140	95	277	132	385	285	351
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	63	752	253	392	1262	140	95	277	132	385	285	351
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:	63	752	253	392	1262	140	95	277	132	385	285	351
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	2.00	1.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1750	3800	1750	3150	3800	1750	1750	1900	1750	1750	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.04	0.20	0.14	0.12	0.33	0.08	0.05	0.15	0.08	0.22	0.15	0.20
Crit Moves:	****				****			****		****		
Green Time:	7.0	29.4	56.5	18.5	40.9	54.8	13.9	18.0	25.0	27.1	31.2	49.7
Volume/Cap:	0.54	0.71	0.27	0.71	0.85	0.15	0.41	0.85	0.32	0.85	0.50	0.42
Delay/Veh:	52.5	36.1	13.2	44.8	34.2	13.1	43.0	61.2	33.4	51.4	31.2	18.6
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:	52.5	36.1	13.2	44.8	34.2	13.1	43.0	61.2	33.4	51.4	31.2	18.6
LOS by Move:	D	D	B	D	C	B	D	E	C	D	C	B
HCM2kAvgQ:	3	12	5	9	21	2	3	11	4	13	7	8

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

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Appendix F
Queue Length Calculations

101	Santa Teresa Boulevardand First Street/Hecker P		
102	EBL		
103	AM		
10000	Existing Conditions		
1005	Avg. Queue Per Lane in Veh=		1.4
	Percentile =	95%	4

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.2375	0.2375	0
0.3414	0.5790	1
0.2454	0.8244	2
0.1176	0.9420	3
0.0423	0.9842	4
0.0121	0.9964	5
0.0029	0.9993	6
0.0006	0.9999	7
0.0001	1.0000	8
0.0000	1.0000	9
0.0000	1.0000	10
0.0000	1.0000	11
0.0000	1.0000	12
0.0000	1.0000	13
0.0000	1.0000	14
0.0000	1.0000	15
0.0000	1.0000	16
0.0000	1.0000	17
0.0000	1.0000	18
0.0000	1.0000	19
0.0000	1.0000	20
0.0000	1.0000	21
0.0000	1.0000	22
0.0000	1.0000	23
0.0000	1.0000	24
0.0000	1.0000	25
0.0000	1.0000	26
0.0000	1.0000	27
0.0000	1.0000	28
0.0000	1.0000	29
0.0000	1.0000	30
0.0000	1.0000	31
0.0000	1.0000	32
0.0000	1.0000	33
0.0000	1.0000	34
0.0000	1.0000	35
0.0000	1.0000	36
0.0000	1.0000	37
0.0000	1.0000	38
0.0000	1.0000	39
0.0000	1.0000	40
0.0000	1.0000	41
0.0000	1.0000	42
0.0000	1.0000	43
0.0000	1.0000	44
0.0000	1.0000	45
0.0000	1.0000	46
0.0000	1.0000	47
0.0000	1.0000	48
0.0000	1.0000	49
0.0000	1.0000	50
0.0000	1.0000	51
0.0000	1.0000	52
0.0000	1.0000	53
0.0000	1.0000	54
0.0000	1.0000	55
0.0000	1.0000	56
0.0000	1.0000	57
0.0000	1.0000	58
0.0000	1.0000	59
0.0000	1.0000	60
0.0000	1.0000	61
0.0000	1.0000	62
0.0000	1.0000	63
0.0000	1.0000	64
0.0000	1.0000	65

101	Santa Teresa Boulevardand First Street/Hecker Pa		
102	EBL		
103	AM		
80000	Background Conditions		
1015	Avg. Queue Per Lane in Veh=		2.3
	Percentile =	95%	5

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.0990	0.0990	0
0.2290	0.3280	1
0.2647	0.5927	2
0.2041	0.7968	3
0.1180	0.9148	4
0.0546	0.9693	5
0.0210	0.9904	6
0.0069	0.9973	7
0.0020	0.9993	8
0.0005	0.9998	9
0.0001	1.0000	10
0.0000	1.0000	11
0.0000	1.0000	12
0.0000	1.0000	13
0.0000	1.0000	14
0.0000	1.0000	15
0.0000	1.0000	16
0.0000	1.0000	17
0.0000	1.0000	18
0.0000	1.0000	19
0.0000	1.0000	20
0.0000	1.0000	21
0.0000	1.0000	22
0.0000	1.0000	23
0.0000	1.0000	24
0.0000	1.0000	25
0.0000	1.0000	26
0.0000	1.0000	27
0.0000	1.0000	28
0.0000	1.0000	29
0.0000	1.0000	30
0.0000	1.0000	31
0.0000	1.0000	32
0.0000	1.0000	33
0.0000	1.0000	34
0.0000	1.0000	35
0.0000	1.0000	36
0.0000	1.0000	37
0.0000	1.0000	38
0.0000	1.0000	39
0.0000	1.0000	40
0.0000	1.0000	41
0.0000	1.0000	42
0.0000	1.0000	43
0.0000	1.0000	44
0.0000	1.0000	45
0.0000	1.0000	46
0.0000	1.0000	47
0.0000	1.0000	48
0.0000	1.0000	49
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0.0000	1.0000	55
0.0000	1.0000	56
0.0000	1.0000	57
0.0000	1.0000	58
0.0000	1.0000	59
0.0000	1.0000	60
0.0000	1.0000	61
0.0000	1.0000	62
0.0000	1.0000	63
0.0000	1.0000	64
0.0000	1.0000	65

101	Santa Teresa Boulevardand First Street/Hecker Pa		
102	EBL		
103	AM		
100000	Background Plus Project		
1025	Avg. Queue Per Lane in Veh=		2.8
	Percentile =	95%	6

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.0626	0.0626	0
0.1735	0.2361	1
0.2403	0.4764	2
0.2220	0.6984	3
0.1538	0.8522	4
0.0852	0.9374	5
0.0394	0.9768	6
0.0156	0.9923	7
0.0054	0.9977	8
0.0017	0.9994	9
0.0005	0.9999	10
0.0001	1.0000	11
0.0000	1.0000	12
0.0000	1.0000	13
0.0000	1.0000	14
0.0000	1.0000	15
0.0000	1.0000	16
0.0000	1.0000	17
0.0000	1.0000	18
0.0000	1.0000	19
0.0000	1.0000	20
0.0000	1.0000	21
0.0000	1.0000	22
0.0000	1.0000	23
0.0000	1.0000	24
0.0000	1.0000	25
0.0000	1.0000	26
0.0000	1.0000	27
0.0000	1.0000	28
0.0000	1.0000	29
0.0000	1.0000	30
0.0000	1.0000	31
0.0000	1.0000	32
0.0000	1.0000	33
0.0000	1.0000	34
0.0000	1.0000	35
0.0000	1.0000	36
0.0000	1.0000	37
0.0000	1.0000	38
0.0000	1.0000	39
0.0000	1.0000	40
0.0000	1.0000	41
0.0000	1.0000	42
0.0000	1.0000	43
0.0000	1.0000	44
0.0000	1.0000	45
0.0000	1.0000	46
0.0000	1.0000	47
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0.0000	1.0000	49
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0.0000	1.0000	53
0.0000	1.0000	54
0.0000	1.0000	55
0.0000	1.0000	56
0.0000	1.0000	57
0.0000	1.0000	58
0.0000	1.0000	59
0.0000	1.0000	60
0.0000	1.0000	61
0.0000	1.0000	62
0.0000	1.0000	63
0.0000	1.0000	64
0.0000	1.0000	65

101	Santa Teresa Boulevardand First Street/Hecker P		
102	EBL		
103	PM		
10000	Existing Conditions		
1005	Avg. Queue Per Lane in Veh=		3.1
	Percentile =	95%	6

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.0441	0.0441	0
0.1377	0.1818	1
0.2149	0.3967	2
0.2235	0.6202	3
0.1744	0.7946	4
0.1088	0.9034	5
0.0566	0.9600	6
0.0252	0.9853	7
0.0098	0.9951	8
0.0034	0.9985	9
0.0011	0.9996	10
0.0003	0.9999	11
0.0001	1.0000	12
0.0000	1.0000	13
0.0000	1.0000	14
0.0000	1.0000	15
0.0000	1.0000	16
0.0000	1.0000	17
0.0000	1.0000	18
0.0000	1.0000	19
0.0000	1.0000	20
0.0000	1.0000	21
0.0000	1.0000	22
0.0000	1.0000	23
0.0000	1.0000	24
0.0000	1.0000	25
0.0000	1.0000	26
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0.0000	1.0000	28
0.0000	1.0000	29
0.0000	1.0000	30
0.0000	1.0000	31
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0.0000	1.0000	33
0.0000	1.0000	34
0.0000	1.0000	35
0.0000	1.0000	36
0.0000	1.0000	37
0.0000	1.0000	38
0.0000	1.0000	39
0.0000	1.0000	40
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0.0000	1.0000	56
0.0000	1.0000	57
0.0000	1.0000	58
0.0000	1.0000	59
0.0000	1.0000	60
0.0000	1.0000	61
0.0000	1.0000	62
0.0000	1.0000	63
0.0000	1.0000	64
0.0000	1.0000	65

101	Santa Teresa Boulevardand First Street/Hecker P		
102	EBL		
103	PM		
80000	Background Conditions		
1015	Avg. Queue Per Lane in Veh=		3.9
	Percentile =	95%	7

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.0195	0.0195	0
0.0768	0.0963	1
0.1511	0.2474	2
0.1984	0.4458	3
0.1953	0.6410	4
0.1538	0.7948	5
0.1009	0.8957	6
0.0568	0.9525	7
0.0279	0.9804	8
0.0122	0.9927	9
0.0048	0.9975	10
0.0017	0.9992	11
0.0006	0.9998	12
0.0002	0.9999	13
0.0000	1.0000	14
0.0000	1.0000	15
0.0000	1.0000	16
0.0000	1.0000	17
0.0000	1.0000	18
0.0000	1.0000	19
0.0000	1.0000	20
0.0000	1.0000	21
0.0000	1.0000	22
0.0000	1.0000	23
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101	Santa Teresa Boulevardand First Street/Hecker P		
102	EBL		
103	PM		
100000	Background Plus Project		
1025	Avg. Queue Per Lane in Veh=		4.4
	Percentile =	95%	8

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.0126	0.0126	0
0.0551	0.0677	1
0.1205	0.1881	2
0.1757	0.3638	3
0.1922	0.5560	4
0.1681	0.7241	5
0.1226	0.8467	6
0.0766	0.9234	7
0.0419	0.9653	8
0.0204	0.9856	9
0.0089	0.9945	10
0.0035	0.9981	11
0.0013	0.9994	12
0.0004	0.9998	13
0.0001	0.9999	14
0.0000	1.0000	15
0.0000	1.0000	16
0.0000	1.0000	17
0.0000	1.0000	18
0.0000	1.0000	19
0.0000	1.0000	20
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101	Santa Teresa Boulevardand First Street/Hecker P		
102	SBR		
103	AM		
10000	Existing Conditions		
1005	Avg. Queue Per Lane in Veh=		2.3
	Percentile =	95%	5

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.1011	0.1011	0
0.2317	0.3328	1
0.2655	0.5982	2
0.2028	0.8010	3
0.1162	0.9172	4
0.0532	0.9705	5
0.0203	0.9908	6
0.0067	0.9975	7
0.0019	0.9994	8
0.0005	0.9999	9
0.0001	1.0000	10
0.0000	1.0000	11
0.0000	1.0000	12
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101	Santa Teresa Boulevardand First Street/Hecker P		
102	SBR		
103	AM		
80000	Background Conditions		
1015	Avg. Queue Per Lane in Veh=		2.4
	Percentile =	95%	5

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.0892	0.0892	0
0.2156	0.3048	1
0.2605	0.5654	2
0.2099	0.7752	3
0.1268	0.9020	4
0.0613	0.9633	5
0.0247	0.9880	6
0.0085	0.9965	7
0.0026	0.9991	8
0.0007	0.9998	9
0.0002	1.0000	10
0.0000	1.0000	11
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101	Santa Teresa Boulevardand First Street/Hecker P		
102	SBR		
103	AM		
100000	Background Plus Project		
1025	Avg. Queue Per Lane in Veh=		2.6
	Percentile =	95%	5

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.0771	0.0771	0
0.1976	0.2747	1
0.2532	0.5279	2
0.2163	0.7441	3
0.1385	0.8827	4
0.0710	0.9537	5
0.0303	0.9840	6
0.0111	0.9951	7
0.0036	0.9987	8
0.0010	0.9997	9
0.0003	0.9999	10
0.0001	1.0000	11
0.0000	1.0000	12
0.0000	1.0000	13
0.0000	1.0000	14
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101	Santa Teresa Boulevardand First Street/Hecker Pa		
102	SBR		
103	PM		
10000	Existing Conditions		
1005	Avg. Queue Per Lane in Veh=		2.7
	Percentile =	95%	6

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.0704	0.0704	0
0.1867	0.2571	1
0.2478	0.5049	2
0.2193	0.7242	3
0.1455	0.8697	4
0.0772	0.9469	5
0.0342	0.9810	6
0.0130	0.9940	7
0.0043	0.9983	8
0.0013	0.9996	9
0.0003	0.9999	10
0.0001	1.0000	11
0.0000	1.0000	12
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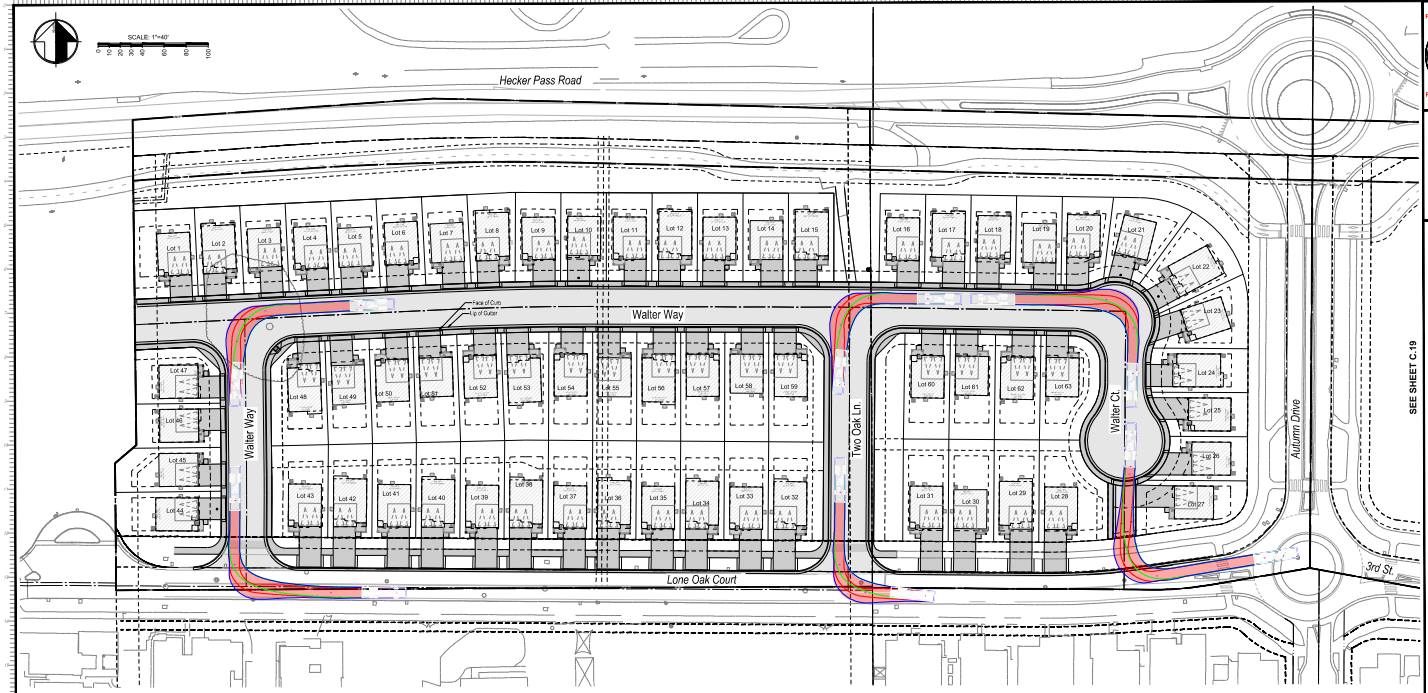
101	Santa Teresa Boulevardand First Street/Hecker Pa		
102	SBR		
103	PM		
80000	Background Conditions		
1015	Avg. Queue Per Lane in Veh=		3.2
	Percentile =	95%	6

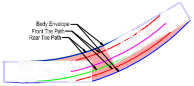
Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.0416	0.0416	0
0.1323	0.1739	1
0.2103	0.3843	2
0.2229	0.6072	3
0.1772	0.7843	4
0.1126	0.8970	5
0.0597	0.9566	6
0.0271	0.9837	7
0.0108	0.9945	8
0.0038	0.9983	9
0.0012	0.9995	10
0.0003	0.9999	11
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101	Santa Teresa Boulevardand First Street/Hecker Pa		
102	SBR		
103	PM		
100000	Background Plus Project		
1025	Avg. Queue Per Lane in Veh=		3.9
	Percentile =	95%	7

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.0201	0.0201	0
0.0785	0.0985	1
0.1533	0.2518	2
0.1997	0.4516	3
0.1952	0.6467	4
0.1525	0.7993	5
0.0994	0.8987	6
0.0555	0.9541	7
0.0271	0.9812	8
0.0118	0.9930	9
0.0046	0.9976	10
0.0016	0.9992	11
0.0005	0.9998	12
0.0002	0.9999	13
0.0000	1.0000	14
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Appendix G
Fire and Garbage Truck Circulation Plans







CoG Fire Truck

	Max
Width	: 8.17
Track	: 6.14
Lock to Lock Time	: 6.0
Steering Angle	: 45.0

Applicant:

MANA CAMDEN FUND, LLC
5927 BALLYCOR CT, SUITE 205
CARLSBAD, CA 92009
(408) 406-9009

Engineer:

MH ENGINEERING
16375 VINEYARD BLVD.
MORGAN HILL, CA 95037
(408) 779-7381

Owner:

OWENS FINANCIAL CORP
2221 OLYMPIC BLVD
WALNUT CREEK, CA 94595
&
JAMES W. HOEY AND DEBRA J. HOEY REVOCABLE TRUST
2483 HECKER PASS RD.
GILROY, CA 95020

FOR PLANCHECK ONLY
No. 24893
EXP. 12-31-2020
FOR PLANCHECK ONLY

MH engineering Co.
16375 Vineyard Boulevard
Morgan Hill, CA 95037

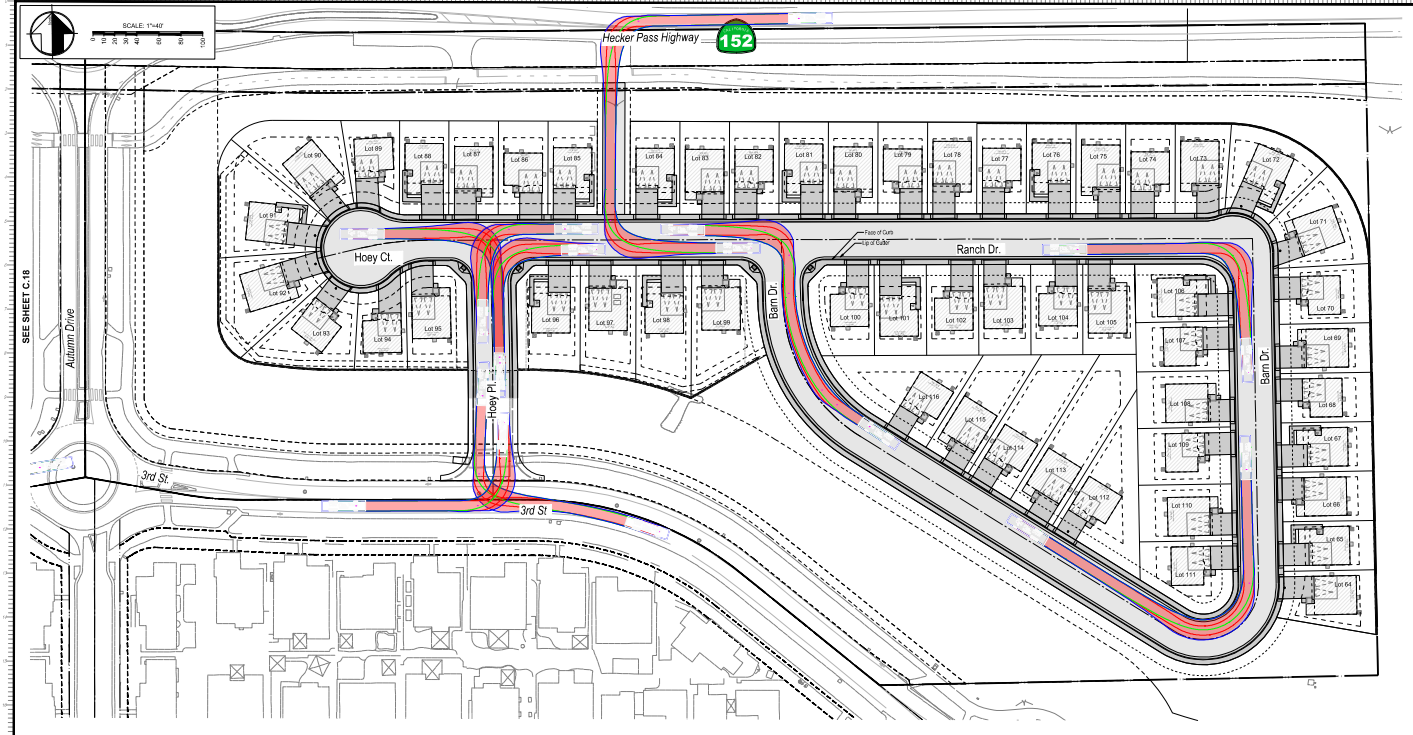
Circulation Plan - Fire West Side

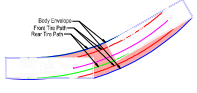
Hecker Pass Specific Plan - Low Income Housing

DATE: 2/5/2020
SCALE: 1" = 40'
DRAWN BY: WA
CHECKED BY: RSM

JOB NO.
22026

SHEET
C.18
OF
35







CoG Fire Truck

	feet
Width	8.17
Track	8.17
Lock to Lock Time	6.0
Steering Angle	45.0

Applicant:
NIANA CAMDEN FUND, LLC
5627 BALFOUR CT. SUITE 209
CARLSBAD, CA 92008
(408) 499-8202

Engineer:
MH ENGINEERING
16075 VINEYARD BLVD.
MORGAN HILL, CA 95037
(408) 779-7381

Owner:
OWENS FINANCIAL CORP
2221 OLYMPIC BLVD.
WALNUT CREEK, CA 94595
&
JAMES W. HOEY AND DEBRA J. HOEY REVOCABLE TRUST
2480 HECKER PASS RD.
GILROY, CA 95020

PLANNING SET
FOR PLANCHECK ONLY
No. 24893
EXP. 12-31-2023
CIVIL
STATE OF CALIFORNIA
FOR PLANCHECK ONLY

MH engineering Co.
16075 Vineyard Boulevard
Morgan Hill, CA 95037

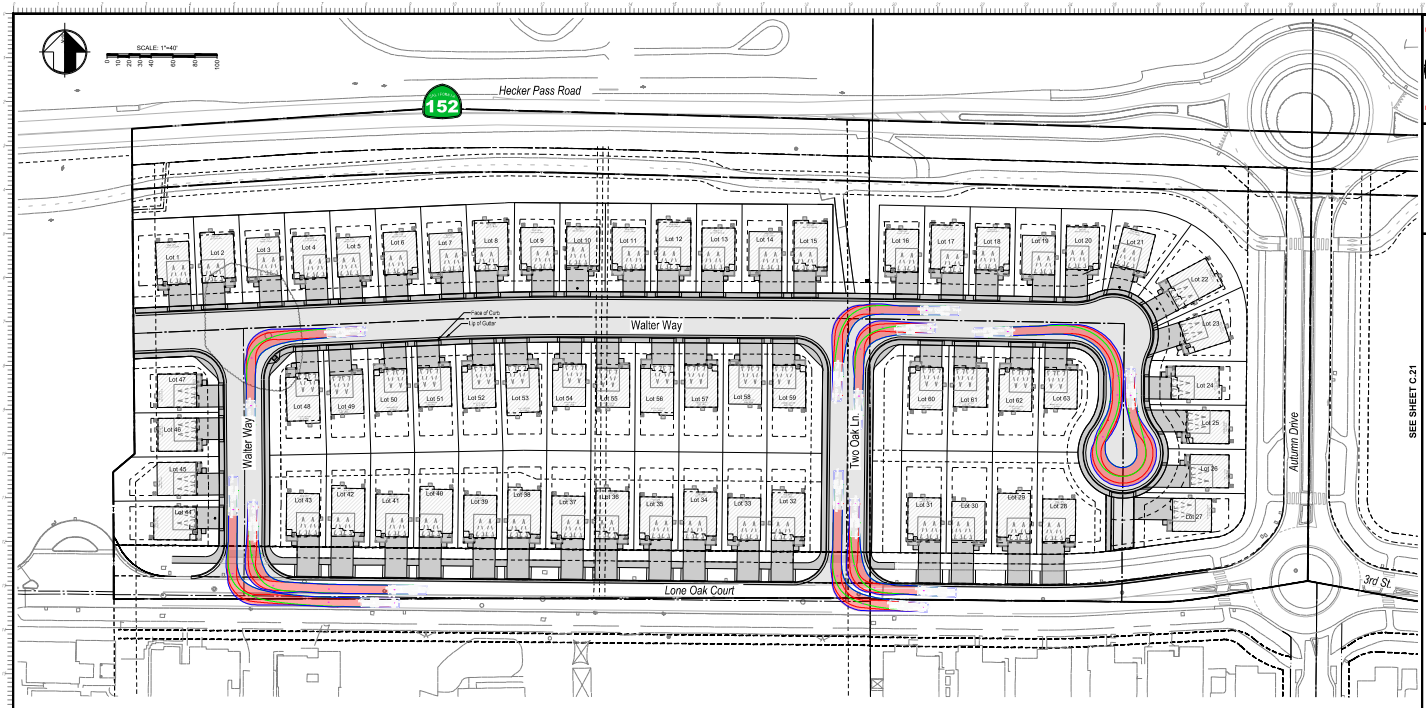
Circulation Plan - Fire East Side
Hecker Pass Specific Plan - Low Income Housing

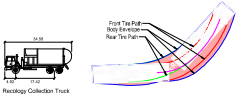
DATE 2/7/2023
SCALE 1" = 40'
DESIGNED BY AMH

JOB NO.
223026

SHEET NO.
C.19

OF SHEETS
35





Applicant:
MANA CAMDEN FUND, LLC
5927 BALFOUR CT., SUITE 208
CARLSBAD, CA 92008
(408) 406-9009

Engineer:
MH ENGINEERING
16975 VINEYARD BLVD.
MORGAN HILL, CA 95037
(408) 779-7381

Owner:
OWENS FINANCIAL CORP
2221 OLYMPIC BLVD
WALNUT CREEK, CA 94595
&
JAMES W. HOEY AND DEBRA J. HOEY REVOCABLE TRUST
2490 HECKER PASS RD.
GILROY, CA 95020

PREPARED FOR PLANCHECK ONLY
REGISTERED PROFESSIONAL ENGINEER
No. 24893
EXP. 12-31-2023
CIVIL
STATE OF CALIFORNIA
PREPARED FOR PLANCHECK ONLY

MH engineering Co.
16975 Vineyard Boulevard
Morgan Hill, CA 95037

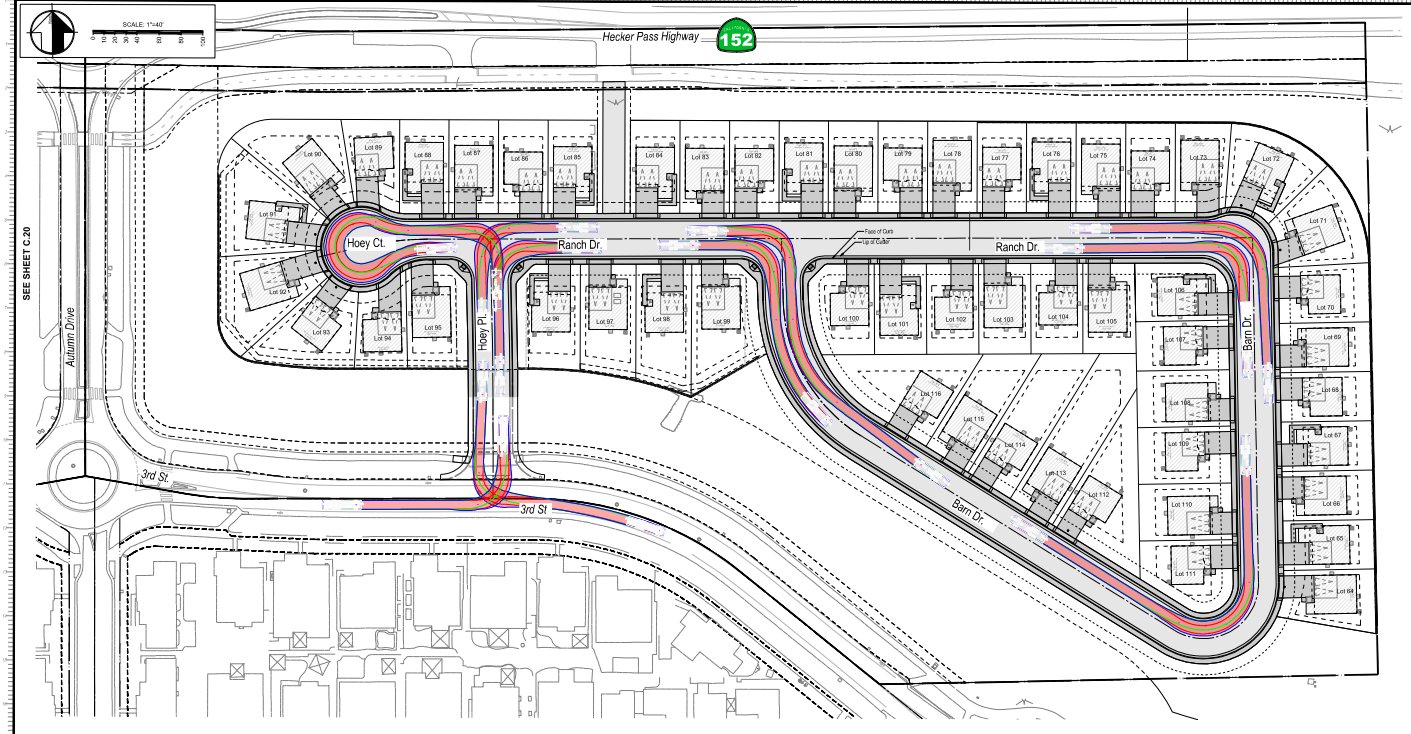
Circulation Plan - Garbage West Side
Hecker Pass Specific Plan - Low Income Housing

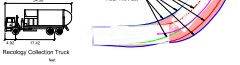
DATE 2/7/2023
SCALE 1" = 40'
DESIGNED MA
DRAWN BY MA
CHECKED MA

JOB NO. 223026

SHEET NO. C.20

SHEET 35 OF





Applicant:
MANA CAMDEN FUND, LLC
5927 BALFOUR CT. SUITE 205
CARLSBAD, CA 92008
(408) 406-9000

Engineer:
MH ENGINEERING
16075 VINEYARD BLVD.
MORGAN HILL, CA 95037
(408) 779-7381

Owner:
OWENS FINANCIAL CORP
2221 OLYMPIC BLVD
WALNUT CREEK, CA 94595
&
JAMES W. HOEY AND DEBRA J. HOEY REVOCABLE TRUST
2480 HECKER PASS RD.
GILROY, CA 95020

REGISTERED PROFESSIONAL ENGINEER
No. 24893
Exp. 12-31-2023
FOR PLANCHECK ONLY

MH engineering Co.
16075 Vineyard Boulevard
Morgan Hill, CA 95037

Circulation Plan - Garbage East Side
Hecker Pass Specific Plan - Low Income Housing

DATE 07/05/23
SCALE 1" = 40'
DESIGNED BY AJG

JOB NO. 223026

SHEET NO. C.21

OF 35